

Clarence City Council

Victoria Esplanade and Queen Street

Master Plan

Community feedback

May 2023

Victoria Esplanade and Queen Street Master Plan Consultation

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Background

What the Community saw on council Your Say project page

- Clarence City Council has prepared a draft master plan for Victoria Esplanade and Queen Street in Bellerive.
- You can view the draft master plan in the 'Documents' section on the right-hand side of this page or click here.
- The master plan has been prepared following community consultation in 2019 which identified a strong desire to improve the landscape and streetscape to celebrate the connection with and views across the River Derwent, provide better shared pathways and connections, improve traffic and parking, and generally activate the area to encourage people to stay longer.
- It sets out a vision for the Victoria Esplanade and Queen Street precinct to provide a welcoming place which celebrates the location and provides for safe and equitable access for everyone.
- Council is currently engaging with the community on the draft master plan. Consultation opened on 3 April and will be open until 1 May 2023. You have the opportunity to provide submissions and feedback and ask questions about the master plan in a variety of ways, including an online survey and face to face information sessions. Due to high interest from the community the consultation period was extended until 14 May 2023.
- **Pop Up Sessions**: Members of Council's project team will be hold an on-site information session near the Bellerive Ferry terminal on Cambridge Road on 19 April 2023 from 4pm to 7pm to discuss the plans and address any questions or concerns. We will also be at the Tasman Produce Market on 29 April from 9am to 1pm.
- **Survey:** We encourage you to take our community survey, below, to provide us with specific feedback. You will also be able to leave general comments about the master plan.
- **Submissions:** If you would like to make a written submission you can email it to yoursay@ccc.tas.gov.au or mail it to us at PO Box 96, Rosny Park, 7018. Submissions are open until Sunday, 14 May.
- Council's City Heart project is adjoining the area covered by the draft master plan for Victoria Esplanade and Queen Street. Consultation on the City Heart Concepts is also open and includes designs for feedback for Bellerive Village, Rosny Park, Kangaroo Bay and Warrane. We would appreciate your feedback on these concepts. Please visit www.yoursay.ccc.tas.gov.au/cityheart to share your thoughts. This is open until 7 May 2023.

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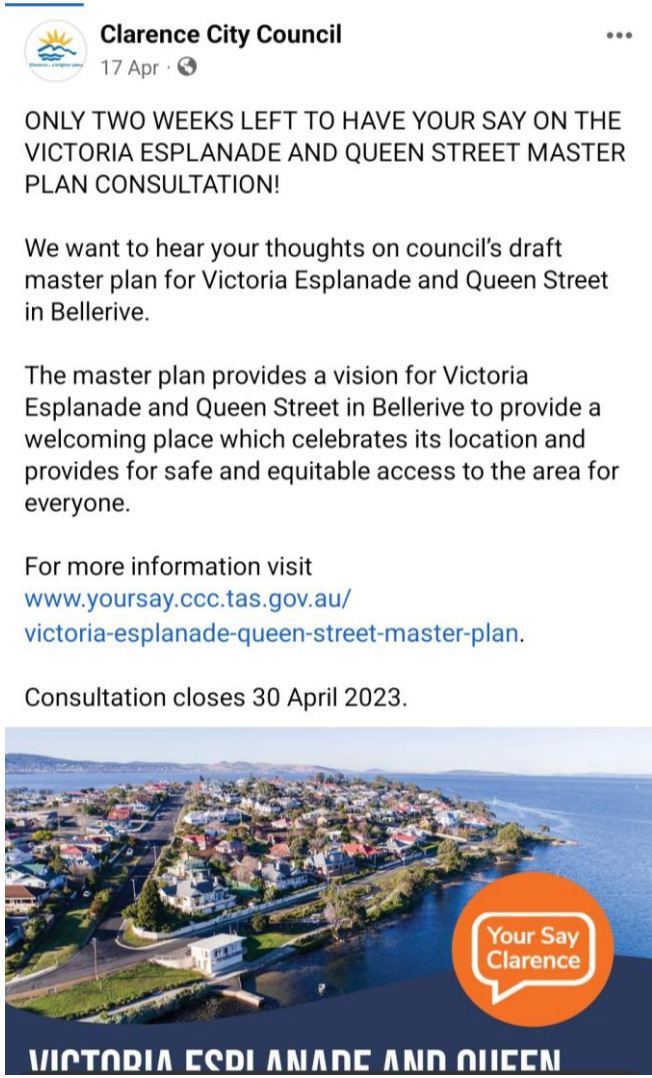
Consultation methodology

- **Timeframe**:
  - Four weeks from 3 April to 1 May 2023. Later extended to Sunday 14 May 2023
- **Key consultation activities:**
  - Your Say survey online
  - Aim was to reach a good mix of ages as well as representation of immediate residents and users of the area
- **Responses:**
  - 96 online responses
- **Communication and promotion key moments:**
  - Council website and featured on council Your Say page
  - Weekly Facebook posts throughout consultation period
  - Pop ups at key local popular locations - Ferry and at Produce Market

Facebook post example



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Demographics

The full breakdown is in the appendix, highlights to help contextualise the results:

- 69% of respondents were from Bellerive
- The key ages in the community are well represented with 20% from the growing 30-39 year old cohort, and another 20% in the key 60-69 year old group.

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Key tools used

Survey

The method gave the highest volume of responses and is easy accessible for most. The survey had a focus on understanding the level of support for the concepts overall and for each of the key sites. This was available across the full consultation period. We know from other recent engagements that the many members of the community, within and surrounding the study area, are comfortable using our Your Say platform.

This survey was also available in hard copies at Chambers and at activations.

Individuals could also call and be taken through the survey to further reduce barriers to engage.

Foyer activation

A printed copy of the Draft Masterplan was available at the table display in the foyer at Chambers. Copies of the survey were also made available.

Pop ups: (filling out online survey)

Pop ups at community markets and near Pier to reach a broad cross section and surveys were distributed as well as individual comments.

Focus groups/workshops:

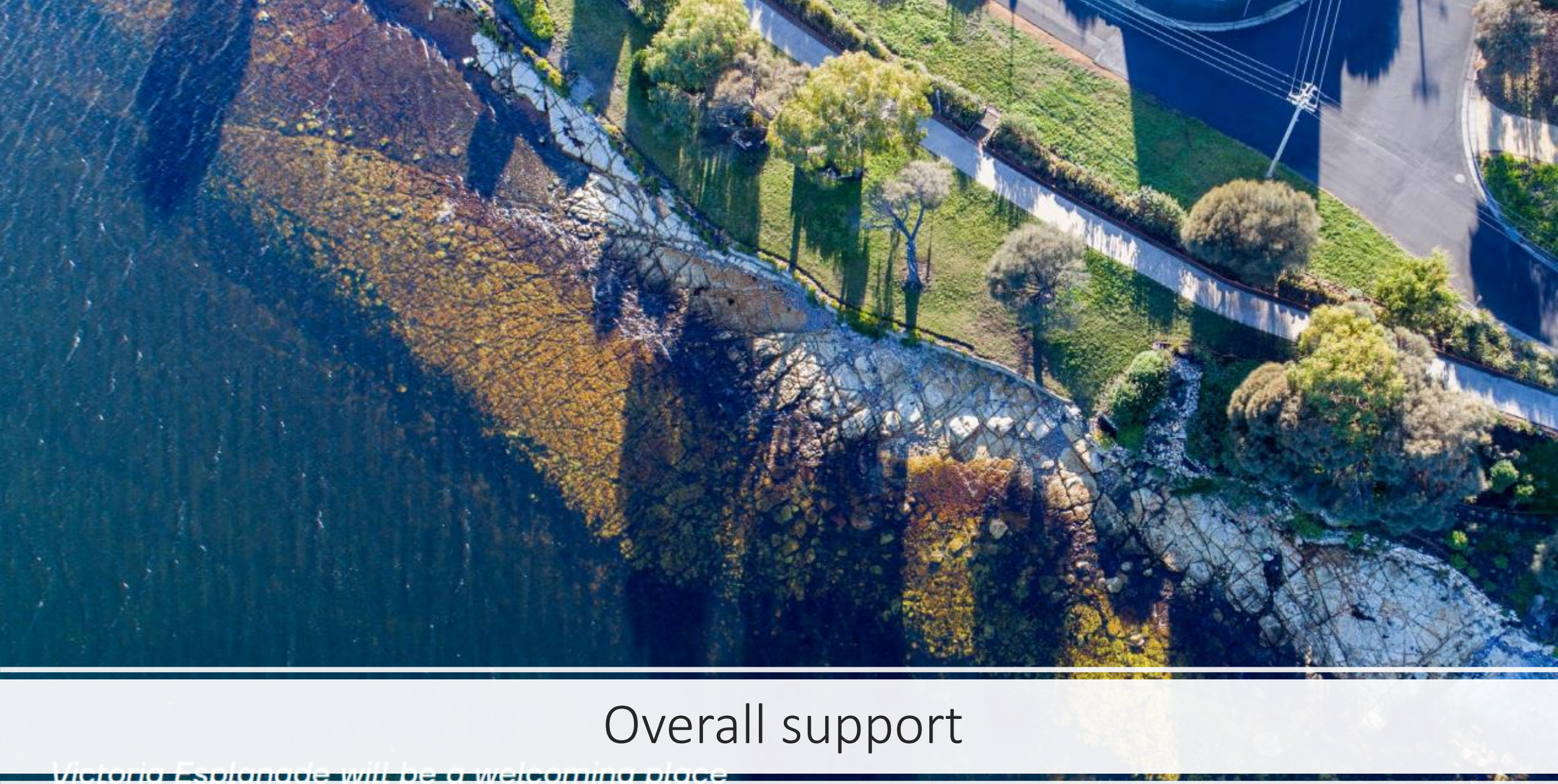
A community group was convened to understand opportunities and concerns. This session was requested and wasn't open to the public, this was in addition to the original consultation plan.

Individual interviews:

key sites/landholders identified as important in the area were spoken to individually to fully understand future plans and potential opportunities (full list will be made available). Some State Government departments and representatives from sporting, arts and community groups were also interviewed one on one.

Consultation Overview

- Consultation was a short questionnaire with key questions around each element of the draft master plan. We heard from 97 community members and visitors to the area via the survey with a high number of additional submissions (many used both forms of feedback and used the submission to provide more detail to their survey responses).
- We heard mainly from residents in the immediate neighbourhood, with surrounding suburbs also demonstrating some interest. A good range of ages responded and overall the results reflect a good cross section of the immediate residents. However, visitors are under-represented but are also users of this area. Other data such as track usage numbers and submissions from experts is available to supplement the survey results.
- Overall results have a majority supporting the plan and agreeing a key 'welcoming place' objective was met:
    - 6 in 10 agree (59%) to the overall implementation of the Master Plan
    - 5 in 10 agree (54%) that the plan delivers a 'welcoming place'
- Feedback on specific elements shows site specific upgrades and aesthetic improvements having the highest appeal, with all design elements having majority of residents in favour. Changing traffic flow is the most questioned and has the least support, especially closing Bluff rd. Potential to further investigate the contentious elements.

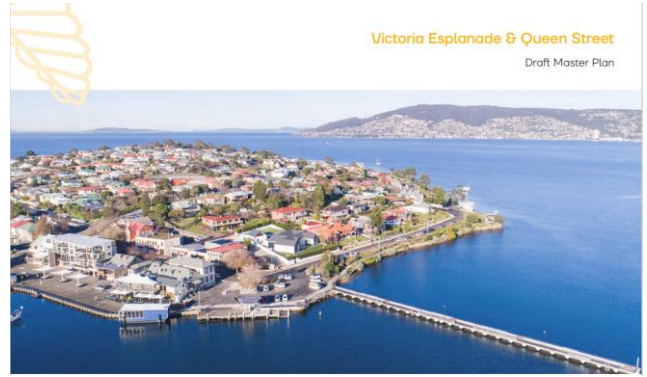


Overall support

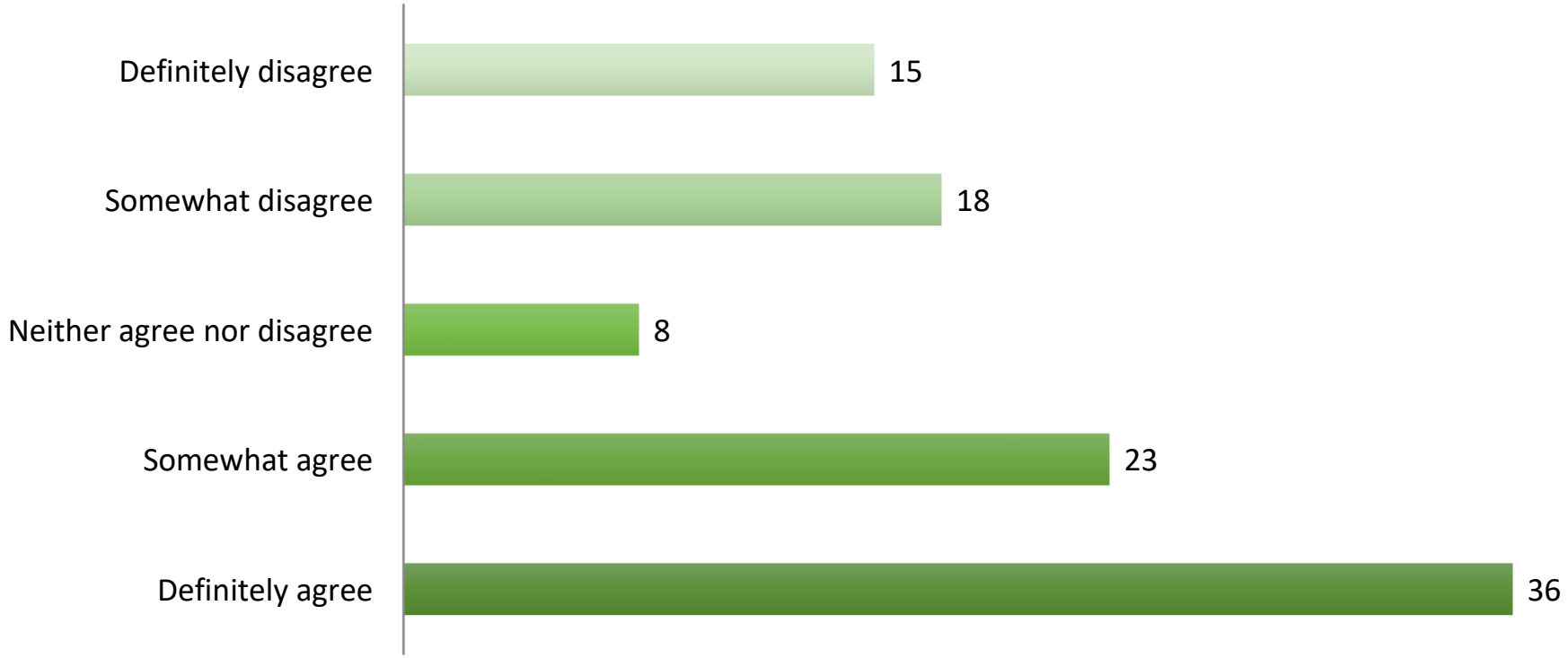
Victoria Esplanade will be a welcoming place

for all people, offering a landscape of diverse

Support for implementing the overall Master Plan



- 6 in 10 agree (59%) to the overall implementation of the Master Plan



Disagree (1/2 scores) **33%**

Agree (4/5 scores) **59%**

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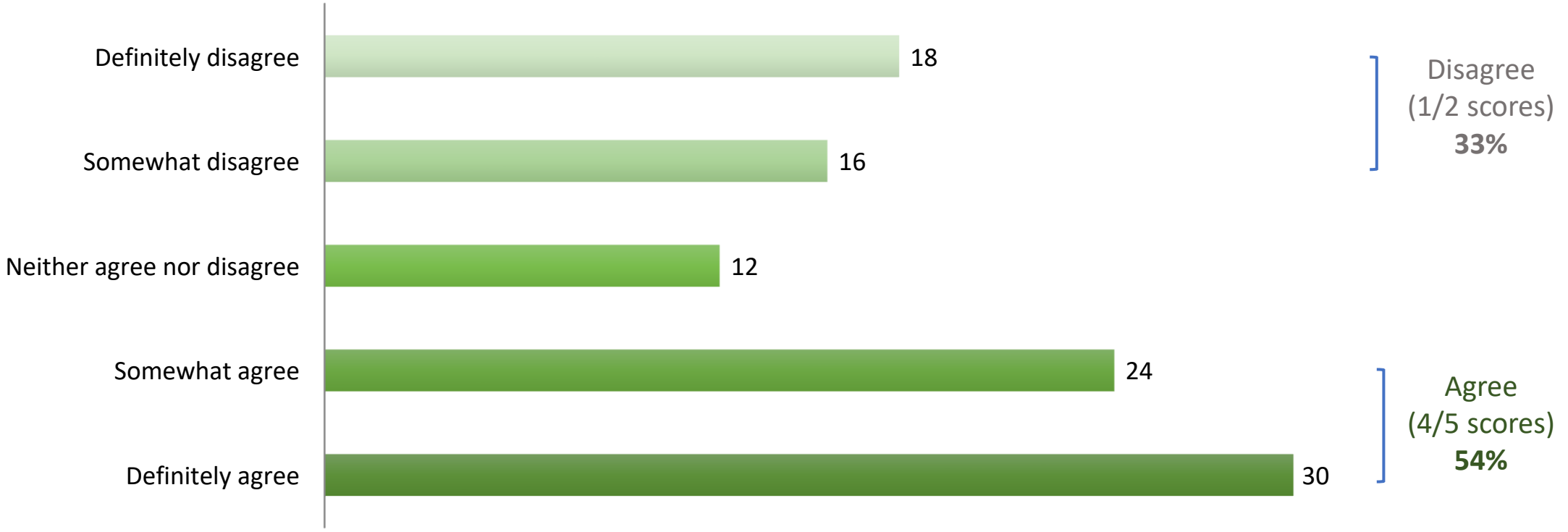
Support the implementation of the overall Master Plan
Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

The plan delivered a ‘welcoming place’

- 5 in 10 agree (54%) that the plan delivers a welcoming place **for all people offering a landscape of diverse experiences in celebration of its location**



The Master Plan has delivered a plan for as a “welcoming place for all people offering a landscape of diverse experiences in celebration of its location” Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

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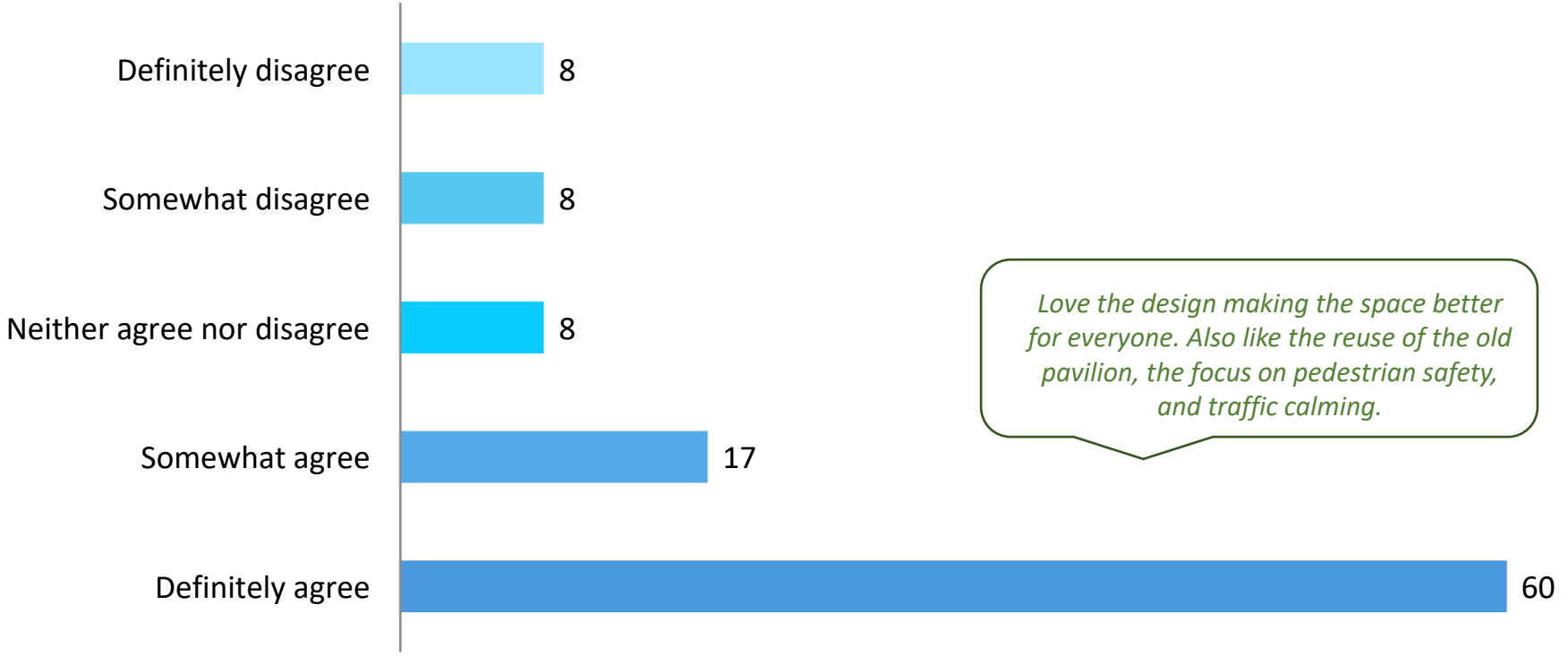
Feedback on specific elements of the Master Plan

Upgrading and improving the surrounds of the regatta pavilion



- 8 in 10 agree (77%) with the ideas to upgrade an improve the pavilion



Love the design making the space better for everyone. Also like the reuse of the old pavilion, the focus on pedestrian safety, and traffic calming.

Disagree (1/2 scores) **16%**

Agree (4/5 scores) **77%**

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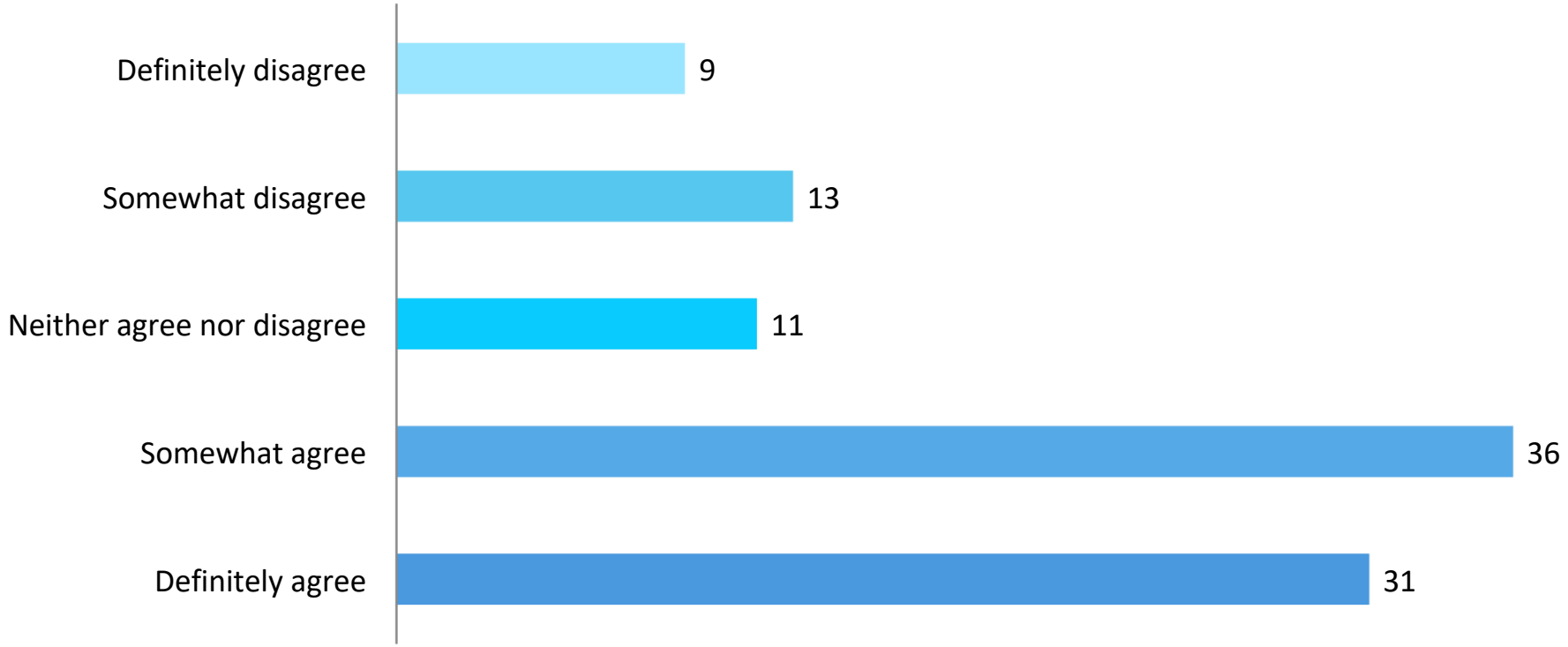
Upgrading and improving the surrounds of the regatta pavilion . Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

Pier precinct plan



- 7 in 10 agree (67%) with the specific pier precinct plan ideas



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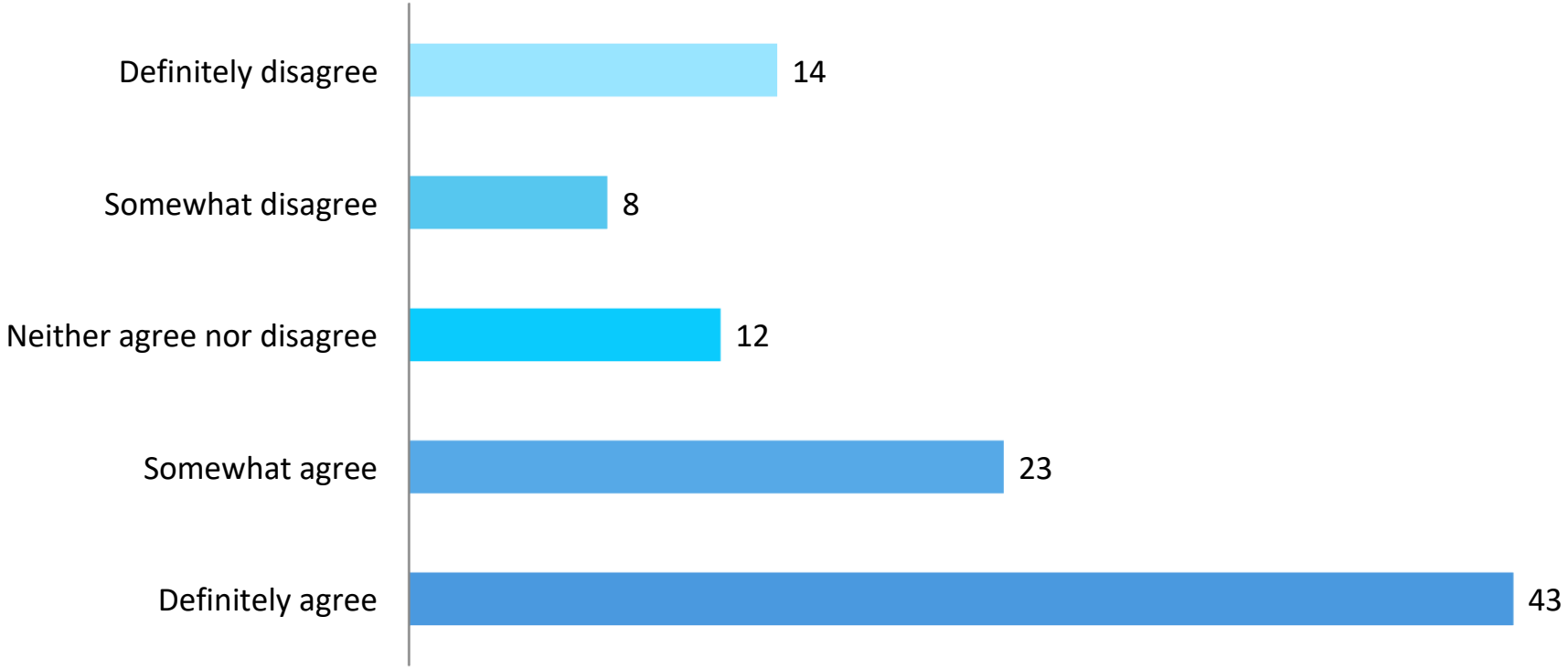
Pier precinct plan Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

Improving spaces to gather along the foreshore

- 7 in 10 agree (66%) with the ideas to add street trees and furniture



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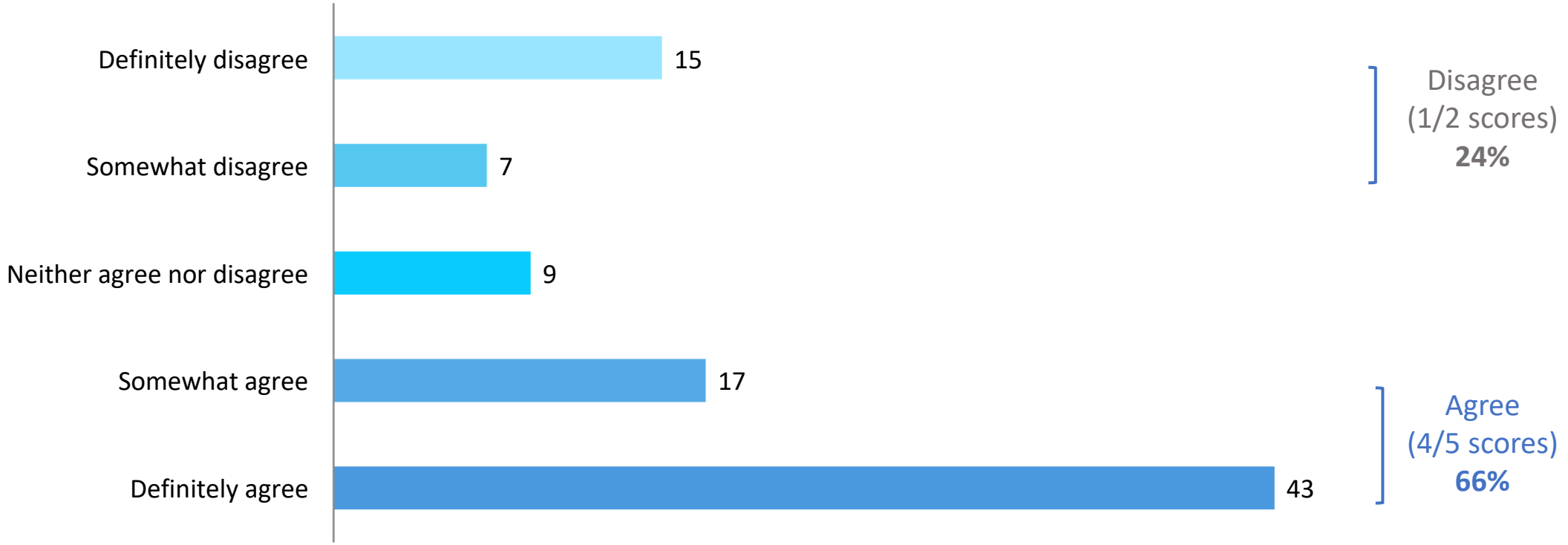
Improving and activating open space along the foreshore to provide places to pause, gather and enjoy the area. Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

Adding street trees and furniture

- 7 in 10 agree (66%) with the ideas to add street trees and furniture





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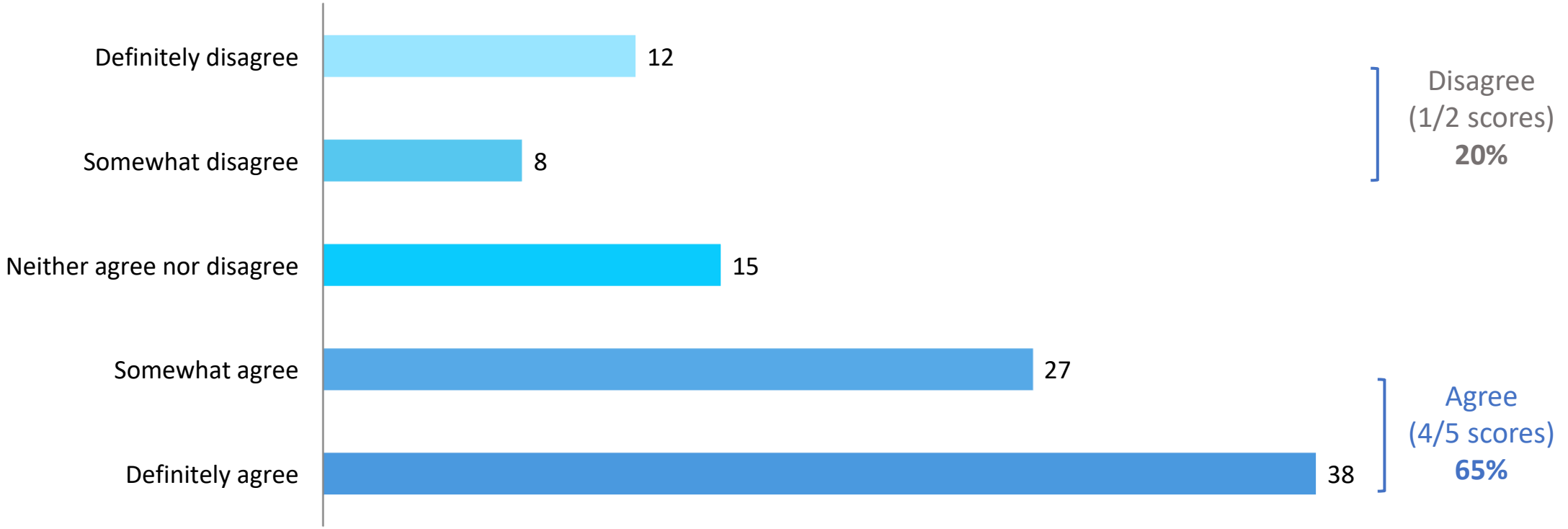
Adding street trees and furniture. Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

Improved foreshore pedestrian access



- 7 in 10 agree (67%) to the ideas for improved pedestrian access to and throughout the foreshore trail



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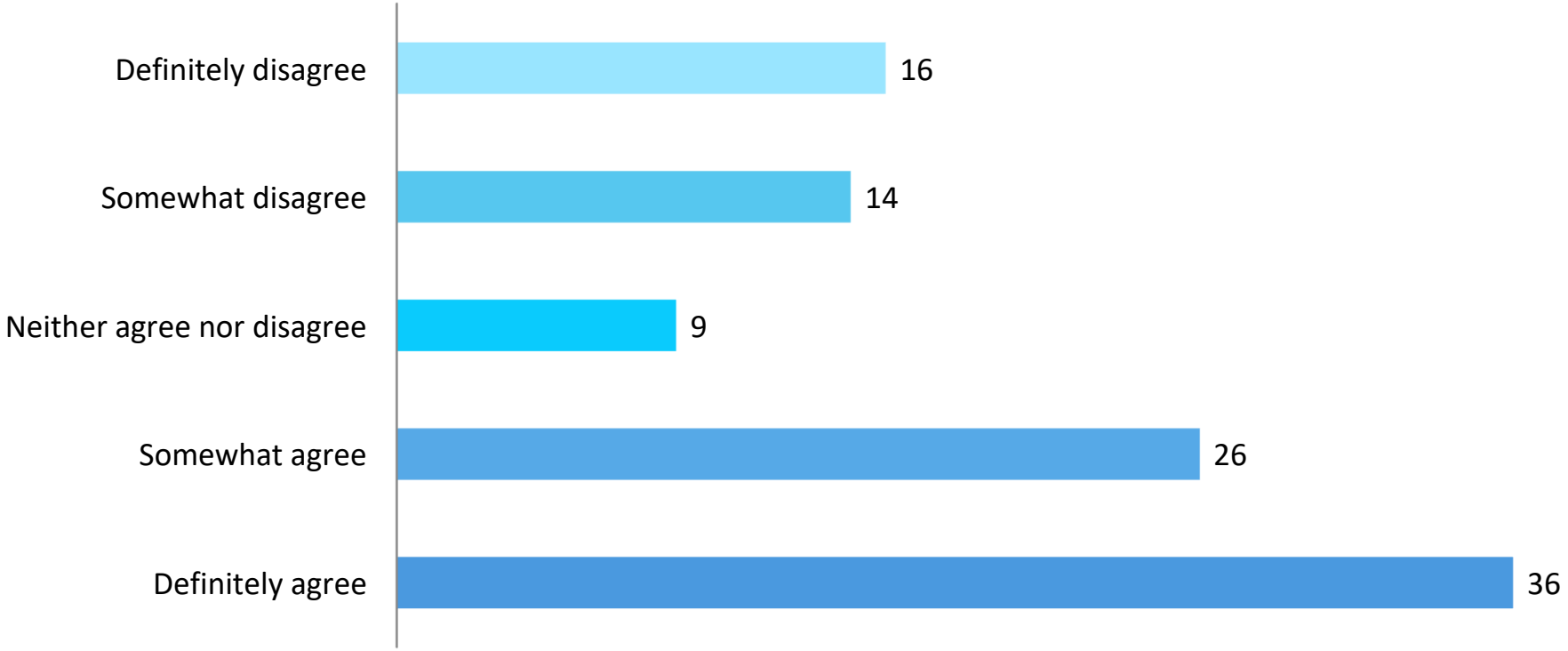
The Master Plan improves pedestrian access to and throughout the foreshore trail for all.
Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

Proposed changes to Queen St, Petchey St & Cambridge Road Junction to improve access and movement



- 6 in 10 agree (67%) with the ideas for key road movement changes



Disagree (1/2 scores) **30%**

Agree (4/5 scores) **61%**

The proposed changes to Queen St, Petchey St and Cambridge Road Junction to improve access and movement through the area. Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

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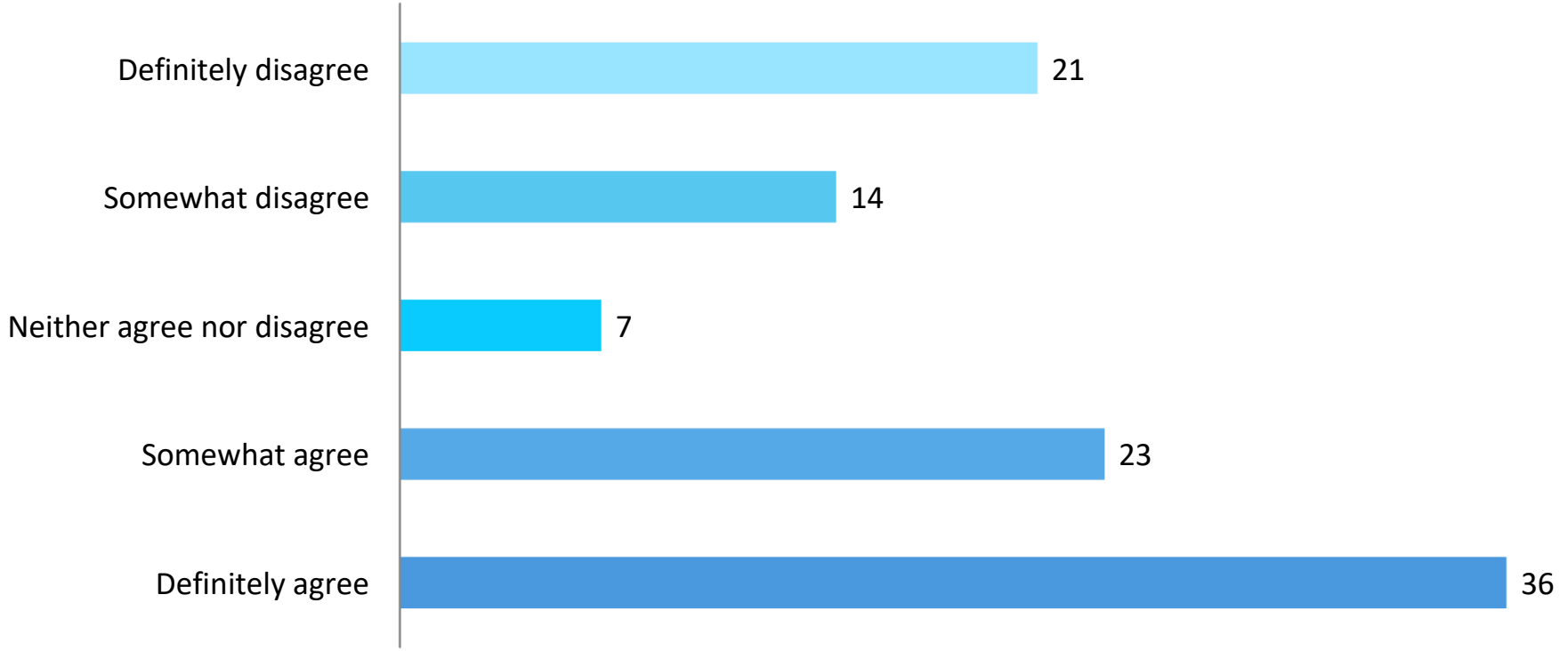
A continuous 3 metre wide shared trail



- 6 in 10 agree (59%) with the plan for a 3 metre shared continuous shared link



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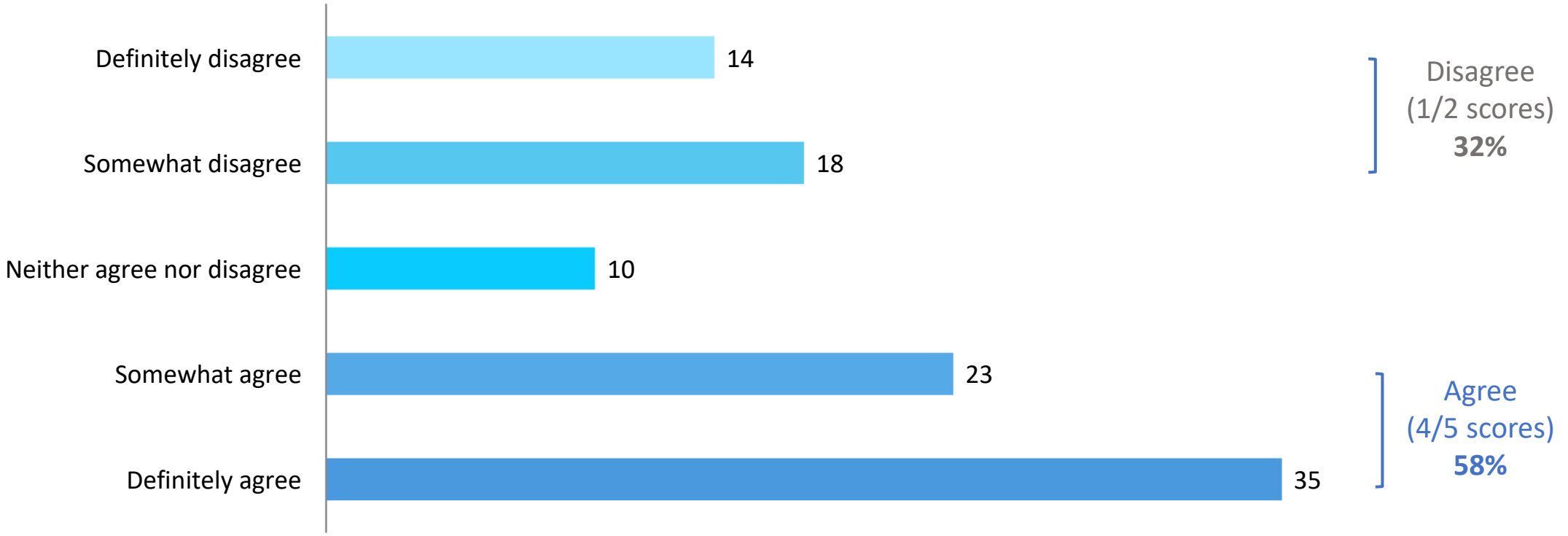
A continuous, 3 metre wide shared pedestrian and cycle link along the entire esplanade and Queen Street. Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

The plan will improve the overall ambience of the site

- 6 in 10 agree (58%) with that the plan will improve the overall ambience of the site.



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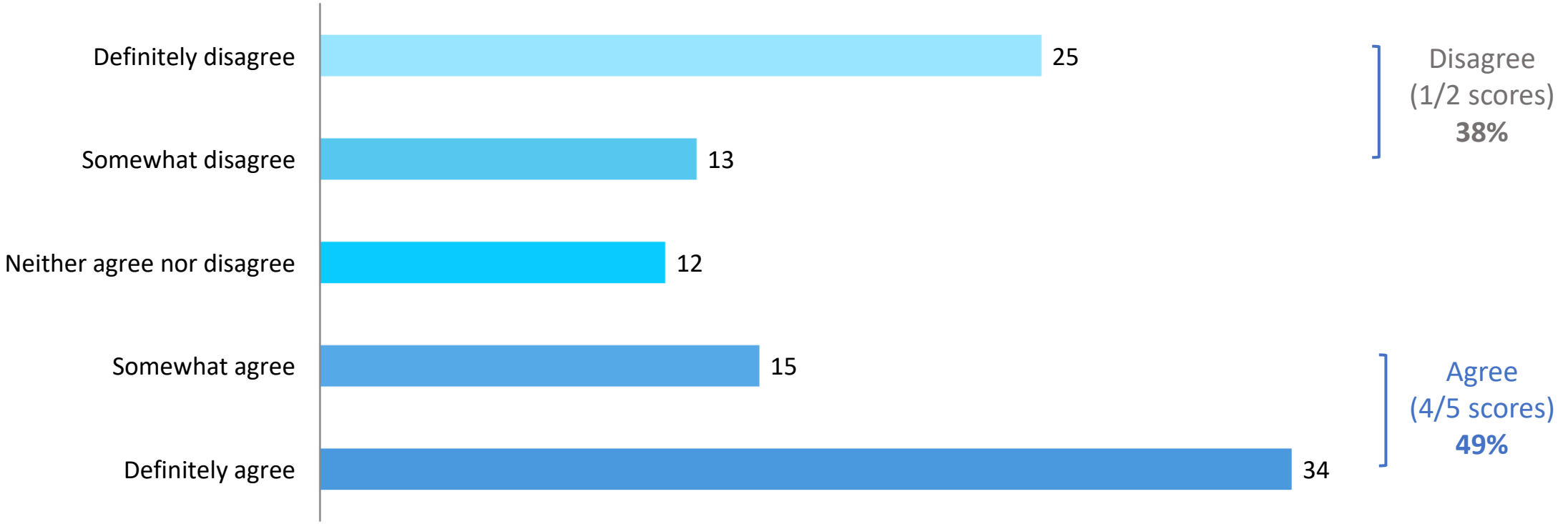
The plan will improve the overall ambience of the site.
Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

Rationalisation of parking



- 5 in 10 agree (49%) with the ideas for rationaliation of parking to create more space for people for safer access, use and travel along the foreshore trail, footpaths, cycleways.



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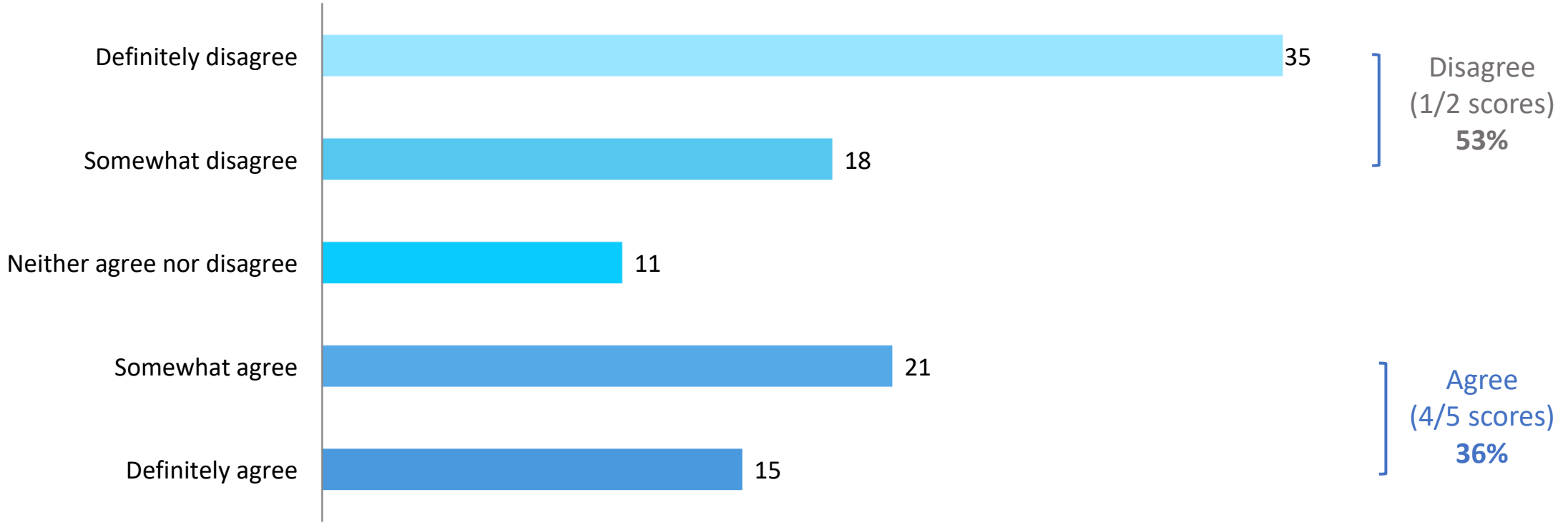
Rationaliation of parking will create more space for people for safer access, use and travel along the foreshore trail, footpaths, cycleways.
Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

The proposed changes to road direction and road closure around the bluff



- Only 4 in 10 agree (36%) with the proposed changes of road direction and road closure.



The proposed changes to road direction at Bellerive Beach and road closure around the bluff will improve the way in which people use Victoria Esplanade and Queen St. Please answer on a scale of 1-5 where 1 is definitely disagree, and 5 is definitely agree

n=96

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Summary

	✓	✗
Upgrading and improving the surrounds of the regatta pavilion	77%	16%
Pier precinct plan	67%	22%
Improving spaces to gather along the foreshore	66%	22%
Adding street trees and furniture	66%	24%
Improved foreshore pedestrian access	65%	20%
Proposed changes to Queen St, Petchey St & Cambridge Road Junction	61%	30%
A continuous 3 metre wide shared trail	59%	35%
Overall ambience of the site improved	58%	32%
Rationalisation of parking	49%	38%
Changes to road direction and road closure around the bluff	36%	53%









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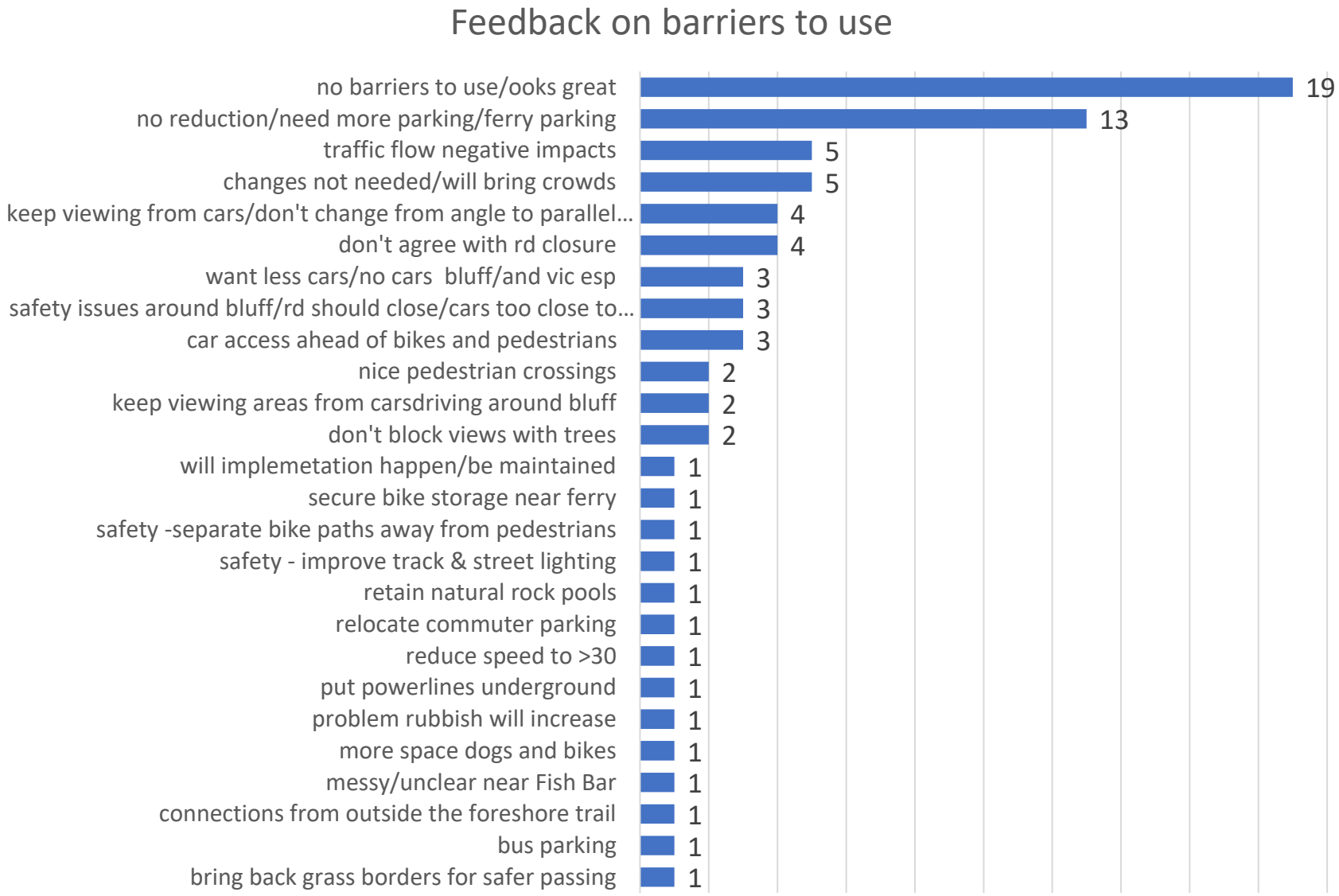
Feedback on barriers to use the trail…

- Overall the plan received feedback that there are low barriers to access and use



Are there any barriers in the plan that could hinder your use of the foreshore trail?

n=94 responses

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Barriers to enjoyment…

- Comments on any barriers in the plan that could hinder your use of the foreshore trail

No Barriers (19 comments)

I am generally in favour of the master plan and think overall it will absolutely amazing. My only reservation is the extent of 'gathering' spaces such as tiered seating down to the water - I would not want to see all the rocky areas on the waters edge built up with tiered seating. At the moment the current rock pools that exist there are amazing to walk along with beautiful wildlife such as crabs in the rock pools…

No Looks great I run from Tranmere or Howrah to Rosny along the foreshore trail weekly and the wider trail would be awesome especially on weekends with the large amount of users

it gets dangerous walking with a child around the bluff section, too close to cars and far more narrow than the rest. it's ok in quiet times but not at all on weekends. my son is scared of dogs so i always hope we won't see one at the narrow part.

None that I can see. There is nothing that hinders my appropriate use of the foreshore trail at present, other than discomfort at close vehicle passing around the fort.

Support Closing Bluff rd (3 comments)

The best thing you could do is close off that section of one-way road around the Bluff and open it up to better and safer recreational use! Also better for tourism and attracting visitors to Clarence as it's an incredibly beautiful path and foreshore trail .. having a narrow road and a few carparks there is a waste of space and has a negative effect on the enjoyment of recreational users. There's a safety issue too with a narrow road and narrow footpath side by side

Traffic is a barrier - it would be better if there was no traffic allowed along Victoria esplanade and the Bluff . The "beautification "is going to make the road so narrow and there will be so many pedestrians

Parking concerns (13 comments)

I park down at Victoria esplanade everyday, we don't use road parking. Many people throughout the day and thoroughly enjoy parking there and sitting in their cars enjoying the view. The proposed plan will mean less people will frequent the area.

Commuter parking detracts from the area now. Where will those vehicles be redirected to?

The reduction of parking is a disgrace. We need more of it, not less. This does nothing for the people that live here. The one-way streets will make the place pokie and difficult to navigate.

Street trees (6 comments)

Adding street trees will impact on residents and visitors alike. The purpose of the foreshore trail is to connect to the water, and plantings of high bushes and trees constrain views, result in branches dropping on the path which inhibit the use of any small, wheeled vehicles (scooters, rollerblades etc) and provide a safety risk. Also, with people come rubbish so Council has to be very careful that in 'activating' the site with things like benches and seating it doesn't occur even more rubbish to be deposited here by visitors - this is already a major issue.

Traffic flow negative comments (5 comments)

Access to the bluff many elderly drive around the bluff fort area closing it off will close down their access completely. It works as it is one way. Put speed humps in thats all thats needed and make the esplanade one way all the way around. Dont push traffic ip into smaller streets like Chapman or fort. Thats ridiculous planning. The traffic flow changes will endanger residents who live there. It will make life harder. Make it one way all the way around and Chapman one way down to the esplanade.

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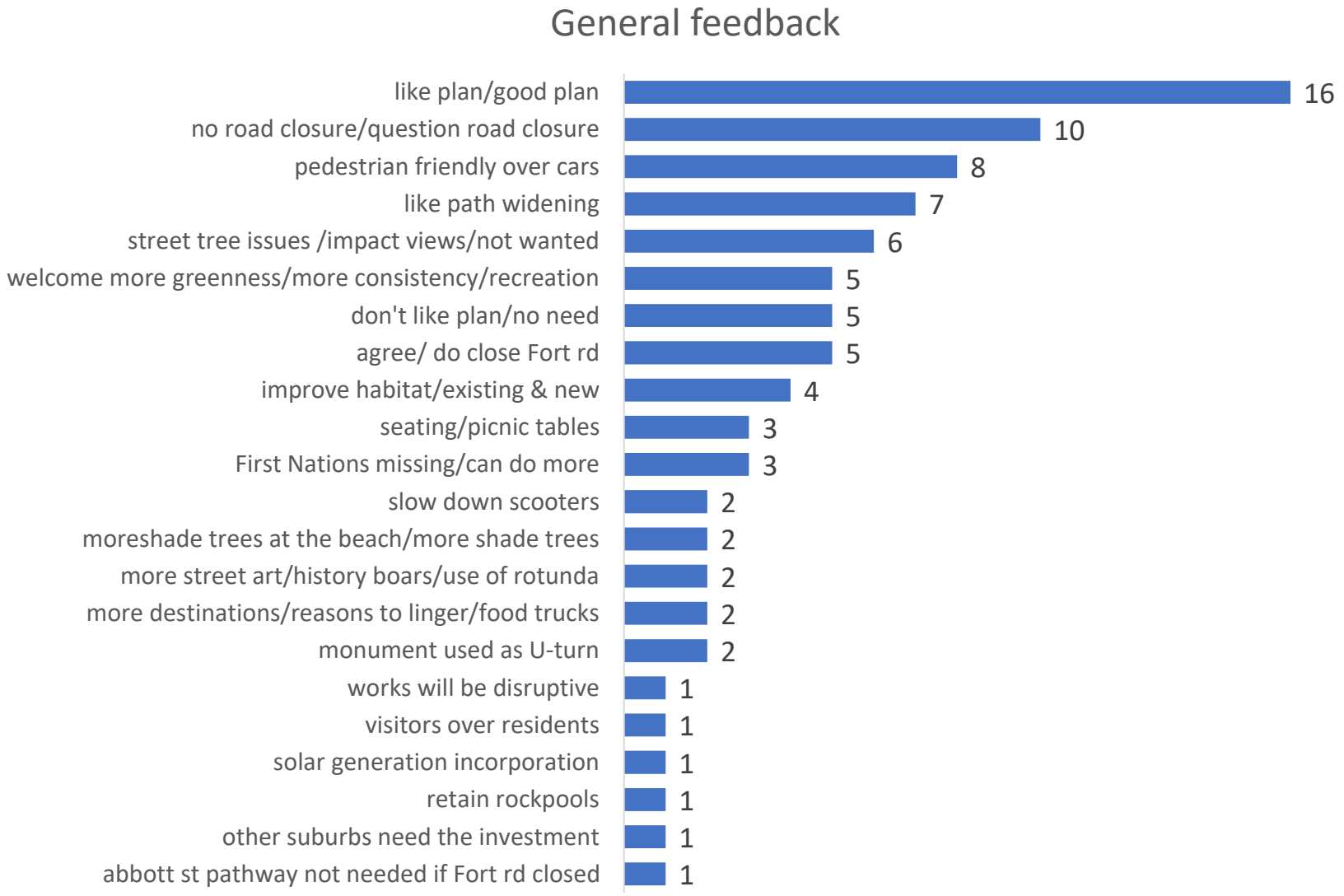
Are there any barriers in the plan that could hinder your use of the foreshore trail?

n=63 responses

Other feedback on the plan…

- Overall the plan received positive feedback with some specific areas of concern



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Do you have any other feedback on the plan you would like to tell us about?

n=94 responses

What is liked and not liked...

Love the paths being widened. Can get bottlenecks at times. Great plans for a beautiful part of our local area.

Love the design making the space better for everyone. Also like the reuse of the old pavilion, the focus on pedestrian safety, and traffic calming.

As a Bellerive resident, most of my connection with this area is on foot. I will be delighted to have this development to improve my walking experience.

Looks lovely, hope it can all go ahead, really looking forward to seeing the enhanced spaces with plants, street furniture, the seating area along the water, where maybe on a summer's day you can sit with your feet in the water. it would be great to see a nicer area to wait for the ferry, would like to see some large art pieces that work in with the coast, hopefully parking for people using the ferry can still take place nearby so people still use the service i do not want to loose this. Really looking forward to see this proposal implemented.

1. The plan should include a section on making the Pier more attractive. There should be a plan to make the Pier a "welcoming place for all people" and to try to link it into the friendly ambience that is being proposed for the rest of the northern precinct in this area.
2. There is much to commend in the plan. Well done! For example, I like the suggestions about lighting, Indigenous stories, foreshore access, shading along streets, beach shelter and others.

I love it! So much better for recreation in Clarence. Get people out of their cars and make recreational spaces comfortable, spacious and accessible!

please make it more pedestrian friendly rather than cars. also near the park the cars are dangerous. this plan looks like it will make it much better

Plan is a positive for the area.

The plan to make the Bluff area a car free zone is a good one. More information is need re footpaths on minor streets eg their exact locations

It's ridiculous and fine the way it is now

It's not necessary, there are improvements that should be made but not on this scale. We feel it is locking out users rather than encouraging them. We are opposed to the road changes on the Bluff it will be a burden for all users of the Bluff

I object and will oppose this poor excuse of a plan.

Unbelievable that the Plan suggests that traffic from Victoria Esplanade flows up Chapman St - the narrowest street on the Bluff !! This will mean that Chapman St will have to be made one way , but there is no mention of this in the Plan !!?

Being able to sit in car important and see view. Being able to dtive around bluff. One way up Chapman not suitable

Please keep the rockpools for our kids to play in! Don't build over them all with tiered seating - but some tiered seating in other places would be great!

We regularly walk around the bluff for exercise and fresh air and enjoy the range of 'experiences' - views across the river, range of houses/gardens we pass by, views of birds and the state of the tides. A wider path might help reduce the dangers of collision between pedestrians and cyclists, but basically we are happy with the walk as it is. The plan to build out large concrete 'steps' around the starters pavilion seems unnecessary. .... Concrete is s substance that causes a wide range of environmental problems and it does nothing the 'beautify' this area.

You've decided to plant large trees all along queen street and remove significant parking. I'm lucky to have some off street parking. With park run on Saturdays, sunny beach days there will be massive issues. It will cause people to not attend. We already have people parking across our gate. This is a massive issue for us.

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Do you have any other feedback on the plan you would like to tell us about?

Pop up feedback – Produce Market



As well as conversations we encouraged completion of the survey and hard copies were provided at the stall as well as the online option

Following comments left on cards or taken as notes:

- (older long term Bellerive resident) Looks great, (favourite part) regatta plans
- Ferry is great but need plans for parking – our Art Centre group supports the ferry but where is the parking
- Parking restrictions in area impact our society (Art Centre) – our meetings run for 3 hours but all around is 2 hr parking so members can't come and risk tickets, we have 6 place but up to 18ppl for workshops
- (Young Bellerive resident) Regatta looks awesome, more restaurants, wine bars, can't have too many
- Fish bar is great
- Overall impressions – good & awesome
- (young couple Bellerive) Great! Especially traffic free near the fort.
- Lower speed limit would be good in Bellerive and ideally no cars at all in the village.
- More zebra crossings would be good and be safer for people
- (older Bellerive resident) ferry parking is critical
- Upgrade foreshore but on a smaller scale – not too man made not too controlled. Want to keep rockpools and other existing natural features (don't rui it)
- (Older couple) we are residents of Queen st Bellerive we have concern regarding the lack of parking on our side of the road. We own a boat and caravan and the plan makes it impossible for us to wash our boat outside our house. We would need to take hoses across the rd over the medium strip and would more than likely result in being a traffic hazard plus reversing a trailer up our driveway is impossible. The plan would also impact the parking for parents using the cottage school. We are already impacted by parking from ferry commuters. A parking area for these people would b greatly appreciated. We are all for the ferry but parking is limited. (also question cost and rate impact).

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Project Timeline

Where to now?

Next steps

Consideration by council

The community feedback will form part of the decisions made on the draft master plan.

What next?

Consultation report shared with councillors and community. Updates and next steps will be updated on Your Say.

Stay tuned in early 2024.

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Appendix

- Survey demographics
- Channels
- Survey (available both online and as a hard copy on request)

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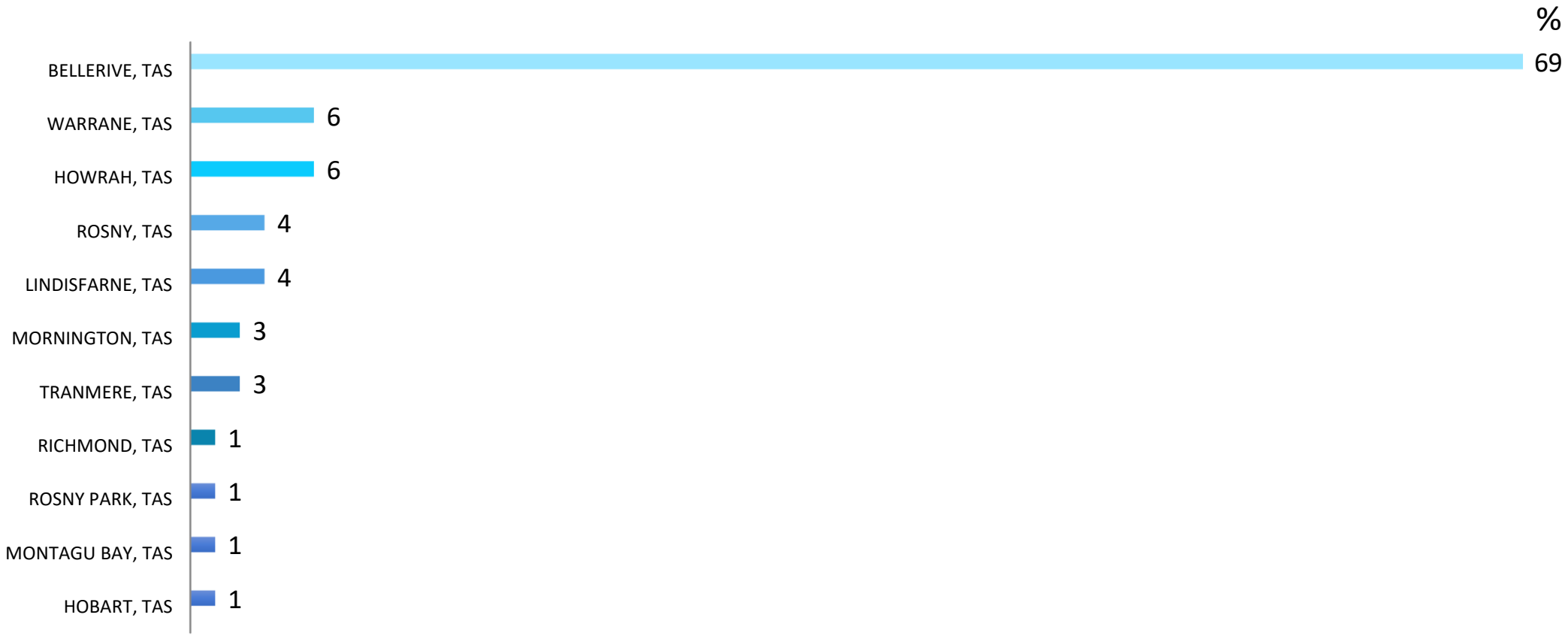
Demographics

- Suburb mix shows we heard predominately from the immediate suburb and have a good representation of resident perspectives.
- However, visitors are under-represented but are also users of this area. Other data such as usage numbers and submissions from experts is available to supplement the survey results.



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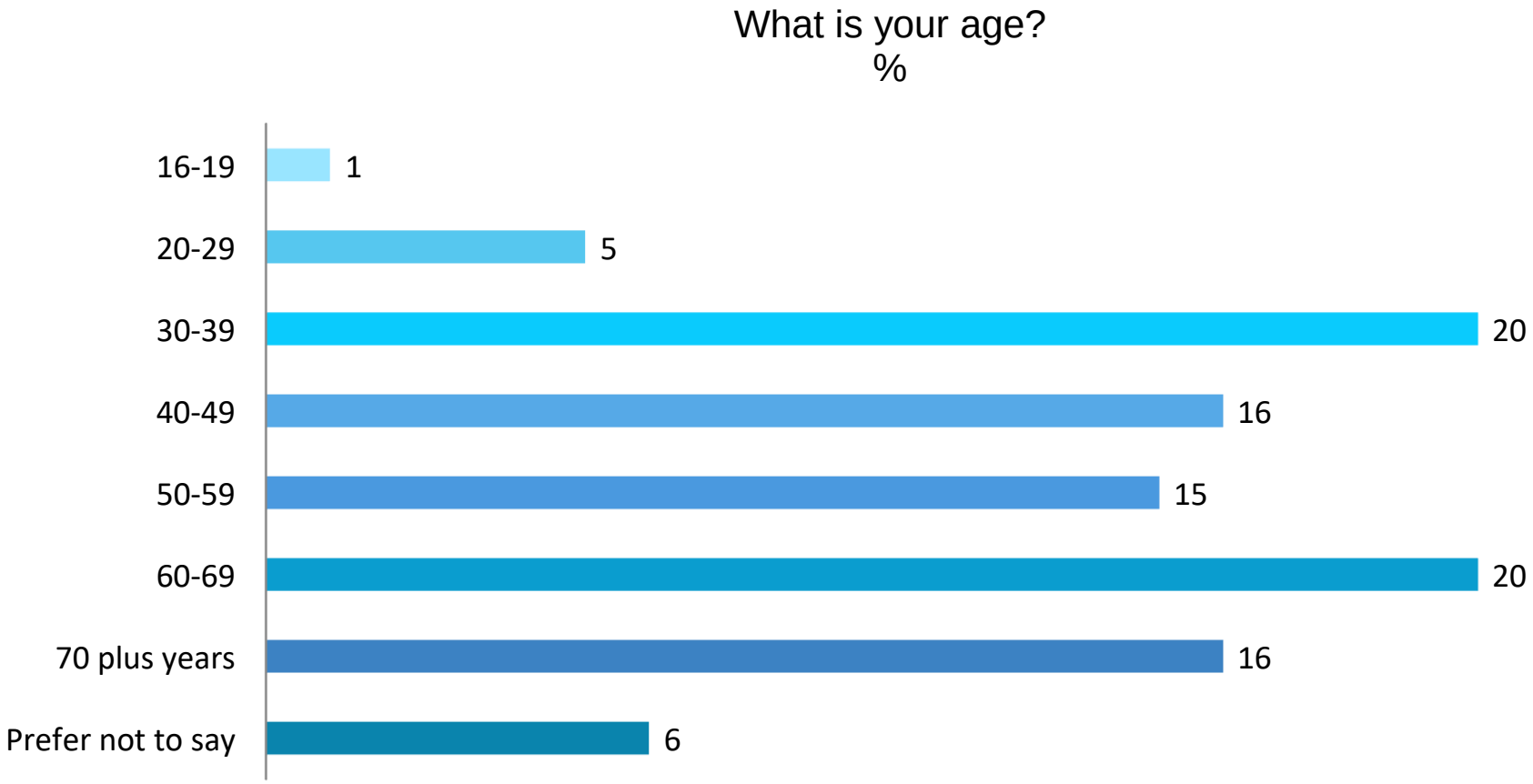
Lastly, some questions about you…Where do you live?

n=78

Demographics

- Age breaks reflecting the diversity in the area. The spikes at 30-39 and 60-69 reflect both the many young parents who have moved to the area with the older age group reflecting long term residents



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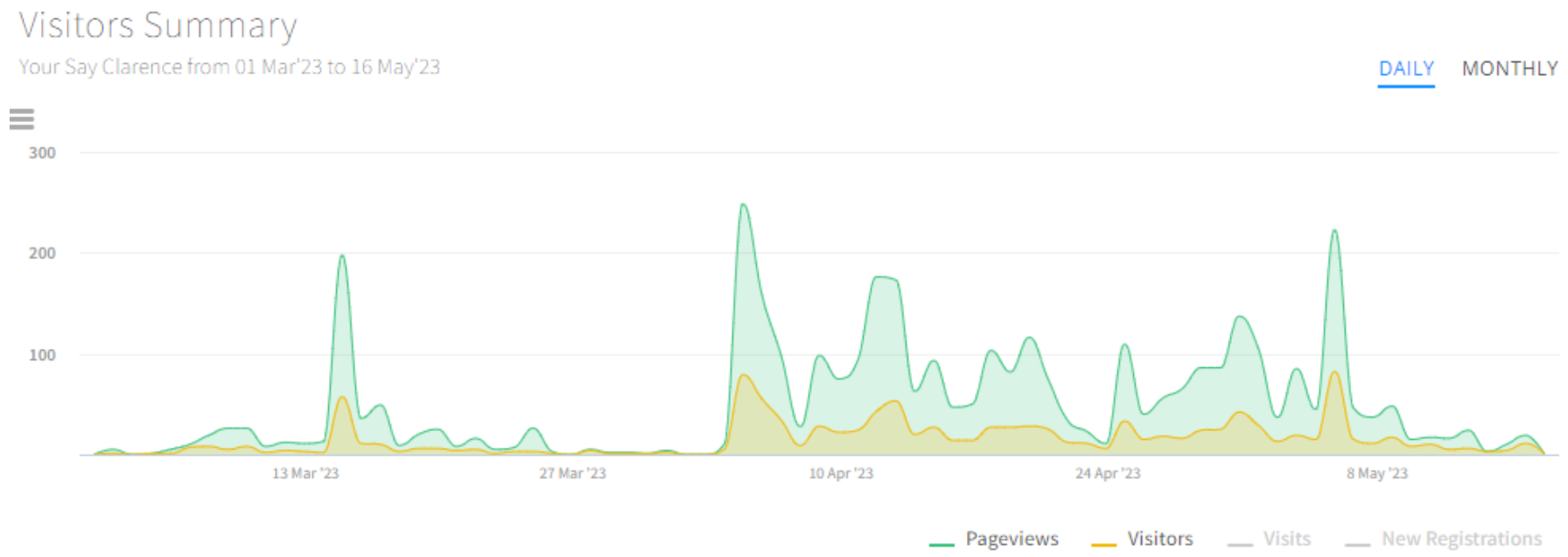
What is your age?

n=94

Website visitor summary

High levels of digital engagement:

- Total page visits was 1,340
- Aware visitors was 903
- Informed visitors was 656
- Downloaded the draft master plan 744
- And engaged visitors was 90 (this is less than total survey responses as we received some in hard copy)



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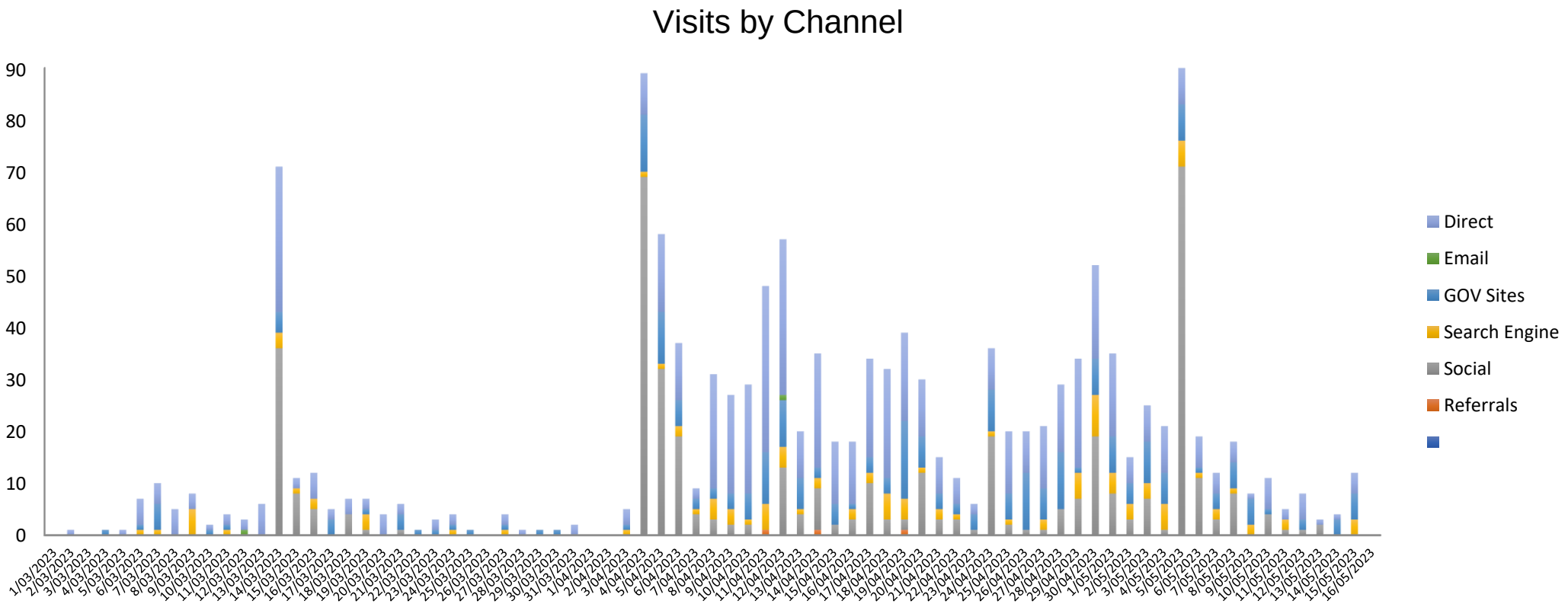
Key channels for website engagement

- Strong response from social media and also from the direct channel.



Clarence... a brighter place

What was asked

Online survey

Victoria Esplanade and Queen Street Master Plan

Your Say Clarence

Victoria Esplanade & Queen St Master plan survey

Thank you for taking part in this survey for the Victoria Esplanade and Queen St Master Plan.

The survey should take around 5 minutes to complete, depending on your answers.

We will ask some structured questions and provide opportunities to share your reasons. Lastly, we will ask a few general questions about you.

We are looking for frank and honest answers. We assure you that your responses will be kept strictly confidential and data will be reported in an aggregated form that will not identify you.

Thank you for your interest in sharing your opinions and feelings.

To start we would like to understand your impressions of the precinct plan and key concepts.

Thinking about the masterplan overall. How much do you agree or disagree with the the following?

Please answer on a scale of 1-5 where 1 is strongly disagree, and 5 is strongly agree

Questions	Definitely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Definitely agree
Support the implementation of the overall Master Plan					
The Master Plan has delivered a plan for as a "welcoming place for all people offering a landscape diverse experiences in celebration of it location"					

Now a focus on the key individual elements of the plan.

What do you think of the overall intentions for each part of the plan?

Please answer on a scale of 1-5 where 1 is strongly disagree, and 5 is strongly agree

Questions	Definitely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Definitely agree
Pier precinct plan					
The proposed changes to Queen St, Petchey St and Cambridge Road Junction to improve access and movement through the area					
The Master Plan improves pedestrian access to and throughout the foreshore trail for all					
Rationaliation of parking will create more space for people for safer access, use and travel along the foreshore trail, footpaths, cycleways					
The plan will improve the overall ambience of the site					
The proposed changes to road direction at Bellerive Beach and road closure around the bluff will improve the way in which people use Victoria Esplanade and Queen St					
This would be a foreshore trail that everyone in the community could use and enjoy					

Victoria Esplanade and Queen Street Master Plan

Your Say Clarence

A continuous, 3 metre wide shared pedestrian and cycle link along the entire esplanade and Queen Street					
Upgrading and improving the surrounds of the regatta pavilion					
Adding street trees and furniture					
Improving and activating open space along the foreshore to provide places to pause, gather and enjoy the area					

Are there any barriers in the plan that could hinder your use of the foreshore trail?

Do you have any other feedback on the plan you would like to tell us about?

Lastly, some questions about you...

Where do you live?

What is your age?

(Choose any one option)

- ☐ Under 16 years
- ☐ 16-19
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60-69
- ☐ 70 plus years
- ☐ Prefer not to say

Clarence... a brighter place

Submissions

Clarence... a brighter place

BICYCLE NETWORK TASMANIA

Response to Queen Street and Esplanade masterplan

Thank you for the opportunity to comment on the Queen Street Esplanade masterplan.

It's great to see the council recognise the importance of wider paths along the foreshore and through built-up areas to allow people to easily ride and scoot who may not be comfortable on roads mixing with traffic.

Raised crossings

Raised table crossings are a feature of Safe Systems design to modify the streetscape to show drivers that people walking, riding and scooting have priority through an intersection. Such street changes are important indicators for drivers to slow down and give way, alongside reductions in speed limits.

Path markings

The artist impressions of the new path around the Esplanade and Queen Street look great but the one thing missing is the surface marking to encourage people to share the path. Parts of the Foreshore Trail already do this with a centre line to help people keep left and arrows with pedestrian and cycling symbols to let people know what to expect. Such markings are an important feature in people understanding how to move through an area. This will be especially important along the Queen Street path as people may need a reminder they are on a shared path because of the change in streetscape.

Queen Street

Queen Street is a convenient cut through to Bellerive and the ferry terminal for people who don't have the time to use the longer Foreshore Trail route. Providing a wide shared path for people who are riding and scooting will be an encouragement for more people to ride and scoot to catch the ferry or access the village.

It is good to see the plan factors in space between the property boundaries and path to give drivers the opportunity to see if there are people passing before fully exiting, as this is a danger that needs to be managed.

Path widening

Bicycle Network supports the widening of the Foreshore Trail in the different nominated sections to 3 metres. With thousands of people using the trail every week, it demands at least a 3 metre width to accommodate all users.

We also support the closure of the Esplanade perimeter road to vehicle traffic around the Bluff. The current path is too narrow for the thousands of people using it every week and the need for vehicle traffic through there is limited.

Submissions

Dear Clarence Council,

Thank you very much for the pop-up information session on the Victoria Esplanade and Queen Street Master Plan that your team organised at the ferry terminal on Wednesday evening this week. We really appreciate your effort in opening up the discussion with the community. It must have been bitterly cold by the time you finished your information session!

Having read the draft master plan, we have a number of comments.

1. Commendations

- We strongly support the genuine consultation process that the Clarence Council is using for this project. Thank you for being very transparent with the ideas put forward and for your willingness to receive feedback.-
- Overall, we are very supportive of making the pathways more accessible for walkers and cyclists, for providing better links between Bellerive Beach and the Village, and for making the streets friendlier and more welcoming.-
- We support the closure of Victoria Esplanade from Abbott St to Gunning St. It will make this section much safer for walkers and cyclists (and the wallabies!).-
- We also support the closure of Victoria Esplanade between King St and Chapman St. Closing this section of Victoria Esplanade will reduce the through traffic on King St. Although we currently drive from our house to the beach using this route, there are other pathways available –
- We are pleased to see in Map 09 that improving the beach access and shelter will be addressed. 15 years ago this used to be a much more welcoming and sheltered area of the beach, but the removal of the pine trees and the old shelter area left this as a bleak unshaded barren area
- It is good to see the proposed trees in Queen St (Map 10), both on the median and being used as shading to reduce the heat island effect.
- There are many other minor details in the plan that seem well thought out. It is good that it is a holistic plan that tries to bring many factors together.

Suggestions:

- Diagonal parking: Maps 03, 04 and 05 propose that the current diagonal parking facing the river be replaced by parallel parking. We suggest that the diagonal parking (with a time limit) be retained so that people in cars (both the driver and the passenger) can park and watch the yacht racing and other activities on the river. Maybe it is seen as a luxury, but on a cold winters' day or for people with a disability being able to remain in the car is quite important. It looks like the diagonal parking could be retained without compromising the desire to widen the shared path along the foreshore.
- The speed limit on shared paths should be 20 km/h. We recognise that this is probably under the control of the State Government, but we encourage Clarence Council to take a lead in advocating for this and using appropriate signage. (This could be self-regulated with one of those electronic signs with a happy/sad face depending on your speed.)
- Chapman St: This street is already quite congested and the proposal on Map 09 will lead to an increase in traffic. As an alternative, we wonder whether it is possible for the Chapman St / Victoria Esplanade junction be closed off and there to be separate turning circles in Chapman St and Victoria Esplanade. The section of Victoria Esplanade between Queen St and Chapman St could remain two-way with beach-side drop-off as proposed. Cars could drop off people, then turn around at the Chapman St junction and come back out into Queen St. Maybe this is too difficult and creates other problems!
- Importance of Petchey St intersection: For residents in the Bellerive Bluff area (i.e. the whole area bounded by Victoria Esplanade and Queen St), exit to Eastlands in a car needs to be thought through. Travel along Queen St will be quite slow (in order to prioritise walkers and cyclists), but travel along Percy St is already slow and will become even slower if a multi-storey carpark is developed. So one of the major exit routes from the bluff heading NE will be to feed into Petchey St, cross over Queen St and then exit via Cambridge Rd. On the other hand, we agree that there needs to be a good link for walkers and cyclists from Queen St to the ferry terminal. There is no easy solution but we just wanted to note the importance of the Petchey St intersection for cars, as well as for walkers and cyclists.
- The Pier: Can this be made more attractive? (We refer here to the very long narrow concrete structure that pokes out from the northern junction of Victoria Esplanade and Queen St.) It does not appear to be included in this Master Plan, but it is a bit of an eyesore and it doesn't seem to add anything to the character of Bellerive. The current consultation process should be used to reimagine the Pier as an attractive welcoming area for the community. Trees: It is good to see the many proposed plantings of native trees. We would like to be sure that this is not just eucalypts, but also includes others like banksia and she-oaks which are currently found along the foreshore.
- Vegetation: We suggest that some undergrowth is included so as to ensure biodiversity. Over time, mowing has resulted mainly in isolated trees in grassy open areas. While we definitely want areas where people can sit on the grass in shade, we also need some areas which have a more natural mix of undergrowth and trees.

1. Minor questions:

- Road centreline: Map 03, Key 7 says that there is no change to the road centreline. There is no painted centreline on the road at the moment, so is this simply to indicate that traffic in both directions will continue to follow the current guidelines?
- Link to Percy St carpark: Map 11, Key 2 mentions the alignment with the Cottage School and Percy St carpark link. We thought that there had been a proposal to close off this link? If so, it might be worth keeping the link open so that it provides good access for pedestrians between the redeveloped Queen St and the redeveloped carpark.

Thank you again for the consultative approach to this. Best wishes,

Submissions

I would like to comment on Map 06: Bluff West Precinct MP

As a resident of Chapman St , I believe that directing traffic from Victoria Esp into Chapman St and from Gunning & King Streets into Chapman St. is unworkable for several reasons:-

Chapman St is a two-way street (there is no mention of this in the plan!!?) - the traffic direction and parking on the present side of the street would have to be changed

Chapman St is a narrow street and cannot cope with a large volume of traffic. Since the change in traffic direction a few years ago - (cars not allowed to travel along Victoria Esp towards the Bluff), the amount of traffic has increased and this master plan will double the volume of cars that turn into Chapman St..

For a small street , Chapman has a large population consisting of
2 blocks of flats
3 BnB accommodation units
The population of Chapman St will increase in a few years - already there is a plan for a house to be built on a battleaxe block at No.10
The houses on the lower side of the street all have large blocks, and I believe in the future these houses may be demolished and an number of Units built on the blocks

I believe the Master Pan is ideal for pedestrians and cyclists, but not for traffic.
There is no mention of speed limits ??

A suggestion for the Master Plan would be to incorporate a Heritage walk around the Bellerive Bluff area .
The houses on the top side of Chapman St are all heritage listed and the Council should take advantage of this and not destroy this delightful little street by turning it into a major traffic thoroughfare

Submissions

Many elements of the plan are unnecessary and/or could not be justified on cost/benefit given other commitments Council has, especially in delivery of the City Heart plan. My priorities are:
1. removal of power lines - these are unsightly and compromise the landscape
2. find a cost effective, low key solution to the Regatta Pavilion that prevents another 5 + years of dereliction
3. close fort road to vehicle traffic
4. solve Bellerive beach park traffic and foreshore issues

There is a loss of short stay, residential and visitor parking: 34 spaces to 15 at the pier, 4 to 0 at the monument intersection, all the eastern side of Queen St, some (?) along Victoria Esplanade. Whilst there are some extra carparks in the proposed Percy St multi-storey carpark, they wouldn't be practical for the displaced users. Needs more consideration.

The plan should recognise important landscape, natural and historic elements:
- mature prickly box trees on Kangaroo Bay foreshore near the point and Bellerive Beach side (very attractive and sweet smelling in early summer flowering);
- shorebird feeding and resting areas all around the foreshore, especially near Kangaroo Point - regular sightings of all 4 species of cormorants found in Tasmania, crested terns (at some times of the year in big flocks - at least 70 sighted together in April 2023), pied and sooty oystercatchers, kelp, Pacific and silver gulls. Any new or modified infrastructure must not lead to disturbance of shorebirds which are so readily seen from the existing foreshore trail.
- the history of ferry building on the foreshore; - Charles Darwin Trail. - brown bandicoot communities

Widening of foreshore trail. This is not a priority for me, but I understand that it is for others, especially cyclists and dog walkers. I am concerned about loss of Landcare plantings, established and cared for over many years, from trail widening and any re-alignment. This should be minimised. Retain existing grassed areas interspersed with native vegetation to enable people to pause, move off the trail and enjoy the view (particularly the coastal area between Abbott and Dillon Sts - a favoured spot for picnics on race days).

Replacement of the discretely placed sections of angle parking with road side parking around the esplanade would be a major loss for the many people who come here to park and watch the yachts, birds, waves, the changing weather, sunsets, have lunch or a break with work mates and friends, family etc. Roadside parking would spoil the natural openness of the foreshore. Roadside parking would require curb and guttering with attendant runoff issues. Also, lengths of extra footpath would be needed, adding duplication and further narrowing the road or the foreshore spaces. The plan under-estimates the strength and variability of winds around the esplanade, mostly they are much more than "breezes" and must be considered in providing for visitors. More often than not, it is too uncomfortable to sit outside for very long, if at all. However, comfortable seat sized stone blocks could be placed in front of the carparks as an incentive to sit outside. Retention of angle parking on the esplanade would be of far greater benefit to older visitors than retaining the road around the fort.

Regattta Pavilion - building is badly run down and probably needs complete replacement if it is to function as a cafe. Given the number of cafes and restaurants in the Village and high cost of setting up a cafe/restaurant here, limited parking etc this is probably not a viable future for this site. Council should liaise with Crown Land Services (or whoever has control of the site) and get it transferred to Council. Talk with current leaseholder who may well still have a permit for a cafe. A better, more realistic future for the facility could be: takeaway ice-cream/ coffee/cake "cubby' on ground floor (rather like that attached to the Botanical Gardens visitor centre and at the Springs on kunanyi) - popular with passing walkers. Top floor - semi open community picnic area, rather like Wombat House at Botanical Gardens. Can be booked for private use. New toilets under. All locked at night. Minimal tidying of waterfront concrete apron. Master plan visuals unrealistic. Shell /shingle "beach" really only exists at lowish tide. Higher tides and strong winds bring water to top of existing jetty structure and often big swathes of debris left on it and adjacent foreshore trail. Surrounding rocks covered with sharp oysters, broken glass, diesel, slime etc - unsuitable for swimming or paddling. Grassy bank on north side of Pavilion great for terracing and seating. Southern side too shady - retain as is, with beautiful mature banksia and new seat/seating. Retain existing well-designed and landscaped diagonal 2 hour car park.

Bellerive Beach park access - fairly controversial with local residents. Suggest modification of master Plan: one way traffic travelling from Gunning St to Queen St. Two way traffic as far as Victoria Esplanade along King St, Chapman St and Queen St. Yes, retain 2 way traffic on Chapman St - it should be lessened as access up Chapman St would only be possible for those travelling from Gunning St or King St. This was suggested at the Residents meeting recently. Needs further consideration.

Can't justify the narrowing and central planting on Queen Street. If road width is maintained and increased in the section near the Cottage School (by removal of the badly kept central bed) there should be no need to provide for realistic cyclist numbers (given capacity of ferries and limited number of ferries morning and evening). Queen St would benefit from additional carefully selection deciduous trees. However, prior to that occurring the power needs to be put underground as existing lines on the western side and lines crossing street to the eastern side severely compromise existing street trees which require constant maintenance and are now rather ugly from repeated pruning.

Monument intersection Cambridge Rd/Petchey St/Queen St - support the proposal in principle. Local residents concerned about this. Today I saw about half the Cambridge Rd traffic turning around the monument over a 5 minute period in late morning. Needs careful consideration.

Many of the items listed above can't be answered clearly as there are aspects with which I disagree and agree.

Submissions

1. would love to see some picnic tables along the foreshore trail to encourage people to linger and enjoy the space
2. include more history boards along the trails and ones in the village need upgrading to educate and inform
3.more use of Bellerive boardwalk rotunda for community events
4. Power lines put underground along Queen st. Recent prunings of trees have butchered the trees so they no longer provide shade or suitable habitat. ref a native tree near corner of Scott and Queen st was a regular habitat for pardalotes each year for example. Now barely any tree left.
5. more native species in plantings generally
6.better bus services to connect with ferry timetable to reduce the need for commuter parking. Better still make the bus stop as close to the ferry terminal as possible
7. Monument "roundabout" definitely needs to be made safer
8. Old delelict regatta building renovated into a cafe would draw people to the trail. include some outdoor spaces
9. more street art to enrich the cultural life of the community
10. better signposting of the Bellerive Battery. most people dont go there and dont know how nice it is to visit too.

Clarence... a brighter place

- Hi xxx,
  As I won't be able to attend this evening's meeting, could you please pass on my feedback to the Council representative….

  While I'm supportive of many aspects of the plan, as a resident of the Bluff I'm concerned about the impact that closing the Bluff section of the Esplanade will have on vehicle traffic now traversing via Abbot/Fort/King Streets, given the residential nature of these streets and the fact some are very narrow.

  Perhaps modeling of traffic's volume/flow has been completed but there does not appear to be anything in information made public about this. Can Council provide this info (or commit to undertake such modeling).

  I also would note as a resident of the Bluff (King St) for three years now I'm not aware of any ongoing issues with vehicles speeding/burnouts etc around the Bluff section of the Esplanade, so would question what the benefit of closing this section to traffics would actually have (especially given the excellent quality, wide dual-use path they already exists).

  Lastly it seems that while Council has made great efforts to proactively consult with relevant stakeholders on this proposed change, it does seem strange that local residents of the Bluff (surely those most directly impacted by a change) were not part of this initially. I commend the Council on being open to this follow up consultation directly with residents though.

  Thanks xxx, appreciate you passing this on.

  Cheers,
  xxx

- To Whom It May Concern

  I write to inform you of the disappointment with regard to the lack of direct consultation (notification) regarding the proposed changes to the Bellerive Quay precinct according to the "Victoria Esplanade and Queen Street Master Plan". As the operator of a busy and successful small business in Bellerive Quay for more than 14 years, I would have expected that Clarence City Council would have directly notified business within the area of proposed changes that might affect their operation. I am greatly concerned at the loss of car parking in the area for my regular clients - many of whom are elderly local residents. I have only recently become aware of the "Victoria Esplanade and Queen Street Master Plan" on the CCC website, and do not recall any direct communication from CCC. I am unable to attend the proposed meeting scheduled for tonight Thursday 4th May due to prearranged business activities. I would be keen to have some other opportunity to discuss my concerns regarding the master plan.

  Regards

Clarence... a brighter place

Draft Victoria Esplanade &Queen St Master Plan (Master Plan) **Reference Master Plan, pages 22, 23**

2.1 Flaws

2.1.1 Chapman Street residents, residents' visitors and Chapman Street property workers' vehicles will have to drive down Queen Street to Victoria Esplanade and join traffic also entering and leaving the Beach Park amenity. On the basis of one vehicle per Chapman Street resident, **Queen Street could increase its volume by a minimum of about 30 vehicles per day,** as no Chapman Street resident, nor their visitors, will be able to enter it from Scott Street . The Plan's redesign of Victoria Esplanade, making it narrower, combined with making Chapman Street one-way, **will most likely result in traffic being banked up along Queen Street**. This will also mean that Queen Street residents south of Scott Street could often find themselves unable to reach their homes without long delays.

2.1.2 If one of the Master Plan's objectives is to encourage exercise within the Park/Bluff Precincts by users from outside these Precincts, where will those additional runners, walkers, cyclists, gym and Park users park their cars, once the Beach Park is full? On the current draft Master Plan, **one of the first places they will look**, as they do for all major events at the Arena, Park and western end of the Beach**, is the narrowest street on the Bluff – Chapman Street.**

2.2 Chapman Street parking and traffic –Recommendations

(1) That Chapman Street remain a **two-way** street.
(2) That **parking be on both sides** for equitable access to properties for residents on both sides of the street and **to slow traffic down**, when combined with (3) and (4) below.
(3) That **No Standing areas** be sensibly designated **on both sides**.
(4) That **parking spaces be marked on both sides** to allow service and regular vehicles to weave their way along the Street, with consideration to visibility as well as vehicle size.
(5) That **No Parking yellow lines** be marked on either side of all driveways.
(6) That Chapman Street be designated **Residents Only during events over 2,000** at the Beach, Park or Arena.

2.3 **Victoria Esplanade to King Street - Recommendations**

(1) That Victoria Esplanade between Queen and King Streets be re-opened to two-way traffic.
(2) That a small round-about be installed at the junction of Queen Street and Victoria Esplanade to allow people to turn and park close to the business there (or to proceed along the Esplanade).
(3) That a small roundabout be installed at the junction of Victoria Esplanade and King Streets to allow two-way traffic , especially large vehicles, better egress from the Park /Beach area than Chapman Street offers on the Plan.

Clarence... a brighter place

ABN: 53 025 054 103

64 Cambridge Road, Bellerive TAS

29 April 2023

On behalf of the Bellerive Yacht Club (BYC), I would like to make a representation in the "Have Your Say" process regarding the Victoria Esplanade and Queen St draft master plan. BYC is a significant stakeholder in the development of this precinct, and we support its intention. Realising open spaces, renovating aged and close to derelict infrastructure, and having places where people can move away from public walkways to enjoy our spectacular views, is a shared goal.

As many would know, BYC has Crown leases at two sites along Victoria Esplanade. The first site is where the existing starting box is located. We support developing a better platform for the public to use. The twilight sailing on Wed evenings is a very popular and well attended event. The nuances of yacht racing don't need to be understood for the public to enjoy seeing these graceful vessels manoeuvre for the starts and compete for their finishes. It's a spectacular event. Bellerive is the envy of greater Hobart with its shelter from the seabreeze and it's the last place on the river to lose the evening sun. Yacht racing plays a significant part of what makes the Bellerive precinct an attractive place for recreation. The weekend racing is another drawcard for people wanting to enjoy the views and activities along Victoria Esplanade. Having said this, developing good access with side areas from the conventional pathways to allow people to congregate without becoming an obstacle or hazard for other users would make this area more attractive for the public. It's an area where the views alone offer peace and tranquillity. Victoria Esplanade is Clarence's jewel in the crown.

The second lease is a small slice close to the green pile, adjacent to the small headland just North of Dillon St. This has been reserved as a site where we have had plans to relocate the starting box. This location offers a better location for boats to start, as well as address increasing safety concerns by moving yachts away from the entry to bay where increasing vessel traffic such as the Trans-Derwent ferries is being developed. Also, as our junior sailing program grows our safety concerns increase further. These small vessels have no engines, and inexperienced juniors often find their boats upside down, and could easily drift into areas served by commercial vessels. These yachts are small and hard to see by vessels travelling at speed, especially when the sun which is low on the horizon and glare becomes a factor. Moving further to the South to our second lease would be a logical alternative to address this problem.

It may turn out that financially it may be more viable to build a new facility with public access than retrofit the existing facility to current building standards. BYC would not be averse to having a discussion on what future opportunities might be. It may require renegotiating existing Crown leases but and bearing in mind that some safety issues have arisen due to extra commercial traffic, we would support council approaching Dept of State Growth to discuss further.

Referring to the Guiding Principles of the plan, "*Activate the edge by ensuring safe and equitable access throughout the area*" and the challenges "*Create opportunities for people to pause and gather to take in the beauty of the setting*" a relocation can be achieved through careful and considered design.

On behalf of BYC we support the initiative and thank you for the opportunity to comment. As major stakeholders in this area we welcome the opportunity to contribute in future conversations regarding this initiative.

Yours Sincerely

J. Cordell

Jeff Cordell, Commodore, Bellerive Yacht Club.

| www.byc.org.au | 03 62441353 | office@byc.org.au

North and South Point plan
I was quite dismayed by the inadequate weight given to the value of the present side by side parking bays around the esplanade. Being able to sit in your car and look out at the beautiful view and listen to waves on the shore does wonders for the mental health of numerous locals, tourists and visitors. Dog walkers also use these parks. After all, where else can you get the same intimate connection to nature and involvement in nautical events?
Mental health is a topic of current concern across society and the esplanade plays a key role in stress reduction for more than just those fortunate enough to have the time and be fit and healthy for walking or running distances.
Queen and Cambridge Streets intersection.
I absolutely agree that something needs to be altered here. I'm concerned that without a place for turning around to access cafes, shops etc that this plan will only transfer the problem, leading to more traffic on residential streets. Has the installation of a roundabout based on space around the memorial really not been seriously considered?
Closure of road around the bluff below the fort.
I understand the concerns for safety but this is a wonderful view that you will be denying to tourists and all those unable to walk the distance to the lookout. A serious type of discrimination!!
Let's retain those features that give it the welcoming, unique character of the historic hub of Bellerive.
Yours Sincerely,

To whom it may concern,

We would like to provide some feedback in relation to the Victoria Esplanade – Queen Street Masterplan. We wish to specifically address this information that is included in the Masterplan - *Redirect vehicle traffic into Chapman street to allow safe shared pedestrian/ cycle connection around a wider promenade with seating and landscaping.*

As residents of Chapman Street for several years we have firsthand experience of the driving conditions of the area and the impact the proposed changes in the masterplan would have on the area.

Chapman Street is a narrow thoroughfare for vehicles exiting off of Victoria Esplanade. It is already a highly frequented street in Bellerive for both locals and visitors wishing to access the beach area.

Previous changes to parking arrangements have improved the traffic flow up and down Chapman Street. However, given the vehicle movement up and down Chapman Street it can be a challenging thoroughfare as vehicles have to pull over to let other vehicles pass. Many residents park their vehicles on the Eastern side of Chapman Street reducing traffic flow to a single lane.

The route along Victoria esplanade from Bellerive Village and around the bluff has been promoted as a scenic drive. At present vehicles that take this route have multiple choices to exit the area once they reach the Chapman Street end of the drive. Vehicles can exit via Chapman Street or drive further on to Queen Street and beyond again to Derwent Street thus dispersing traffic flow through the area via multiple exit points. The proposed changes in the masterplan remove these options for drivers directing and concentrating all vehicles to exit the area via Chapman street.

Chapman Street terminates at a T-junction intersection with Scott Street. Vehicles travelling along Chapman Street must give way at this intersection. The masterplan significantly increases the number of vehicles that will need to exit via this intersection. With cars already parked in Chapman Street reducing the road width to a single lane the masterplan creates an increase likelihood of traffic backed up at the Scott Street intersection affectively creating a bottle-neck with the potential to block the entrance to Chapman street at this end of the road to vehicles entering from Scott Street.

As mentioned Chapman street through its narrowness is predominantly a single lane thoroughfare relying on drivers to pull over and give way on a voluntary basis to allow traffic to move from Victoria esplanade towards the intersection at Scott Street. Reducing options for drivers as well as redirecting all traffic leaving the area to Chapman Street will simply compound the existing challenges of this already narrow street. With the proposed changes and obvious increase in volume of vehicles in Chapman Street existing speed limits would also need to be considered for the safety or residents, drivers and pedestrians. At the moment many vehicles speed down Scott Street towards the roundabout on Queen Street. It is, in some instances depending on the time of day, a dangerous intersection. There are also trees on the verge that inhibit driver vision when turning right from Chapman Street into Scott Street.

For the reasons outlined above we do not support the proposed Victoria Esplanade – Queen Street Masterplan in its current form. The proposal to reduce the number of exit points for vehicles combined with redirecting and concentrating traffic flow into a single narrow street such as Chapman Street may look good on paper but makes no practical or logical sense in our view and will have a negative impact on all who use this area.

Kind regards,

Clarence... a brighter place

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Previous changes to parking arrangements have improved the traffic flow up and down Chapman Street. However, given the vehicle movement up and down Chapman Street it can be a challenging thoroughfare as vehicles have to pull over to let other vehicles pass. Many residents park their vehicles on the Eastern side of Chapman Street reducing traffic flow to a single lane.

The route along Victoria esplanade from Bellerive Village and around the bluff has been promoted as a scenic drive. At present vehicles that take this route have multiple choices to exit the area once they reach the Chapman Street end of the drive. Vehicles can exit via Chapman Street or drive further on to Queen Street and beyond again to King Street thus dispersing traffic flow through the area via multiple exit points. The proposed changes in the masterplan remove these options for drivers directing and concentrating all vehicles to exit the area via Chapman street.

Chapman Street terminates at a T-junction intersection with Scott Street. Vehicles travelling along Chapman Street must give way at this intersection. The masterplan significantly increases the number of vehicles that will need to exit via this intersection. With cars already parked in Chapman Street reducing the road width to a single lane the masterplan creates an increase likelihood of traffic backed up at the Scott Street intersection affectively creating a bottle-neck with the potential to block the entrance to Chapman street at this end of the road to vehicles entering from Scott Street.

As mentioned Chapman street through its narrowness is predominantly a single lane thoroughfare relying on drivers to pull over and give way on a voluntary basis to allow traffic to move from Victoria esplanade towards the intersection at Scott Street. Reducing options for drivers as well as redirecting all traffic leaving the area to Chapman Street will simply compound the existing challenges of this already narrow street. With the proposed changes and obvious increase in volume of vehicles in Chapman Street existing speed limits would also need to be considered for the safety or residents, drivers and pedestrians. At the moment many vehicles speed down Scott Street towards the roundabout on Queen Street. It is, in some instances depending on the time of day, a dangerous intersection. There are also trees on the verge that inhibit driver vision when turning right from Chapman Street into Scott Street.

For the reasons outlined above we do not support the proposed Victoria Esplanade – Queen Street Masterplan in its current form. The proposal to reduce the number of exit points for vehicles combined with redirecting and concentrating traffic flow into a single narrow street such as Chapman Street may look good on paper but makes no practical or logical sense in our view and will have a negative impact on all who use this area.

Kind regards,
Graeme & Lisa Mycko

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Thanks for the opportunity to have my say.
Firstly, the majority of the plans set out appear to really enhance the area - thank you.
As a resident of Victoria Esplanade I have a few concerns / questions.
1. Why, cut off access to the bluff from Victoria Esplanade? There is ample room for cars and bikes/pedestrians in that area. Maybe a speed sign for reduced speed to say 20/30kph.
2. If Bluff remains open to vehicles, then no raised area required at corner of Victoria Esplanade and Abbott Street. My experience living next to "raised areas" of road is that it produces continuous thumping noise from car tyres entering and exiting the area. I'm certainly not happy with that option.
3. Making the path to 3m wide is excellent idea except that it will allow the bikes to speed even faster than they currently do. It's already extremely dangerous now to walk the path with cycles. Make it mandatory to use a bell when bikes are approaching pedestrians and if possible impose a speed limit for bikes (or they should use the road).
4. Cafe at old Regatta Pavilion - great! I've had that idea for years myself. However, why not consider extending the area over the walkway to out above the water. What a spectacular site for viewing Hobart and sipping on coffee. Maybe outside deck too.

Thanks.
Look forward seeing updated plans.

CCC,
Dear Sir/ Madam,
I would like to put forward my thoughts on the plans for my area. My property at 50 Queen Street has been impacted by the past changes at Bellerive beach and will continued to be impacted by the proposed changes.
The refurbishment of the playground & carpark has cars day & night opposite my kitchen & bedroom windows where the occupants have a clear view into my premise. This privacy intrusion has impacted the quality of our life within our own house. Blinds are needed at night to avoid prying eyes & to block out the lighting which blazes all night long. Blinds are not appropriate during the day as it would block the view of the Derwent that we cherish.
The proposed new planting of trees needs to be also better thought through. Lines of sight from our house should not be compromised. Residents needs to be prioritised not compromised!
Traffic calming at the busy corner of Queen & Derwent needs attention. Buses that drop children at the playground often travel on the wrong side of the traffic island to aid their turn from Derwent into Queen. Illegal and dangerous!
Original plans had road treatment between the beach and the Fish Bar. This has never been done with a danger to all who make the trek in between. Real care needs to be executed with the plans as the occasional hoon enjoys squealing tyres around those bends.
I approve of the refurbishment of the footpaths and roadway. Street trees and wider footpath cycleways will enhance safety and beauty. Many use Queen St as access to the ferry & home. Not all take the longer route around Victoria Esplanade if by they are commuting.
My concern is that planners put their feet in the residents shoes. The question should always be asked how do these ideas impact on lines of sight from their windows & balconies.
Thanks for the opportunity to list my thoughts.
Regards,
Robert Shepherd

To whom it may concern,

Further to discussions with Council officers Bryn Hannan and Ross Graham, the following is a written submission objecting to the proposed increase in vehicular use of Chapman Street in the Master Plan.

Chapman Street is the narrowest street on Bellerive Bluff. Cars are always parked in the street and they disrupt two way traffic flow. When cars approach each other from opposite directions, one driver is always forced to give way to the other by pulling to the side. Sometimes one driver is even forced to back up – not ideal! The Master Plan encourages further traffic movement in Chapman Street but the street is nowhere near wide enough to cope!

Because of its narrowness, Chapman Street should be for restricted local traffic only. Strong consideration should be given to making it a no through road with a plantation barrier at the beach end.

A roundabout/turning circle at the beach end of Queen Street should be considered as a possible alternative for the Master Plan.
Another alternative would be to widen the road between Chapman Street and King Street. This might entail removing the underutilised top footpath as nearly all pedestrians use the foreshore trail. King Street is a much wider street that could handle the two way traffic flow far more successfully than Chapman Street.

Yours sincerely,

Raymond Dunstan & Christopher Freeman
[redacted]

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I would like to comment on Map 06: Bluff West Precinct MP

As a resident of Chapman St , I believe that directing traffic from Victoria Esp into Chapman St and from Gunning & King Streets into Chapman St. is unworkable for several reasons:-

Chapman St is a two-way street (there is no mention of this in the plan!!?) - the traffic direction and parking on the present side of the street would have to be changed

Chapman St is a narrow street and cannot cope with a large volume of traffic. Since the change in traffic direction a few years ago - (cars not allowed to travel along Victoria Esp towards the Bluff), the amount of traffic has increased and this master plan will double the volume of cars that turn into Chapman St..

For a small street , Chapman has a large population consisting of
2 blocks of flats
3 BnB accommodation units
The population of Chapman St will increase in a few years - already there is a plan for a house to be built on a battleaxe block at No.10
The houses on the lower side of the street all have large blocks, and I believe in the future these houses may be demolished and an number of Units built on the blocks

I believe the Master Pan is ideal for pedestrians and cyclists, but not for traffic.
There is no mention of speed limits ??

A suggestion for the Master Plan would be to incorporate a Heritage walk around the Bellerive Bluff area .
The houses on the top side of Chapman St are all heritage listed and the Council should take advantage of this and not destroy this delightful little street by turning it into a major traffic thoroughfare

Dear Clarence Council,

Thank you very much for the pop-up information session on the Victoria Esplanade and Queen Street Master Plan that your team organised at the ferry terminal on Wednesday evening this week. We really appreciate your effort in opening up the discussion with the community. It must have been bitterly cold by the time you finished your information session!

Having read the draft master plan, we have a number of comments.

1. Commendations:
    1. We strongly support the genuine consultation process that the Clarence Council is using for this project. Thank you for being very transparent with the ideas put forward and for your willingness to receive feedback.
    2. Overall, we are very supportive of making the pathways more accessible for walkers and cyclists, for providing better links between Bellerive Beach and the Village, and for making the streets friendlier and more welcoming.
    3. We support the closure of Victoria Esplanade from Abbott St to Gunning St. It will make this section much safer for walkers and cyclists (and the wallabies!).
    4. We also support the closure of Victoria Esplanade between King St and Chapman St. Closing this section of Victoria Esplanade will reduce the through traffic on King St. Although we currently drive from our house to the beach using this route, there are other pathways available.
    5. We are pleased to see in Map 09 that improving the beach access and shelter will be addressed. 15 years ago this used to be a much more welcoming and sheltered area of the beach, but the removal of the pine trees and the old shelter area left this as a bleak unshaded barren area.
    6. It is good to see the proposed trees in Queen St (Map 10), both on the median and being used as shading to reduce the heat island effect.
    7. There are many other minor details in the plan that seem well thought out. It is good that it is a holistic plan that tries to bring many factors together.

1. Suggestions:
    1. Diagonal parking: Maps 03, 04 and 05 propose that the current diagonal parking facing the river be replaced by parallel parking. We suggest that the diagonal parking (with a time limit) be retained so that people in cars (both the driver and the passenger) can park and watch the yacht racing and other activities on the river. Maybe it is seen as a luxury, but on a cold winters' day or for people with a disability being able to remain in the car is quite important. It looks like the diagonal parking could be retained without compromising the desire to widen the shared path along the foreshore.
    2. The speed limit on shared paths should be 20 km/h. We recognise that this is probably under the control of the State Government, but we encourage Clarence Council to take a lead in advocating for this and using appropriate signage. (This could be self-regulated with one of those electronic signs with a happy/sad face depending on your speed.)
    3. Chapman St: This street is already quite congested and the proposal on Map 09 will lead to an increase in traffic. As an alternative, we wonder whether it is possible for the Chapman St / Victoria Esplanade junction be closed off and there to be separate turning circles in Chapman St and Victoria Esplanade. The section of Victoria Esplanade between Queen St and Chapman St could remain two-way with beach-side drop-off as proposed. Cars could drop off people, then turn around at the Chapman St junction and come back out into Queen St. Maybe this is too difficult and creates other problems!
    4. Importance of Petchey St intersection: For residents in the Bellerive Bluff area (i.e. the whole area bounded by Victoria Esplanade and Queen St), exit to Eastlands in a car needs to be thought through. Travel along Queen St will be quite slow (in order to prioritise walkers and cyclists), but travel along Percy St is already slow and will become even slower if a multi-storey carpark is developed. So one of the major exit routes from the bluff heading NE will be to feed into Petchey St, cross over Queen St and then exit via Cambridge Rd. On the other hand, we agree that there needs to be a good link for walkers and cyclists from Queen St to the ferry terminal. There is no easy solution but we just wanted to note the importance of the Petchey St intersection for cars, as well as for walkers and cyclists.
    5. The Pier: Can this be made more attractive? (We refer here to the very long narrow concrete structure that pokes out from the northern junction of Victoria Esplanade and Queen St.) It does not appear to be included in this Master Plan, but it is a bit of an eyesore and it doesn't seem to add anything to the character of Bellerive. The current consultation process should be used to reimagine the Pier as an attractive welcoming area for the community.
    6. Trees: It is good to see the many proposed plantings of native trees. We would like to be sure that this is not just eucalypts, but also includes others like banksia and she-oaks which are currently found along the foreshore.
    7. Vegetation: We suggest that some undergrowth is included so as to ensure biodiversity. Over time, mowing has resulted mainly in isolated trees in grassy open areas. While we definitely want areas where people can sit on the grass in shade, we also need some areas which have a more natural mix of undergrowth and trees.

1. Minor questions:
    1. Road centreline: Map 03, Key 7 says that there is no change to the road centreline. There is no painted centreline on the road at the moment, so is this simply to indicate that traffic in both directions will continue to follow the current guidelines?
    2. Link to Percy St carpark: Map 11, Key 2 mentions the alignment with the Cottage School and Percy St carpark link. We thought that there had been a proposal to close off this link? If so, it might be worth keeping the link open so that it provides good access for pedestrians between the redeveloped Queen St and the redeveloped carpark.

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DRAFT Victoria Esplanade and Queen Street Master Plan

Comments by Chris and Jan Marlow, 29 Victoria Esplanade

Introduction

As residents on Victoria Esplanade for over 25 years we welcome Council's consultation initiative and the opportunity to comment on the Draft Master Plan for the area where we reside.

Firstly, it is pleasing to see such a comprehensive document presenting concepts to indicate how the various 'precincts' of the Bluff foreshore and Queen Street could be structured and utilised.

We have provided broader comments relevant to the overall vision and guiding principles of the document and then more specific comments relevant to our observations of use of the area identifying matters we believe require further consideration or changes to the Master Plan. Finally, we have examined Maps 5 and 6, the proposals close to, or impacting, our home at 29 Victoria Esplanade.

General Comments

1. The Master Plan purpose is stated on Page 4, Background- as follows "*..the Master Plan is to meet the objectives for Victoria Esplanade + Queen Street to be:*" In the dot point list that follows this statement, it is disappointing there is no reference to considering the requirements of **local residents.** Being residents of the Bluff 24/7, we are the regular users of the area and the most affected by the implementation of the Master Plan. Therefore, our needs and views should be thoroughly and carefully considered and given an elevated ranking when analysing and adopting the results of the consultation process.
2. Page 6 - Community Views and Use. The findings indicate "*the majority of the user group consists of elderly people however during the school holidays, more kids are seen. While over the weekends lots of families use the foreshore. There are mostly kids rather than teenagers seen on the foreshore*" The works and changes proposed under the Master Plan should recognise the expectations and requirements of this demographic. The shared path is a prime example of where priority consideration of this demographic should be applied.
3. Attachment 4 – Precedents/Look and Feel. The material and colour palette collection and associated text referencing use of local materials with a goal to "*have a minimal impact on the foreshore environment and provide a more natural experience to visitors*" is wholeheartedly supported. The collection of photographs appear somewhat eclectic however, and many do not seem to fit into the material and colour palette collection.. The consistent theme approach around the Esplanade and Queen Street is supported, however the Cambridge Road/Pier Precinct could probably receive a different treatment, more relevant to its commercial zoning and much higher public usage.

Shared Path

4. The Master Plan proposes a widening of the existing Foreshore shared path to 3m and provision for a second 3m pathway along Queen Street. This latter path to provide for improved bidirectional access between the Beach Path/Blundstone Arena and the Ferry Terminal/Village.
5. With respect to the foreshore path, we have noted and experienced the conflicts that occur between cyclists and walkers. This is not the Mum, Dad and children cyclists as shown on the shared path signage, but those travelling at speed for whatever reason, be it for fitness or commuting. When centreline markings were added to the path, this appeared to provide greater rights to the 'speed' cyclists to 'fly' past walkers, because of 'lane rights'. I fear that a wider path will exacerbate this problem and will deter some walkers from using the path. The footnote references I have provided generally support this position.
6. 'Speed cycling' is particularly evident in front of our house at 29 Victoria Esplanade where the downgrade slope of the shared path from the Bluff provides the perfect opportunity for cyclists to create their personal speed record. We observe this behaviour sufficiently frequently to make it a point in this submission. The need for separation of cyclists and walkers is discussed further below.

Shared Path vs Separated or Segregated Path

7. The Master Plan does not discuss or consider opportunities to improve the foreshore path by changing it to either a separated or segregated path as opposed to a shared path. Within the Victoria Walks publication[1] the following extract from the report by Tolley [2] advises segregation of walkers and cyclists is the best alternative and that shared paths are only to be adopted as a last resort.

   "*World best practice emphasises that bicycles belong on the road, or on segregated facilities provided specifically for them. If cycling facilities segregated from cars are to be provided, this should be at the expense of space for cars, not people on foot. Forcing walkers and cyclists to share a path should only be contemplated as a last resort, when no other solution is possible.*"

8. Similarly, the NSW Centre for Road Safety[3] also found that segregated paths were preferred by both Cyclists and Walkers. For our foreshore path there is an easy and potentially low cost opportunity to separate the two by diverting 'speed' and commuter cyclists onto the Esplanade and Queen Street. The Esplanade path should be designated for recreational use only, with measures to ensure walkers have priority over cyclists. This is how the hierarchy of shared pathways is intended to be however most walkers do not believe this occurs in practice.
9. There are more injuries on shared pathways compared to segregated pathways. The Victoria Walks [1] publication reported 37.4% of walkers have been involved in an incident with a cyclist where they were either injured, felt unsafe or in danger, and of those 14% said they had been injured.
10. The same publication[1] reported "*Separation improves the safety and sharing difficulties between the different user groups by providing clearly defined operating space designed to cater to their particular operating characteristics. Separation also allows cyclists to maintain more comfortable speeds, reduces the potential for conflict between cyclists and pedestrians and improves the level of service for pedestrians, especially elderly pedestrians or those with a disabilities.*" As with roads, a wider shared path will entice higher cycling speeds.
11. It is widely recognised that shared paths are not comfortable walking environments for many seniors and people who are disabled[3].
12. Traffic volumes along the Esplanade are very low for the majority of time with increases in traffic only associated with special events such as firework displays or Blundstone Arena sports events. Traffic 'issues' are almost exclusively associated with parking availability and parking movements and not traffic flow or congestion. The proposal to eliminate angle and perpendicular parking, and the associated reversing out into the traffic, is a positive safety measure incorporated into the Plan. Additionally, the clearer delineation and sizing of the parallel parking bays will improve trafficability, particularly in the narrow and congested area between No. 1 Esplanade and King Street.
13. The introduction of dedicated cycle lanes along the Esplanade would require road widenings, however the existing shared path could remain at its current width saving funds for the roadside cycle path. Even without bike lanes, our observation has been that low vehicle traffic volumes enable cyclists to ride two abreast along the Esplanade.
14. It may also be possible to maintain the existing path as a shared path specifically with the intention of providing a safer ride for families riding with young children. This would be carried out by the introduction of speed limits on the shared path and not by limiting specific classes of user. Speed limits have recently been introduced in Queensland for the protection of pedestrians on both footpaths and shared paths. Whilst these new rules are specific to people riding personal mobility devices such as e-scooters and e-skateboards they could be applied to cyclists. The adoption of a 10km/hr or 12km/hr speed limit on the foreshore path would be appropriate to separate the commuter and fitness riders from the recreational users.
    Refer to https://streetsmarts.initiatives.qld.gov.au/initiatives/pmd-rules/.
15. Whilst not only applicable to the Plan, consideration could also be given to regulating the use of e scooters and e skateboards on footpaths within the Municipality as a whole in the manner of the Queensland approach. A Statewide approach would be desirable for such regulations.

Pathway Lighting

16. The Plan proposes adopting Dark Sky lighting within the Village area and along the shared path. Given we have existing street lighting, I question the need for such lighting along the foreshore path due to its much, much lower, user rate than the Village commercial area. Should it be installed, following 'Dark Sky' principles is imperative for the residential area along the Esplanade to avoid light pollution distracting from both user and residents' views. I was pleased to receive assurance by Council officers, the lighting would be bollard height with the light direction away and shielded from direct view from residences.
17. If lighting is installed, it should be noted this intended style of lighting may be contrary to requirements under the Australian Standard AS/NZS 1158 series. These Standards are referenced and stipulated under the Austroads 2021 'Guide to Road Design Part 6A: Paths for Walking and Cycling'. If 'Dark Sky' principles cannot be maintained under the Australian Standard and it is still considered the Standard to be applicable to the Path, then lighting should not be installed.
18. I reiterate however I consider there is little public benefit from cost of installing and maintaining such lighting, particularly along the residential sections of the Esplanade where street lighting already exists.

Other Considerations for the Shared Path

19. Centre Line Marking. The NSW Centre for Road Safety[4] found in their observational study that centreline marking was also associated with higher cycling speeds. This NSW report also recommended segregated paths.

Victoria Esplanade Traffic Calming Measures

20. The Plan includes 5 no. raised table 'wombat crossings' and two extended raised table areas between the Waterfront Hotel and our house at 29 Victoria Esplanade, and then a further 7 wombat crossings travelling to the Fish and Chip shop at the southern end of Queen Street. The

[1] Victoria Walks (2015). Shared paths – the issues, Melbourne, Victoria Walks
[2] Tolley, R (2008). 'Safe Priority Walking and Cycling Routes in Greater Bendigo,' report to City of Greater Bendigo, March 2008.
[3] Department for Transport 2012, Queensland DTMR 2014
[4] Shared Paths: Discussion of research findings and key safety issues – August 2015

requirement for these is questioned. The crossings are certainly not required as pedestrian road crossing points. The traffic numbers, both vehicular and pedestrian surely do not warrant such measures and simple kerb ramps would suffice which currently exist at several of the locations. Their effect as speed humps provide unnecessary interruption to traffic flow and add to noise levels associated with acceleration and then breaking between humps. **If the Plan is implemented, a driving trip to the Bellerive newsagent from our home at 29 Victoria Esplanade, a distance of less than 1km, the return journey along the Esplanade would result in us traversing 12 speed humps!** We believe reducing the speed limit to 40km/hr along the Esplanade and maintaining a narrow road carriageway would result in an equal and better traffic calming measure at significantly lower cost.

21. The wombat crossings would also deter the 'speed cyclists' from using the road moving them onto the shared path and increasing the amount of conflict and risk of injury to recreational walkers.
22. We suggest Council carries out further review of best practice for shared paths to fully consider the issues raised and determine the most appropriate solution for the foreshore. I contend that increasing the width to 3m and keeping it as a shared path without speed controls is not the solution. Providing line marking will also increase cycling speed and associated severity of injury.

Review of Map 05 South Point Precinct and Map 06 Bluff West Precinct

23. The Plan proposes the addition of a 3m wide exposed aggregate path on the southern side of Abbott Street. With an insignificant level of foot traffic in the street this appears totally unnecessary, the footpath on the northern side is adequate and fit for purpose.
24. The proposed path location fails to recognise the considerable constraints and construction difficulties. This was possibly the reason why the path was not constructed in the first instance. These difficulties now, not only include the very significant slopes, both cross slope and longitudinal, but also issues with undermining of footings to stone walling and disturbance to roots of large trees within their structural root zone.
25. Refer Item 4 on Map 05. The ground slopes and stone walling will also make this space virtually ineffective as a proposed WSUD 'opportunity'.
26. Refer Item 5 on Map 05. Whilst landscaping is supported for this area, significant edge treatments will be required to prevent vehicular access to Area 5 during the New Year and Regatta Day firework displays. If it is intended to restrict this occasional vehicle parking, barriers should be in keeping with the Urban Elements materials and colour palette.
27. Refer Item 9 and RT on Map 05.
    a. The crossing point and as a consequence, the Dark Sky light on Abbott Street is unnecessary for the reasons stated above.
    b. Whilst a road surface change is supported, the RT raising of the surface is not. The area is subject to significant tourist traffic with numerous first time users. The extended raised table with ramps at the three locations is unnecessary from the traffic calming perspective and also for pedestrians. The approach ramps on the Esplanade and Abbott Street could destabilise vehicles if they approach the corner at speed.
    c. There is no reason at all for the level differentiation for the Private Access road to No's 30 and 31 and the road around the Bluff (Fort) road. Ramps will deter 'speed' cyclists from taking the Esplanade Road thus creating greater conflict and injury risk on the shared path.
    d. It is not clear how the hatched area will be restricted to private access only. It looks as though it could become a parking area which is not supported.

28. Refer Map 06.
    a. Item 1. Closure of Bluff Precinct to Vehicle traffic – There are numerous issues to consider for the closure of the Esplanade around the Fort. There is little information given about the treatments proposed for the Bluff (Fort) road. The only insight is the "Create Living Streets" circle picture on Map 06, however this is not repeated on the path with a totally open and uniform surface shown. If vehicles are to be excluded there should be total separation of walkers and cyclists. As Cyclists approach the ends of the Bluff Road the natural route should be to use the Road and not the Shared Path with a clear slow speed turn to access the shared path. Refer reasons above for this separation.
    b. If there is an appropriate location at all for the use of Dark Sky lighting, it would be to encourage the use of this area. The area has no street lighting beyond No.31 and is dark and uninviting at night.
    c. The closure of the Bluff (Fort) road combined with the one way system exiting Gunning Street, the one way up Chapman Street and the one way at the end of the Esplanade restricting the approach to the childrens park and directing approaching traffic from the Fort up Chapman Street will have a significant impact on residents and road users. When these restrictions are added to the redirection of Esplanade traffic up Abbot street there will potentially be significant confusion for tourist traffic with cars going in circles around the Bluff streets.
    d. It is suggested that all Bluff residents are made aware of these proposed directional changes. Many affected residents may not have appreciated the traffic route changes given the title of the Master Plan (Victoria Esplanade and Queen Street Draft Master Plan).

Chris and Jan Marlow
30 April 2023

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