SAVE UTAS CAMPUS

Join us at the UTAS Relocation Public Meeting, City Hall
Wednesday, 11 May 2022 @ 7.00pm

Register to attend and read more at www.saveutascampus.com

Proposed Redevelopment of the Sandy Bay Campus of UTAS

What this means for the residents of Sandy Bay, Dynnyrne and Mount Nelson.

UTAS Property Pty Ltd (UPPL) published "Reimagine Sandy Bay – Engagement #4" in December 2021, a Concept Masterplan for its proposed redevelopment of the Sandy Bay Campus.

The Masterplan proposes building 2,700 homes on the campus site, stretching from Sandy Bay Road to Olinda Grove across 5 precincts at an average density of 50 houses per hectare.

This proposed development is out of character with the adjacent suburbs of Sandy Bay, Dynnyrne and Mount Nelson which are predominantly single storey houses with off-street parking at an average density of 10 houses per hectare.

Let's look at each precinct

PRECINCT #1	• adjacent to View Street, from Sandy Bay Road to Grosvenor Street • 270 homes at 38 dwellings per hectare with heights of 3-5 storeys
PRECINCT #2	• the main campus building area from Grosvenor Cres to Churchill Ave • 840 homes at 84 dwellings per hectare with heights of 1-8 storeys
PRECINCT #3	• adjacent to Bends 1 to 5, Nelson Road • 930 homes at 62 homes per hectare with heights 1-7 storeys
PRECINCT #4	• facing College Road • 300 homes at 27 homes per hectare with heights 1-5 storeys
PRECINCT #5	• adjacent to Olinda Grove • 360 homes at 32 homes per hectare with heights 1-4 storeys

Traffic and parking issues

- Significant traffic congestion already exists on Sandy Bay Road, Churchill Avenue, Regent Street, Nelson Road and Olinda Grove.
- With an average 1.6 vehicles per household in the area (ABS Census, 2016) an additional 4,300 vehicles may need to access these networks each day.
- The Concept Masterplan proposes reducing parking below standard statutory requirements, resulting to increased on-street parking to accommodate residents' vehicles.
- The Concept Masterplan talks about offering "residents and visitors the opportunity to walk, cycle or scoot around the precincts" (p. 13) and to build "an urban spine connecting pedestrians from Sandy Bay Road up … to Precinct 5" (p. 13); that is all the way up the steep hill to Olinda Grove.

An example of logistical issues not considered in the Masterplan

- Nelson Road is narrow, winding and steep with no footpaths between Bends 1 and 7
- On-street parking is common, especially for visitors
- Nelson Road is used by many vehicle types: cars, trucks, Metro buses, motor bikes and delivery vans
- People regularly use the road: cyclists, joggers, dog walkers, parents escorting children to and from the Mount Nelson Primary School
- It takes all day to complete the waste collection for approximately 700 homes
- Consider what an additional 930 residences between Bends 1 and 5 would mean for traffic flow, parking and the logistics of services such as waste collection

Fantasies underlying the Concept Masterplan

UTAS and the UPPL seem preoccupied with abstract fantasies and unsupported ideologies to consider the practical activities people confront on a day-to-day basis. The Concept Masterplan assumes:

- People can substitute walking, e-scooters, bicycles and occasional buses for the necessary activities they perform each day by car (there is no evidence, anywhere, to support this assumption).
- They are providing an option for not having to buy a car by providing a mix of housing types such as:
    - "attainable" housing subsidised by a management operator
    - "social" housing for rent by people on low incomes
    - "public" housing operated by the public sector
    - "community" housing for long-term rental, managed for people on low incomes or special needs, and
    - "lifecycle" housing for single adults, families with children of various ages, and older people.

The practical reality of people's daily activity patterns

- **Families**

  Today most families with children have both parents working, each needing access to a personal car. Young children need to be taken to and collected from child-care, school children need ferrying to sport and recreation activities, aging parents are to be visited, social contacts maintained, cultural activities engaged in, shopping to be done, and the family needs to be home in time for the evening meal.

- **Elderly persons**

  People entering post-retirement age depend on cars to maintain physical, social and mental contacts, factors medical scientists inform us are the best ways to stave off age-related diseases such as isolation, depression and dementia.

- **People on low incomes**

  Low-income families and individuals need cars to help them gain employment and escape the poverty trap as well as for the daily activities.

Conclusions

For UTAS to attempt to redesign the Sandy Bay campus to create high density settlements and a dependence on the time-space limitations of public transport is social engineering gone mad.

If the Concept Masterplan goes ahead, the redevelopment will turn into a ghetto with little connection to the outside world.

The proposal needs to be thrown out!

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