



## Streets People Love Hobart

# Submission to the Development Assessment Panel re Kangaroo Bay Hotel - major project permit

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This submission includes contributions from professionals working in a volunteer capacity for Streets People Love Hobart. The views expressed are those of Streets People Love Hobart as an organisation and do not represent the positions of contributors' employers.

**T**hank you for the opportunity to provide feedback on the proposed Kangaroo Bay Hotel.

Streets People Love Hobart is a community-led initiative organised by a passionate group of local advocates and supported by many local businesses. Our mission is to advocate for streets that prioritise people, safety, and sustainability. We believe Hobart and population centres across Tasmania deserve vibrant, welcoming spaces where everyone can connect, move, and thrive.

To inform this response, we have reviewed the Major Project Impact Statement (MPIS) Volume 1 – Project Overview and MPIS, Attachment 20 - Traffic Impact Assessment, and Attachment 21 - Transport and movement study.

We note the following:

1. A provision of 91 vehicle parking spaces (167 lower than the planning scheme requirement of 258 spaces) on the basis of the site's proximity to public transport - bus and ferry - and being directly on the Clarence Foreshore Trail. Based on the rationale in Tables 13 and 16, Attachment 20, we support this proposed reduction.
2. A provision of 29 bicycle parking spaces to comply with the planning scheme requirements. Based on the rates in Tables 17, Attachment 20, we support this proposed provision.
3. Bike parking locations as per Figure 24, Attachment 20, make sense.
4. Whilst the proposed bicycle hoop design as per Figure 25, Attachment 20, has aesthetic simplicity, the 'toaster rack' design does not appear sturdy enough to safely secure heavier bikes (e-bikes, or bikes with loaded racks). They also do not allow ease of locking through the bicycle frame. Suggestion is to use a 'rail design' that allows heavier bikes to lean, and through-frame locking (as per image below, from Parliament Square). At least four e-bike charging docks should be provided (i.e. 2 at each bicycle parking bay), similar to the type at Doone Kennedy Hobart Aquatic Centre.



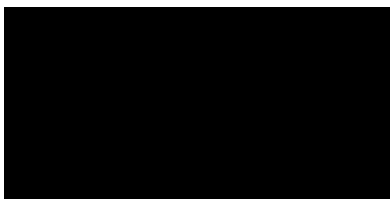
5. We support the provision of an end of trip facility for staff, and suggest that the proponent view the facilities UTas has installed at its city locations to learn what works.
6. Pedestrian paths are noted as a minimum of 3m width (per section 3.5, Attachment 20). Given this will form part of the Clarence Foreshore Trail, and therefore also has bicycles using it. We also understand this section of trail averages 19,000 passes per week. On that basis, we suggest this width is inadequate. The recommendation from the Tasmanian Cycling Infrastructure Design Guide (section 4.3.8 - Off road path - shared path) is a minimum of 4m. We also note that the path has a significant curve to wrap around the hotel, which will restrict views as cyclists move through that section to about 15-20m in front, meaning they have less time to adjust their line of travel to avoid oncoming cyclists or people walking (as per A.02, p.49 Attachment 21).



To reduce potential congestion between pedestrians, wheeled mobility users and cyclists, and based on the experience of other popular waterfront paths we suggest a 5-6m width would be more appropriate in this setting (and is similar to the squeeze points for the promenade area in Bellerive Wharf precinct just 400m away).

We trust the above is useful, and able to be incorporated as conditions of approval, if the permit is granted. We are happy to be contacted if any clarification is required.

Yours sincerely,



Ben Clark, on behalf of  
Streets People Love Hobart