



CITY OF HOBART

MINUTES ATTACHMENTS

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 12 MAY 2025

AT 4.00PM

VENUE: UNITING CHURCH, NORTH HOBART

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HOBART WORKSHOP COMMITTEE

Monday 12 May 2025

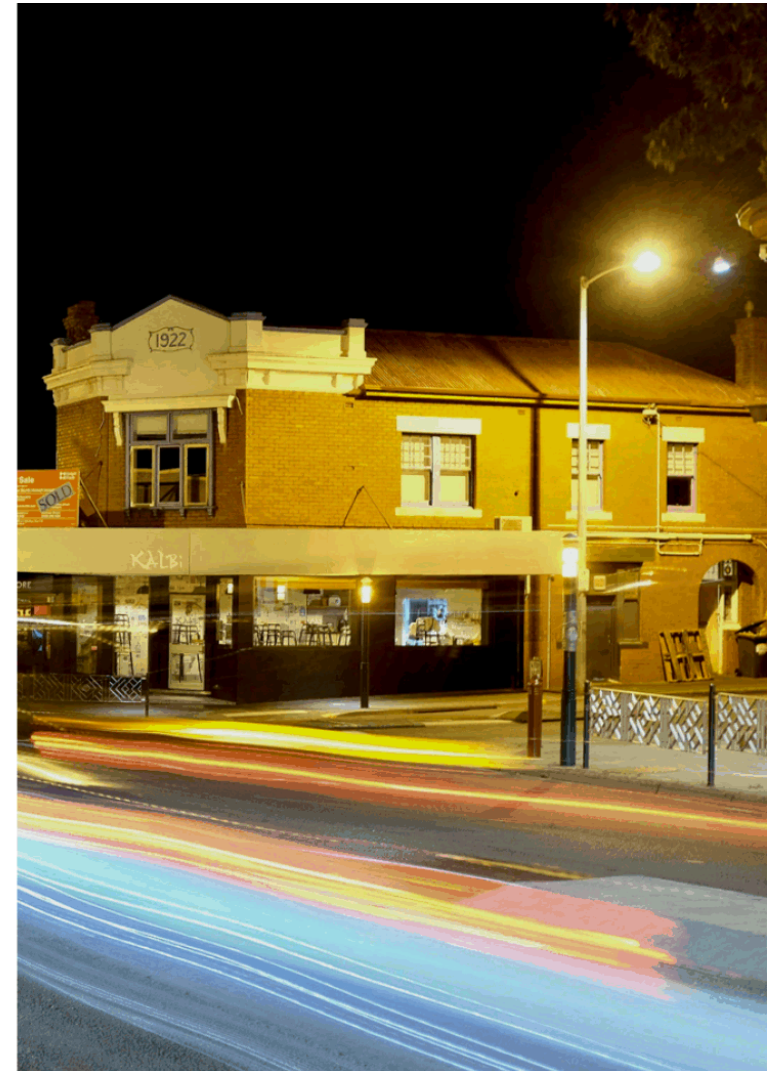
North Hobart



City of **HOBART**

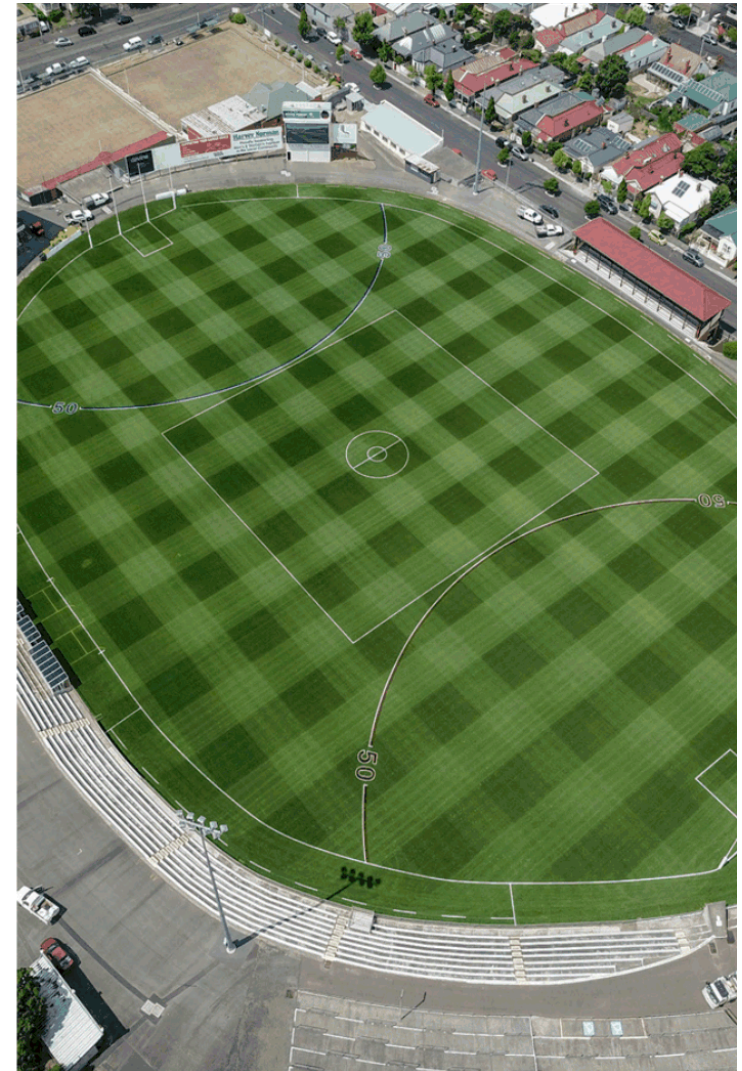
North Hobart

- Total people: 2,600
- 604 families
- Median age of 35
- 26% aged between 20 to 34 years old compared to 19% in Tasmania
- 46% have a Bachelor degree or above compared to 22% Tasmania
- Top countries of birth are Australia, England, China and Nepal
- Top industries of employment are hospitals, cafes and restaurants, and stage government administration
- 21% own their home outright, 22% have a mortgage, and 53% renting



North Hobart Oval – Home of Football

- North Hobart Oval has had many uses including, a convict women's housing site, immigration and invalid person's depot as well as a rubbish dump before the construction of the football stadium took place in 1921.
- The Oval has hosted North Melbourne Football Club AFLW home matches between 2018-2021 and a one-off match held in 2024 with crowd sizes ranging between 1,500 to 5,000.
- These matches have been either live telecast or streamed giving Hobart significant exposure.
- The ground is particularly busy over August /September where over 30 finals matches are played at the ground for a number of different leagues including the SFL, STJFL and the Old Scholars Football Association.





North Hobart Oval Upgrades

- Lighting has been updated at the ground to meet Australian Standards for matches which has seen an increase in the number of matches at the ground including Friday night games.
- Drainage was upgraded in 2013 with a new drainage ring main and drains as well as a sand profile with turf stabilisers. A new irrigation system was also installed at the same time.
- Further upgrades have seen five change rooms refurbished to meet AFL Standards for matches. The project was challenging as it involved amendments to older style buildings Gorringer Stand (circa 1924), Miller Stand (circa 1921) and Plaister Stand (circa 1988). The change rooms now have separate showers and toilets and are used for sport by male and female teams.



North Hobart Oval Upgrades

- The Doug Plaister Stand is now accessible with a lift connecting the ground floor with levels 1 and 2. There is also accessible seating and space for wheelchairs off level 1 and an accessible toilet facility on level 2.
- The works have seen a significant increase in the utilisation of the upper ground conference/function space.
- New modern facilities have been created on the Rydges wing with boxes designed to meet AFL standard and a space for televised filming of matches. The kiosk and bar now provide modern and safe facilities.
- A new big screen scoreboard was installed in 2017 which allows replays and live streaming of matches and is operated remotely from the Plaister Stand.
- The iconic George Miller Stand was originally built in 1921 and has been the back-drop of many famous team photos. The Stand was rebuilt following a fire in 2013.

Future Upgrades to North Hobart Oval

Cazaly Stand – Structure and Paint

Repainting the steel structure to protect against corrosion, extend its lifespan, and improve the appearance of the stand. The project is expected to be completed by June 2025.

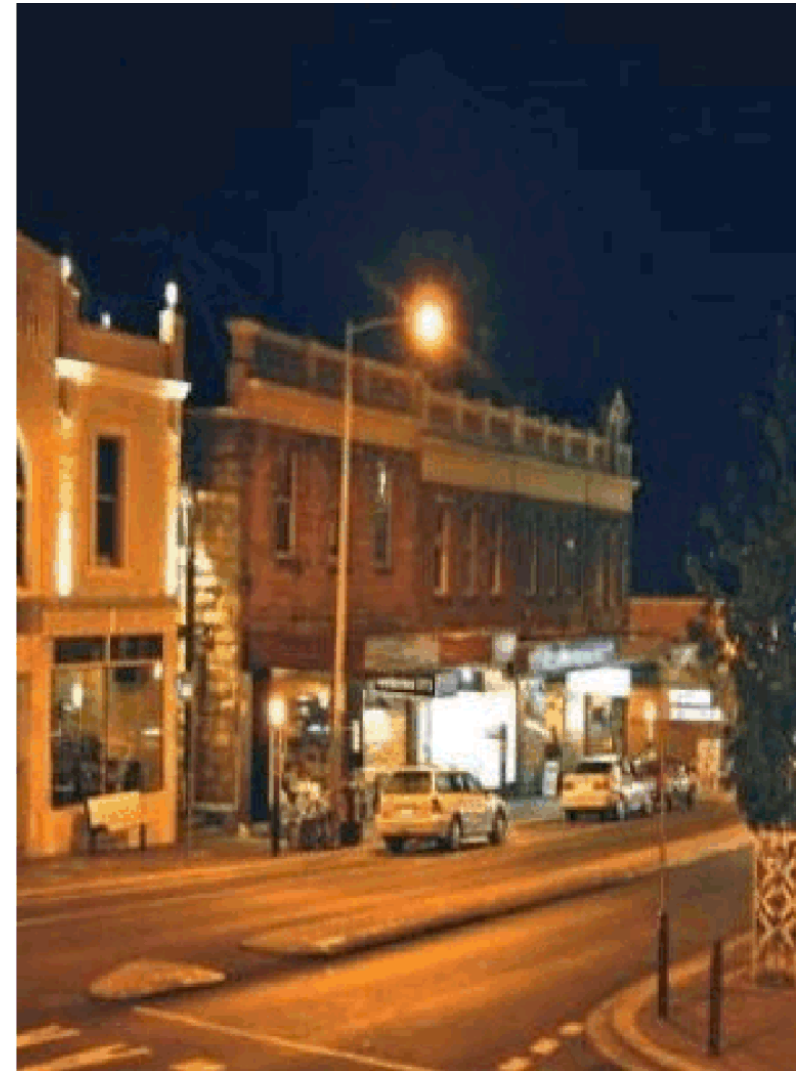
Flooring and Membrane Replacement

This project is to replace the existing flooring and membrane system for the Gorringer Stand to prevent water ingress and ensure durability. The project also includes upgrading the handrails to meet current safety standards and improve public safety, ensuring all works are completed in compliance with modern accessibility and safety requirements. The works are likely to be completed by June 2026.



Environmental Health Engagement

- The City's Environmental Health Group is active within the North Hobart residential and business community.
- Our Environmental Health Officers (EHOs) inspect approximately 118 registered food businesses in the North Hobart locality.
- Inspection regimes include 1-2 visits per annum, with additional inspections as required to follow up any food handling or food borne illness allegations or to collect food samples for analysis.
- During the 2024 calendar year, the EHOs responded to approximately 50 community requests in the North Hobart locality. In the main concerns were about residential noise nuisance, food borne illness and unhygienic food premises.





Festivals

- The Council has provided funding for many years for Festa Italia and the Estia Greek Festival, which sees Federal Street closed for all to attend street parties celebrating the two communities.
- In the last year, the City of Hobart have also supported the Hot August Jazz Festival and the HOBOFOPO music festival at venues around North Hobart.
- It is estimated that approximately \$47,226 has been provided year to date through grants into the North Hobart area (excluding the above amounts committed to the two major festivals), through the City's Community, Christmas Carol and Youth Climate Action Fund grant programs.

North Hobart CCTV – Safer Communities Grant Funding

- In July 2024, a further eight fixed cameras were installed concentrating on the North Hobart Restaurant Strip and continuing down Elizabeth Street to join into the existing network in the Elizabeth Street Mall.
- The total project encompasses the installation of critical security infrastructure which includes 83 fixed and two semi-permanent security cameras. It also includes fiber optic cabling which will future proof the capabilities of the network speed as requirements increase.
- Overall, it is expected that this network will help facilitate a safe and secure environment within the CBD, by way of providing a corridor between Salamanca, the Hobart CBD and North Hobart that will act as a deterrent for criminal activity and anti-social behaviour.





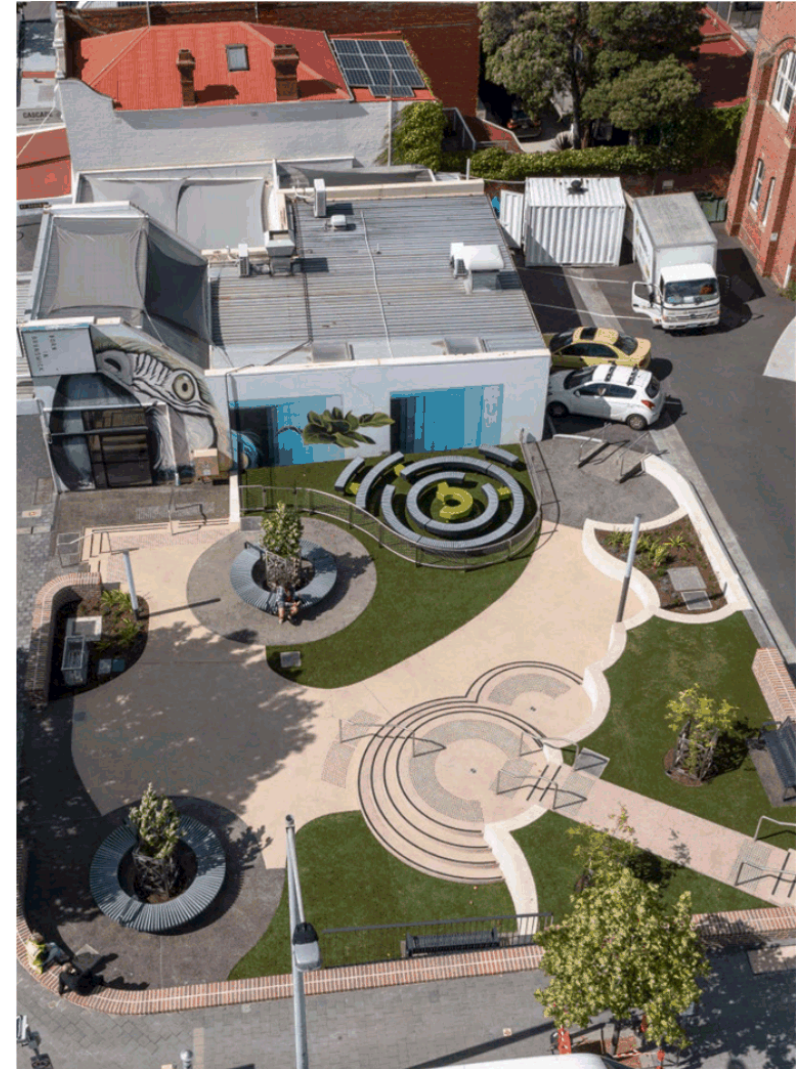
Lefroy Street Public Car Park Extension

- Construction of additional public car parking spaces to augment the existing Lefroy Street car park facility was completed in 2023.
- The expanded car park features:
 - 36 new car parking spaces (in addition to the 26 pre-existing spaces)
 - Two new accessible car parking spaces
 - Two Electric Vehicle charging spaces
 - Plants and greenery
 - A re-established creek line for the Provenance Rivulet
 - New lighting, pedestrian barriers and traffic prevention bollards installed in the Elizabeth Street walkway

Swan Street Park Renewal

- The Swan Street Park renewal was undertaken to make it a more accessible and inviting space for the community to relax and enjoy.
- The project has:
 - Created an amphitheatre style urban street park
 - Included pockets of space for smaller groups to make their own
 - Incorporated a special play area for kids with a mini-maze that doubles as seating
 - Included plenty of seating
 - Seen the planting of trees to increase Hobart's urban street canopy and provide shade for visitors

The project was jointly funded by the Australian Government and the City of Hobart and was completed in early 2023.



Projects Underway or to be delivered in 2025-26

- **325 Elizabeth Street stormwater relining**
 - Relining of box culvert to prevent flooding which is estimated to be completed by June 2025.
- **Elizabeth Street – Elphinstone to Augusta – Road Resurfacing Works**
 - The project will involve the resurfacing of defective road pavement on Elizabeth Street between Elphinstone and Augusta Roads. This project will likely be completed by April 2026.
- **Burnett Street: Argyle to Campbell Street Asphalt Replacement**
 - The project will involve replacement of the footpath on the right hand side of Burnett Street from Argyle Street and Campbell Street. This work will likely be completed by June 2026.



Thank you for having the Council visit your community



City of **HOBART**

08/05/2025

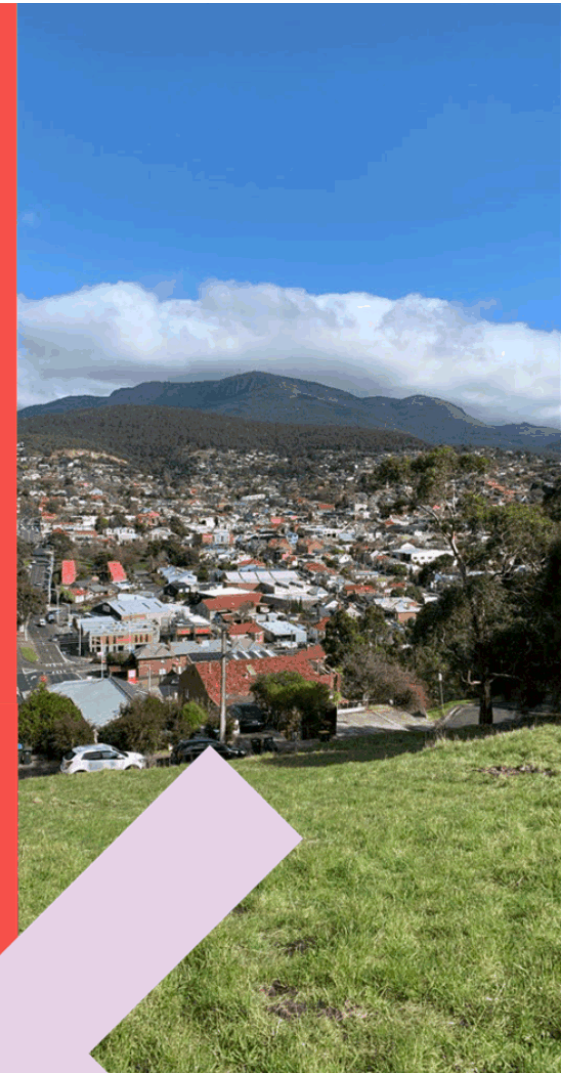
North Hobart Neighbourhood Plan (Structure Plan)

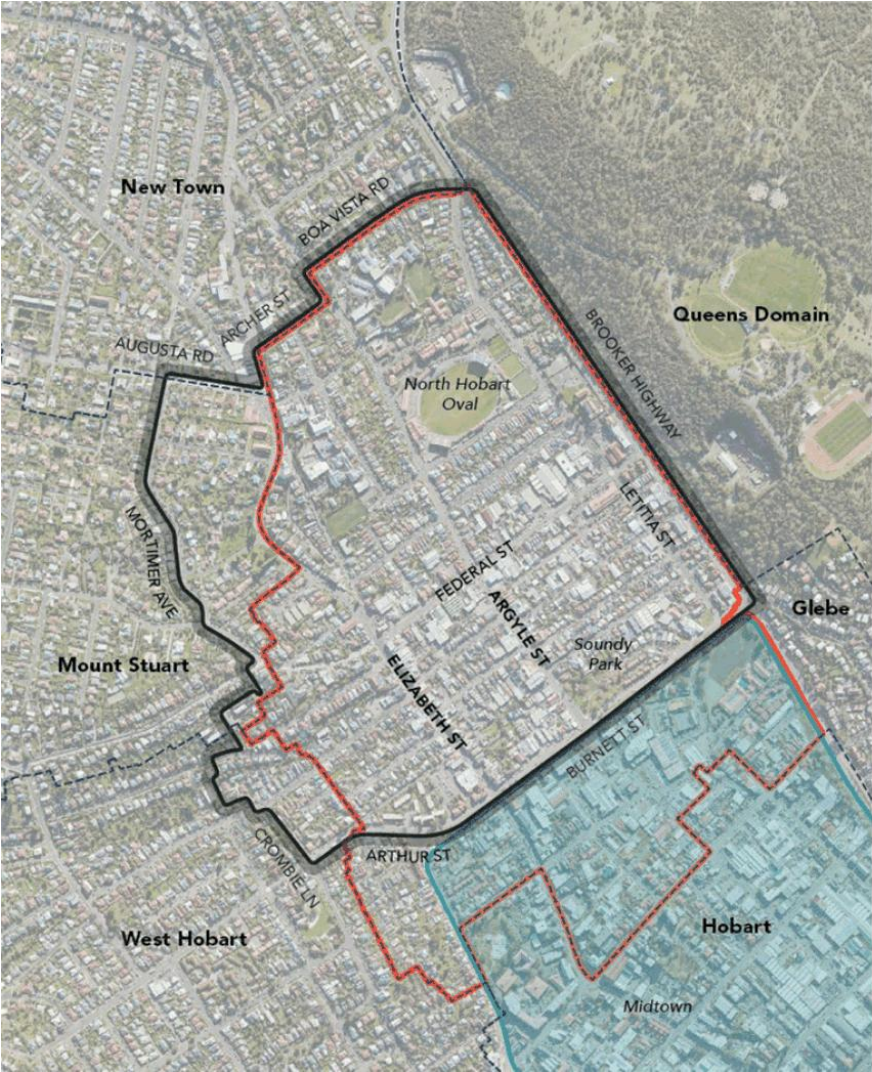
May 2025



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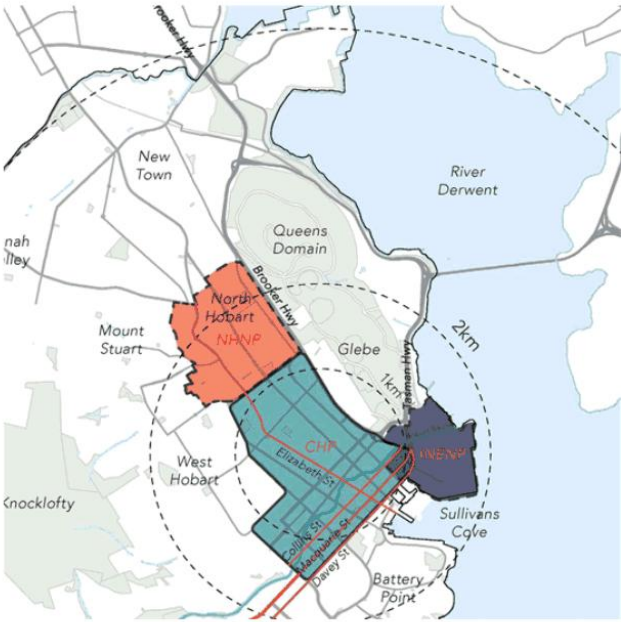




- Neighbourhood Plan area
- North Hobart suburb boundary (ABS)
- Central Hobart Plan area
- Suburb boundary (ABS)



- North Hobart NP
- Central Hobart Plan
- MacPoint Precinct



How the Neighbourhood Plan was formed

- Place Vision Project 2019-2021
- 30 Year Greater Hobart Plan
- Central Hobart Plan
- North Hobart Neighbourhood Plan Discussion Paper and Community Engagement September 2023
- Draft North Hobart Neighbourhood Plan and Community Engagement July-August 2024
- Revised North Hobart Neighbourhood Plan based on community and stakeholder feedback



Community Engagement 2023

Stage 1: Discussion Paper



1,218 Visits to the City's
Your Say page



125 Responses to the
Online Survey



2 Community Workshops



2 Neighbourhood Pop-Ups
in North Hobart



3 x Presentations to
Portfolio Committees



Community Engagement 2024

Stage 2: Draft Plan



1,616 x Visits to the City's
Your Say page



712 x Downloads of the
Draft North Hobart
Neighbourhood Plan



107 x Responses to the
Online Survey



34 x Participants to the Your
Say Quick Poll on the Draft



14 x Submissions from
key stakeholders



6 x Presentations to Portfolio
Committees and other
community groups



5 x Meetings with key
stakeholder groups



4 x Neighbourhood Pop-Ups
in North Hobart



Goals



Goal one:
North Hobart
is a welcoming
and inclusive
neighbourhood to
live and work in.





Goal two:
North Hobart is a
creative and diverse
neighbourhood on
Palawa Country.





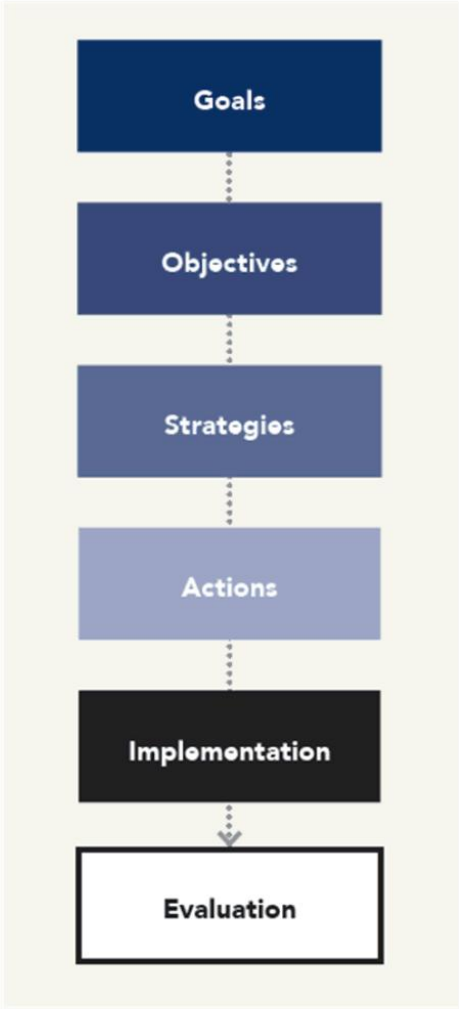
Goal three:
North Hobart
is a resilient
and sustainable
neighbourhood.





Goal four:
North Hobart
is an accessible
and walkable
neighbourhood.







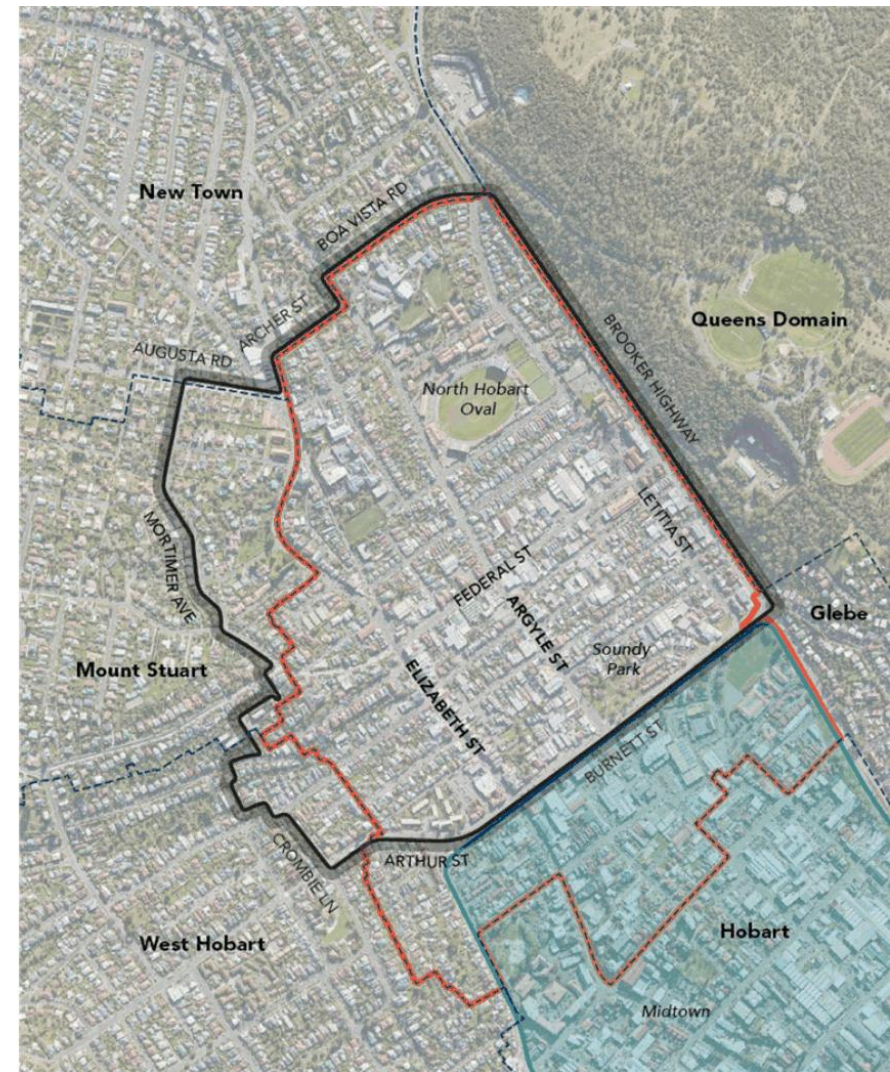
Changes to the Plan

- Updating and deleting Actions that have already progressed.
- Reducing the number of Actions that do not specifically relate to North Hobart, but that require implementation across the LGA.
- Adjusting language and diagrams where appropriate.



Key Projects

1. Implementing the Urban Design Principles
2. Wide Streets renewal and rezoning
3. Feasibility study for Condell Place car park
4. High Street Precinct renewal
5. Providence Valley Rivulet Masterplan
6. North Hobart Oval Masterplan



1. Urban Design Principles

- **Built form and design**
- **Public realm and open space**
- **Movement and access**





1. Urban Design Principles – Community Feedback

80% support increasing the amount of greenery, street tree canopy planting and greening

72% support council advocating for better public transport services

71% support ensuring buildings respond to context, including local character, streetscape, scale, heritage, landform, views, and solar access

Urban Design Principles: Built Form and Design



- 1. Promote well designed medium density housing, mixed use renewal and future employment.**
- 2. Support medium density development on wide green streets and strategic sites.**
- 3. Ensure buildings respond to context, including land form, views, streetscape, local character, scale, heritage and solar access.**
- 4. Engage with streets and spaces to increase the sense of safety and add to the vibrancy of the public realm.**

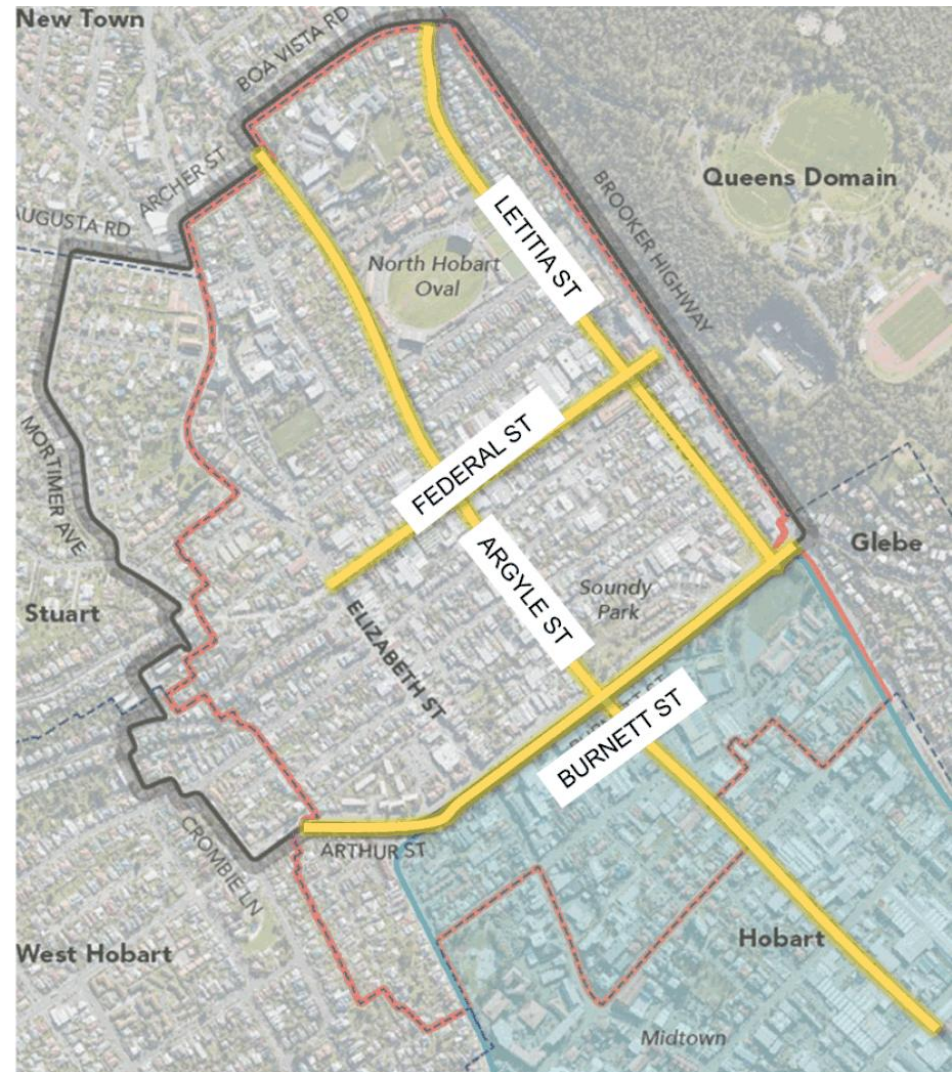
Urban Design Actions for Implementation

- **Planning scheme amendments**
- **Improvements to the public realm and open space**
- **Investigation into developer contributions**
- **Public projects to support transport infrastructure**



2. Wide Streets renewal

- Increased height
- Mixed use development
- Commercial floorspace
- Medium density housing
- Adaptive reuse of buildings
- Greening and street trees
- WSUD





2. Wide streets – Community Feedback

66% support community facilities (sporting facilities, arts centre, performance rehearsal space, community centre)

60% support mixed use development (business and housing)

60% support commercial floor space for business (retail/ hospitality/ consulting rooms / offices / other)



2. Wide streets – Community Feedback

60% support including trees on these streets

59% support including footpaths with shade in summer and sun in winter

57% support more public open space

55% support including seats on these streets

2. Wide Streets renewal

- New land use enabled for employment opportunities
- Medium density housing
- Footpath upgrades
- Greening and street trees
- Cycle routes
- Bus routes



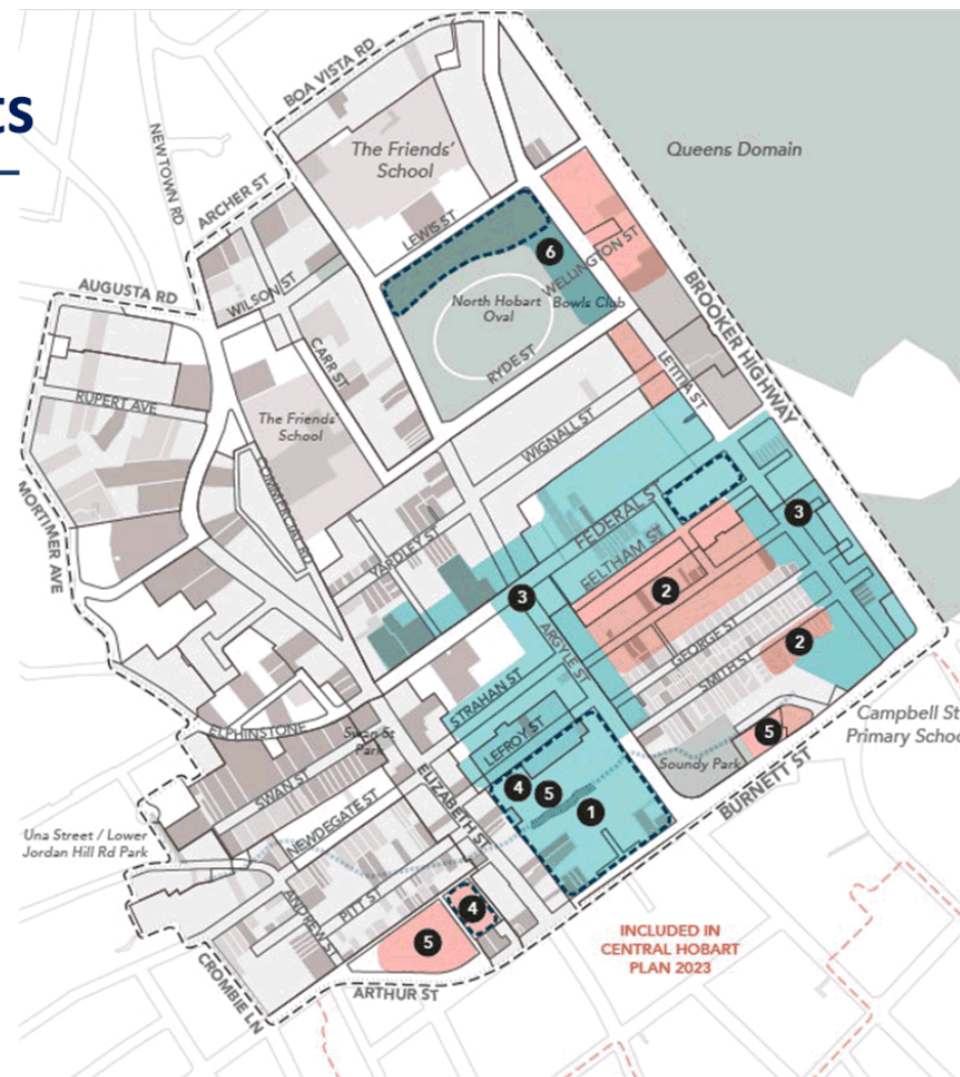
Residential use on wide streets

Housing focus (pink)

- Condell Place car park
- Burnett, Feltham, Smith, Letitia, and Wellington Streets

Mixed use development (blue)

- Providence Valley Rivulet
- Argyle, Burnett, Federal, and Letitia Streets



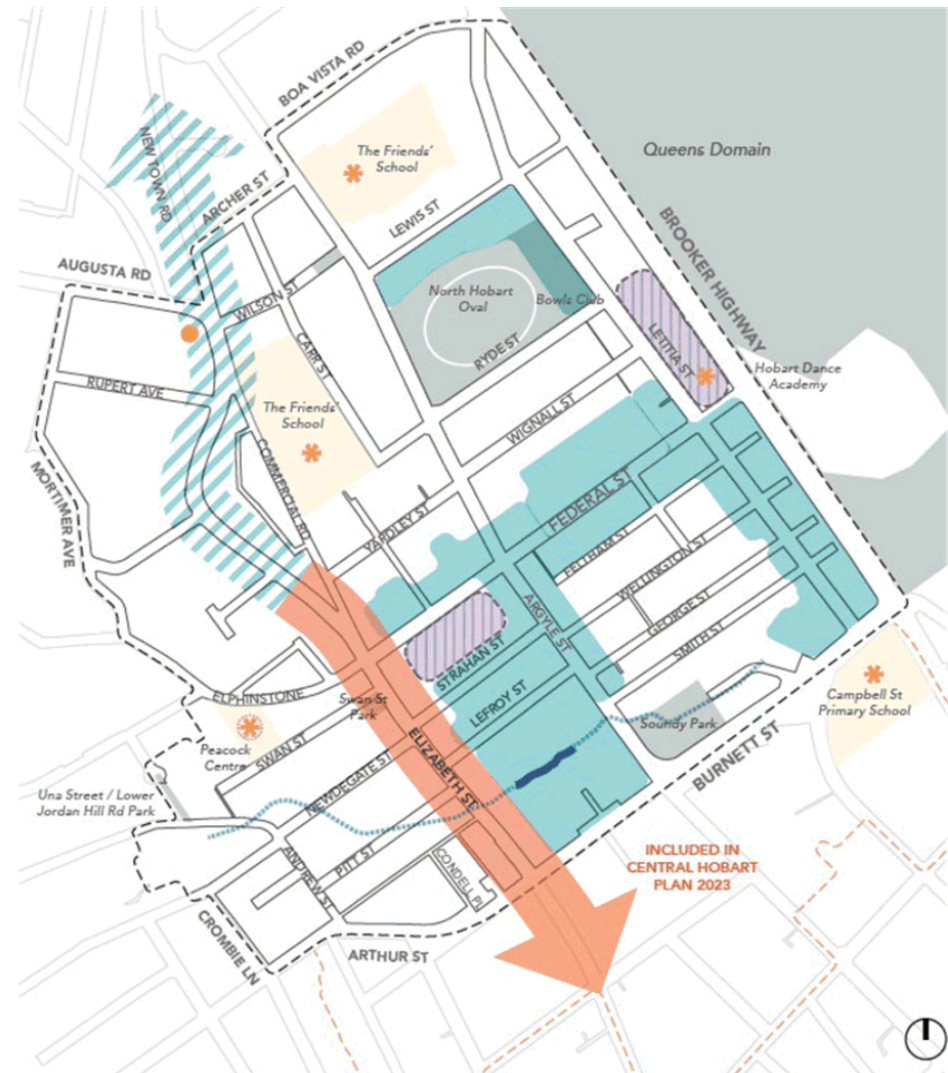
Employment on wide streets

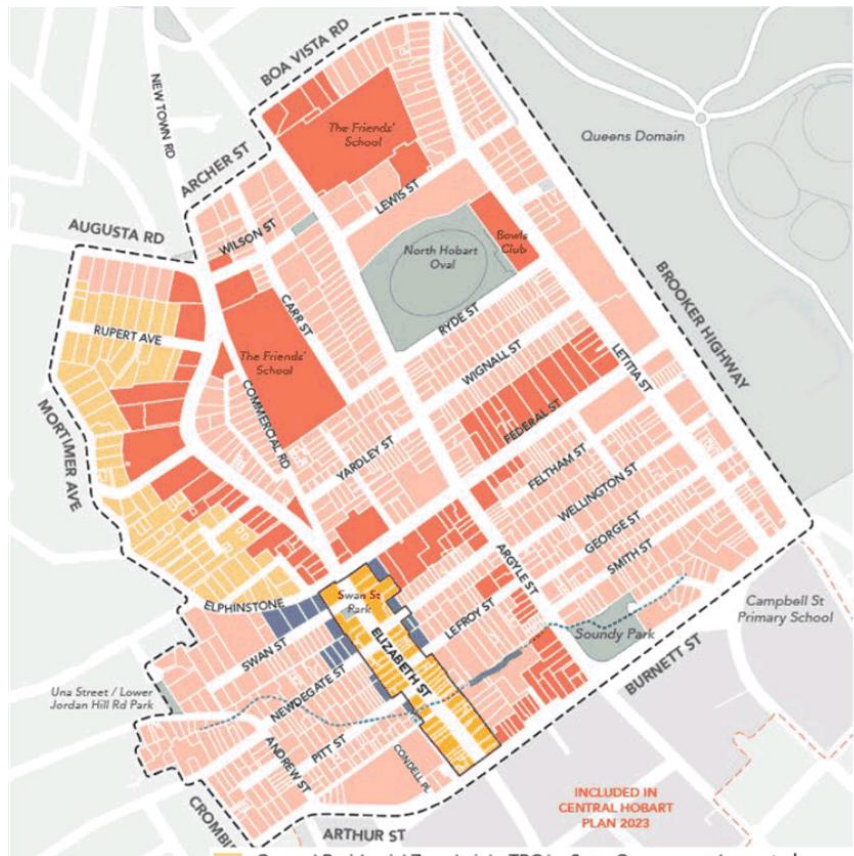
Mixed use development (blue)

- Providence Valley Rivulet
- Argyle, Burnett, Federal, and Letitia Streets

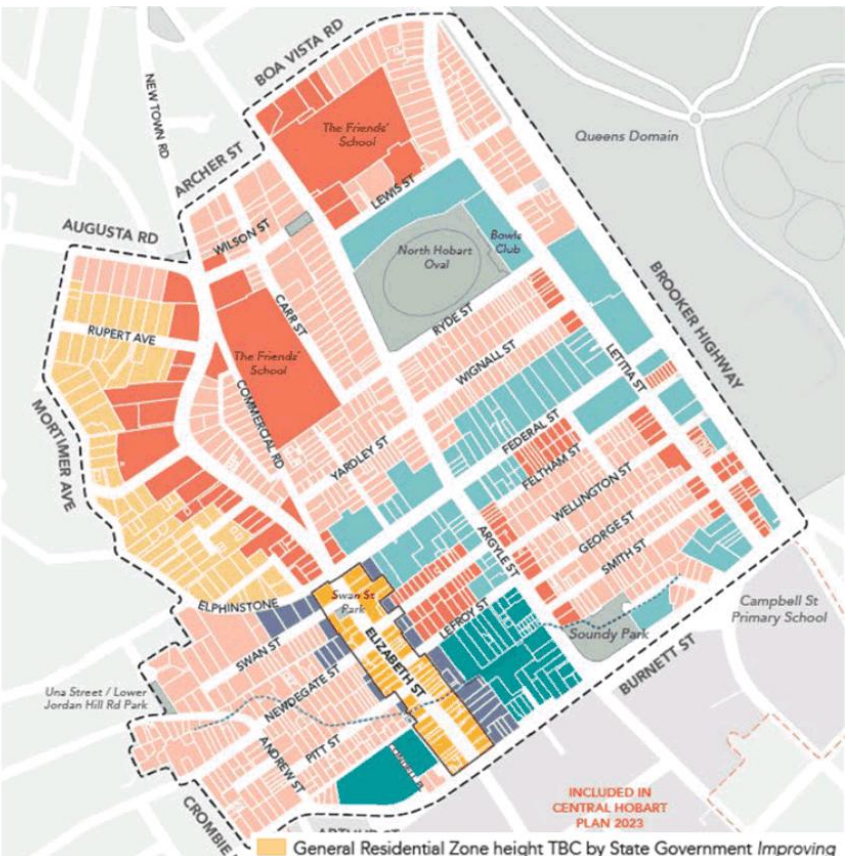
Employment focus (purple hatch)

- Federal Street
- Letitia Street (former High School site)





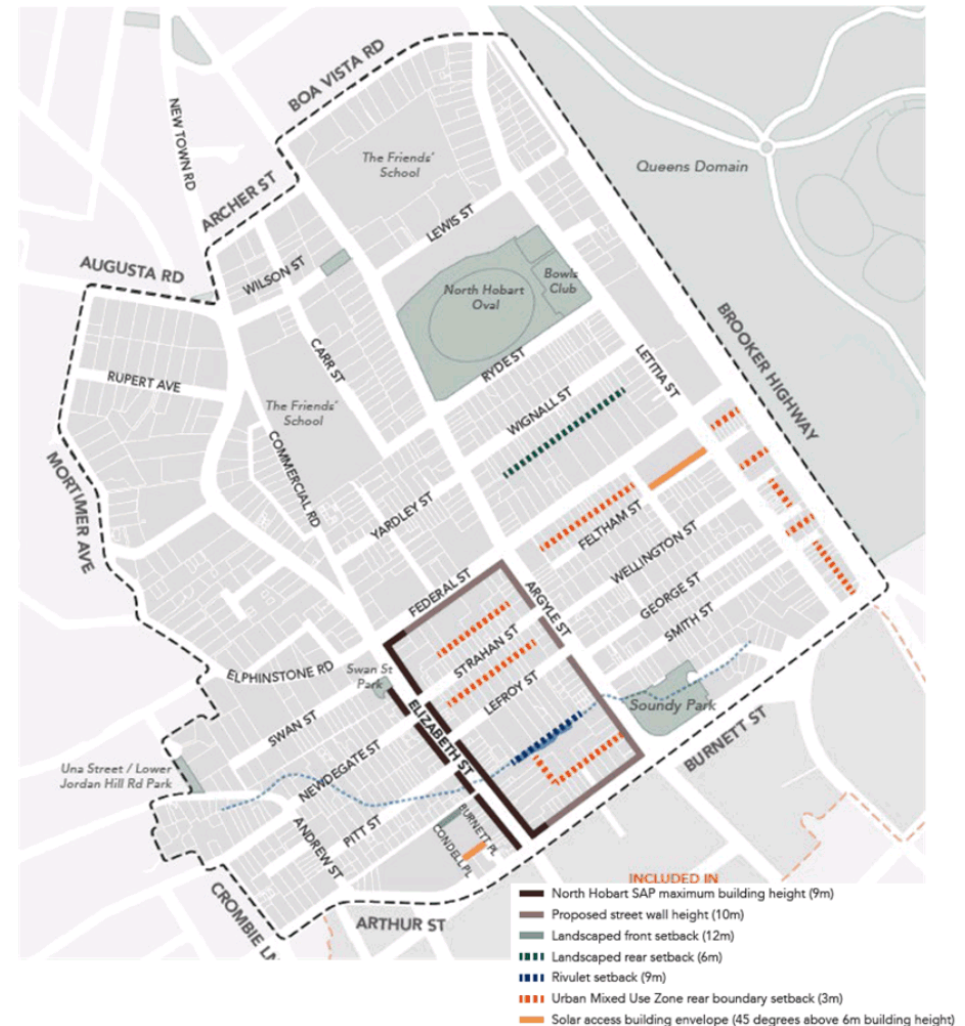
- General Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)
 - Inner Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)
 - General Business Zone +North Hobart SAP 9m above NGL (2 storeys)
 - Urban Mixed use, Light Industrial, Community Purpose + Recreation Zone 10m above NGL (3 storeys mixed use development)
 - General Business Zone 12m above NGL (3-4 storeys mixed use development)
- *Natural Ground Level (NGL)



- General Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)
- Inner Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)
- General Business Zone +North Hobart SAP 9m above NGL (2 storeys)
- 10m above NGL (3 storeys mixed use development)
- 12m above NGL (3-4 storeys mixed use development)
- 15m above NGL (4 storeys, subject to community benefits)
- 18m above NGL (5 storeys, subject to community benefits)

Building setbacks

- 10m high street wall
- 12m landscaped front setback (Condell Place to Little Arthur Street)
- Solar access building envelope
- 3m Urban Mixed Use rear setback
- 6m landscaped rear setback (Wignall/Federal Street)



Condell Place and Little Arthur Street interface

- 12m landscaped front setback on the Condell Place car park site boundary fronting Little Arthur Street
- Revised building envelope

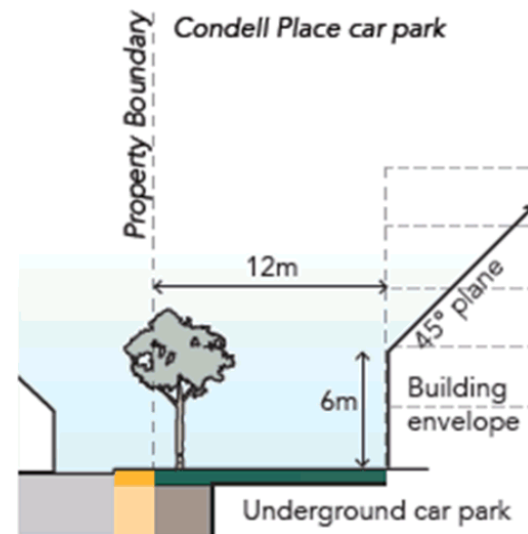
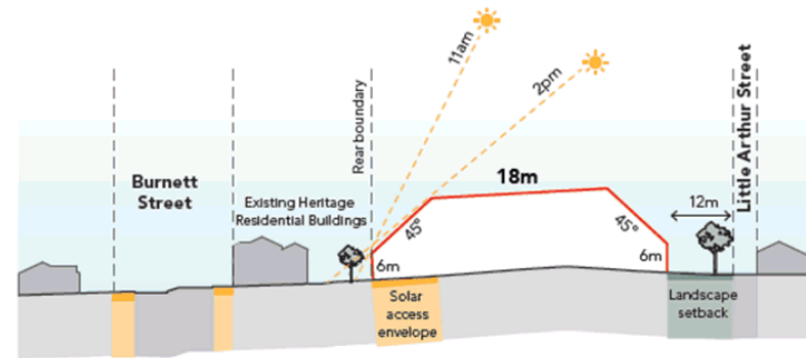


Figure 21. Landscaped front setback between Condell Place car park and Little Arthur Street

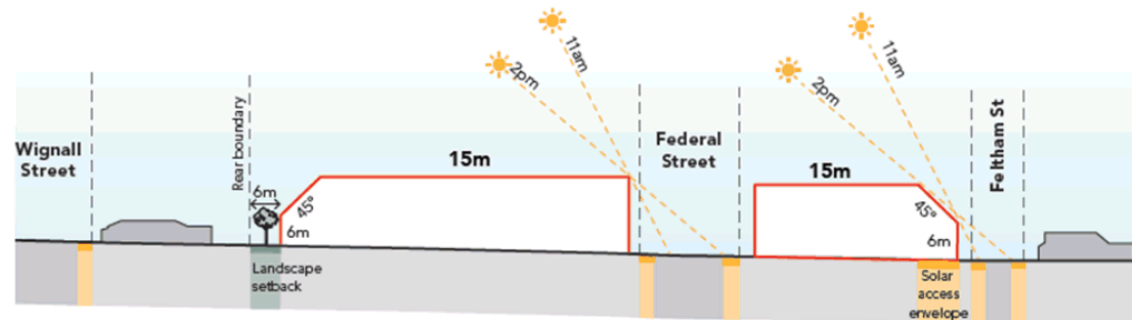
Revised building envelopes

Solar access building envelope on south-eastern boundary

- Condell Place car park site
- Black buffalo site



Section C — Condell Place: Burnett Street to Little Arthur Street (southwest facing)



Section D — Wignall to Feltham Street (northeast facing)

Revised setbacks + building envelopes

6m landscaped rear setback (Wignall/Federal Street)

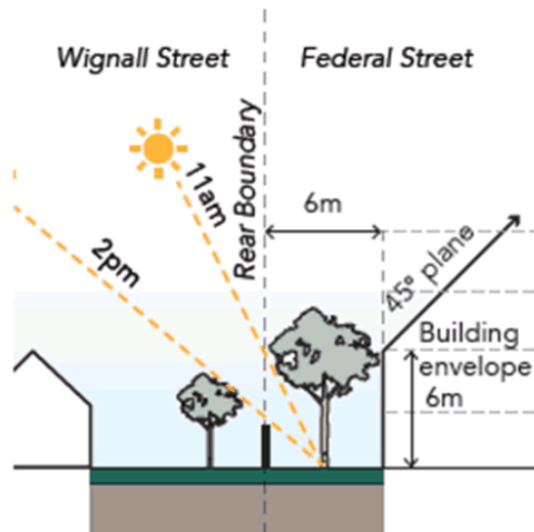


Figure 24. Landscaped rear setback between Federal and Wignall Streets

9m Providence Valley Rivulet setback

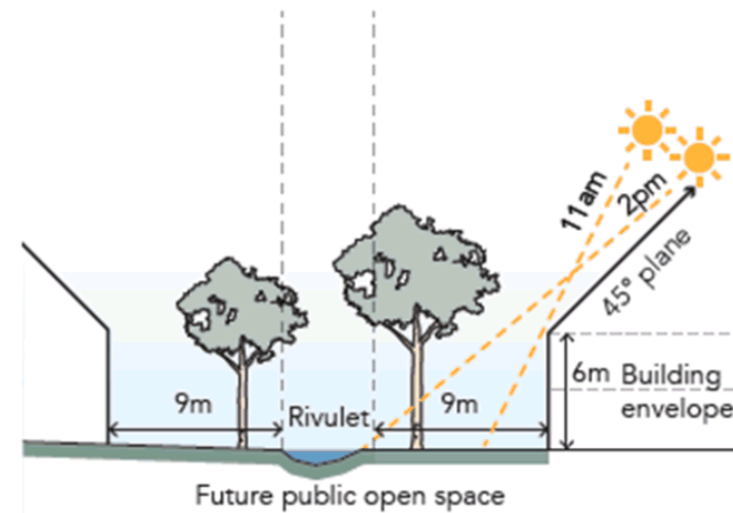


Figure 23. Providence Valley Rivulet setback

Revised boundary setbacks + building envelopes

**3m rear boundary setbacks
in the Urban Mixed Use Zone
and General Business Zone
to protect amenity of
adjacent dwellings,**

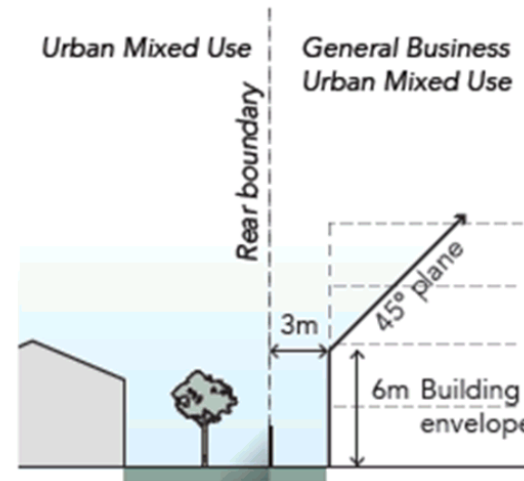
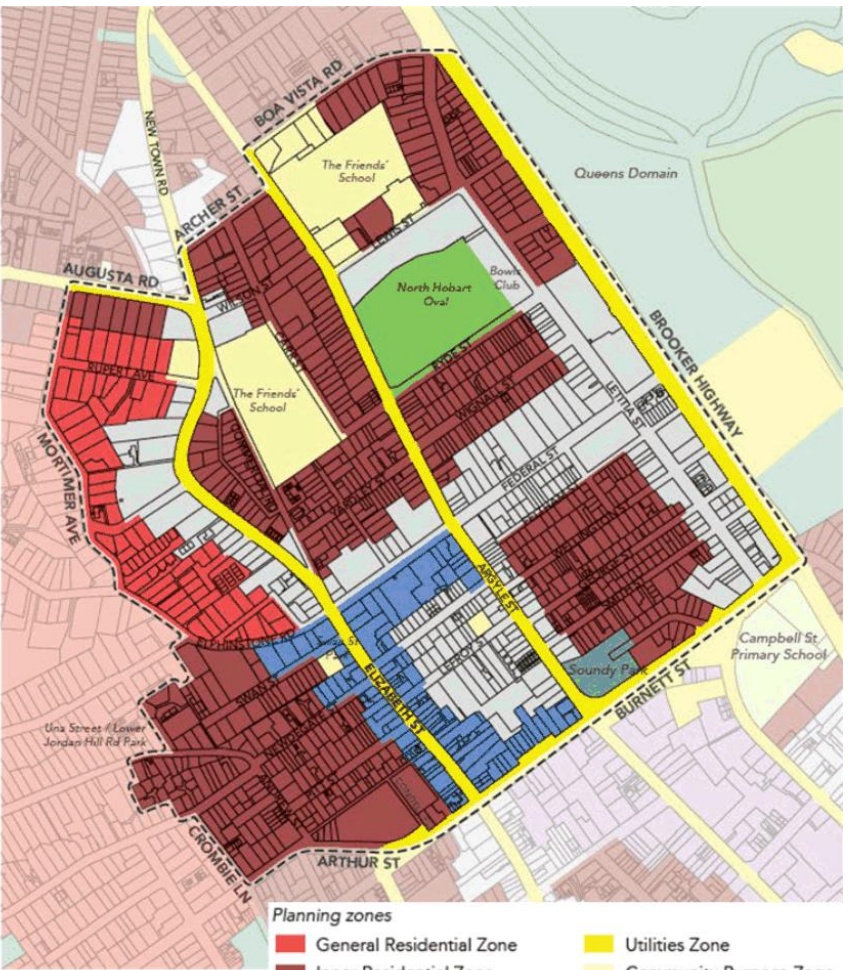
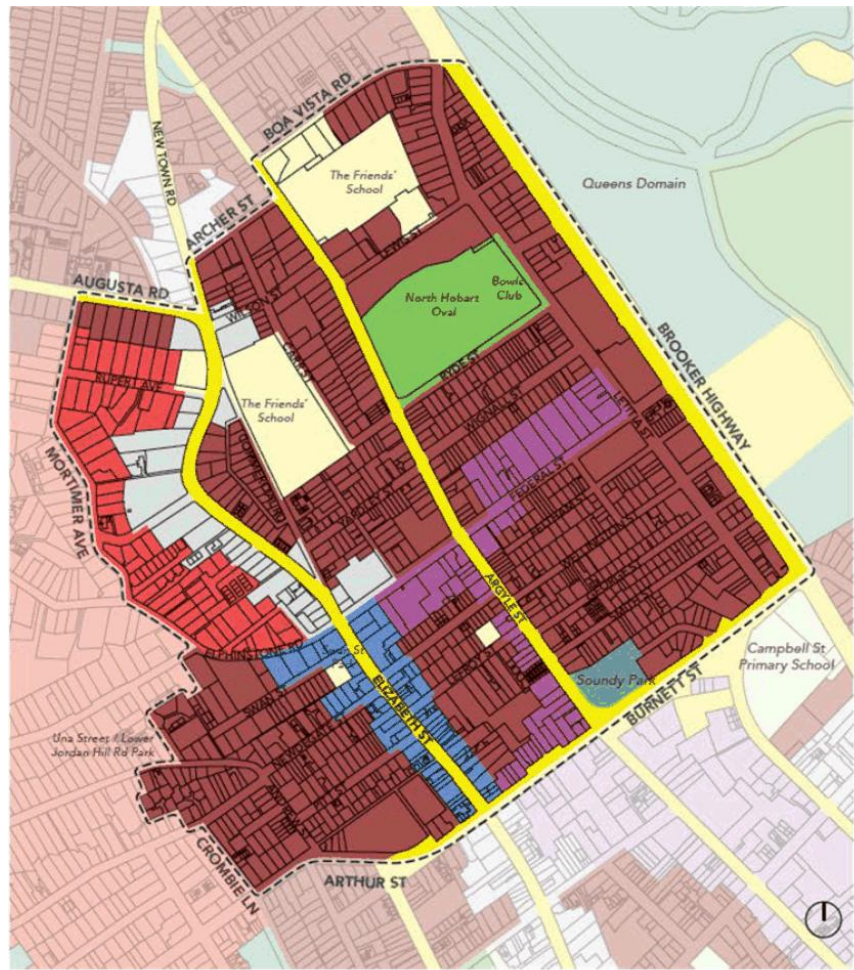


Figure 22. General Business and Urban Mixed Use Zone rear boundary setback



- Planning zones
- | | |
|--------------------------|------------------------|
| General Residential Zone | Utilities Zone |
| Inner Residential Zone | Community Purpose Zone |
| Urban Mixed Use Zone | Recreation Zone |
| General Business Zone | Open Space Zone |
| Light Industrial Zone | |

3. Condell Place Development

- **Greening and street trees**
- **Public open space**
- **Public underground car park**
- **Increased building height**
- **Medium density housing**





3. Condell Place Development - Feedback

58% support public open spaces, such as a park or a plaza

41% support public car parking on the lower ground level

37% support a community centre (all ages)

29% support affordable housing

3. Condell Place Development

Concept Design Principles

1. Lower ground level public car parking
2. Public open space and greening fronting onto Tony Haigh Walk and Little Arthur Street
3. Active frontages onto Burnett Place
4. Site activation with ground floor community use and medium density housing above.
5. Renew pedestrian connections along Burnett and Condell Places



Condell Place: Actions for Implementation

- **Condell Place Development Feasibility Study**
- **Planning scheme amendments**
- **Improvements to the public realm**
- **New public open space**
- **Public projects to support transport infrastructure**



4. High Street Precinct renewal

- Support business
- Improve pedestrian access
- Spaces for events e.g. markets
- 30km speed limit
- Convenient car parking





4. High Street Precinct renewal - Feedback

64% support greening such as street trees, green walls, and low planting

62% support outdoor dining space for restaurants in Elizabeth Street

61% support street furniture such as seating, lighting, rubbish bins, water bubblers etc.

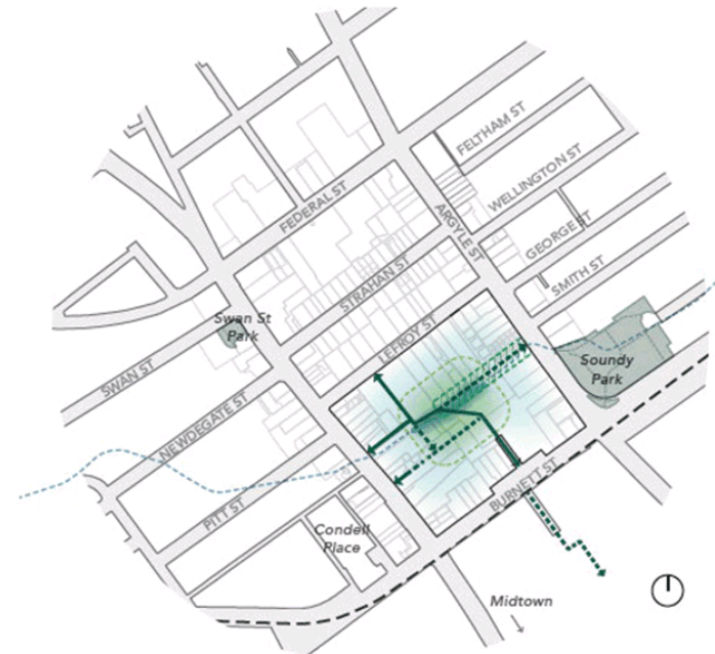
4. High Street: Actions for Implementation

- Elizabeth Street Vision Plan (extension)
- Improvements to the public realm
- Provide new public open space (Providence Valley Rivulet)
- Public projects to support transport infrastructure e.g. bus shelters



5. Providence Valley Rivulet Masterplan

- **Activation**
- **Connectivity - pathways**
- **Public open space and greening**
- **Convenient car parking**
- **WSUD**
- **Mixed use development**





Changes to the Plan

- Simplification of pathways
- Adjusted location of investigation area for public open space





5. Providence Valley Rivulet Masterplan

64% support public open space and greening

62% support pathways and lanes through the site

58% support improvements to rivulet water quality

58% support a masterplan to investigate flood management

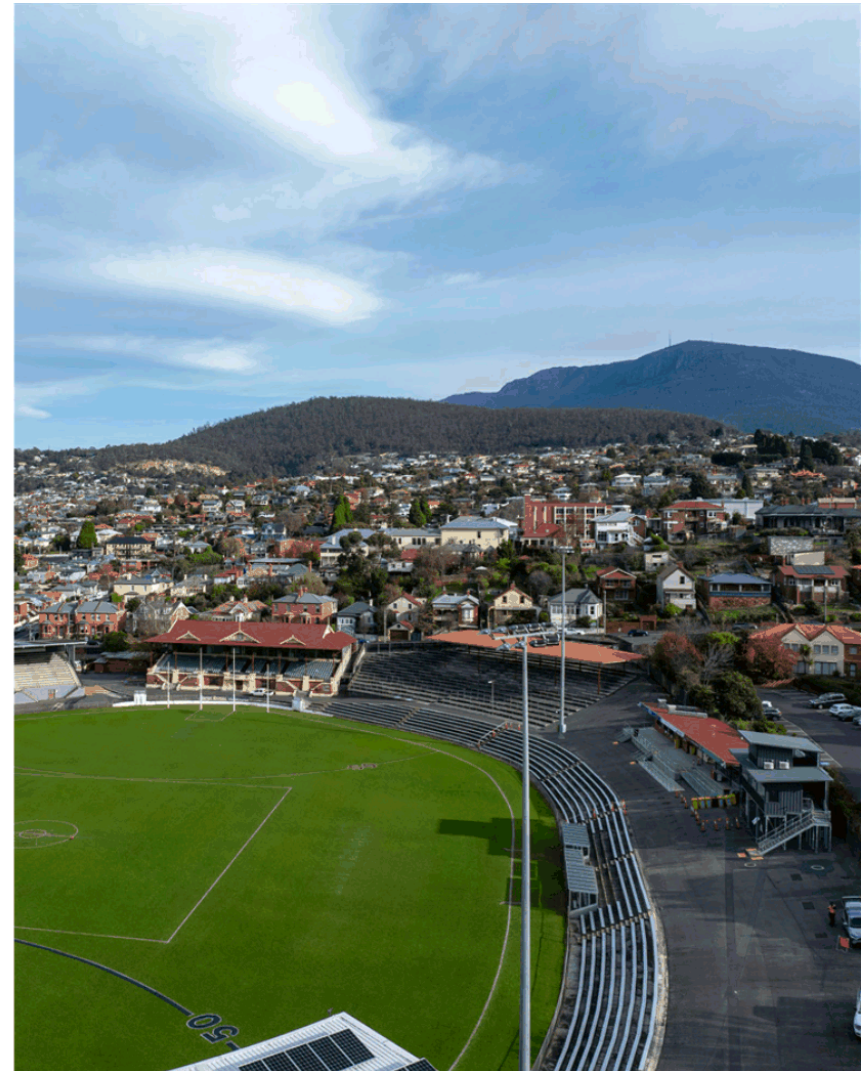
Actions for Implementation

- **Providence Valley Rivulet Masterplan**
- **Planning scheme amendments**
- **Improvements to the public realm**
- **New public open space**
- **Public projects to support transport infrastructure**



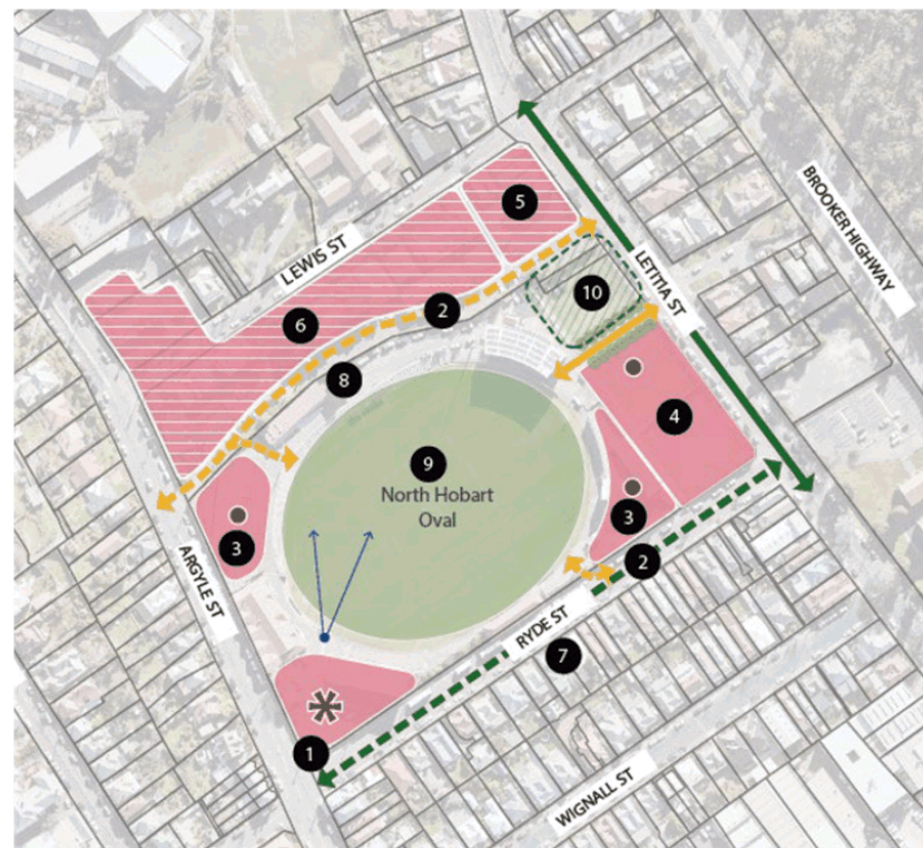
6. North Hobart Oval Sports and Community Precinct

- Sports use
- Community facilities
- New mixed-use development
- Connectivity - pathways
- New Public open space
- Greening and street trees
- Activation
- WSUD



6. North Hobart Oval Sports and Community Precinct

1. Gateway plaza
2. Pedestrian pathways
3. New community facilities
4. Renew bowls club
5. Renewal of privately owned land for housing
6. Renewal of privately owned land to visitor accommodation
7. Greening, street trees and WSUD
8. Recreation opportunities
9. Sports oval
10. Pocket park





6. North Hobart Oval Sports and Community Precinct

71.3% of respondents support public open space and greening in the Sports Precinct.

57.4% of respondents support an all ages community centre in the Sports Precinct.

55.4% of respondents support retention and renewal of the Bowls Club.



6. North Hobart Sports Precinct: Football oval and bowls club area

57% of respondents support public open space and greening in the Sports Precinct.

55% of respondents support pathways and lanes through the Sports Precinct.

51% of respondents support public art in the Sports Precinct.

Actions for Implementation

- **North Hobart Oval Sports and Community Precinct Masterplan**
- **Planning scheme amendments**
- **Improvements to the public realm**
- **New public open space**



Next Steps

May 2025

- May Council meeting seeking the endorsement of the North Hobart Neighbourhood Plan

Ongoing 2025

- Preparation of Implementation Plan
- Preparation of Planning Scheme Amendments to rezone land and implement other proposed Actions in the Plan



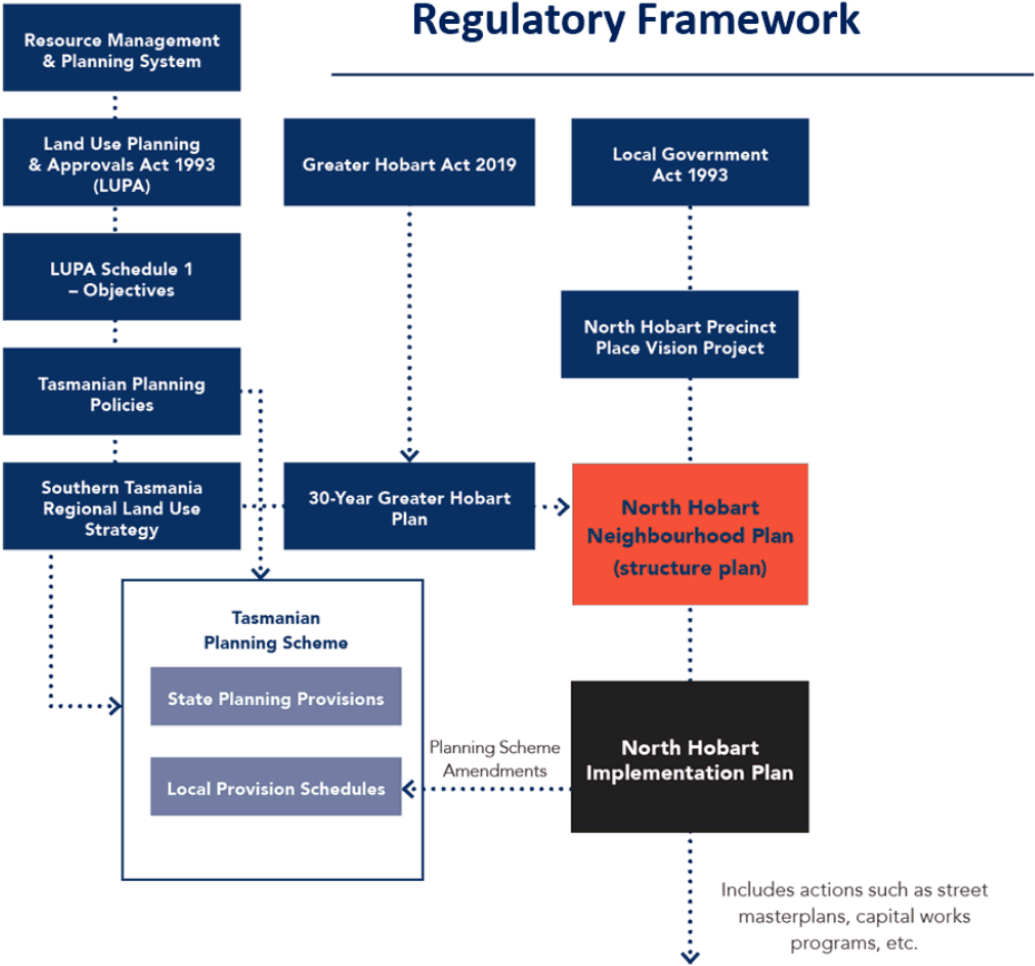
Questions



thank
— you



City of HOBART



DERWENT RIVER FERRY EXPANSION

1. NEW PASSENGER FERRY TERMINAL - LORDS BEACH, SANDY BAY
2. COMMUNITY ENGAGEMENT UPDATE

Monday 12 May 2025



City of **HOBART**

NEW PASSENGER FERRY TERMINAL - LORDS BEACH, SANDY BAY

Monday 12 May 2025



PROJECT UPDATE



Assessment of three locations completed

- Sandy Bay
- Wilkinsons Point
- Lindisfarne



Engineering cost estimate completed



Raum Studio engaged to develop a concept design for each site



ENGINEERING ASSESSMENT

Site Specific Studies

- Preliminary wave climate assessment
- Geotechnical investigations
- Landside survey
- Bathymetry (water depth)
- Preliminary environmental assessment



ENGINEERING ASSESSMENT

Vessel Functional User Requirements Identified

- Vessel length up to 30 metres
- Draft 1.9 metres
- Under keel clearance .5 metres
- Freeboard up to 1.6 metres
- Capacity of 107 passengers and 15 bicycles



ENGINEERING ASSESSMENT


Terminal Functional User Requirements Identified

- Fixed structures at the three sites
- Terminal to suit identified vessel
- Water depth to suit maximum draft and bottom clearance
- Gangway to be DDA compliant
- Minimum navigation channel width 45 metres and minimum vessel turning requirements 45 metres



CONCEPT DESIGNS

BRIEF

- Create new customer ferry terminal
 - New structure to suit vessel boarding height
 - Access compliant boarding walkway
 - Secure bike parking facilities
 - Food kiosk located within new structure
 - Accessible facilities as part of terminal design (land)
 - Three locations along the Derwent River
 - Lindisfarne – Natone Bay
 - Sandy Bay – Lords Beach
 - Wilkinsons Point
 - All connected to the Hobart City Terminal at Brooke Street Pier
- 

DESIGN APPROACH



TERMINAL DESIGN TO BE
EASILY RECOGNISABLE
ALONG THE RIVER



CONCRETE TERMINAL BASE
FOR LOW MAINTENANCE
AND LONG DESIGN LIFE



MATERIAL BOARD TO BE
CONSISTENT FOR ALL
STRUCTURES



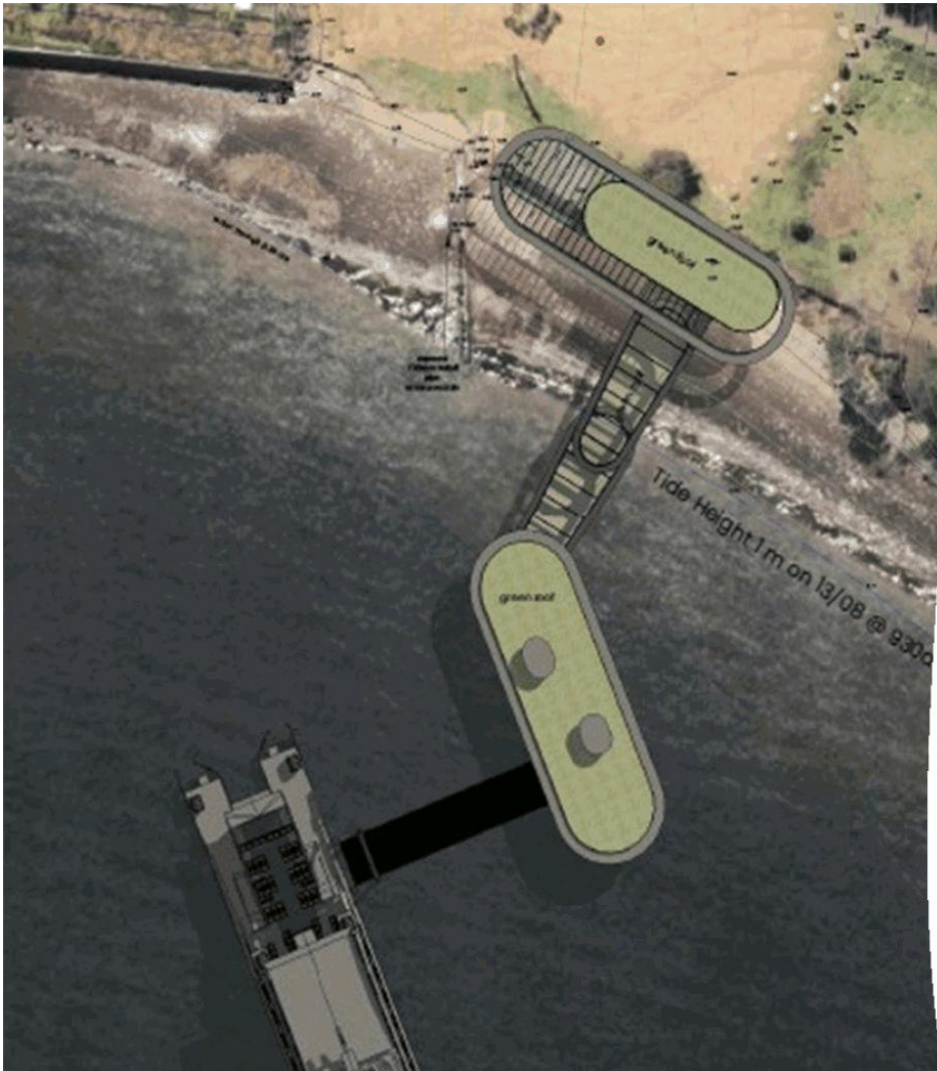
MODULAR FAÇADE
PANEL/SYSTEM CONSISTENT
FOR ALL STRUCTURES



GREEN ROOF DESIGN FOR
TERMINAL (NEEDS TO BE
CONFIRMED BY ENGINEER)
AND LANDBOUND
STRUCTURES



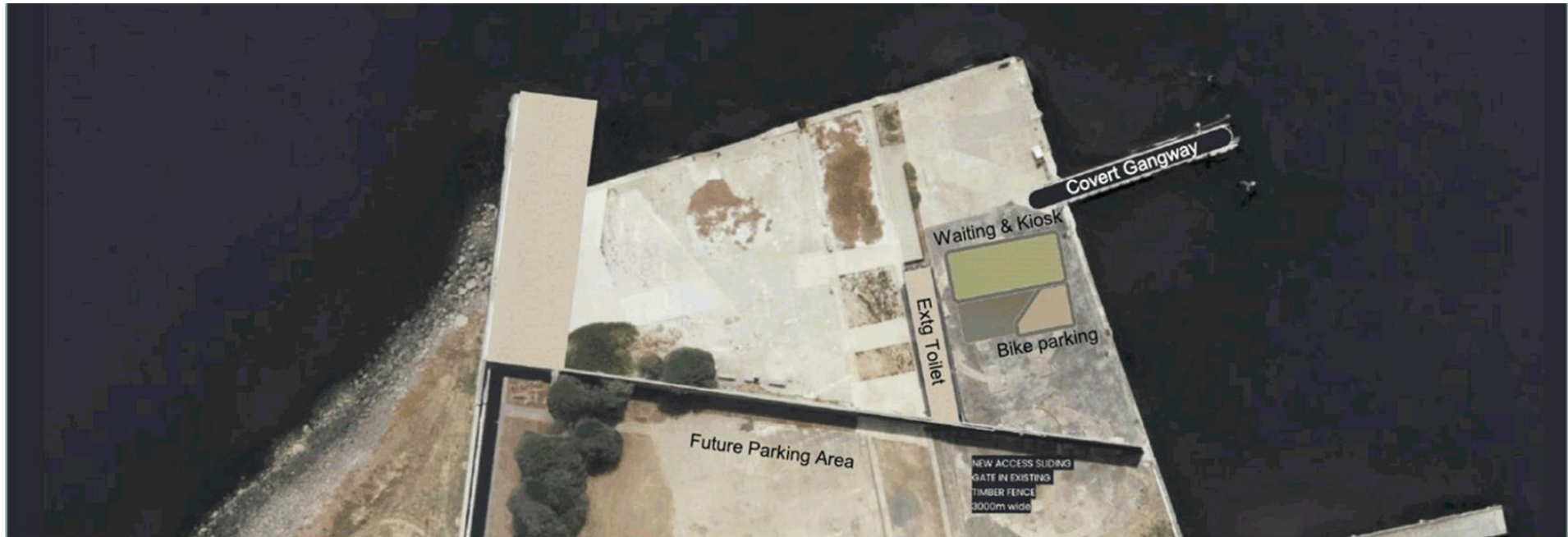
POTENTIAL INCLUSION OF
SOLAR POWER AND
BATTERIES FOR BIKE
CHARGING AND LIGHTING



NEW FERRY TERMINAL

Natone bay, Lindisfarne

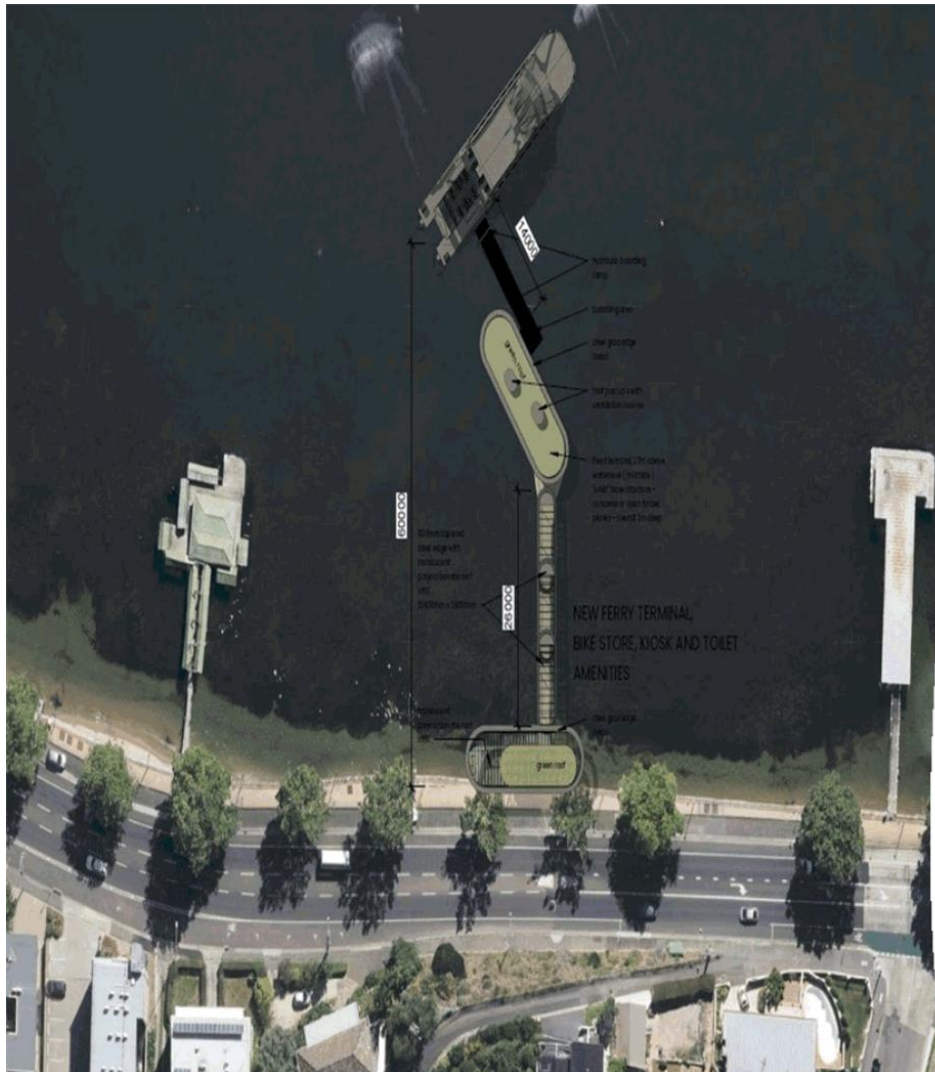
- Concept plans for the proposed terminal are now complete
- Technical assessment to confirm site suitability is now complete
- Planning underway to establish works required for shore-based connectivity



NEW FERRY TERMINAL – WILKINSONS POINT



NEW FERRY TERMINAL – WILKINSONS POINT



NEW FERRY TERMINAL

Lords Beach, Sandy Bay

- Concept plans for the proposed terminal are now complete
- Technical assessment to confirm site suitability is now complete
- Engagement with the community complete

Cost Estimate Summary

SCHEDULE OF RATES Client Costs Summary		
PART NO.	ITEM	AMOUNT, \$
0	Project Client Cost (Details Design, Contract Administration, Stakeholder, DA etc.)	\$ 2,893,843

SCHEDULE OF RATES Construction Costs Summary		
PART NO.	ITEM	AMOUNT, \$
1.00	Wilkinson Point Terminal	\$ 1,255,737
2.00	Sandy Bay Terminal	\$ 5,907,347
3.00	Lindisfame Terminal	\$ 5,106,252
PARTS 1 TO 3 - TOTAL		\$12,269,337
TENDER SUM		\$12,269,337

	PROJECT ESTIMATE (BASE)	\$ 15,163,180
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Confidence Levels	P50	P90
Total Contingency as percentage of Base Estimate	20%	33%
Total Contingency	\$3,002,310	\$5,003,849
Project Estimate (nearest \$1,000)	\$18,166,000	\$20,168,000
Escalation	0%	0%
Escalation (applied to Project Estimate)	\$0	\$0
Total contingency % above Base Estimate + Escalation	20%	33%
Total Outturn Cost	\$18,166,000	\$20,168,000



NEXT STEPS

- Confirm locations at Lindisfarne and Sandy Bay
- Progress detailed design
- Statutory approvals
- Construction of facilities (to be completed by 31 December 2026)

COMMUNITY ENGAGEMENT UPDATE

Monday 12 May 2025



City of **HOBART**

EVENT TIMELINE



ENGAGEMENT OBJECTIVES

- **To provide the community with clear and accessible information**, including how the site was selected, terminal locations considered and their trade-offs, potential contribution of the new terminal to Hobart's long-term transport network.
- **To explore and understand** community values and priorities for Sandy Bay and what they consider important for the local area.
- **To understand and address community concerns** related to the project, including site selection, design, transport and environmental impacts.
- **To foster trusting relationship** with the community and encourage ongoing project engagement.
- **To understand community considerations to inform Council** decision-making on final site selection for the ferry terminal and detailed project design.



WHAT WE DID

- Defined our engagement objectives
- Defined the scope i.e. specified the project negotiables and non-negotiables for community input.
- Identified the stakeholders we needed to reach
- Designed the methodology, engagement design, and activities
- Conducted analysis and prepared a comprehensive report

NON-NEGOTIABLES	NEGOTIABLES
<ul style="list-style-type: none"> • Planning regulations • Technical assessment on site selection • Derwent River Ferry service will be expanded at Sandy Bay • Project timeline • Ferry services including hours of operation, frequency of services, service is provided by State government not Council • Other ferry terminal projects • Built form of the new terminal, including the number of storeys • Impacts by ferry services (managed by operators) e.g. waves generated by passing ferry 	<ul style="list-style-type: none"> • Principles to guide final site selection and detailed design • Design ideas initiatives and amenities including lighting, ramps, public toilets, bike parking, charging point for scooters, CCTV, amenities to feel safe, weather protection • Transport and access: vehicle access and parking, active transport, connection to surrounding areas of interest (e.g. universities, casino) • Potential impacts during construction, e.g. construction times • Maintenance and cleaning of the terminal • Ongoing methods of communication

SCOPE

- Managing community expectations
- Clearly defining the outcomes that community have the **power to influence** when the information is shared for decision making purposes in the chamber.
- Ensuring there is a shared understanding about what community engagement can and can't do.

STAKEHOLDERS

- Six stakeholder groups were identified, all with varying levels of interest in the project
- **Recognising that not all stakeholders are equal**, this consideration shaped the methodology and engagement plan that was developed
- Engagement activities were designed to have maximum reach across different stakeholder groups.
- The project team evaluated all engagement data methods independently against the objective when preparing their analysis.

Residents



Schools and UTAS



Businesses



Workers / Visitors



Community / Sporting Groups





METHODOLOGY + ENGAGEMENT ACTIVITIES

March 5 – March 30 2025

Communication

A range of channels were used to inform the community about the opportunity to have their say;

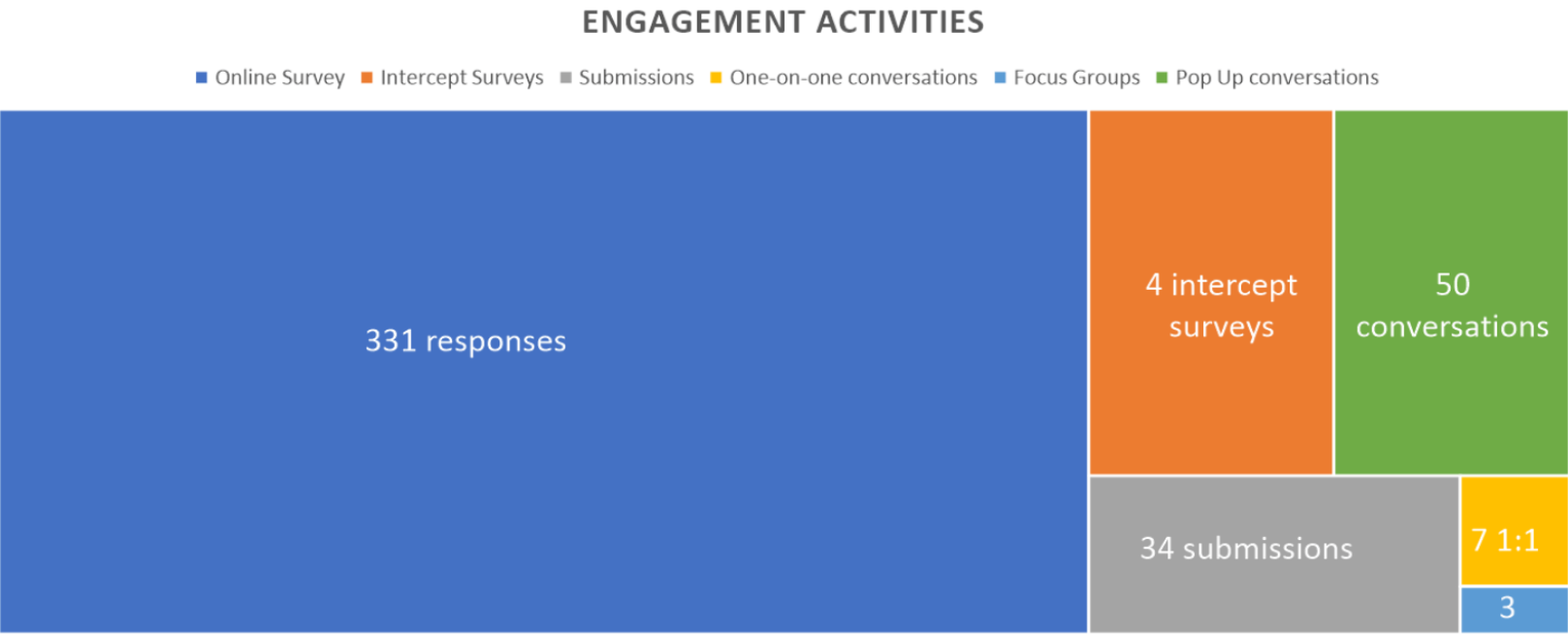
- Website
- Postcards
- Social Media Promotion
- News media
- Email
- Posters
- City of Hobart Newsletters (YourSay & Hobart News)

Engagement Activities

456 Responses in total via;

- Online Survey
- Written Submission opportunity
- Intercept Survey (in person)
- 2 x Focus Groups
- Community drop in (1:1 feedback sessions)
- Letterbox drops
- Palawa Engagement

ENGAGEMENT ACTIVITIES



WHO SPOKE?

Age

- 40–49 years (22%)
- 50–59 years (19%)
- <20 (3%)
- 80+ years (2%)

Gender

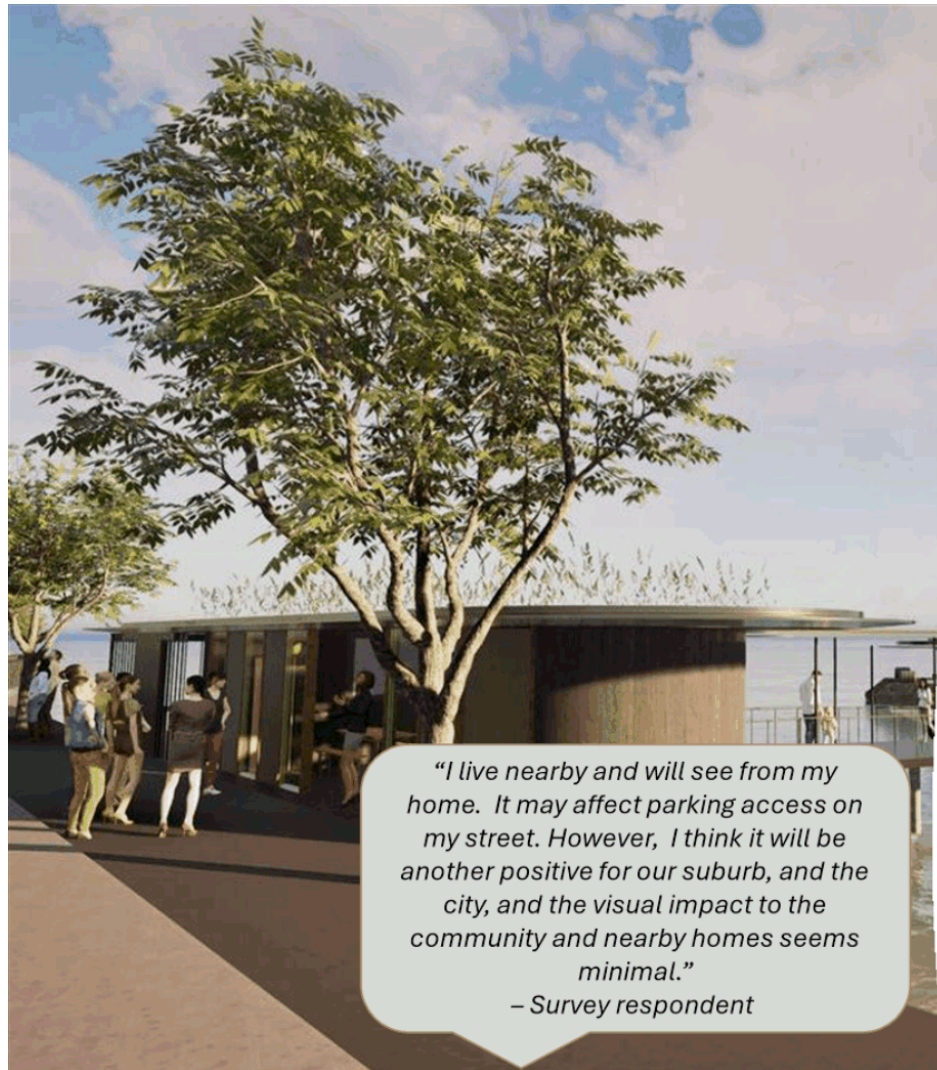
More than half of survey respondents identified as female (54%), followed by male at 41%.

Connection to Sandy Bay

Survey respondents were asked to indicate their connections to Sandy Bay. Nearly half of respondents visit the area (41%), followed by those who live in Sandy Bay (36%), and live in a nearby neighbourhood (29%).

Other connections include working (17%) or studying (16%) in Sandy Bay or being part of a group or organisation that meets there (13%).

Only 4% of respondents own a business in Sandy Bay, 7% indicated no direct connection but expressed interest in the project. and a small proportion (4%) own a business in Sandy Bay.



WHAT WE HEARD

Survey respondents were asked to indicate their level of support for the proposed location and design of the Sandy Bay Ferry Terminal.

Survey participants expressed general support for the proposed location at Lords Beach and the terminal design proposed.

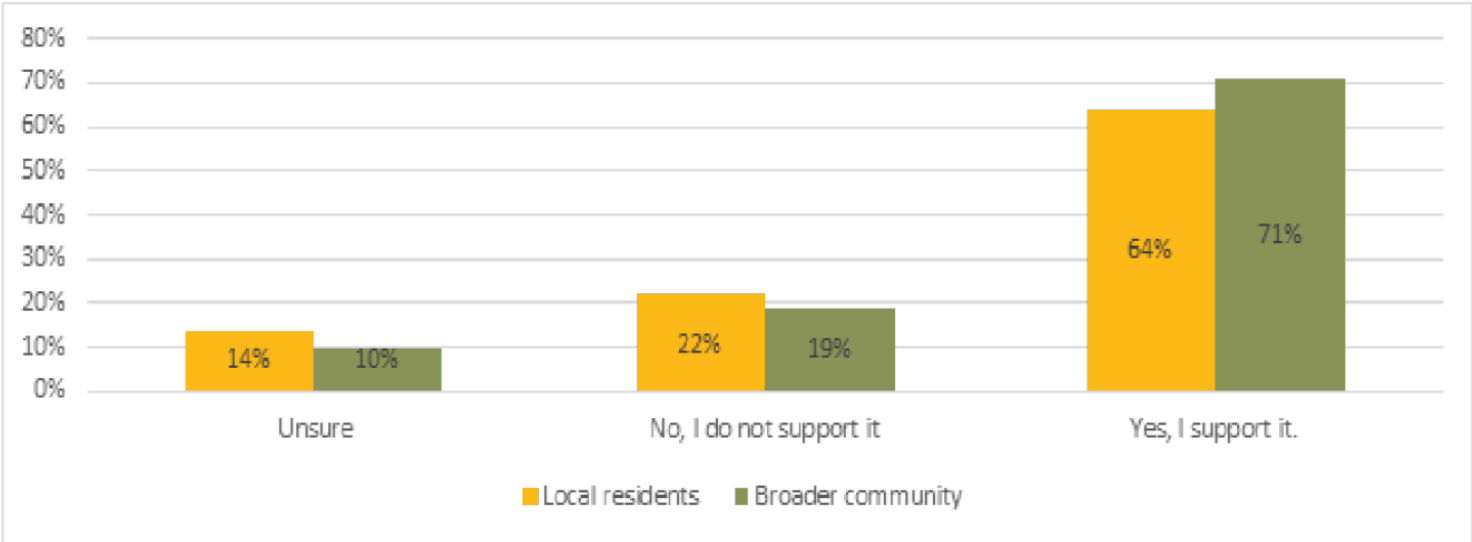
Respondents were generally supportive of the project, with 64% of local residents who live in Sandy Bay and 71% of the broader community expressing support.

Opposition is slightly more prevalent among local residents (22%) compared to the broader community (19%).

Participants who expressed support for the project commonly expressed excitement for the Sandy Bay Ferry Terminal to introduce ferry services to the area, with the following reasons:

- Ferry service as an alternative transport option in Sandy Bay
- Sustainability and environmental benefits
- Economic & tourism opportunities

WHAT WE HEARD





WHAT WE HEARD

Participants who **did not** support the proposed location and design of the Sandy Bay Ferry Terminal expressed several views.

While some were supportive of the broader initiative to introduce a ferry terminal in Sandy Bay, they felt the proposed location was not ideal & that other considerations needed to be addressed.

Others were opposed to the initiative altogether.

Key concerns raised by participants included:

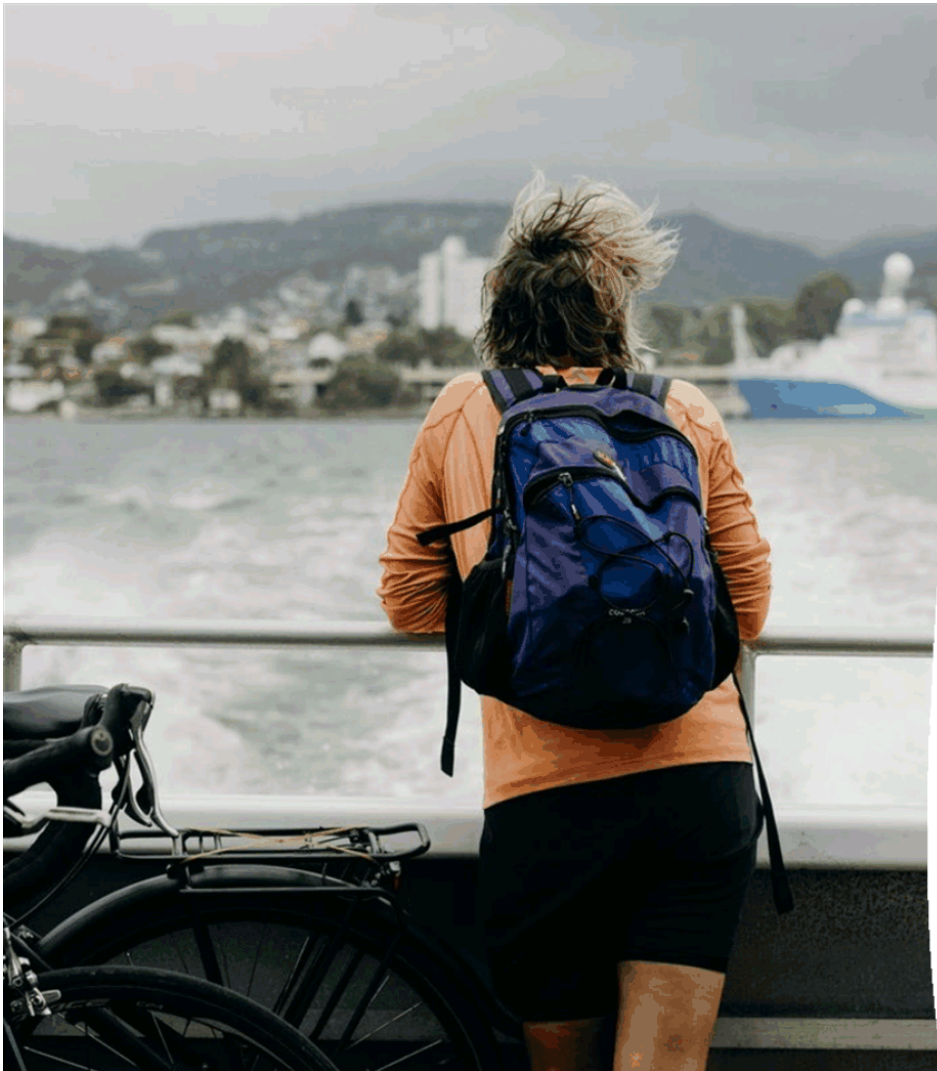
- Parking and traffic congestion
- Uncertain need for the terminal
- Impact of a terminal to residential character of Sandy Bay
- Safety & security risks



WHAT WE HEARD

Top priorities for Community

- **Pedestrian safety, transport integration and access** – Safe and convenient access was a top priority by most participants.
- **Environmental considerations** – Participants expressed mixed views on the environmental impact of the proposed ferry terminal. Many supported the ferry as a more sustainable transport option that could reduce car use and emissions.
- **Design and amenities** – Participants supported simple, accessible, and weather-resilient infrastructure with clear signage, seating, real-time information, and secure bike parking.
- **Project viability and cost** – Several participants questioned the long-term sustainability and demand for the ferry service, especially outside peak times.
- **Project timeline and transparency** – Participants expressed high interest in the project with a desire for improved transparency in future planning, technical assessments, and how community feedback would influence final outcomes.



WHAT WE HEARD SUMMARY

Survey respondents were asked to indicate how they anticipate the proposed Sandy Bay Ferry Terminal will affect them and the broader community.

Respondents generally expect that the proposed Sandy Bay Ferry Terminal **will impact them and the broader community positively.**

This sentiment is shared across respondents who live in Sandy Bay and the broader community. **The majority of respondents (81%) indicated the project will have a slightly positive or strongly positive impact, compared to 76% of local residents who shared this sentiment.**

Less than a quarter of respondents (19%) indicated the project will have a slightly negative or strongly negative impact, compared to 23% of local residents who shared this sentiment.

SENTIMENT OF PARTICIPANTS



Positive



"More civic infrastructure is beneficial to the wider community. It provides further public transport linkage to the CBD, removes vehicle congestion from Sandy Bay Road and the CBD, and changes transit culture away from motor vehicles and promotes the pedestrian as a valued user group." – Survey respondent



"Easier access may encourage development of new businesses and facilities on the Eastern Shore, benefitting local residents and allowing access to more leisure and employment options without needing to come into Hobart." – Survey respondent



"Ferry infrastructure adds so much to the community...This is low-cost, high-value infrastructure... I own property very close by, and am in no way concerned. I would love for this infrastructure to be in my local community." – Survey respondent

SENTIMENT OF PARTICIPANTS



Negative



"The parking areas on the Eastern Shore need to be a top consideration as well. There is no point in having parking a kilometre away from the ferry terminal if it is to be a success." – Survey respondent



"It will turn the already busy Sandy Bay Road into a mess with people in cars clogging up the road while dropping off and picking up ferry passengers, which will contribute to chronic worsening of traffic congestion for locals." – Survey respondent



"There being no dedicated parking for a transport hub (surely this is a prerogative!) cars will be scrambling to park in local already congested streets, lines of school buses down a scenic stretch of an already busy road... [It's] the only place between the city and Long Beach where you can pull over by the sea and admire the Derwent River." – Survey respondent

OTHER IDENTIFIED PRIORITIES FUTURE OF SANDY BAY



Respondents expressed a strong focus on accessibility, sustainability, and environmental quality.



The most commonly chosen priority was improving public transport connections (64%), followed by enhancing waterfront access and public spaces (42%).



Protecting and enhancing the natural environment (37%) and reducing traffic congestion and parking issues (37%) received an equal number of selections.

ANY QUESTIONS?



City of **HOBART**