

Appendix 2

Contributions from workshop participants brought to the workshop and emailed post workshop.

One thing I thought we all missed was "Health"

I coach Rugby and have for years and prior to cancer kept reasonably fit.

I had hoped we could have considered fitness equipment installed around the sports field's at intervals where people training could do sit ups or bench presses etc.

If you go to the Gold Coast they have such things along the beach walks. They are very popular. My point, we sort of missed health or at least I did.

The one thing that was understated in my opinion and not anticipated at the time of the 1994 Main Street Plan is this. In 1994 the Pacific Highway bypass removed the North-South traffic which was going through Byron Street. However, it did not remove the East-West main road traffic i.e. the peak hour traffic of commuters from Byron Bay and Suffolk Park to Lismore. Since 1994 this has increased dramatically with the development which has occurred particularly in Suffolk Park. The Chamber would be very supportive of a southern bypass of Bangalow as would the residents yet I did not hear it mentioned over the past two days. One suggestion that has been raised is that Lismore traffic travelling from East to West could be diverted up Deacon Street as a mini bypass leaving Byron Street (East to West) for local traffic only. I wonder if you could add that to your “ideas bank”.

An idea was raised for a parking area at the end of Ballina Road and I assumed that it was referring to the land on the corner near the Sheikh temple. On reflecting I realised that we already have a carpark on the opposite side of the road at the sports grounds which could facilitate that purpose. There is no reason stopping visitors or locals from using this carpark to access the CBD as it is mostly empty during the day. I suspect that, like the new parking in Deacon Street, people feel that it is too far to walk. Perhaps you could consider some new signage for parking. Perhaps ‘PARK and WALK’.

Prior to the workshop, I was in favour of parking in the Leslie Street railway sidings but I now favour using that area for local traffic access and parklands for the whole community. At present it is really only appreciated by the walkers on the Leslie Street side of town and only because (according to Ken Gainger) he arranged to have the sidings added to the slashing/mowing roster. It presents a fabulous opportunity to embrace that area within the centre of the village. I met with Ken Gainger at the railway station some months ago and we discussed then the opportunity for community activity in that area.

Leslie Street West (on the western side of Granuaille Rd) offers opportunity for carparking similar to the angle parking installed in Deacon Street. It has the advantage of being close to the CBD and the pedestrian subway provides safe access to the village. This area was not mentioned over the workshop (to my knowledge) but landscaped carparking would go a long way to improving the visual amenity of the area.

Jeff Lovett's Report on 1994 Bangalow Main Street Plan
for Seminar on 15th March, 2016

On behalf of the Bangalow Chamber of Commerce, I am pleased to present to you a briefing of how I remember the process and implementation of the 1994 Bangalow Main Street Plan.

The 1989 surprise announcement of the Pacific Highway by-Pass of Bangalow created viability fear through the business houses. Bangalow Village relied heavily on passing traffic and the village looked dowdy with it's 50's cantilever awnings.

The Bangalow Chamber of Commerce with the Bangalow Pride, decided that the village needed to become a destination village not only for the locals but also to be a place which would attract many visitors who wished to savour some of the old world charms that Bangalow has to offer.

The Bangalow Pride organised a grant for the Prof. Sanoff Report process and the Main Street Committee was formed.

The Bangalow Chamber of Commerce (Tony Jones as President) took over The Main Street Committee with Tony Jones as Chairperson to implement the Sanoff process. Many more Workshops were formed as well as community meetings.

Advice and help came from the N.S.W. Govt. in particular the Department of Planning – Heritage Branch and Byron Shire Council's employees and consultants who put their time and commitment to the project. Bangalow Chamber of Commerce had a fund raising committee, the money being raised towards a matching dollar for dollar grant from the Department of Planning. Financial support also came from the Byron Shire Council.

What was completed -

1. Verandahs returned to original Heritage
2. Original colours restored to Heritage Buildings– Byron Street
3. Rail Crossing
 - a) initial talks were positive
 - b) civil engineer completed traffic concepts sections designs for one way level crossing route from Station Street to Granuaille Road via Lesley Street.
4. Parking – Byron Street, Bus Stop, South Station Street, Bangalow Hotel, Deakin Street
5. People focus places
 - a) outdoor seating area, Italian Diner
 - b) Drapers old building verandah
 - c) Memorial Park
6. Upgrade Toilets – new toilet block with disabled toilet – Memorial Park
7. Historical Society provided plaques for Heritage buildings and brochures for self guided walks
8. Visitor Information at fatigue stop north of Bangalow (RTA Team)
9. Planting themes
10. Litter bins Heritage theme
11. Memorial Park completed
12. A.& I. Hall frontal upgrade
13. Showground tree planting.

- 2 -

What was not completed -

1. Rail Crossing
2. Car Park in old Rail sidings
3. Car park site adjacent to Elias Artisan Sheds
4. Disabled Toilet at Rear of Fire Station
5. Underground Power lines, Station and Byron Streets
6. Town recognition Southern approach
7. Heritage Pavers for Byron Street
8. Heritage Street lights for Byron Street and Station Street
9. 2 Raised Pedestrian Crossings at Fire Station Park and Primary School
10. Infill Buildings – breached
11. Colour Schemes – breached
12. School - Heritage Fence not done

Not Sure -

Top Roundabout Drainage (Concerns from Hazardous fluid spills from potential Truck rollovers)

Why were they not completed -

The Village became too successful prior to completion.

Many of the leaders moved away and the Main Street Committee dissolved.

“Road Blocks” – Self interest groups need to be on the same page for the betterment of Bangalow.

Bangalow on Foot

Position Paper

Bangalow Place Creation Workshop

March 15th-16th 2016



This document outlines the principles underpinning Bangalow on Foot's approach and then focuses on the five places suggested by Byron Shire Council for the Place Creation Workshop

From NADINE HOOD,

CONTENTS

Principles	page 3
Place 1. Station Street	page 4
Place 2. Byron Street West of Station Street	page 7
Place 3. Byron Street East	page 9
Place 4. Deacon Street	page 11
5. Community consultation feedback/whole of town	page 12
Map of BoF proposed pedestrian enhancement	page 14
References	page 15
Appendix A: Informal survey of vacant parking	page 16

Principles

The principles that underpin Bangalow on Foot's approach to place creation in Bangalow align with Australia's national framework for urban design: *Creating Places for People: An Urban Design Protocol for Australian Cities*.

1. Bangalow is connected by a safe, accessible, integrated network of footpaths and off road walking paths

That residents of all corners of Bangalow have safe access to and between the core of the village, all major facilities and recreation areas. The design of pathways to achieve this will use wheelchair access as the bottom line criteria for design success. Pathways will, wherever possible, follow the natural contours of the land. This network shall be prescribed within all relevant planning instruments, and maintained by Byron Shire Council.

2. The management of traffic and parking in Bangalow is informed by best practice contemporary urban design

That design solutions for managing traffic and parking in Bangalow are informed by 21st century urban design principles and contemporary research findings, are evidence-based, economical, commensurate to the size of identified problems, and serve to future-proof Bangalow. The central aim of all traffic and parking strategies is to discourage unnecessary car movement in the core of the village, and to encourage pedestrian access and use throughout the village.

3. Bangalow maximizes good health through its open and green spaces

That all existing green spaces in Bangalow be protected and enhanced. That green spaces be enhanced to a) provide safe, healthy, family supportive recreational activities for residents and visitors, b) be the lungs of Bangalow and mitigate against the traffic pollution that the town suffers as a result of the Pacific Highway and through traffic, and c) enhance Bangalow's visual amenity.

4. Bangalow protects and preserves its village culture and heritage values

That the rural village social ethos of Bangalow and its artistic, cultural and heritage values as expressed through sites of historical significance, the design of the built environment, and the degree of residential density, be conserved and retained. Through the rigorous and disciplined application of Byron Shire Council's (BSC) planning instruments and the protection of the Bangalow Heritage Conservation Area, the visual amenity of Bangalow is protected via a vis the design of new buildings and landscaping.

5. Planning/decision making processes are inclusive, fair and transparent

That Byron Shire Council apply the 'Principles about leadership and governance' articulated in *Creating Places for People: An Urban Design Protocol for Australian Cities*:

- BSC works within the planning, physical and social context
- BSC engages with relevant stakeholders
- BSC demonstrates excellence, innovation and leadership
- BSC considers custodianship and maintenance over time.

1. Station Street

Recommendations

- 1.1. Station Street remains a no through road and becomes a pedestrian priority zone.
- 1.2. The railway corridor between the A&I Hall and the railway station remains an open green space with potential for additional recreational facilities.
- 1.3. Station Street remains a two-way traffic road with traffic dampening and control measures applied.
- 1.4. Station Street is enhanced as a pedestrian gateway to the A&I Hall, the Showground and the Primary School.
- 1.5. Station Street and the railway corridor between the A&I Hall and the railway station remain in Bangalow's Heritage Conservation Area.
- 1.6. Future building development in Station Street conforms to the heritage and village values of Bangalow and BSC instruments.
- 1.7. Station Street has building design guidelines that are separate to and different from the main street guidelines.
- 1.8. New residential development is low density and conforms to the residents' strong and repeated desire to maintain Bangalow as a small village.
- 1.9. Small walkways/laneways are formalized to improve the permeability of Station Street to surrounding lanes.

Specific ideas

1. Traffic dampening
 - a. Larger more visible 'No Through Road' signs at the entrance to Station Street
 - b. Paving to signal entrance to street and pedestrian priority zone
 - c. Blisters and trees strategically placed along the full length of the street to dampen speed and enhance visual amenity, shade etc.
 - d. Speed limit 20 kms per hour
 - e. Pedestrian crossing half way up street to enhance pedestrian safety
 - f. Change of name to Station Close (or Court) to indicate no through road.
2. A&I Hall turning circle
 - a. Designated paving of whole area at the top of Station Street to signal mixed use
 - b. Widen and define turning circle.
3. Buildings
 - a. Conform to and sympathetic with heritage design values

- b. Open and green space is maximized through:
 - generous verges
 - staggered and generous setbacks
 - generous and strategic spacing between buildings
 - c. Buildings are a mixture of single and two story
 - d. No building is higher than two stories
 - e. Buildings are in scale with the overall scale of the village
 - f. Vistas and visual amenity are enhanced.
4. Landscaping
- a. Plentiful landscaping
 - b. Integrated landscape design for the whole street
 - c. Deep soil planting for trees and shade.
5. Walkways and laneways
- a. Formalise laneways/walkways between Station Street and Station Lane.

Discussion points

1. Bangalow on Foot aims to discourage unnecessary car movement in the village core and encourage pedestrian amenity.
2. Both the railway corridor and Station Street are inside the Bangalow Heritage Conversation Area.
3. The railway corridor must remain a green open space with the potential to provide enhanced recreational opportunities in the core of the village (for example walking paths, children's playground, café on railway platform, community gardens, shade trees, tables).
4. The area in front of the A & I Hall and the Showground gate needs to be designed for three purposes only:
 - a. As a safe cul de sac type turning circle for vehicles using Station Street for residential or commercial purposes
 - b. As a gateway area for safe pedestrian access to the Showground and the A&I Hall
 - c. As a safe 'spill out' area for guests attending events at the A&I Hall.
5. The acoustic excellence of the A&I Hall needs to be protected from any increase in traffic noise.
6. Contemporary urban designers no longer favour one-way streets. Evidence demonstrates that one-way streets have the following negative impacts: increased speeding, increased traffic accidents, reduced business revenue, alienation of pedestrians and increased traffic movements.
7. New buildings in Station Street must conform to heritage values and BSC planning instruments.
8. All surveys and BSC instruments over the last 15 years voice a consistent message from residents: keep Bangalow small and maintain its village atmosphere.
9. Small linking laneways and walkways will improve access between Station Street, school, main street, Showground and A&I Hall.



A&I Hall. Photos by Judy Baker (top) and Jenny Bird.

2. Byron St West of Station Street

Recommendations

- 2.1. Byron St West of Station Street remains a two-way traffic road.
- 2.2. Add one disabled parking space in the centre of the main street (near Post Office).
- 2.3. Convert a small number of parking spaces to short-term parking (15-30 minutes).
- 2.4. Redesign and re-landscape Byron Street to increase the proportion of space dedicated to pedestrians and to improve pedestrian amenity.
- 2.5. Create new, small, clearly signed peripheral car parks to the west and east of Byron Street.
- 2.6. Create safe, wheelchair-friendly footpaths to link new peripheral car parks to Byron Street.

Specific ideas

1. Create 3-4 small peripheral car parks on the eastern and western edges of Bangalow to reduce traffic movements and improve parking. Ideas include:
 - a. Western side of Leslie Street above railway corridor
 - b. Opposite and west of Readings building tucked back in against the railway corridor
 - c. Near Heritage House (see 4. Deacon St)
 - d. Ballina Road/Byron Bay Road vicinity.
2. Renovate and formalize the current car park between the hotel and the railway line near the railway platform.
3. Enlarge pedestrian space and enhance pedestrian amenity in Byron Street through measures like blisters, shade trees, seating and paving.
4. Add one disabled car space in the middle of town.
5. Add short time limits to 3-4 more parking spaces in Byron Street.
6. Improve parking signage to direct visitors to various peripheral car parks.

Discussion points

1. Contemporary urban designers no longer favour one-way streets. Evidence demonstrates that one-way streets have the following negative impacts: increased speeding, increased traffic accidents, reduced business revenue, alienation of pedestrians and increased traffic movement, especially when applied to short distances such as Byron Street west.

2. Bangalow on Foot aims to discourage unnecessary car movements in the core of the village and encourage pedestrian amenity through multiple measures.
3. An informal survey of parking capacity in Deacon Street and the Foodworks car park suggests that Bangalow currently has surplus car parking spaces, even at peak times like Show Day, late afternoon and Saturday morning (see Appendix A for data).
4. Contemporary parking strategies employ a multi-use, hierarchical approach to parking which includes short stay parking in the centre of towns through to long stay parking at the periphery of towns.
5. In current BSC planning instruments 400 metres is considered a reasonable walking distance for peripheral car parks.
6. Bangalow is not currently disability/wheelchair friendly and every opportunity to improve this situation must be seized.
7. Bangalow on Foot's ideas are economical and in line with 21st century design principles. The idea to construct a new road in response to traffic and parking issues in Bangalow is neither economical nor scaled to the size of the problems it aims to solve.

3. Byron St East (Bowls Club)

Recommendations

- 3.1. Formalise laneway/s to improve the permeability between Byron St East and Deacon Street.
- 3.2. Create safe pedestrian and wheelchair access between Byron Street West, the Bowling Club, Clover Hill/Feros Village with footpaths and a new pedestrian crossing.
- 3.3. Investigate the feasibility of a roundabout at the junction of Byron Bay Rd and Ballina Rd (Feros Village).
- 3.4. Investigate the feasibility of a new peripheral car park in the vicinity of the junction of Byron Bay Rd and Ballina Rd
- 3.5. Create a new bridge over Byron Creek at the south-east of the Showground main ring that links the Showground and the sports fields.

Specific ideas

1. Formalise 1-2 small walkways and laneways between Byron St and Deacon Street e.g. beside the Fire Station.
2. Extend a wheelchair friendly footpath all the way from Byron Street to the Bowling Club and eventually to the new pool.
3. Add a pedestrian crossing at the Bowling Club to improve pedestrian safety and access from Clover Hill/Feros Village/Medical Centre to the Bowling Club and hence to a continuous footpath along Byron Street.
4. Create a new bridge over Byron Creek at the south-east of the main Showground ring that would create a walkway between the western end of the sports fields and the Showground.
5. Investigate the feasibility of a roundabout at the junction of Byron Bay Rd and Ballina Rd.
6. Investigate the feasibility of a peripheral car park at or near the junction of Byron Bay Rd and Ballina Rd.

Discussion points

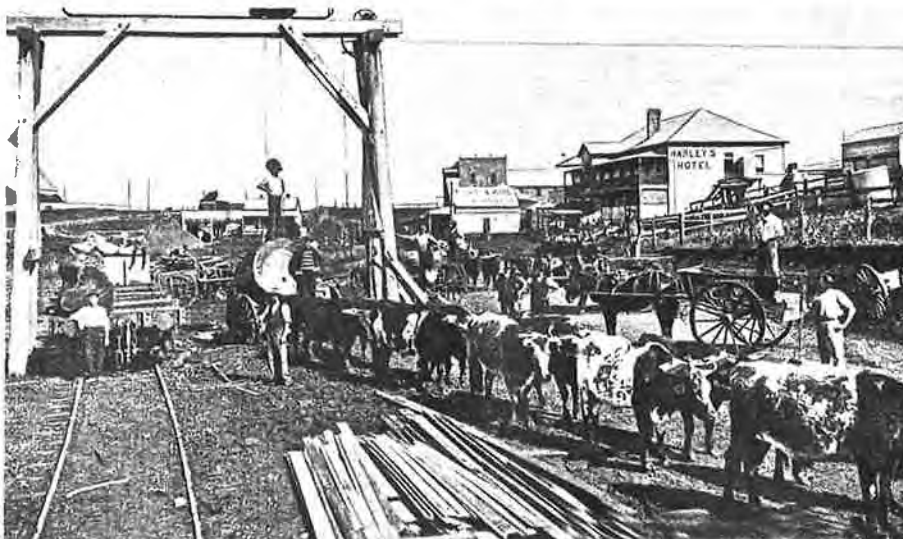
1. 1-2 small linking laneways and walkways between Byron Street and Deacon Street will improve access between Deacon Street, Heritage House, Parklands and school. Not only will this improve walkability/permeability but will improve access to currently underutilized parking areas in Deacon Street.

2. Better wheelchair and pedestrian access to both the Bowling Club/sports fields and Byron Street needs to be designed for residents of Clover Hill Estate and Feros Village.
3. The wide and open junction between Bangalow Rd and Ballina Rd is a good place to put a roundabout that would offer a safe turnaround for cars who are lost, who overshoot the town, or who are looking for parking.
4. There may be an opportunity to build another peripheral carpark on the western side of Ballina Rd that may assist the parking problem at the Bowling Club/sports fields and offer extra parking on busy market days.
5. A small bridge over Byron Creek and into the lower corner of the Showground (to south-east of the main ring – not where the collapsed causeway is now) would provide a safe off road pathway that would interlink all of the following:
 - a. The markets
 - b. The school
 - c. Byron Street via a safe Station St
 - d. Rankin Drive and NE residents via a safe walkway over the railway crossing at the A&I Hall
 - e. The sports fields and the new pool
 - f. Clover Hill Estate residents
 - g. The Medical Centre
 - h. A new peripheral car park.

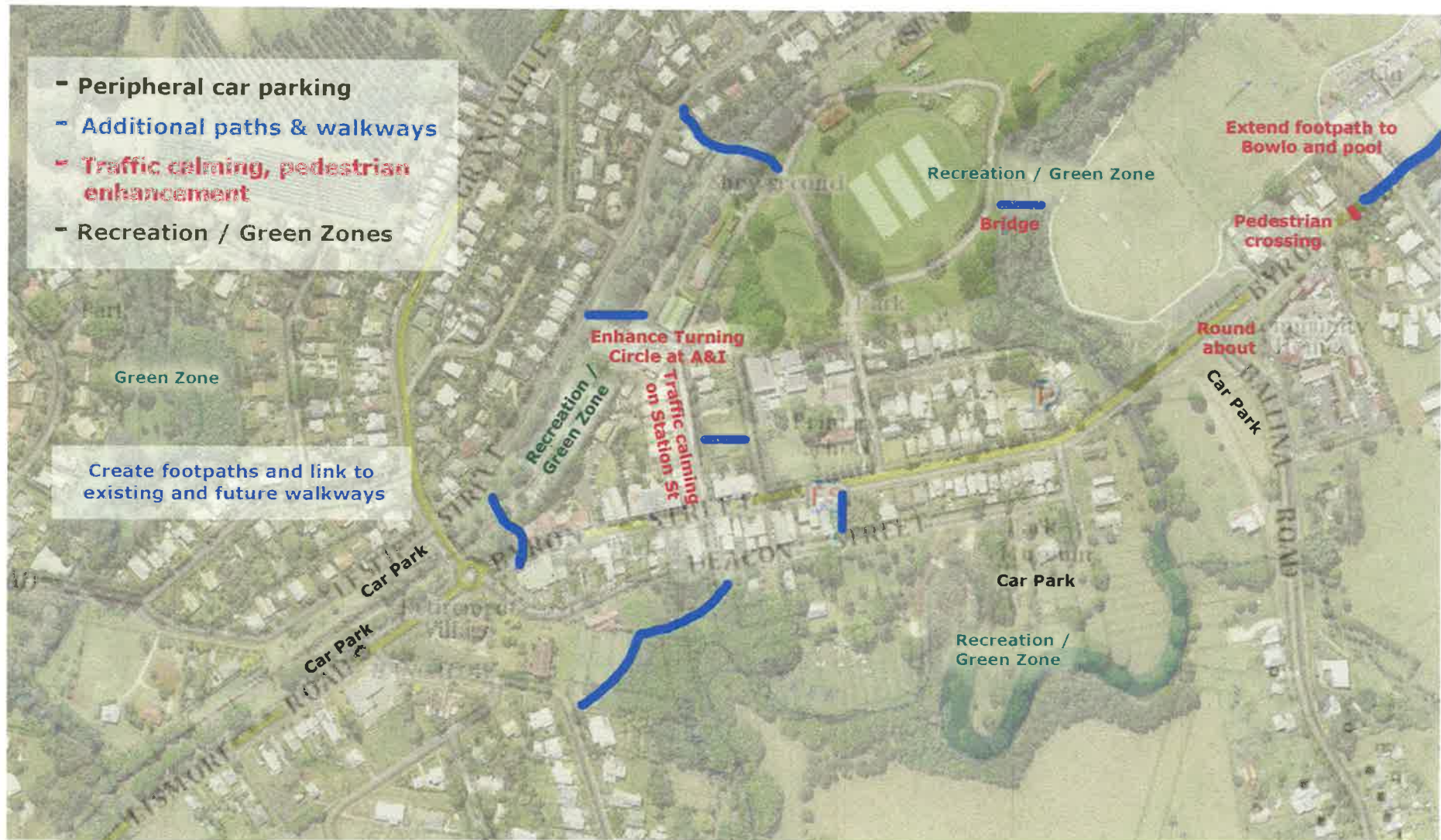


Bangalow across the rail heritage area. . Photo curtesy of Bangalow Historical Society

2. A whole-of-Bangalow walking network will:
 - a. enhance the safety and accessibility of all corners and all utilities of Bangalow for residents and visitors alike,
 - b. include the Historical Society's Historic Walk,
 - c. link west Bangalow (Raftons Road and new Rifle Range Road developments) to the rest of Bangalow through a proper footpath system and a walking path along the railway corridor (out of scope for the Bangalow Place Creation Workshop).
3. The network must be included in all relevant BSC planning documents and monies allocated for the construction and ongoing maintenance of the walking network
4. Any process of consultation about the future of Bangalow and any future development of Bangalow should be guided by the principles outlined in the document *Creating Places for People: An Urban Design Protocol for Australian Cities*.
5. Two thirds of the population of Bangalow lives to the north of the railway line. A roundabout at the intersection of Granuaille Road and the old highway could offer a significant opportunity to bypass Byron Street.



Rail heritage area. Images courtesy of Bangalow Historical Society



Bangalow on Foot

Proposed pedestrian enhancement for Bangalow Place Creation Workshop March 15-16 2016

References

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Appendix A: Informal survey of vacant car park spaces

The following data on car parking vacancies was collected in Bangalow at two locations on random days and at random times over the summer of 2015-2016, to establish whether or not the current number of car parking spaces available in Bangalow were being fully utilised. Both anticipated 'quiet' times and 'peak use' times were included. The two locations were:

1. Deacon Street south side from Heritage House to Station Street,
2. The Foodworks car park.

Note that this survey did not count parallel parking spaces on the northern side of Deakin Street, but each for each survey multiple vacancies were available.

The results demonstrate that on all surveyed occasions there were between 11 and 27 vacant car parking spaces across these two locations. The results suggest that Bangalow currently has at least a sufficient, if not a small surplus, total number of car spaces for its needs.

Date	Time	Location	Vacant parking spaces	Totals
Sunday 15 th November, 2015	12.20 pm	Deacon St south side	18	
		Foodworks	2	16
Monday 16 th November, 2015	11 am	Deacon St south side	8	
		Foodworks	7	15
	5 pm	Deacon St south side	18	
		Foodworks	9	27
Tuesday 17 th November, 2015	10 am	Deacon St south side	8	
		Foodworks	3	11
Saturday 21 st November, 2015 (Bangalow Show Day)	11 am	Deacon St south side	5	
		Foodworks	10	15
Monday 23 rd November, 2015	3.30 pm	Deacon St south side	21	
		Foodworks	6	27
Wednesday 6 th January, 2016	12.15 pm	Deacon St south side	15	
		Foodworks	8	23
Sunday 10 th January, 2016	12.20pm	Deacon St south side	18	
		Foodworks	2	20
Friday 11 th March, 2016	4.30pm	Deacon St south side	17	
		Foodworks	4	21
Saturday 12 th March, 2016 (roadworks in Byron St)	10.00 am	Deacon St south side	10	
		Foodworks	5	15



Deacon St parking.



WEST HOBART WALKING

Who are we?

The West Hobart Environment Network was formed in 2008 by residents of West Hobart who were concerned about the looming challenges of climate change and peak oil. But we weren't just concerned about these challenges -- we were also grateful to be so lucky to live in this beautiful suburb and were inspired to be active.

Over the last few years, WHEN members have run workshops on solar hot water and home heating, created a strong local network of gardeners sharing skills and produce, and walked all over to map the shortcuts, services and history of West Hobart. Check out our website for more information:
<http://westhobartenvnet.blogspot.com/>

Why a West Hobart map?

The Walking West Hobart map is our way of encouraging West Hobartians to leave the car at home and to enjoy the delights of our neighbourhood. We can be healthier, more connected and resilient when we find more of our services and recreation within walking distance.



Leonard Wall Reserve



Frog ponds, Knocklofty



Rivulet track steps



Friends Park



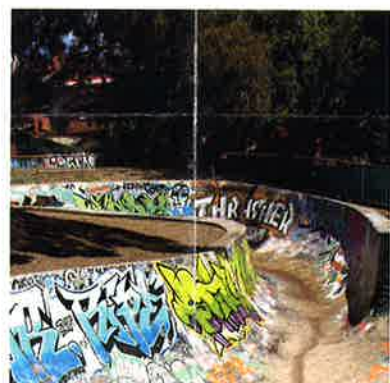
Glover's view, Knocklofty



John Doggett Park



Peace Park



John Doggett Park



Rivulet Track

Suggested Walks.

- Rivulet track, following Hobart Rivulet (south on the map). Flat, easy walking, historic, suitable for cycling. Walk home via the heart-pumping steps between Liverpool and McKellar Streets (C4, pictured above).
- Leonard Wall Reserve (north on the map). Excellent views.
- Knocklofty Park (west on the map). Bushwalking, great views, frog ponds. See the spot which the artist John Glover used as a viewpoint.
- Pick an area to explore. The Devonshire Square area (C2) is one of many where you can find wonderful examples of local iconic streetscapes.

- Bus-walk. Consider taking the bus to Forest Road or to Mount Stuart and walking back home through Knocklofty Park.

For children:

- Skateboarding: Skate park and John Doggett Park (both at C1).
- Playgrounds: John Doggett Park (C1), Caldew Park (C2), corner Molle and Goulburn Streets (D3), Lansdowne Crescent Oval (B2), Friends Park (B1).

More information on Hobart's walks is available at
www.hobartcity.com.au/Recreation/Hobarts_Walks

All efforts have been made to ensure this map is accurate at the time of printing. Comments are welcome via our web site.

WALKING WEST HOBART

From the beginning of European settlement the primary form of transport in Tasmania was walking. For the majority convict and emancipist population -- too poor to afford a horse or a coach -- walking was central to economic independence, social ties, and environmental encounter. Unlike much of the mainland, which was too dry for extended walks, a network of footpaths (some of which were Aboriginal) weaved its way through the wooded hills which fringed even the most closely guarded private estates; connecting communities to each other, and people to the land.

In West Hobart this remained true through to the 1950s. Older residents still recall using the paths which provided shortcuts to surrounding suburbs. Many ran through Knocklofty, ensuring the bush tracks maintained their ancient task of connecting people with place. Evidence for the primacy of walking in West Hobart can be seen in the pedestrian rights of way built up and down the hills. Few of these were built after the war; however fortunately new corridors are now being created, although continued development of hill country means that much remains to be done.

May this welcome map show us a way through for today, and ensure that walking resumes its traditional place at the centre of our common life.

James Boyce, West Hobart resident and author of "Van Diemen's Land."

WEST HOBART'S PAST

Pre-1850

Poorer classes lived in simple cottages with hip roofs and central doorways: good examples still exist in Goulburn, Bathurst, Melville and Molle Sts. Larger houses of this period include 81 Lansdowne Crescent (home of the famous artist Piquenit). Providence Valley received its name when William Shoobridge was shot by a bushranger, but was providentially saved by the carpenter's rule in his pocket. A quarry supplying limestone for the government's nearby lime kiln was situated in what is now the skate park in Browne St. A sandstone boundary marker, marking the western end of Hobart Town, exists on the corner of Knocklofty Terrace and Poets Rd.

1850-1900

In the 1850s weatherboard cottages were often decorated with iron lace or timberwork. There are many instances of Victorian housing in West Hobart, providing a high level of architectural consistency, such as "Caldew" (between Faraday and Cavell Sts.)

Early 1900s

Federation-style houses were built with their signature bay windows and front verandahs. The Knocklofty Brickworks was established at the top of Arthur St. in the early 1900s. Occasionally, while descending Arthur St., a horse drawing a fully-laden cart of bricks would fall over, and the wagon would have to be emptied before the horse could stand up again.

Further reading:

1. 'A Thematic History of West Hobart', Godden Mackay Logan [Hobart City Council, 2002]
2. 'The West Hobart Story', Joan Goodrick [Shearwater Press, 1993]
3. 'This Southern Outpost', Julia Clark [Hobart City Council, 1988]

Supported by a
Hobart City Council
Community Grant



WALKING WEST HOBART

A community initiative of
WEST HOBART ENVIRONMENT
NETWORK (WHEN)

<http://westhobartenvnet.blogspot.com>



0 100 200 300 400 500m

Scale 1:7500

Edition 1 March 2012

- | | | |
|-------------------------|-------------------------------|---------------------------------|
| Contours - 10m interval | Restaurant or Cafe | Public toilets |
| Road and traffic light | Accommodation - Hotel / Motel | Seat |
| Walking path | Bottle shop | Picnic facilities |
| Minor path | Laundromat | BBQ |
| Footpath with steps | Church | Children's playground equipment |
| Cycle way | Petrol station | Lookout / scenic viewpoint |
| Gate | Public telephone | Dog poo bag dispensers |
| Bus stop | Post box | School |
| Belmont | Post office | Car park |

From JEFF LOVETT



Handwritten notes:
Design Locations 1-5

10

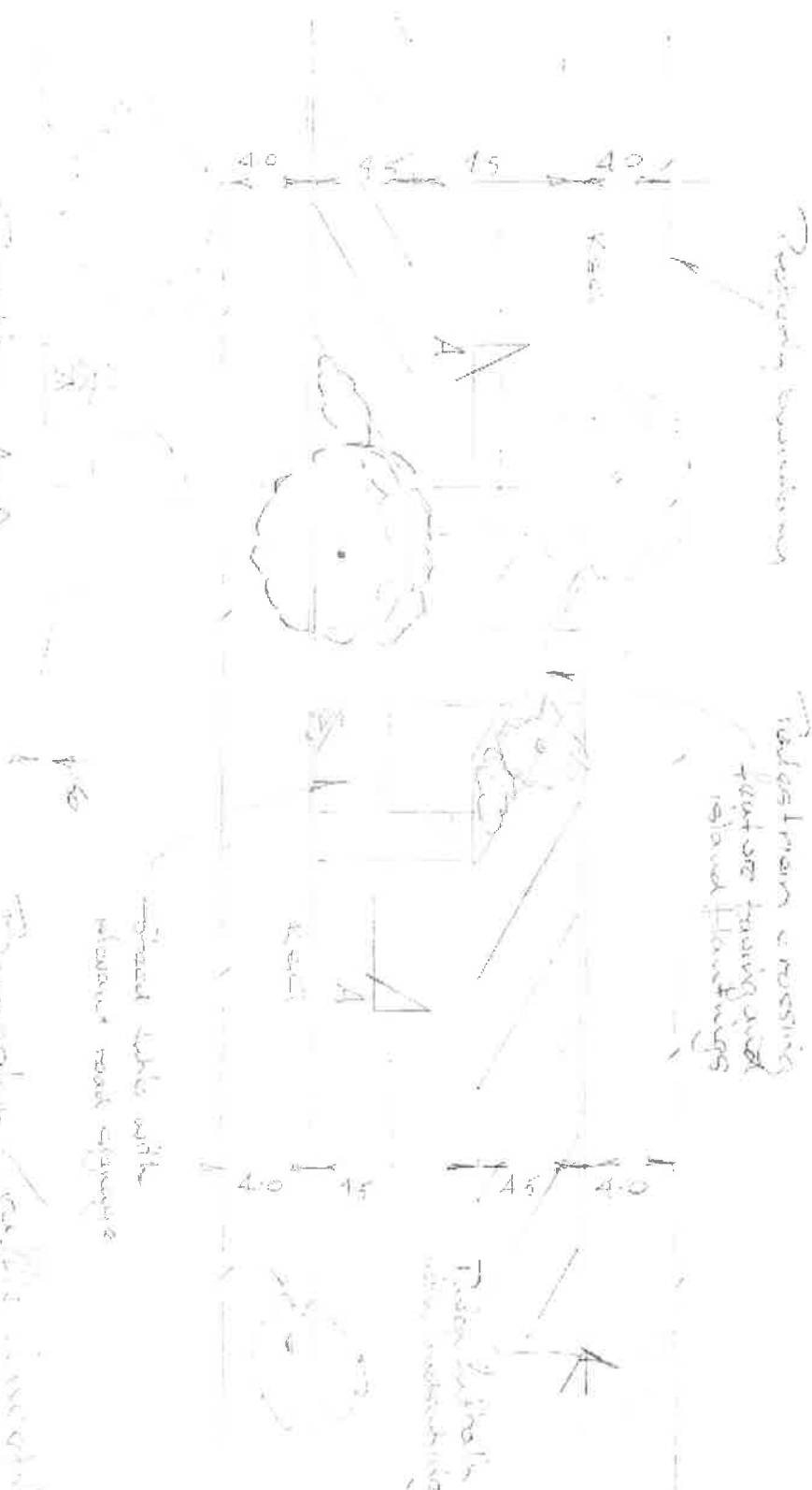
Food Engineering
at UMS Students

Eryngium yuccifolium L.
beautiss.

2/1

Site location is suit surrounding property across driveway

Section A-A



Thompson's coffee machine

Location 2.

NTS 1/100

3/6



Topology Introduction

4/5

