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Development Assessment Panel
Tasmanian Planning Commission
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Major Projects – Kangaroo Bay Hotel

The proposed hotel site and foreshore area is also the location of the popular Clarence Foreshore Trail, a 14.5km long pathway between Geilston Bay and Howrah. It is a valuable recreational facility as well as an important active transport link connecting people to the Bellerive Ferry, Rosny Park, schools, playgrounds, sports fields and residential areas. A permanent counter located at Kangaroo Bay has recorded that the Clarence Foreshore Trail averages 19,000 people movements through Kangaroo Bay each month with around 30% being on a bicycle or scooter.

In addition, there is a ramp that provides a link between the foreshore trail and Clarence St that forms part of an important cycling route between Bellerive/Howrah and the Tasman Bridge.

Deficiencies in the Major Project Impact Statements

A number of the reports identify providing for people movement through the site but the plans do not reflect an appropriate or adequate design to achieve the objectives for moving people on bicycles or scooters.

A brief summary of the objectives in the impact statements have been listed below:

Volume 1 and 2 - References are primarily focused on pedestrian movement with only cursory mention of cycling despite the popular Clarence Foreshore Trail running along the foreshore.

Part 2 of Schedule 1 of the Act outlines the objectives of the planning process as established by the Act.

Objective (f) - "The Project promotes the health and wellbeing of Tasmanians and visitors by delivering high-quality, safe, and attractive waterfront environment that supports recreation, movement, and community use. This is to be achieved via a continuously and publicly accessible waterfront promenade and boardwalk..."



Objective (h) - "...The Project will retain existing public connections through the project site, whilst providing new publicly accessible infrastructure (including a clear and legible network of publicly accessible pathways and recreational spaces). This infrastructure is expected to enhance the safety and efficiency of vehicular and pedestrian movement along the waterfront, ensuring the orderly and coordinated functioning of the precinct for the benefit of the community."

Tasmanian Planning Policies - Policy 13 – Land Use and Transport Integration LUTI 1: "The proposed development will provide increased mixed-use activities in close proximity to the existing integrated transport network, whilst contributing to the local pedestrian / cycling network along the Kangaroo Bay foreshore through new and improved publicly accessible spaces and promenades."

Volume 2 - Consolidated Plan Set 1 – Architecture and Landscape,

The report includes a diagram and details showing how the Project design treats Kangaroo Bay waterfront as a continuous public space by establishing a clear, safe, and legible pedestrian connection from Kangaroo Bay Drive through to the marina. Pedestrian movement through the project. Figure 19 focuses solely on pedestrian movement and no mention of cycling movement (below).



Volume 2 – Consolidated Plan Set 3 - Car park and Infrastructure

It identifies the existing shared path for walking a cycling (dotted green line) as part of the Clarence Foreshore Trail as well as a connection to the Cambridge Road/Clarence St intersection. However the proposed plans do not show any accommodation of cycling movement on this eastern side of the site or retention of the link to Clarence St. Cycling commuters heading to/from the ferry or from the Tasman Bridge heading to Bellerive/Howrah will want a direct and unencumbered route which is likely to be through the carpark, but this has not been accommodated in the plans.



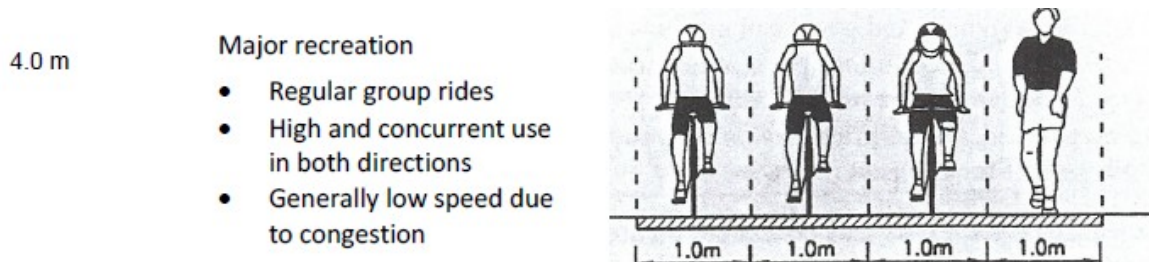
Volume 3 – Attachment 3 - Architectural Design Report (Part 2, page 38) MPIS A 2.14 - shows the precinct is well-connected by an extensive network of recreational spaces, pedestrian paths, and cycle routes that integrate the waterfront with surrounding urban and community areas. It also acts as a key node between Cambridge Road and Kangaroo Bay Parklands. These links are not adequately accommodated in the hotel plans.



Amendments required to meet the objectives for adequate movement of people on wheeled devices

1. Adherence to Austroads Guide to Road Design Part 6A Paths for Cycling and Walking

The proposed 3.0m wide shared path around the foreshore is inadequate for the amount and type of use. Due to the side friction from people entering and exiting the outdoor dining area and blocks used for seating, the clear width of the path should be 4.0m. Seating should be arranged so that legs are not intruding onto the path.



Austroads 2021 Part 6A – Page 83

Austroads recommends a preferred clearance of 1.0m from the edge of the path to a fixed object and a minimum of 0.3m if space is insufficient.

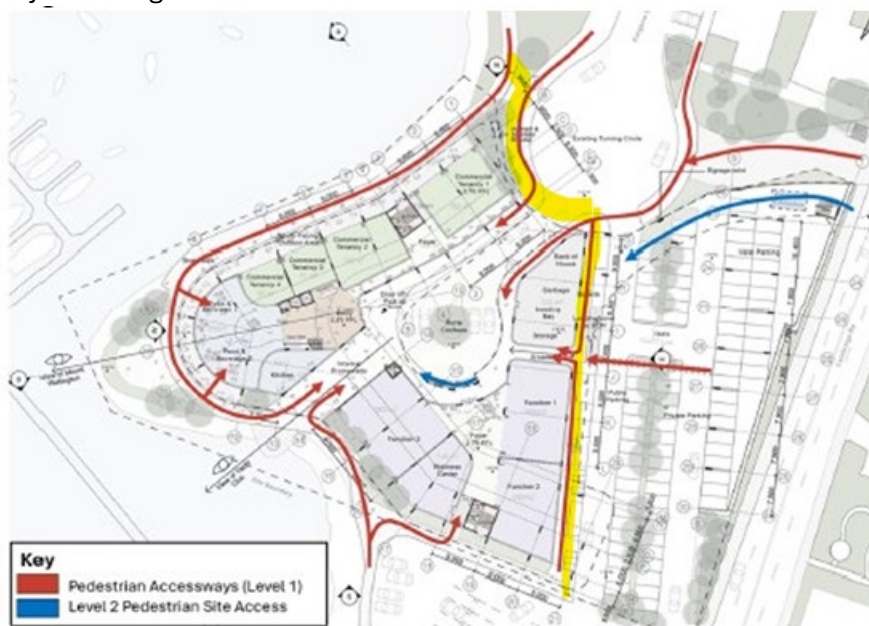
2. Provide alternative route through the site for cycling commuters to avoid congestion areas

The Pitt and Sherry Transport and Movement study identified *pedestrian* movement through and around the site but did not specify movement for wheeled devices, apart from a reference

to the Clarence Foreshore Trail around the waterfront side of the hotel (See diagrams below). Figure 20 in Volume 3 – Attachment 21 – transport and movement study has not included the ramp from Clarence St to the foreshore trail in the movement study, which is a major commuter route between Clarence St and the Tasman Bridge.



A footpath for pedestrians that runs parallel to the roadway connecting Kangaroo Bay Drive and the Bellerive Yacht Club car park has been identified in the plans. This corridor should be planned to accommodate cycling movements from Clarence St as well as provide an alternative route for commuting riders who want to avoid potential congestion on the foreshore at busy times. It may require a wider footpath to accommodate shared use or a cycling-friendly roadway design. A wide pathway around the turning circle and threshold treatment across the entry to the loading zone is essential to prioritise people over motor vehicles (see yellow highlighted areas). They should seamlessly join to provide directness for anyone using a wheeled device.



Source: Attachment 21 *Transport & Movement Study*, page 31 – Pitt & Sherry

In summary, the main pathways will be accommodating movement through the site as well as acting as a destination where people may gather. Adequate space is required for people to interact without stress or conflict that can arise when space is constrained and congested.

Increasing the width of the Clarence Foreshore Trail and providing an alternative and seamless route for cycling on the eastern side of the hotel is required to meet the active transport objectives outlined in the reports.

Yours sincerely,



Mary McParland
Executive Officer