

(Former) Kingston High School Site Development Plan

Prepared for: Prepared for Kingborough Council

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1 Introduction

The preparation of the (former) Kingston High School Development Plan (“The Plan”) forms part of the larger strategic focus by the Kingborough Council to create a viable balance of land uses for the site but to also provide a catalyst in generating a connected land use strategy for the greater Kingston area.

The Plan provides land use and development options for the 11.3 hectare site located to the north east of the existing Kingston Central Activity District (CBD).

In doing so it aims to encourage short, medium and long term utilisation for the public (Government and the community) and private (businesses and developers) sectors.

The site currently presents as a significantly underutilised asset since the school was closed in 2010. Despite its current status it is a site that through its size, location, topography, accessibility and form, stands when fully developed, to add tremendous social, economic and physical advantages to the region.

As a catalyst for broader development within Kingston, the site will play a significant role in the on-going development of Kingston through a balance of community, open space, residential and commercial activities in close proximity to the Kingston CBD. This site stands out as an excellent opportunity to generate employment and services that will complement the existing retail focus of the Kingston CBD.

“Connecting Kingston” is a key theme of the Plan and this embodies not only the connection of the site to the greater Kingston CBD but a broader link to the extended region. The site’s ability to connect with and add value to the wider urban fabric of the Kingborough community reinforces its importance to the region. Future land use planning in Kingborough needs to ensure that uses are not proposed elsewhere that will undermine the development of this very strategic site.

The Plan provides a strong direction for the site and articulates the design rationale and functional arrangements that sit beneath the imagery of the Plan. The implementation of the Plan is to be considered in conjunction with planning legislation that is designed to promote flexibility and strong design outcomes. The Plan is to be delivered by way of a staged implementation and governance plan that will reinforce the regional significance of the site.

1.1 About the Plan

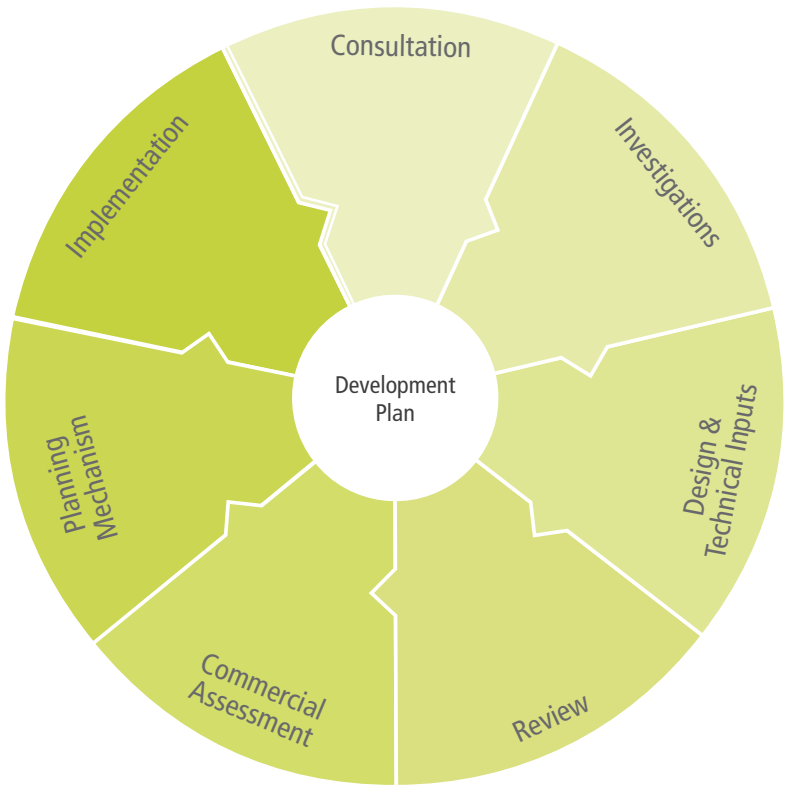
The Plan takes advantage of the potential for the site to accommodate a range of land uses that best meets the needs of the local community from economic, social and recreational perspectives.

The Plan has been informed by detailed site and technical investigations and identifies a preferred arrangement of proposed uses and activities for the site. This includes the site’s ability to accommodate a variety of proposed land uses including open space, commercial, residential, retail, health and infrastructure uses.

Primary outcomes of this Plan are for it to be used by:

- a. The private sector in considering future development opportunities for the site in alignment with the proposed Plan and the relevant provisions of the Kingborough Planning Scheme through the Specific Area Plan.
- b. Both Local and State government in the promotion of community based activities on the site including health facilities.
- c. The local community in working with Council in driving ongoing opportunities for enhanced public open spaces and places for a wide range of the community to experience and enjoy.

Figure 1. Process



To assist future users and developers, urban design guidelines have been developed to provide future developers with the understanding that this site is to be developed having regard to best practice urban design outcomes.

It is not a site that will accommodate ad hoc and poorly designed outcomes. Rather, it is a site that warrants special attention to every suggested use. This extends to the public realm, including its boulevards, promenades and street network and importantly, to the large areas of open space that provide enormous value to the site.

The Plan is established on four agreed design principles and has been developed in consultation with the Kingborough community and representatives from agencies interested in the site.

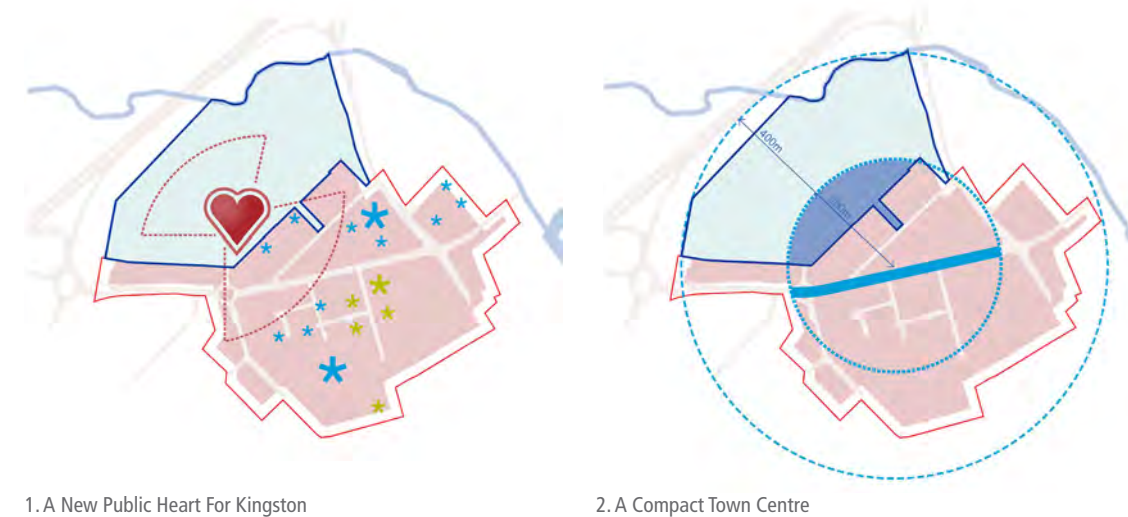
The Plan has been split into Precincts to help better understand the detail and rationale that underpins the uses and their arrangement.

Supporting documentation is available with this report.



2 Background to the Project

Figure 2. Key Design Directions



1. A New Public Heart For Kingston

2. A Compact Town Centre

Project Objectives

- Set a clear vision for the site which reflects the community's aspirations and establishes the backbone of the structure plan.
- Improve the economic resilience for Kingston through the enhancement of current business activities, and the introduction and encouragement of new activities within a robust and flexible economic framework for the future.
- Create a strong sense of place in the Plan area through the enhancement of the public realm, and ensure new developments contribute positively to the essence of the place, and the experience of the place by the community.
- Create a place which allows for all people to feel a sense of pride and affinity for their neighbourhood and area, which is comfortable and safe and welcoming.
- Assess the existing capacity of social and community infrastructure and plan for future anticipated demographic changes
- Integrate the ideas and stories of the community and of the place into the framework plan through effective community participation and stakeholder engagement.
- Ensure economic, social and environmental factors are fundamental in the planning and design of the site's ongoing development.
- Facilitate development at the site which responds to the current and future needs through the preparation and integration of a planning mechanism in a readily interpretable and tangible format.

Prior to the commencement of this project, Kingborough Council successfully gained a grant from the Commonwealth Government under the *Liveable Cities Program* to aid the preparation of a comprehensive development strategy for the former Kingston High School site. This program was developed to support State, Territory and local governments in meeting the challenges of improving the quality of life in our capitals and major regional cities while achieving good planning outcomes that can be transferred and applied nationally.

Major objectives of the Liveable Cities Program include the following:

- Promote high quality urban design.
- Improve the quality of open space and public places.
- Address high levels of car dependency and traffic congestion.
- Support cities in tackling the challenges of climate change.

Kingborough Council has also been successful in obtaining a grant from the Tasmanian Department of Economic Development, Tourism and Arts to assist in the assessment of the existing issues relating to development within the Kingston CBD and surrounding area. The impetus for this assessment has been framed to ascertain how development opportunities can be optimised while balancing community aspirations and securing important environmental values.

The issues relating to development in Kingston and the surrounding area have been exacerbated by a rapidly expanding population and an approach to planning which has been historically ad hoc and sporadic in nature. This project seeks to act as a catalyst for the development of a more sustainable strategic approach.

Kingborough Council have overseen several previous investigations of the Kingston central area and the former Kingston High School site, including a development plan produced by an external consultant in 2008. It is understood that development recommendations contained in that earlier plan were generally not well received within the community and were not subsequently implemented by Kingborough Council. This project seeks to rectify some of these previous planning issues which may have stifled appropriate development or raised concerns within the community.

It is also noteworthy to recognise the current review of the Kingborough planning scheme is an effort to achieve consistent land use planning reforms between Kingborough and surrounding southern municipalities. This activity is driven by the objectives of the *Southern Tasmania Land Use Strategy 2010-2035*, which seeks to manage growth and development of the Southern Tasmanian area via consolidated and overarching directions and policies.

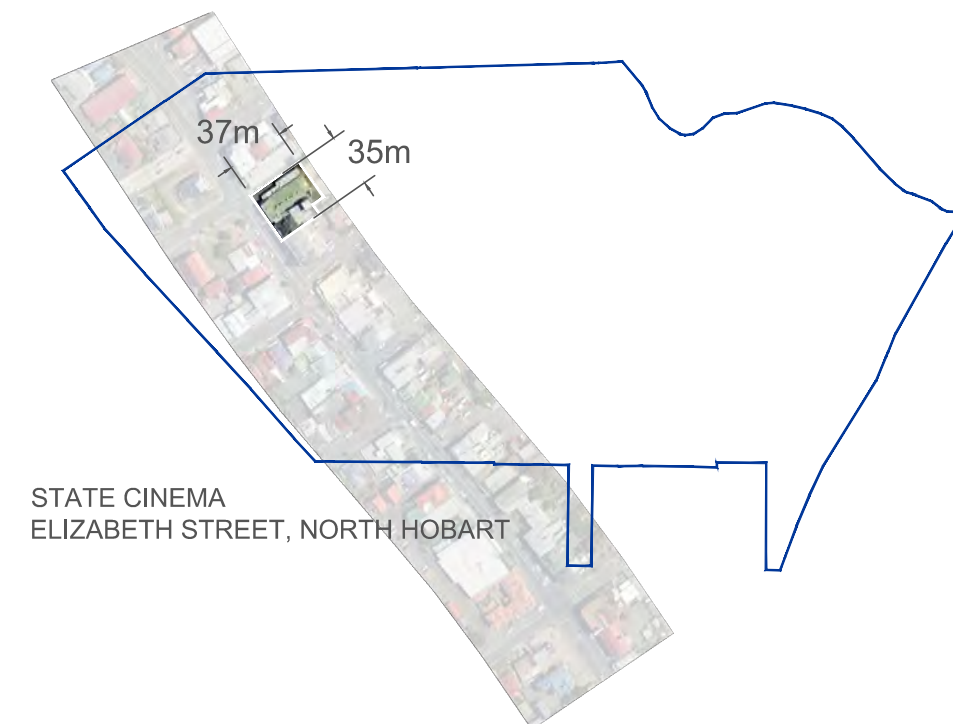
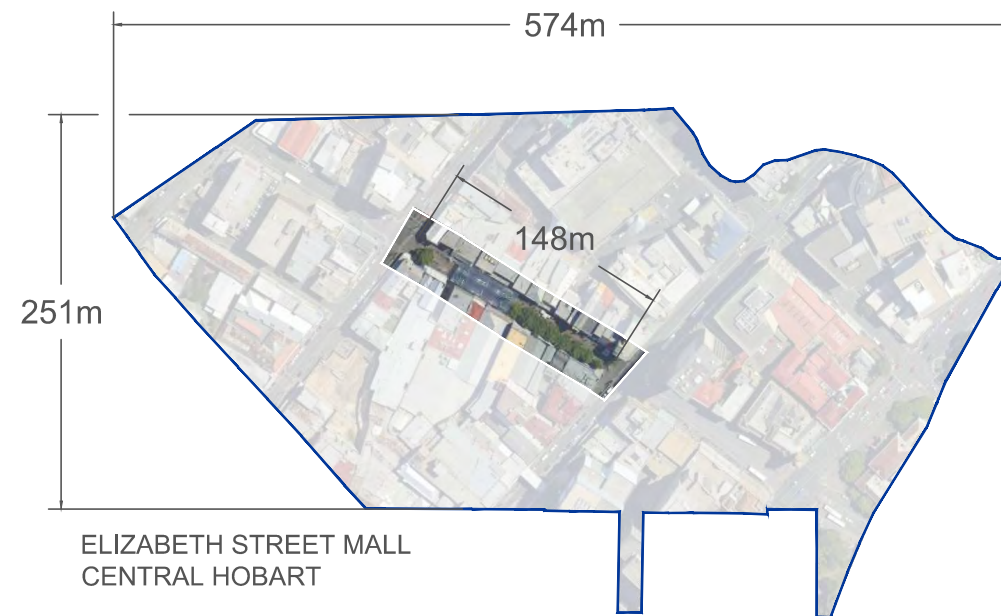
2.1 Project Objectives

This Plan has been developed through several preliminary phases of the broader project. It follows a series of specialist investigative assessments, stakeholder workshops and community consultations, all of which have provided inputs to shape the proposed development option.

The objectives of this The Plan are aligned with those anticipated under the *Liveable Cities Program* and those expressed by Kingborough Council. This project seeks to guide the redevelopment of the former Kingston High School site in a collaborative fashion by identifying the most appropriate land use and development options; proposing an urban design plan for the whole site; alleviating existing transport and pedestrian issues whilst considering the overall economic feasibility of any such development.

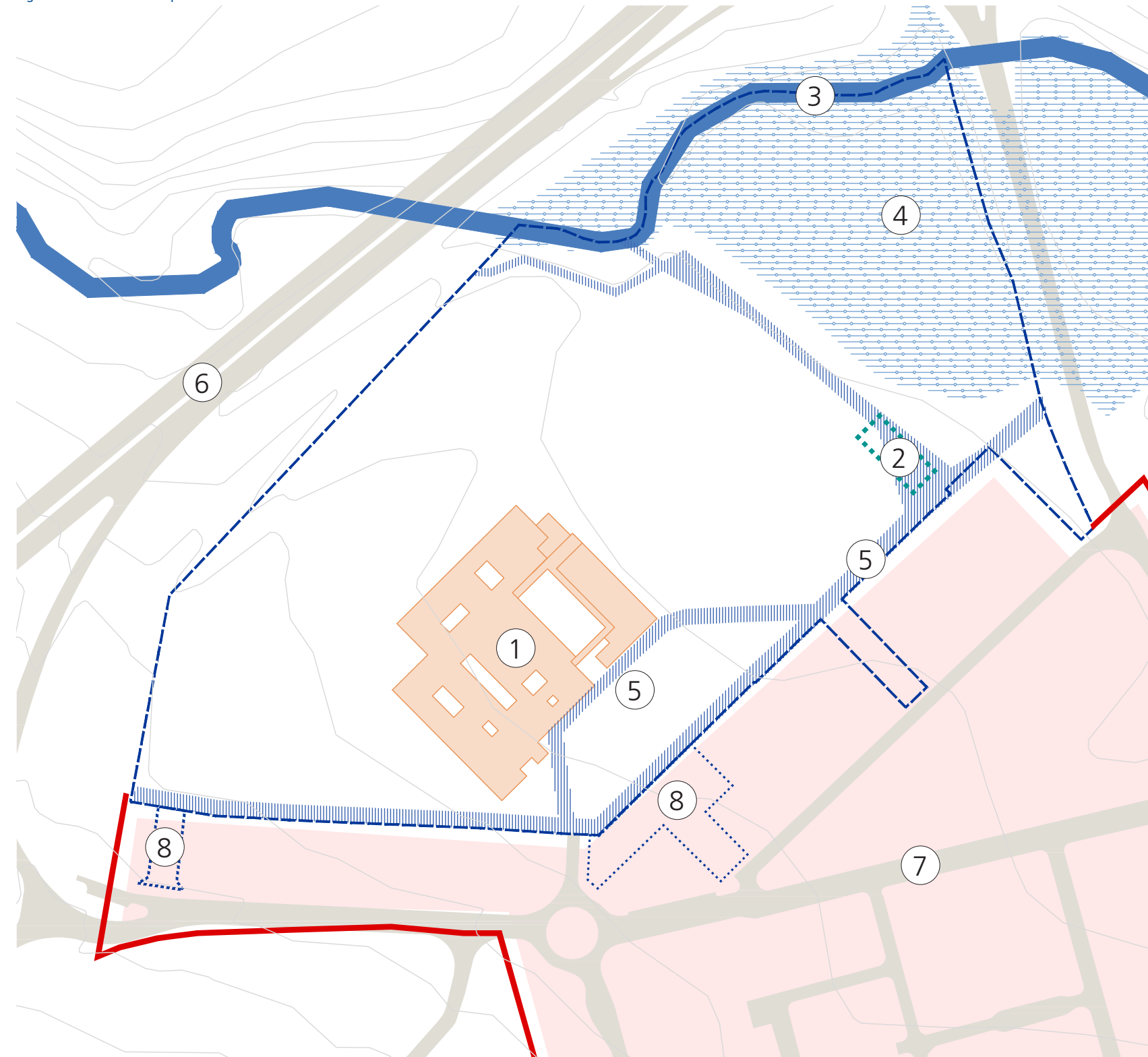
Upon adoption, Kingborough Council will seek to utilise the Plan to create a lively and real urban "heart" for Kingston and yield a CBD which is truly sustainable, forward-looking and able to support the needs of the community, now and into the future.

Figure 3. Site Comparisons



3 Defining the Site

Figure 4. Local context map



3.1 Site Description

The site is adjacent to the Kingston CBD, one of the fastest growing communities within Tasmania. Located approximately 13 kilometres south of Hobart, the site comprises a significant area of land approximately 11.3 hectares in area. The irregular shaped site is bordered by major arterials servicing Kingston and all areas south of Hobart. The surrounding land uses abutting the site include a mixture of residential, retail, minor professional, and commercial land uses.

When compared to other major sites in the Hobart region, this site is one of the most important. The images below not only seek to demonstrate the size of the site against other key spaces and places but they also demonstrate the potential for it to mutually accommodate a wide range of activities including public space and developable areas.

3.2 Site features

1. Existing high school building

The buildings on the site were constructed in the 1960s. They have no special architectural value and are now outdated and difficult to put to any alternative use. The majority will need to be demolished during the redevelopment process.

2. Former gym building

The gym building is in relatively good condition and its structure is flexible enough to allow for alternate future uses, such as community facilities.

3. Whitewater Creek Alignment

The creek flows from the hills in the west towards Browns River, approximately 500m east of the site.

4. 100 Year flood area

The site falls from the south to the low land adjoining the creek at the northern end of the site. Community feedback backed by engineering analysis (by others) suggests that this lowest tier of land can flood during significant rain events and is not suitable for permanent building uses.

5. Significant site infrastructure services

Existing site services such as sewer, water mains and gas supply are located in supply easements roughly indicated by the blue hatched area.

6. Southern Outlet

The Southern Outlet links the entire southern region to central Hobart. It has recently been upgraded to bypass Kingston and carries significant traffic loads.

7. Kingston Central Business District

The existing retail and activity core of Kingston is focussed on the Channel Highway. The Kingborough Council is located here, as well as community facilities and a range of retail services primarily within Channel Court. It has a regionally significant role south of Hobart.

8. Council owned site

Kingborough Council owns a site adjoining the subject land which is currently used as a car park. This site has strategic significance to the development of the site given its proximity to the sites southern entry and has been considered as part of the development masterplan to allow for better connections between the site and the existing activity area.



There is strong public interest in the future of this site and it is widely recognized within both State Government and the local community that it constitutes a “once in a lifetime” development opportunity for Kingston.

Figure 5. State Context



3.3 State Context

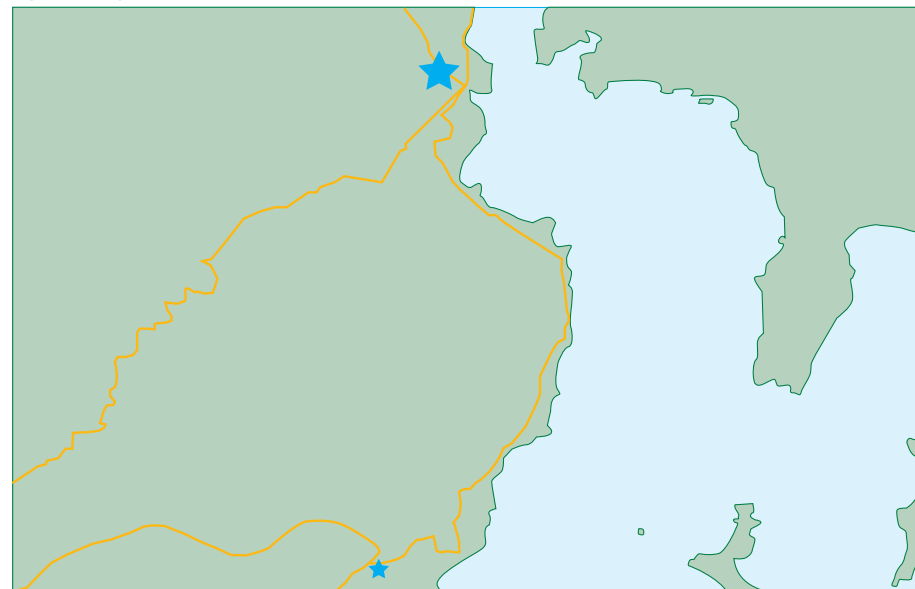
The contribution by the Liveable Cities Program in funding this project is recognition of the site's value in promoting outcomes that are consistent with national urban development objectives. Considered to be one of the 5 most important sites for development within Tasmania, the former Kingston High School site has the ability to serve as a model for future development in Tasmania.

In this regard it has the potential to embrace urban renewal initiatives to drive rejuvenation in the regional economy and will be supported by planning processes and a governance strategy to drive its development.

It is imperative that the Plan considers its strategic value to the State and promotes use and development that will attract potential investors / developers and community interest.

Furthermore, the development of the site provides some more tangible outcomes unrelated to financial benefits. These include non-traditional land uses such as higher density residential and mixed use development that provide Tasmanians with the opportunity to associate themselves with residences, businesses and social facilities which may not have been as widely available in the past.

Figure 6. Regional Context

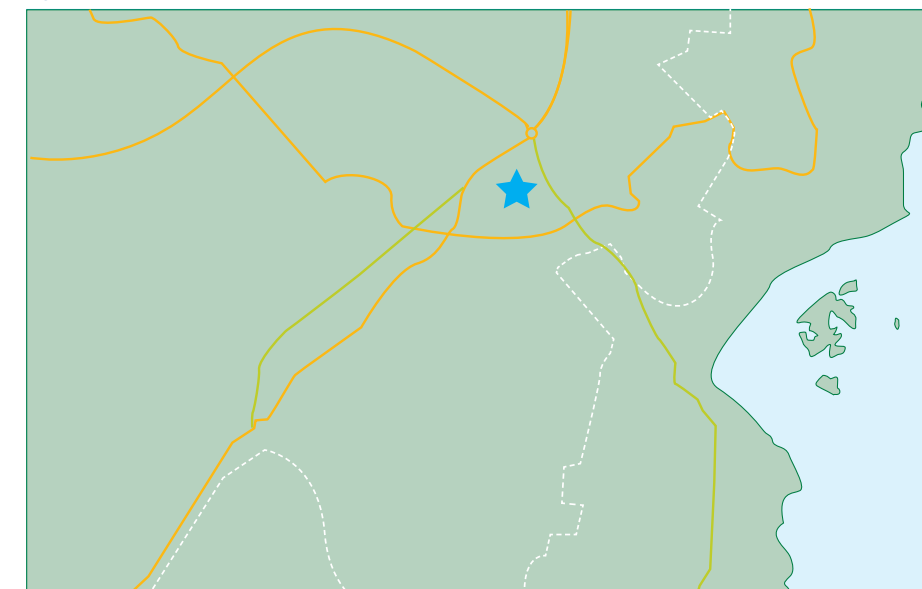


3.4 Regional Context

Regionally, appropriate development of the site supports the objectives of the Southern Tasmania Land Use Strategy 2010-2035. This strategy defines Kingston as a Principal Activity Centre below Hobart in the proposed regional hierarchy of major activity centres. A Principal Activity Centre is prescribed as one which should provide for a wide range of services and facilities (including offices for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sector.

Preferred land use development within Kingston as a Principal Activity Centre also includes regional Government facilities (State and Federal) and in-centre residential development above ground floor level, complemented by similar formats of a higher density. Other uses proposed include entertainment facilities and potential transport interchanges. It is worth noting that the location of the site as a geographical gateway, within close proximity to Hobart and within the northern sector of the Kingborough municipality, complements the desired intention of a Principal Activity Centre by servicing a catchment of regional significance across at least two Local Government Areas with a combined population exceeding 50,000.

Figure 7. Local Context



3.5 Local Context

The site has access to a catchment of almost 20,000 people within the greater Kingston area, a catchment which is enjoying strong growth and which has demonstrated the need for an improved range of facilities that when provided will enable it to be more self-sufficient, relying less on the services which to date have only been available in Hobart.

The site is directly affected by the existing character of the Kingston CBD, which is in itself an example of ad-hoc development decisions with little forward planning. The CBD is a mix of old and new developments and infrastructure. The disconnected result often fails to meet the needs of the community. A lack of diversity is also apparent as the CBD lacks public open space, recreational opportunities, office type developments and inner residential land uses.

From a local perspective, producing a development plan for the site introduces an opportunity to establish a renewed urban "heart", one that is shifted from an existing superficial, retail-dominant context and provides an area which contains infrastructure to support the growing population. Such a development also provides an impressive keystone site which is vibrant and progressive, putting Kingston "on the map".

The enhancement of this site therefore provides a conduit to respond to the needs and expectations of the community and will help to future proof Kingston in its land use needs.

4 Community Values

Consultation is an important part of any large strategic exercise.

It provides an opportunity to express many ideas and experiences from people across varying ages and backgrounds. Such ideas and experiences can help planners and designers obtain a strong understanding of the positive and negative influences a site such as this may have and to provide a strong direction for the future planning for the site.

The preparation of the Plan has involved a series of community consultation and stakeholder management exercises. These were used to:

- Obtain views on issues and experiences with the site.
- Glean thoughts and ideas as to the site's potential.
- Encourage active contribution and 'ownership' within the strategic planning process.

4.1 Stage 1 Consultation – Investigations Phase

The intent of this informal consultation was to encourage people to respond with their ideas and suggestions for the future use of the site. This resulted in a broad range of responses, from a full utilization as open space, to a mix of various uses, to a more intensive multi-storey type development of the site.

4.1.1 Stage 1 Approach

This was an appointment based one-on-one type approach seeking unprompted suggestions. Appointments were made through Kingborough Council and interviews were conducted by several members of the consultant team at the Council offices. In summary:

- Interviews held at Kingborough Council Chambers on the (insert dates)
- Approx 50 interviews – 70-80 people
- Cross section of community though a noted absence of youth and young families.
- Due to the absence of the youth a separate youth forum and survey was developed which included:
- A forum of approximately 10 local youth members and personnel working with the youth of Kingborough.
- An on-line survey developed to engage with families in Kingston which received a strong response.

The results of these consultations are detailed in the Background Report.

4.1.2 Stage 1 Attendees

Attendees included:

- Kingborough Council departments (Arts, Community Development, Environmental services, Planning and Engineering)
- Government Department representatives (DHHS)
- Local retail representatives
- Local residents.
- Community Groups (Kingborough Community Action Group, Bicycle users group, Historical society, Disabled groups etc.)
- Local youths

4.1.3 Stage 1 - Summary of Feedback

At the completion of the first series of consultation the following themes were identified:

- Mix of uses supported on site.
- Strong response to retaining green spaces and creating a "civic heart".
- Need for informal passive and active spaces serving range of socio-economic groups including community meeting spaces.
- Potential for adaptive reuse of school (or part thereof).
- Further retail viewed cautiously but not out of question.
- Commercial / retail to be integrated with public realm.
- Increased residential density at appropriate scale.
- Improved public transport hub and pedestrian focus – "connecting Kingston" – also need for taxi rank.
- Support for additional parking on eastern fringe with an emphasis on multi-purpose use.
- Residential development supported on site at appropriate scale.
- Opportunity on site to introduce a centralised park and ride facility to improve public transport access.
- The site can afford the community the opportunity to integrate entertainment facilities such as a theatre or cafés and restaurants.

4.2 Stage 2 Consultation – Draft Development Plan Phase

Following on from the first round of consultation and the technical investigations, the consultant team prepared a draft Development Plan. The draft Plan considered many of the public comments from Stage 1, it applied the use of the core design directions that were developed in the early stages and it applied a spatial arrangement of activities that would work well off each other. The two key areas included the draft Open Space framework and the overall Development Plan framework. The draft Development Plan also provided some additional detail for the proposed Community Hub so that the community could obtain a stronger appreciation of this aspect of the Plan.

4.2.1 Stage 2 Approach

The Draft Development Plan was put into a brochure format and widely distributed via the Kingborough Council through the Kingborough News, through a media release and copies placed on the Council website.

The media release outlined the basis of the draft Plan and invited readers to attend a public workshop at Kingston High School to learn more about the Plan and provide input into the process.

The workshop was held at the High School on the 29 November 2012. It was held approximately three weeks after the Plan had been exhibited so that people attending could contribute knowingly to the workshop.

The session included an initial presentation that provided an overview of the draft Plan and then attendees were asked to split up into groups and provide what they liked and disliked about the draft Plan. The intention of this was to

ensure closer and transparent engagement with the community and to ensure team members had a chance to hear directly about key concerns and opportunities that the Plan presented.

Approximately 30 people attended the forum.

Following the exhibition of the Plan, formal feedback was sought with submissions closing on the 14th December.

In all 34 Submissions were received during exhibition of the draft Plan.

The submissions were reviewed with a generally wide acceptance of the Plan with many comments acknowledging certain features of the Plan such as the location of key uses, the pedestrian spine, civil heart and Most criticism was focussed on the amount of green space provided and there were varying comments about land uses being in the wrong place. Equally, there were many who said the green space provided was a good result and that the Plan included a good range of features.

Some specific concerns were directed at the design of the space adjoining the community hub on the basis of prevailing climate impacting negatively on this space. However it was felt from an urban design perspective that the hub and its adjacent areas could be designed in a manner that would ensure it is an attractive, aesthetic environment and that the climate impacts would not be detrimental to this space.

The team took the feedback regarding open space on board and reduced the amount of built form proposed in the centre of the site and replaced this with an open area event space. Accordingly, this has ensured a better design

response in this location and further enhanced the area in the vicinity of the Community Hub. Further enhancements were made to the public realm and design guidelines were prepared to support the Plan that ensured an emphasis on development at a scale that suited the Kingston area.

4.2.2 Stage 2 - Summary of Feedback

General comments:

- More green space or public park area is needed.
- Residential and mixed use area north of the community hub should be reduced / deleted.
- Community hub facility is good reuse including utilisation of the existing school building.
- Improvement suggestions for the Hub included emphasising the northern aspect and increasing the floor area.
- Split response to Integrated Care Centre (ICC) development location – potential to produce congestion at precinct gateway, proximity to community facilities well supported.

Positive community responses to the draft development plan included the following:

- Overall layout / framework of the draft Development Plan.
- Open space allowance of approximately 1/3rd of site.
- Landscaped and recreational facilities well considered.
- Emphasis upon catering for movement of pedestrians across the site well received

via the provision of the Promenade and Boulevard.

- Balance of uses with limited retail and focus on residential/office/open space.
- Siting of main uses – ICC, Community Centre / Park and Ride.
- Parking that responds to natural topography of the site.
- Strong Pedestrian linkages.

Opportunities for improvement within the draft development plan identified by the community via the consultation process included the following:

- Middle neighbourhood too large, need to reintroduce green space and reduce building footprint.
- Open space provided needs to be larger in centre of site.
- Community centre exposed to climate elements – wont be useable
- Park and ride should be at Channel Hwy end.
- Neighbourhood Road design needs to be less structured – softer approach – looking for innovative subdivision design

4.3 Agency Consultation

During the course of the project numerous meetings were held with key agency stakeholders including formal and informal meetings with regulatory authorities and Government department officers. Informal discussions with retail tenants and shop owners were also held during the land use economics assessment conducted as part of an earlier phase of the preparing this Plan. The following stakeholders

were consulted with during the project development:

- Department of Health and Human Services (DHHS).
- Southern Water.
- Department of Treasury and Finance (DTF).
- Department of Infrastructure, Energy and Resources (DIER).
- Tasmanian Planning Commission (TPC).
- Kingborough Community Action Group. (CBD)



5 Key Design Directions

“an area that will develop its own identity yet be an integral part of the Kingston CBD offering its own unique qualities and experiences”

The design directions for the Kingston High School site have evolved through an interactive journey embracing local community ideas with technical investigations and design expertise.

This Plan has been founded upon a set of strong design directions that will guide the development of the site over time. Not unlike previous plans for the site, there are consistencies in the design directions including increased connectedness, sustainability, improved transport and retention of open space. However, it is the design approach that will ultimately set this Plan apart.

The key themes are shown herein:

- “connecting people to place”
- “creating the public space”
- “building a community heart”
- “transporting people, parking cars”

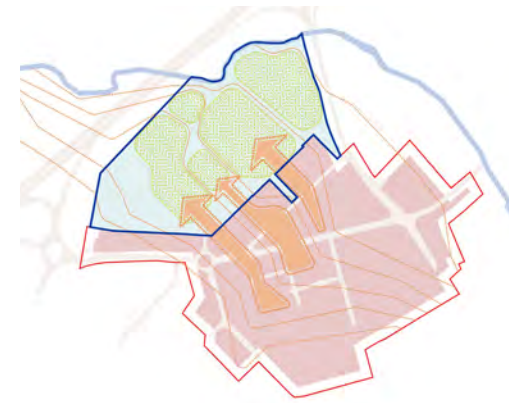
Figure 8. Design Directions

connecting people to the place



A COMPACT TOWN CENTRE

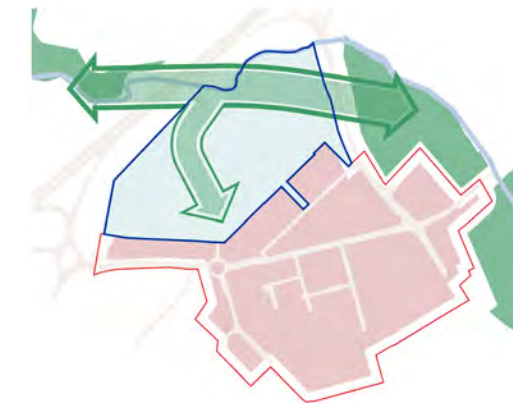
New development should promote the idea of a compact town centre that promotes walking and integration with the existing concentration of activities in the centre.



RESPONDING TO THE TOPOGRAPHY

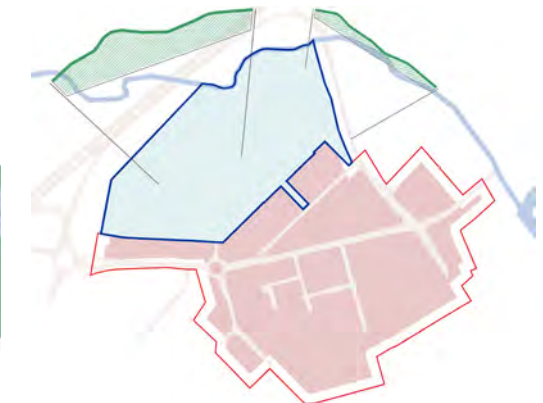
The steep topography in the local area could make walking difficult. New development should provide direct links that follow the existing topography ensure that links are easier to traverse.

creating the public space



CONNECTING OPEN SPACE CORRIDORS

The very large existing open space resources in the local area are relatively underutilised because they are inaccessible. New development should complete the open space corridor and ensure there are useable pedestrian links connected to regional networks.



RESPONDING TO THE LANDSCAPE VISTA

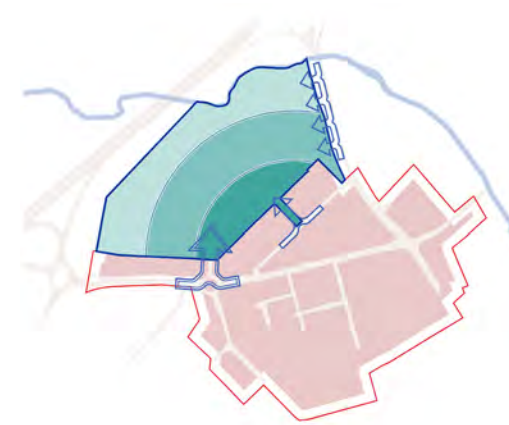
The site has excellent views towards Mount Wellington to the north and the high hills to the northeast. New development should promote opportunities for views towards these landscape settings.

building a community heart, one step at a time



A NEW PUBLIC HEART FOR KINGSTON

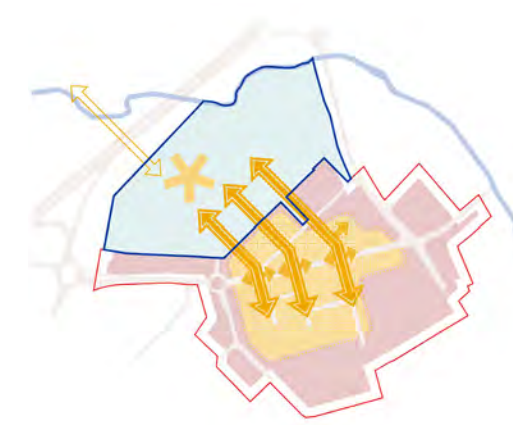
While Kingston already has some excellent community facilities it will require more spaces for public use. The new development should provide a focus for the community, including both indoor and outdoor spaces.



BUILDING PROGRESSIVELY FROM THE CENTRE OUT

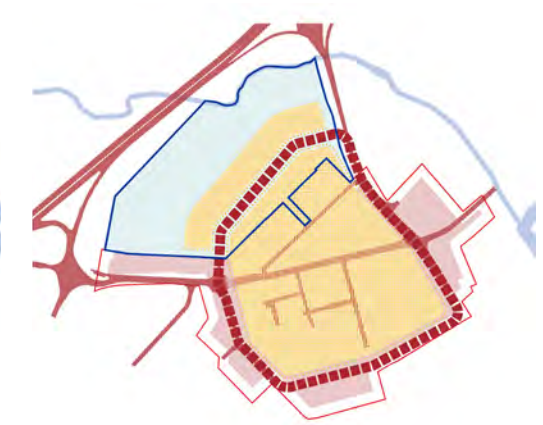
The size of the site means that development will be a long term process completed over many years. New development should proceed outwards from the centre, ensuring each precinct is complete before the next stage begins.

transporting people, parking cars



EXTENDING THE WALKABLE TOWN CENTRE

The core of the Kingston central area already contains footpaths and pedestrian spaces that support strong street life. The new development should extend this network and create linkages in multiple locations.



REDISTRIBUTE TRAFFIC TO PRIORITISE PEDESTRIANS

Over time the traffic routes should redirect traffic around the core areas and promote pedestrian friendly spaces throughout the core activity areas.

5.1 Responding to the Design Directions

Connecting People to Place

The Plan achieves this through:

- Creating a compact town centre through the connection of the site to the existing CBD
- Creating destinations throughout the area that meet the varying needs of the community
- Providing clearly defined pedestrian access routes between the key activity areas
- Developing a desirable local identity that builds upon the connected centres.
- Encouraging development in the area to accommodate a broad cross-section of income groups - attracting residents from the broader Kingborough community and wider region.
- Developing an arrival experience for the connected areas that reflects a theme for the area.
- Strengthening and expanding employment, services and facilities across the Kingston Activity Centre.
- Providing a new civic promenade to stimulate movement through the site, improve the amenity and attract activity and investment to the area.
- Promoting new development opportunities along the connections to enhance activity along these strips

Transporting People, Parking cars

The Plan achieves this through:

- Enhancing connectivity (directness, clarity, quality, safety and security) of vehicle, pedestrian and cycle linkages throughout the site and surrounding area.
- Developing a primary north south connector route between Beach Road and Channel Highway
- Formalising a minor road and pedestrian connection between John Street and the site that will enable access to the northern half of the site.
- Proposing a high quality pedestrian promenade that will become a key feature of the site, providing an active public realm and connecting the site with existing land uses to the east and west.
- Providing opportunity for a public transport hub to be located within the site (along the main boulevard).
- Providing at-grade public parking in open areas and encouraging the development of basement parking through use of the tiered landscape.
- Providing a “park and ride” facility adjacent the main boulevard towards the north of the site.
- Create a network of themed streets - boulevards - and avenues framed by new commercial / mixed use gateways and residential developments.

Creating the Public Space

The Plan achieves this through:

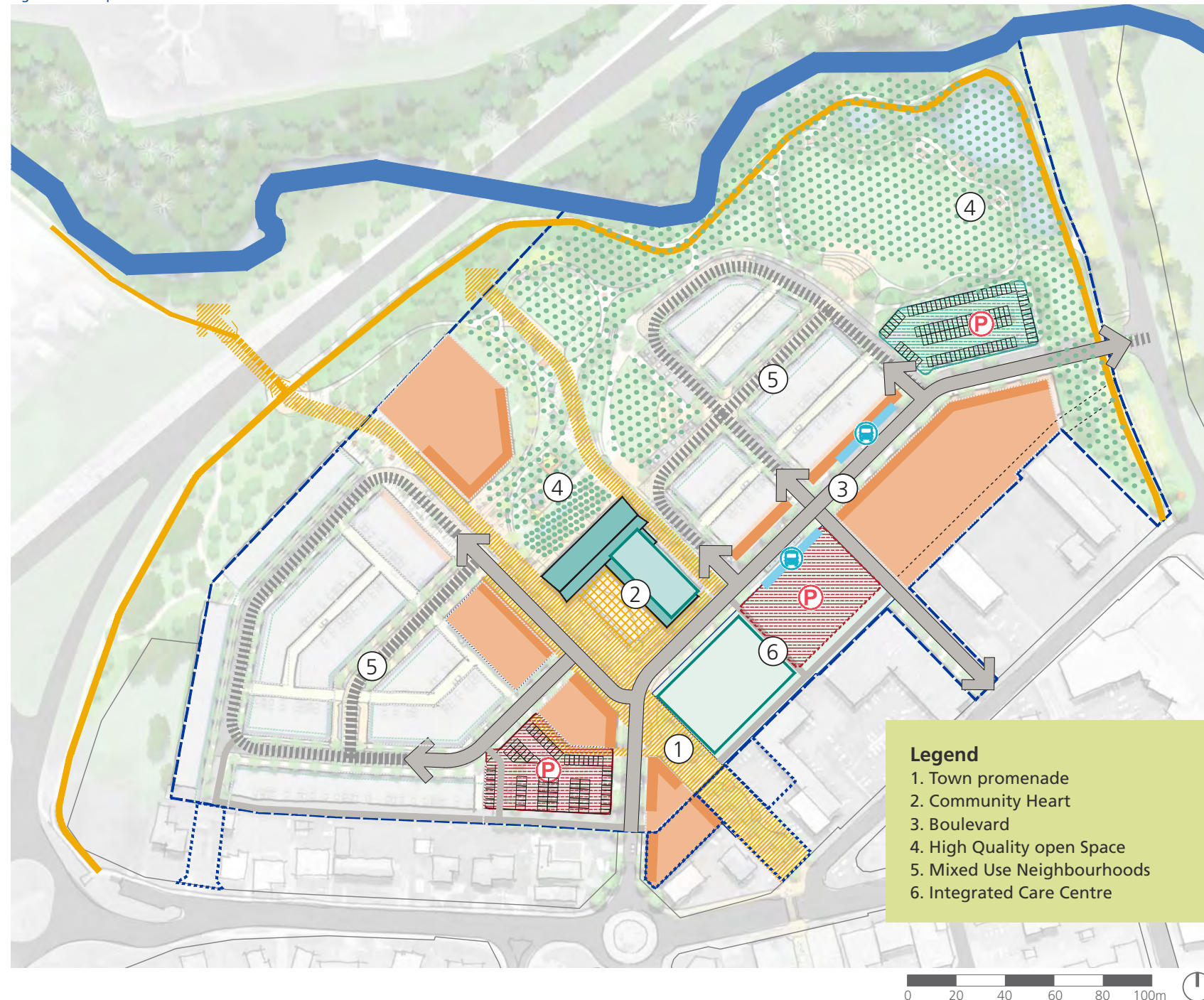
- Enhancing recreational opportunities for the local community and fostering social integration for all ages.
- Providing more accessible local opportunities for passive and active recreational spaces.
- Strengthening open space linkages between open space activities to the north and west of the site and to the nearby commercial and residential areas.
- Providing open space that will enhance the visitation experience to the site including those who will work in the newly developed uses as well as those visiting on a short term basis.
- Providing open areas that can accommodate a wide range of recreational facilities suited to a diversity of age groups
- Providing open space which will enable strong functional relationships with community and retail / service uses.
- Ensuring the spaces provided will embrace the Crime Prevention Through Environmental Design (CPTED) principles and enhance the aesthetic value of the site
- Providing events based spaces that can respond to performing space requirements and larger community gatherings.

Building a Community Heart One step at a Time

The Plan achieves this through:

- Recognising there is an absence of a current central gathering space in the heart of Kingston.
- Providing a centralised area on the site, capable of accommodating a purpose built facility which is accessible to all demographic ages.
- Optimising land use opportunities in the site that can be used for community, open space and private investment purposes and which can be adapted over time.
- Identifying accessible spaces that can integrate with like uses such as community centres, play grounds and safe public spaces.
- Providing public realm that encourages activity and movement between key destinations.
- Providing a plan that promotes opportunities for private development growth outwards from the ICC and community centre to support the community activities.
- Delivering development sites supported by strong pedestrian and road networks.

Figure 9. Concept Plan



5.2 Developing the Concept Plan

The design principles for the overall concept plan are to:

- Extend a town promenade as the civic spine linking the existing core with the new development through quality open space.
- Locate a hub of public uses to provide a community heart at a key position along the town promenade.
- Encourage active retail and hospitality uses along the town promenade and allow for alfresco dining where possible.
- Ensure vehicle access into and across the site through a new interconnecting boulevard from Channel Highway to Huon Highway.
- Provide a highly permeable grid street layout throughout the site.
- Encourage pedestrian and cycle links through the precinct and integrating with movement networks through the local context.
- Provide a range of differently scaled high quality public spaces allowing for both active and passive uses.

- Encourage the use of rear laneway access to allow for continuous active frontages to important public realm and street interfaces.
- Ensure the views towards Mount Wellington and surrounding hills are available from key public spaces and community facilities.
- Provide a suitable location for the Integrated Care Centre (ICC) as an activity anchor for the new site easily accessible from the existing core.
- Provide for a wide range of non-residential uses at street level as an interface to key public realm spaces.
- Promote increased residential densities in mixed use neighbourhoods with a diverse range of housing types to meet varying housing needs.



6 The Development Plan

This site will form a valuable extension of Kingston that can grow and develop over time. In its early years it will embrace health, community, open space and some private development - development that will help fund public space improvements.

As the economy recovers, the neighbourhood provides the flexibility to respond and opportunities will emerge in residential, small scale retail and commerce and may feature cafes, restaurants and home - based working environments.

Larger development sites also exist to capture major activities that could include public and privately operated uses. Flexible, adaptable, sustainable and functional, the potential exists for a diverse and dynamic precinct that meets the needs and fills the gaps of the current Kingston community.

...Productive, Sustainable, Liveable – A plan that Connects Kingston....

The Plan for the former Kingston High School Site represents an outstanding opportunity to create a unique place within central Kingston, that will ultimately see the site embraced as a core component of a new and revitalized Kingston CBD

A primary objective of this Plan has been to deliver a site that proposes opportunities for a cohesive, strategic and structured framework of land uses that includes the planned delivery of infrastructure to support those uses.

The site, with its size, position and tiered topography lends itself to the development of a mix of land use forms and functions that will be integrated with a creative use of public open spaces and community facilities.

Users of the site will be inspired by highly active pedestrian spaces that link to shops, community services, offices and dwellings. These spaces will extend through central Kingston, bridging roads and properties to connect Kingston and the former school site as one large centre.

The site will become a highly liveable environment enhanced by the functional open space that is safe, accessible and attractive.

It will be an environment that offers choice in living and working, recreating and visiting.

6.1 Site Development Framework

The primary purpose of the Site Development Framework is to illustrate the key structural elements which will support and shape the land uses on the site, having regard to the site's features and constraints.

Whilst this Plan primarily addresses the former Kingston High School site, it is not considered in isolation of surrounding areas and therefore could lead to unsustainable outcomes.

The site's relationship with these areas, whilst potentially different, must be carefully considered when determining activities on the site.

The Plan has been developed through a process of detailed technical investigations, community input and feedback, professional design processes, administrative and commercial factors and with due consideration to the needs of key stakeholders such as DHHS whose proposed Integrated Care Centre provides an excellent catalyst for the early development phase of this key site.

Despite the site having been through previous master planning exercises, the development of this Plan began assuming a clean slate where the team reviewed the site's existing physical status and then, through investigations and community driven processes, gradually developed a series of urban design and open space suggestions to provide the foundation of the Plan now presented.

Underpinning the Plan are five sub plans or frameworks each with their own objectives and outcomes that provide the detail within the Plan. These include:

1. Land Use and Built Form Framework focussing on the arrangement of activities and the appearance of development and built form
2. Open Space and the Public Realm which addresses the public spaces and places that will host public activity throughout the site
3. Community Facilities Plan which addresses the facilities at the core of generating spaces for events, meetings, socialising, gathering and performing
4. A Transport and Movement Plan that identifies the transport network considerations and infrastructure required to support vehicle and pedestrian movement through the site and into the surrounding streets
5. An Infrastructure Delivery Plan that identifies the services required to support the land uses activities and how their implementation must be aligned with the delivery of each precinct within the Plan.

Figure 10. Development Plan



Figure 11. Development Plan – Civic Heart, Promenade and Community Hub Enlargement



- Legend**
- 1. Town Promenade / Civic Spine Open Space
 - 2. Safe Crossing / Island Refuge / Pedestrian Controlled Lights
 - 3. Town Square / Performance / Small Events
 - 4. Mixed Use / Alfresco Dining
 - 5. Slow Traffic Zone. Paved Surface Treatment / Parallel Parking
 - 6. Public Car Parking
 - 7. Boulevard / Bicycle Lanes / Bus Stops / WSUD / Streetscaping
 - 8. KICC Car Park
 - 9. Town Promenade / Civic Spine
 - 10. Community Hub Main Entry
 - 11. Community Hub Fenced Play Area
 - 12. Community Hub Cafe Break Out
 - 13. Community Hub Deck / Break Out
 - 14. City Park / Playground / Sculpture / Water Play / Seating / Shelter / Public Toilet
 - 15. BBQ / Picnic / Shelter
 - 16. Terraced Seating / Amphitheatre Steps
 - 17. Village Green / Open Space / Kick And Catch / Medium Size Events / Performance
 - 18. Public Car Parking
 - 19. North South Link / Paved Street Surface / Residential Street / Parallel Parking
 - 20. Mixed Use Open Space / Ball Sports / Fitness Circuit Loop
 - 21. Steps Down To Under Pass
 - 22. Under Pass Connection Node
 - 23. Shared Use Trails



7 Land Use and Built Form Framework

Objectives of the Land Use Framework:

- To deliver a sustainable community profile through a mix of commercial, residential and community forms and functions.
- To create a dynamic and quality commercial environment supported by medium density residential hubs that offers choice for varying demographic groups.
- To provide for uses that will generate employment, activity and have strong access to transport and facilities.
- To deliver for a range of land uses that are integral to attracting a variety of activity within the area over a 24 hour period, seven days a week.
- To provide for uses that currently do not exist in nearby centres and uses which provide an alternative to the traditional delivery of development in the Kingston region e.g. medium to high density housing mixed in amongst commercial development.
- To ensure that uses proposed do not duplicate activities nearby that are currently in abundance e.g. supermarkets.
- To ensure that new use and development is guided by development standards which will create an attractive, vibrant and interesting community and a create a point of difference for Kingston that developers and end users value and are excited by.

7.1 Land Uses

The key land uses outcomes for the site include :

- Open space / recreational areas.
- Developed neighbourhoods comprising a range of commercial and residential uses at a variety of forms and scale.
- Accessible, high amenity areas within the open space and public realm of the roads and pedestrian streetscapes.

Through a review of existing land uses in Kingston, feedback from consultation with agencies and the community and a consideration of the current Tasmanian market conditions, a range of land uses were identified for the site. These prospective uses were then bound together in a concept design with due consideration for making the most efficient use of existing water, drainage and sewerage infrastructure to supply future uses without enduring significant relocation costs.

Another key consideration has been towards achieving an adaptive reuse of the existing school buildings. Spread across two levels and over a substantial area at the centre of the site, the former Kingston High School, constructed in 1972 and in reasonable condition was considered in the context of its suitability for reuse amongst other the uses proposed for the site and for specific purposes such as community facilities.

Subsequently, a small section of the former High School containing the old gymnasium and courtyard was identified as being of value and capable of being incorporated into the concept design as the Community Hub. Motivated by strong support from the community through the consultation phase, the Community Hub (explored more in the next section) will support a range of internal and external meeting places and spaces. An emphasis for the Hub will be on integrating passing pedestrians and dedicated users of its facilities with aspects of the surrounding environment including the potential for a café to overlook a playground and a performing space to add to the aesthetic environment of the Promenade.

One of the most significant factors influencing the concept design was the ability to anchor the site with the proposed Integrated Care Centre (ICC) facility being proposed by DHHS. Having been at the centre of the site's recent history and representing a key influence in shaping the site's future, the ICC provides the opportunity to be a catalyst for development on the site. Accordingly, using the site requirements for the ICC and integrating them with the potential for other uses, a concept layout was developed with an emphasis on community and health at the heart of the design supported by a strong road and infrastructure framework.

The built form over the remainder of the site includes a mix of development sites of varying sizes and shapes.

These sites have been created to provide for a range of uses that include:

- Medium and higher density housing forms.
- Shop top residential above retail and commercial premises featuring home based businesses.
- Retail uses that at a smaller scale will focus on café's and restaurants and at a larger scale the potential for a department store.
- Commercial activities that include offices and service businesses in low to medium rise developments.

In addition to the development sites, there exists approximately 4 hectares of open space featuring passive and active areas that will be enhanced to accommodate a wide range of demographic age groups. Supported by function spaces for events and attractive pedestrian environments, the open space areas will contribute a high level of amenity for the community.

Figure 12 provides an indication of the varying site areas across the former school site.

Figure 12. Site Areas of Proposed Uses



7.2 Built Form

To create an interesting and attractive regeneration of this site, the form of the development has sought to balance the scale (height) of development and its appearance against the need to create safe, active and interesting streetscapes.

Key principles include:

- Promoting heights that are:
 - Predominantly consistent with the Kingston form of 2-4 storeys.
 - Viable of being constructed and tenanted in the current and longer term market.
 - Recognise gateway locations and the ability to present an iconic design outcome.
 - Provide for uses such as residential, a point of difference in the residential market by permitting up to three storeys.
- Promoting setbacks which on main streets encourage activated frontages and on side streets promote articulated setbacks to respect amenity and appearances.
- Promoting development which embraces sustainable design measures including maximising solar orientation for heating and cooling efficiencies and useability of private open space.

The following images and detail provides some additional information with regard to figure on left hand side.

Figure 13. Preferred Building Heights

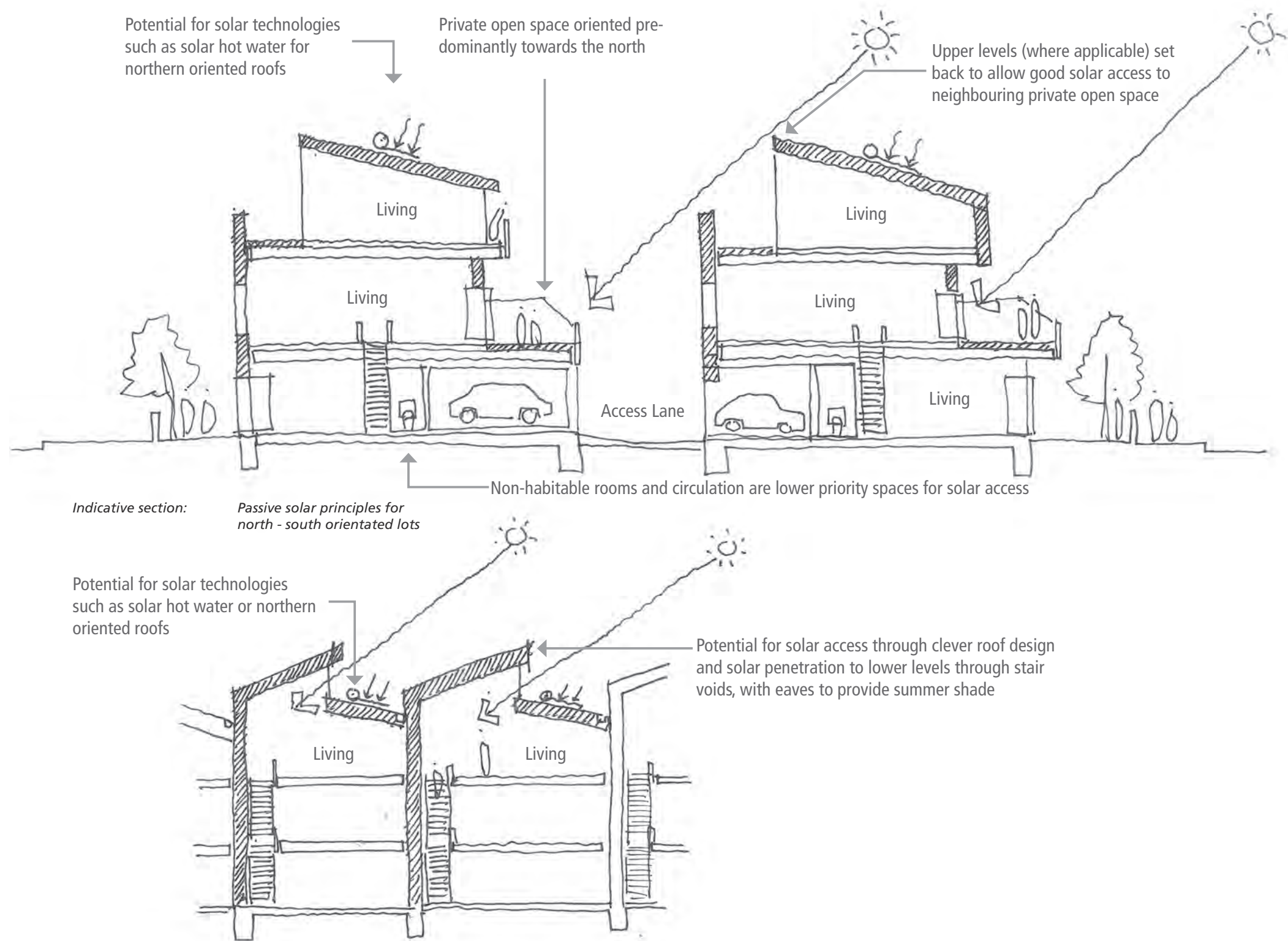


7.2.1 Building Heights

The strategy for preferred heights is intended to:

- Create a distinctive and legible urban form for Kingston when viewed from surrounding areas.
- Locate higher built form where it will benefit the precinct as a whole and provide opportunities for new types of development.
- Encourage diversity in built form and allow for a range of development outcomes.
- Avoid overshadowing of sensitive existing uses on abutting properties outside the precinct.
- Avoid overshadowing of major new open space areas, particularly playgrounds and recreation facilities.
- Define preferred heights not mandatory maximum heights, to allow for alternative outcomes where a higher quality design response can be demonstrated.

Figure 14. Layout and Passive Design



7.2.2 Layout and Passive Design

New development should be led by the principles of good passive design as outlined by the planning scheme, including solar access, summer shading and insulation. Active technologies such as solar hot water should also be employed where possible.

The adjacent diagrams show examples of means of achieving good quality solar access to living and private open spaces.

Key objectives

- Where possible buildings should be oriented to optimise solar energy through solar gain and the appropriate use of solar energy.
- Development should be designed so as to ensure that the energy efficiency of existing dwellings on adjacent lots is not unreasonably reduced.
- Living areas and private open space should be located on the north side of the dwelling, where practicable.
- Dwellings should be designed so that solar access to north-facing windows is maximised.
- To establish a primarily north-south grid and street network to provide shared rear garden zones with high sunlight access and amenity.

The Plan necessarily includes dwellings with all lot orientations. Dwelling designs should make reasonable provision to achieve the above initiatives so far as practical.

Figure 15. Street Interface Treatments



7.2.3 Street Interface Strategy

The street interface strategy is intended to:

- Provide a hierarchy of interface types that gives clear guidance about the expected frontages to the public realm across the site.
- Distinguish between the areas where interface controls are most significant where there should be a focus for active street life, and other areas that have relatively less significance.
- Indicate where landscape treatments are an important component of the street frontage treatment.

The three nominated interface types are:

Primary Active Interface

- These are adjacent to the town promenade which is a priority location for active street life. The interfaces at street level must be designed to respond to this context.
- The built form should present as a continuous street wall.
- The interface should contain uses that engage with the street and support streetfront trading such as alfresco dining
- It should be at least 80% transparent glazing. Blank frontages must be avoided.
- Weather protection such as a shop awning should be provided.

Secondary Active Interface

These interfaces should also be set forward to address the street, but may have uses at ground level that are less active, e.g. residential or offices.

The built form should present as a continuous street wall.

The interface should contain uses that engage with the public realm. Blank frontages must be avoided.

Where there are semi-private uses at street level the interface may contain screening that provides a minimum of 30% transparency.

Dwellings at ground level should orient communal or living areas towards the street (not bedrooms).

Landscape Interface

These interfaces are more residential in character and should support space for a small front yard landscaping as a transition from public to private space.

Built form should generally be set back from the street to allow for landscape area.

Built form should be strongly articulated and express individual dwellings even where attached to adjoining dwellings.

The landscape provision should allow for at least one tree with spreading canopy.

Fences should be low (less than 1.2m high).

Dwellings at ground level should orient communal or living areas towards the street (not bedroom).

Opportunities for passive surveillance of the public realm should be encouraged.



8 Open Space Framework and the Public Realm

Objectives of the Open Space and Public Realm Framework:

- Create sufficient open space, infrastructure and facilities in support of the area as the community heartland of the Kingston town centre - a vibrant core to the site that meets expectations for social, economic and environmental sustainability.
- Provide spatial diversity to meet the needs for a variety of user groups for passive and active recreation and formal and informal uses.
- Locate uses to suit the environmental conditions of the site addressing topographic constraints, climatic parameters and the visual values of the site and the distant views.
- Establish clear, safe and accessible pedestrian and vehicular linkages between the site and the surrounding commercial and residential precincts and within the site itself.



8.1 Open Space

The Plan demonstrates over a third of the site (>4 hectares) will be designed to cater for the needs of the Kingborough and regional population.

The site provides an excellent opportunity to utilise large amounts of open areas already existing on site as well as connecting with adjacent linear open space features to the west and north.

In response to community demand for quality open space, open space has been designed to include landscaped areas including:

- passive recreation (for walking, sitting, watching)
- active recreation (for playing, running, jumping, riding)
- water based activities including ponds for bird habitats and model boats
- amphitheatre style settings for community events and shows

These feature areas will be complemented by green spaces along streets, lanes and within the public realm.

A key opportunity for this site is to integrate open spaces with activity generating uses. For example, the Plan identifies areas where activities located in the proposed community

hub (including meeting rooms and café) can be orientated to overlook adjacent landscape and recreational environments that significantly enhance the outlook from the buildings.

Figure 16 - Open Space Framework Plan illustrates the position of key open spaces and their scale relative to other land uses and the total site area. The diagram demonstrates the inter-connectivity and relationship of proposed open spaces to the wider public realm of the proposed streetscapes and the surrounding land uses.

Figure 16. Open Space Framework Plan



8.2 Public Realm

The appearance and function of the public realm is intrinsically important to the success of the Plan and the long term development of the site.

Those areas on the site that will carry the traffic and pedestrians need to be designed so that the aesthetic qualities and amenity of the public realm can be enjoyed and appreciated by all who use them.

The enhancement of the public realm is also a key area in which the site can be connected to the existing CBD. Some examples of enhanced streetscape already exist along the Channel Highway.

The following site wide items should be addressed in the implementation of the Public Realm.

- The existing CBD land uses provide employment and services to the local community. New site developments should incorporate appropriate access and connectivity to existing businesses in Channel Highway and John Street and the CBD.
- The number of access points to each development site should be limited where possible. The access points should also be offset from intersections to avoid conflicts with pedestrian and cyclist crossings points.

Specific areas to be addressed include the following:

The Boulevard

- The north south Boulevard is the primary vehicle access point and precinct gateway. The John Street link is a secondary access point that will connect the Boulevard with John Street and the CBD.
- Parking along the Boulevard will be kept to parallel parking. Towards the ICC there will be a bus interchange inset into the road alignment.
- The Boulevard will feature a central median of planted trees, lighting and water sensitive urban design treatments. The external edges of the Boulevard will also be planted to present a continuous landscaped thoroughfare extending through the site.

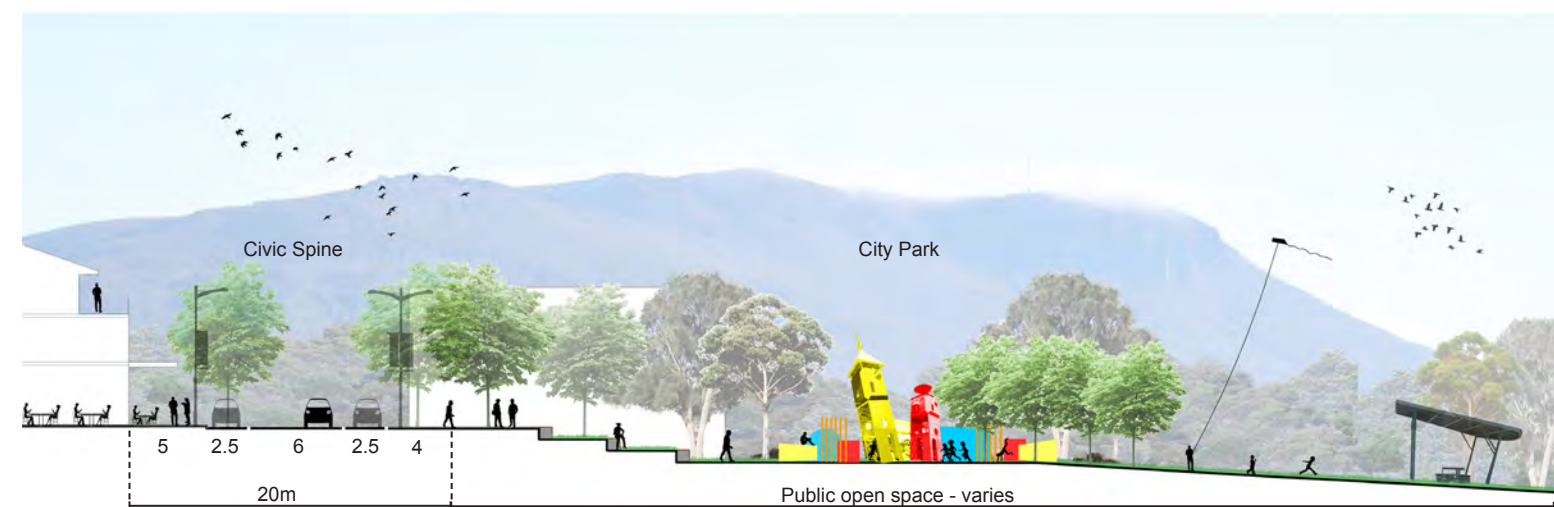
The Promenade

A key opportunity is to create a vibrant and highly aesthetic shared promenade that provides a continuous link between the southern outlet and central Kingston.

- The creation of this pedestrianised streetscape through the site will result in a unique public space that includes activated retail and community frontages, performing spaces and high amenity relaxation areas.

- The Promenade will combine the adjoining mixed use activities to create a vibrant, unique social, recreational, shopping and entertainment destination.
- Parking spaces along the Promenade will be limited to delivery and short term parking with visitor and employee / resident parking located in buildings.

Figure 17. Section Through Promenade



Civic Spine / Town Promenade / City Park - 20 m

Figure 18. Future perspective along Promenade (looking north west to Mt Wellington)



General Placemaking

The Plan seeks to optimise the access and links to, from and through the precinct. Streetscapes have been designed to accommodate pedestrians and cyclists with wide footpaths and priority crossing points.

Publically accessible links across private land will adopt the same public realm treatments to create a network of cohesive public spaces. The spaces could be accentuated by materials, plantings, furniture and artwork to link the proposed buildings to the public realm.

Events and performing spaces were highlighted as desirable spaces by the community and have been included along the Promenade and adjacent to the Central Village Precinct.

Safety and long term sustainability

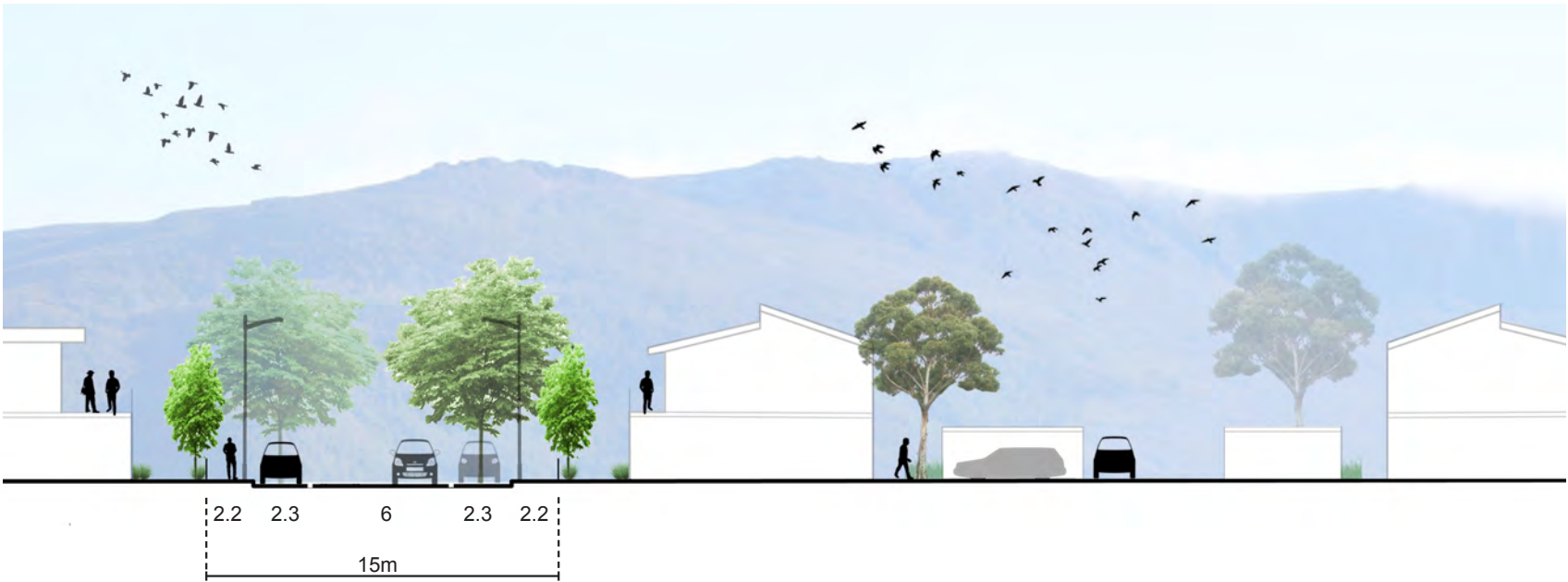
The proposed redevelopment of the site will improve pedestrian access to the area. Pedestrian activity in the streets will create a vibrant local community. The proposed mixed use development on private land holdings will provide passive surveillance of public spaces.

The public realm areas maximises the opportunities for 'access for all' provisions. Detailed design will provide further resolution of grading and level changes through the site.

Featured outcomes for the Public Realm may include:

- Street trees and proposed planting will be selected for their streetscape suitability for plantings. Species should consider low water requirements and generally be low maintenance.
- Water sensitive urban design elements will continue the existing theme from the Channel Highway. Within open space areas larger ponds are to be utilised. This leads to more efficient use of open space without compromising the water quality objectives.
- Street furniture would include furniture arm rests and backs to cater for the elderly and people with limited mobility. Street furniture such as seats, bins and bicycle racks will be selected from the standard suite of Council items. This links the site to the existing public infrastructure within central Kingston.
- Street lighting will be in accordance with the Kingborough street light standards to assist replacement of fittings.
- Detailed design of proposed works will ensure access for Council rubbish and maintenance vehicles.

Figure 19. Section Through Residential Street



Residential Street - 15 m

8.3 Community Facilities Framework

Objectives of the Community Facilities Framework:

- To provide multi-functional community spaces that meet the needs of a wide range of community interest groups and age groups.
- To provide well designed spaces where people can meet, greet, play, learn and perform.
- To provide community facilities that integrate closely with adjacent streetscapes to promote active street interfaces.
- To encourage passive surveillance of open space areas adjacent community facilities.

The provision of functional community facilities is an important part of the Plan and a requirement heavily driven by the Kingborough community during the consultation process.

This was in response to a view held by many that the central Kingston area lacked spaces to meet, perform etc. and that there was a clear absence of meetings spaces for all the youth and elderly.

The conversion of a small part of the existing school buildings that previously featured the gymnasium and adjacent courtyard provides a strong opportunity based on its positioning and alignment against the proposed Boulevard and Promenade to create the new city heart and an exciting venue that incorporates meeting rooms, event spaces, a cafe and opportunities for day care and other uses.

In this location the Community Hub can integrate with adjacent pedestrian spaces to the south as well as open areas to the north and west. It is also slightly elevated in this location making it a prominent feature on the landscape of the redeveloped site.

In addition to the activated frontages the Hub offers, it also promotes safer public spaces in the vicinity of the site and creates a strong destination along the pedestrian spine.

The floorplan image of the Community Hub provides an indication of how it could be arranged with the multi-purpose hall, the occasional care centre, the meeting spaces and the café examples of uses that may occur within this development. The plan shows how the courtyard can be transformed into a civic heart/ town square, landscaped on its perimeter to provide shade and protection from the weather. This space is sunken below the street level enabling it to become a unique performing space with steps acting as seats for passers by. The adjacency of the square to the hall also increases the multi-functionality of both spaces whereby the blue arrows depict how this wall could be designed to open up and double the space available.

The square could become a destination for public art, an art gallery or an interactive play space. It has many opportunities.

The Community Hub will be an important component of the redevelopment of the site. In addition to the road networks, the ICC and Promenade it has the potential to be a catalyst for activity that enhances the overall public experience on the site in the early years of its development.

Figure 20. Indicative Floor Plan Community Hub

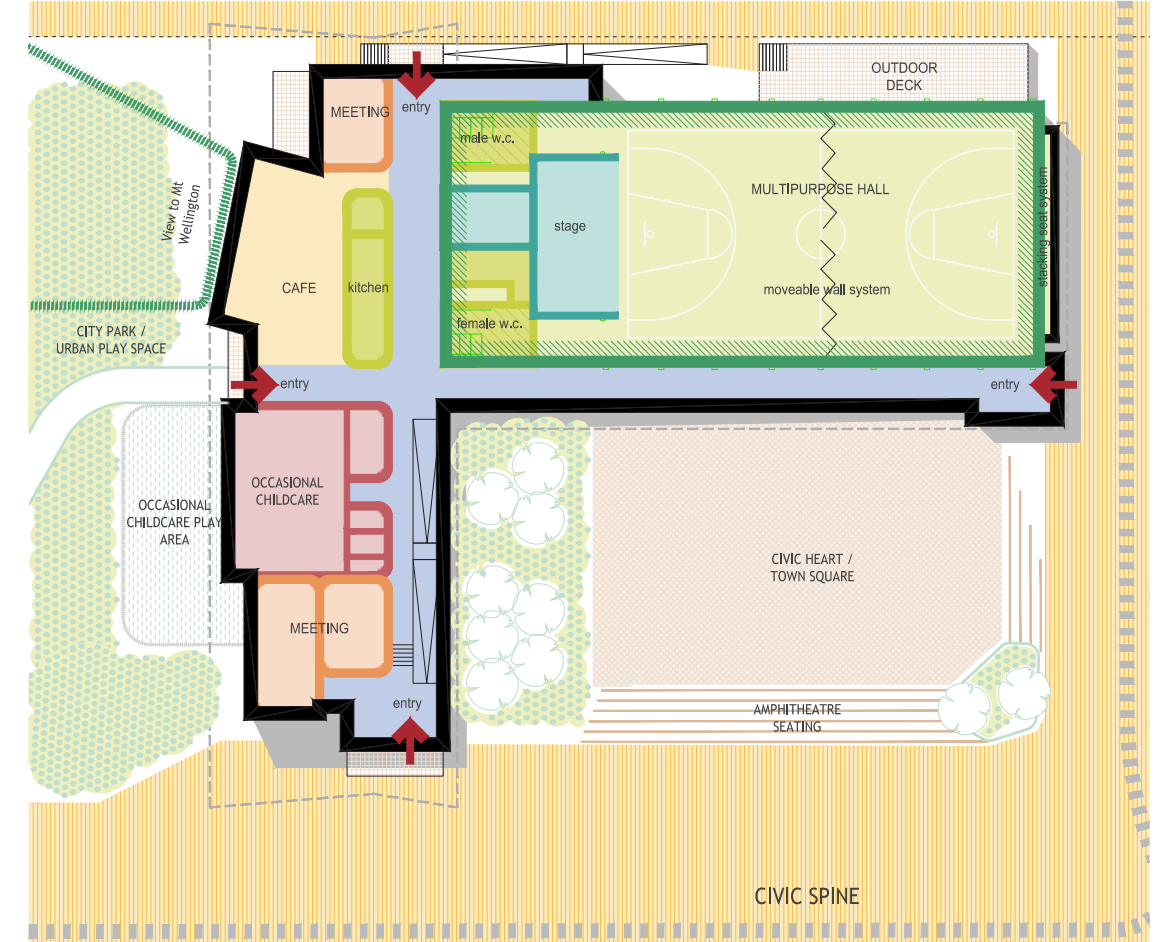


Figure 21. Indicative Perspective - Community Hub



9 Transport and Movement Framework

Objectives of the Open Space and Public Realm Framework:

- Create sufficient open space, infrastructure and facilities in support of the area as the community heartland of the Kingston town centre - a vibrant core to the site that meets expectations for social, economic and environmental sustainability.
- Provide spatial diversity to meet the needs for a variety of user groups for passive and active recreation and formal and informal uses.
- Locate uses to suit the environmental conditions of the site addressing topographic constraints, climatic parameters and the visual values of the site and the distant views.
- Establish clear, safe and accessible pedestrian and vehicular linkages between the site and the surrounding commercial and residential precincts and within the site itself.

Figure 22. Looking north along Channel Highway



9.1 Introduction

In the developing a comprehensive strategy for the former Kingston High School site, detailed traffic analysis and consideration has been given to the proposed future extension of the road network within the Kingston shopping centre. The resultant future traffic circulation and access requirements within the area as well as car parking, public transport, pedestrian and bicycle needs were also considered.

9.2 Existing Road Network and Traffic Activity

The development opportunities created within the study site will move the centroid of the retail and commercial development towards the northwest.

The main streets relevant to the development of the study site are Channel Highway, Beach Road and John Street. Church Street – Freeman Street form a southern and eastern boundary to the central business area and a circulation street around this area.

The Channel Highway and Beach Road have an important secondary arterial and collector road function and are main access roads for the Kingston retail and commercial area.

In recent times a roundabout has been installed at the Beach Road / John Street junction and the Channel Highway has been progressively upgraded from the northern and southern ends with a roundabout control installed at the Channel Highway/Freeman Street intersection. There also has been a minor reconfiguration of the Channel Highway/Beach Street intersection but the four phase traffic signal operation has been retained. The section of the Channel Highway between Hutchins Street and John Street remains to be upgraded.

Both the Channel Highway and Beach Road currently carry traffic volumes of 11,000 – 12,000 vehicles/day. John Street has a local street function with a traffic volume of up 3,000 vehicles/day.

Comparison of the 2010 and 2012 daily traffic volumes show that there has been a reduction in the Beach Road traffic volume of around 500 vehicles/day possibly due to the effect of the Kingston Bypass Road. However there have been marked increases in traffic volumes on Channel Highway west of Maranoa Road (around 30%); Maranoa Road south of Denison Street (around 72%); John Street (around 70%); while there has been a marked decrease in traffic on the Channel Highway east of Browns Road (around 44%).

A detailed consideration of peak hour traffic activity in the central business area and in particular at key intersections, has found that generally there are no current capacity issues. However at the time of on-site investigations, operational efficiency issues were found to exist at the John Street/Channel Highway junction, due mainly to the close proximity of the pedestrian operated traffic signals and also at the Channel Highway/Beach Road signals due to faults in the traffic signal settings. Potential safety issues also exist at the Beach Road/John Street junction due to the somewhat temporary design form of the current roundabout control at this junction.

The crash record on the streets through the Kingston shopping centre is not of significant concern

Graph 1 – Average Weekday Traffic Generation

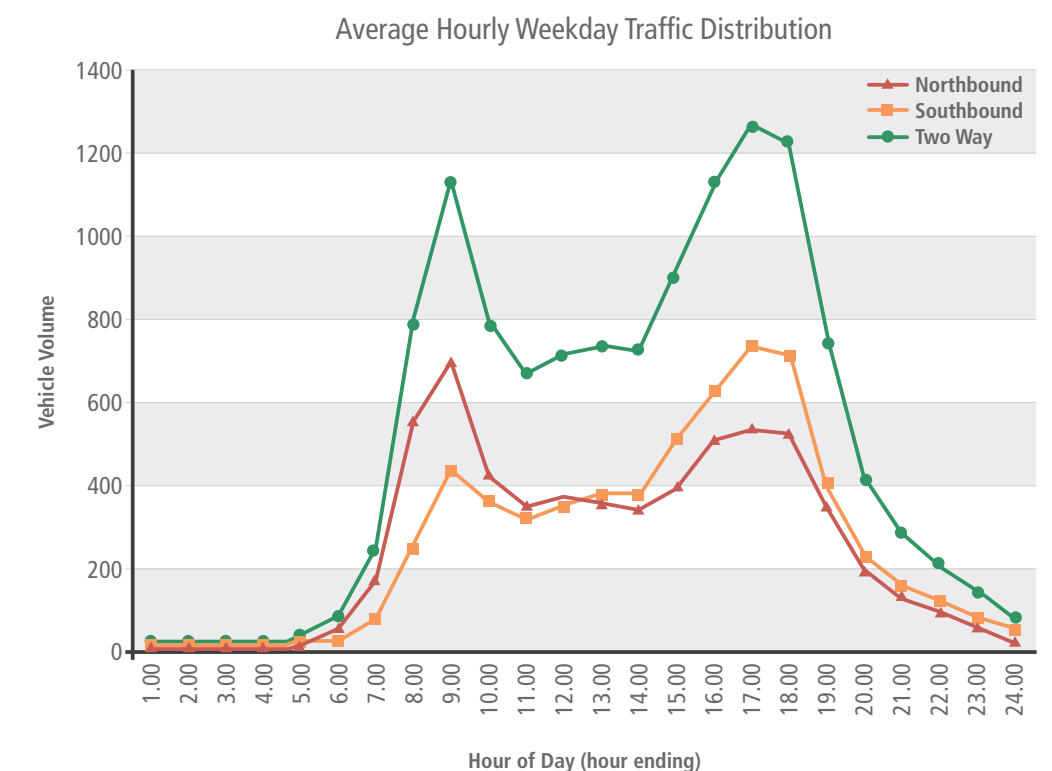


Figure 23. John Street / Beach Street Roundabout (looking south along John Street)



Figure 24. Channel Highway (looking south to intersection with John Street)



9.3 Expected Future Traffic Activity from Study Site

The detail contained in the masterplan about the staged development of the various land use activities for the study site has been used to determine the future traffic that expected development in this area is likely to generate.

The plan proposes specific land use activities within precincts in the study area. The actual floor areas or number of units were then determined based on realistic layouts on the lots having regard to car parking requirements.

The expected time frame for development within each precinct ranges from 2014 to 2024. As such predictions are not particularly accurate beyond around 10 years it was decided to assess the road network with full development for year 2027 on the understanding that Council would require a review of the traffic environment and operation in the area part way through the development of the area.

Gross Floor Areas were determined based on the expected types of use and development for each precinct and the probable number of floor levels. The New South Wales Road Traffic Authority (RTA) document – Guide to Traffic Generating Developments provided traffic generation rates for each type of development except where better local data was available. Please refer to

This analysis determined the total traffic generated from development of the study site would be:

- 365 vehicles/hour from the precinct development plus 120 vehicles/hour for the park and ride car park, a total of 485 vehicles/hour during the morning peak hour; and
- 714 vehicles/hour from the precinct development plus 90 vehicles/hour from the park and ride car park, a total of 804 vehicles/hour during the afternoon peak hour.

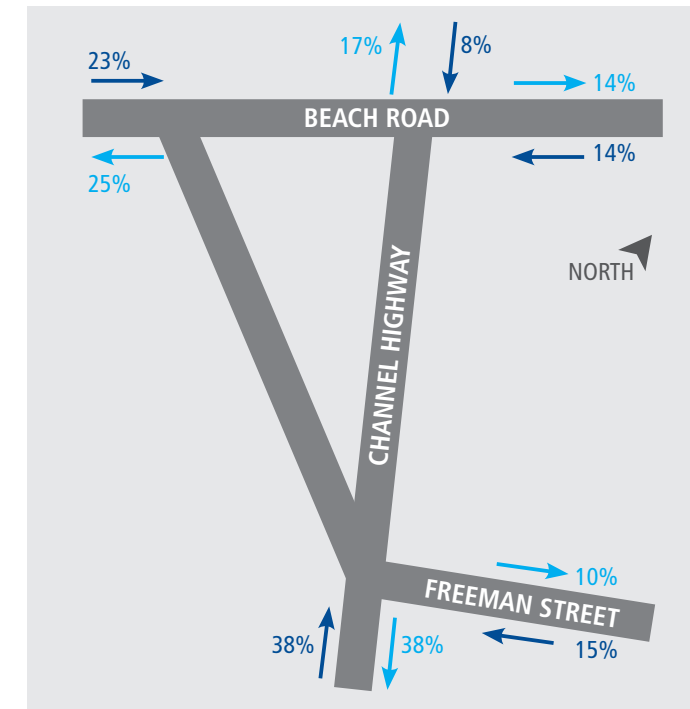


Figure 25. Expected directional traffic distribution during morning peak hour

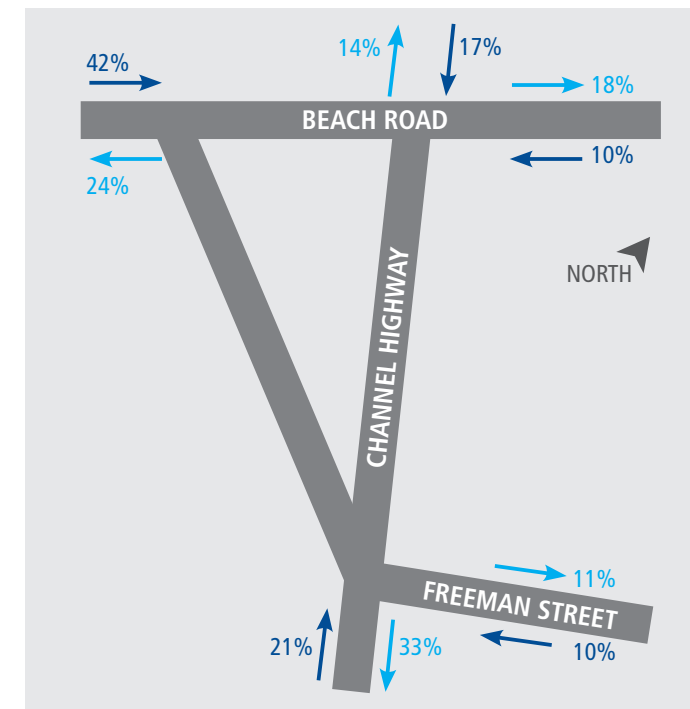
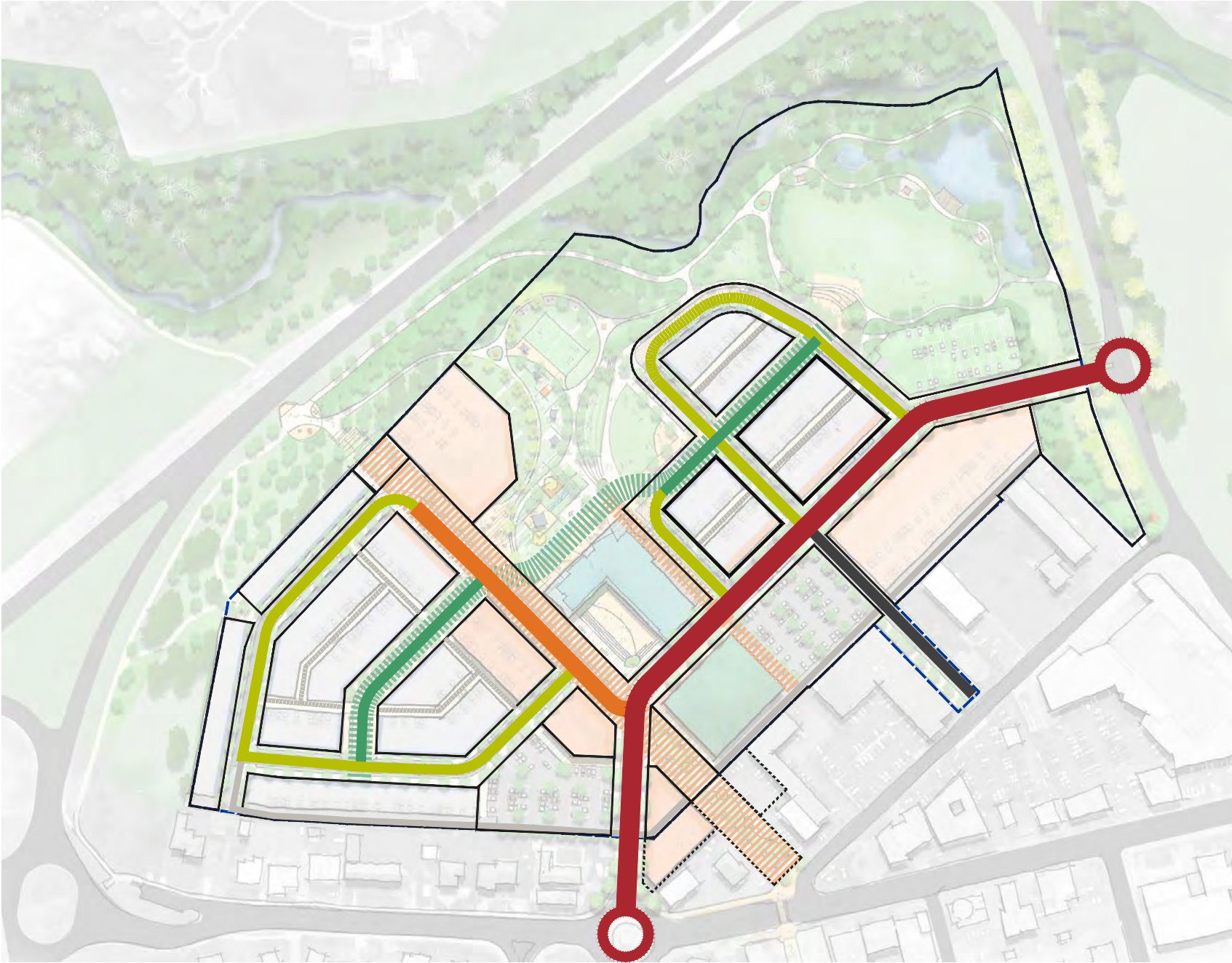


Figure 26. Expected directional traffic distribution during afternoon peak hour

Figure 27. Street Hierarchy Plan



Map 4: Street Hierarchy Plan

- | | |
|----------------------------------|--------------------------------|
| 1. Boulevard | 4. Major Laneway |
| 2. Spine | 5. Services easement / laneway |
| 3. Landscaped Residential Street | 6. Suggested rear access lane |
| 3. Residential Street | 7. Pedestrian priority area |
| 3a. Optional Residential Street | 8. Street Landscape corridor |

9.4 Proposed New Road Network within Study Site

Part of the development framework for the study site, which proposes mixed land use activities, has included a complementary road network which will provide good accessibility and be a natural extension to the existing collector and arterial roads servicing the Kingston area. It would also ensure there will be a calmed traffic environment, sensitive to the needs of pedestrians, cyclists, civic activities and potential external seating placements.

The central spine street through the study site is proposed as a tree lined boulevard with a 20m road reservation connecting to Beach Road with a roundabout controlled junction and to the Channel Highway via the existing western leg of the roundabout controlled intersection with Freeman Street.

The landscaped median treatment in the Boulevard will allow for the installation of right turn slots at the side street junctions, but also importantly the median will function as a generous refuge for pedestrians crossing the boulevard, particularly at the proposed east-west pedestrian promenade towards the southern end of the study site.

Other streets within the study site are to have a local access function. The 15m wide road reservations will be sufficient to meet the traffic, pedestrian and parking demand proposed for these streets.

It is envisaged that the 40km/h area speed limit that currently exists with the central business area will be extended to the streets within the study area. The overall environment in this area can be enhanced by the use of significant lengths of textured or paved parking lanes (if not the whole street surface) to complement other urban design features..

9.4.1 Street Hierarchy Design Principles

The street network is intended to:

- Provide a highly permeable network of public space connections throughout the site.
- Provide high levels of convenience and accessibility without allowing vehicles to dominate the public realm.
- Encourage walking and cycling throughout the street network and connect into the surrounding context to reduce the need for vehicles for short local trips.
- Provide pedestrian priority within nominated areas of the street network to encourage active use of the public space in an environment that encourages slow vehicle movement.
- Create a safe pedestrian environment throughout the site to remove the need for pedestrian barriers such as underpasses or footbridges.
- Promote efficient and safe interconnections with the wider regional traffic network.

9.4.2 Future Road Network Operation

A traffic assignment has been undertaken of the future traffic that the development within the study site is expected to generate. In assigning the morning and afternoon peak hour traffic, proportional directional splits were applied based on the current peak traffic volumes in central Kingston together with a 65:35 directional split for each development site.

Under reasonably favourable economic conditions, the study site is expected to be fully developed by around year 2027. Therefore it was decided to allow for traffic activity for a period of 15 years into the future as a basis by around the year 2027, as a basis on which to analyse the future efficiency of the road network. As a result the estimated current peak hour traffic volumes passing through the central Kingston were increased by around 16% to represent a 1% p.a. growth in traffic over the next 15 years.

As a result of this exercise it is expected that year 2027 daily traffic volumes on Beach Road west of the Channel Highway will range from around 12,000 vehicles/day to 15,000 vehicles/day, around 9,000 vehicles/day along the Channel Highway through the central business area increasing to over 13,000 vehicles/day south of the Freeman Street intersection and around 7,000 vehicles/day along the Boulevard. The side streets off the Boulevard will carry around 1,000 to 2,000 vehicles/day.

Traffic volumes on the existing roads are expected to continue to increase except for the Channel Highway through the central shopping area and John Street, where the traffic volumes are expected to slightly decrease due to the shift of through traffic from these streets to the boulevard through the study site.

No operational issues will arise along any mid-block road length as the capability of a road network to carry traffic is limited by the capacity of any intersections and junctions along the road. Capacity and operational analysis of the key intersections within the road network with the expected morning and afternoon peak hour traffic volumes in year 2027 has found the following:

Channel Highway and Beach Road - the intersection operation will be totally unacceptable with the current intersection configuration and traffic signal setup.

There is scope to modify the intersection layout and approach lanes to reduce the number of traffic signal phases to three or even two phases by allowing safe right turn filter movements across single opposing through lane approaches. However a fully successful outcome with such a solution ultimately is not likely to be adequate.

There will be a need to consider a roundabout control for this intersection. Accommodating a suitable roundabout layout will result in an excellent future traffic operation but it would require acquisition of land on the southeast corner of the intersection and provision for two approach lanes from the west plus slip lanes from the north and south. It is a matter that Council should discuss with DIER in the near future.

Beach Road and John Street - the roundabout control at this junction with single approach lanes and one circulating lane will continue to operate quite satisfactorily.

The roundabout design will need to be upgraded to better meet current design standards as a permanent installation.

Beach Road and Boulevard - this new junction with Beach Road will require a roundabout control since the junction will not operate efficiently as a sign controlled T-junction.

The roundabout control will also operate quite satisfactorily with single approach lanes and one circulating lane.

The proposed location for this junction will be at a point which is partway along the eastbound deceleration lane from the Southern Outlet. There will be a need to reduce the length of the deceleration lane to around 120m, which will not create any adverse impacts with regard to the safety and efficiency of the eastbound traffic movement.

Channel Highway and Freeman Street - this roundabout controlled intersection will continue to operate efficiently with the increased future traffic volumes.

Channel Highway between John Street and Hutchins Street

The section of the Channel Highway to the south of John Street is considered to be in its final form and not require further modification. However the section between Beach Road and Hutchins Street may require further modification given the above advice about the Beach Road/Channel Highway intersection. The remaining section of the Channel Highway between John Street and Hutchins Street is under review by Council.

The Kingborough Council are considering downgrading the Channel Highway between Hutchins Street and John Street with changes to traffic priorities at the John Street and Hutchins Street junctions to create a special pedestrian environment. The operational and safety implications of such a change to this very important road link, with its current high traffic volume to and through the central business area should be reconsidered in terms of the real benefits that may be gained against possibly few adverse traffic conflicts that will result if the link retains its current traffic priorities.

It is difficult to support the change for a number of reasons including:

- It is bad traffic management practice to have vehicle priorities where minor traffic flows have priority over the major traffic flow;
- The Channel Highway will remain a highly used sub-arterial road into the future so long as it remains open to traffic;
- This section of the Channel Highway can be traffic calmed with good urban design and geometric road features while still carrying the expected future traffic volume;
- A success with what Council might be seeking for with this link will require major frontage activity changes to revitalise the use of this link, much more than simply creating a bus interchange, which appears difficult to achieve in the foreseeable future;
- Endeavours to displace traffic to other parallel roads could result in adverse outcomes elsewhere.

There does not seem to be any imperative to change the design character of John Street until the frontage development along this street has significantly changed. Rather than change the junction priorities on the Channel Highway, it is proposed the junction of John Street with the Channel Highway be moved. This could be by some 20m or more to the north and the new street within the study site along the northern side of the proposed Integrated Care Centre from the boulevard be connected through to John Street. The result would providing motorists in John Street alternative access southwards via the boulevard to the Channel Highway/Freeman Street intersection. This is also a matter that Council should discuss with DIER.

Figure 28. Car Parking Plan



Map 5: Parking and Vehicles Plan

- Preferred vehicle route
- Major public car parks
- Major private car parks
- Preferred parking area at rear
- No crossovers permitted
- Bus stop (no crossovers)
- Opportunity for 90° parking



9.5 Parking Provisions

It has been determined around 1,200 car parking spaces will be required for the size and type of developments that have been proposed for the study area. Some 680 car parking spaces will be required for the commercial, retail and health developments within the study site.

In addition to this it has been assumed a further 80 spaces will be required for the Community Hub although this will depend on the final design of this development. There will be 200 car parking spaces provided by the eventual development of the park and ride car park which has the potential to be constructed as a split level facility. The proposed residential development would require some 265 car parking spaces based on the current planning scheme requirements.

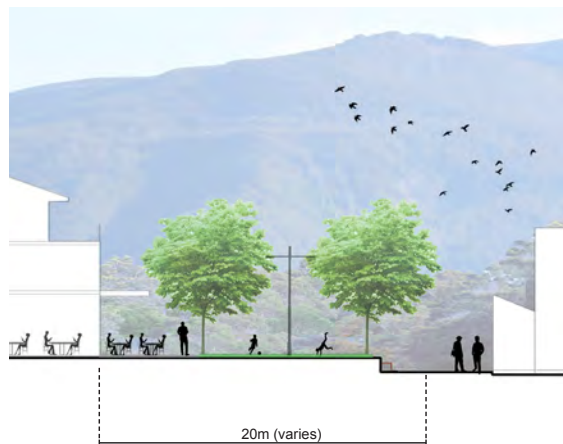
The parking supply has been determined from a consideration of the Kingborough Planning Scheme, the RTA Guide and in some instances experience with the types of development that are proposed.

Council should be alert to opportunities to maximise shared parking arrangements and to reduce parking requirements based on multipurpose and linked trips to the area. Consideration should also be given to introducing maximum rather than minimum parking requirements for residential developments in this inner urban area, as is done in other Australian States.

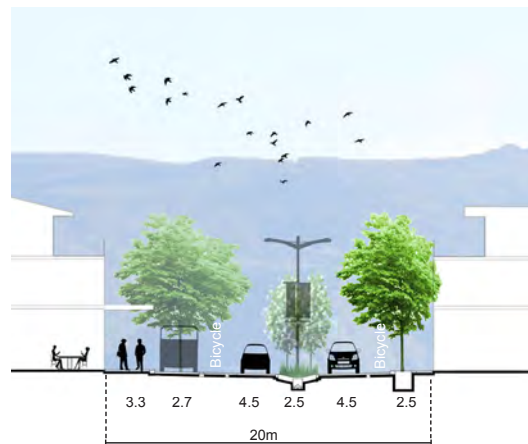
9.5.1 Parking Design Principles

The strategy for parking and vehicles is intended to:

- Consolidate larger parking facilities (both public and privately owned) into locations accessible from the primary traffic routes and away from local residential streets.
- Encourage a smaller number of public car park locations to encourage efficient land utilisation. Where greater numbers of car spaces are required these sites are large enough to be converted to highly efficient multi-deck parking structures.
- Ensure that the boulevard is recognised as a primary public transport route.
- Promote the use of public transport by integrating safe and amenable bus interchanges along the primary route.
- Encourage the concept of a park and ride facility by co-locating public parking with the interchanges.
- Encourage private car parking accessed from rear laneways, to provide for uninterrupted active street frontages to the public realm.
- Strongly discourage car park road access at locations along the town promenade where this will detract from the amenity of the public realm and continuity of the streetscape.
- Provide 90° parking adjacent to the public parkland to provide increased parking for this regional resource.



Civic Spine/ Town Promenade 20m



Boulevard - 20m

9.6 Public Transport Access

The proposed design parameters for the boulevard are aimed at accommodating bus route services along this street with provision for bus stops on both sides of the street near the proposed site for the park and ride car parking facility.

Metro Tasmania will need to review the current bus routes through the central business area once the boulevard is connected to Beach Road. A circulation route via the boulevard and Channel Highway rather than the current route via the Channel Highway and Church Street may present more favourable accessibility for both buses and passengers.

9.7 Provision for Cyclists

The Kingborough Council aims to provide access for cyclists and extend the bicycle paths and bicycle lane facilities as much as possible. This has been taken into account with the design of the road network within the study site.

The cross-section width for the boulevard will allow the installation of formal bicycle lanes for the length of this street but some adjustment to the width of the existing southern section of the street may be required if the bicycle lanes are to be continuous off the Channel Highway.

The junction of the boulevard with Beach Road to the west of the Channel Highway will allow for a continuous bicycle facility around the central business area and connectivity to the parkland areas at the western side of the study area and beyond via the pathway under the Southern Outlet to the Whitewater Crescent area and Summerleas Road.

9.8 Pedestrian Facilities

The proposed road network design allows for excellent connectivity and generous width footpaths throughout the study area.

The centre piece for pedestrians in this area is the proposed pedestrian promenade between the Channel Highway and the boulevard. It is planned that this facility will connect eastwards to the Channel Court Shopping Centre via the pedestrian operated traffic signal on the Channel Highway and westwards via centre of the road refuge facilities on the boulevard to potential alfresco dining areas and the town square/ community centre as well as parkland areas beyond.

With a mix of land uses proposed for the study area, with residential development, a the community centre and parklands which will generate a significant pedestrian activity in the area in addition to the commercial and retail development, the detail design of the streets and access ways should provide for an overall pedestrian friendly environment.

Pedestrian space and facilities in the area should adequately cater for the needs of all types of users defined as pedestrians under legislation applying through a continuous and safe network of separated or shared space. Provision should also be made for pedestrians who are young, aged and impaired with respect to vision or mobility.

The design needs to ensure the facilities allow for smooth passage with no tripping hazards and have relatively flat gradients to cater for elderly persons and people with a vision or mobility impairment. The facilities must be wide enough to provide adequate capacity and to accommodate people in wheelchairs, motorised devices and walking aids, and people pushing prams.

The crossing of busy undivided streets can be generally quite difficult for pedestrians without the assistance of a crossing facility. This can be managed through designs that reduce street crossing widths by providing pedestrian signals or alternatively median pedestrian refuges with or without kerb extensions suitable to hold pedestrians at hazardous sections of such busy streets.

The treatment can include the installation of pedestrian fencing or other barrier types on the approaches to and departures from the pedestrian crossings facilities, to encourage pedestrians to cross at these devices, rather than in nearby zones of high risk.

A variety of pedestrian enhancement measures can be provided along the local streets depending on the desired characteristics and functions of the particular street. Measures can include streetscape treatments such as path widening to improve amenity for pedestrians, road or lane narrowing to reduce vehicle speeds, tree planting and kerb extensions, perimeter threshold treatments or entry statements and parking together with appropriate combinations of these treatments. Some of these measures are shown in the cross-section designs for the streets within the study area.

In addition to the above it is expected that the 40km/h area speed limit that applies to the current central business area will be extended to the study area to provide an overall calmed and safer environment.

10 Infrastructure Framework



Objectives of the Infrastructure Framework:

- To make efficient use of existing infrastructure in servicing new development including the supply of water, power, stormwater, sewerage and communications
- To provide for the efficient delivery of new infrastructure (as above) to service development.
- To apportion the cost of the provision of new infrastructure across the public and private sector as appropriate

Preliminary investigations have been undertaken of the existing civil infrastructure that services the site.

This has included a site visit, information from Dial Before You Dig, photography imagery assessment. Infrastructure Services plans are attached at Appendix D. In summation, these investigations conclude that the infrastructure required for the proposed development of the site is readily available within and around the site.

The following is a summary of major infrastructure components which were reviewed as a part of future development for the site.

10.1 Construction

The proposed staging of the development is in generally build up the hill. This allows for an orderly development of civil engineering drainage services. Services are provided within the road reserve, except where they are required to be extended in advance of the road network to maintain continuity of service or bring forward extra capacity.

10.2 Roads

The pedestrian and vehicle access throughout the site will have safety as its priority. Other priorities are a high level of design quality and water sensitive urban design. There are several options for the finish of the road and path surfaces, which will need to be guided by an upfront and well considered approach. The roads and paths are also the overland flow path for major storms, and need to have exits that drain in public land and then to Whitewater Creek.

Figure 29. Indicative road lengths



Figure 30. Decadal trend in annual rainfall for Hobart

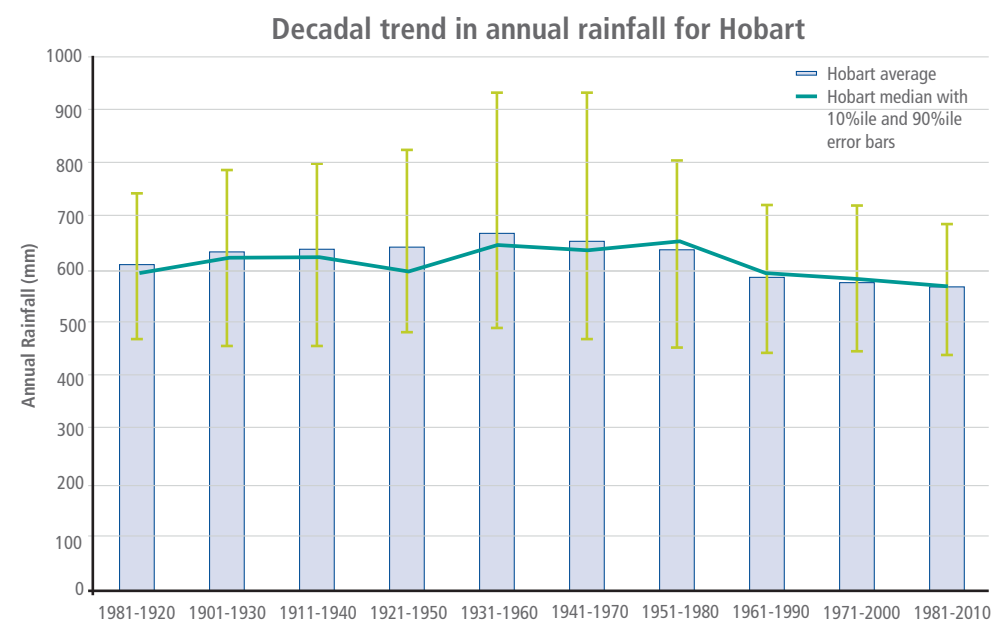
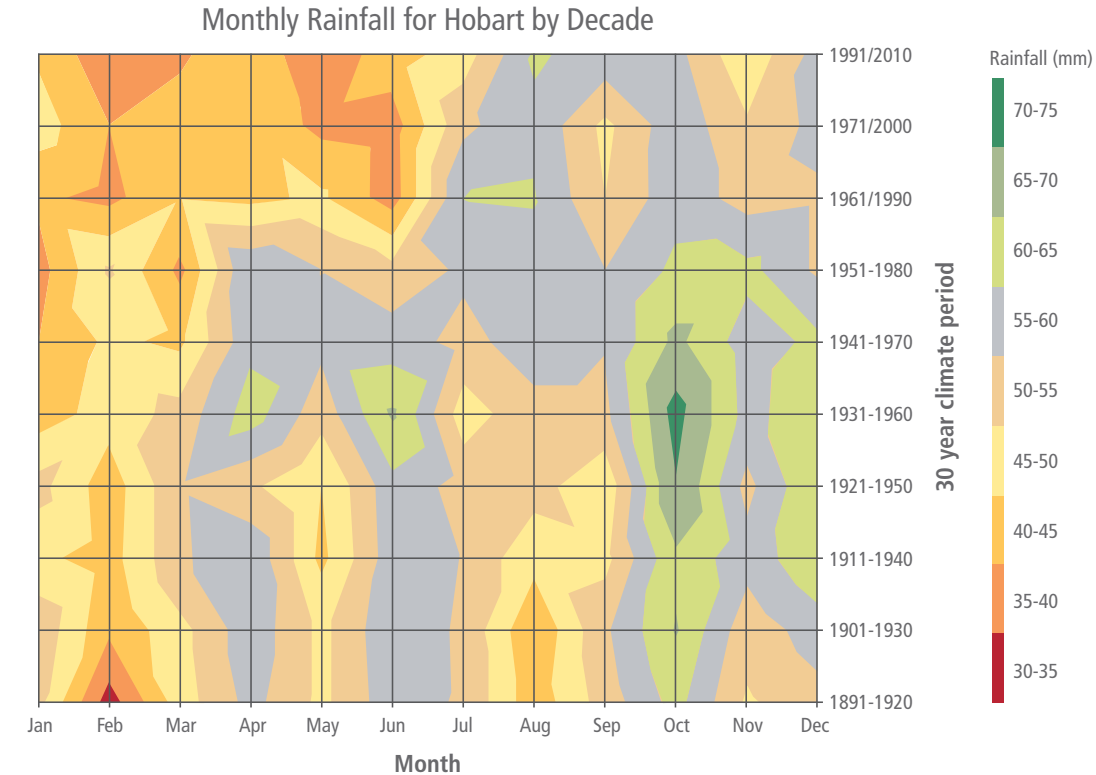


Figure 31. Monthly rainfall for Hobart by decade



10.3 Water and Sewer

The site’s water supply is sourced from Hobart’s scheme and distributed locally from service reservoirs, and as the site develops through mains in the street to each lot. The water connection to the site will be initially from John Street. Then after stage 1A a 200 mm main is extended 730 m from Raft Court in the north. Design work will be required in advance for development where the main is extended, to ensure its location is compatible with future works. The cost of this \$256k main will be shared between the site developers and Southern Water. Developers build and pay for the local water infrastructure, and also pay a headworks charge which funds off site infrastructure (trunk main, service reservoirs and treatment plants). There is approximately \$1.8 million of headworks for both water and sewerage over the entire development of the site.

Sewerage will be collected through a gravity drainage system, and flows to a pump station east of the site. The rising main for the pump station is directed back up through the site, and will be remade to stay within the road network in two stages at stage 1A and 3A. This \$245k of work will be cost shared with Southern Water and the site developer.

In principle Southern Water have agreed to contribute towards the early replacement of their DN300 rising sewer main when it is relocated (based on the balance of its asset life), and for a proportion of the DN200 water main that will be cut through the site from the north west to John Street (based on the proportion of potential water use within the site and the existing services in Kingston this new main will service). The reticulation from this DN200 water main as part of the “subdivisional”

infrastructure would be paid by the council or other developers (and gifted to Southern Water), and council or other developers would need to pay the headworks charges for off site infrastructure.

Normally a cost sharing agreement would form part of a development approval application (and then part of the planning permit), and would follow a concept servicing plan for a particular development and when a firmer estimation of costs are known.

10.4 Stormwater

Stormwater is pre-treated at each lot and within the road reserve using water sensitive urban design principles, reused where this is an advantage for the site, and then drained to a treatment and detention pond in the lower north east portion of the site. This lower area also has the potential to flood in the 100 year storm. No headworks charge exist for stormwater in other parts of Kingborough municipality, but the stormwater works required to protect Whitewater Creek that receives the site stormwater, could be partially or fully be funded by a headworks charge.

10.5 Other Services

Other services, such as power and communication will also be reticulated within the road. There is no mains gas supply nearby, so sites will need to provide their own cylinder gas if required. The National Broadband Network is operating nearby (in Kingston Beach), and the works for Kingston and nearby are expected to be completed by November 2013. There are also opportunities for developer or council supplied WiFi hotspots free to the public around the community centre and café strip.

The site is well serviced externally by authority infrastructure, and overall the proposed engineering services within the site will enable, support and enhance the development.

11 The Precincts

Figure 32. Proposed Precinct Plan



This section will provide guidance on the design principles and requirements for the site. These will then form the basis of the assessments undertaken by decision makers when reviewing applications for use and development under the the Kingborough Planning Scheme within each of the Precincts.

The following Precinct Design Guidelines provide detailed text, plans, sketches and photographs to illustrate the preferred design outcomes and housing typologies for four of the five precincts identified in the attached plan, being:

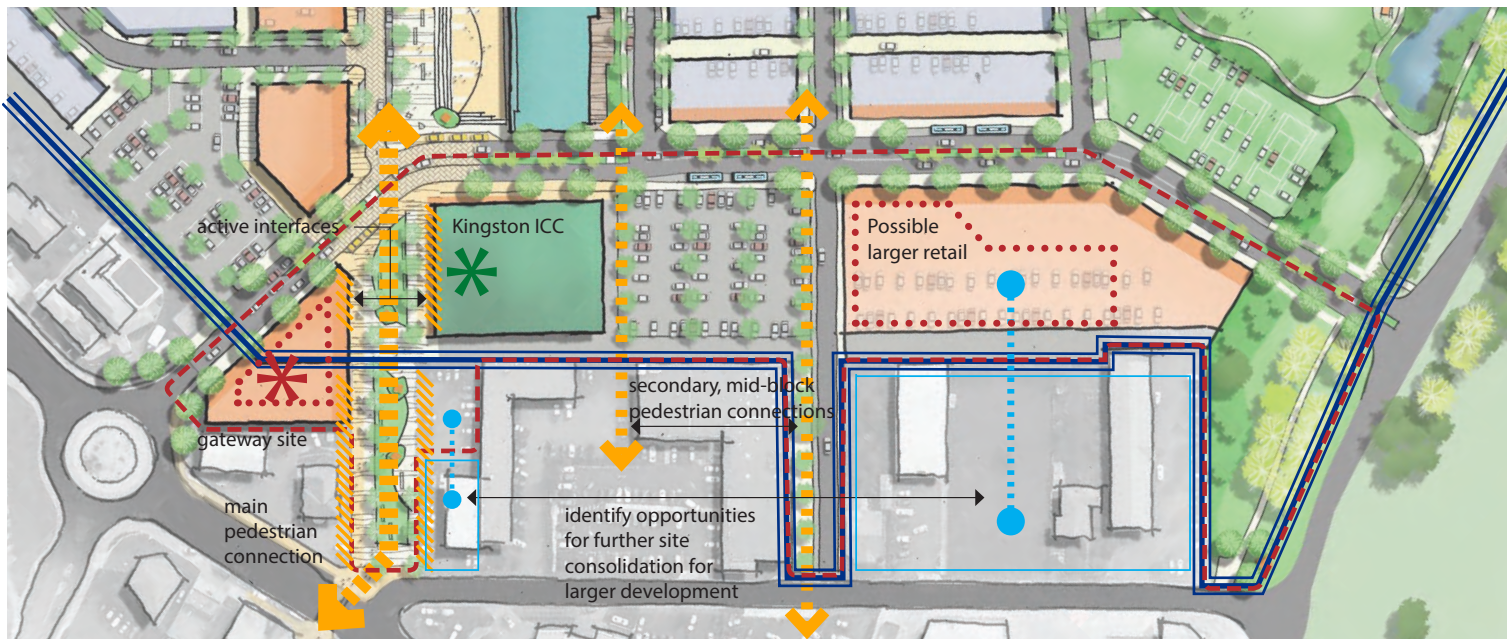
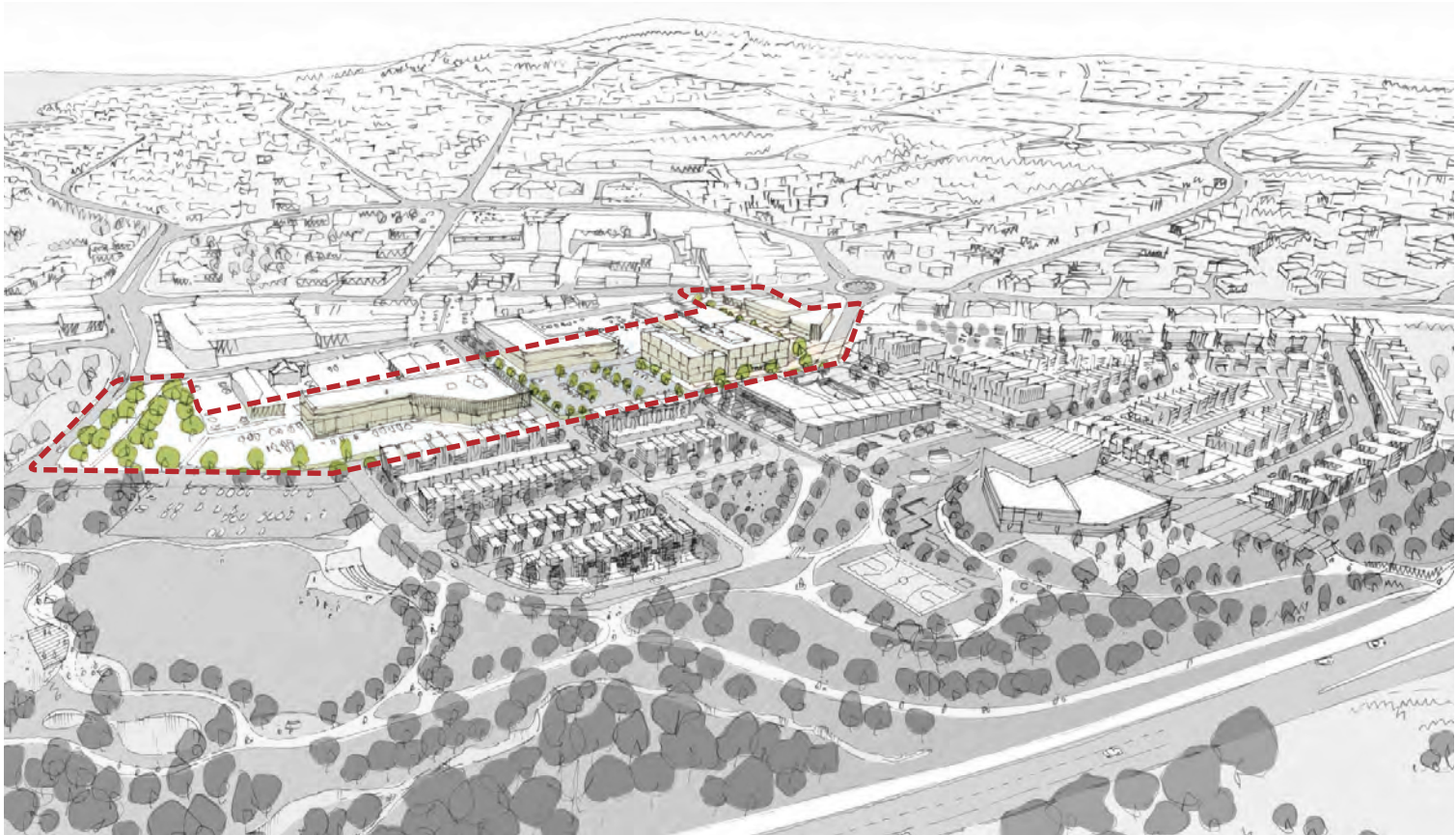
- Precinct A: Health Centre and Southern Gateway
- Precinct B: Community Hub and Promenade
- Precinct C: Southern Village
- Precinct D: Central Village
- Precinct E:- Parklands

Each precinct within the concept plan is focused around a key site interface or public space interface. Building heights and dwelling numbers within precincts will be driven by market demand.

Note: the design principles and objectives outlined on the previous pages apply to all areas within the site in addition to the more detailed design guidelines contained in this section.

These design guidelines have been prepared in response to extensive consultation with stakeholders across the community and including both local and state government representatives.

Figures 33. Precinct A – Health Centre and Southern Gateway



Map 10: Precinct A guidelines

11.1 Precinct A – Health Centre and Southern Gateway

This precinct is located at the interface between the site and the existing Kingston central area and acts as the connector to the existing town centre and gateway for the whole site. The precinct will contain larger development parcels to support its primary role in providing employment opportunities and access to services for the whole of Kingston. The precinct also features the southern end of the new town promenade, a critical new initiative integrating the site with the existing town centre.

Design guidelines

- Promote pedestrian accessibility and integration with the existing commercial areas through extending the town promenade to meet the intersection of Channel Highway and John Street.
- Provide an active and engaging interface to the pedestrian promenade through 2-3 storey continuous built form. Orient entries towards the promenade.
- Locate the Kingston ICC within this precinct as a key anchor of employment and services for the site and the region as a whole.
- Encourage easy access to the Kingston ICC from existing areas by locating built form adjacent to the promenade.
- Encourage high quality design and material finishes for all built form visible from major public spaces such as the town promenade and boulevard.
- Ensure that large canopy trees are incorporated throughout all large car parks. Encourage water sensitive urban design initiatives to reduce runoff from car park areas.
- Recess higher built form above 3rd storey by 4.5m to diminish the apparent bulk when viewed from the public realm.

11.2 Precinct B: Community Hub and Promenade

This precinct will be the community and commercial heart for the whole site and will act as an activity anchor for the entire Kingston central area. It is focussed on the town promenade as the key spine of public realm street life, containing opportunities for passive and active activities. It also facilitates access to communities further to the north.

Central carparking will be reconfigured at the site gateway and within the street network.

A community hub will anchor the precinct. This hub will optimise reuse (as appropriate) elements of the former school's northern wing and provide for a flexible program and facilities enabling diverse community user groups to access appropriate meeting, events, recreation, display and teaching and learning options. The facility should have its primary entrance to the Town promenade but also offer framed views to Mt Wellington and the surrounding streets, squares and recreation areas.

Design guidelines

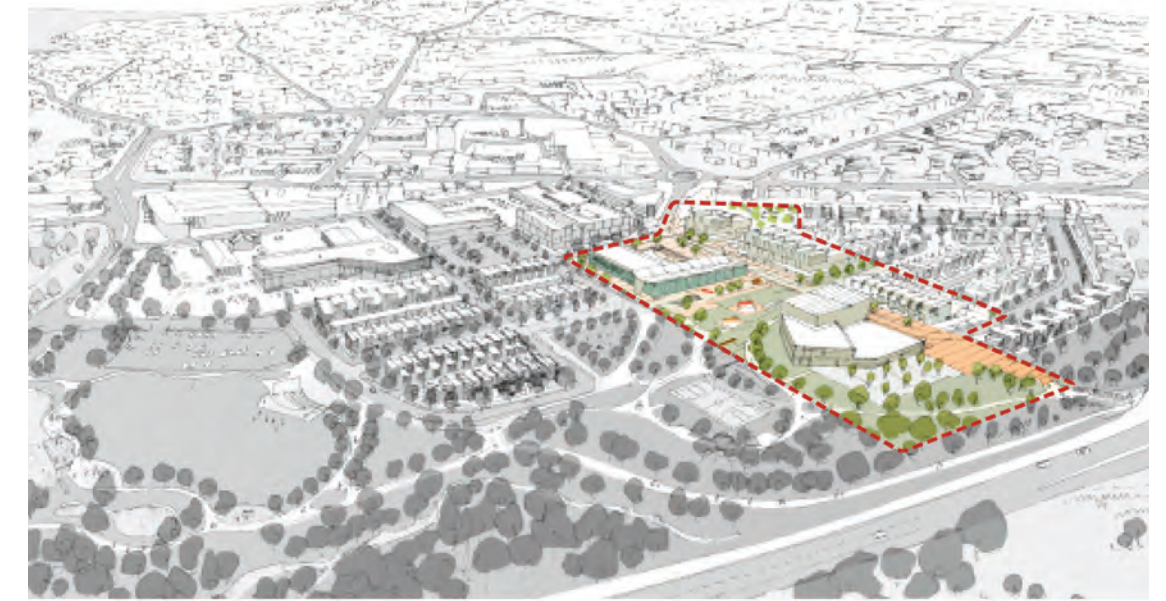
- Encourage a shared pedestrian and vehicular zone in the promenade to prioritise pedestrian use.
- Provide an active and engaging interface to the pedestrian promenade through 2-3 storey continuous street wall built form with minimal or no setback.
- Promote uses at ground level and building interface treatments that actively engage with the promenade.
- Encourage the use of the southern footpath for street dining or similar, to make use of the northern aspect.
- Orient all building entries and the living areas of any dwellings towards the promenade to encourage passive surveillance.
- Promote pedestrian accessibility by integrating permeable networks of movement paths through the precinct, connected to regional paths and the underpass beneath the Southern Outlet.
- Recess all higher built form above the 3rd storey by 4.5m to diminish the apparent bulk when viewed from the public realm.
- Provide continuous weather protection along promenade from a shop awning. Encourage high quality design and material finishes for all built form visible from major public spaces such as the town promenade and boulevard.

- Allow for an uninterrupted frontage to the promenade by ensuring all vehicle entries are accessed from rear laneways.
- Ensure that large canopy trees are incorporated throughout all large car parks. Encourage water sensitive urban design initiatives to reduce runoff from car park areas.
- Allow for more significant employment uses (e.g. office commercial) on the larger lots where these provide an active interface with the public realm.

Housing type – Shop top or apartment

- 2-4 storey mixed use development possible on sites facing the promenade, with greater height adjacent to the boulevard.
- Apartments should be appropriately oriented in terms of passive solar design and designed to optimise informal surveillance of surrounding streets and public spaces.
- Designs should be configured to avoid unsightly unarticulated dividing walls and also designed to prevent overlooking of adjacent properties.
- Orient living areas towards the street to encourage visual connection and passive surveillance.

Figures 34. Precinct B – Community Hub and Promenade



- Each dwelling should have access to private open space in a balcony or roof deck of no less than 8 sqm and sized to accommodate outdoor activities. These spaces should be directly accessible from the primary living areas.
- The design of dwellings and apartments should promote opportunities for well-defined entries and storage for all residents.
- Carparking and bicycle storage should be provided in accordance with local policy. Green travel plans are encouraged for larger development proposals.

Housing type – Medium density housing

Residential-only developments are possible away from the boulevard, nearer to the open space.

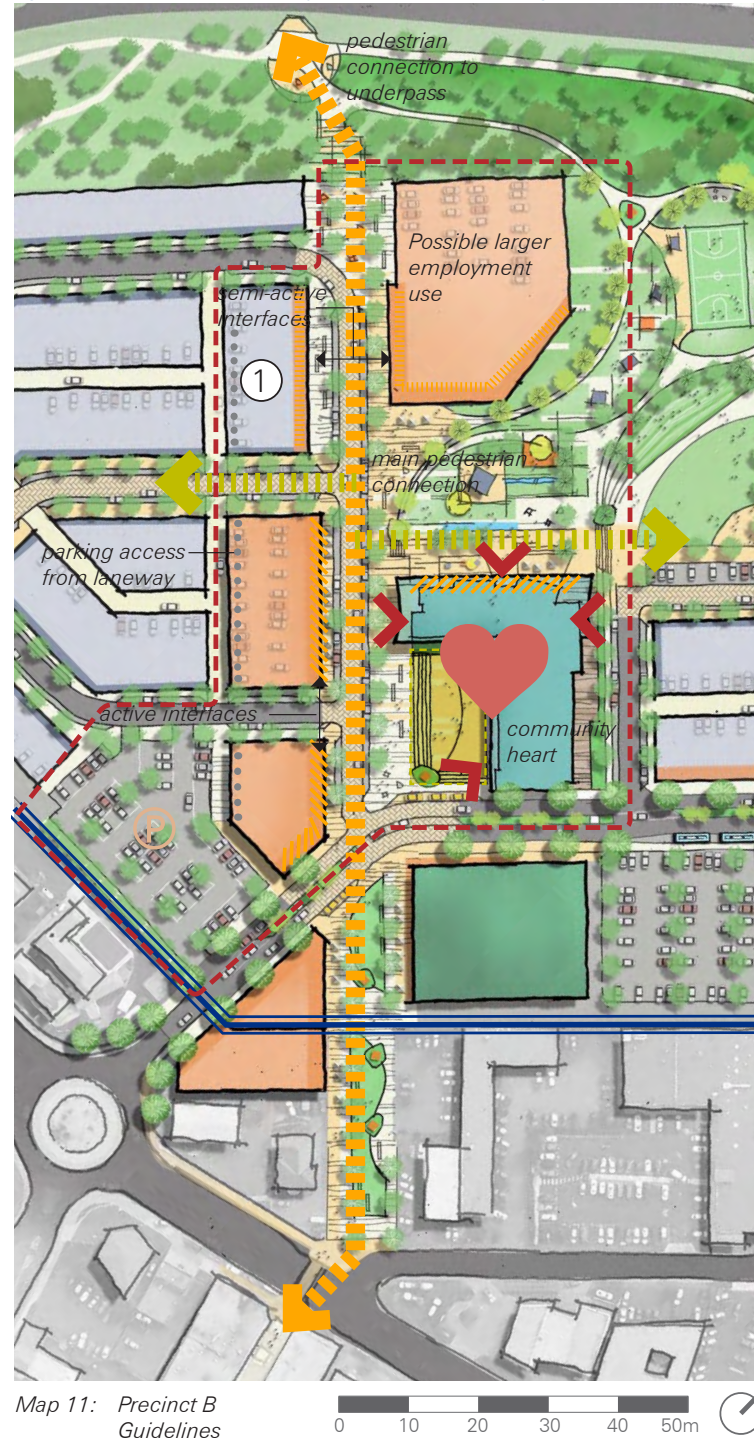
Generally 2-3 storey built form typically attached to abutting lots to form a continuous streetscape.

Allow for narrower frontages of 5–8m for each dwelling. Encourage entries to the street from individual dwellings.

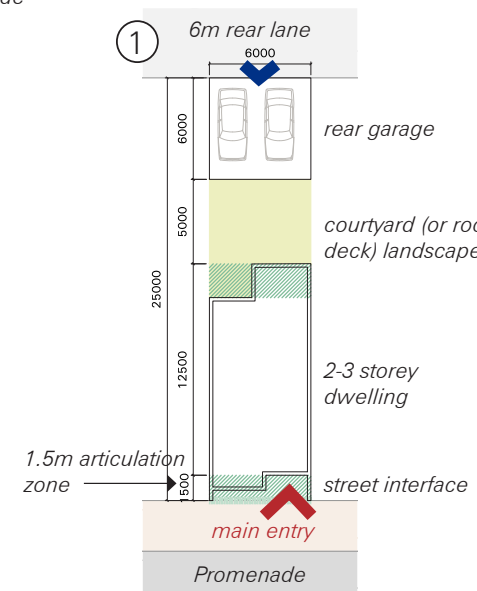
All car park access along the primary Town Boulevard should be from either rear lane or side streets.

Ensure dwellings have access to a courtyard or roof deck for the provision of private open space.

Figures 35. Precinct B – Community Hub and Promenade Images



View along town promenade



Precedent: shop top housing



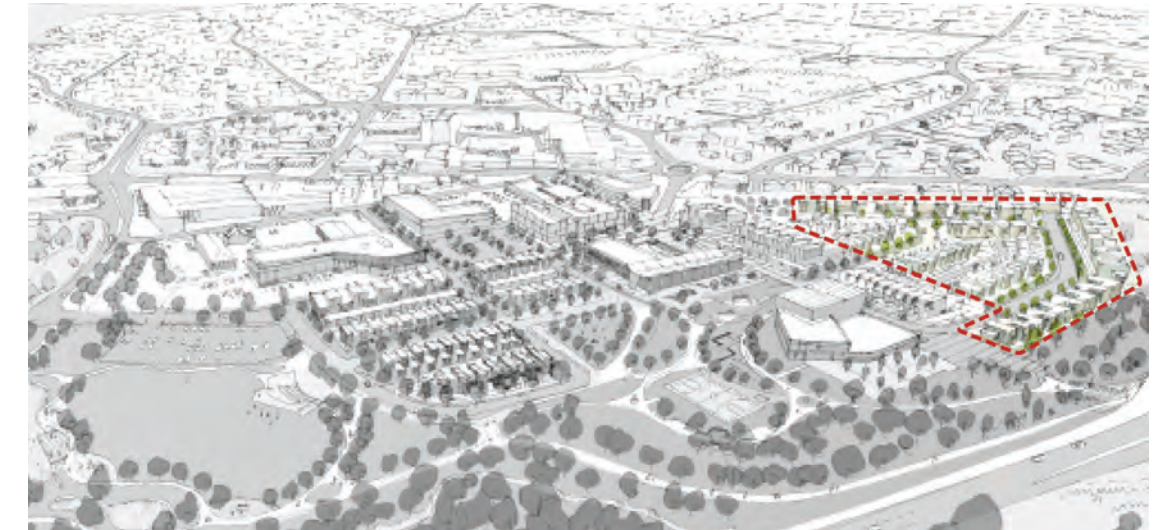
11.3 Precinct C - Southern Village

This precinct will have a residential emphasis while allowing opportunities for a mix of other small office or employment uses. The development will be more urban in character with opportunities for party wall construction between dwellings and rear lane access for parking providing small lots suitable for town housing and low rise apartments and home office within a network of pedestrian-friendly neighbourhoods interconnected with the town centre. The higher land in this precinct gives opportunities for shared views down the valley and towards Mount Wellington.

Design guidelines

- Promote pedestrian and cycle accessibility through a network of highly permeable local streets.
- Ensure that the street landscape supports opportunities for neighbourhood interaction and passive recreation.
- Ensure that all buildings are set back from the street by 4.5m, to allow for front yard landscape as a transition to the private realm.
- Encourage articulated building form for the street frontage by defining an articulation zone, where up to 50% of the building width may be set forward by up to 1.5m (to a minimum setback of 3m from the property line).
- Encourage clearly defined individual dwelling entries visible from the street.
- Promote safety within public realm areas by encouraging passive surveillance of these areas.
- Encourage high quality design and material finishes for all built form visible from the public realm.
- Encourage opportunities for large canopy trees are incorporated in side or rear private courtyards.
- Encourage water sensitive urban design initiatives within the street landscape.
- Recess higher built form above 2nd level by 3m to diminish the apparent bulk when viewed from the public realm.
- Promote vehicular access to individual dwellings from rear laneways except where development exceeds 15m in width. In this instances crossovers should be paired to minimise streetscape disruption. Restrict the number of vehicle entries from the street by ensuring they are separated by at least 6m (allowing for one on-street car space between driveways).
- Blank garage doors should be avoided in the street frontage. Where they are included they should be recessed from the building form. In larger developments semi or full basement parking under the footprint of buildings should be encouraged.
- At the interface with existing properties fronting Channel Highway ensure that new built form does not significantly overshadow or overlook existing private spaces. The new rear laneway containing regional service infrastructure should also be configured as a public place providing access to these lots to enable higher intensity development to occur in the future with rear access. An appropriate proportioning of the cost of providing this new access resource should be determined and affected stakeholders should be consulted.
- In areas where there is significant fall across the site ensure that the building form is stepped to follow the topography.
- Dwellings adjacent to the Southern Outlet interface should incorporate acoustic treatments to mitigate the noise impact s and maintain high quality amenity for occupiers.

Figure 36. Precinct C – Southern Village



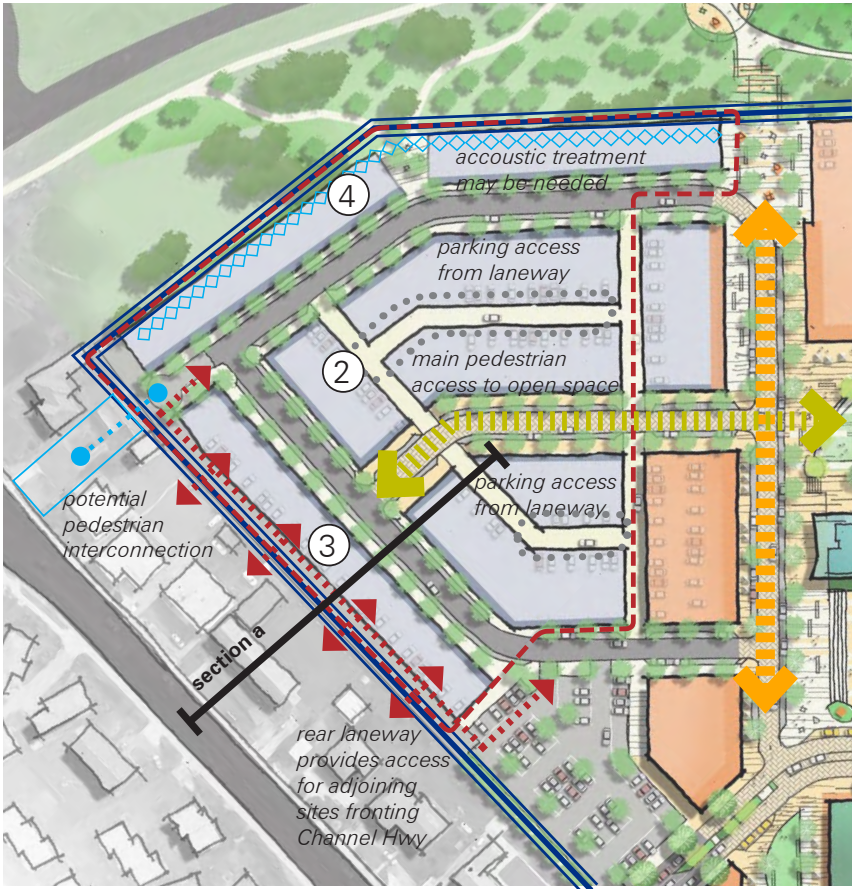
Housing types – medium density housing

- Generally 2 storey built form with the opportunity for 3 storeys. The 3rd floor should be recessed.
- Encourage street frontages of generally between 6.5–8m. Lot depths generally between 15–25m.
- Ensure that lots with frontages less than 8m wide are provided with rear laneway access for vehicles.
- Front yard setback must allow for a tree with spreading canopy.
- Ensure dwellings have access to a courtyard or roof deck for the provision of private open space.

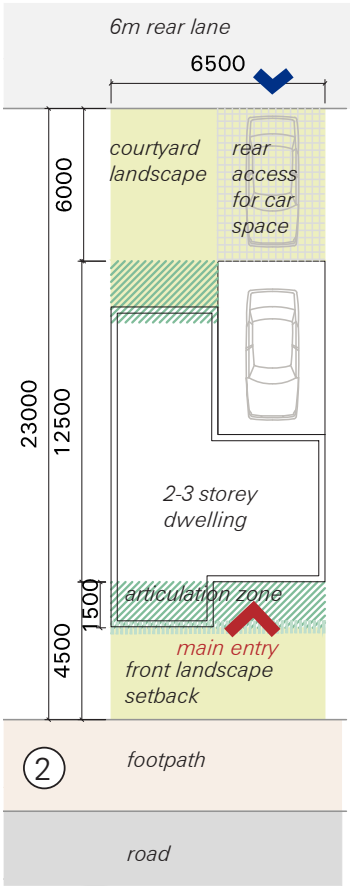


Precedent: medium density housing

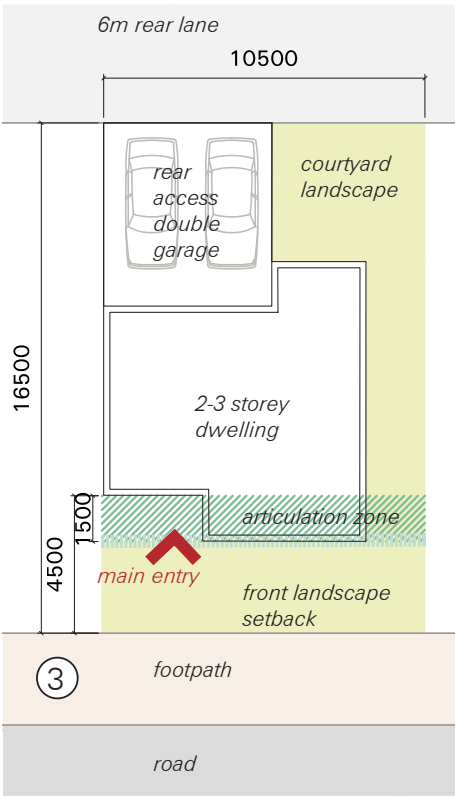
Figure 37. Precinct C –Southern Village Images (Typologies, Sections)



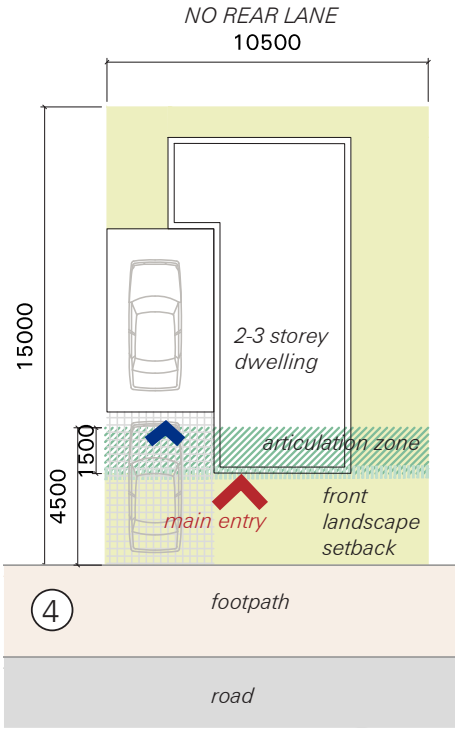
Map 12: Precinct C Guidelines



Typical medium density housing (frontage: 6.5–8m).



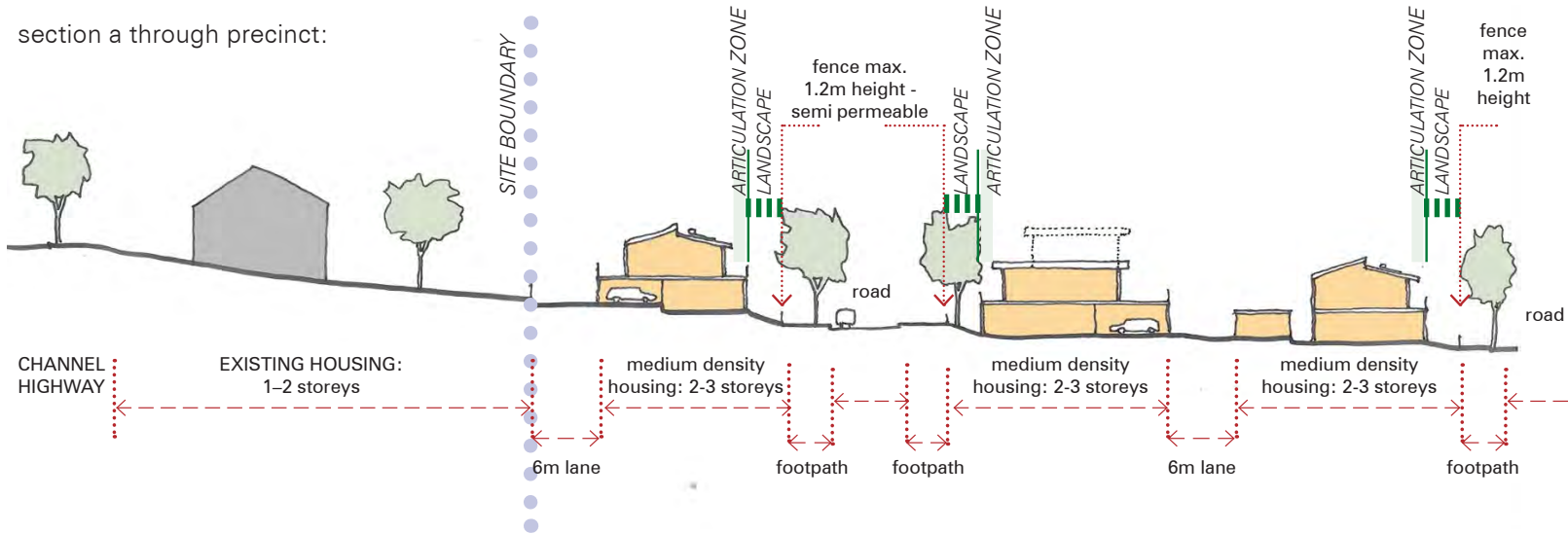
Variant medium density housing (wider frontage: 10–15m).



Variant medium density housing with no rear lane access (wider frontage: 10–15m).



section a through precinct:



11.4 Precinct D – Central Village

This precinct is a mixed use area with significant frontages to both the town boulevard and the new public open space reserves. The sites dimensions and location facilitate a range of development opportunities including independent aged and serviced apartment accommodation, live/work, townhouses and apartments.

Design guidelines

- Promote pedestrian and cycle accessibility through a network of highly permeable local streets.
- Ensure that the street landscape supports opportunities for neighbourhood interaction and passive recreation.
- Provide an active and engaging interface to the public open space by orienting adjacent buildings to face the reserve, and encouraging active frontages to buildings.
- Encourage clearly defined individual dwelling entries visible from the street.
- Promote safety within public realm areas by encouraging passive surveillance of these areas.
- Encourage high quality design and material finishes for all built form visible from major public spaces such as the boulevard and the parkland.

- Encourage opportunities for large canopy trees are incorporated in side or rear private courtyards.
- Encourage water sensitive urban design initiatives within the street landscape.
- Recess higher built form above 2nd level by 3m to diminish the apparent bulk when viewed from the public realm.
- Promote vehicular access to individual dwellings from rear laneways except where development exceeds 15m in width. In this instances crossovers should be paired to minimise streetscape disruption. Restrict the number of vehicle entries from the street by ensuring they are separated by at least 6m (allowing for one on-street car space between driveways).
- Blank garage doors should be avoided in the street frontage. Where they are included they should be recessed from the building form.
- Encourage housing diversity by supporting a wide range of housing types.

Housing types – medium density housing

- Generally 2 storey built form with the opportunity for 3 storeys. The 3rd floor should be recessed.
- Encourage street frontages of generally between 6.5–8m. Lot depths generally between 15–25m.
- Where site consolidation is sought for specialist accommodation forms,

development should continue to enable publicly accessible walks 24/7 through the site to adjoining park lands and town centre and hub destinations.

- Ensure that lots with frontages less than 8m wide are provided with rear laneway access for vehicles.
- Front yard setback must allow for a tree with spreading canopy.
- Ensure dwellings have access to a courtyard or roof deck for the provision of private open space.

Housing type – higher density housing

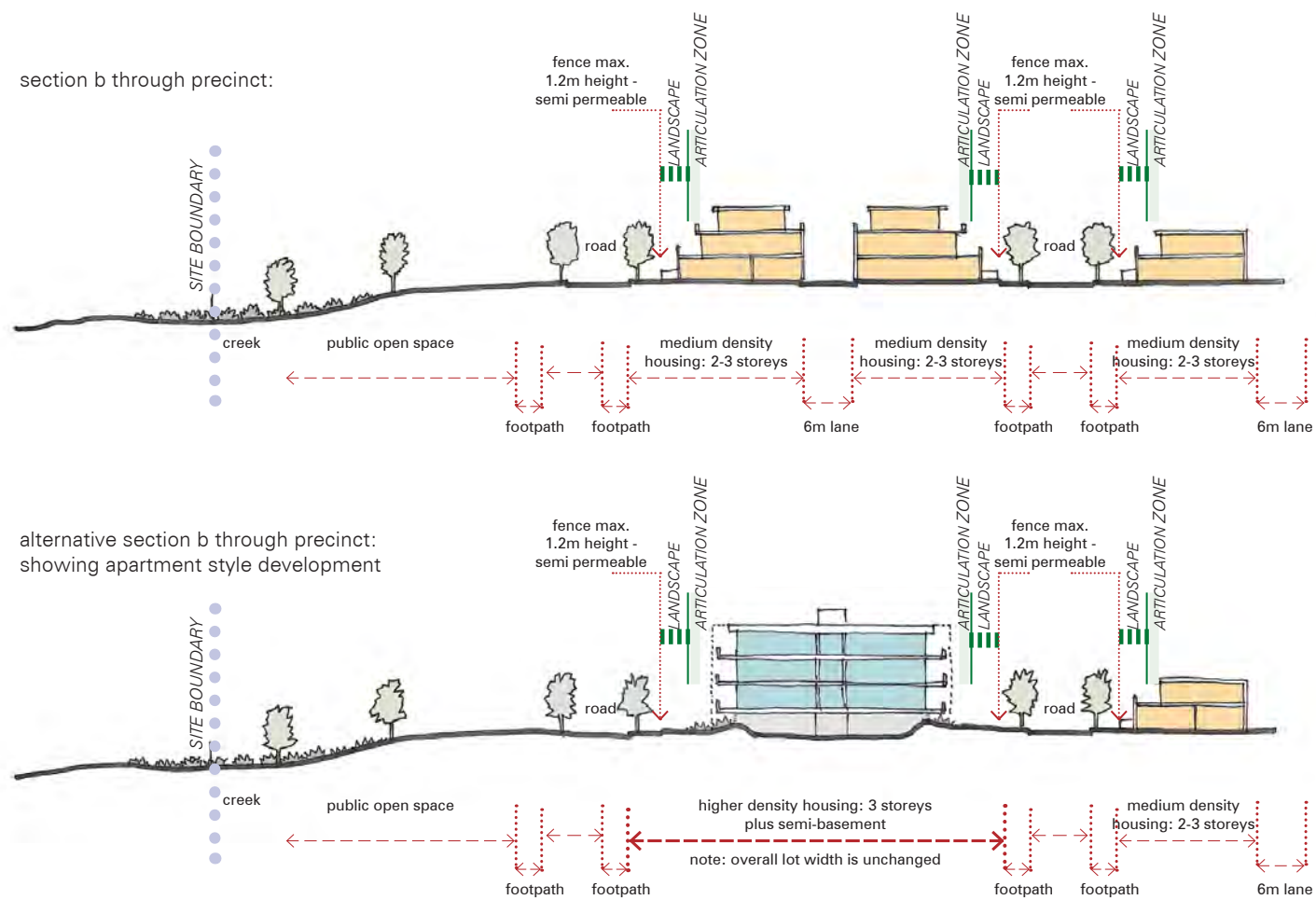
- Apartment style development is possible on consolidated sites.
- Ground level car parking should be concealed in a semi-basement or screened with an earth bund. Exposed car parks or blank frontages concealing parking are not an acceptable interface to the public realm.
- Each dwelling should have access to private open space in a balcony or roof deck.
- Apartments should be appropriately oriented in terms of solar orientation, passive heating and ventilation and views to local area, and building shaped to prevent significant overlooking of adjacent properties.
- The design of dwellings and apartments should promote opportunities for well-defined entries, communal spaces, articulation and vertical landscaping.

Figure 38. Precinct D – Central Village

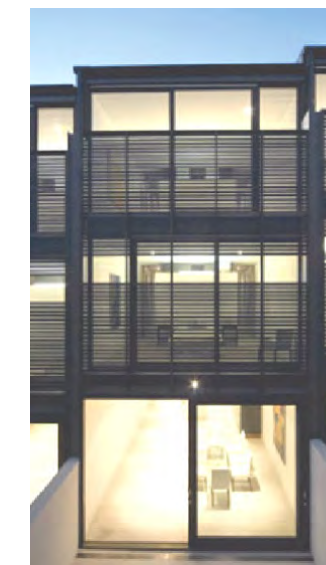
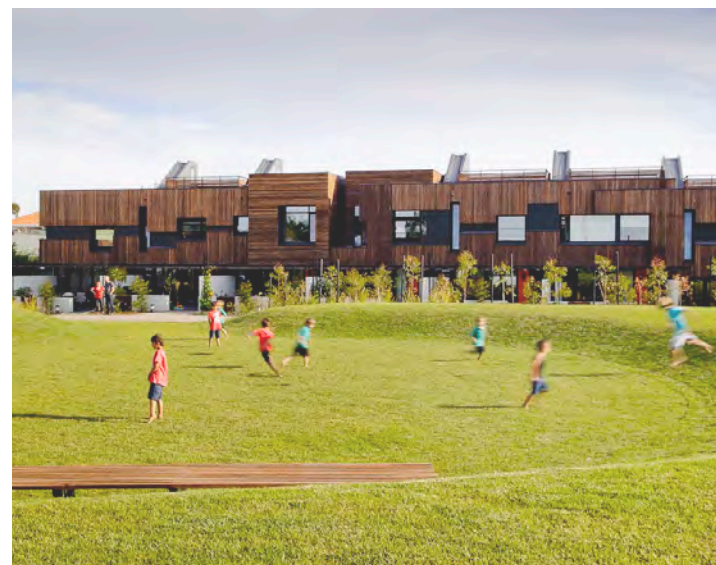
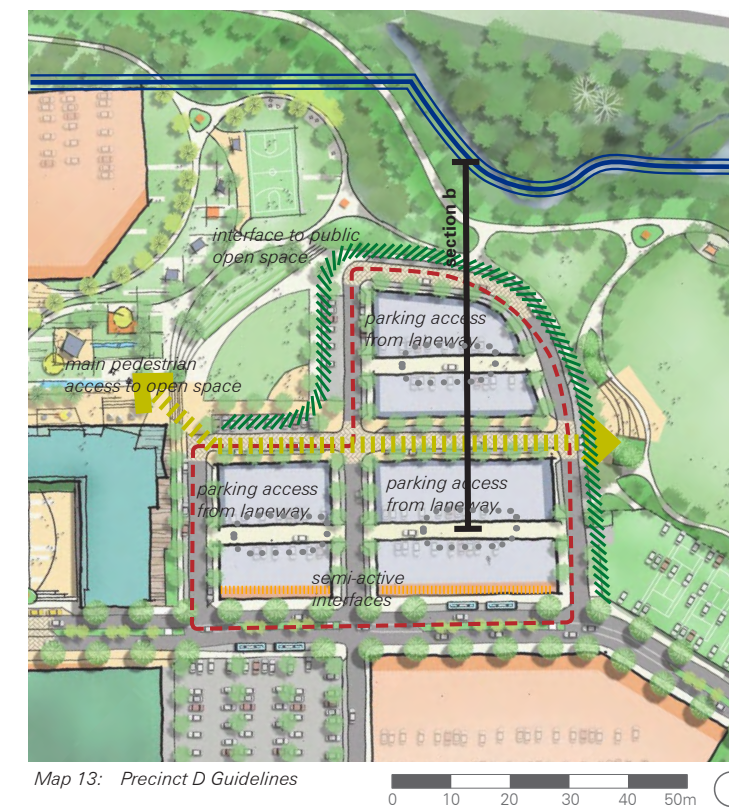


Precedent: medium density housing

Figure 39. Precinct D –Central Village Images (Typologies, Sections)



precinct design guidelines



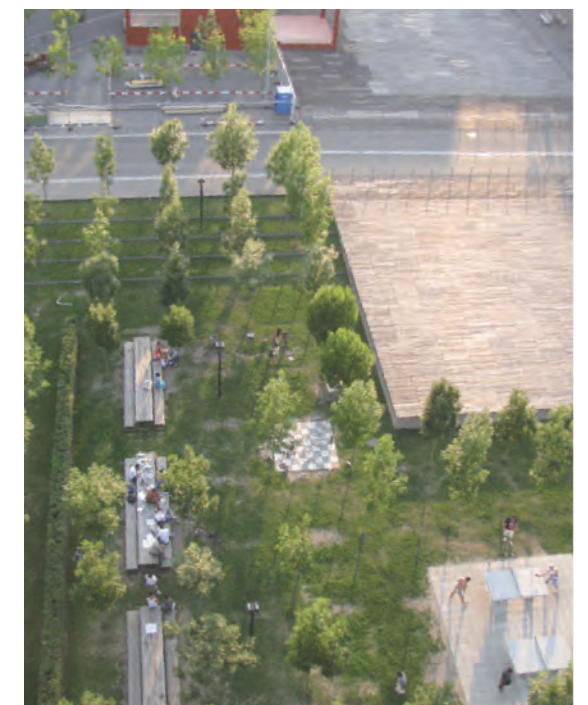
11.5 Precinct E- Parklands

The community open space of Precinct E forms a significant part of the heartland of the site with a view to creating it as the municipality's premier urban open space. The precinct is made up of a variety of inter-connected hard and soft landscaped spaces, creating a diverse public realm that will meet the needs of a variety of users. It will contain a mix of programmable and passive recreation spaces accessible by a wide range of age groups.

Design guidelines

- Provide a diversity of spatial and scales types to encourage multiple opportunities for active and passive recreation.
 - Develop sufficient facilities and infrastructure to warrant the claim for the area to be the premier urban open space for the municipality.
 - Ensure that public open space is accessible from all parts of the development site and connected into regional movement networks.
 - Promote pedestrian and cycle permeability by ensuring paths are well made, continuous and interconnected.
 - Identify a clear arrival and movement sequence through the site for pedestrians and cyclists with connectivity throughout and including options for universal access to all areas.
 - Implement a consistent suite of park furniture to support a unified look and feel consistent with Council's corporate brand,
- ensuring all components are fit for purpose, robust and maintenance rational
- Decrease the intensity of infrastructure and development as spaces move from high ground to low ground.
 - Emphasise water sensitive design throughout all areas including a permanent water body on the lower ground of the site with capacity to temporarily absorb expected flooding.
 - All services and site infrastructure should be located underground.
 - Apply CPTED (Crime Prevention Through Environmental Design) principles to all areas by encouraging visual permeability and passive surveillance of all areas and applying an appropriate lighting standard to allow facial recognition.
 - Ensure that the Community Hub is strongly interconnected with the adjacent open spaces and provides an activated interface to the public realm.
 - Protect the views from the Community Hub towards Mount Wellington.
 - Encourage a sensitive interface from adjoining private development. Avoid blank walls and fences on the boundary.
 - Develop a suitable way-finding system for the open space of the site, applying it in a uniform and comprehensive manner as a singular project.
- #### Landscape guidelines
- Adopt the following criteria as a guide to landscaping:
 - Create an open parklike setting of tree canopy over otherwise open lawn areas within the core of the open space.
 - Establish a denser, forested setting to the highway that allows filtered views into the property to promote regional awareness of the open space and its facilities.
 - Use locally occurring species at the perimeter of the site, transitioning to a more mixed landscape palette as plantings move closer to the developed edges of the site.
 - Use deciduous trees where consideration needs to be given to passive solar gain by adjacent buildings and in commercial streetscapes where winter light will be valued.
 - Ensure uninterrupted or filtered viewing opportunities to Mt Wellington rather than a visual screen.
 - Create mass plantings of understory vegetation in select locations where expectations for visual presentation are high, the total area to be planted taking into consideration Council's maintenance capacities.

Figure 40. Precinct E – Parklands



Precedent: programmable open space

Figure 41. Precinct E – Parklands Images



Map 14: Precinct E Guidelines

Legend

1. Town promenade/ civic spine
2. Town Square/ performance/ small events
3. Community Hub main entry
4. Community Hub fenced play area
5. Community Hub cafe break out
6. Community Hub deck/ break out
7. City Park/ playground/ sculpture/ water play/ seating/ shelter/ public toilet
8. BBQ/picnic/Shelter
9. Terraced seating/ amphitheatre steps
10. Village Green/ open space/ kick and catch/ medium size events/ performance
11. North south link/ paved street surface/ residential street/ parallel parking
12. Mixed use open space/ ball sports/ fitness circuit loop
13. Steps down to under pass
14. Under pass connection node
15. Shared use trails
16. Kingston Lawns/ large events/ kick and catch/ dogs off lead
17. Open water body/ mixed use/ WSUD
18. Open space buffer



Tiered grass banks and steps



Active play areas



Section C

Figure 42. View from the north over site and central Kingston





12 Connecting' Kingston and the role of the Site in Kingborough

“The site provides an excellent opportunity to ‘connect Kingston’. A key opportunity is to create a stunning shared promenade that provides a continuous link between the site and central Kingston as well as a landscaped boulevard extending southward from Beach Road through the site creating the spine from which future development for commercial, community and residential purposes can extend.

In response to community demand for quality open space, over a third of the site has been dedicated to landscaped areas including passive and active recreation, complemented by green spaces along streets, lanes and within the public realm.”

Kingborough High School Consultation Brochure, November 2012

The former Kingston High School site presents an excellent urban renewal opportunity in a region that will continue to see steady growth for many years. It is a site that enjoys the benefit of key factors such as location and accessibility which, in a viable economy will see the site develop successfully and add vibrancy to the region.

The Plan will deliver a project for Kingborough that not only aims to deliver exciting new uses and activities but is a Plan that will bring cohesion and added structure to the local region.

The region itself includes a myriad of land use influences that in themselves have required consideration in the construction of the Plan. The region is subject to land use influences such as:

- Major commercial land uses that are separated from key activity centres.
- The on-going pressure and development of commercial uses located along arterial routes.
- Poor quality medium residential development and a lack of residential diversity.
- A commercial centre with lacking a public heart.
- An emphasis on improving the quality of infrastructure in the region to support the population growth and adequate movement of people.
- The need to consolidate key retail activity in the Kingston CBD.
- A greater requirement for quality built form and an interesting public realm that offers an improved experience when visiting Kingston.

Therefore, the Plan should address these issues in a bid to ‘connect Kingston’ i.e. to bring Kingston and the greater region into the site to experience the opportunities within, and conversely to take the site out to the surrounding suburbs. This will occur by elevating its profile within the Kingborough community and by demonstrating the social and economic value of the proposed uses on the site.

These uses will also influence future land use decisions across the broader sub-region.

12.1 Land use outcomes and the role within the greater Kingston area

The above statement and the images in Section 6 depict an outcome that has considered uses that will not just contribute to an outstanding land use arrangement for the site but also enable an arrangement that will contribute positively to the greater Kingston area.

Outlined below is a synopsis of the key features of the Plan and the role they play within the greater Kingston area.

The Public Heart and Public Realm

A key issue identified through consultation is that central Kingston currently lacks a ‘public heart’ or location(s) suitable for the meeting and passive enjoyment of shoppers, workers, residents and visitors.

Public spaces within the CBD are currently insufficient. Open spaces to the north (through the wetlands) and to the west (Whitewater Creek walking trail) are only able to encourage passive recreational opportunities. Whilst both offer pleasant environments they do little to meet the larger recreational requirements of residents within the local area.

Accordingly, a key outcome for the Plan has been to identify solutions for centralised meeting places and open spaces that provide opportunities for more active recreational pursuits. The Plan proposes an open space framework which will enhance the overall experience on the site and create a strong recreation node within the extended CBD.

The qualities of the site and its capacity for future enhancement can be extended further to capture broader interest through development of regional quality open space features.

Overview - Connect Kingston and beyond with high quality open spaces, public spaces and event areas to meet the recreational and outdoor needs of local and regional users.

Commercial

Commercial land uses can include a wide range of activities such as offices (government and private), support services (health), research and development, conference centres and hotels, privately operated entertainment, recreation (gyms) and training / educational uses.

Whilst the Kingston CBD accommodates some of these uses, there is a distinct absence of cohesion in the planning and location of commercial uses amongst the numerous retail activities.

The site provides a strong opportunity to accommodate new commercial development of varying sizes and forms in the medium to longer term. The nature of commercial development on site may include multi-storey office development that could occur in gateway locations to the site or lower scale mixed use developments where offices mix with destination based retail, home offices as well as upper level residential development.

The Plan has nominated specific sites that stand to accommodate purpose built commercial centres large enough to comprise a mix of commercial based activities. For example, the site at the western end of the promenade could potentially incorporate offices, privately operated entertainment and recreational facilities in the one building. Or alternatively, it could house a purpose built training or educational facility.

The promotion of commercial development on the site provides a major impetus for activity within the CBD. Employees working in the new commercial developments will also benefit from access to other services such as the large range of retail stores, government facilities, public transport and open space areas. They will also have the opportunity to acquire residential properties close to their place of employment. This becomes an attractive proposition for people who are looking for opportunities to work, live and play in the same environment.

The commercial uses identified above are well suited to this site as compared to other areas beyond the Kingston CBD. The development of a mix of commercial activities supported by a resident population changes the daytime demographic and provides an immediate catchment for local retailers.

The increased employment will also provide the opportunity for new forms of retail, currently lacking in the area such as restaurants and cafés to establish and service the increased local workforce.

Overview – Deliver opportunities for commercial development incorporating a wide range of public and private operated commercial activities. The increase in commercial activity will stimulate daytime employment in the CBD,

providing spin off opportunities for retail and a market for local residential investment and development.

Retail

Through consultation and analysis of existing uses, the Plan has sought to avoid intensive duplication of retail activities, the types of which already exist in central Kingston and in retail pockets within the greater Kingston area.

However, retail activity is not altogether discouraged from the site as there remains medium to longer term potential to accommodate an additional larger scale retail use such as a Discount Department Store on the eastern side of the site. Such a development would however benefit from the mutual acquisition of land to the east between the site and John Street. Such a comprehensive development could be enhanced through a small number of retail speciality shops or even offices.

Importantly, the potential to accommodate a large retail activity such as this should remain in a location close to existing shops where mutual benefits can extend from shoppers to residents to visitors and workers all in close proximity to each other.

Additionally, there are certain forms of retail which can be promoted on the site that can serve a distinct purpose and fill gaps that exist in the greater Kingston area. The CBD as it stands offers a strong retail destination yet becomes very quiet after 5.00pm as people have little incentive to stay around. More specifically, despite a growing population and a wide range of demographic groups, the area provides limited diversity in entertainment, cafes' and restaurants to serve the needs of current visitors and workers.

A priority with the Plan has therefore been to provide the opportunity for an "eat street" environment that aims to retain people longer within the CBD. Promoted within a mixed use environment that could see commercial and/or residential uses above these premises the potential exists to create a vibrant, active area that will feed off a local workforce, and resident population, a highly aesthetic pedestrian realm and the community uses at the Hub and Health centres.

Overview – The Plan provides limited opportunity for new retail in order to avoid duplicating existing uses in the CBD. An exception remains for a large retail development at the north east corner of the site which could be integrated within a larger development footprint beyond the site boundaries. Retailing for the site will emphasise activities promoting day / night activity in the area and which will support workforce and residential needs.

Residential

To many people, medium to higher density housing still suffers from out dated views that it is unattractive, only houses undesirable tenants and cannot meet their spatial needs.

However, to the contrary, medium to higher density housing provides an excellent residential resource. Affordable, well located, architecturally designed housing of this type is well within reach within Kingston.

Unfortunately, in recent years there is limited evidence of diverse, attractive and well-designed medium to higher density residential development in the immediate vicinity of the site and the Kingston CBD.

Accordingly, the Plan has sought to create opportunities for residential use that aims to:

- Provide diversity in housing type and form
- Promote housing that is attractive to the changing demographics that requires low maintenance but is stylish and attractive
- Promote housing that is located close to facilities including shops, offices, health care and open space
- Provide housing standards that aim to respect amenity yet also encourage passive surveillance and integration with the street, access from the rear and an emphasis on community spaces rather than private open space.
- Provide affordable housing scenarios in mixed use environments including shop top housing.

To encourage medium to higher density housing, the Plan includes a planning mechanism that is specific to the area that promotes development standards for residential development that includes:

- Minimum lot sizes from 150m²
- Heights up to 10.5m
- Minimum private open space requirements that reflect the proximity of housing to the large areas of public space
- Setbacks to encourage integration with the streetscapes
- Parking from the rear on narrower blocks
- Articulation and diversity in design

The strategy for residential development on the school site represents a paradigm shift away from traditional single dwelling and medium density development that has been provided in the past.

The standards are proposed to drive a renewal of residential development that boosts activity and integration in the new precinct and to capture the benefits of living close to the centre of town.

Overview – It will be the market that will drive the form of residential development on this site. However, development standards will promote medium to higher density residential development that mixes well with the other uses on the site and complements the other land uses in the CBD. Importantly, the standards aim to respect amenity whilst encouraging interaction and housing diversity.

12.2 The site in the context of broader Kingborough

The development of the site has been considered within the context of the greater Kingston area and the land use impacts it might have across the municipality.

From the early stages of development through to the longer term opportunities that this redeveloped site will present, the future uses and activities which will take place on this site will add greatly to the socio-economic values of the sub-region south of Hobart.

The focus on development will extend the strong retailing component of the Kingston Centre to mix with a range of commercial uses with an emphasis on an increased employment base supported by a diverse arrangement of office and home based services.

The gradual transformation of the school site into a significant open space network of public spaces and places also elevates the status of the area from a retail and service centre to

an employment and recreational focussed environment of sub regional standing.

It becomes a prominent asset for the Kingborough region which will enjoy visitation and investment interest for many years.

The focus on promoting a diversity of residential development at a density more consistent with inner Hobart is also designed to provide a residential area that not only supports local business but will add vibrancy, interest and atmosphere to the locality. These new forms will suit the further development of the Kingston sub-regional centre.

12.2.1 What works best for the site?

As a renewal site with a high land value on the fringe of the Kingston CBD the site is best placed to promote land use and development that includes the following:

- Uses that add value to the existing CBD where such uses do not currently exist e.g. larger scale commercial development (offices, entertainment, training, education), housing above retail, higher density housing, specially designed public spaces to encourage meetings and public interaction
- Uses which mutually benefit existing uses in the CBD e.g. offices which provide a workforce to complement the retail activities in Kingston CBD and health and community uses to services workers in retail, office and residents visiting the CBD for other reasons
- Recreational, community activities and a retail 'eat street' environment which will contribute to increased pedestrian activity and promote passive surveillance between destinations in the CBD and on the site

- Entertainment, public transport facilities, recreational areas and residential activities which will service the retail and commercial employees on the site and lengthen the stay of people in the area.
- Residential development that generates activity 24/7 in the vicinity of the CBD e.g. residents who live in the adjacent residential area will be in close proximity to restaurants, entertainment and places of employment.
- Development of a form that cannot be located elsewhere (e.g outside of a commercial district) such as taller developments that may extend to 6 storeys at the gateways to the site which don't stand to impact on the amenity of adjacent uses.
- Potential exists at the north east corner for a large stand alone mixed use (retail / commercial) development that may enable a large retail tenant (over 2500m2) that can not be located in the existing CBD. For example this may include a Discount Department Store that offers a wide variety of household goods, garden centre, clothing and small range of indoor / outdoor furniture.

12.2.2 What does not work for the site?

Uses that are not suited to the site include:

- Larger bulky goods shops / warehouses. These forms of retail are more suited to large sites on major roads such as Channel Highway at Mertonvale (between Kingston and Huntingfield)
- Comparison retailing – this type of retailing relies on a multiple retail outlets being located in close proximity to each other to

allow shoppers to shop and compare prices. Such retailing already exists extensively in central Kingston and is not warranted on the site. However, there remains potential for a small amount of comparison retail as ancillary to any large retail development at the north east corner of the site.

- Larger convenience retailing - although some smaller forms of convenience retailing may be expected on the site to service the commercial and residential uses, the larger forms of stand alone convenience retailers including large supermarkets and retailers below 2500m2 comprising a single tenancy are not desired outcomes for the site. Such uses already exist within the Kingston CBD, on the northern edge of Kingston CBD and at Kingston Town.
- Industrial uses are not a desired outcome for the site given the emphasis on mixed use development, residential living and high amenity open spaces.

12.2.3 Relationships with other centres in Kingborough

Importantly, the development of the site must also consider the existing role and in some cases trending changes that other commercial centres and residential areas are experiencing in Kingborough and, vice versa.

For example, some of the commercial centres offer convenience based localised activities including those in smaller outlying towns and neighbourhood centres, some have a focus on larger scale retail such as bulky goods such as those at Mertonvale Circuit and some include stand alone commercial development such as Kingston Town.

As the redevelopment of the site incorporates a range of similar activities due consideration is warranted as to where the primary focus should be – develop the heart of Kingston, focus on growth areas or redevelop underutilised sites.

The answer of course is to achieve an appropriate balance across the municipality.

Equally, on the residential side there is residential growth at Huntingfield and Margate and the Regional Land Use Strategy identifies the Channel Highway as a possible location for higher density residential uses.

The direction for residential development will remain a market driven approach however, with the exception of the higher density suggestion for the now downgraded Channel Highway, there should be little competition between the site and the growth areas and this extends to the development of localised retail activities in these areas well.

In light of the outcomes of the Plan some of the current use and development expectations for these areas warrants reconsideration.

Table 1 below provides a context for areas that will be influenced by the redevelopment of the site and how these areas may interact in the future.

Table 1 - Kingborough Centres

Kingston CBD
<p>Retain focus on retail and encourage on going renewal of core centre. Continue to promote activities which are typical of a sub regional centre including comparison and convenience shopping and food / entertainment.</p> <p>Review undeveloped sites on fringe of core retail area and consider for community, civic, agency uses, small scale offices and entertainment</p> <p>Promote redevelopment of properties towards John Street and the new Promenade to stimulate the pedestrian environment.</p> <p>Provide urban design enhancements along existing public realm.</p> <p>Improve pedestrian connectivity across Channel Highway</p> <p>Review development potential of sites on west side of Chanel Highway and west side of John Street and consider integration with former school site.</p> <p>Interaction with Site</p> <p>Strong – A fully developed school site and the existing CBD will complement each other well with limited duplication of activities yet a local residential, employment and public realm to support each activity area.</p>
Kingston Town
<p>High performing ‘convenience’ retail centre featuring supermarket and service station that services local catchment well. Centre appearance is outdated and could be considered for upgrade by owner.</p> <p>Interaction with Site</p> <p>With its strong convenience retail focus, the site comprises one of a network of supermarkets in the area that need not be further duplicated at the school site. Equally, the Kingston Town site should not be considered for intensification through commercial (offices) or high density housing as there is lack of connectivity to the CBD and open space areas to support such development.</p>
Mertonvale Circuit
<p>Continue to promote area for larger bulky goods and warehousing activities.</p> <p>Interaction With Site</p> <p>The uses in this area provide strategic retail value to the greater Kingston area. Further development of this area for similar uses is possible and the nature of these bulky goods should not be duplicated at the school site.</p>

Huntingfield
<p>The ‘Fork in the road’ has potential to include convenience retail service centre to service local neighbourhood. (small / mid size supermarket, convenience uses).</p> <p>The area already has a strong research and development focus through the AAD and potential exists to encourage Technology Park with additional R&D activities nearby</p> <p>Interaction with site</p> <p>As a growth area on the fringe of Kingston, Huntingfield will require new facilities to support the convenience needs of the growing population. Some destination uses may continue to develop alongside these uses.</p> <p>It is expected that residents within this area will continue to use the Kingston CBD as their major shopping destination. Standard residential growth would not be expected to undermine the intensive residential development on the school site.</p>
Channel Highway between Kingston and Huntingfield
<p>The potential exists for Channel Highway to be downgraded / landscaped.</p> <p>In this area there are opportunities to continue with both residential and commercial uses. Consideration could be given to promoting aged care along this route and small convenience retail.</p> <p>Sites along the route are also suited to site specific activities that warrant good exposure includingnurseries, garden supplies, tourism / hospitality, automotive retailers, rural produce / supplies.</p> <p>Discourage high density housing, and commercial (offices) uses due to distance from central Kingston.</p> <p>Interaction with the site</p> <p>The uses in this area will support the Kingston CBD and developed school site. On the basis of continuing with the uses above, there would be limited duplication of uses across the two sites/ areas.</p> <p>Proposals driving higher density housing and / or offices should be discouraged as these are both remote from the CBD and will duplicate uses on the site.</p>

Margate, Blackmans Bay, Kingston Beach, Snug, Taroona

Promote local convenience, hospitality / tourism and residential infill.

Also local community services, aged housing etc

Interaction with the site.

As local centres distanced from the CBD these areas will incorporate their own convenience retail and service uses as well as residential development that reflects the character of these areas, open space included.

These centres will continue to use the CBD as a primary destination for major retail and commercial requirements.

The site offers these areas an improved and expanded destination of regional significance to support the local requirements.

12.2.4 Summary

Overall, the Plan proposes a development strategy that recognises gaps in the existing supply of various land uses in the region and gaps in the form of development that is warranted to stimulate strong urban renewal.

In addition it delivers a strategy to enhance the sub– regional status of Kingston and encapsulate a community driven demand for quality open space.

The site will be a tremendous asset for Kingborough and serve a primary role in the elevation and retention of Kingston as a key destination in the Greater Hobart and southern Tasmania regions.

12.3 How rezoning the site connects with other areas

Parts of the site will incorporate “Urban Mixed Use” zoning in a bid to encourage development that integrates a vibrant business and residential community supported by outstanding open space networks.

In addition to the Urban Mixed Use Zone, the site will also include the Central Business Zone, a Community Purpose Zone and Open Space Zone.

The manner in which the site is to be zoned is a true reflection on the proposed uses. The zone objectives promote certain uses that encourage the diversity and vibrancy desired for the site.

By zoning the open space areas specifically for that purpose, this will reflect the public desire for a large portion of the site to be retained in public ownership and be developed for that purpose.

The Urban Mixed Use areas reflect the objective to create precincts that are multi-functional and encourage investors to develop proposals that respond to the promotion of strong pedestrian environments and the objective to retain activity on site 24/7 rather than creating a site that loses its appeal after 5.00pm.

The other zoning which focuses on community uses is a reflection of the importance of these public sector driven developments to the overall function of the site.

These uses, through their suggested activities (including the health centre and the community centre) stand to generate a high level of pedestrian activity that will permeate through to the balance of the site. They cannot be undermined through the promotion of other commercial activity when other areas exist specifically to encourage these uses.

The Central Business zoning is consistent with the current zoning on the south east boundary of the site. This classification ensures a continuity of zoning with properties adjacent the site but also provides the zoning flexibility to accommodate extended development site where there is a practical (and feasible) justification for doing so.

12.4 The Plan and Adjacent Land Uses

The ‘connecting Kingston’ theme is focussed on developing the former school site as a continuous adjunct to the land uses that currently fall within the CBD area.

The successful collective integration of the two areas will significantly enhance the role of the Kingston CBD as the primary regional centre south of Hobart and a significant sub regional centre in the southern Tasmania region.

Therefore, one of the most important opportunities remains the ability to develop the site in conjunction with adjoining private properties on its southern and eastern sides. These properties form the key link between the site and the existing Kingston CBD. As some of these properties are underutilized, vacant or in need of redevelopment strong opportunities exist to integrate them with the development plans on the school site. The plan below shows this adjoining strip of private properties (shaded).

Figure 43. Adjacent Land Uses



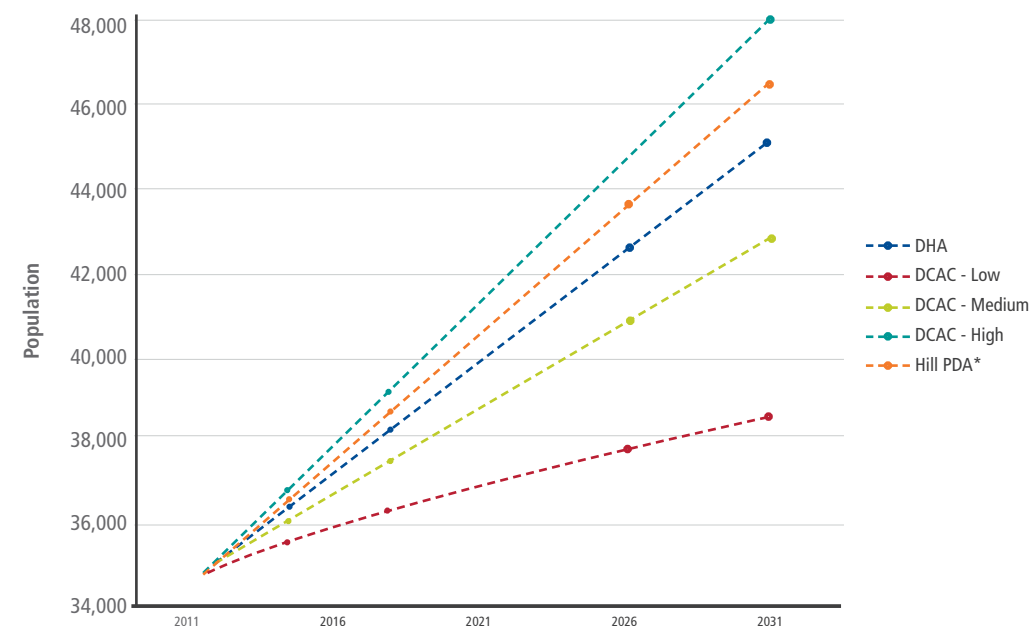
An example of a key opportunity is at the northern end of the site where the current Community Centre (yellow star) is located as well as the three sites (arrow) to the south east of that site accessible from John Street. If the health centre relocates onto the school site, this will free up that property for new uses and combined with the other land presents a collection of underutilised sites and a significant development opportunity emerges. With the prospect of consolidating these titles with the larger retail opportunity highlighted in the Plan (see Section 6), the CBD could then realise a sizeable development opportunity on the fringe of its current boundary.

Opportunities also exist at the green (residential) and blue (commercial) stars.

13 The Case for Change

- Kingston has experienced strong growth with the proportion of the population over 60 increasing over time. Kingston residents are highly skilled with relatively high incomes.
- Currently there is limited demand for medium-density residential. Ageing population expected to improve feasibility of medium-density residential in the medium-long term.
- The ICC is expected to provide a strong anchor and kick start development on site.
- The current market for retail and commercial space is depressed in Kingston and Tasmania more generally.
- Kingston already has significant retail floorspace however opportunities exist for night time activities, cafés, restaurants and a second discount department store.
- High commercial office vacancies in the Hobart CBD are expected to limit demand and opportunities for office floorspace in Kingston

Graph 2 Kingborough LGA Population Growth by Source (2011 – 2031)



Source: 3218.0 Regional Population Growth, Australia (released March 2012), Department of Health and Ageing Population Projections (2007), Demographic Change Advisory Council Population Projections (2007), ABS Census Catalogue No. 2003.0 Kingborough LGA Time Series Data 1996 to 2011 and Hill PDA (2012).

13.1 Overview

When undertaking an economic analysis of Kingston, key economic considerations for the Economic Case included:

- Major health facility (ICC) providing an anchor tenant and catalyst for change
- First stage of the redevelopment is the most critical as it sets the scene for success (quality, amenity, connections, revitalisation and attraction of new development)
- Flexibility to respond to the market (and viability) over time
- Flexible lot subdivision patterns and staging
- Superlots that cater for multiple uses
- Creation of a market for increased residential density through new forms of residential development which offer housing mix and choice
- Consideration of retail uses that complement rather than compete with the existing retail offer (e.g. eat street, cafes, restaurants, night time economy)
- Consideration of new forms of employment provision (e.g. home office)
- Balancing the commercial return of the site with the needs of the community

13.2 Demographics

The population of the Kingborough LGA at 2011 was approximately 34,830 persons based on the ABS Estimated Resident Population data. The LGA experienced growth of approximately 6,700 persons over the period 1996 to 2011. This represents an average annual population growth rate of 1.44% p.a. over the period. Over the past 5 years however, the average rate of population growth has increased to 1.90% p.a.

Key factors that have influenced historic growth rates are likely to continue to drive future population growth in Kingborough LGA including:

- Continuing in-migration to Kingborough, precipitated by lifestyle choice. This includes professionals who have chosen to commute into Hobart for work, as well as middle-aged and elderly persons looking for a pleasant environment in which to enjoy semi-retirement and retirement; and
- The availability of cheaper, easily accessible residential land in and around Kingston which remains in close proximity to Hobart.
- Forecast population growth in the Kingborough LGA was generated based on historical Department of Health and Ageing (DHA) forecasts, Demographic Change Advisory Council (DCAC) forecasts and ABS Estimated Resident Population data (ERP).
- Projected population for the Kingborough LGA is expected to be 46,500 persons by 2031. Graph 2 compares this population forecast with those of DCAC and DHA.

- Whilst population growth in the Kingborough LGA over the past 5 years has been 1.90% p.a., the growth rate is unlikely to remain that high over the long-term for a number of reasons including :
- Many of the obvious areas for housing growth have already been developed. The increasing popularity of the Kingston's scenic and lifestyle values have contributed to increasing house prices which has in turn slowed dwelling approvals;
- Implementation of the Southern Tasmanian Regional Land Use Strategy is likely to slow the growth of Kingborough's population relative to other parts of the Southern Region;

Despite these factors, it is expected that Kingborough's population growth rate will remain robust through continued residential development on the fringes in areas such as Spring Farm and infill development.

¹ Source: *How is Kingborough's Population Changing?*, Peter Wilde (2007)

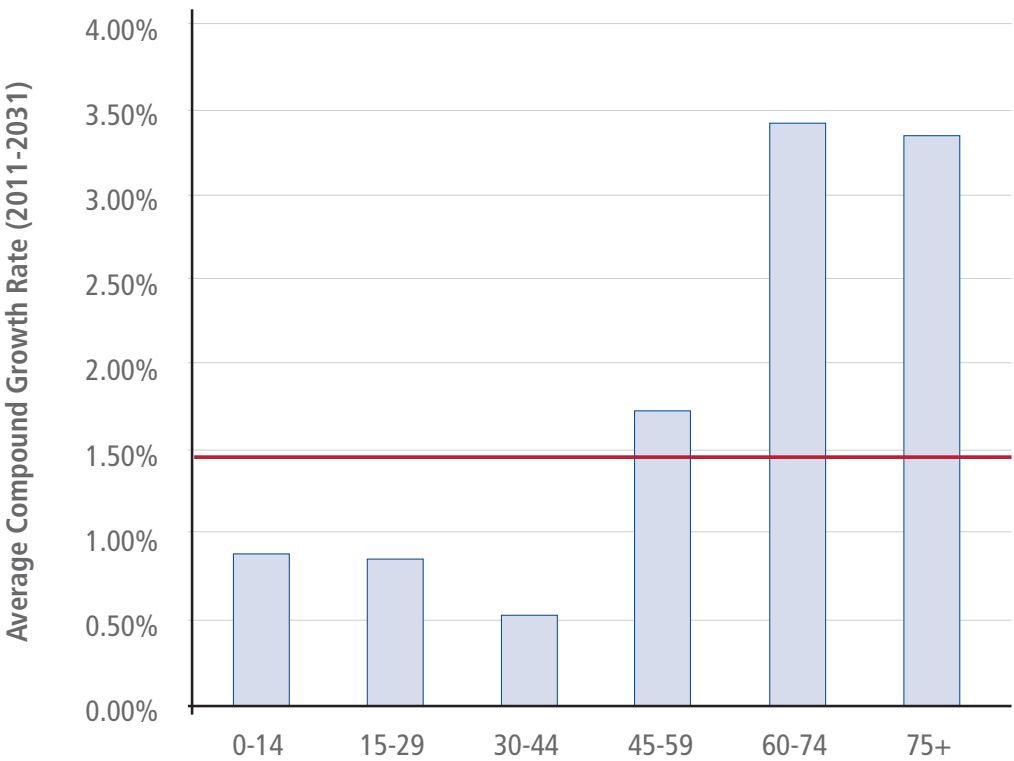
² *Population Change in Kingborough 2001-2011*, Peter Wilde (2012)

Table 2- Kingborough LGA Estimated Resident Population by Age Cohort (1996 – 2031)

Age Cohort	Historic*				Forecast				Net Change 2011-2031 Change 2011-2031
	1996	2001	2006	2011	2016	2021	2026	2031	
0-14	7,232	6,762	6,759	7,362	8,089	8,649	9,177	9,850	2,488
15-29	5,211	5,287	5,477	6,023	5,999	6,471	6,931	7,016	993
30-44	6,944	6,502	6,462	6,560	6,895	7,463	8,023	8,368	1,808
45-59	4,837	6,127	7,102	7,505	7,665	8,316	8,962	8,818	1,313
60-74	2,631	3,117	3,809	5,106	6,457	6,980	7,495	8,521	3,415
75+	1,242	1,584	2,040	2,269	2,697	2,884	3,061	3,922	1,653
Total	28,096	29,379	31,649	34,825	37,803	40,763	43,650	46,495	11,670

Source: ABS Census Catalogue No. 2003.0 Kingborough LGA
Other Sources: Department of Health and Ageing Population Projections (2007) and Hill PDA (2012)

Figure 44 - Kingborough LGA Population Growth by Age Group (1996-2031)



Source: ABS Census Catalogue No. 2003.0 Kingborough LGA
Other Sources: Department of Health and Ageing Population Projections (2007) and Hill PDA (2012)

Table 2- Kingborough LGA Estimated Resident Population by Age Cohort (1996 – 2031) identifies the historic and forecast age profile for the Kingborough LGA to 2031. This age profile was based on:

- Forecasting population growth of 46,495 residents by 2031; and
- An examination of DCAC projections by age group (forecast distribution of people by age group to 2031).

Figure 44 - Kingborough LGA Population Growth by Age Group (1996-2031) highlights historic and forecast growth in the 60+ age groups. As shown in Figure 44 growth in the 60-74 and 75+ year age groups is forecast to be more than double that of the total population growth rate (represented by the red horizontal line). This growth is expected to continue over the period 1996-2031 and is reflected in Figure 45.

Projections indicate that there will be positive population growth in the young adult (15-29 years) and middle age (30-59 years) cohorts, however the proportion of these groups in the total population will decrease over the period from 57.7% to 52.1%. Population growth in children (0-14 years) is anticipated to remain steady.

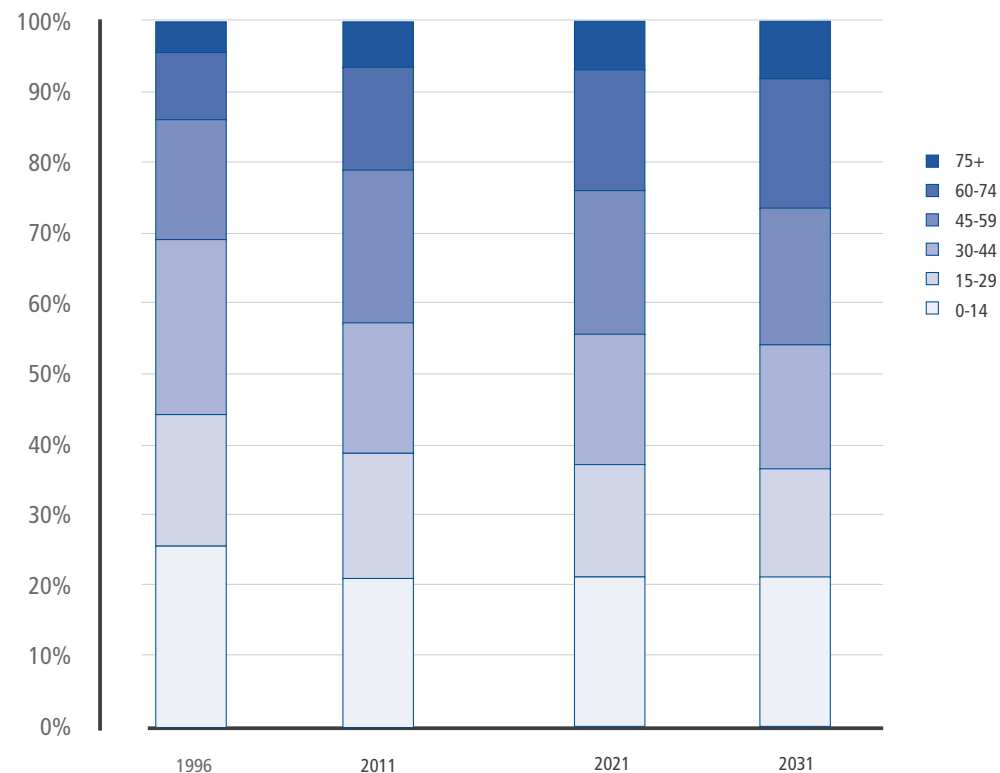
Population growth is forecast to continue with an additional 11,670 persons anticipated between 2011 and 2031, equivalent to around 580 additional residents per year. The extent of growth will depend on demand from new residents and in the Kingborough LGA.

There has been a significant ageing of the population in Kingborough LGA over the past 20 years in-line with national trends. This trend is forecast to continue with strong growth in the 60+ age groups in Kingborough. These trends will influence dwelling demand in Kingston and increase the requirement for housing diversity. Since 1996 there has been strong growth in medium density dwelling forms in the Kingborough LGA, including townhouses, villas and units. This growth has been stronger than that of detached houses.

Other demographic trends of note for the Kingborough LGA include:

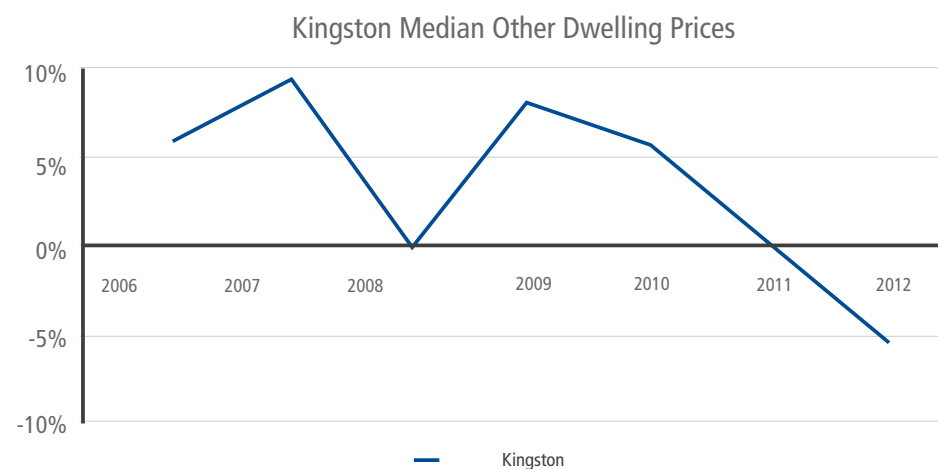
- Kingborough LGA has a higher proportion of home ownership, family households and couple families without children than comparable areas in Greater Hobart and Tasmania wide trends.
- Unemployment in the Kingborough LGA is lower than comparable areas with a predominantly professional resident workforce. Employment growth has been significant in the industries of retail trade, health care and social assistance and accommodation and food services.

Figure 45 - Kingborough LGA Population Growth by Age Group (1996-2031)



Source: 3218.0 Regional Population Growth, Australia (released March 2012), Department of Health and Ageing Population Projections (2007) and ABS Census Catalogue No. 2003.0 Kingborough LGA

Figure 46- Kingborough LGA Age Cohort Distribution (1996 – 2031)



Source: RP Data and Hill PDA (2012)

13.3 Residential

The Real Estate Institute of Tasmania (REIT) records median sales data for houses and 'other dwellings' (villas, townhouses and units).

Analysis of sales evidence for 150 'other dwellings' in Kingston from January 2010 to October 2012 found:

Achieved sales were in the range of \$160,000 - \$620,000 with a median value of \$280,000. This median correlates with REIT 'other dwellings' analysis in the Kingborough LGA which identified a median value of \$295,000;

The majority of sales were 2 and 3 bedroom townhouses and villas (60% and 38% of sales respectively); and

Average growth in 'other dwelling' median sales prices between 2006-2012 was 6.3% as shown in Figure 46.

Figure 47 - Examples of recently completed Kingston 'Other Dwellings'



10 Denison Street, Kingston

Source: Hill PDA



9 Gormley Street, Kingston

Recent villa and townhouse developments in Kingston indicate that the community is moving towards an acceptance of smaller dwellings. Analysis indicates this reflects the retiree market seeking smaller dwellings close to town centres with less maintenance required. To encourage non-retiree purchasers to consider medium-density dwellings other attractors are required. These attractors can include:

- Appropriately designed and sustainable dwellings;
- Innovations associated with the development which differentiate it from conventional housing estates on the fringe;
- Attractiveness of the town centre including amenity, vibrancy, look and feel;
- Facilities and services provided within walking distance including retail and community facilities;
- Accessible public transport options;
- Public and private recreation space;
- Mix and diversity of dwelling sizes;

- Flexibility to accommodate work from home scenarios; and
- The night time economy and out-of-hours activities.

When purchasers consider downsizing to smaller dwellings they are usually attracted by either a capital cost or ongoing lifecycle cost saving. Sales data analysis indicates that the median detached house price in Kingston in February 2013 was \$380,000 which is similar to what new townhouses and villas are achieving. The recent developments shown in figure 47 (10 Denison Street and 9 Gormley Street) have asking prices of \$310,000 to \$390,000.

Table 3 - Kingston Current and Forecast Retail Shopfront Demand

Trade Area	Population 2012	Population 2031	Growth 2012-2031
Primary Trade Area	34,308	46,495	12,187
Secondary Trade Area	6,252	7,322	1,070
Total Trade Area	40,560	53,817	13,257
Floorspace Type	2012 Demand (sqm)	2031 Demand (sqm)	Growth 2012-2031
Retail Shopfront	66,400	105,400	39,000
Vacancies and Commercial Shopfront	5,300	8,500	3,200
Total Shopfront	71,700	113,900	42,200
Retail Supply (2008 + Channel Court Stage 3)	46,270		
Retail Undersupply	-20,130		

Source: Hill PDA

13.4 Retail / Commercial

Kingston is the traditional retail, commercial and administrative hub of the Kingborough LGA. The Kingston Central Business District accommodates the vast majority of retail and commercial activity in the municipality. The primacy of Kingston is maintained through the objectives of the Kingborough Planning Scheme. The Scheme provides for major expansion of commercial activities (especially retail development), within the Kingston Central Business District in preference to other centres in the municipality. The primacy of Kingston in the wider sub-region is maintained in the proposed activity centre network set out in the Southern Tasmania Regional Land Use Strategy (2010).

Kingston has been designated as a Principal Activity Centre in the hierarchy and is intended to provide:

- A wide range of services and facilities (including office for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sector;
- A focus for employment at the sub-regional level. Retail is likely to be a major employing industry but will be complemented by a range of office and administration employment on a small to medium scale; and
- Sub-regional shopping facilities with a range of major supermarkets, department stores and specialty shops.

As part of the Kingston Central Business District Master Plan Review (2008), Collie completed a land use floorspace survey of the Kingston Central Business District and surrounding retail, commercial and industrial precincts. The surveys

assessed the amount and type of floorspace. The distribution of floorspace identified within the Master Plan Review is shown in the table below. The survey did not consider centres outside Kingston in the Kingborough LGA.

The results indicate Kingston has over 39,400sqm of retail floorspace and 27,700sqm of commercial floorspace. Vacancies at the time of survey accounted for only 1.99% or 1,840sqm of total floorspace.

Future retail demand was projected based on analysis of current supply and projected population growth. Table 3 - Kingston Current and Forecast Retail Shopfront Demand identifies the current and projected retail shopfront demand:

Based on supply and demand modelling within this report:

Supply of retail floorspace in Kingston was approximately 39,400sqm at 2008. Once approved floorspace is added to the supply side (i.e. Stage 3 of Channel Court), total retail floorspace in Kingston increases to 46,300sqm.

- Three significant sources of retail expenditure which influence demand for retail floorspace are residents (41,000 persons in the primary and secondary trade areas at 2012), workers in the Kingborough LGA (6,700 workers at 2006), and visitors (approximately 242,000 visitors per year).
- Retail modelling projected retail floorspace demand at 2012 to be 66,400sqm (NLA) increasing to around 105,400sqm (NLA) by 2031. This indicates there is currently an undersupply of floorspace in the order of around 19,900sqm (NLA).

- In addition to retail demand, some shopfront space is occupied by non-retail commercial uses (e.g. solicitors, accountants, real estate agents and travel agents). An additional 5-10% of specialty stores have been provided to accommodate these non-commercial uses with a further 3-4% of specialty stores assumed to be vacant at any one time. Based on these assumptions, shopfront floorspace demand in Kingston is projected to increase from 71,700sqm (NLA) in 2012 to 113,900sqm in 2031.
- Anticipated growth in shopfront floorspace of around 42,000sqm (NLA) over the 2012 to 2031 period is slightly less than the 51,000sqm
- Whilst the current projections cannot be exactly reconciled with the floorspace survey in the 2008 Master Plan Review, the following comments are made in relation to demand:
- Large supermarkets generally require a primary trade area of 8,000 – 10,000 residents and a full line supermarket can start from 2,500sqm+. Smaller and niche supermarkets also play an important role in delivering groceries and are generally sized from 800-1,500sqm for Aldi and IGA stores. Retail modelling indicates demand for around 15,300sqm of supermarket and grocery store floorspace in 2012. The 2008 Master Plan Review survey indicated supply of 12,120sqm of food, groceries and liquor floorspace. Once the 3,635sqm Woolworths which forms part of the Channel Court extension is included, supply increases to 15,800sqm. Therefore, there is no expected requirement for an additional supermarket in Kingston in the short to medium term.

- Discount department stores such as Big W, Kmart and Target generally require a trade area of 30,000 – 50,000 residents and can range in size from 4,000sqm to 8,000sqm. It is unlikely that Kingston could support an additional discount department store over the short to medium term. Although a second store would likely recapture some department store expenditure that currently escapes the Kingborough LGA to higher order centres like Hobart.
- Consultation sessions conducted as part of the project indicated a lack of night time economy, café's and restaurant options in Kingston. This was confirmed by demand modelling which indicated that of the 19,900sqm of floorspace undersupply, the majority (around 17,000sqm) is associated with café's, restaurants, take-away food, and specialty food stores. The continued development of the former Kingston High School site presents opportunities to strengthen the 'eat street' theme and role of the Kingston Central Business District and would provide a retail offer that would complement the broader centre rather than compete.
- Whilst there is a lack of trading evidence (sales turnover) to understand the performance of retail in Kingston, it is understood that the Kingston Town shopping centre has been performing at above average trading levels. This is largely due to ease of access and parking compared to Channel Court and Kingston Plaza, and its location in respect to the southern residential areas of Kingborough LGA.
- The 2008 Master Plan Review identified less than 2,000sqm of vacant floorspace, equivalent to just under a 2% vacancy rate which is very low for a centre the size of Kingston. Whilst the amount of vacant floorspace may not have changed significantly during that time, the expansion of Channel Court to accommodate additional specialty stores, and the current market conditions which have changed significantly since 2008, may result in difficult leasing conditions for specialty stores in the short-medium term.
- Market research indicated that the commercial market within Kingston is flat, which is representative of broader trends within Hobart and Tasmania. High commercial vacancies and low rents in the Hobart CBD, mean there is less impetus for potential tenants to look outside the CBD for office space. This sentiment was confirmed by the Tasmanian Department of Treasury & Finance who indicated there was no requirement for government agencies or departments to look outside Hobart for accommodation. This indicates little demand for a standalone State Government services building outside of Hobart in the short-medium term.
- Whilst current market conditions in Kingston and broader Tasmania prove difficult, the planning of the former Kingston High School site is long term. As a result, there is a need to identify the gaps in provision within the Kingston Central Business District and how the subject site can meet the needs of the community.

13.5 Balancing Community Expectations against Development Potential

In order to balance community expectations for the former Kingston High School site with the commercial requirements of a viable redevelopment project, the masterplan has retained significant amounts of public open space and community facilities.

The community facilities include a community hub which is re-purposing sections of the old high school buildings and construction of a new Health facility. The remaining land has been distributed between a variety of land uses to create a balanced precinct. The land uses include medium density residential, mixed uses, retail and commercial office.

The public open space components have been developed in consultation with community stakeholders and Council. The outcomes of these discussions are reflected in the public open space and community facilities framework plans.

13.6 Creating a Viable Proposition

The medium density residential uses proposed for the site are expected to comprise villas and townhouses with an average lot size of 150-200sqm. This level of density generates a community without compromising amenity. The provision of low maintenance residential lots in the centre of Kingston is expected to provide a viable option for residents of Kingston and surrounds who are looking to downsize and move to the centre of Kingston. The masterplan has been designed in stages which can be accelerated or delayed to meet market conditions over the next 10-15 years.

The masterplan incorporates high levels of amenity and encourages pedestrians and cyclists. While each dwelling has parking for private vehicles, the masterplan has been designed to minimise the need for residents to use private vehicles when accessing central Kingston. Public transport has also been incorporated in the masterplan to further reduce the use of private vehicles.

Retail development has been staged to ensure sufficient supply without creating an oversupply. Stage 1 incorporates a significant retail lot which could accommodate a supermarket or discount department store subject to demand in the market at the time of construction. The remaining stages of the masterplan allow for specialty retail shopfronts and mixed use outcomes. Stage 5 (2022+) incorporates a commercial office building however the current market demand for commercial space is insufficient to support construction of office space without a significant pre-commitment from a prospective tenant.

³ A major department store such as a Myer generally requires a catchment of over 100,000 people.



14 Implementing the Plan

“It [the Master Plan] must be adaptable and its practical application must recognise the realities of private land ownership, existing use rights, public resource and funding limitations, community views and legal “heads of power” to enforce desired objectives.

14.1 Catalysts for Change

Delivering a development outcome for the site that can be implemented in its entirety over a 20 year timeframe will be contingent on a number of key drivers. These may include:

- Economic market conditions and attractiveness of the site to investors
- Capacity of Kingborough Council to obtain funding and commit capital works expenditure to the open space, community uses and public realm
- Development of partnerships across government, agencies and development sector in the provision of new infrastructure.

- The realisation of the vision for the site relies on investment from the private sector to facilitate the desired development outcomes. Therefore incentives provided to developers and attractiveness of private land may be key to activating opportunities.
- Ongoing commitment of the State Government to the construction of the Kingston Integrated Care Centre
- Implementation of the public realm enhancements and the necessary service infrastructure upgrades will be an important aspect of stimulating development in the precinct.
- A critical outcome of this Plan is to therefore produce a Plan that provides flexibility in its structure and which contains the potential to adapt to changing market conditions and external factors as it continues to develop over time.

14.2 The Staging Process

This site will form a valuable extension of the Kingston CBD that can grow and develop over time. It will become a critical driver in the growth and development of Kingston as a regional centre in southern Tasmania.

In its early years the site will embrace health, community and open space enhancements. Some private development will need to occur in the early period to drive the funding of infrastructure and public space improvements and small and large sites offer the opportunity to achieve this.

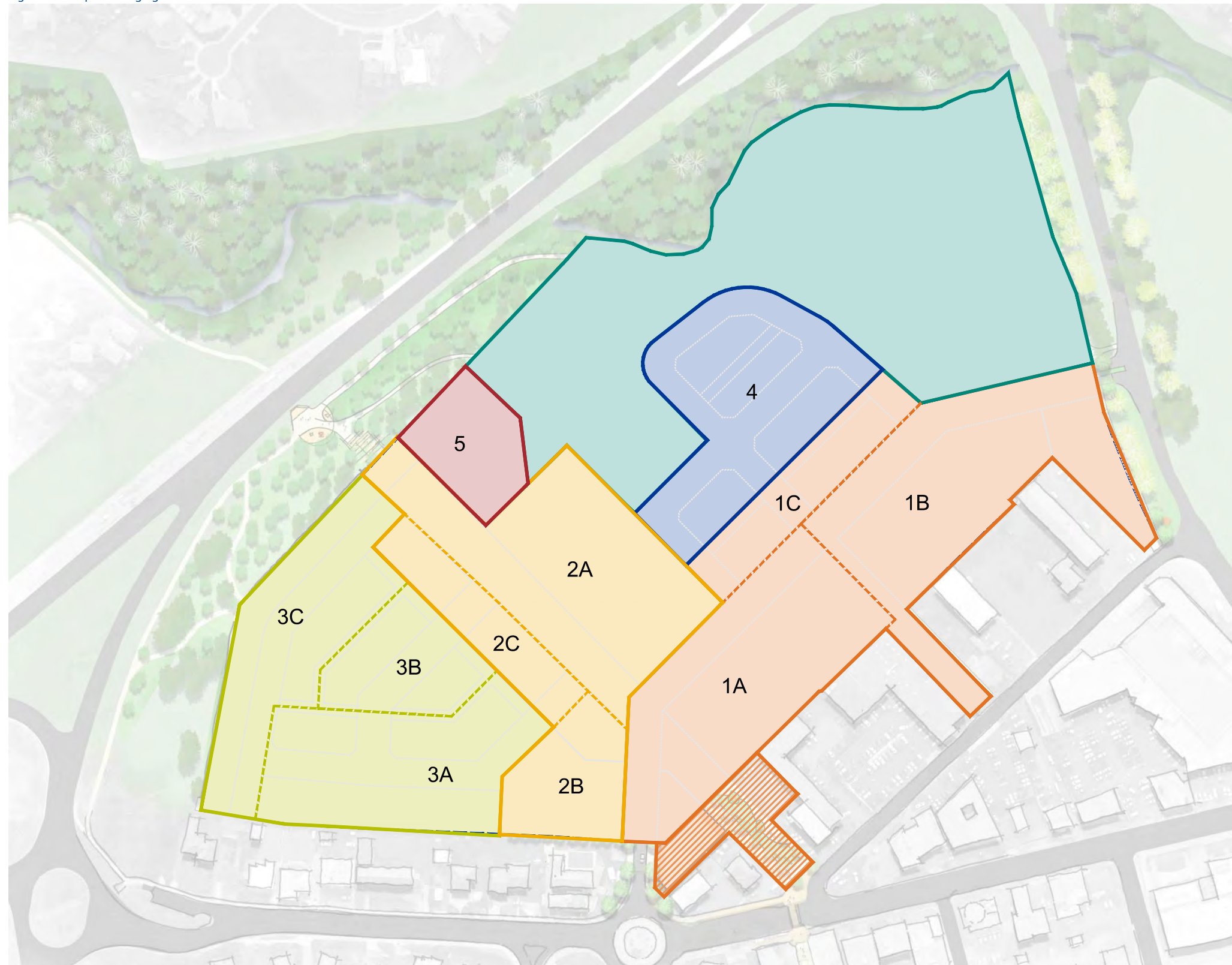
As the economy gradually recovers the site provides the flexibility to respond and further opportunities will emerge in commerce, residential and small scale retail uses focussed on lengthening the stay of people in the areas such as cafes, restaurants and home based working environments. Entertainment uses may appear and the enhancement of the public realm will become a key factor in the appearance of the site.

Underpinning the development of the site will be upgrades to the public open spaces to provide the passive and active recreational needs of the growing community.

The staging plan shown outlines the sequence of development for the implementation of the Plan. Staging will be heavily dependent on financial and economic influences such as capital funding, grants and market demand however, the key physical factors driving the development of the site will include:

- Removal of redundant buildings
- Developing the core road network
- Relocating and upgrading essential services
- Implementing a gradual enhancement of the public open spaces
- Delineation of land parcels for sale to the private sector.
- Creating a civic heart through the Community Hub and adjacent public spaces
- Delivery of a Promenade that captures the public imagination and motivates drives public interest in the gradual development of the site.

Figure 48 - Proposed Staging Plan



14.3 Land Use and Infrastructure Staging

The following Table shows a summary of the uses and infrastructure that will be included in each of the identified stages.

As the Plan is at a level which will require further detailed design as the individual stages are released and funded, the proposed staging remains indicative only.

Table 4 shows a summary of the uses and infrastructure that will be included in each of the identified stages.– Uses and Infrastructure within each Stage

Development Stage / Area	Area	Timeframe	Development Description	Infrastructure	Key Stakeholders	
Stage 1A	6500m ²	2014-2016	Demolition of the school and provision of sites for Health (ICC) and Retail (southern entry)	Main Boulevard First part of the DN300 sewer rising main First part of DN200 water main from John Street	<ul style="list-style-type: none"> State Government Kingborough Council DHHS for ICC Component 	<ul style="list-style-type: none"> Southern Water
Stage 1B	7500m ²	2015	Provision of a large retail / commercial opportunity (Site should be considered in conjunction with adjacent sites off John Stree)	Main Boulevard Build balance (and largest part of the) DN200 water main extension Stormwater detention / treatment works lower oval (see open space) Electrical Sub-station upgrade(etail)	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 1C	2900m ²	2016-2019	Provide sites for mixed use development (commercial with possible residential over).	Main Boulevard	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 2A	5400m ²	2016	Development of Community Hub and Public Heart Extension of the Promenade from the CBD into the site	Promenade Extend DN300 sewer rising main	<ul style="list-style-type: none"> State Government Kingborough Council 	
Stage 2B	3700m ²	2019-2021	Commercial / retail gateway development southern entry. Continuation of the Promenade and public realm enhancements	Promenade Extend DN300 sewer rising main Electrical Sub-station upgrade (retail)	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private Sector
Stage 2C	2800m ²	2019-2021	Mixed Use along the Promenade alignment 'Eat Street' environment with possible commercial / residential over	Promenade	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 3A	5700m ²	2019-2024	Residential / mixed use –medium to higher density residential with single lots or mixed residential developments	Internal Road adj Promenade	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 3B	2700m ²	2019-2024	Residential / mixed use –medium to higher density residential with single lots or mixed residential developments	Internal Road adj Promenade	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 3C	4900m ²	2019-2024	Residential / mixed use –medium to higher density residential with single lots or mixed residential developments use	Internal Road adj Promenade	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 4	4300m ²	2022+	Mixed Use - medium to higher density residential / commercial development with emphasis on home office or serviced residential / hospitality	Internal Road	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Stage 5	3200m ²	2024	Commercial (offices, entertainment, training, research, ground retail)	Roundabout for Boulevard Sewer Rising Main	<ul style="list-style-type: none"> State Government Kingborough Council 	<ul style="list-style-type: none"> Private sector
Public Open Space	Approx. 40000m ²	Ongoing from across life of development	Variety of Passive and Active recreational spaces / places Wetlands	Wetlands and Stormwater system (Commencing in Stage 1B)	<ul style="list-style-type: none"> Kingborough Council Community 	<ul style="list-style-type: none"> Community Interest Groups

14.4 Detailed Staging Overview

The boxes below identify in greater detail the nature of the activities to occur in each Stage.

Of particular note is that there will be sewer, water, stormwater and power works required in each stage of a varying degree of size and lengths. The major works that will be required have been documented in each Stage.

Stage 1(a) – 0-3 years

1. Demolish the former Kingston High School with the exception of the gymnasium and courtyard
2. Commence upgrade of the entry road as first Stage of the new Boulevard
3. Upgrade old School slab adjacent entry to accommodate temporary car parking
4. Clear site for ICC to commence construction
5. Commence enhancement of first phase of the Promenade extending west from John Street. This will include:
 - a. Shifting the Council owned car park to the old school slab
 - b. Ensuring safe pedestrian access from new temporary carpark to existing Kingston CBD
6. Build the first part of the DN300 sewer rising main make part of old one redundant, build first part of DN200 water main from John Street into site past edge of stage 1A
7. Commence enhancement works on the open space areas including wetlands at north west corner
8. Identify and prepare development parcels on Council land adjacent Promenade at entry to site

Stage 1(b) – 3+ years

1. Complete Boulevard construction through to Beach Road
2. Install Bus interchange on both sides of Boulevard
3. Prepare large development site at eastern boundary for divestment
4. Develop the initial stage of the Promenade west of Boulevard to include:
 - a. Paving / landscape works.
 - b. Road works
5. Build the balance (and largest part of the) DN200 water main extension, and build stormwater treatment/detention works in the lower oval (which may be spread across other stages)
6. Continue enhancement of Open Space around Community Hub
7. Create road link from site through to John Street

Stage 1 (c) – 3-5 years

1. Prepare development site for mixed commercial/residential on west side of boulevard for divestment

Stage 2 (a) – 3+ years

1. Development of Community Hub and civic heart through:
 - a. Construction of courtyard performing space
 - b. Refurbishment of Gymnasium (internal / external)
 - c. Extension to Gym to accommodate new meeting rooms, café etc
 - d. Construct play areas adjacent Community Hub
 - e. Creation of interactive, highly aesthetic landscaped public spaces around the Hub
2. Continue extension of DN300 sewer rising main
3. Continue development of Promenade extending through from the Boulevard, past the Hub and towards western boundary of site.
4. Construct road adjacent to Promenade

Stage 2 (b) -5+ years

1. Prepare development site for mixed commercial/residential on north west side of Boulevard at southern entry for divestment
2. Formalise carpark at southern entry off Channel Hwy
3. Continue extension of DN300 sewer rising main,

Stage 2 (c) - 5 + years

1. Prepare development site for mixed commercial/residential on southern side of Promenade and for divestment
2. Complete construction of Pedestrian Promenade and adjacent road through to western boundary
3. Construct services in road reserve for future connection to residential area to the south

Stage 3 (a), 3 (b), 3 (c) – 5-10 years

1. Construct internal road network and services within road reserves for Stages 3 (a), 3 (b) and 3 (c)
2. Prepare development sites for residential land uses and divest to market. The number of lots and type of residential development will be subject to market influences at the time. Therefore, a decision will need to be made by the owner as to whether to sell the lots en-globo or subdivide the sites in smaller separate lots.
3. Complete DN300 sewer rising main and make old one redundant.

Stage 4 – 8+ years

1. Construct internal road network and services within road reserves.
2. Prepare development sites for residential land uses and divest to market. As with Stage 3 the number of lots and type of development in this Stage will be subject to market influences at the time. Therefore, a decision will need to be made by the owner as to whether to sell the lots englobo or subdivide the sites in smaller separate lots.

Stage 5 –10+ years

1. Prepare development site for a use that best responds to market at the time. Whilst a commercial use has been indicated, the potential exists for this site to comprise a range of uses including privately operated entertainment and recreational uses.

Public Open Space - 0 -20 years

1. Implementation will occur in a manner consistent with the Open Space Framework Plan. Uses will include:
 - a. Passive (formalised) spaces (seating, walking, running tracks) throughout open spaces and public realm
 - b. Landscaping and design enhancements
 - c. Active recreational spaces including courts, equipment and playgrounds
 - d. Infrastructure will incorporate drainage schemes extending from designated land uses towards the proposed wetlands / lakes in the north west corner of the site.

14.1 Governance - Roles and Responsibilities

Critical to the successful implementation of the Plan will be a governance structure that will effectively and efficiently guide the early transitioning of the site. This will include driving the establishment of preliminary site improvements, development control, exploring funding avenues and liaison with key agency and community representatives. In the early phases much of this responsibility will rest with the site owner(s).

As the site proceeds through to the development phases including the sale of the allocated private land parcels, the owner will be required to drive the sales (tender) process, manage developer contributions and revenue streams. For other areas, such as governing the implementation of the Plan, the delivery of these roles can be extended to agencies / bodies specifically created for this purpose.

14.1.1 Establishment of a Development Committee

To drive the redevelopment of the former Kingston High School site in accordance with the objectives of the Plan an urban renewal organisation is proposed in the form of a Development Committee (DC).

The DC may have a role as Place Manager which would have the authority to bring all Government Departments together and get consensus while reserving the right to approach State Government ministers directly if particular departments weren't co-operating in a timely manner.

A good example is the Seattle Waterfront redevelopment in the United States. The Seattle Waterfront is managed by the Central Waterfront Committee (CWC) which has Council as the ultimate decision maker but includes representatives from the Department of Transport, Department of Planning, Department

of Parks. The CWC comprises volunteer community representatives and leaders who are appointed by the Council and have responsibility to report to Council and Mayor. There is also a CWC stakeholders group which comprises direct and indirect stakeholders including property and business owners, residents, employees, advocacy groups and user groups.

Other good examples include the Auckland and Wellington Waterfront redevelopments which are managed by Council Controlled Organisations (CCO).

The DC will facilitate the strategic redevelopment of the site and enable the realisation of high quality design outcomes for the area. It will provide the owner of the land guidance on land use outcomes, regulation, revenue raising and help to implement marketing strategies for the site.

The ultimate level of authority provided to the DC in regard to its control over the development of the site is expected to be determined as part of the discussions held between the State Government and Kingborough Council. As these discussions are yet to take place, it would be expected that a memorandum of understanding (m.o.u) or similar style of document / agreement would be prepared to guide the role of the DC.

This organisation would closely communicate with relevant council departments, state government departments, utilities providers and community stakeholders. Under the auspice of the land owner, the DC would take full control to deliver the site in accordance with the Development Plan and would also take the role of the financial controller of the site. This would include managing levies payable for physical and community infrastructure development.

The responsibilities of the proposed urban renewal organisation would be clearly defined and cover the former Kingston High School site

only. It is important that the organisation be seen as one which seeks to enter the market and create opportunities for the private sector market to efficiently and effectively deliver a diverse mix of land uses on the site.

14.1.2 Composition of the Development Committee

The composition of the DC would potentially consist of representatives from the key agencies including those who have committed to development on the site. A nominated community representative would also be involved to represent the interests of the community and in this case ensure that the enhancement of public land remains a priority in the process.

The DC may comprise representatives from the following departments and groups:

14.1.3 The Development and Approval Role

The DC would act as a gatekeeper of the site to ensure that any new use and development is consistent with the approved Development Plan and review the adherence to overall objectives of the site and any planning mechanisms that apply.

The first step for any proponent / developer is to seek the endorsement on a proposed use or development from the DC. This will ensure alignment with the Development Plan and the overall land use outcomes desired for the site and wider area.

Upon preliminary approval by the DC, any proposed use / development would be referred through to the Kingborough Council for facilitation via the Planning approval process. Having already been to the DC, the Council planners will process applications in the normal way via the Kingborough Planning Scheme.

The Specific Area Plan will be the primary tool used by Council to assess use and development.

Table 5 Possible Composition of Development Committee

Body	Interest and Role
State Government (Treasury)	Remediation of the former school buildings Shared delivery of infrastructure Divestment of private land
Local Government Planning Engineering Finance (Kingborough Council)	Acquisition of public land Management of public land Shared delivery of infrastructure Implementation of planning legislation Remediation of the former school buildings
Dept of Health and Humans Services (Stage 1)	Development of the ICC site
Community	Enhancement of Open Space Delivery of community facilities
Tasmanian Planning Commission	Implementation of planning legislation Conduct of planning process

In a development sense the DC will oversee the staged sale of superlots to the private sector for development.

When undertaking the sale of superlots, the DC would be expected to undertake the following tasks:

- Provide the private sector with an understanding of the proposed development outcomes and planning policies applicable to the site.
- The DC would review the private sector proposals for each superlot and negotiate items which may be suggested by the private sector in order to improve the viability and amenity of the project. .
- The DC would then review the application once it has been lodged and refer components of the application to the relevant referral parties as required.
- Once the application has been resolved and approved, the DC would have an ongoing role to ensure the development is delivered as proposed.

14.1.4 Funding of the Development Committee

All urban renewal authorities should ultimately seek to be self-funding. This can be a considerable challenge in the initial years of establishment prior to development revenues being realised. Accordingly the majority of such organisations must either be initiated with funding, have Government land or have the ability to borrow against land. In most cases, Government land with some start-up capital is provided as would be the most likely case for the former Kingston High School site. From this basis, most organisations are required to develop, and make a sufficient level of profit for reinvestment, to create a self-funding model.

For local government the creation of a perpetuating self-funding model is also a challenge owing to the limited scope and number of sites available for development and the perception of being a developer within the local community they govern.

The provision of infrastructure is also a mounting challenge for both local and state government urban renewal authorities with a variety of

funding mechanisms being considered (such as betterment tax) to address the challenges.

- The Development Committee should seek to be self-funding, yet able to borrow funds and partner with industry; The ultimate landowner (be it State or local Government) would underwrite the borrowings to fund the DC.
- The organisation should have transparent accounting and governance processes; and
- The DC needs to have the ability to reinvest profits to enable further infrastructure works.
- The DC would be required to report regularly to the owner of the land to ensure the site is being developed and used in accordance with the objectives of the Development Plan. Specific areas of reporting may include:
 - Adherence to the Development Plan.
 - Progress against staging.
 - Progress of infrastructure provision and alignment with agencies.
 - Financial matters including outgoing costs to facilitate development and incoming revenue from the sale of land and any levies.
 - Is the site contributing (as intended) to the growth of the Kingston CBD

14.1.5 Deliverables

As noted above, it is important for urban renewal organisations to be seen to be effective and thereby to deliver successful outcomes early on so as to ensure their value to stakeholders. There is also a distinct trend towards these organisations being socially and environmentally responsible. The staged redevelopment plans prepared seek to limit the use of private vehicles and increase pedestrian accessibility which provides social and environmental benefits to Kingston.

14.2 Risk Considerations for the Delivery of the Plan

An upfront understanding of the key risk considerations will be required by the DC and owner before moving into the delivery of this project. This enables the risks to be considered, managed and mitigated by key stakeholders early in the process. Examples of key risks and possible mitigation measures are shown below. Whilst not an exhaustive list, the list provides an indication of the types of risks that should be managed by the appropriate authority established to manage the project moving forward.

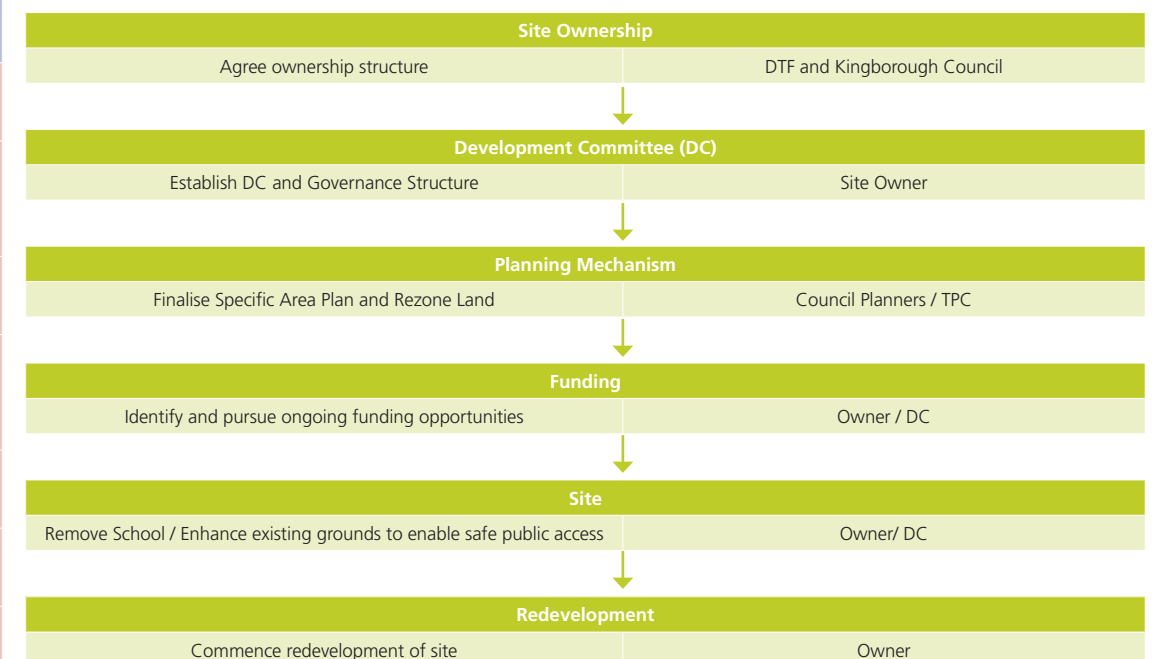
Perceived Risk	Possible Mitigative Actions	Responsibility
Lack of ownership or poor co-ordination between key stakeholders in delivering the Plan	<ul style="list-style-type: none"> ▪ Ensure that the Development Committee is given full jurisdiction of the management of the property title. ▪ Allocation of clear responsibilities and performance criteria to ensure commitment to progressing the project 	Development Committee Landowner
Withdrawal of anchor tenants committed to site	<ul style="list-style-type: none"> ▪ Maintain clear communication with prospective tenants and ensure spatial, timing and approval needs are fully understood. ▪ Inform key stakeholders to ensure there are no unknowns which would delay the approval process 	Development Committee Landowner Department of Health and Human Services
Unforeseen environmental / topographical constraints on site such as excessive rock removal / asbestos	<ul style="list-style-type: none"> ▪ Commission geotechnical investigation to determine composition of soil profile ▪ Remove contaminants for the site prior to increased public useage. 	Landowner Development Committee
Economic conditions continue to worsen rather than improve	<ul style="list-style-type: none"> ▪ The development committee is expected to be initiated when the former Kingston High School land is transferred to the DC. The DC will need to have the ability to borrow against this land to fund the site development and create a self-funding model. ▪ Giving the DC access to funding avenues at a State / Federal level will assist in providing greater certainty for the implementation of key infrastructure and facilities within the project. 	Landowner Development Committee
Delays in implementing new planning legislation prevents new mechanism being implemented	<ul style="list-style-type: none"> ▪ Liaise with TPC and Council planners to understand timing of revised KPS. ▪ Once mechanism (SAP) is completed use any delays to test mechanism in planning process. 	Tasmanian Planning Commission Development Committee Kingborough Council Planning Department
Competing developments are applied for elsewhere that undermine the proposed land uses within the Plan.	<ul style="list-style-type: none"> ▪ Ensure Council planners are briefed on the implementation of the Plan and the need to ensure competing developments are assessed with the objectives of the Plan in mind ▪ Ensure revised Kingborough Planning Scheme reflects strategic importance of site 	Kingborough Council Planning Department Tasmanian Planning Commission
Delays in the provision of critical infrastructure to the site.	<ul style="list-style-type: none"> ▪ Maintain close communication with key servicing agencies in the early phases to keep abreast of any scope changes in infrastructure delivery. ▪ Monitor key costs considerations in the provision of new infrastructure to ensure there are no surprises when the time comes for delivery 	Development Committee Servicing agencies (Southern Rural Water / DIER etc)

Without knowing who the ultimate owner of the site will be it remains difficult to project specific roles to be undertaken in progressing the implementation of the Development Plan. Notwithstanding who has control of the site, there is now a strong need to commence activity on the site and its immediate environs in the best interests of wider Kingston.

A proposed lists of key short term actions are as follows:

Site	<ul style="list-style-type: none"> Undertake title re-establishment survey to confirm site boundaries 	2013
	<ul style="list-style-type: none"> Survey site requirements for Boulevard, Promenade and Integrated Care Centre 	2013
	<ul style="list-style-type: none"> Quantity Surveyor to provide detailed costings for components of the project to be delivered by the DC. 	2013
	<ul style="list-style-type: none"> Obtain quotations for removal of High School buildings and remove buildings as appropriate. 	2013
	<ul style="list-style-type: none"> Undertake geological survey to understand site conditions. 	2014
	<ul style="list-style-type: none"> Contamination and asbestos survey to understand remediation requirements and cost. 	2014
	<ul style="list-style-type: none"> On removal of buildings at south eastern corner, clean and define remaining slab for use and future short term car parking 	2014
Town Planning	<ul style="list-style-type: none"> Engage with TPC to ensure proposed SAP is supported by State Government and approach is consistent with review of the Kingborough Planning Scheme. 	2013
	<ul style="list-style-type: none"> Finalise SAP and lodge approval for Planning Scheme Amendment to rezone land. 	2014
	<ul style="list-style-type: none"> Commence working group between DC and Council planners to agree processes for development approvals on site 	2014

Figure 49. Next steps process



15 Qualifications and Exclusions

- This report deals with the future development of the site between 2013-2035. The rates adopted for preparing cost estimates are as per February 2013's rates and do not include future inflation.
- The service authorities may not be able to service the proposed development with the existing services available at the time of development and the owner of development may be required to fund additional capacity augmentation assets.
- Since Beca has no control over the cost of labour, materials, equipment or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, any indication of costs is made on the basis of Beca's experience and qualifications and represents its best judgment as an experienced and qualified professional consultant, familiar with the relevant industry, but Beca cannot and does not guarantee that proposals, bids or actual construction costs will not vary from cost indications given.
- All the government fees, council fees, insurance, other relevant authorities fees, various consultants fee, engineering and design fees are excluded. The costs considered are the actual construction costs only.
- Costs provided for the developments are sourced from Rawlinson's Australian Construction Handbook 2013 and are only indicative. (variance up to +30% to allow for external factors not accounted for in base figures) Further analysis may be required for costs directly relating to this project including:
 - Costs associated with the investigations and clean up of contaminated land.
 - Costs associated with the investigations and survey of cultural heritage.
 - Costs associated with the investigations and survey of flora/fauna.
 - Costs associated with the getting services such as power, water, drainage and sewerage to the sites.
- Costs associated with rock removal and or cut/fill (the latter being due to the "amount of topographical variance on several sites.
- Development Plan designs are conceptual only and the estimated yields from each site may vary subject to detailed design outcomes.
- Intersection and road network upgrades will need to be reviewed as and when development on the site occurs to take into actual account traffic growth and infrastructure changes that have occurred at up to the time of development yet which are not known at this time.