

Reimagine Sandy Bay - Engagement #4

We acknowledge with deep respect the muwinina people, traditional owners of nipaluna country of Hobart, lutruwita Tasmania, Aboriginal land.

We acknowledge the palawa/pakana people, the continuing custodians of the land and pay profound respects to Elders past, present and emerging.

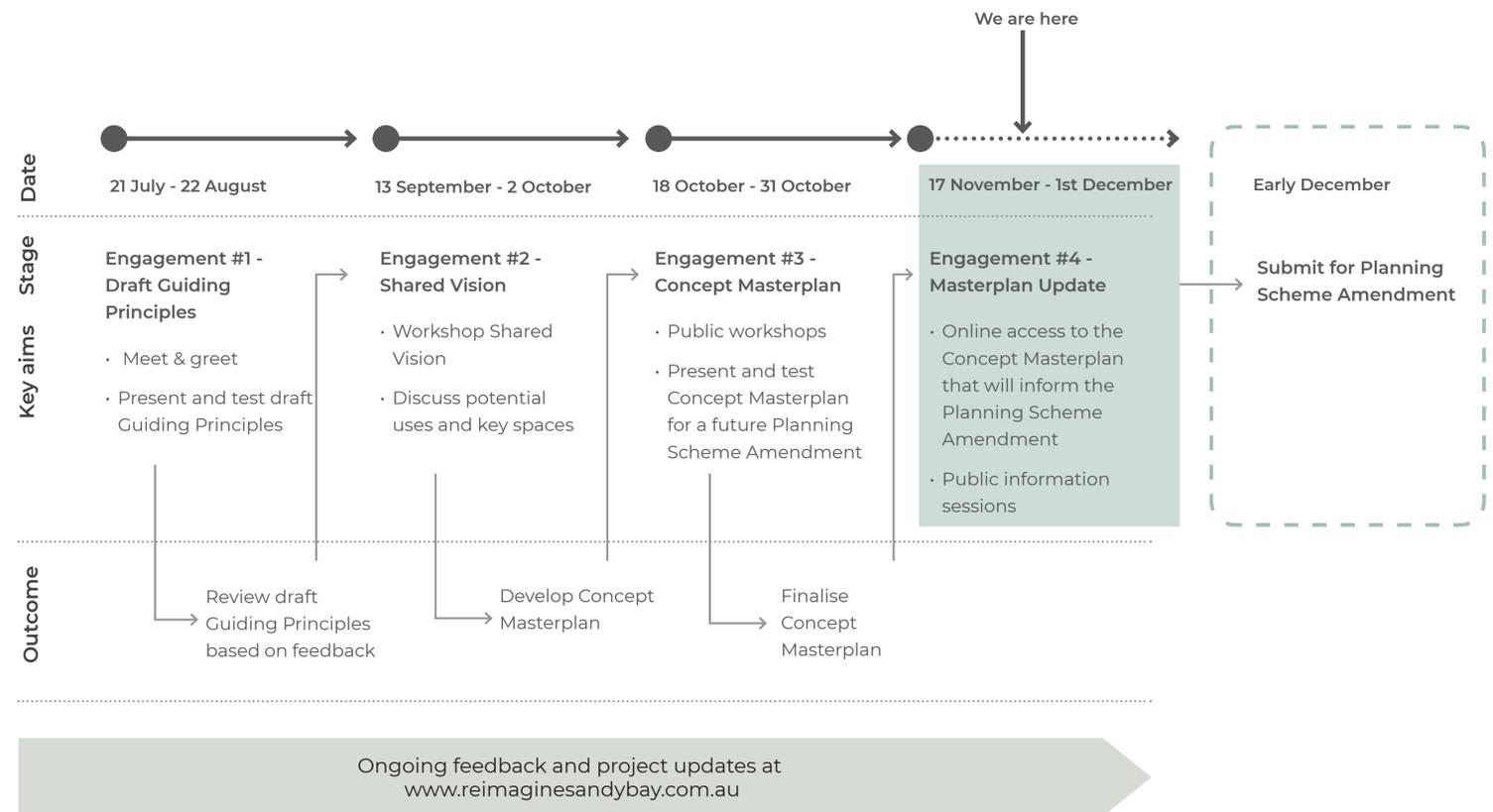
With the relocation of the southern campus of the University of Tasmania to the Hobart CBD, UTAS Property Pty Ltd (UPPL) is developing a Concept Masterplan to reimagine the current Sandy bay Campus Site.

Community and stakeholder input has been sought over four engagement phases in 2021 to test, evolve and inform the Shared Vision and the Sandy Bay Concept Masterplan which will be submitted as part of a Planning Scheme Amendment in early December.

Purpose of Engagement #4

We are now at Engagement 4, the final stage of engagement before the Planning Scheme Amendment process is commenced. The purpose of this engagement is to update how the final Concept Masterplan has been shaped by engagement and respond to any questions raised in Engagement 3.

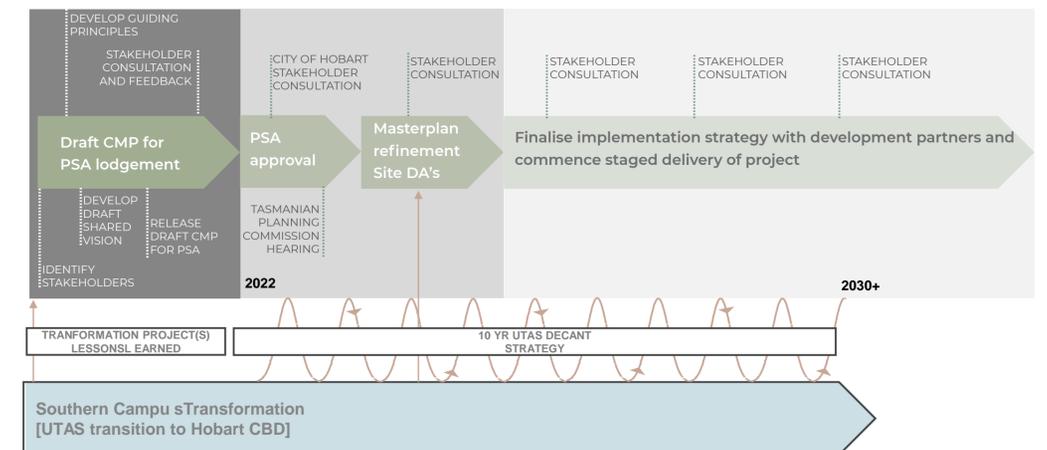
The Planning Scheme Amendment is to rezone the Site to remove an education overlay and allow mixed used development. Engagement will continue beyond the Planning Scheme Amendment throughout the subsequent Development Application stages to confirm the Concept Masterplan and arrive at an outcome created with the community.



Next Steps - Engagement 2022

The Planning Scheme Amendment and Concept Masterplan phase is the first of many for this project.

In 2022, we hope to obtain approval of the Planning Scheme Amendment, and continue on with Masterplan refinement, concept design and then development applications for individual buildings. There will be extensive engagement with stakeholders including the community throughout the Development Application stage and beyond.



Engagement #1 & #2

Engagement 1 & 2 centred on the Shared Vision and the Guiding Principles which are the foundational framework for the design of the Concept Masterplan. The Shared Vision and Guiding Principles were developed with stakeholders to capture and translate community and stakeholder values and priorities into the Concept Masterplan.

During the first round of engagement, which ran from 21st July to 22nd August 2021, participants shared their views about the project, their aspirations for the future of the place, and their opinions on the draft Guiding Principles. During the second round of engagement, that ran from 13th September to 2nd October 2021, participants shared their views about the project and opinions on the Shared Vision and Guiding Principles.

The Shared Vision and Guiding Principles will continue to inform the development throughout the project, from the design stages to project completion.

The Breadth of Engagement

Through the engagement process to date, we have met with, listened to and heard from a wide range of stakeholders and community members. An overview has been detailed below.



Shared Vision Statement

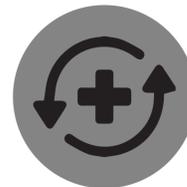
The Site will be a place that celebrates and enhances its natural assets, honours its social, cultural, and Aboriginal heritage, and looks to create an evolving, vibrant mixed-use precinct to live, work, learn and play. It will set a new standard for urban renewal in Tasmania and nurture a community that is inclusive and accessible to all, leaving a more sustainable legacy for people now and into the future.

Guiding Principles



Welcoming, diverse & inclusive

1. Accessible for all
2. Celebrate and acknowledge Aboriginal (palawa / pakana) culture and narrative
3. Develop a safe and welcoming environment
4. Provide a diversity of housing choice
5. Foster a sense of belonging



Towards a climate positive & regenerative future

1. Embrace the unique biodiverse environment while creating an environmentally sustainable and resilient future - natural environment
2. Prioritise sustainability, conservation and regeneration - built environment



A well connected place

1. Improve connection and accessibility within, through and around the Site and its surroundings
2. Connected to nature
3. Connected to people
4. Connected to the CBD
5. Connected through technology



An evolving sense of place

1. Maintain a sensitivity to place and build a legacy for the site
2. Respect the social, environmental, and cultural history of the place, including Aboriginal stories
3. Honour and enhance the natural assets of the site



Opportunities to live, work, play & learn

1. Provide opportunities for growth in the areas of commerce, society, culture, and education
2. Create diverse employment opportunities that complement the local economy
3. Provide a new level of amenity and liveability for residents of Sandy Bay

For further detail...

Please jump on-line and access the Engagement Summary at:

reimaginesandybay.com.au

Engagement #3 Summary

Engagement 3 showcased the Draft Concept Masterplan, including details around how eight key themes that emerged from Engagement 1 and 2 discussions have been addressed in the Concept Masterplan. These eight key themes, highlighted below, were key points of discussion.

The presentation of the Draft Concept Masterplan also included details around the planned precincts for the Site. There were engaging discussions around the Draft Concept Masterplan. Participants contributed by providing their views, suggestions and concerns, including what they liked, what they thought was missing and any queries they had.

We had a great response from the community. Many comments were received in support of the Draft Concept Masterplan and of course some concerns and further questions.

In Engagement 4, we have taken into account comments from the community, updated the Concept Masterplan where feasible, and have addressed frequently asked questions and concerns raised in Engagement 3.

8 Key Themes of the Concept Masterplan

-  Protect and enhance the **natural assets** of the Site.
-  Include **community** facilities and **open space** amenity
-  Redevelopment that is **sensitive to the Site** and local context
-  Consider the impact of **traffic** and **improve pedestrian** access through the Site
-  **Adaptive reuse** of existing buildings and retention of sports facilities
-  Create a place with a **wide mix of uses** that is active and vibrant
-  Provide **diverse housing** options
-  Target a **sustainable and regenerative community**

You Said -

Key Aspects of the Concept Masterplan You Liked

Noted below are the key aspects of the Concept Masterplan we received positive feedback on, which we have maintained in the Final Concept Masterplan.

-  **Retention of sports facilities and development of sporting precinct**
-  **Walkability and urban villages**
-  **Sustainability aspects including transport**
-  **Retention of buildings**
-  **Use of natural assets & bushland preservation**
-  **Community infrastructure**

Over half of the correspondence was in support of the Concept Masterplan

“Being a resident of Sandy Bay, I was initially quite concerned about this proposal. Looking at the Concept Masterplan, however, I feel reassured that it will offer many great amenities to the surrounding community.”

“The visual material provided online illustrates the concept ideas, making it look quite idyllic.”

5 Key Areas Requiring Further Information and / or Review

Noted below are the key aspects of the Concept Masterplan that require either further information and/or consideration. These aspects were reviewed and addressed accordingly. Further information on these topics make up the focus of Engagement 4 and can be found following.

-  **01. Building heights, density & built form**
-  **02. Transport & parking**
-  **03. Attainable housing**
-  **04. Changes to existing facilities**
-  **05. Delivery & staging**

You Said...We Did

The discussions and feedback has been valuable in shaping the future of the Concept Masterplan.

Here are how the five key areas requiring further review / consideration have shaped the Final Concept Masterplan to be submitted as part of the Planning Scheme Amendment.



01. Building heights, density & built form

- Reviewing building heights and setbacks, especially Precinct 1 & 3
- Providing further detail through massing and images.



02. Transport & parking

- Reviewing cycling and transport infrastructure and providing further detail
- Providing further information on pedestrian priority
- Providing a carparking plan
- Providing a public transport plan.



03. Attainable housing

- Providing further information on attainable housing
- Providing further information on the housing model and the breakdown of the dwelling count.



04. Changes to existing facilities

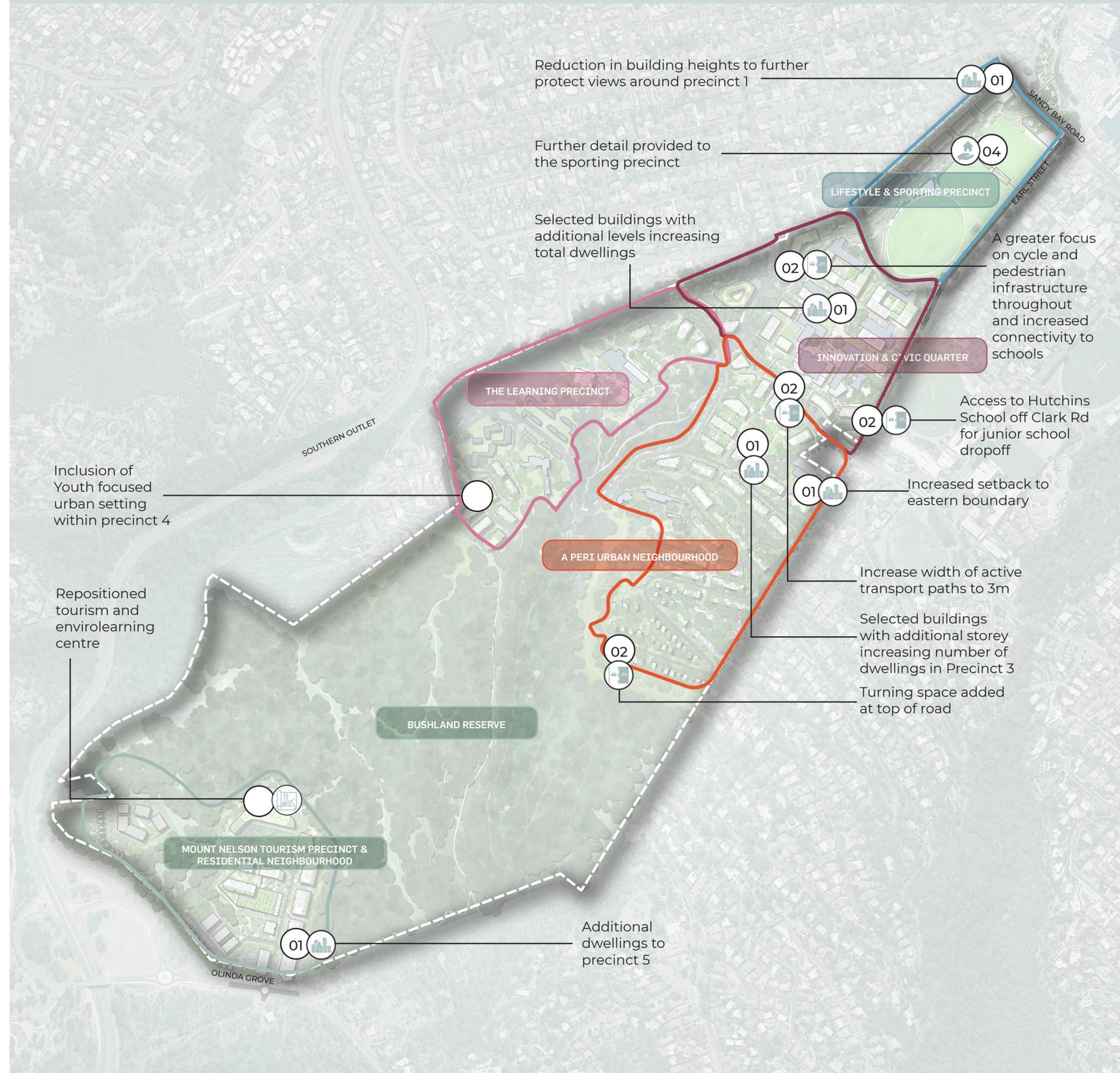
- Responding to questions
- Providing further detail to the sporting precinct.



05. Delivery & staging

- Responding to questions
- Providing further detail to staging.

Summary of Changes of Engagement 3 Feedback



Note that this is a concept plan only to support the Planning Scheme Amendment (rezoning). All future Development Applications (DA's) would undergo further extensive engagement, collaboration and detailed design.



Existing buildings
New buildings

You Said... Key Area 01:

Building Heights, Density & Built Form

A key conversation topic from Engagement 3 was around building heights, density and built form. We heard both support for the increase in density and consequential heights, supporting a diversity of housing, and objections to the increase in height in certain areas above the existing conditions and the level of density, especially around Precinct 1.

In order to create a truly mixed-use, vibrant and walkable community with the amount of community open space proposed, density needs to be focused and done well. Global urban design and academic experts conclude that an ideal density target for vibrant, compact, walkable communities is 50 dwellings per hectare, and that is what we have proposed.

By stitching new infill buildings amongst existing character filled buildings, and with minimal encroachment into current vegetation areas, we can achieve an average density of 50 dwellings per hectare across the site (excluding the 50 hectare preserved bushland reserve). There would be lower heights and densities in the upper campus, and higher densities and an increase in height beyond the existing conditions in the lower and middle campus.

The proposed heights are benchmarked against the current larger university building forms so as not to appear out of context.

There was support for how the additional dwellings and increased density in the Concept Masterplan responded to the housing crisis in Hobart, seizing the once in a lifetime opportunity to accommodate inner ring housing with high amenity and good access to public transport.

You said:



The Property Council noted:

It's anticipated that **more than 51,000 houses are needed by 2050** and while there are no specific timeframes in the Masterplan around the residential builds any additional housing supply is welcome.

Essential components of easing our housing crisis includes boosting both the volume and diversity of housing supply; boosting delivery in both the rental and for sale sectors; providing housing across a diversity of price points; facilitating the delivery of inner urban apartment development; expediting the appropriate release of land that is suitable for affordable housing construction; and making housing cheaper to produce.

The fundamental challenge our state continues to face in the affordable housing space is to increase supply to meet demand. More people are continuing to move to Tasmania and doing nothing to help grow supply is contributing to the housing affordability crisis in both the rental and for sale sectors.



Open House feedback

"The housing density is much too high for an already crowded suburb. Five storey apartments are out of character for the area."



Online workshop feedback

"Could you please provide physical models or sections so we can understand the heights and scale of the proposed buildings?"

In response to these conversations, we have:

- ✓ Reviewed heights
- ✓ Provided massing diagrams

Building heights & density targets

We have reviewed all building heights across the development to understand where there can be a reduction in height and where this can be offset by an increase in height in areas of lower sensitivity to adjoining properties. This review has occurred with the following objectives in mind:

- Providing sufficient density that supports mixed use development including significant public realm and amenity
- Maintaining enough dwellings to ensure the project is feasible, including providing a critical mass of dwellings to ensure economic viability across a 20-30 year timeframe
- Further helping alleviate the current housing crisis.

The outcomes of the review are:

- Reduced heights along the north boundary of Precinct 1.
- Increased heights in the centre of the development, gradually transitioning from 5 stories at the edges of Precinct 2 to 8 stories on selected buildings in the centre of the development
- Increased heights on the Churchill Avenue side of Precinct 3, having no impact on the neighbouring amenity
- An increase in the provision of attainable housing on-site

The Concept Masterplan now provides an additional 200 dwellings, for an approximate total of 2700. This equates to approximately 50 dwellings per hectare, excluding the 50 hectare preserved bushland reserve.



Built form overview

Built form in the Concept Masterplan responds to its context, being sensitive to the existing neighbourhood and complementing the built form retained on site, whilst providing height and density at considered locations. Buildings are located to ensure key viewlines are preserved towards the waterfront and surrounding natural environment. Where there is built form, upper levels are setback to further preserve viewlines and maintain amenity.

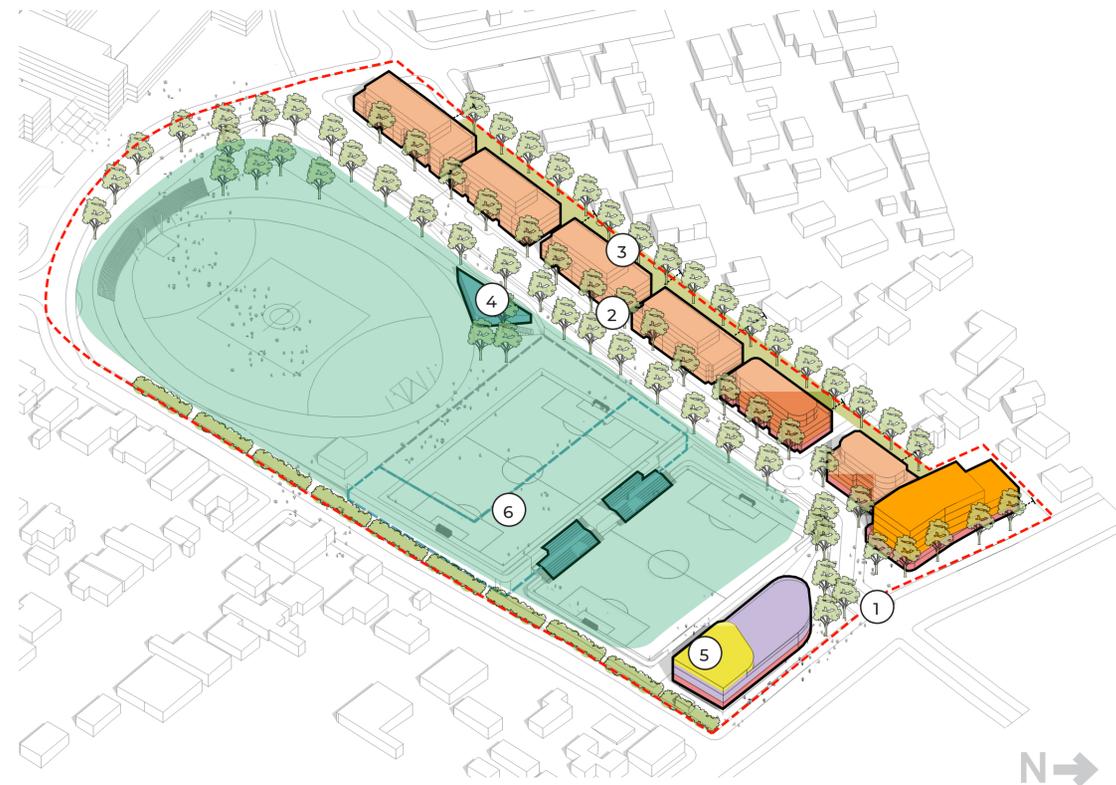
The mix of uses, building heights and densities creates opportunities for a diverse range of housing across the site. Highest densities are located in the middle of Precinct 2, which is central, denser and has little impact on the surrounding landscape; and lowest densities are in Precinct 4 and 5, which has greater sensitivity to its bushland context and provides lower-intensity living.

Precinct 1

We have reviewed Precinct 1 with regards to responses from the community, notably the height along the northern boundary onto View Street.

The Precinct 1 changes to the draft Concept Masterplan include a reduction of 10 dwellings as a result of reducing the built form to three levels at the northern end of Sandy Bay Road, and introducing greater upper level setbacks and a mansard roof form to reduce the scale of the built form along the north-east boundary. Along this boundary, buildings will vary between 3 and 5 levels. This works within the current 16 metre height limit permissible under the current zoning and is considered a suitable scale in this context.

Built Form



1. Create gateway built form which frames Sandy Bay Road
2. New built form interface to frame and respond to the internal street
3. Apply a setback of 10m to neighbouring residential properties
4. New sports pavilion
5. New rooftop childcare
6. State significant sports precinct with indoor sports facilities

BUILT FORM

- NEW RESIDENTIAL
- HOTEL
- NEW RETAIL / COMMERCIAL
- NEW SPORTS FACILITIES
- LANDSCAPE BUFFER
- HERITAGE HEDGE
- SPORTS OFFICE HUB
- CHILDCARE
- INDOOR SPORTS
- SITE BOUNDARY
- SETBACK FROM EXISTING BUILDINGS

Precinct 2

By stitching new infill buildings amongst existing character filled buildings we are able to increase density in Precinct 2, to offset the reduction in heights within Precinct 1 and create a vibrant heart to the development.

The changes to the draft Concept Masterplan include 20 additional dwellings in Precinct 2 by increasing 2 selected buildings from 6 to 8 storeys.

The built form diagram illustrates how the built form is concentrated in the centre of the precinct creating a social community heart around the Stanley Burbury Theatre with retail offerings positioned amongst the residential communities and commercial office built forms.

The built form diagram also indicates how the new and existing buildings sit within the landscape and existing context, with the outline of existing buildings indicated to show a height and form comparison.



Artist's Impression: View of new Churchill Streetscape as an active vibrant heart

Built Form



1. Create a social community heart around the Stanley Burbury Theatre, retail hub
2. Integrate and contrast heritage and character buildings with contemporary architecture and design
3. Celebrate the rationality of the modernist grid in the positioning of built form and open-space axis, using key built form to frame the central terraces
4. Create new mixed-use typologies of built form, integrating vertical residential communities through apartments/roof terraces

BUILT FORM

- | | |
|---|--------------------------|
| EXISTING BUILDINGS | COMMUNITY |
| OFFICE/COMMERCIAL (INNOVATION & CO-WORK HUBS) | NEW HEALTH |
| NEW RESIDENTIAL | EDUCATION / MAKERS SPACE |
| NEW RETAIL | PRECINCT OUTLINE |

Precinct 3

The changes to the draft Concept Masterplan include an addition of 65 dwellings by increasing 1 level on 4 selected buildings and locating an additional building on the former life sciences site. Density is focused around Churchill Avenue to increase walkability.

The built form within Precinct 3 is focused primarily on a range of residential offerings dotted up along the slope transitioning from residential apartments along Churchill Rd to residential townhouses and single lots at the top of the precinct. A podium edge to Churchill Ave provides articulation and breaks up the street wall and the built form is used to frame the edges of pocket parks and provide passive surveillance.



Artist's Impression: View to a new community park and higher density housing

Built Form



1. Residential focus, with a diverse range of offerings and typologies
2. A podium edge to Churchill Ave provides articulation and breaks up the street wall
3. Built form is used to frame the edges of pocket parks and provide passive surveillance
4. Where appropriate, underground parking has been implemented in order to keep it hidden from the street

BUILT FORM

- EXISTING COMMERCIAL USE
- RESIDENTIAL - APARTMENTS
- RESIDENTIAL - TOWNHOUSES
- RESIDENTIAL - SINGLE LOTS
- RETAIL / COMMERCIAL
- PRECINCT OUTLINE

Precinct 4

Precinct 4 building heights remain unchanged.

The built form diagram indicates how the new low rise residential built form will blend in with the existing community and surrounding context preventing new architecture from detracting from the adjacent bushland and walking trails. The low height of the new built form also provides residents with unimpeded views out towards the river.



Artist's Impression: A new medium density development focused on a natural woodlands park

Built Form



1. Medium-rise built form to blend in with the existing community and surrounding context
2. This prevents the new architecture from detracting away from the adjacent bushland and walking trails

BUILT FORM

- EXISTING STUDENT HOUSING
- RESIDENTIAL - APARTMENTS
- RESIDENTIAL - TOWNHOUSES
- EDUCATION BUILDINGS
- RETAIL / COMMERCIAL
- PRECINCT OUTLINE

Precinct 5

The changes to the draft Concept Masterplan include the addition of 120 dwellings in Precinct 5 by adding two gateway mixed-use apartment buildings which will replace the previously proposed commercial uses. Shop-top apartments will be included above the retail centre along with additional townhouses and one new apartment building opposite the hotel. Carparking will be moved to an undercroft instead of on grade, improving the streetscape and providing a stronger pedestrian focused public realm.

The built form of Precinct 5 concentrates the density around the centre, and decreases along the edges, nestling buildings in amongst the landscape.

Built Form



1. Built form situated to form a mixed-use precinct of various zones; retail, eco-tourism and residential neighbourhood
2. Higher density built form frames the streetscape at the entry from Olinda Grove into the precinct
3. Eco-tourism built form is located in marker position with high-value outlook and adjacency to bushland reserve

BUILT FORM

- RESIDENTIAL - APARTMENTS
- RESIDENTIAL - TOWNHOUSES
- RESIDENTIAL - SINGLE LOTS
- RETAIL / COMMERCIAL
- ECO-TOURISM
- ON-GRADE CARPARKS
- SEMI BASEMENT CARPARKING
- PRECINCT BOUNDARY

You Said... Key Area 02:

Transport & Parking

A common request from stakeholders in Engagement 3 was the provision of further information regarding traffic impacts, parking and transport options around the site.

To ensure we can create a more pedestrian focused development and look to lessen the impact on the existing street network, we are reducing parking from the standard statutory requirement to help reduce dependence on private vehicles but seeking to find a balance to ensure it will address the needs of residents in the short to medium term.

You said:



Online feedback

“Are the separated cycleways only found on the urban spine and mixed-use areas, or would they be a continuous network?”



Online feedback

“What are some of the individual strategies used to make pedestrians a priority?”



Online feedback

“How does this masterplan address traffic issues in Sandy Bay, and how will the bus services be improved? Please also provide more clarity around where and how the car parking works”



Online feedback

“What if the road network was transformed so that car volumes wouldn't increase, but decrease?”

In response to these conversations, we have:

- ✓ Provided further clarity around cycling paths on the site with a plan that details dedicated cycling lanes and connections beyond the site, as well as bicycle hubs and e-bike pick up / drop off stations
- ✓ Provided further information on pedestrian priority, including a movement and traffic plan highlighting areas of pedestrian priority, as well as a tracks and trails plan that indicates tracks and trails through the site
- ✓ Provided a public transport plan with further detail regarding public transport connections
- ✓ Provide a carparking plan and detail behind parking rates, as well as further information from modelling regarding traffic impacts of the proposal.

Active transport & cycling

The Concept Masterplan proposal offers residents and visitors the opportunity to walk, cycle or scoot around the precincts. End of trip facilities, bicycle hubs and e-bike stations will be provided across key locations within the site to support people who cycle, jog, or walk and encourage the use of non vehicle transport methods, promoting a healthier and more active community as well as reducing the demand for car parking.

A dedicated cycling lane has been proposed which will connect to Sandy Bay Road through Precinct 1, along Churchill Avenue between Precincts 2 &

3 and traverse through Clark Road back along towards Sandy Bay Road. Bicycle hubs and e-bike stations will be provided across key locations within the site to ensure there is a sufficient number of safe bicycle storage locations and pick up/drop off facilities across the site to support active transport users. End of trip facilities will also be located in close proximity to bicycle hubs and e-bike drop off/pickup. Improvements to cycling paths beyond the site boundary would be pursued with the City of Hobart.



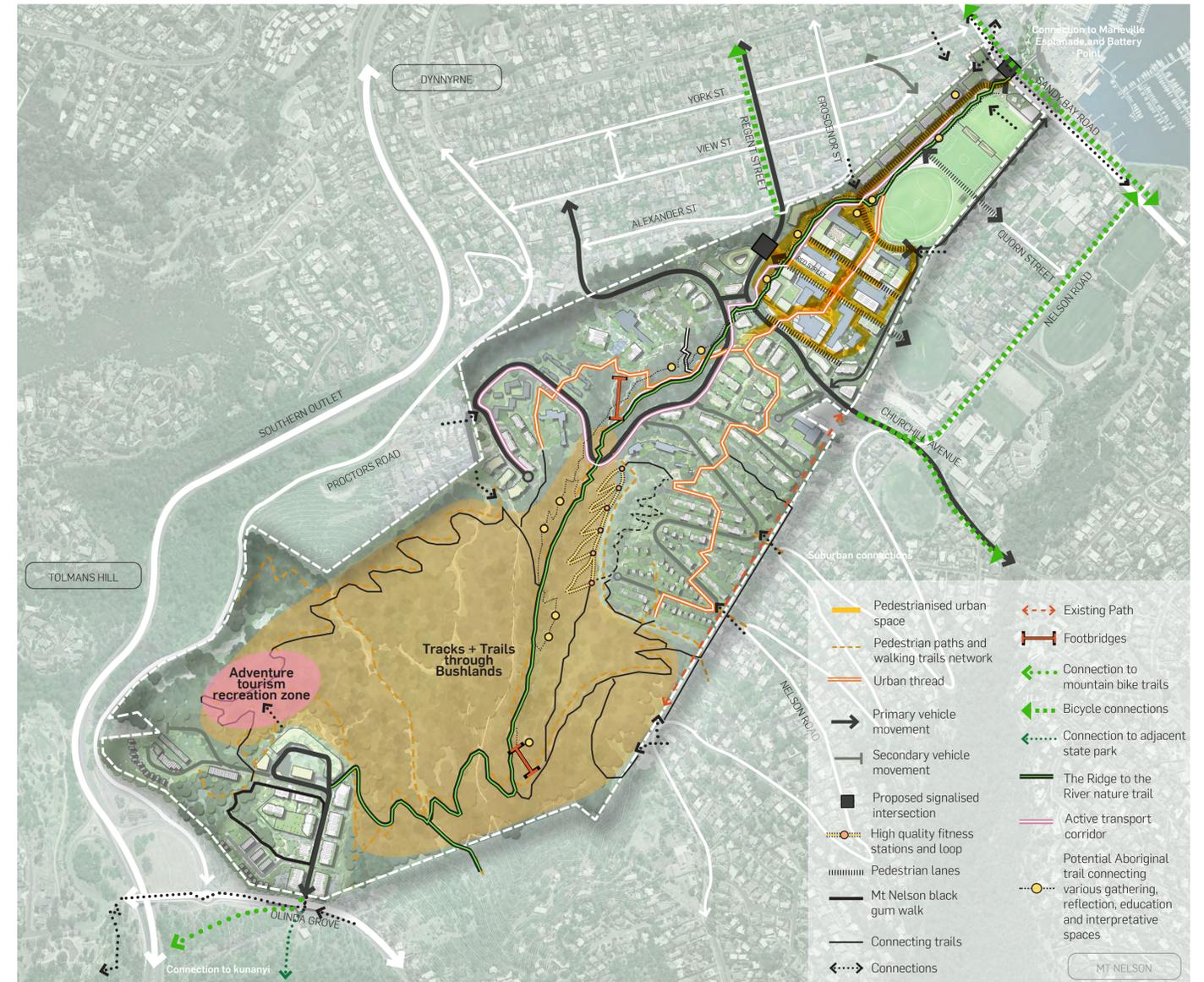
A pedestrian priority approach to movement and traffic with a comprehensive trail network

Pedestrians will be prioritised throughout the site through an integrated pedestrian focused environment that accommodates pedestrians, cyclists, public transport and mobility, and vehicles.

The proposed movement network will connect into its surrounding context and streets, and offers a multiplicity of pedestrian paths, open space trails, laneways, plaza, streets, roads and shared spaces, in addition to the road network. Pedestrianised urban spaces will be central to Precinct 1 and 2 with an urban spine connecting pedestrians from Sandy Bay Road up through the precincts and walking trails traversing through the bushland reserve up to Precinct 5. This will create an interconnected pedestrian network improving walkability within the

site and ease of access to key facilities and amenities. A mix of trails will be provided to cater for all ages and abilities, connecting the ridge to river through a diversity of landscapes and providing opportunities for passive recreation.

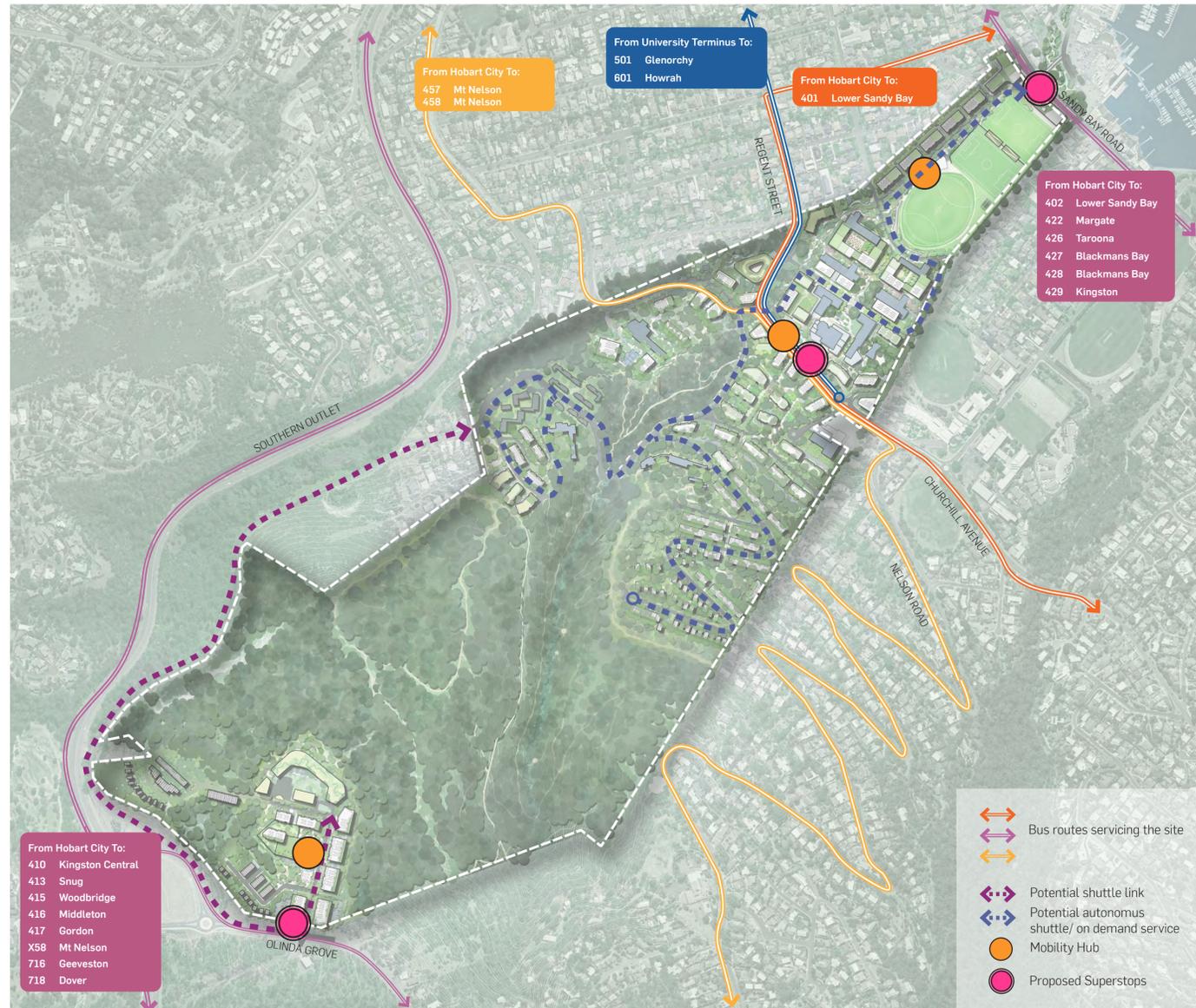
- Ridge to river nature trail will connect Precinct 1 through to Precinct 5
- Active transport corridor connecting Precinct 1 to Precincts 3 & 4
- Aboriginal trail within the bushland reserve will connect various gathering, reflection, education and interpretative spaces
- An exercise loop with high quality fitness stations from Precinct 4 up through the bushland reserve.



Improved public transport connections

Three new superstops have been proposed in the Concept Masterplan which will feed into the current bus routes that service the site, as well as transport passengers internally between precincts. The superstops are proposed to be located along Sandy Bay Road in Precinct 1, Churchill Avenue between Precincts 2 & 3 and within Precinct 5. Superstops will also include lockable bike storage and a pickup for shared electric bikes.

A mobility hub adjacent to Churchill Avenue will provide a multi-modal location for the community to collect e-bikes, scooters, on-demand pick-up and conveniences. On demand services and shuttle buses would be able to collect patrons from within the site as well as from the surrounding suburbs improving transport connections to and from the site.



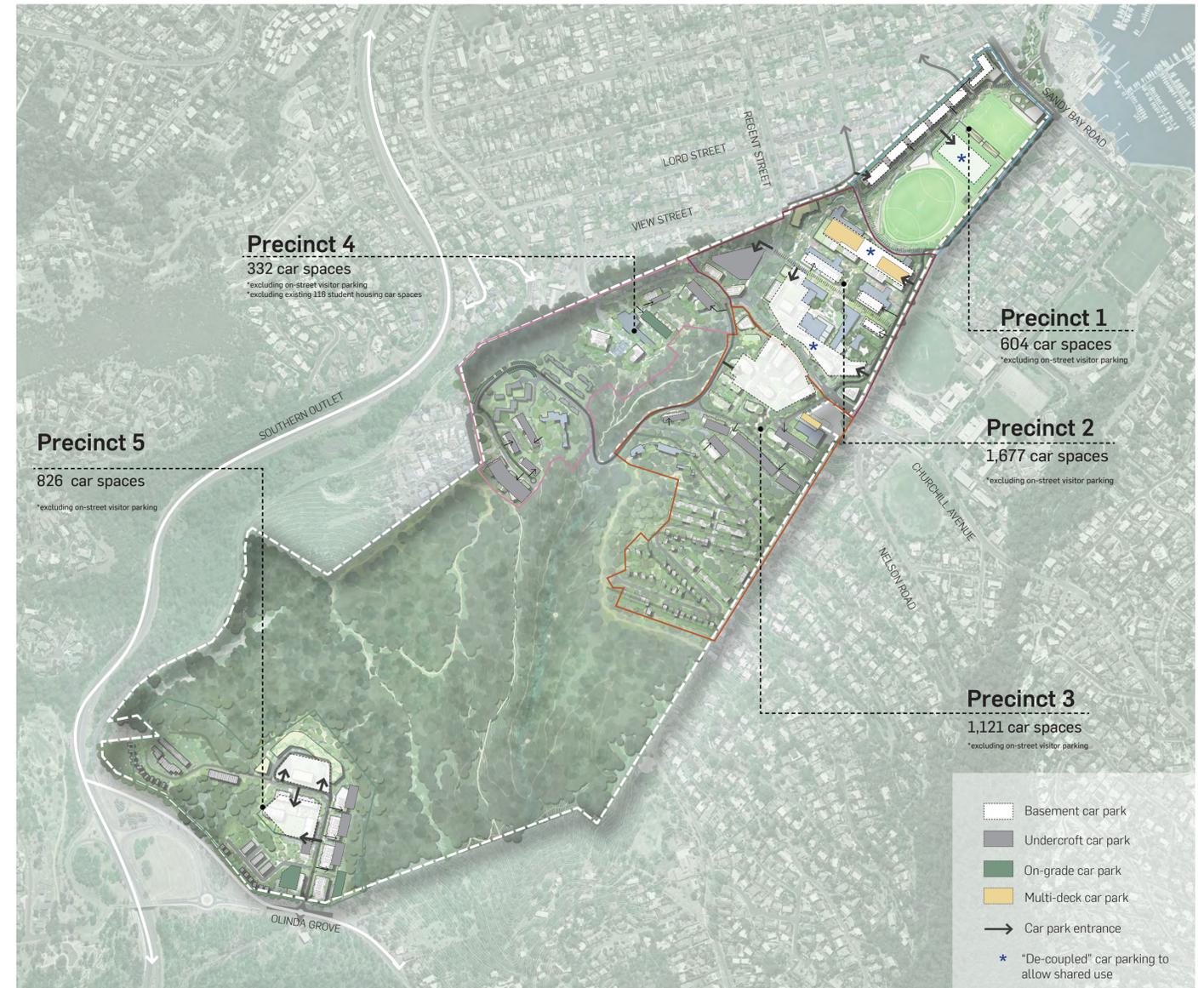
Balancing car parking requirements with an active ground plane

A car parking strategy has been considered and designed which balances the needs and requirements for car parking spaces based on the uses on-site. The integration of carparking into the site and Concept Masterplan aims to incorporate carparking into built form and urban environment whilst keeping an activated ground plane, specifically across the cultural and civic heart of precinct 2; Innovation + Civic Quarter, and into the mixed use areas.

to medium term. Commercial carparking is to be reduced, however technology may be implemented to utilise vacant residential spaces thereby creating a shared parking model.

Across the site, there is an average of 1.08 cars provided per a dwelling, and 3 cars provided for every 100sqm of area of commercial and specialty retail and 5 per 100 for supermarket use. These rates applied to the proposed Concept Masterplan has led to a total provision of 5,245 car parking spaces across the site (including on-street visitor and existing building carparking).

We are reducing parking from the standard statutory requirement to help reduce dependence on private vehicles but seeking to find a balance to ensure it will address the needs of residents in the short



Traffic modelling indicates no major impact from the development of the site

The traffic impacts of the Masterplan have been assessed using a combination of strategic (macro) and intersection (micro) traffic modelling.

The outcome of the modelling indicated that the traffic impacts of the proposed development are relatively minor, particularly on the road network close to the site. Closer to the CBD, there are select road linkages where congestion occurs at present and is expected to experience some increase in the future **with or without the development of the site.**

A report based on the outcomes of the modelling concluded:

- The current University Campus is a busy and activated precinct with a significant level of activity generated. The relocation of the campus will relocate the current traffic demands, including students crossing the CBD to get to the Sandy Bay campus
- The proposed site layout will draw upon the strengths of the existing road network, with a mixed-use precinct that encourages alternative modes of transport, multipurpose trips and trip containment
- A reduced car parking supply is proposed on-site that will encourage the shared use of car parking as a resource by the various proposed land uses
- The results of the traffic modelling exercise indicate that the road network is expected to continue to operate within its capacity into the road network, accounting for the various road works that are proposed within the masterplan
- It is expected that road network capacity and traffic impacts will be further explored as part of the next planning phase for the project.

The strategic (macro) traffic model

The strategic (macro) modelling has been undertaken by UPPL's subconsultants using the Greater Hobart Urban Travel Demand Model. This model has been used as it represents the best modelling platform to assess the macro / city-level impacts of the Masterplan. The modelling compared the following scenarios and how they impacted the road network:

- known 2019 traffic volume
- 2040 base case - the projected population growth with the University continuing operations from Sandy Bay
- 2040 project case - the projected population growth with the University relocating to the CBD and the proposed development at the subject site

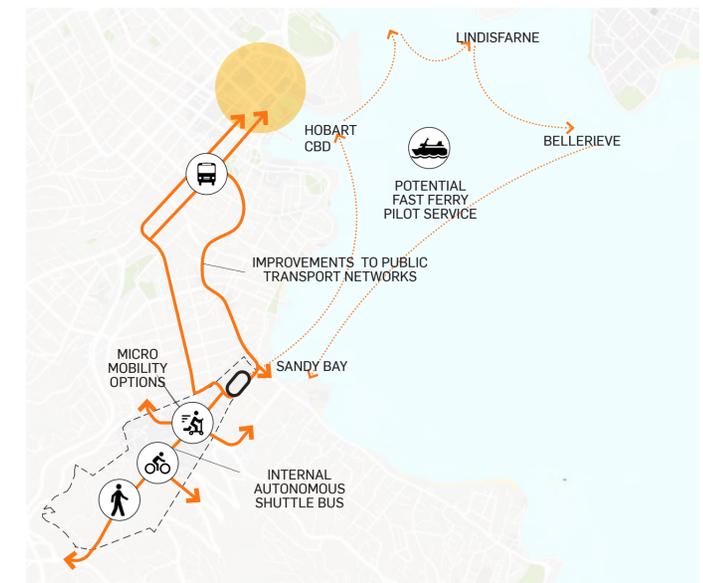
The modelling showed little difference between the base and project case's impact on the road network.

The intersection (micro) traffic model

The intersection (micro) modelling has been assessed using SIDRA INTERSECTION 9, a computer-based modelling package which calculates intersection performance. This is a micro-scale software that assesses each location independently and is typically utilised to assess site access points, and the immediate road network surrounding a development. The assessment indicated that the internal intersections and site access points generally operate comfortably and within capacity, noting:

- The proposed signalised intersection to Sandy Bay Road can accommodate the traffic demands distributed towards it from the site, whilst still operating with minimal delay
- The existing and proposed roundabouts to Churchill Avenue will operate within their capacity, with minimal delay
- The proposed signalised intersection to Churchill Avenue will result in queue lengths of ~150m, with minimal delay
- The proposed roundabout treatment for the access point on Olinda Grove to Precinct 5 will operate comfortably within its capacity
- The adjacent intersection of Olinda Grove / Proctors Road will be pushed over its capacity, and require mitigating works to accommodate the future traffic volumes. This will be managed as a normal part of the development process.

Introduce more sustainable transport methods to improve transport in Hobart



The proposed mixed-use site layout will encourage alternative modes of transport, multipurpose trips and trip containment. The reduced car parking supply proposed on-site will also encourage more sustainable transport methods in lieu of private motor vehicle use.

Possible action items:

- A small autonomous, on-demand bus which frequently shuttles residents between precincts within the Site
- More frequent, high-capacity metro bus services to and from Sandy Bay
- An e-bike or e-scooter sharing scheme
- Connecting Sandy Bay with Hobart via new pedestrian or cycle paths, rapid transit or ferry.

You Said... Key Area 03:

Attainable Housing

The third topic that was clear from Engagement 3 was the request for further information on attainable housing including delivery models.

You said:



Hobart
Women's
Shelter

"If COVID taught us anything, it's that the nurses etc who helped us through this time have to live somewhere. What you could be doing (on-site), with all the different housing approaches taken, has huge potential to make a difference for thousands of people over a decade"



Online survey
respondent

"What is "attainable housing" considered to be? Why not call it affordable housing? Or is there no intention of providing affordable housing?"



Online feedback

"What's the difference between 4A "a range of housing typologies" and 4C "Provide housing opportunities that are more attainable and accessible for a wider cross-section of the community"



The Property
Council

"Given our fast-growing population and housing affordability challenges, we should be doing everything we can to support investment in more housing diversity and choices for Tasmanians"



Real Estate
Institute

"We could put 1,000 apartments in the city tonight and we could sell them within a month"

In response to these conversations, we have:



Provided further information on attainable housing



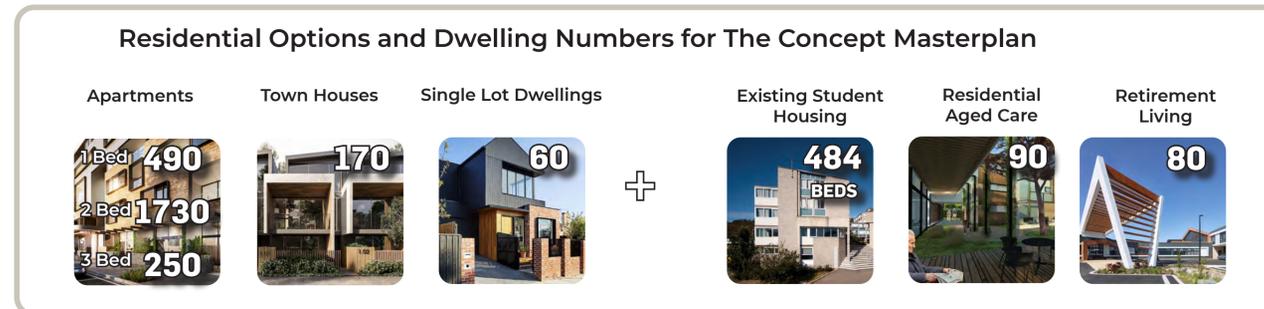
Provided further information on the housing model and the breakdown of the dwelling count.

In response to these conversations, we have provided further details.

So what is 'attainable housing?'

- Attainable housing is a general term given to affordable and social housing that is subsidised to increase affordability or to address specific needs. We look to provide 5-10% of this across the site.
- We also look to increase housing that is generally more affordable across the site. This will be achieved by providing smaller dwellings that are cost effective to build, and therefore more accessible to a wider cross-section of the population. We are able to do this by increasing the density on-site, which enables greater dwelling stock / supply and increases housing choices with apartments and townhouses offering more affordable options and provide the option of not having to buy a car space. The dwellings on-site will also reduce living expenses by using 100% zero carbon energy.
- Another way we aim to provide more affordable housing opportunities will be by addressing the 'missing middle'. This refers to a variety of living options including apartments, townhouses, semi-detached housing, sohos, senior's living and student housing. A wider range of housing options creates housing at different price points, and with different focuses, catering to a wider group of the community.

The Housing Model



"Providing a diversity of housing options"

...By increasing the housing choices for residents by providing a mix of housing types including apartments, townhouses, home offices, semi-detached dwellings etc, and at a variety of sizes including households from single dwelling homes, family homes or seniors living options, to ensure it is accessible by a wide mix of users, catering to a ranging demographic and allowing for aging in place.

Also provided onsite

Housing that is affordable

Private dwellings - small, cost-effective to build. Housing that is appropriate for the needs of a range of household incomes and priced so that those households are also able to meet other basic living costs

Attainable Housing

Subsidised models to increase affordability or specific needs.

Affordable housing

Subsidised housing models by a management operator

Social Housing

Rental housing for people on low incomes, operated by an organisation, addresses specific socio-economic needs or specific needs, eg womens housing or disability alignment

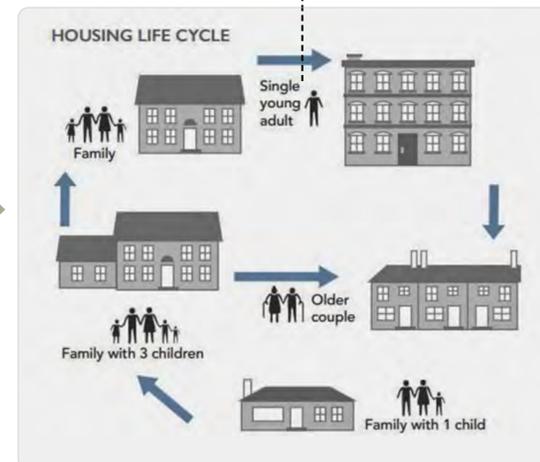
Public Housing

non profit housing in the public sector

Community Housing

secure, affordable, long term rental housing managed by not-for-profit organisations for people on low incomes or with special needs.

Catering to a ranging demographic



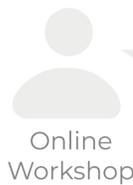
You Said... Key Area 04:

Changes to Existing Facilities

Questions throughout Engagement 3 were raised on how the proposed changes will impact the existing facilities and functioning of the University. We have outlined the questions we have received regarding this topic as well as provided further detail to the sporting precinct to respond to some of these queries.



FAQ's / You said



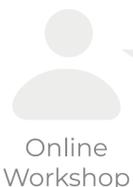
Online Workshop



Q "What determines whether an existing building will be retained or removed, and will building materials be recycled from those that aren't repurposed?"

A A building's history, age, structural adequacy, compliance, adaptability, maintenance level, life-cycle assessment and location has been assessed to identify buildings for retention. Preliminary structural, heritage, building surveying and architectural reports have been prepared to classify existing buildings into three categories- suitable for re-use, subject to further investigation, and not suitable for reuse. These reports have gone on to inform preliminary costings and form the basis of future investigations and work.

Any materials demolished will be re-used where feasible to do so.

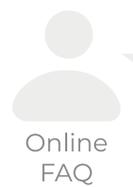


Online Workshop



Q "Has retention of some facilities that can't be relocated been considered? , eg - life sciences glass houses, long-running physics and geology experiments"

A Onsite buildings have been reviewed and assessed as per the above criteria to understand retention value and the highest and best use of a location. Where feasible, buildings have been retained. Repositioning of the greenhouses off-site could be a consideration in the future.

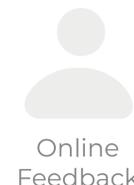


Online FAQ



Q "Will the existing George Wilson Memorial rugby ground and associated facilities be maintained?"

A The Rugby grounds and club will have new facilities that will form part of a multi-sporting precinct. The University are keen for as many clubs as possible to remain and operate from Sandy Bay. This means that facilities are shared. Further discussion on how this looks will take place between the University and the various clubs.



Online Feedback



Online Feedback



Online Workshop

Q "Has any consideration been given to including a judo/aikido dojo in the Lifestyle and Sporting Precinct? What consultation with existing UTas and TUSA affiliated clubs will be occur in the design of new facilities?"

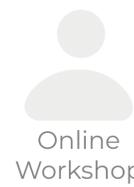
Q "What happens to badminton?"

Q "What are the details of the soccer and sporting fields/facilities - eg. dimensions, lighting, changerooms, views from club facilities?"



A The proposed sports facility provides up to 4000sqm of space, that will cater to multiple sports. Please see further detail that can be provided at this stage in the plan on this page. The design will be worked through further with the Unigym and clubs, in the next stages of design of individual buildings.

The multisport fields are 120x70m and are appropriate as both soccer and rugby fields.

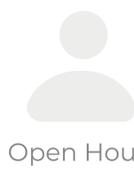


Online Workshop



Q "Where are the concrete tennis courts going? - other sports use these fields aren't appropriate for the indoor sport centre"

A The University is currently looking at different options for the future location and/or access to tennis courts.

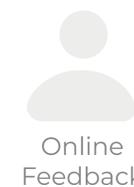


Open House



Q "Will Alumni have access to facilities as they do now?"

A As a key user group, Alumni will have access to facilities, such as the gym, sports hall, function centre and other facilities under University of Tasmania ownership.



Online Feedback



Q "Is it possible to view more detailed plans showing how specific existing vegetation on the Sandy Bay campus will be impacted by the proposed changes?"

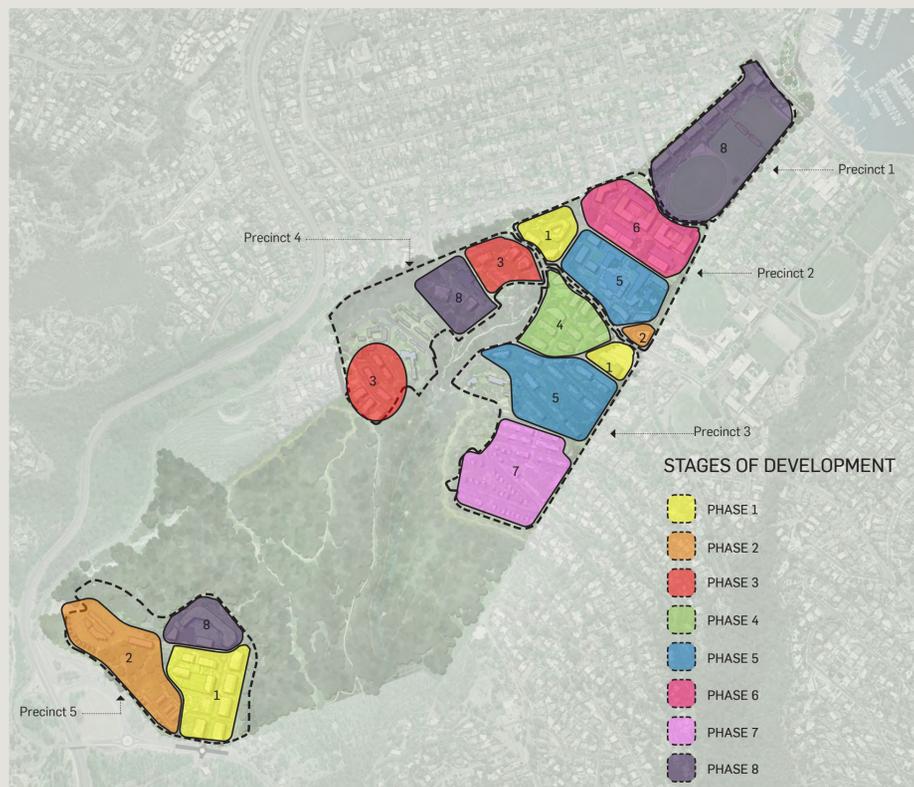
A Detailed site mapping of the existing vegetation has been undertaken and will be included in the submission for the Planning Scheme Amendment.

You Said - Key Area 05:

Delivery & Staging

A key discussion topic throughout Engagement 3 was the delivery and staging of the development. A high level preliminary staging plan has been provided below to respond to some of these queries.

High Level Staging Plan



FAQ's / You said

Focus group

Q How does the University plan to deliver this development?"

A UTAS Properties Pty Ltd (UPPL) is a wholly owned subsidiary of the University of Tasmania (UTAS), formed in response to the need to strategically manage for the long term a large portfolio of property and infrastructure assets, including development and investment opportunities.

Acting in the role of Master Land Developer, UPPL is responsible from concept and planning through to implementation of large urban renewal schemes, either through direct development or serviced land sales or ground leases.

UPPL has it's own independent board which has extensive national and international experience delivering large scale mixed use developments.

Open House

Q Will the land be sold? How is the Concept Masterplan funded?"

A UPPL as the Master Land Developer need to balance out what land is retained, what is rented and what is sold to provide cashflow to enable the feasibility of the development and ongoing annuity to ensure the University remains at the forefront of education.

UPPL will also secure project partners to help deliver the project.

Open House

Q "What ownership structure is proposed for the flats and units? Anything progressive?"

A UPPL is currently exploring what the ownership structure across the site will look like, including maintaining land on 99 year leases. Whatever the land ownership structure chosen, the objective is to ensure the University can steward the long term development of the land according to their plan.

Open House

Q "How long will it take for the development to be completed?"

A It will take approximately 20 years for the development to be completed. The initial stages of the development are based around the University's decant strategy to the CBD. It is intended to begin the Development Application process next year with the first project commencing in 2024. A high level staging plan (as detailed here) has been developed and is being worked through in more detail.

Open House

Q Who manages the masterplan and ensures green spaces and community elements will be realised?"

A The Masterplan will be managed by UPPL. Both UPPL and the University are committed to provide the green spaces and the community elements outlined in the proposal. It is a key principle for the University to retain placekeeping and stewardship to provide for the community and also deliver long term annuity.

Online Workshop

Q How will the staging of the approved masterplan be rolled out?"

A The first stages of the Masterplan will be those that align with the University's decant strategy and do not require significant infrastructure changes. As the project progresses and the University moves to the CBD, more of the development will be rolled out, as illustrated by the high level staging plan.