



# KINGSTON CENTRAL AREA MASTER PLAN REVIEW

## Final Report

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# 1 INTRODUCTION

In 2007 Ratio Consultants in association with LandDesign Partnership and Groupwork Pty Ltd was commissioned to prepare a Master Plan Review for the Kingston Central Area in Tasmania. Since that time, the Ratio Consultants Strategic Team has joined Collie Pty Ltd (Collie). This report, prepared by Collie, is the culmination of the Study, and comprises its final milestone, following the preparation of the Background Report.

## 1.1 STUDY AIMS AND CONTEXT

The overarching purpose of the Kingston Central Area Master Plan Review (the Study) is to provide a development framework for the central area of the vibrant and growing community of Kingborough, which:

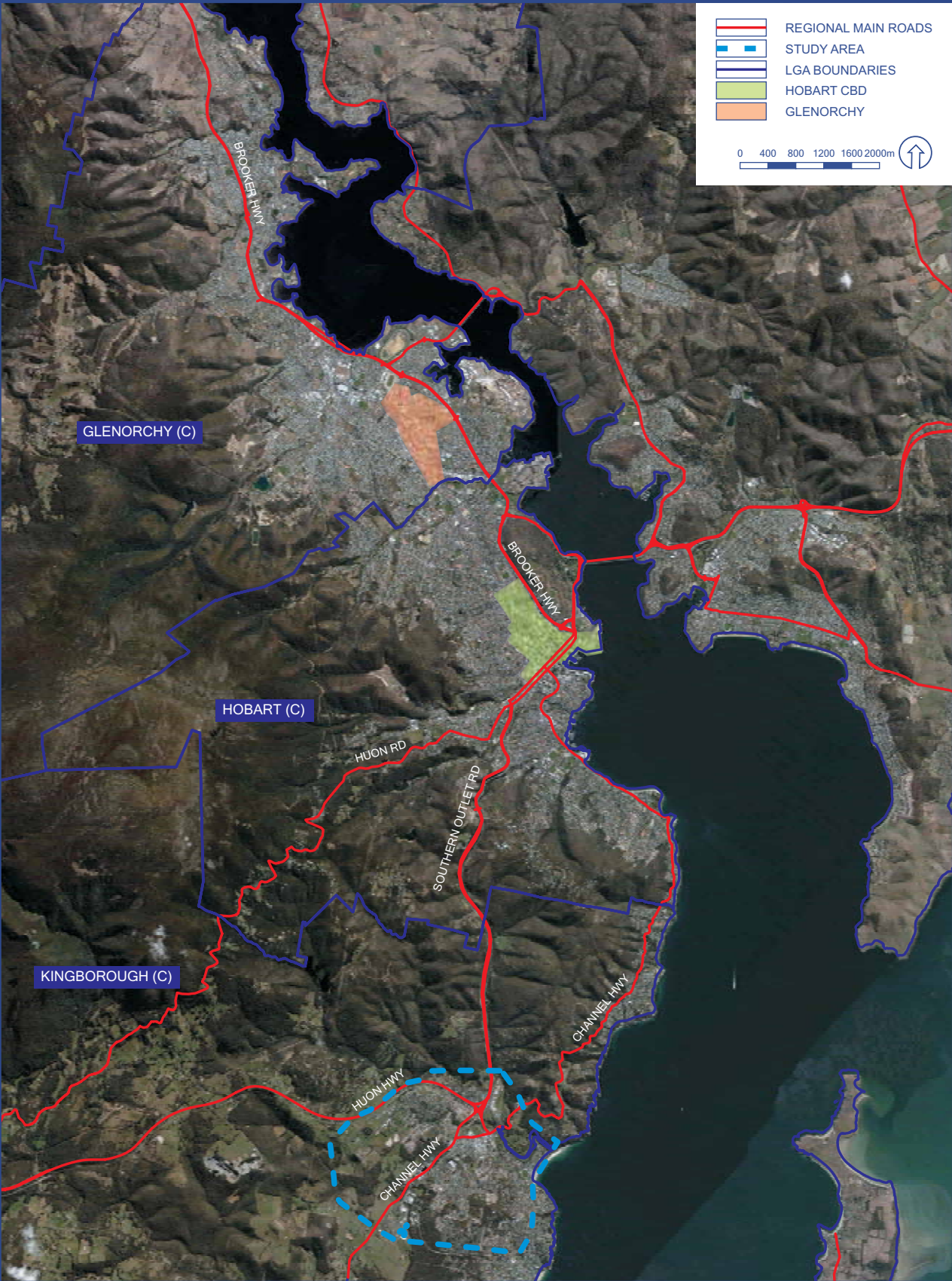
- has a high level of community ownership;
- will achieve a high amenity and high quality outcome for the Study;
- provides a coherent and achievable framework for implementation.

The Study focussed on the need to produce an updated strategy for community, commercial and business activities covering the Kingston Central Area (KCA) and the area extending from Browns Road along the Channel Highway to Huntingfield.

The Study area includes the major commercial / retail precinct of Channel Court, as well as Kingston Town Shopping Centre, the Browns Road industrial area and sports complex precinct. It also extends to the Huntingfield Drive industrial / commercial area. The location of the Study area in the metropolitan context is illustrated in Figure 1 and the structure of the Study area is illustrated in Figure 2.

Whilst the Study provides a strategy for the management and development of the defined Study area, the core known as Central Kingston has been its major focus. This core includes the Channel Court Shopping Centre, as well as the area between Channel Highway, the Southern Outlet and Beach Road, including the current Kingston High School site.

State government representatives have confirmed that the Kingston High School will be relocated to a site near the sports complex precinct. The availability thereafter of the existing High School site for alternative uses has provided an impetus for the Study. This, combined with pressure for additional retail and commercial facilities within the Study Area, provides the basis for the development of a town centre in Kingston.



METROPOLITAN CONTEXT MAP  
FIGURE 1







## 1.2 REPORT STRUCTURE

This report comprises eight major sections. These comprise the following.

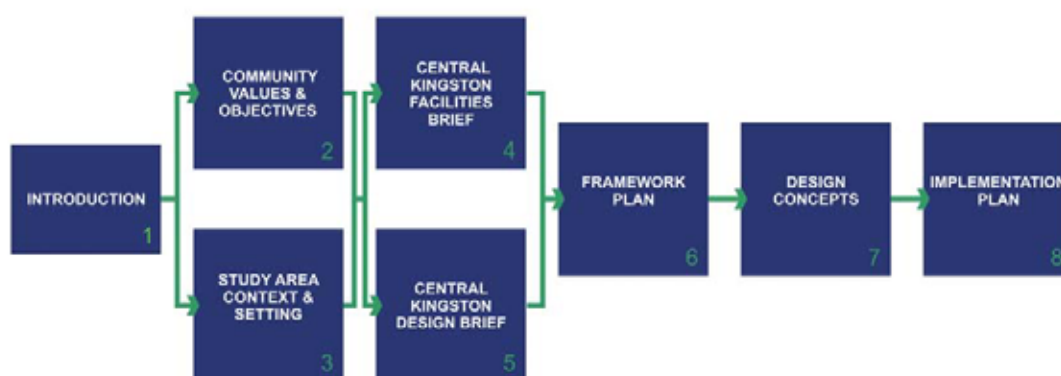
- A description of the strategic need for the town centre.
- The **Study process**, including major study components.
- An overview of the **Study area and town centre geography**, including major land uses and function of the town centre and Study area.
- The **requirements for the Study area** and town centre in terms of retail, commercial and community floorspace as well as other facilities which will ensure the development of a town centre;
- The **broad planning parameters and guidelines** which have been developed for the structure and function of the town centre and Study area.
- The **major design concepts** for the town centre, including the master plan, as well as more detailed urban design and built form options.
- The **community, economic and social benefits** which the master plan will deliver to the Kingston, Kingborough and wider community.
- A series of **issues for resolution** in order to implement the master plan and policy recommendations to enable this to occur.

## 2 STUDY PROCESS

The Study process was developed in response to the objectives required by the Study Brief, together with best practice processes developed by the consultants. The Study process is illustrated in Figure 3.

The first stage of the process comprised a series of consultations and reviews of existing conditions including floorspace, functionality and urban design (refer steps 1, 2 and 3 below). An analytical approach was then used to identify future needs for the town centre (step 4). This information, together with design-based response (step 5), formed the basis of the master plan.

Figure 3: Study process



The Study process has included the following major components.

- **A detailed review of the existing policy context.** This included reviews of the Kingborough Planning Scheme (2000), the Kingborough Recreation, Sport and Open Space Plan (1997), the Kingston and Environs Transport Study (2006) and the Kingborough Council Operational Plan 2005-2006. These reviews indicated that the town centre is envisaged as the focus for future retail and commercial development, rather than Kingston Town (at which future development is restricted).
- **A review of the existing retail, commercial and industrial floorspace network.** This was undertaken through a series of tenancy surveys, in-centre surveys and site / functional analyses. The outcomes of these analyses provide the basis for understanding the existing retail and commercial system, as well as identifying the future needs of the population in terms of retail, commercial and community facilities.
- **A landscape and urban design review of the physical setting and context of the central area.** This included site visits, mapping and contextual analyses. This phase highlighted the importance of the physiographic setting of the town centre and also identified the key components of the physical setting.
- **A series of public consultation and stakeholder workshops.** This phase included a series of workshops with senior Council staff, community members and key stakeholders including State government agencies. A broad cross section of local interests were identified by Council staff, and



invited to participate in the community workshops. The consultation workshops were promoted also publicly and participants sought through a range of local media. Two one-day workshops were held on 16 and 17 February 2007. The workshops consisted of a series of exercises in order to assist participants to identify trends and issues which affect Kingston and future directions and values which should guide development in Kingston. In addition, participants were asked to identify the 'essence' of the Kingston ideal future. State government agency consultations indicated the importance of maintaining the central area as the focus for town centre activity and the need to avoid unplanned or unmanaged growth west along Channel Highway towards Huntingfield.

- **Development of planning and design principles for the central area and surrounding areas.** Planning and design principles were developed from the outcomes of the public and stakeholder consultation workshops. They provide a series of parameters and objectives for the design and development of the town centre including the need to provide extensive public open space, safe and attractive pedestrian areas and additional community facilities.
- **Identification of activity centre floorspace and facilities requirements (facilities brief).** This was completed on the basis of in-centre survey, results, inventories of existing floorspace, population and retail expenditure forecasts as well as analysis of the retail patterns and market shares. The facilities brief also drew on the outcomes of the consultation program, which identified additional commercial and community facilities required in the town centre.
- **Development of a series of design options for the central area.** The development of a framework plan for the town centre has been informed by the planning and design principles, together with site context, site capacity and the need to accommodate significant additional facilities, as outlined in the facilities brief.
- **Development of a management and implementation strategy for the central area and surrounding areas.** The need to include the Kingston High School and John Street properties in the master plan, are the key components of the management and implementation strategy.
- **Preparation of a final report** outlining the master plan and including recommendations to Council and the State government.

### 3 STRATEGIC NEED FOR CONSOLIDATED ACTIVITY CENTRE

Research and analysis undertaken by the consultants identified the need for the development of a consolidated activity centre within the Study area. This need is primarily driven by three factors:

- the strategic location of the historic Kingston town centre - a review by the Consultants found that it is the most effective location for a regional centre to serve Kingston and the wider catchment;
- the historic, current and forecast future regional population and the subsequent pressure for additional facilities that this will create;
- the inability of the current activity centre facilities to meet this need - analyses indicated that there is a significant undersupply of activity centre floorspace and that this situation is likely to worsen in the context of forecast population growth.

The resolution of these factors in a planned and cohesive manner will deliver the greatest benefits to the community of Kingston, Kingborough and the wider area.

#### 3.1 POLICY CONTEXT

In addition to the identified need for a genuine town centre to serve Kingston, Kingborough and the wider area, existing policy indicates that the existing town centre (Central Kingston) should develop as the focus for additional commercial, retail, services and entertainment activities within Kingborough. This is outlined in the Kingborough Planning Scheme 2000 (KPS 2000) which indicates that:

- Central Kingston should be the primary focus for administrative, commercial, financial, civic, and entertainment facilities and public transport within the Municipality;
- street-based pedestrian activity should be increased by clustering retail and service activities together (Section 6.0 KPS 2000).

The role of the alternative Kingston Town Shopping Centre, is to be a supermarket-based centre of secondary importance, complementary to but not in direct competition with Central Kingston (Section 6.0 KPS 2000). The KPS 2000 indicates that any additional floorspace (gross floor area) proposed for the former must not jeopardise public investment in Central Kingston, including road infrastructure.

A review of the KPS 2000 is being undertaken by Council. Phase 1 of this has been completed, and the desired future character statements for Kingston encompass the following principles:

- significant commercial and community related development should be located within Kingston;
- expansion of the range of community services and facilities should be encouraged within Central Kingston;
- the Kingston High School site should be utilised for community-based purposes as much as possible;
- additional recreation areas should provide a range of recreational experiences in a variety of settings - walkways and cycle-ways should link Central Kingston to other open spaces in the region and new playgrounds and landscaped areas should be provided in built up areas;

- the existing vegetation and environmental setting should be preserved and enhanced;
- traffic management within Kingston should seek to improve flow and reduce congestion with car parking provided and public transport improved;
- housing diversity within Kingston should be promoted and in particular, higher density living should be encouraged close to the Central area;
- urban design opportunities should be utilised to improve the streetscape and built environment within Central Kingston with planning for this completed prior to ad hoc development.

These Statements provide a clear direction for the establishment of a diverse and vibrant town centre to meet current and future needs of Kingborough and the wider district.

### 3.2 POPULATION CONTEXT

The Greater Hobart region (comprising the Municipalities of Hobart, Glenorchy, Clarence, Brighton, Derwent Valley and Sorell) is one of the few in Tasmania which is experiencing population growth and Kingborough has, over recent years, absorbed a significant proportion of this growth. Population forecasts by Collie used a housing and population model to predict the scale and location of future growth within the region. The forecasts, (refer Table 1) indicate that this trend is expected to continue.

Household growth is proceeding at higher rates than population growth and more accurately reflects long term retail and services demands.

Table 1: Regional Population Forecasts

Census Year	Kingborough LGA	Hobart (C)	Glenorchy (C)	Clarence (C)	Brighton (M)	Derwent Valley (M)	Sorell (M)	Greater Hobart SD
<i>Historic</i>								
1991	25,440	47,680	43,580	49,380	12,190	10,350	8,520	197,140
1996	28,100	46,890	44,440	49,550	12,750	9,870	10,620	202,220
2001	29,380	47,450	44,000	49,590	12,920	9,370	11,000	203,710
<i>Projected</i>								
2006 <sup>#</sup>	31,730	47,340	43,880	50,540	13,470	9,100	12,120	208,180
2011	34,020	47,260	43,910	51,370	13,890	8,800	13,040	212,290
2016	36,580	47,310	43,930	52,340	14,450	8,570	13,870	217,050
2021	39,130	46,940	43,870	53,130	14,900	8,240	14,590	220,800
2026	41,800	46,740	43,960	54,200	15,320	7,960	15,320	225,300
2031	44,170	46,490	43,960	54,980	15,530	7,670	16,050	228,850

As indicated in Table 1, the population of Kingborough was approximately half that in each of Hobart, Glenorchy and Clarence in 1991. By 2031, the four Municipalities are forecast to have similar populations and Kingborough is the only Municipality in this group to be showing significant population growth during this period.

It should be noted also that household formations are forecast to grow at a rate faster than that of population, due to the decreasing average household size and increasing diversity of household types.

Both household formations and population growth contribute to increasing demand for activity centre facilities.

Within the regional retail hierarchy, Central Hobart provides the highest order of services, supplemented by Glenorchy, Rosny and Kingston.

### 3.3 RESIDENTIAL SETTLEMENT PATTERN

The major residential areas within the Study area are shown in Figure 2. They are located predominantly north and west of Central Kingston.

The location and extent of population growth is a major determinant of future retail, commercial and activity centre needs. Future residential growth in Kingborough is determined by Council policy, which has indicated that the major areas designated for future residential growth are South Kingston (near Huntingfield). Some additional growth within the Municipality is designated for the Townships of Margate and Snug. The location of these Townships to the south of the Central Kingston, combined with the magnitude of growth forecast for these districts, indicates that the future population focus for the Municipality will continue to be maintained in the northern part of Kingborough. This reinforces the primacy of Central Kingston as the focus for future retail, commercial and community facility growth.

### 3.4 LIMITATIONS OF EXISTING FACILITIES

The retail analysis component of the Study identified the current pattern of retail and commercial activity, including the catchment area of Central Kingston. The current and forecast population of the catchment, combined with expenditure and retailing patterns, provided the basis for assessing the current provision of retail and commercial facilities within the Study area.

The analysis indicated that there has not been an increase in the provision of retail and commercial facilities commensurate with the growth of the population. This has resulted in a significant undersupply of retail and commercial floorspace within the Study area. It is estimated that the total current undersupply of floorspace comprises approximately 25,000 square metres, including:

- 17,000 square metres of core retail goods and services floorspace;
- 7,000 square metres of bulky goods floorspace;
- 1,000 square metres of community and commercial services floorspace.

This deficiency will be exacerbated by further population growth in and around the Study area.

There are several important implications:

- some retail sectors are overtrading, which results in overcrowding and difficulties associated with accessing retail facilities and a significant outcome of this is parking and traffic problems, with adverse other outcomes including sub-optimal levels of services, limited availability of some goods and lower levels of competition;

- this is particularly the case for food, groceries and liquor retailing and is reflected in the responses to the in-centre surveys carried out for the Study;
- there is a large proportion of expenditure escaping unnecessarily from the catchment area, resulting in local residents being forced to undertake longer trips to access higher order services elsewhere and the subsequent outflow of expenditure and economic benefit from the Study area as a result of this.

These trading patterns are not desirable either from the standpoint of individual households or from the wider perspective of the community and, combined with the continued increasing pressure for additional retail facilities within the Study area, have resulted in the need to address the supply of retail, commercial and community floorspace.

The resolution of this issue will occur either through a planned approach, in which overall objectives and principles for the orderly development of activity centres can be identified and subsequently implemented, or a market driven response, in which the most cost effective response will be delivered, potentially at the expense of community objectives. It is likely that the market driven approach would result in:

- an alternative free-standing centre elsewhere within the Study area;
- ad-hoc clusters of development along the Channel Highway.

These outcomes do not represent the best outcome for the community in terms of accessibility, amenity or community development and sense of place.

In order to achieve community and Council objectives for the provision of retail, commercial and community facilities, the preparation of a response in a planned, cohesive manner is required. The development of the Kingston Central Master Plan is a primary component of this response.

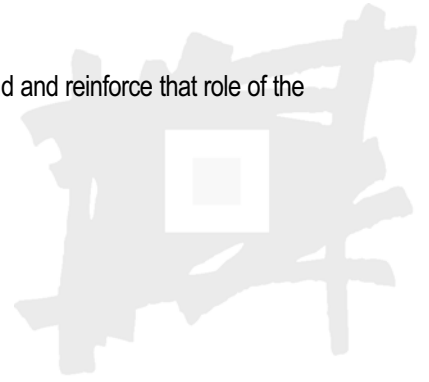
In summary, the regional context indicates that there will be pressure for growth within the Study area. The development of a planned response to this pressure is imperative in order to ensure that community accessibility and benefit are maximised.

From a regional perspective, it may be argued reasonably that Kingston is the best location for the development of a regional centre. This is because of:

- its historic role in the provision of community, commercial and retail activities for the local and regional catchment;
- the location at the confluence of several major regional roads. The Study area is located along the Channel Highway which provides access south to Margate. The Southern Outlet, which provides access north to Hobart, Beach Road and Kingston Beach is also located near the centre;
- its extensive catchment which extends south to Cygnet and Huon and north to South Hobart, particularly given that consumers tend to travel towards major retail areas (in this case Hobart) for a range of retail, commercial and community activities and facilities and that the location of Central Kingston at the northern end of the catchment will minimise escape expenditure from the catchment area;
- the fact that South Kingston will be the location for the majority of future growth and will reinforce the current pattern of retailing in the wider region;



- the Kingston High School site presenting a unique opportunity to expand and reinforce that role of the town centre at Central Kingston



## 4 STUDY AREA GEOGRAPHIC CONTEXT

The Study area geography and setting are important components of its potential future role and function. They are defined by the settlement pattern, distribution and location of retail and commercial activities and historic role of Central Kingston.

### 4.1 HISTORIC EVOLUTION

Historically, Channel Highway functioned as a trunk route, providing access to areas south of Kingston. Kingston developed subsequently as a highway based activity centre, on its strategic cross-roads location and its high visibility and access to passing traffic.

Since then, owing to physiographic constraints and for amenity reasons, the focus of retailing has retreated from the Highway and become internalised within the Channel Court shopping centre. The Coles store redevelopment (north of Channel Highway) has followed this pattern also, with no active street frontages to the Highway. The centre has maintained its car-based dependency and this has dominated its layout and design.

The road network, particularly Beach Road and Channel Highway, is an historic component of the Study area, and has been influential in the development of the retail and commercial structure.

### 4.2 GEOGRAPHY AND SETTING

The Southern Outlet provides access to Kingston from Hobart and it is linked to the Channel Highway which is the major access point into the Central Kingston and to other settlements in Kingborough. Beach Road connects Central Kingston and the Channel Highway with the Township of Kingston Beach.

The Channel Highway bisects Central Kingston into two major precincts: the Channel Court Shopping Centre to the south and the Coles / professional services and High School site to the north. A ring road system has been developed within Central Kingston, providing access to the centre, together with surrounding residential areas and schools.

The continuation of Channel Highway in a south westerly direction provides access to a fast food area, as well as to the Mertonvale bulky goods area and Huntingfield.

The major development areas within the Study area include Central Kingston, Kingston Town shopping centre, Huntingfield, Browns Road industrial area and the Mertonvale bulky goods area.

Settlement within the Study area is focussed to the south of Central Kingston. As noted earlier, Council planning has indicated that future residential development is likely to be located predominantly in areas south and west of the centre, with supplementary development in other Townships such as Margate and Snug, as indicated in

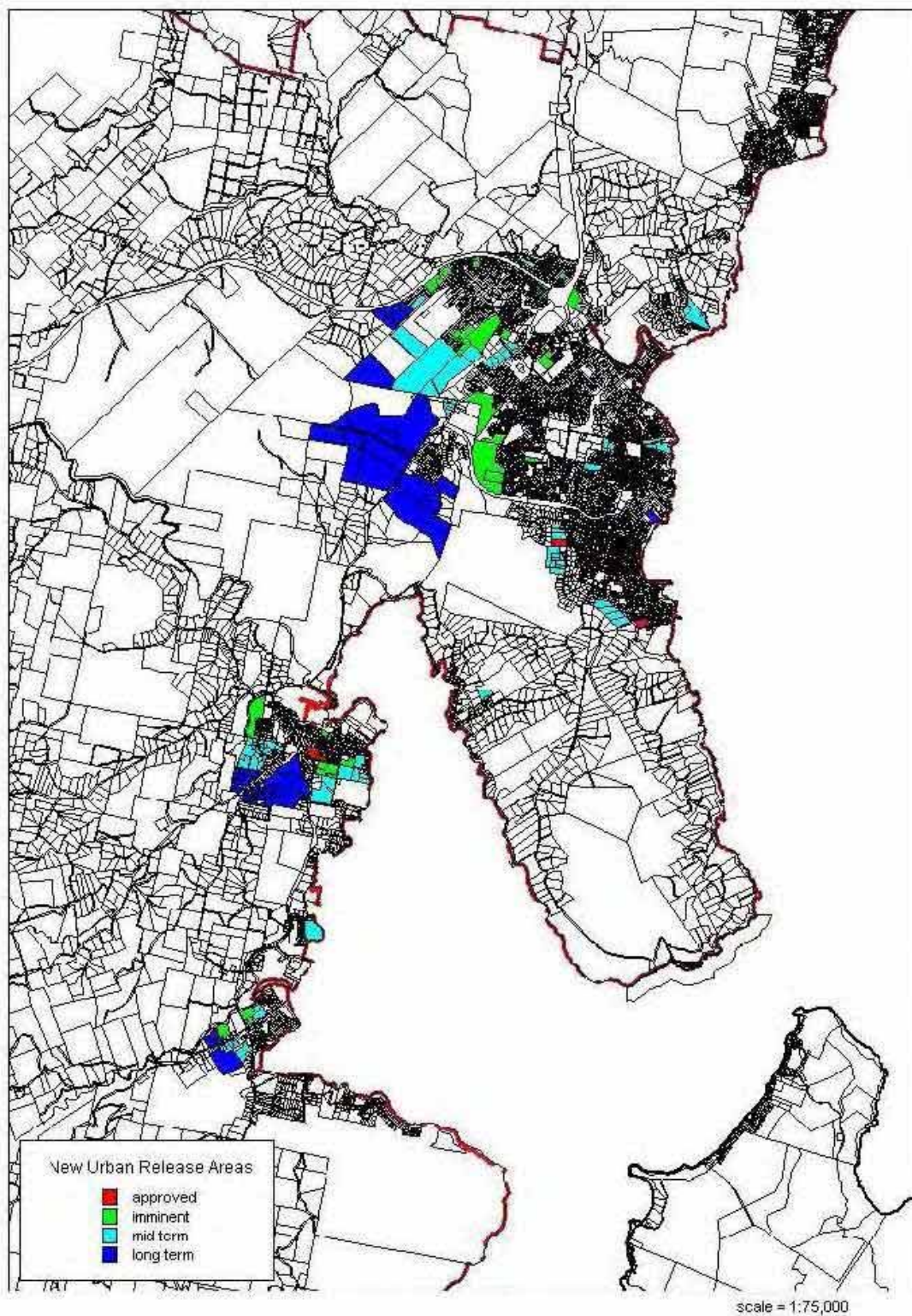
Figure 4. However, it should be acknowledged that this map contains some minor errors which Council are currently in the process of rectifying.

The physiography of the Study area is an important component of its structure and function. The areas south of Central Kingston are particularly steep, whilst mountainous areas to the north offer significant vistas. Rivulets run north of the centre and eventually drain into the Derwent River. Significant green spaces are located south-west of the centre but; this area is also particularly steep.

Commercial investment within the Study area is concentrated on land bounded by Freeman Street, Beach Road, Church Street and John Street. Directly north (between Channel Highway and John Street), there is additional retail and commercial activity. The majority of the centre is located within this area, with some additional activity along Channel Highway. This area is the largest concentration of investment and retail / commercial activity within the district.

**FIGURE 4 PLANNED FUTURE RESIDENTIAL DEVELOPMENT AREAS**

**NEW URBAN RELEASE AREAS TO 2021**



Source: Kingborough Council

## 5 COMMERCIAL AND INDUSTRIAL SYSTEM

### 5.1 FUNCTION AND STRUCTURE

Central Kingston is located south of Hobart with its location and accessibility characteristics, together with the scale and form of local residential and population development, have resulted in it developing into a centre offering regional level services and facilities. In addition to regional level services (comprising a discount department store, medical and professional services) it plays also an important local role, providing day-to-day, weekly and convenience shopping requirements for a localised catchment area. Added to these retail and commercial roles, Central Kingston functions as a community focal point, represented by the presence of government, institutional and civic activities. The presence of the Kingston High School, other educational institutions and historic markers, contribute to the sense of place within the centre as the identifiable heart of the Kingston Township.

The remainder of the retail and commercial are supplementary to Central Kingston including the Kingston Town shopping centre which provides an alternative supermarket shopping location and Mertonvale Circuit and Huntingfield which provide some bulky goods and homemaker retail opportunities for the local catchment area.

Major precincts within Central Kingston (refer Figure 2) include:

- a core retail precinct, comprising the Channel Court shopping centre and including the Big W development;
- a secondary retail precinct, including the Coles store and various retail services located along Channel Highway / John Street;
- a civic / government precinct, focussed on Council offices and including the police, library, churches and educational facilities;
- a professional services precinct located on the northern side Channel Highway, primarily east of the core retail precinct.

The major elements of the access and parking network within the centre comprise:

- Channel Highway, as the major through route and access road for the retail core precinct;
- the existing ring road system, which comprises Freeman, Church and Hutchins Streets and provides access to carparking areas at the Big W site, the primary school and other car parking areas within the centre;
- John Street, which functions as a minor access road for the medical and professional services located on John Street, with access to the Southern Outlet now provided from John Street (left out only);
- a network of roads within the Channel Court shopping centre, providing access to at-grade and underground car parking areas and with this network comprising some one-way streets and some on-street parking (but is generally difficult to navigate).



## 5.2 COMMERCIAL AND INDUSTRIAL LAND USE IN STUDY AREA

### 5.2.1 Current Floorspace

There are approximately 90,000 square metres of commercial and industrial floorspace in the Study area, including 38,000 square metres in the two key shopping precincts and a further 53,000 square metres in other industrial and commercial precincts. Central Kingston comprises the largest concentration of floorspace (over 32,000 square metres) and this is supplemented by Kingston Town Shopping Centre (6,300 square metres). The industrial and other commercial floorspace is concentrated at the Huntingfield mixed use area (28,700 square metres), Browns Road industrial area (12,700 square metres) and Mertonvale bulky goods area (8,900 square metres). The composition of floorspace in these areas is indicated in Table 2. Figure 2 shows the location of each of the clusters.

### 5.2.2 Roles and Functionality

The role and function of the major concentrations of floorspace and activity in the Study area are outlined below.

#### a) Central Kingston

Central Kingston includes the Channel Court and Coles sub areas which comprise the open air centre anchored by a Big W store and a Coles supermarket. They contain approximately 30,000 square metres of activity centre floorspace (comprising approximately 50 per cent of the retail floorspace identified in the Study area). The centre provides access to a range of retail and commercial activities, including community and professional services, as well as a range of specialty stores. A civic sub-area houses a range of government and community services.

The design and layout of the centre has been determined largely by land ownership, physical constraints and the road network. This form of development has resulted in fragmented activity precincts; low levels of pedestrian connectivity, safety and accessibility within and to activity precincts; and a haphazard car parking and vehicle access network.

#### (i) Catchment and survey analysis

The catchment area of Central Kingston has been identified on the basis of the results of in-centre surveys carried out as part of the Study. The catchment indicates where the majority of visitors to the centre live and therefore reflects the spatial extent of the major source of trade. The extent and shape of the catchment provides an indication of the role of the centre as well as the potential capacity of the centre to absorb additional retail and commercial facilities.

The primary catchment of the centre includes the majority of the Municipality of Kingborough and indicates the extent to which the centre is used as a weekly shopping destination. The primary catchment area encompasses

approximately 69 per cent of visitors to the centre; The secondary catchment area reflects less frequent, but still regular visitation, particularly for higher order goods and services. The secondary catchment is defined by less than weekly visitation and extends to Huonville and Cygnet. This area encompasses approximately 80 per cent of visitors to the centre. The primary and secondary catchment areas are indicated in .

Survey results also indicate that the catchment population visit Hobart for higher order goods (including department store goods and other large household goods).

The in-centre survey results indicated that there are amenity issues associated with Central Kingston, in particular, relating to pedestrian access and amenity as well as the availability of services. Respondents indicated also that the scenery and location of the centre are important to maintain.

The extent, shape and distribution of the catchment indicates that the Study area plays an important role in the provision of retail and commercial services on a regional scale.

#### *(ii) Recent developments*

The re-development of the Channel Court shopping centre (including the construction of the Big W centre, urban design improvements and the construction of a pedestrian plaza) has resulted in improvements to some components of pedestrian and visitor amenity within the centre as well as the range of retail goods and services. The conversion of a vehicle entrance to the centre into a pedestrian focused forecourt as well as urban design treatments, will contribute further to the evolution of the centre. There are still elements within the centre however, which could be improved and would contribute to a more pleasant and amenable environment.

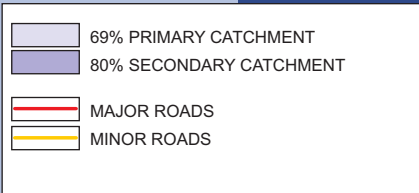
#### *(iii) Future Planned Activity*

Construction has begun on Kingston Plaza, which is located on the existing Coles site. The development comprises approximately fifteen specialty stores and includes the refurbishment of the Coles tenancy. It is expected to be completed in late 2008. In addition, Stage 3 of the Channel Court re-development has been approved and will comprise additional specialty stores.

### **b) Kingston Town**

Kingston Town is a free standing centre located within a residential precinct. The site is isolated physically from other retail and commercial uses, which is reinforced by the steep slopes surrounding the centre, which are likely to prevent the development of physical links with existing retail areas.

The centre comprises a Woolworths supermarket, together with several specialty stores, a liquor store and a fuel retailer. Total floorspace is approximately 6,800 square metres, which is a small proportion of total Study area floorspace but as the centre houses one of only two supermarkets in the Study area, it experiences a level of visitation higher than would be otherwise (given its floorspace).



At grade car parking is available outside the centre. The pedestrian environment in the car parking areas is generally of low quality with a lack of landscaping. Pedestrian access is often via spaces shared with vehicles. The steep contours near the site make pedestrian access to it difficult and there are no specific pedestrian routes to the centre from nearby residential areas.

#### **c) Mertonvale Circuit**

The Mertonvale Circuit area is located on the northern side of Channel Highway, west of Algona Road. The centre comprises a series of bulky goods and homemaker retailers, including Beaurepairs, furniture stores and a self storage centre. In addition there are some services tenancies, including health and community services.

Accessibility within the centre is predominantly vehicle-based; the stores are set out around Mertonvale Circuit and the majority of stores have individual car parks near store entrances. There is limited provision for pedestrian access to and within the centre. The surrounding areas may provide opportunities to consolidate the centre.

#### **d) Huntingfield**

The Huntingfield area is spread across several sites and bisected by the Channel Highway. The major tenants include wholesalers, auto services, the Australian Antarctic Division centre and a call centre. There are approximately 7,000 square metres of retail floorspace, about 14,000 square metres of services and office floorspace and approximately 7,000 square metres of industrial floorspace.

The area does not function as a 'centre' but rather as an agglomeration of peripheral activities divided by several major roads. There is little provision for pedestrian access and movement within and to the area.

#### **e) Browns Road**

The Browns Road industrial area is located to the north of Central Kingston and comprises approximately 12,000 square metres of commercial and industrial floorspace. The major tenants in the area include various manufacturing and other light industrial activities and a gym.

Browns Road functions as a light industrial area and has a limited number of retail facilities. Vehicle access is provided via Browns Road and the pedestrian environment is generally of low amenity.

Table 2: Existing floorspace

Major commodity group	Shopping Precincts*		Industrial / Commercial Precincts*						Total Industrial / Commercial Precincts	Total (m²)
	Central Kingston retail area (m²)	Kingston Town (m²)	Total Shopping Precincts (m²)	Bulky Goods (m²)	Fast Food area (m²)	Huntingfield (m²)	Browns Road Industrial Estate (m²)			
Food, Groceries and Liquor Stores	6,290	5,020	11,310	-	570	240	-	810	12,120	
Retail Non-Food	10,330	1,030	11,360	1,890	930	360	130	3,310	14,670	
Bulky goods	-	40	40	1,770	320	6,710	-	8,800	8,840	
Retail Services	2,740	110	2,850	80	470	-	400	950	3,800	
Total shopfront floorspace	19,360	6,200	25,560	3,740	2,290	7,310	530	13,870	39,430	
Office Floorspace	4,390	-	4,390	300	60	14,240	-	14,600	18,990	
Health, Community and Government Services	7,100	130	7,230	1,200	-	100	220	1,520	8,740	
Total commercial and community services	11,490	130	11,610	1,500	60	14,340	220	16,120	27,730	
Trade Services	190	470	660	-	3,470	-	-	-	-	
Industrial floorspace	-	-	-	2,750	-	6,680	10,050	19,480	19,480	
Total trade services and industrial floorspace	190	470	660	2,750	3,470	6,680	10,050	22,940	23,600	
Subtotal occupied floorspace	31,040	6,800	37,830	7,990	5,820	28,330	10,800	52,930	90,760	
Vacant	1,350	-	1,350	250	-	-	240	490	1,840	
TOTAL*	32,380	6,330	38,700	8,900	2,830	28,720	12,790	53,250	91,950	

\*Figures may not add due to rounding



In summary, the key conclusions regarding the retail and commercial system include that:

- the Study area encompasses the historic town centre of Kingston, located on the Channel Highway that is a retail centre for the district and has developed a range of stores and services and is also a centre for municipal and government services;
- Central Kingston functions as the town centre for the Study area and region and therefore its location, physical setting and future activity potential are important characteristics in the context of the additional growth requirements within the Study area;
- The significant investment in Central Kingston which has recently occurred, together with the setting and context, indicate that its is the most important component of the retail / commercial network within the Study area;
- the Study area also includes industrial and commercial activities, located in the Browns Road industrial area, Mertonvale Circuit and Huntingfield.

## 6 STUDY AREA AND TOWN CENTRE REQUIREMENTS

The purpose of this section is to provide an overview of the key needs of the Study area and Central Kingston, in terms of additional facilities, as well as identifying the constraints and opportunities associated with delivering these facilities. Important drivers of these needs are the values and aspirations of the local community.

### 6.1 COMMUNITY VALUES AND ASPIRATIONS

Community needs and values are important determinants of the provision and design of town centre services and facilities. The community perceptions of the role and significant values associated with the Study area therefore provide an important basis for the planning and development of the area.

In addition, Central Kingston will be the focus for significant investment and development, resulting ultimately in a regional town centre. The opportunities presented by this shift are considerable and it is critical therefore that development occurs in a manner consistent with community values and principles. This will ensure that the Study Area and Central Kingston then retain roles and identity in the local context and continue to function as a focus for community activity.

Central Kingston is a particularly important component of community infrastructure and the focus for regular civic and community activities and interactions. This significant asset contributes to and is a representation of community values, history and identity. Planning for the town centre and public spaces therefore, should reflect these values and identity.

In addition, community involvement in the planning and development phase of central area development engenders a sense of ownership of the central area, particularly the community spaces of the future centre. This will contribute further to a vibrant and community focused town centre.

#### 6.1.1 Community Workshops

Participants in the community workshops outlined previously, identified a series of values, elements and principles which should guide development and activity in the Study area. These included:

- environmentally sustainable forms of development;
- ensuring a balance between commerce and community, including the development of public spaces in attractive settings;
- integration and respect for the natural environment in the central area structure and built form;
- consultation with and participation by the community in the planning process;
- development and promotion of facilities to encourage lifelong learning;
- promotion of health and well being through central area design and the provision of community facilities;
- development of a safe and secure built environment;
- development which provides a high level of pedestrian amenity and accessibility.

### 6.1.2 Other Stakeholder Workshops

Government agency and business stakeholders were asked also to identify future aspirations and plans for Central Kingston. The major conclusions from this were that:

- there is a preference to concentrate development in Central Kingston (around the existing Channel Court centre) rather than development of a new commercial / retail node within the Study area;
- planning for the future road network to service the Study area and surrounds should seek to limit access to Channel Court, particularly from the Southern Outlet;
- there is support for the character of the John Street area to shift from the current mix of residential and peripheral activity to a wider variety of commercial uses;
- demand for University of the Third Age facilities is likely to grow and the preference was to maintain a location close to the core retail precinct.

The outcomes of these consultations and workshops have been used as a basis for the planning and design principles, which are presented in section 7. As indicated in the outcomes of the community consultation workshops, one of the key themes which is important to the community is the inclusion of their needs and objectives in the planning process.

The consultation process (including the in-centre surveys) indicated that there are two important objectives for the community:

- the development of a vibrant town centre including high quality public spaces;
- upgrading the built environment through improvements to vehicular and pedestrian accessibility, convenience and safety.

## 6.2 FACILITY, FLOORSRSPACE AND RESIDENTIAL NEEDS

The facility, floorspace and residential needs for the Central Kingston were identified on the basis of several forms of analysis, including retail needs assessments, community and stakeholder consultations and general principles for town centre development.

The Kingston Master Plan review seeks to consolidate the Kingston regional role in Central Kingston. Given the historic and cultural setting of the town centre, the re-location of the High School site will provide significant opportunities to do this and to facilitate it as the regional focus for Kingborough and the wider district.

### 6.2.1 Central Kingston Needs

The role of a town centre is to provide a range of regional and district-level services and facilities in an easily accessible and amenable location. The town centre is also the focus for both formal and informal community interaction, facilitated through the provision of a series of high quality public spaces. In order to ensure that the public spaces have a high degree of amenity and safety, it is important that they are of appropriate size and also that they are located appropriately within the town centre.

In order to encourage the development of a diversity of activities, it is important that the town centre accommodates a majority of the proposed future new retail and commercial activity within its catchment. This will ensure that the town centre remains the focus for investment and is not undermined by retail or commercial activity with or outside its catchment.

The quantum of retail, commercial and community floorspace required for Central Kingston is indicated by major commodity group below. In addition, there is an identified demand for multiple unit residential accommodation, together with future requirements for hospitality and tourism accommodation, conference and arts facilities.

Table 3: Summary of retail, commercial and community floorspace requirements (2006-2031)

Major Commodity Group	Central Area - net additional floorspace (m <sup>2</sup> GLA)		
	2006-2016	2016-2031	2006-2031
Core retail shopfront floorspace	25,200	19,000	44,200
Bulky goods	4,000	3,000	7,000
<b>Total retail floorspace</b>	<b>29,200</b>	<b>22,000</b>	<b>51,200</b>
Commercial services	4,000	7,000	11,000
Community and government services	2,000	2,000	4,000
<b>Total Services floorspace</b>	<b>6,000</b>	<b>9,000</b>	<b>15,000</b>
<b>TOTAL</b>	<b>35,200</b>	<b>31,000</b>	<b>66,200</b>

The successful evolution of Central Kingston will rely on the development of a retail mix which includes several major anchor stores, together with a diversity of retail, commercial and community activities and a complement of residential accommodation, hospitality, tourism and arts facilities. This will include an additional supermarket, a discount department store and more specialty stores. The development of office floorspace will also be an important component of the development of the centre, particularly, as it evolves into its role as a regional activity centre.

There is a need to provide a series of public spaces within Central Kingston, including a town square. In addition, the availability of the High School site provides an opportunity to develop a town park within close proximity to the core retail area.

Other facilities which are required in Central Kingston may include community facilities, such as health and education, child care and Council facilities. Accommodating these facilities is a key component of the Kingston Master Plan.

## 6.3 LAND BUDGET

The previous section provided an outline of the future needs which will be accommodated in Central Kingston in terms of floorspace, public space and other facilities. The floorspace requirements outlined indicate that there will be a need for approximately 66,000 square metres of floorspace between 2006 and 2031. The accommodation of this floorspace is of prime importance to implementation of the Master Plan and the existing land constraints and requirements are a key component of this.

### 6.3.1 Land Constraints

The existing Central Kingston is contained largely within the area bounded by Beach Road, Freeman Street and John Street. The existing commercial areas occupy approximately five hectares of land. Existing land stocks within the Study area and limited sites on the north side of John Street (3.7 hectares) will not accommodate the required activity centre floorspace and facility requirements. The availability of the High School site for development presents an opportunity to develop a town centre within a relatively compact area.

### 6.3.2 Land Requirements

In order to achieve efficient land use, compact forms of development have been assessed where retail, commercial and other activities are in multi-level development, and associated car parking requirements are provided in buildings, either as basement parking or in parking stations. In this context, land requirements for additional town centre development are in the range 6.5 to 9.7 hectares. This will accommodate the approximate 97,000 square metres of floorspace and facility requirements for Central Kingston, which includes public spaces.

Incorporation of the High School site and the application of an efficient layout minimising use of on-grade parking, will allow for all of the town centre future floorspace and land requirements to be accommodated with the exception of a proportion of bulky goods floorspace needs. These should be located within the Study area in established precincts south of Central Kingston, particularly Mertonvale Circuit and Huntingfield.

The assessments and framework plan allocate land to meet the diverse needs of Central Kingston. The proposed land budget is indicated in Table 4.



**Table 4: Land Budget**

<i>Activity</i>	<i>Approximate land area (hectares)</i>
Extension of the retail core area	3.0
Town square	0.3
Town park	4.9
Maintenance of the green belt	2.3
Mixed use residential, commercial and hospitality activities	2.5
Parking stations and mixed use commercial services	2.3
Additional main and local streets	2.1
<b>Total</b>	<b>17.4</b>

The planned development of Central Kingston as a regional business district is focused to deliver a highly efficient land use system that maximises use of existing and new infrastructure and minimises duplication of roads and other utilities and provision of parking facilities.

## 6.4 OTHER RETAIL AND COMMERCIAL CLUSTERS

The planning and management of other commercial and retail clusters within the Study area will need to be consistent with the overall objectives for the Study area. The major clusters include:

- Kingston Town;
- Mertonvale Circuit;
- Huntingfield;
- Browns Road.

### 6.4.1 Kingston Town

Kingston Town Shopping Centre plays a supplementary role in the provision of retail goods and services floorspace in the Study area. In order to avoid further fragmentation of the retail and commercial areas, additional expansion of either role or floorspace of Kingston Town Shopping Centre is not supported.

### 6.4.2 Mertonvale Circuit

Mertonvale Circuit provides a range of bulky goods and homemaker retail opportunities within the Study area. This is an important component of retail activity and the range and variety of bulky goods retailers should be expanded to increase retail choice and competition. In order to maximise accessibility to homemaker and bulky goods, development of this nature should be concentrated in existing areas.

Potential additional development sites within the Mertonvale Circuit precinct should be identified and a release program implemented to ensure adequate supply is provided.

### 6.4.3 Huntingfield

The commercial precinct at Huntingfield provides a range of activities and functions; the existing bulky goods and light industrial role of the precinct should be consolidated. Additional retail and commercial development in the catchment should be limited and timed in a manner so as not to jeopardise Central Kingston development and primary in the catchment.

### 6.4.4 Browns Road

The Browns Road industrial precinct should be maintained as the main industrial precinct, providing opportunities for trade services, light industrial and other industrial activity.

In summary, this section has identified:

- the community values and aspirations for a consolidated, attractive and vibrant Central Kingston;
- the additional town centre requirements, in terms of retail and commercial floorspace and community and public open space facilities. (Comprising approximately 66,000 square metres of activity centre floorspace, together with public spaces, car parking residential accommodation and mixed use precinct requirements);
- the need to accommodate the additional floorspace using principles of efficient land use and multi-level, compact forms of development in a consolidated town centre and, on the basis of this, the land requirements for Central Kingston comprise approximately 17 hectares;
- the need to incorporate the current Kingston High School site into the expanded town centre to ensure that the additional land requirements are accommodated within a consolidated precinct;
- an overview of role, structure and function of the other retail, commercial and industrial clusters in the Study area.



## 7 PLANNING FRAMEWORK

A planning framework was prepared based on:

- community values and needs identified in the workshops;
- retail, commercial and community requirements (2006 to 2031);
- best planning and design principles;
- floorspace and facility requirements.

Planning and design principles for Central Kingston are presented in the following section.

### 7.1 CENTRAL KINGSTON PLANNING PRINCIPLES

Key components of the Central Kingston planning framework are the planning principles. The principles are designed to maintain integrity and sustainability of Central Kingston and will guide its future development. The principles were developed from the outcomes of the consultation program and cover four key themes:

- physiographic setting and landscape;
- open space;
- traffic and transport;
- urban design.

#### 7.1.1 Physiographic Setting and Landscape

The natural environment and landscape within Central Kingston has been identified through the consultation process as a desirable element which should be maintained and enhanced.

The landscape surrounding Central Kingston is characterised by a complex landform which is part of a wider system extending from the Hobart region. It has the following characteristics:

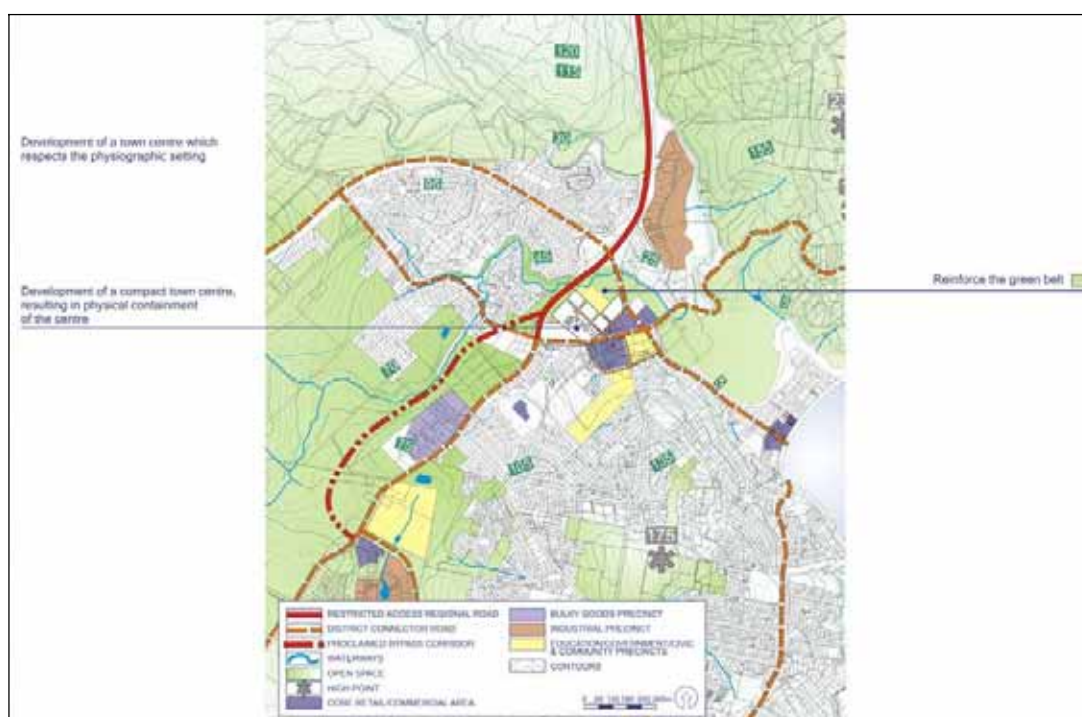
- prominent high points linked by distinct ridges and steep slopes; with the series of high points leading visually to Mt Wellington to the north and providing a constant point of reference for Kingston;
- high points and ridges around Kingston, which also define a number of creeks, rivers and drainage lines, which discharge into the Derwent River at Kingston Beach, east of Central Kingston itself which sits within one of these valleys;
- nearby green spaces, which provide an 'environmental frame' for Central Kingston and promote physical and cultural links with the natural environment;
- a sense of containment within Central Kingston, derived from its location and surrounding physiographic elements;
- the steep contours that exist within and surrounding Central Kingston, which impact on pedestrian accessibility to and within the central area and contribute to the sense of place which is characterised by spectacular vistas.

The physiographic setting of Central Kingston was a key factor in the evolution of the centre in terms of its layout, design and role. In particular, the surrounding physical elements have encouraged the development of a compact centre and have restricted development in a southerly direction due to the steep terrain as well as the existence of residential areas. The development of a coherent town centre with a high level of amenity should respect the existing landforms and provide a logical extension to the existing road network.

A key principle for Central Kingston is that future development should respect and work with its existing physiographic setting. This is achieved by:

- limiting the southward extent of commercial development to the ring road (Freeman Street);
- limiting the northward extent of development to the mountains with an extensive green belt which frames Central Kingston and encompasses Browns Rivulet;
- maintaining a compact town centre between Freeman Street and the established green belt.

**Figure 6: Vignette 1 – Physiographic Setting**



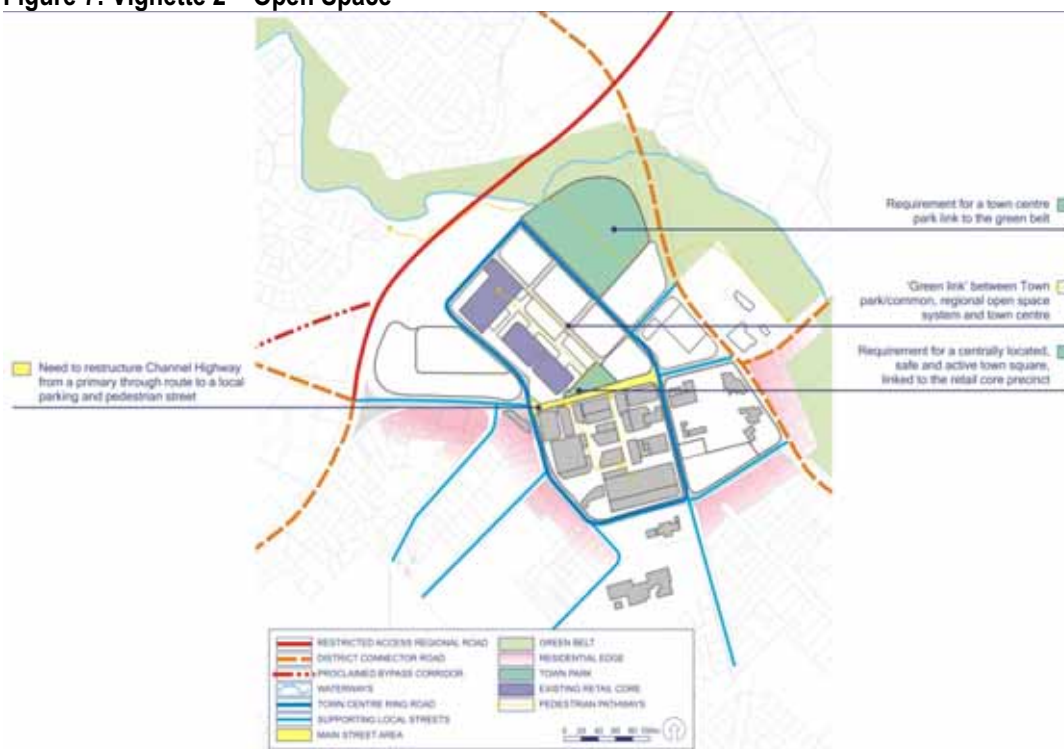
The preservation of the views and vistas of the surrounding hills, by encouraging development within a relatively restricted area, is a key element of the physiographic setting. The maintenance of the green belt which currently surrounds the centre to the north will ensure that the centre retains its 'natural' feel and focus on the natural environment. This theme will be enhanced through the development of the town park and associated pedestrian pathways linking the park and existing green areas.

## 7.1.2 Open Space

The key principles for the planning and development of open space within Central Kingston include:

- maintain the existing green belt;
- provide a high quality town square, which is surrounded by a diversity of activities and provides a safe and attractive environment;
- develop a town park which links the existing green belt to the north with the town centre;
- develop a high quality pedestrian network which reinforces the 'natural' setting of the town centre and links a diversity of activities and environments including public open spaces.

**Figure 7: Vignette 2 – Open Space**



As illustrated above, the major elements of the open space network include the following:

### a) Town Park

The town park will provide a large public open space within the town centre. It is intended that the town park be used for a variety of formal and informal public activities, including festivals, fairs, concerts and games. The park will connect the town centre with the existing green belt to the north of the town centre and will integrate with existing walking paths in the area.

**b) Town Square**

The town square provides a central focal space and points to the town centre. It is the key link between the historic retail-commercial core and the new core area. This will produce a high level of activity in the square and will encourage the development of the space as a real community focal point.

**c) 'Green' Pedestrian Link**

The major streets in the ring road access system will include wide pedestrian areas, landscape treatments and angle parking where appropriate. This will ensure that major pedestrian pathways, including a link between the town park and town square, are of a high quality and provide an attractive pedestrian environment.

**d) Restructuring of Channel Highway**

Urban design, traffic calming and other measures will direct through traffic to an alternate route (the ring road system) and will promote Channel Highway as an active street, linking the existing and new retail areas. Retail tenancies will be encouraged to present attractive frontages to Channel Highway and the street will provide access to public transport, angle car parking (including disabled car parks) and taxi ranks.

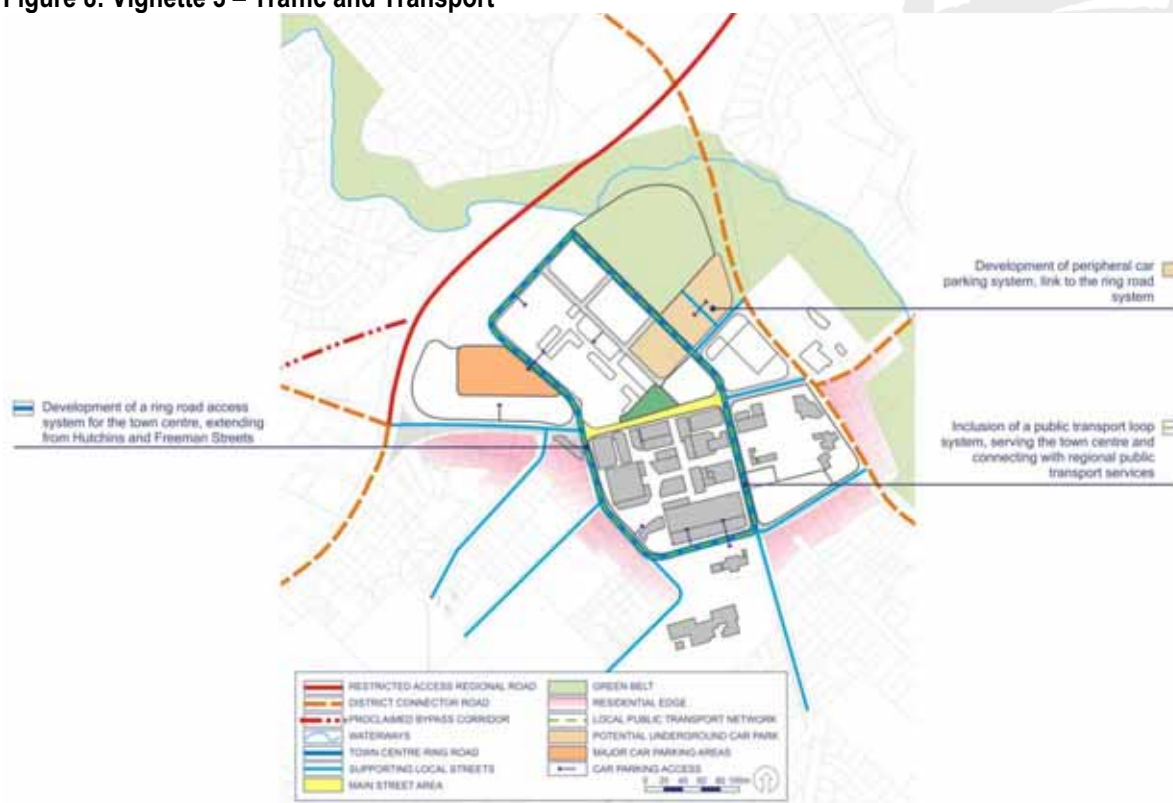
**7.1.3 Traffic and Transport**

The key planning principles relating to traffic and transport include:

- consolidating the existing retail core by the development of an extended core linked by a high quality pedestrian axis;
- establishing pedestrian access from Channel Court to an extended retail core precinct;
- providing an internal road distribution system;
- providing a high-quality public transport focus;
- providing high-quality regional and local area public transport networks to interface with a public transport precinct;
- providing attractive, safe and amenable pedestrian access routes within and to Central Kingston;
- optimising regional and local vehicular access.

These are illustrated in Figure 8.



**Figure 8: Vignette 3 – Traffic and Transport**

The major traffic and transport elements proposed for the town centre encompass the following:

**a) Ring Road Access System**

The ring road access system will provide accessibility to the major car parking areas, whilst minimising the potential for conflict between pedestrians and vehicles. The diversion of traffic around a loop system will also discourage transit through Channel Highway which acts as the core of the retail area.

**b) Public Transport Loop**

The public transport loop will provide high frequency accessibility around the edge of the core retail area. This will also link with the regional public transport service, providing convenient access to Hobart and other regional centres.

**c) Peripheral Car Parking**

The provision of car parking areas on the edge of the centre will promote vehicular access to the centre which is clear and convenient.

This system of traffic and transport design will ensure that conflict between pedestrian and vehicular traffic movements are minimised and that vehicular access to the centre is provided in a clear and safe manner.

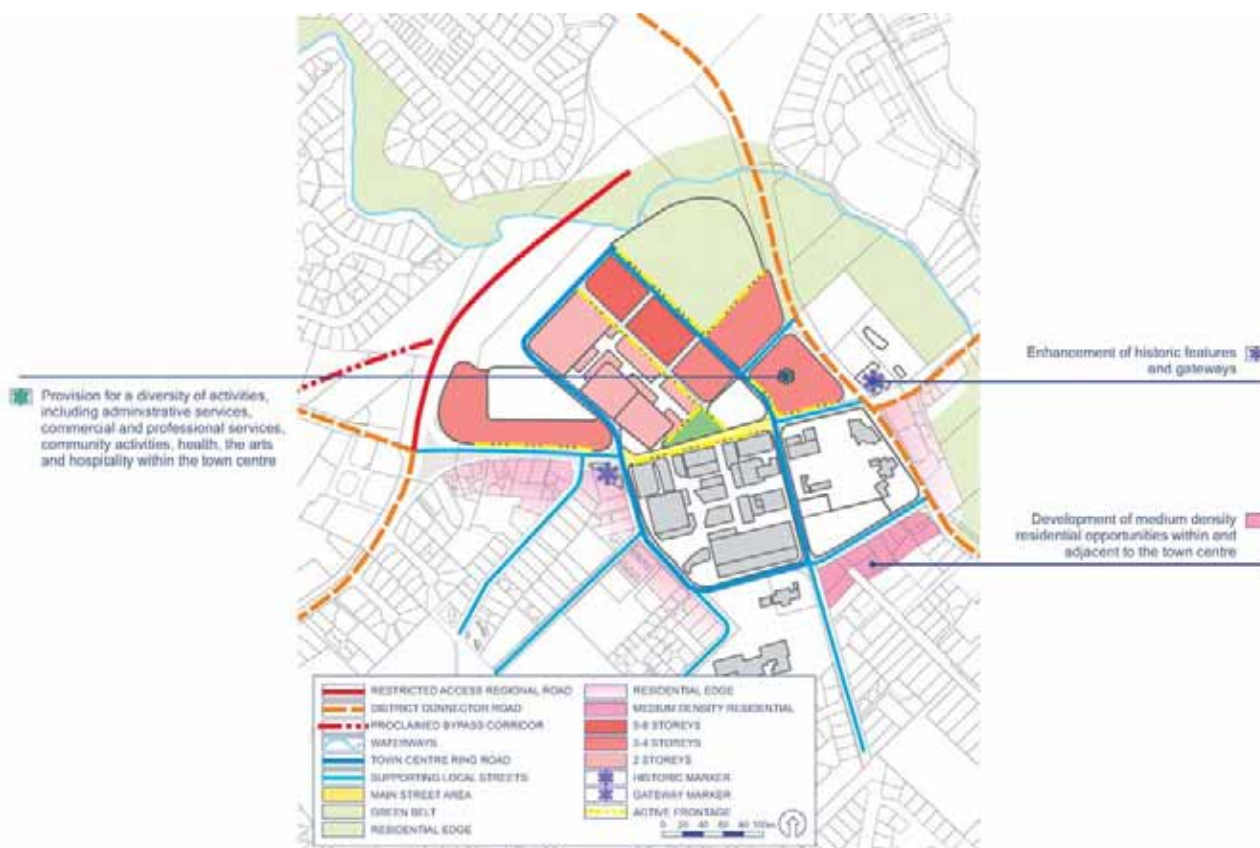
### 7.1.4 Urban design

The key principles for urban design of Central Kingston to:

- ensure consistent scale and massing to achieve the integration of the town centre;
- provide for a multi-level built-form to ensure a compact town centre with optimal activity diversity and access to the major public spaces;
- provide for an urban interface zone (mixed use and medium density living) to adjoin the core of Central Kingston;
- provide a diverse built environment with a range of building types and heights, including:
  - comparatively lower buildings around the residential edge of the centre (two to three storeys);
  - low rise buildings around the town square and in the core retail areas (two storeys);
  - higher buildings facing the town park (three to five storeys);
- provide clearly defined activity precincts for Central Kingston to encompass the diversity of roles that the town centre will need to address, with these precincts including the:
  - retail core precinct;
  - civic and administrative precinct;
  - hospitality services precinct;
  - professional and commercial services precinct;
  - public transport precinct

These are illustrated in Figure 9.

**Figure 9: Vignette 4 – Urban Design**



The major urban design elements include the following:

**a) Medium Density Housing**

The development of medium density housing within the town centre will contribute to diversity of built form as well as activity across a broad range of times this will lead to increased vibrancy and vitality in the town centre and will increase housing choice within the Study area.

**b) Enhancement of Historic Features and Gateways**

The historic features in the town centre provide an indication of its history and identity. The preservation and enhancement of these elements will reinforce community ownership of the centre and its sense of place. Several of these historic markers also identify the physical limits of the town centre.

**c) Range of Activities within Central Kingston**

The development of a range of activities (residential, commercial, community and others) will provide a high level of diversity within the town centre. In addition, the development of a diverse built environment will contribute to its overall vibrancy and will also broaden its role and better serve the local and regional community.

## **7.2 FRAMEWORK PLAN**

The framework plan illustrates the overall structure and layout of Central Kingston, including the major activity precincts, the road layout and the major public spaces. The framework plan sets out the strategic context and direction for the development of Central Kingston, in a series of fundamental elements. These fundamental elements identify future land use precincts to guide the statutory framework and Kingston Planning Scheme provisions for the future development of Central Kingston.

The key elements of the Framework Plan include:

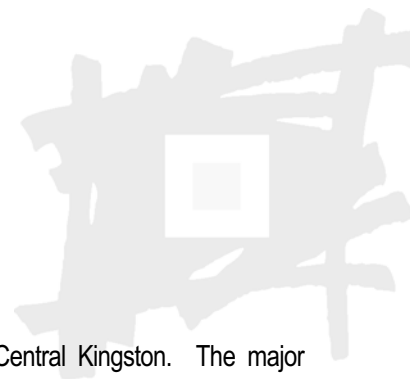
- an expansion of the core retail precinct onto the High School site;
- connection between the expanded and existing core retail precinct by a town square and dedicated pedestrian pathway;
- development of a ring-road access system and the transition of Channel Highway into a slow-moving, pedestrian-based and active commercial street;
- a series of supporting (mixed use) areas located around the expanded core retail precinct;
- a town park, linking the town centre with the green belt to the north of the centre;
- consolidated car parking areas located at the edge of the centre;
- medium density residential areas framing the centre.

These are illustrated in Figure 10.









## **8 DESIGN CONCEPTS**

### **8.1 MASTER PLAN**

The Master Plan provides an illustration of the overall layout and design of Central Kingston. The major elements, as indicated in the Master Plan (refer Figure 11), are outlined below.

#### **8.1.1 The Extension of Retail Core Area**

The retail core area will be extended across Channel Highway, reinforcing the existing structure of retail within Central Kingston. The extended area will be anchored by several major stores over two levels and supported by a series of retail and commercial specialty stores. Car parking will be provided beneath the galleria area which will be accessed via the ring road system.

#### **8.1.2 Land Use Grid and Block System Defined by Extension of the Road Network.**

The structure of the extended Central Kingston is defined by a grid-iron pattern of roads. This layout pattern maximises efficiency of building areas as well as optimising way finding and accessibility within the centre.

#### **8.1.3 Town Square and Town Park**

The town square is located at the nexus of the existing and new retail core areas, providing a physical link between the two precincts. An active focal public space is envisaged surrounded by new key activities including a market square to the east, new regional shopping facilities to the north and the Channel Court shopping street to the south.

#### **8.1.4 Pedestrian Spine Linking Core Retail Areas**

A pedestrian spine will provide a high quality environment linking the major anchor stores located at the northern and southern ends of the centre. This pedestrian link will form the basis for the Central Kingston pedestrian network.

### **8.1.5 Ring Road Access Network**

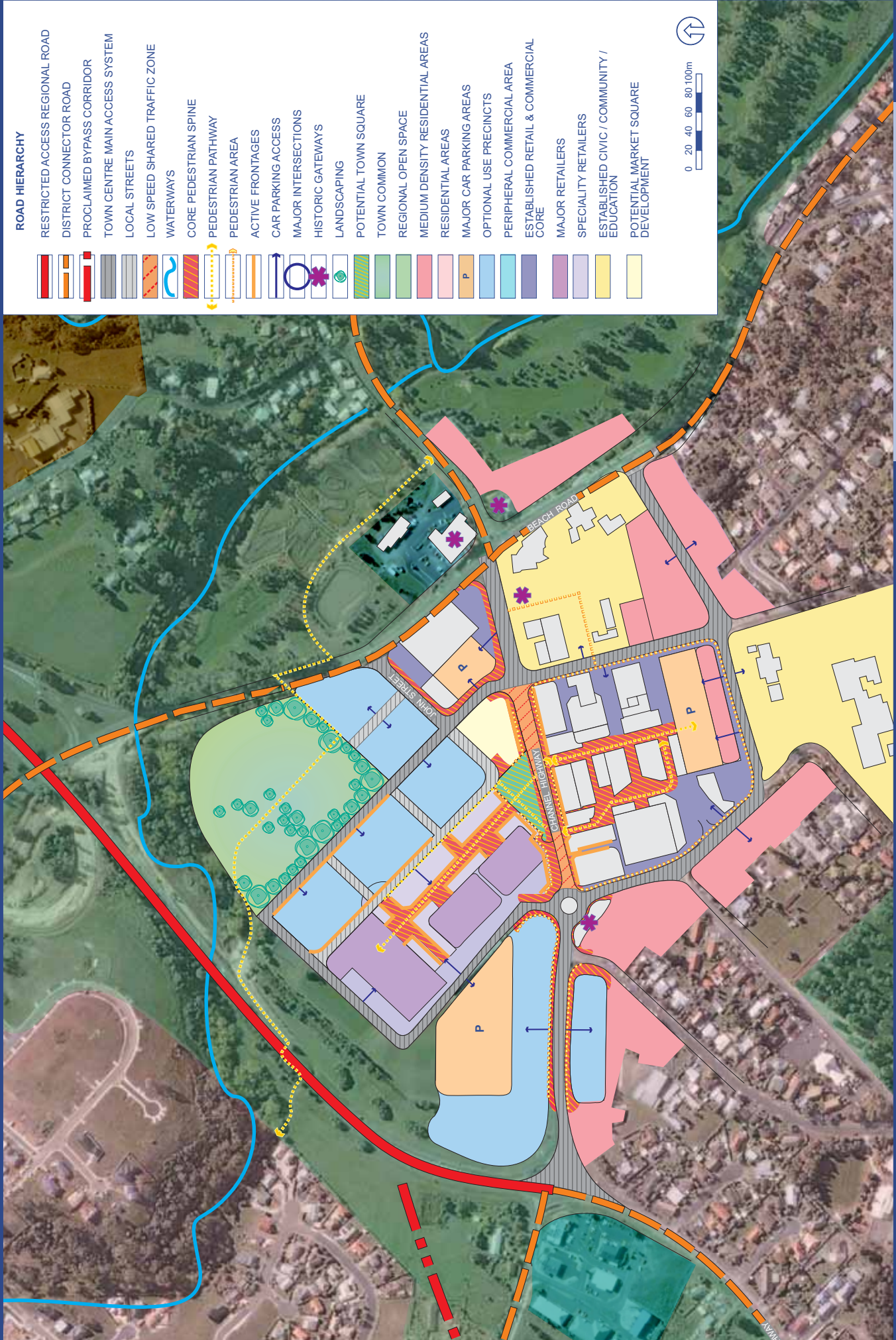
The ring road system will extend from Hutchins and Freeman Streets to form a loop to access the new retail areas. It will provide access to the various underground car parking areas and will also serve as the route for a high frequency public transport system within the centre.

### **8.1.6 A series of mixed use precincts;**

The mixed use areas will comprise upper levels of residential activity and lower levels of retail and commercial activity. These areas will provide a range of opportunities for development, including office, retail and community services.

### **8.1.7 Consolidation of Civic and Administrative Areas**

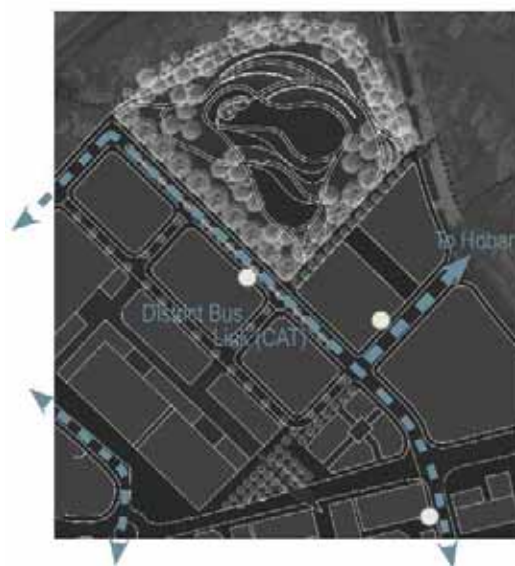
The consolidation of the existing civic and administrative area will provide an opportunity to develop additional community facilities within Central Kingston. Locations for additional civic, community and administrative facilities will need to be identified on the basis of site requirements and the availability of sites close to the existing civic area. It is intended that in the longer term, some of these requirements may be located above the market square, in the mixed use precinct. Alternative sites may include the north east corner of the existing core retail area; this would form a functional link between the market square and the existing civic precinct.



## 8.2 DESIGN PRINCIPLES

Design principles were developed to provide further detail including of the optional use areas identified in the development framework. They extend the principles of the Master plan and show details of urban design elements between the town square and town park.

**Figure 12: Public transport network**



The public transport network will provide accessibility to Hobart, as well as a high frequency internal Central Area Transit (CAT) system. This will result in a coherent network of accessibility and integration of local and regional public transport access and the provision of a range of transport / accessibility options.

This will ensure that accessibility to the centre is maximised for residents in nearby areas, as well as within the centre. Key components of the public transport network include:

- circular bus link for easy (pedestrian) access to Central Kingston;
- well located bus stops at key entry points / nodes to Central Kingston;
- design such that pedestrian activity is encouraged and a walkable town centre is developed.



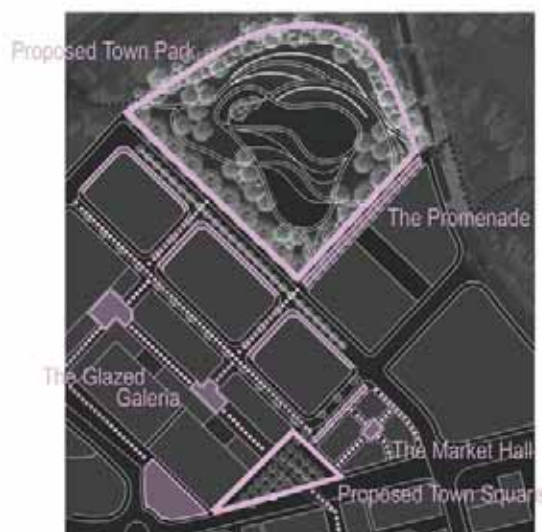
**Figure 13: Open spaces**

Figure 13 indicates the public open spaces and the intended framework for linking each of these via high quality pedestrian spaces, including promenades and landscaped areas. Key components of the open space network include:

- Town Square and Town Park as key open spaces and that will form the key reference public spaces for Central Kingston;
- Town Square as the centrally located open space;
- Town Park, which creates link between green belt and town centre;
- connections via green spines (tree lined streets and boulevards / wide footpaths / single lane traffic / shared surfaces) and a network of smaller open spaces and plazas.

These elements will encourage outdoor activity and street life.

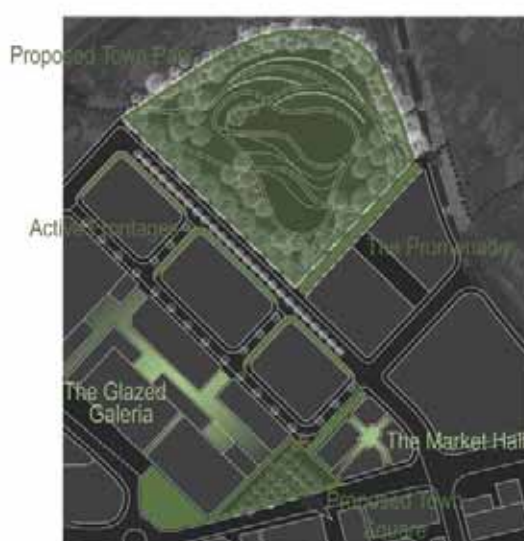
**Figure 14: Grid connections**

Figure 14 illustrates the grid configuration of the street and building layouts and the links between the public open spaces. This structure provides an easily navigable town centre. Links between the public spaces will be characterised by landscaped areas, pedestrian scale built form and green spaces.

The grid connections will:

- reinforce block and street patterns with linear tree planting;
- create and enhance town centre vistas;
- provide trees and landscape elements as thematic linkages within Central Kingston;
- provide a balance of native species to support habitats for a living town centre.

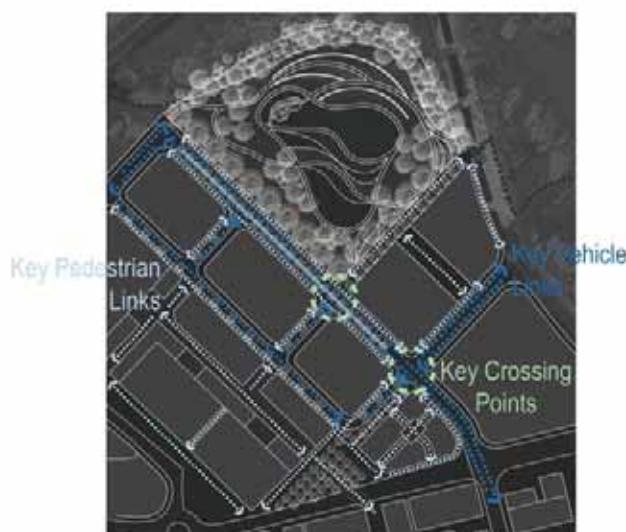
**Figure 15: Indoor and outdoor spaces**



Amenity within Central Kingston will be maximised through the development of a mix of indoor and outdoor spaces. Indoor spaces will include the market hall and glazed galleria, whilst the outdoor spaces will comprise the major public space elements such as the town square and park. Active frontages will engage pedestrians, providing an interesting streetscape and encouraging interaction and movement between indoor and outdoor spaces.

The indoor and outdoor spaces will:

- encourage year-round activity Central Kingston (community events and activities) in Central Kingston;
- provide a diversity of internal and external spaces to maximise opportunities for pedestrian activity throughout the year.

**Figure 16: Links and connections**

Connectivity and access is a key priority for a coherent town centre. Key pedestrian links within the grid system, as well as designated crossing points and vehicle accessibility, will heighten the coherency and sense of order within Central Kingston. Initiatives include:

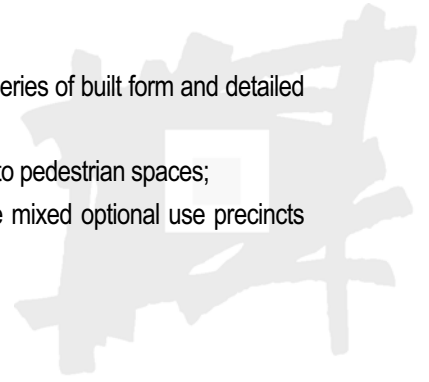
- a 'pedestrian friendly' town centre through, encouraging walking (wide footpaths, tree lined streets, easy access to local and regional public transport);
- crossing points at key node for easy accessibility;
- main traffic moved to the town centre ring road;
- single lane traffic within the centre grid;
- greater ease and directness of movements.

**Figure 17: Solar access**

Solar access is an important element within a town centre; it will be important to maximise public activity and attractiveness to the north-facing aspects within the centre by ensuring the built form does not compromise this but rather initialise the solar access attributes to maximum benefit of centre uses.

The consolidation of these principles provided the basis for the development of a series of built form and detailed urban design concepts, including:

- wide footpaths on northern sides of buildings to maximise solar access to pedestrian spaces;
- creation of wide boulevards between the proposed town park and the mixed optional use precincts fronting the park;
- active frontages along boulevards and key pedestrian routes.



### 8.3 APPROACH TO BUILT FORM AND URBAN DESIGN

The urban design principles presented in Section 8.2 were incorporated into an urban design plan for the new retail core area, optional use precincts and Town Park. The plan (refer Figure 18 ) demonstrates the integration of the town square and town park as key focal elements in the town centre masterplan.

**Figure 18: Town Park urban design concept**





The key elements of the urban design plan include:-

- The centrally located town square to be axially linked to the historic retail core (Channel Court development). The square will have active frontages on its northern and eastern boundaries with an iconic landscaped area facing the Channel Highway which is to be detuned as a major access through route. Buildings facing the town square will be low rise (1-2 floors) to maximise the sun penetration to the square.
- The new retail core elements of the proposed new shopping centre and Market Hall immediately face the town square;
- The town square is linked through a network of pedestrian spaces to the ring road system and to the town park. The linkages have been designed to maximise sun penetration and provide optimal opportunities for kerbside activity and pedestrian usage;
- The town park will be an important open space for Kingston and its district. It comprises the following key elements.
  - A network of walking and cycling paths, providing interesting internal pathways. These pathways would also link the regional pedestrian and cycle network to the town centre.
  - An internal lake, providing a central point of interest within the park.
  - Landscape buffering around the park boundaries to decrease noise and visibility to the Southern Outlet, and to reinforce the green link to the nearby natural environment.
  - Berms in the north eastern area of the park to further enhance the buffer between the park and Southern Outlet
  - Public seating and other amenities within the park.

**Figure 19: Town Centre Urban Form**

illustrates the new components of the town centre from a south westerly perspective; the town park is shown at the top of the image and the retail galleria at the bottom. The town square is also indicated, as are the mixed use precincts between the park and galleria.

**Figure 20: Mixed use and galleria elevation**

**Figure 21: Mixed use and galleria elevation (2)**



and Figure 21 depict the mixed use buildings and the edge of the galleria.

**Figure 22: Mixed use - town park elevation**



Figure 22 depicts a cross section of the mixed use precincts and the town park, indicating the broad pedestrian pathways to be provided within the mixed use precincts and the relative extent of the road between the two elements.



**Figure 23: View of town square and market hall**

Figure 23 provides a view across the town square towards the market hall. It illustrates the active shopfront areas which frame the town square together with outdoor dining areas and landscaping treatments, which help define the pathways leading to the galleria entrance.

**Figure 24: Town square elevation**

Figure 24 elevation depicts the front of the galleria as well as the town square, from a westerly perspective. It shows the proposed landscape treatments of the town square, as well as the interaction between the town square and the galleria.

## 9 BENEFITS OF THE MASTER PLAN

There are a number of important benefits that will accrue to the local and district community and to the State of Tasmania, through the consolidation and long term development of Central Kingston.

In order to achieve these benefits, it is imperative that the whole of the Study area is managed in a coherent manner. It will be important to ensure that:

- 'ribbon' style development along Channel Highway is discouraged;
- development activity outside Central Kingston which replicates services designated for Central Kingston is discouraged, particularly in the early phases of the expansion of Central Kingston.

If these principles are implemented, the development of Central Kingston will deliver the following benefits.

### a) Environmental Benefits

The planned development of a compact regional business district to meet the emerging and longer term needs of Kingborough and the wider district, is a critical strategic decision of State significance. The form of development proposed and the consolidation of Central Kingston close to major residential growth areas, will minimise travel and provide new opportunities to significantly improve public transport services. As a consequence, Central Kingston will deliver ongoing and sustained environmental benefits to the Kingborough and regional community.

### b) Investment and Development Benefits

Consolidation and integrated development of Central Kingston will maximise investment opportunities through the facilitation of a regional business district. The Master Plan provides for approximately \$400 million (\$2006) of additional development at the town centre over a 20-year period. Approximately 65 per cent of future investment opportunities will be in addition to retail development.

### c) Employment opportunities

The development of Central Kingston will provide the most significant employment district south of the Hobart CBD. The development will provide about 5,000 permanent jobs and a further 2,000 jobs during the construction phases.

### d) Access and Public Transport Benefits

The development of a regional business district for the Municipality and wider district at the historic town centre will encourage the consolidation of services and employment. This will maximise opportunities to improve district and regional public transport as well the pedestrian and cycle network system. The proposed town centre is the most efficient urban form and will minimise journey distances and travel times to a range of activities.

**e) Social and Liveability Benefits**

The development of Central Kingston will provide opportunities for new forms of residential accommodation and will facilitate new housing developments within and around the centre. A mature and diverse centre will provide an extensive range of hospitality, community and arts facilities to meet the needs of the district. It will enable Central Kingston to meet the community vision as the most important social focus in the Municipality and district. The provision of extensive open space including a town park, green belt and a town square with high quality pedestrian walks and gallerias, will improve the amenity and quality of life offered by Central Kingston.

**f) Land Use and Infrastructure Benefits**

The planned development of Central Kingston as a regional business district is focused to deliver a highly efficient land use system that maximises use of existing and new infrastructure and minimises duplication of roads and other utilities and provision of parking facilities.

The planned development accommodates Central Kingston retail, commercial and community floorspace requirements in an efficient and compact setting. The plan delivers a walkable town centre where most uses are within a short walk of the town square. It is worth noting that the same quantum of additional retail floorspace that will be accommodated in the town centre would require more than three times the site area as provided in the town centre if the retailing occurred as a freestanding shopping centre.

## 10 IMPLEMENTATION

Given the physical constraints of Central Kingston, which historically have prevented expansion and consolidation of the centre, it is critical that the management of land within Central Kingston precincts is done in an holistic and careful manner. In addition, the funding for additional infrastructure requirements needs to be planned and managed so as to allow the timely delivery of a high quality town centre.

### 10.1 CONTEXTUAL IMPLEMENTATION ISSUES

The implementation process for the Kingston Master Plan is constrained by several issues. Each of these issues will need to be addressed in order to ensure that the Master Plan is achieved and the benefits are delivered to the community. The major issues include:

- the transfer and development of the High School site;
- the consolidation of the John Street triangle precinct;
- funding of public infrastructure.

#### 10.1.1 High School Site Disposal

It has been confirmed that the Kingston High School will be moved to an alternative site outside Central Kingston, and that the site will become vacant and available for alternative uses. It is estimated that this process will be finalised by 2011. The availability of this site provides the opportunity to implement the Master Plan and deliver a high quality town centre; the most appropriate process for transferring the High School site to entities capable of delivering the town centre is an important component of the Implementation Process. It will be important to ensure that the intent, design objectives and function of the town centre, as envisaged by the Master Plan, are acknowledged as conditions of transfer / sale of the land. The actual process for achieving this will need to be identified by Council and the State government.

Given the requirement to tie the sale of land to design and development guidelines, it will also be important to ensure probity and transparency throughout the process of transfer and development of the High School site. This will ensure that community benefit is maximised and that there is public confidence and ownership of the overall Master Plan.

One component of the sale / transfer process may be the involvement of several developers and investors. This will maintain competitive pressure for new development, will reinforce the need for transparency and will also minimise risk for developers, providing a higher level of certainty regarding the Master Plan implementation.

### 10.1.2 Triangle Precinct

The triangle site, defined by John Street, Channel Highway and Beach Road, is also of critical importance to the Master Plan. The fragmented ownership of this precinct presents some constraints to the implementation of the Master Plan, and will need to be resolved in order to allow the development of an integrated town centre. The John Street triangle precinct will form the basis for the town square, the extension of Hutchins Street and the mixed use precinct. The process of acquisition of parts of the site has begun by Council and will need to continue in a planned and staged approach for town centre development. Existing ownership patterns and the identification of particular parcels which may constrain the town centre development should be identified urgently.

### 10.1.3 Public Infrastructure Funding

Public infrastructure, including the town square and road developments, are important components of the town centre development and should be funded by town centre developer contributions. In order to minimise disruptions to the community and function of the existing town centre whilst development is occurring, some infrastructure may be required prior to development of the core retail and other precincts. This may require the financial involvement of Council, with a view to reimbursement of costs at a later date.

Identification of required infrastructure, as well as cost estimates, should be prepared as part of the implementation process.

## 10.2 IMPLEMENTATION OBJECTIVES

The implementation process should seek to achieve the following objectives:

- an integrated, high quality, compact and diverse town centre;
- maximising of high quality and consistent urban design throughout the town centre;
- public infrastructure delivered at limited cost to Council / the community;
- development of the town centre progresses in a timely manner and results ultimately in the achievement of the Master Plan;
- ensuring transparency and probity for town centre development;
- ensuring the economic potential of the site is maximised;
- ensuring certainty for developers regarding the location of future retail and commercial activity within the Study area;
- ensuring existing investment in precincts outside the town centre are directed appropriately;
- ensuring the availability of a range of community, commercial and retail facilities within the Study area;

In order to achieve these objectives, the following policy directions and actions are recommended.

Table 5: Recommendations

Objective	Policy Direction	Council Action
<ul style="list-style-type: none"> <li>Achieve integrated, high quality, compact and diverse Central Kingston which addresses community need.</li> </ul>	<ul style="list-style-type: none"> <li>Development of Central Kingston in a manner consistent with the Kingston Master Plan (including planning and design principles, framework plan and design concepts) will deliver a high quality, compact and diverse town centre.</li> </ul>	<ul style="list-style-type: none"> <li>Adopt Framework and Design Concepts.</li> <li>Integrate text and relevant plans into Kingborough Planning Scheme.</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Each land use and activity precinct has a defined role and function which is critical to the overall Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Identify existing properties within each precinct.</li> <li>Adopt structure plan showing precincts and accompanying text indicating role and function of each precinct.</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>The location and design of public spaces, such as the town square, parks and open space, roads and pedestrian promenades, are important components of the Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Prepare and adopt design and development controls for each precinct.</li> <li>Prepare and adopt building envelope controls for each precinct.</li> <li>Identify land parcels to be used for key uses such as public space, access and open space.</li> <li>Adopt plan showing public spaces and the role and function of each component</li> </ul>
<ul style="list-style-type: none"> <li>Maximise high quality and consistent urban design throughout Central Kingston.</li> </ul>	<ul style="list-style-type: none"> <li>Provide urban design guidelines for Central Kingston.</li> </ul>	<ul style="list-style-type: none"> <li>Adopt urban design guidelines for Central Kingston.</li> </ul>
<ul style="list-style-type: none"> <li>Public infrastructure delivered at limited cost to Council.</li> </ul>	<ul style="list-style-type: none"> <li>Public infrastructure is to be financed by Central Kingston developers. A condition of development within Central Kingston is the contribution to infrastructure provision.</li> </ul>	<ul style="list-style-type: none"> <li>Identify and cost of required public infrastructure.</li> <li>Preparation of development contributions plan.</li> </ul>
<ul style="list-style-type: none"> <li>Ensure development of Central Kingston progresses according to need and ultimately results in the achievement of the Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>The development of Central Kingston should be staged in a planned and managed way so as to ensure the delivery of a high quality development at completion and during intervening periods.</li> <li>The staging of Central Kingston development must contribute to the overall Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Preparation and adoption of a staging plan.</li> <li>Monitoring of floorspace levels within Central Kingston.</li> </ul>
<ul style="list-style-type: none"> <li>Ensure transparency and probity for Central Kingston development.</li> </ul>	<ul style="list-style-type: none"> <li>The transfer of the High School site needs to occur in a manner which will ensure the development of the Master Plan.</li> <li>The selection of developers for Central Kingston should be transparent and seek to achieve the maximum benefit for the community.</li> </ul>	<ul style="list-style-type: none"> <li>Release land for development by tender, subject to design and development conditions which seek to implement the Master Plan.</li> </ul>
<ul style="list-style-type: none"> <li>Ensure the economic potential of the site is maximised</li> <li>Ensure certainty for developers regarding the location of future retail and commercial activity within the Study area.</li> </ul>	<ul style="list-style-type: none"> <li>Support the development of Central Kingston, in particular the core retail and commercial precincts.</li> <li>The preferred location for retail, commercial and community facilities is Central Kingston.</li> <li>Supplementary facilities should be provided as the need arises from residential activity occurring in other regions of the Municipality</li> </ul>	<ul style="list-style-type: none"> <li>Formalise the status of the Central Kingston as the focus for retail, commercial and community activity within the Municipality</li> <li>Restrict retail and commercial development in locations outside Central Kingston.</li> <li>Identify sites within townships within the Municipality which will require additional retail, commercial and community floorspace.</li> </ul>
<ul style="list-style-type: none"> <li>Ensure existing investment in precincts outside the town centre are directed appropriately.</li> <li>Ensure the availability of a range of community, commercial and retail facilities within the Study area.</li> </ul>	<ul style="list-style-type: none"> <li>Existing retail and commercial clusters (Kingston Town, Huntingfield, Mertonvale Circuit and Browns Road) should consolidate their existing role through carefully planned development, where appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>Objectives for the development of relevant commercial precincts should be identified and integrated into the Kingborough Planning Scheme.</li> <li>Appropriate timing for additional development in each precinct should be identified and also integrated into the Kingborough Planning Scheme.</li> </ul>



31 March, 2008  
**Collie Pty Ltd**

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