## Kingborough



# COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the

Kingborough Council

will be held on

Monday, 11 May 2020 at 5.30pm

## Kingborough Councillors 2018 - 2022



Mayor Councillor Dean Winter



**Deputy Mayor Councillor Jo Westwood** 



**Councillor Sue Bastone** 



Councillor Gideon Cordover



**Councillor Flora Fox** 



**Councillor David Grace** 



**Councillor Amanda Midgley** 



**Councillor Christian Street** 



**Councillor Steve Wass** 



**Councillor Paula Wriedt** 

## **QUALIFIED PERSONS**

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 8 to be held on Monday, 11 May 2020 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.

Gary Arnold

GENERAL MANAGER

Tuesday, 5 May 2020

## **Table of Contents**

Item Page No.

## Open Session

1	Audio Recording				
2	Acknowledgement of Traditional Custodians				
3	Attendees				
4	Apologies				
5	Confirmation of Minutes				
6	Workshops held since Last Council Meeting				
7	Declarations of Interest				
8	Transfer of Agenda Items				
9	Quest	ions Without Notice from the Public	2		
10	Quest	ions on Notice from the Public	2		
	10.1	Termination of Employment Due to COVID-19	2		
	10.2	Entering into Consultation Before any Changes Made in the Workplace	3		
	10.3	Explore Other Duties Before Standing Any Staff Down	3		
11	Quest	ions Without Notice from Councillors	3		
12	Quest	ions on Notice from Councillors	4		
	12.1	Re-Addressing the Council Building Surveying Services	4		
	12.2	Cost of Vandalism to Grader	4		
	12.3	Gardens Removed Within Road Reserves	5		
	12.4	Opening of Kingston Dog Beach	5		
	12.5	Kingborough's Transition to New Statewide Planning Scheme	5		
	12.6	Re-opening of the Barretta Re-Use Shop	6		
	12.7	Maintenance of Council Land, Wolfes Road	6		
	12.8	Land Use Planning and Approvals Amendment (Major Projects) Bill 2020	7		
13	Officers Reports to Planning Authority				
	13.1	DA-2018-657 - Development Application for Four Multiple Dwellings (One Existing) at 26 Groningen Road, Kingston	8		
14	Notices of Motion				
15	Petitions Still Being Actioned				
16	Petitions Received in Last Period				
17	Office	rs Reports to Council	50		
	17.1	Kingston Place Strategy 2020-2050	50		
	17.2	COVID-19 Pandemic - Community Support	172		

## Table of Contents (cont.)

Iter	Item			
	17.3	Kerbside Green Waste Collection Service	194	
	17.4	North West Bay River Multi-Use Trail Feasibility Study	197	
	17.5	Kingborough Bicycle Advisory Committee Meeting held on 14 February 2020	274	
18	Confir	mation of Items to be Dealt with in Closed Session	276	
Ар	pend	ix A		
Α	Gene	ral Manager's Diary for the Period 2 March 2020 to 1 May 2020	279	
В	Curre	nt and Ongoing Minute Resolutions (Open Session)	281	
С	Deleg	ated Authority Report for the Period 15 April 2020 to 28 April 2020	286	
D	KWS	Bi-monthly Report	288	
Ε	Infras	tructure Works Report: Feb-Mar-Apr 2020	306	
F		cillor's Attendance at Meetings and Workshops for the Period 2019 - 31 March 2020	315	
G		cillor Allowance and Expense Table for the Period 1 July 2019 to arch 2020	316	
Н	Donat	tions Table for the Period 1 July 2019 to 31 March 2020	317	

#### **GUIDELINES FOR PUBLIC QUESTIONS**

#### Section 31 of the Local Government (Meeting Procedures) Regulations 2015

Questions from the public may either be submitted to the General Manager in writing or asked verbally at an Ordinary Council meeting. Any question asked must only relate to the activities of Council [Section 31(2)(b)].

This guideline is provided to assist the public with the requirements of Public Question Time as set out in the *Local Government (Meeting Procedures) Regulations 2015* as well as determinations made by Council. You are reminded that the public question forum is designed to accommodate questions only and neither the questions nor answers will be debated.

#### **Questions on Notice**

Written questions on notice must be received at least seven (7) days before an Ordinary Council meeting [Section 31(1)] and must be clearly headed 'Question/s on Notice'. The period of 7 days includes Saturdays, Sundays and statutory holidays but does not include the day on which notice is given or the day of the Ordinary Council meeting [Section 31(8)]

#### **Questions Without Notice**

The Chairperson of an Ordinary Council meeting must ensure that, if required, at least 15 minutes is made available for public questions without notice [Section 31(3)]. A question without notice must not relate to any matter that is listed on the agenda for that meeting.

A question by any member of the public and an answer to that question is not to be debated at the meeting [Section 31(4)]. If a response to a question cannot be provided at the meeting, the question will be taken on notice and will be included in the following Ordinary Council meeting agenda, or as soon as practicable, together with the response to that question.

There is to be no discussion, preamble or embellishment of any question asked without notice, and the Chairperson may require that a member of the public immediately put the question.

The Chairperson can determine whether a question without notice will not be accepted but must provide reasons for refusing to accept the said question [Section 31 (6)]. The Chairperson may require a question without notice to be put on notice and in writing.

The Chairperson may rule a question inappropriate, and thus inadmissible if in his or her opinion it has already been asked, is unclear, irrelevant, offensive or relates to any matter which would normally be considered in Closed Session. The Chairperson may require that a member of the public immediately put the question.

## AGENDA of an Ordinary Meeting of Council Monday, 11 May 2020 at 5.30pm

#### 1 AUDIO RECORDING

The Chairperson will declare the meeting open, welcome all in attendance and advise that Council meetings are recorded and made publically available on its website. In accordance with Council's policy the Chairperson will request confirmation that the audio recording has commenced.

#### 2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS

The Chairperson will acknowledge the traditional custodians of this land, pay respects to elders past and present, and acknowledge today's Tasmanian Aboriginal community.

#### 3 ATTENDEES

#### Councillors:

Mayor Councillor D Winter

Deputy Mayor Councillor J Westwood

Councillor S Bastone

Councillor G Cordover

Councillor F Fox

Councillor D Grace

Councillor A Midgley

Councillor C Street

Councillor S Wass

Councillor P Wriedt

#### 4 APOLOGIES

#### 5 CONFIRMATION OF MINUTES

#### RECOMMENDATION

That the Minutes of the open session of the Council Meeting No. 7 held on 27 April 2020 be confirmed as a true record.

#### **6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING**

4 May - Budget

#### 7 DECLARATIONS OF INTEREST

In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015* and Council's adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have, a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

#### 8 TRANSFER OF AGENDA ITEMS

Are there any items, which the meeting believes, should be transferred from open session to the closed session of this agenda or from closed session to the open session of this agenda, in accordance with the procedures allowed under Section 15 of the *Local Government (Meeting Procedures) Regulations 2015.* 

#### 9 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

#### 10 QUESTIONS ON NOTICE FROM THE PUBLIC

At the Council meeting on 27 April 2019, **Mr Aaron De La Torre** (via Mayor Dean Winter) on behalf of the Australian Services Union asked the following questions without notice to the General Manager, with a response that the question would be taken on notice:

#### 10.1 Termination of Employment Due to COVID-19

Can the General Manager provide assurances to Kingborough Council's employees that no employees will have their employment terminated as a result of COVID-19 and that Council will prioritise the maintenance of employment of each of their employees in any budgetary decisions moving forward?

#### Officer's Response:

The Covid-19 situation is challenging from an employment and budget perspective. Kingborough is committed to not standing down our permanent employees and every endeavour is being made to maintain current staff levels despite the significant financial losses council is incurring.

Gary Arnold, General Manager

#### 10.2 Entering into Consultation Before any Changes Made in the Workplace

"Can the General Manager assure employees of Kingborough Council that the management team will enter into consultation before any major changes are implemented in the workplace?"

#### Officer's Response:

The standard consultation obligations under Council's Enterprise Agreement continue to apply while responding to COVID-19. COVID-19 is unprecedented in its impact on businesses and our experience at this early stage is that employees are understanding that significant decisions impacting on employee entitlements have needed to be made at short notice – employees have been supported with the introduction of an additional leave category: pandemic leave.

Declarations under the Public Health Act 1997 require people to stay at home unless they have to leave their primary residence for the purpose of "attending work...if unable to be performed at the person's primary residence". Council continues to work with employees to ensure that these declarations are observed. However, working at home is not possible for all employees. Council has temporarily relocated some employees to alternate Council venues to maximise physical distancing and to ensure we continue to have a safe place of work.

#### We are committed to:

- Regularly communicating with our employees to keep them advised of the changes required to be made to manage the impacts of Covid-19; and
- If we need to implement any change, we aim to provide advance notice if possible of the change and give an opportunity to consult on the effect of the changes

Gary Arnold, General Manager

#### 10.3 Explore Other Duties Before Standing Any Staff Down

"Can the General Manager provide a guarantee that all possible alternate duties will be explored before considering standing employees down, including things that are usually outside of Council's core business but which assist the community with getting through, and recovering from, COVID-19? The Union can provide further details and suggestions around this matter."

#### Officer's Response:

Council is committed to keeping our employees engaged in meaningful work and is investigating options that include alternate duties within our organisation. Council is working proactively with staff in responding to requirements arising from this Pandemic.

Gary Arnold, General Manager

#### 11 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

#### 12 QUESTIONS ON NOTICE FROM COUNCILLORS

At the Council meeting on 27 April 2020, **Cr Grace** asked the following questionS without notice to the General Manager, with a response that the question would be taken on notice:

#### 12.1 Re-Addressing the Council Building Surveying Services

In the report that was put before Council in 2019, it didn't really state how much impact that this would cause to our residents and ratepayers. Can we as a Council come back and readdress this policy? I quote 2.4 "In order to continue to provide Part 2 of the Building Surveying Services for the Council certified works, Council engaged a private building surveyor consultant to undertake the works". What works? How did the building surveyor come out and tell the public that Council are no longer doing that and the current high demands on building services resulting from Tasmanian Planning? Can we have a workshop on this or can we re-address this with the government because it runs out in the next few months and people have no hope in getting a building surveyor.

#### Officer's Response:

The introduction of a blanket expiry date (1 July 2020) for all building permits that did not have an expiry date stipulated, was introduced by the **State Government** in January 2019. Initially the expiry date was July 2019, but they were lobbied hard by Councils and the industry to extend the date to allow people reasonable time to undertake the outstanding works, if required.

The affected building permits are those that remain outstanding (incomplete) where they were issued prior to 1 January 2017 (and did not have an expiry date stipulated). Examples of the types of situations we see are houses that have been built with no occupancy permit (and possibly occupied); buildings occupied or used with no final building or plumbing inspection; half built buildings and dwellings that are non-compliant and pose a potential risk to occupiers.

People affected by the potential expiry must either complete the development/permit requirements or apply for an extension of time to allow it to be completed after the expiry date of 1 July 2020. Kingborough Council has been very proactive in informing permit holders of the impending expiry date and provided guidance as to what they need to do. Council does not have the power to change the requirements of the State Government, instead we must try and administer it as best we can and help our residents navigate the best way forward for their situation.

Tasha Tyler-Moore, Manager Development Services

#### 12.2 Cost of Vandalism to Grader

What was the cost to the damage to the road grader that was vandalised at the Margate tip some time back?

#### Officer's Response:

The total cost attributed to the damage, including the loss of tools and diesel fuel was \$12,135. All but the excess (\$1,000) was recovered from insurance.

David Reeve, Executive Manager Engineering Services

#### 12.3 Gardens Removed Within Road Reserves

At the Council meeting on 27 April 2020, **Cr Street** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

It has been noted by a couple of ratepayers in correspondence to me that there have been some gardens within the road reserve removed by Council staff over the last couple of weeks. I'm just wondering what the plans are with those road reserve gardens, if any?

#### Officer's Response:

There were trees removed from St Aloysius on the corner next to the Jindabyne roundabout that Council were not involved with, but if the question is in regards to the garden beds next to Carita Road, we removed some plantings between the road and the footpath and are intending to replant with ground cover when the timing is right. This removal was undertaken after reports of line of sight issues turning onto Roslyn Avenue from the public and investigation by Council's Traffic Engineer.

Darren Johnson, Manager Works

#### 12.4 Opening of Kingston Dog Beach

At the Council meeting on 27 April 2020, **Cr Bastone** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

If you Google Kingston Dog Beach it is still saying that it's closed. Are we able to change this?

#### Officer's Response:

This has been actioned.

Gary Arnold, General Manager

#### 12.5 Kingborough's Transition to New Statewide Planning Scheme

**Cr Winter** submitted the following question on notice:

What is the status of Kingborough's transition to the new Statewide Planning Scheme? What is the expected timeframe to finalise it?

#### Officer's Response:

It is difficult for Council to predict the future timeframe because it is one that is dictated by the Tasmanian Planning Commission. Council's role is to prepare and exhibit the draft Local Provisions Schedule (LPS). The draft LPS has been completed and endorsed by Council and has been submitted to the Commission for further assessment. Council was informed that this assessment commenced in mid-February 2020 and will determine whether the LPS has been prepared in accordance with all statutory requirements and can then be publicly advertised. Council is aware that the Commission is conducting similar assessments for a number of other councils that are ahead of Kingborough in the queue. It is hoped that the Kingborough LPS can be

exhibited for the necessary 60 day period some time early in the second half of 2020. After the public exhibition period, Council must assess and report on all public representations or submissions. All of this information is provided to the Commission and it would then conduct a series of public hearings where the representors can make further submissions. The Commission then prepares its report on the LPS for the Minister. The Minister declares the final Kingborough planning scheme in accordance with the legislated Tasmanian Planning Scheme. It appears that this process should be able to be completed by mid-2021 if there are no major delays. This is the most optimistic scenario and delays are likely so it may well not be until early 2022 that the whole process in finalised.

Tony Ferrier, Deputy General Manager

**Cr Bastone** submitted the following questions on notice:

#### 12.6 Re-opening of the Barretta Re-Use Shop

When will the Barretta's reuse shop reopen? The South Hobart and Mornington shops have remained open. Many people are working more around their homes while we are staying at home and need bits and pieces for their projects. They are also clearing out their homes and a lot of recyclable goods are going to landfill as op shops are closed and our transfer station is being swamped with goods.

#### Officer's Response:

The Barretta reuse shop was closed because of the ongoing pandemic and the difficulty in being able to manage that aspect of the business safely. This was a similar approach as to other nearby councils such as Hobart and Huon Valley councils who likewise closed their re-use shops. With improvements in the current pandemic situation, Kingborough Waste Service staff are investigating when they may re-open the re-use shop at Barretta and what they will need to put in place to do so safely. At this stage, it is envisaged this maybe early June 2020, pending any changes associated with the pandemic and/or requirements outlined by other levels of government.

David Reeve, Executive Manager Engineering Services

#### 12.7 Maintenance of Council Land, Wolfes Road

When will council mow the 10 meter strip of land in Wolfe's road Leslie Vale that belongs to council and was set aside for horse riding as part of the public open space provision during a subdivision? In places the strip is hip high with weeds and very unkempt.

#### Officer's Response:

This area has been scheduled for moving within the next 4 weeks.

Darren Johnson, Manager Works

**Cr Westwood** submitted the following question on notice:

#### 12.8 Land Use Planning and Approvals Amendment (Major Projects) Bill 2020

Has Council responded to the public consultation process on the State Government's draft Land Use Planning and Approvals Amendment (Major Projects) Bill 2020? If yes, what was Council's response? If not, why not?

#### Officer's Response:

This Bill will replace the current 'Projects of Regional Significance' process, introduced in 2010. The Major Projects Bill is particularly suited to large public infrastructure projects. Following the initial round of consultation the Bill was amended to address inconsistencies, removes duplications and improve certainty in regard to time frames and process. We had no objection to the changes. Kingborough does not intend on putting in a submission to the Major Projects Bill. Both LGAT and Hobart City Council are putting in submissions and we do not feel that we have anything further to add.

Tasha Tyler-Moore, Manager Development Services



#### **OPEN SESSION ADJOURNS**

#### PLANNING AUTHORITY IN SESSION

Planning Authority commenced at

#### 13 OFFICERS REPORTS TO PLANNING AUTHORITY

## 13.1 DA-2018-657 - DEVELOPMENT APPLICATION FOR FOUR MULTIPLE DWELLINGS (ONE EXISTING) AT 26 GRONINGEN ROAD, KINGSTON

File Number: DA-2018-657

Author: Sarah Silva, Senior Planning Officer

Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	Another Perspective			
Owner:	Mr P C Batchelor and Mrs G M Batchelor			
Subject Site:	26 Groningen Road, Kingston (CT89643/4)			
Proposal:	Four multiple dwellings (one existing)			
Planning Scheme: Kingborough Interim Planning Scheme 2015				
Zone: General Residential				
Codes:	E1.0 Bushfire-Prone E3.0 Landslide Hazard (low) E6.0 Parking and Access E7.0 Stormwater Management E11.0 Waterway and Coastal Protection			
Use Class/Category: Residential (multiple dwelling)				
Discretions:	<ul> <li>Clause 10.4.2 - Setbacks and building envelope for all dwellings (A4)</li> <li>Clause 10.4.3 - Site coverage and private open space for all dwellings (A2(a)(i))</li> <li>Clause 10.4.4 - Sunlight and overshadowing for all dwellings (A1)</li> <li>Clause E3.7.1 - Buildings and works, other than minor extensions (A1)</li> <li>Clause E6.7.1 - Number of Vehicular Accesses (A1)</li> <li>Clause E11.7.1 - Buildings and works (A1)</li> </ul>			
Public Notification: Public advertising was undertaken between 8 April 2020 and 2 2020 in accordance with section 57 of the Land Use Plannin Approvals Act 1993.				
Representations:  Nine (9) opposing the proposal. Issues raised:  a) Traffic/parking;  b) Loss of privacy;  c) Impacts on native vegetation, biodiversity and Browns River;  d) Stormwater drainage;  e) Loss of character of area;  f) Non-compliant with Zone purpose or requirements; and  g) Disruption during construction.				
Recommendation:	Approval subject to conditions			

#### 1. PROPOSAL

#### 1.1 Proposal

The proposal is to demolish the existing outbuilding and construct three (3) additional multiple dwellings on the site; the existing dwelling is to be retained.

Each dwelling will be single storey with three (3) bedrooms. Unit 4 will have vehicle access using the existing driveway; Units 1-3 will have vehicle access from a new driveway constructed at the other end of the site frontage (all on Groningen Road).

Unit 1 will have two uncovered parking bays; Units 2 and 4 will have a double garage, and Unit 3 will have a single car garage and one (1) open parking space. One (1) visitor carparking space is to be provided adjacent to the double garage of Unit 2.

The existing 1.2m high timber paling front fence is to be retained, although it is to be repaired given its dilapidated state. It is noted that the existing front fence is not within the title boundaries and a condition is recommended to either relocate or replace the fence so it aligns with the correct front boundary location and is removed from within the road reserve.

The application included a Development Impact Assessment, prepared by Element Tree Services, September 2019; and a Bushfire Hazard Report, prepared by Lark & Creese, February 2020.

The application was referred to Council's Development Engineering Officer, Senior Environmental Planner and TasWater for assessment.

#### 1.2 Site Description

The site is a 2463m<sup>2</sup> allotment within the General Residential Zone of the Kingborough Interim Planning Scheme 2015. The site currently contains a single dwelling and outbuilding.

The area to the south-west is residential with a mix of single and multiple dwellings. The subject site backs onto Environmental Living Zoned land and Browns River. Refer to Figures 1 and 2 below for site context.



Figure 1: Site locality plan



Figure 2: Street view of property (Google Maps)

The subject site is within a Bushfire-Prone Area and the rear half of the site is affected by a Landslide Hazard Area (low hazard). The far northern rear corner of the lots is subject to a Biodiversity Area overlay and a Waterway and Coastal Protection Area runs along the rear boundary, relating to Browns River.

#### 2. ASSESSMENT

#### 2.1 State Policies and Act Objectives

The proposal is consistent with the objectives of Schedule 1 of the Land Use Planning and Approvals Act 1993.

#### 2.2 Strategic Planning

Each zone has Zone Purpose Statements and Local Area Objectives and Desired Future Character Statements for the main towns in the municipal area which are derived from the strategic direction contained within Part A of the Scheme. The relevant statements and objectives are discussed below.

#### Zone Purpose Statements of the General Residential zone

- 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- 10.1.1.3 To provide for the efficient utilisation of services.
- 10.1.1.5 To encourage residential development that respects the neighbourhood character, natural landscape and provides a high standard of residential amenity.
- 10.1.1.6 To encourage urban consolidation and greater housing choice through a range of housing types and residential densities.

Given that the proposal is for multiple dwellings that meet the development provisions of the Kingborough Interim Planning Scheme 2015, the proposal is considered to satisfy the Zone Purpose Statements.

Local Area Objectives and Desired Future Character Statements for Kingston

Local Area Objectives			Implementation Strategy		
(a)	Kingston will be primarily maintained as a residential area, with opportunities taken to protect natural features, improve local infrastructure and services when appropriate.	(a)	New development should ensure that residential amenity is optimised by maintaining the existing character of the area and providing quality infrastructure where appropriate		
Desired Future Character Statements			ementation Strategy		
(a)	Kingston is to include a mix of housing types that provide for a range of choices and affordability options.	(a) While traditional suburban areas are be retained as appropriate, multi-housing is to be directed towa those areas that are relatively close central Kingston or other signification business or commercial precincts.			
(c)	The Kingston area is characterised by vegetated corridors and backdrops and this visual appearance should be protected.		The subdivision or development of land should be designed in a manner to protect or enhance vegetated corridors and backdrops.		

The proposal complies with the above-mentioned statements and objectives as the proposal is for a residential use within the required density. The addition of multiple dwellings will increase the availability of housing choice in Kingston.

#### 2.3 Statutory Planning

The use is categorised as Residential (Multiple Dwelling) under the Scheme, which is a use that requires Permitted assessment in the General Residential Zone. Whilst the application is classified as a Permitted use, it relies on Performance Criteria to comply with the Scheme provisions and is therefore discretionary.

Council's assessment of this proposal should also consider the issues raised in the representations, the outcomes of any relevant State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act 1993.

#### 2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

## General Residential Zone Clause 10.4.2 - Setbacks and building envelope for all dwellings (A4)

#### **Acceptable Solution**

No trees of high conservation value will be impacted.

#### **Proposal**

There is one very high conservation value tree adjacent to the proposed development at 28 Groningen Road (a *Eucalyptus viminalis* with a diameter of 1.29m). The proposed works encroach into the tree root protection zone of this tree and some lopping and pruning of this tree is also proposed.

As the works will impact on a tree of high conservation value, they must be assessed against the performance criteria.

#### **Performance Criteria**

Buildings and works are designed and located to avoid, minimise, mitigate and offset impacts on trees of high conservation value.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- while the extent of encroachment into the tree protection zone exceeds 10% (totalling 19.2%), an arborist assessment (Element Tree Services, 27 September 2019) submitted with the application demonstrates the tree is able to tolerate this incursion providing:
- the design includes a post and beam footing rather than strip footing within the structural root zone of the tree:
- these footings are excavated using low impact methods (hand digging or vacuum extractor;
- adjusting the footings, with input from an engineer where required, to retain any roots greater than 75mm; and
- no excavation occurs within the TPZ for any other purpose (including services);
- no further fill is placed over the embankment to the north of the units; and
- recommended tree protection measures are implemented and adhered to before, during and after construction.
- amended plans were submitted showing the pier footings; and
- pruning is limited to removal of a low scaffold branch and some smaller laterals which extend into the development site.

To ensure the development is constructed in accordance with the arborist assessment, conditions are recommended for inclusion in any permit issued requiring building plans to incorporate the arborist recommendations, the development to be constructed in accordance with these recommendations and an arborist assessment to be provided upon completion of site works verifying the development was undertaken in accordance with the assessment. A bond for implementation of the arborist recommendations is also recommended, refundable upon submission of the arborist assessment.

#### General Residential Zone

Clause 10.4.3 - Site coverage and private open space for all dwellings (A2)

#### **Acceptable Solution**

A dwelling must have an area of private open space that:

- (a) is in one location and is at least:
  - (i) 24 m<sup>2</sup>; or
  - (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and

- (b) has a minimum horizontal dimension of:
  - (i) 4 m; or
  - (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and
- (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and
- (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and
- (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and
- (f) has a gradient not steeper than 1 in 10; and
- (g) is not used for vehicle access or parking.

#### **Proposal**

Does not comply with A2(a)(i) as the proposed deck off the living room of Unit 3 would have an area of only 19.63m<sup>2</sup>.

#### **Performance Criteria**

A dwelling must have private open space that:

- (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:
  - (i) conveniently located in relation to a living area of the dwelling; and
  - (ii) orientated to take advantage of sunlight.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The deck to Unit 3 is considered adequate to accommodate any outdoor uses.
   The subject deck provides direct access to additional grassed areas that can provide an extension to the outdoor living if more space is required.
- The POS areas have a northern orientation to take advantage of sunlight.

#### **General Residential Zone**

Clause 10.4.4 - Sunlight and overshadowing for all dwellings (A1)

#### **Acceptable Solution**

A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).

#### **Proposal**

Unit 1: No change to existing windows; only the bedroom windows face north Unit 2, 3 and 4: the living areas would have windows facing 40° east of north

#### **Performance Criteria**

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Unit 1 is existing and there is no change to the current window arrangement;
- The living area of Unit 2 is orientated to face eastwards. Given the large windows on the north-eastern elevation of Unit 2 and the large setback of the dwelling from the eastern rear boundary, it is considered that that the living area will still receive adequate light.

#### E3.0 - Landslide Code Clause E3.7.1 - Buildings and works, other than minor extensions (A1)

#### **Acceptable Solution**

No Acceptable Solution

#### **Proposal**

Part of the development site is located within a Landslide Hazard Area (Low). As works are required within this area the proposal requires assessment against the Performance Criteria

#### **Performance Criteria**

Buildings and works must satisfy all of the following:

- (a) no part of the buildings and works is in a High Landslide Hazard Area;
- (b) the landslide risk associated with the buildings and works is either:
  - (i) acceptable risk; or
  - (ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

The proposal can be supported pursuant to this Performance Criteria of the Code as no part of the proposed development is located within a High Landslide Hazard Area, therefore the proposal complies with P1 (a).

Providing the works are undertaken in accordance with a Landslide Risk Management Report prepared by a suitably qualified person (landslide) prepared in accordance with the Australian Geomechanics Society - Practice Note Guidelines for Landslide Risk Management 2007 demonstrating the risk is either acceptable or capable of feasible and effective treatment so as to be a tolerable risk, the proposed use complies with P1 (b).

A condition should be included in any permit issued to this effect and has been included within the recommendation of this report.

#### E6.0 - Parking and Access Code Clause E6.7.1 - Number of Vehicular Accesses (A1)

#### **Acceptable Solution**

The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.

#### **Proposal**

Two access point to the site are proposed (one existing and one new).

#### **Performance Criteria**

The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:

- (a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;
- (b) whether the additional access points can be provided without compromising any of the following:
  - (i) pedestrian safety, amenity and convenience;
  - (ii) traffic safety;
  - (iii) residential amenity on adjoining land;
  - (iv) streetscape;
  - (v) cultural heritage values if the site is subject to the Local Historic Heritage Code;
  - (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.

The proposed variation can be supported pursuant to this Performance Criteria of the Code for the following reasons, as provided by the Applicant:

- The existing street frontage is close to 50m wide and sufficient visitor parking has been provided on-site to compensate for any loss of on-street parking;
- Given the long, straight frontage, the addition of a second driveway is unlikely to compromise pedestrian or traffic safety, neighbouring amenity nor convenience. The second access (existing) will service one dwelling only (Unit 4).
- Council's Development Engineering Officer has reviewed the information provided by the Applicant and is satisfied that the proposal can meet the Performance Criteria of the Code.

## E11.0 - Waterway and Coastal Protection Code Clause E11.7.1 - Buildings and works (A1)

#### Acceptable Solution

Building and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.

#### **Proposal**

The Waterway and Coastal Protection Area occurs on part of the site and an internal fence is proposed to be constructed within this part of the site. The works are not located in a building area on a subdivision plan approved under this Scheme and therefore must be assessed against the performance criteria

#### **Performance Criteria**

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:

- (a) avoid or mitigate impact on natural values;
- (b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values:
- (c) avoid or mitigate impacts on riparian or littoral vegetation;
- (d) maintain natural streambank and streambed condition, (where it exists);

- (e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;
- (f) avoid significantly impeding natural flow and drainage;
- (g) maintain fish passage (where applicable);
- (h) avoid landfilling of wetlands;
- (i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.

The proposal can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- the works are within a highly modified area. Therefore there will be no impacts on natural values;
- adverse erosion, sedimentation and runoff impacts on natural values will be limited to the construction phase. This is most appropriately addressed through implementation of a soil and water management plan;
- littoral vegetation will not be impacted by the proposal;
- natural streambank and streambed condition will not be impacted by the proposal;
- in-stream natural habitat will not be impacted by the proposal;
- the development will not impede natural flow and drainage;
- fish passage will not be impacted by the proposal;
- no landfilling of wetlands is proposed; and
- this proposal complies with criterion (i) provided a condition is included in the permit requiring a soil and water management is submitted and implemented to the satisfaction of the Manager Development Services.

#### 2.5 Public Consultation and Representations

The application was advertised in accordance with the requirements of s.57 of the Land Use Planning and Approvals Act 1993 (from 8 April 2020 to 24 April 2020). Nine (9) representations were received during the public exhibition period.

The following issues were raised by the representors:

2.5.1 Road safety: narrow width of Groningen Road and poor site lines of new access point as located on a crest. Increased traffic congestion on Groningen Road as only one access point into Firthside.

In response to this, Council's Development Engineering Officer has reviewed the application and advised that the safety of the new access has been assessed and complies with the required sight distance standards by AS2890 Off street parking. The sight distance may currently appear less on-site, however, the existing fence is not constructed on the property boundary; it is partly constructed within the Groningen road reserve as indicated on the submitted plans. A condition would be included in any approval requiring the

fence to be removed and replaced on the correct boundary location. This will improve the sight distance as currently exists.

The issue of vehicle speeds on Groningen Road was also raised as an issue, however vehicles that travel in excess of the legal speed limit cannot be considered as a planning consideration.

2.5.2 Density of development / not in keeping with the surrounding character of area.

In response to this, the density complies with the Acceptable Solutions of the General Residential Zone of the Planning Scheme.

2.5.3 Too many occupants in existing house.

The number of occupants is not a planning consideration. The proposed development includes the required number of parking and visitor spaces required by the planning scheme.

2.5.4 Impacts on the natural landscape, including adverse effect on protected wildlife, trees and enjoyment of Browns River for neighbouring properties. Collision risk of the windows to the swift parrot

The planning scheme is only able to assess impacts on trees other than high conservation value trees where they are:

- listed on the Significant Tree Register;
- Protected on the title either under a Part 5 Agreement or covenant in the Schedule of Easements; or
- are subject to the Biodiversity, Waterway and Coastal Protection or Scenic Landscapes Codes.

In this instance, the vegetation of concern does not meet any of these categories and is therefore not a relevant planning matter.

It is noted that the proposed development encroaches significantly into the tree protection zone of a significant tree (located on the neighbouring property). However, an assessment of the impact of the proposed development on this tree by a suitably qualified arborist confirms the tree is capable of retention providing the recommended mitigation measures are implemented. While pruning of a low scaffold branch and small laterals is proposed, the arborist confirms this will not impact on the health of the tree and will minimise future conflict between the development and the tree. To clarify, the permit is only approving the removal of the lower scaffold branch, plus minor branches, not the entire left hand side of the tree as suggested in one of the representations. It should also be noted that the owners of 28 Groningen Road need to consent to these works being undertaken on their property.

It is acknowledged however, that trees retained on a development site do come under stress and pressure and it is critical that the arborist's recommendations are adhered to during and after construction. For this reason, it is recommended that a condition is included to require a tree protection bond; to be refunded in stages; upon completion of construction of the units and after a two year period to ensure this tree is maintained in good

health. The recommended conditions are considered sufficient to ensure retention of this tree.

In relation to the other vegetation on-site, the planning scheme can only consider impacts on these species in relation to the planning scheme requirements. Within the General Residential Zone, the planning scheme does not include general provisions in relation to impacts on wildlife unless trees of high conservation value are impacted or native vegetation identified under either Code E10.0 - (Biodiversity Code) or Code E11.0 (Waterway and Coastal Protection Code) is impacted. In this instance, the only impact able to be considered is the impact on a high conservation value tree.

As detailed above, this impact has been determined by a suitably qualified arborist as being tolerable and accordingly the tree is proposed for retention.

No encroachment into remnant native vegetation subject to the Biodiversity Code or the Waterway and Coastal Protection Code within or on the adjacent property to the north is proposed or being approved as part of the proposed development.

Bird collision risks are assessed as part of the assessment process. In this instance there are no large expanses of glass, corner windows or 'fly-throughs' which are considered to constitute such a risk.

Any potential sediment and pollution issues during construction are able to be addressed through implementation of a soil and water management plan.

Approval is only being issued for works within 26 and 28 Groningen Road and no approval is being sought or provided for works (including impacts on native vegetation) within 30A Groningen Road (the property to the north). Therefore, any works within this area would be a breach of the planning scheme. However, it is noted that a mature tree has already been removed in this area without Council authorisation. A Council investigation was unable to verify who was responsible for the removal of the tree. Therefore, further action was unable to be undertaken.

In addition to this land being zoned Environmental Living, it is also protected under a Part 5 Agreement. Given there is currently no boundary fence, it is acknowledged that there is potential for works and activities at 26 Groningen Road to encroach over the boundary, albeit unintentionally.

Conditions of approval are recommended in relation to implementation of a soil and water management plan.

To ensure the proposed development is contained within the lot boundary and does not encroach into 30A Groningen Road an additional condition is recommended for inclusion in any permit issued requiring construction of a boundary fence prior to the commencement of any on-site works. This fence must be solid, a height 1.8m and constructed of non-combustible materials

#### 2.5.5 Inadequate private open space.

The private open space areas satisfy the provisions of the Planning Scheme. Where the private open space areas do not satisfy the Acceptable Solutions, the Performance Criteria can be met. This is discussed in more detail in Section 2.4 of this report.

2.5.6 The developments will prevent access to a sewage drain located at the rear of 26 Groningen Road.

The application was referred to TasWater and they advised that there are no objections to the development subject to conditions of approval.

#### 2.5.7 Loss of privacy and natural light

The siting of the units satisfy the Acceptable Solutions of the Planning Scheme terms of setbacks and privacy.

It is noted that Units 2, 3 and 4 would have decks within 3m of the side boundaries and have a finished floor level above 1m from natural ground level. A condition has been included within the recommendation below requiring these decks to install screening along the side boundaries to a height of 1.7m above finished floor level with a uniform transparency no greater than 25%, prior to the occupation of these units.

#### 2.5.8 Loss of value of surrounding properties

Perceived or actual devaluation of surrounding properties in not a valid planning consideration.

#### 2.5.9 Landslip, Flooding and Bushfire Hazard

Landslip: No part of the site is within a High or Medium Landslide Hazard Area and only a portion of the site is within a Low Landslide Hazard Area. The report includes discussion of the compliance.

Flooding: Council's Development Engineer has assessed the stormwater proposal for the site and has not raised issues or concerns, subject to the application of conditions to any approval.

Bushfire: A Bushfire Hazard Report and BHMP demonstrates the proposed development complies with current bushfire requirements for BAL-29 based on a FDI of 50 (which is the current FDI for Tasmania). Notwithstanding, under current regulations bushfire risk is a matter for the building rather than planning stage.

Condition of approval are recommended for inclusion in any permit issued requiring:

- future development to be in accordance with the Bushfire Hazard Report and accompanying BHMP; and
- works to be undertaken in accordance with a Landslide Risk Management Report prepared by a suitably qualified person (landslide) prepared in accordance with the Australian Geomechanics Society - Practice Note Guidelines for Landslide Risk Management 2007 demonstrating the risk is either acceptable or capable of feasible and effective treatment so as to be a tolerable risk.

#### 2.5.10 Disruption during construction

The impacts arising during construction are not a valid planning consideration. Noise controls, street traffic and parking are dealt with under the applicable by-laws.

#### 2.6 Other Matters

Given the extent of site works, in order to reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Tasmanian Wash-down Guidelines for Weed and Disease Control produced by the Department of Primary Industries, Parks, Water and Environment.

It is noted that the original request for further information letter sent out by Council on 24 December 2018 highlighted that there may be potential issues with any future strata approvals given the independent nature of Unit 4, which is completely separate from the other dwellings, with its own access. Section 31A of the *Strata Titles Act* 1998 states that a lot in a strata scheme must not constitute a lot that would otherwise be a lot for the purpose of a subdivision. While not pre-empting the outcome of an application for strata title, the applicant was advised to reconsider the layout of the proposed development at the time, to ensure that a completed development would satisfy the requirements of the *Act*. If shown on a strata plan, Unit 4 may appear to be a separate lot, more reflective of a subdivision, which may prevent the approval of any future strata plan.

#### 3. CONCLUSION

The proposal has been assessed against the requirements of the Scheme and has met the relevant acceptable solutions or adequately addressed the relevant performance criteria.

#### 4. RECOMMENDATION

That the Planning Authority resolves that the development application for four multiple dwellings (one existing) at 26 Groningen Road, Kingston for Another Perspective be approved subject to the following conditions:

- 1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA-2018-657 and Council Plan Reference No. P3 submitted on 21 January 2020.and P5 received 18 March 2020. This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.
- 2. Prior to the issue of a building permit and commencement of onsite works, a Landslide Risk Management Report for the development and associated works must be submitted. This Report must be by a suitably qualified person (civil engineer) and be prepared in accordance with the Australian Geomechanics Society - Practice Note Guidelines for Landslide Risk Management 2007 demonstrating the risk from the development is either acceptable or capable of feasible and effective treatment so as to be a tolerable risk.

Once endorsed, this Report will form part of this permit and must be satisfactorily implemented.

- 3. The very high conservation value Eucalyptus viminalis (white gum) tree identified on Council Plan Reference P3 and received on 21 January 2020 and located at 28 Groningen Road (CT 5436/5) must be appropriately protected during and after construction in accordance with the Arborist Assessment (Element Tree Services, 27 September 2019). This includes:
  - (a) establishing and maintaining a Tree Root Protection zone (TPZ) through the installation of temporary fencing between any authorised works and the TPZ of

the tree prior to commencement of construction in accordance with AS 4970-2009 to exclude:

- (i) Machine excavation including trenching;
- (ii) Excavation for silt fencing;
- (iii) Cultivation;
- (iv) Storage;
- (v) Preparation of chemicals, including preparation of cement products;
- (vi) Parking of vehicles and plant;
- (vii) Refuelling;
- (viii) Dumping of waste;
- (ix) Wash down and cleaning of equipment;
- (x) Placement of fill;
- (xi) Lighting of fires;
- (xii) Soil level changes;
- (xiii) Temporary or permanent installation of utilities and signs; and
- (xiv) Physical damage to the tree(s).
- (b) payment of a \$5000 tree bond prior to issue of the Building Permit and commencement of construction, to be refunded in equal amounts in two increments: (i) upon an assessment by a suitably qualified arborist verifying that all recommendations in the Arborist Assessment (Element Tree Services, 27 September 2019) and tree protection construction measures identified in the approved building plans have been satisfactorily implemented; and (ii) an assessment by a suitably qualified arborist verifying the tree remains in good health 2 years after commencement of on-site works and is capable of retention into the future;
- (c) a site inspection by Council's Environmental Planner to verify satisfactory installation of this fencing must be undertaken prior to the commencement of any on-site works.
- (d) adhering to the following construction for all areas within the Tree Root Protection Zone but outside the footprint of the approved works:
- (a) the existing soil level must not be altered around the Tree Root Protection Zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil); and
- (b) the Tree Root Protection Zone must be free from the storage of fill, contaminates or other materials;
- (c) machinery and vehicles are not permitted to access the Tree Root Protection Zone: and

- (d) development and associated works is not permitted unless otherwise approved by Council in writing.
- 4. Pruning of one very high conservation value Eucalyptus viminalis (white gum) tree identified on Council Plan Reference P3 and received on 21 January 2020 is approved in accordance with the Arborist Assessment (Element Tree Services, 27 September 2019). Pruning is limited to the removal of one low scaffold branch and some smaller laterals which extend into the development site, as shown in Figure 2 of the Arborist Assessment. Pruning must be undertaken by a suitably qualified arborist and must not be undertaken prior to the issue of a Building Permit for the dwelling and the written consent of the landowner at 28 Groningen Road (CT 5436/5) being obtained.

FOR ADVICE: No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Council or in accordance with a further permit or otherwise as provided for in the Kingborough Interim Planning Scheme 2015 or otherwise in accordance with law.

- 5. Plans submitted for building approval for the development must demonstrate:
  - (i) they are consistent with the Bushfire Hazard Report and BHMP submitted with a development application (Lark & Creese, 3 February 2020);
  - (ii) they incorporate any recommended mitigation measures identified in the Landslide Risk Management Report required under Condition 2; and
  - (iii) they incorporate the recommendations of the Arborist Assessment (Element Tree Services, 27 September 2019), including the following:
  - (i) post and beam footing rather than strip footing within the structural root zone of the tree;
  - (ii) excavation of footings within the tree root protection zone using low impact methods (hand digging or vacuum extractor;
  - (iii) retaining any roots greater than 75mm by adjusting the footings, with input from an engineer where required; and
  - (iv) excluding any further excavation within the TPZ for any other purpose (including services);
  - (v) specifying no further fill is to placed over the embankment to the north of the units; and
  - (vi) specifying the recommended tree protection measures will be implemented and adhered to before, during and after construction.

All bushfire, landslide and tree protection construction and mitigation measures identified in the approved building plans must be satisfactorily implemented.

- 6. Prior to the issue of a Building Permit, engineering design drawings must be submitted to Council for approval. Plans must be to satisfaction of the Executive Manager Engineering Services and demonstrate that:
  - (a) Vehicle access must comply with the Tasmanian Standard construction drawings;

- (b) The car parking and vehicle manoeuvring areas must be of a sealed construction (concrete or asphalt) and comply with Australian Standard AS2890.1:2004 (Off street car parking);
- (c) Visitor car parking signs must be installed for the visitor car parking spaces;
- (d) Parking and vehicle circulation roadways and pedestrian paths must be provided with lighting;
- (e) Water sensitive urban design systems must be incorporated to achieve the acceptable stormwater quality targets required in Table E7.1 of the Kingborough Interim Planning Scheme 2015. Supporting documentation with associated hydraulic calculations and MUSIC modelling must be submitted; and
- (f) On-site stormwater detention systems must be incorporated to achieve the acceptable stormwater discharge rates required in Clause E7.7.1 of the Kingborough Interim Planning Scheme 2015. Long section details must be provided for the proposed stormwater infrastructure and supporting documentation and associated hydraulic calculations must be submitted.

The engineering plans must also include, but not be limited to, detailed internal vehicular and pedestrian access, car parking, manoeuvring areas and drainage services layouts. Furthermore, the driveway/access road designs must detail the following:

- long and cross sections of the driveway/access road;
- contours, finish levels and gradients of the driveway/access road;
- pavement construction; and
- the provision of parking and turning bays

The engineering plans and specifications must be prepared and certified by a professional Civil Engineer approved by the Executive Manager - Engineering Services. The Engineer must supervise the construction works.

- 7. Plans submitted for plumbing approval must demonstrate all excavation for services including water, sewer, drainage and stormwater will be entirely located outside the tree root protection zone as shown in Council Plan Reference P3, received on 21 January 2020.
- 8. A "start works" notice must be lodged with Council fourteen (14) days prior to the commencement of any on-site works and works must not commence until this notice has been approved by the Manager Development Services.
- 9. A double width (5.5m) vehicular access must be constructed in accordance with the Tasmanian Standard Drawings (TSD-RO9, TSD-E01 and TSD-RF01) in standard grey concrete with a broomed non-slip finish from the kerb crossing layback to the lot boundary. A Permit to carry out works within a Council road reservation must be obtained prior to any works commencing within the Council road reservation.
- 10. Prior to the commencement of site works a soil and water management plan must be submitted to Council for approval. The plan must be in accordance with NRM South Soil and Water Management of Construction Sites Guidelines and Tasmanian Standard Drawings (TSD-SW28). A site inspection of the implemented plan by the

Council's Development Inspector must be satisfactorily undertaken with the principal contractor prior to the commencement of any work on site.

- 11. If any excess fill requires disposal off site, prior to the commencement of on site works a fill disposal plan must be submitted to Council for approval. This plan must specify the location for the disposal of fill and demonstrate this site is either a certified landfill facility for Level 1 fill or a site that has been approved for the disposal or use of Level 1 fill under a development use permit issued by Council.
- 12. To reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Tasmanian Washdown Guidelines for Weed and Disease Control produced by the Department of Primary Industries, Parks, Water and Environment.
  - Any imported fill materials must be sourced from quarries able to provide documentation as to the weeds present on the source site in order to minimise introduction of new weeds and pathogens to the area.
- 13. To ensure the development and associated works are contained within the property boundary and do not impact upon adjacent native vegetation at 30A Groningen Road (CT 14477/4), prior to the commencement of on-site works a solid, non-combustible boundary fence at a height of 1.8m must be constructed to the satisfaction of the Manager Development Services. Prior to construction of the fence, details of the fence design, materials and location must be provided to the Manager Development Services for approval. Once constructed, this fence must be maintained for the life of the development.
- 14. The construction works must be undertaken in accordance with the approved drawings. Works must be to the satisfaction and approval of the Executive Manager Engineering Services and include the following:
  - (a) visitor carparking sign must be installed for the visitor carparking space;
  - (b) signage noting residential parking must be installed for the residential carparking spaces and 'no parking' turning bay as required;
  - (c) parking and vehicle circulation roadways and pedestrian paths must be provided with bollard lighting;
  - (d) wheel stops and linemarking must be installed where required in accordance with Australian Standards AS2890.
- 15. All existing kerb outlets must be abandoned and the kerb reinstated to the satisfaction and approval of Executive Manager Engineering Services as direct stormwater connections to kerb and channel are not permitted.
  - All works to Council's reticulated stormwater system must be designed to the satisfaction and approval of the Executive Manager Engineering Services. The relocation, connection or extension to Council's reticulated stormwater mains must be provided by an approved contractor at the applicant's cost. A Permit to carry out works within a Council road reservation must be obtained prior to any stormwater connection works commencing within the Council road reservation.
- 16. All waste material generated by the development or from other sources must be contained in appropriate building waste containers for periodic removal to a licensed disposal site. The receptacle must be of a size to adequately contain the amount of

waste generated and must be appropriately located on the subject site and must not impede residential traffic or parking at any time.

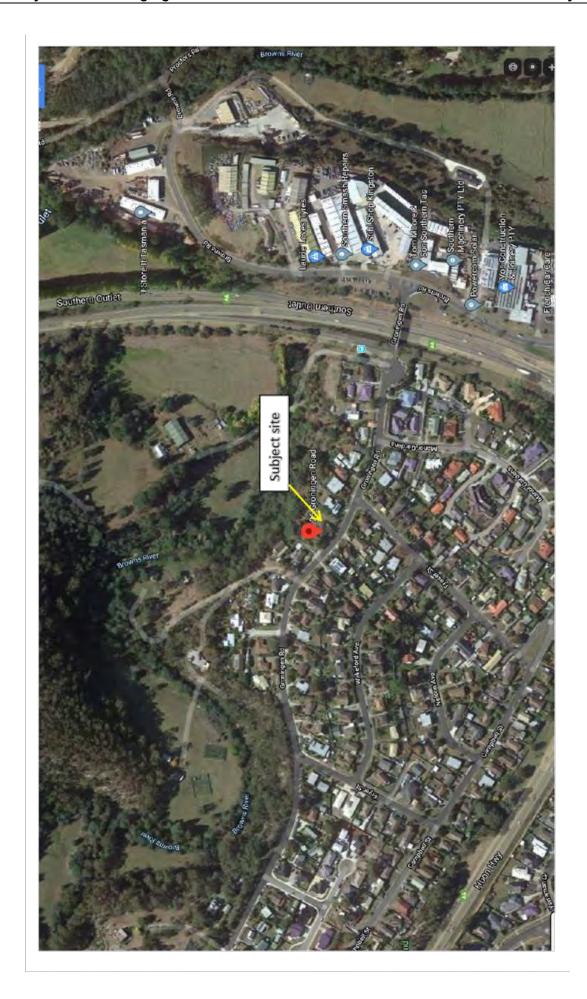
- 17. Prior to the occupation of the new dwellings the privacy screens:
  - (a) adjacent to the decks of Units 2, 3 and 4 shown; and
  - (b) to the bedroom window of Unit 2

as shown on the endorsed plans must be installed to the satisfaction of Council. The screens must be maintained for the life of the development to the satisfaction of Council.

- 18. Prior to the occupation of the new dwellings the landscaping shown on the endorsed landscape plan must be completed to the satisfaction of the Council.
- 19. Prior to the occupation of any of the new dwellings, the existing frontage fence must be relocated or replaced to the correct frontage boundary location and removed from within the road reserve, to the satisfaction of the Manager of Development Services.
- 20. Prior to the occupation of the new dwellings the following works must be completed to the satisfaction of the Council:
  - the parking areas shown on the endorsed plans have been constructed;
  - the garden and landscape areas shown on the endorsed plans have been established;
  - drainage works have been undertaken and completed;
  - Signage for the visitor and residential parking has been installed.
  - Relocation of the front fence, as required by condition 6.
- 21. At least one (1) visitor parking space must be provided for the proposed development. This visitor parking space must be appropriately signposted and kept available for visitor parking at all times. Any future application for strata title in respect of the property must ensure that the visitor parking space is included within the common property on the strata plan.
- 22. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

#### **ATTACHMENTS**

- 1. Locality Plan
- 2. TasWater Comments
- 3. Proposed Plans





### **Submission to Planning Authority Notice**

Council Planning Permit No.	DA-2018-657		Council notice date	17/12/2018	
TasWater details					
TasWater Reference No.	TWDA 2018/0207	TWDA 2018/02070-KIN		Date of response	9 Jan 2019
TasWater Contact	Greg Clausen	reg Clausen Phone No.		(03) 6237 8242	
Response issued to					
Council name	ame KINGBOROUGH COUNCIL				
Contact details	kc@kingborough.tas.gov.au				
Development details					
Address 26 GRONINGEN F		RD, KINGSTON		Property ID (PID)	5740307
Description of development	Three multiple dwellings				
Schedule of draw	ings/documents				
Prepared by		Drawing/document No.		Revision No.	Date of Issue
Another Perspect	ive	Location Plan			3 Dec 2018
Was distant					

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

#### CONNECTIONS, METERING & BACKFLOW

- A suitably sized water supply with metered connections to each dwelling unit must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this
- Any removal/supply and installation of water meters must be carried out by TasWater at the developer's cost.

#### **DEVELOPMENT ASSESSMENT FEES**

3. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date it is are paid to TasWater, and the payment is required within 30 days of the issue of an invoice by TasWater.

#### General

For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards

For application forms please visit <a href="http://www.taswater.com.au/Development/Forms">http://www.taswater.com.au/Development/Forms</a>

#### Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.

Issue Date: August 2015 Page 1 of 2 Uncontrolled when printed



Further information can be obtained from TasWater

- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <u>www.taswater.com.au/Development/Service-location</u> for a list of companies
- · TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

#### Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor

Development Assessment Manager

TasWater (	Contact Details		
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

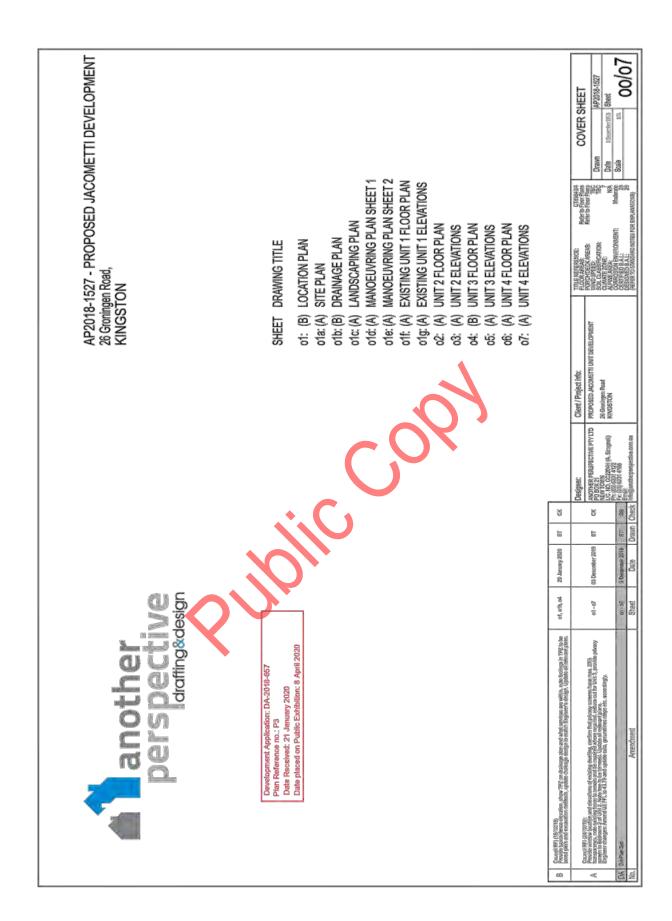
## **DEVELOPMENT APPLICATION**

Application Number:	DA-2018-657		
Proposed Development:	Four multiple dwellings (one existing)		
Location:	26 Groningen Road, Kingston		
Applicant:	Another Perspective		
Responsible Planning Officer:	Sarah Silva		

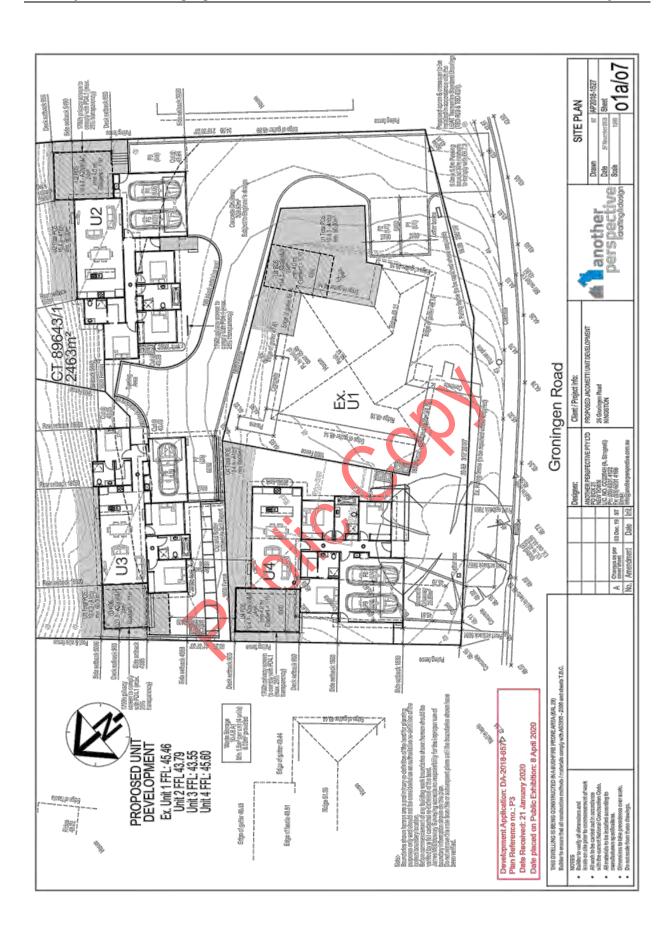
#### Associated Documents:

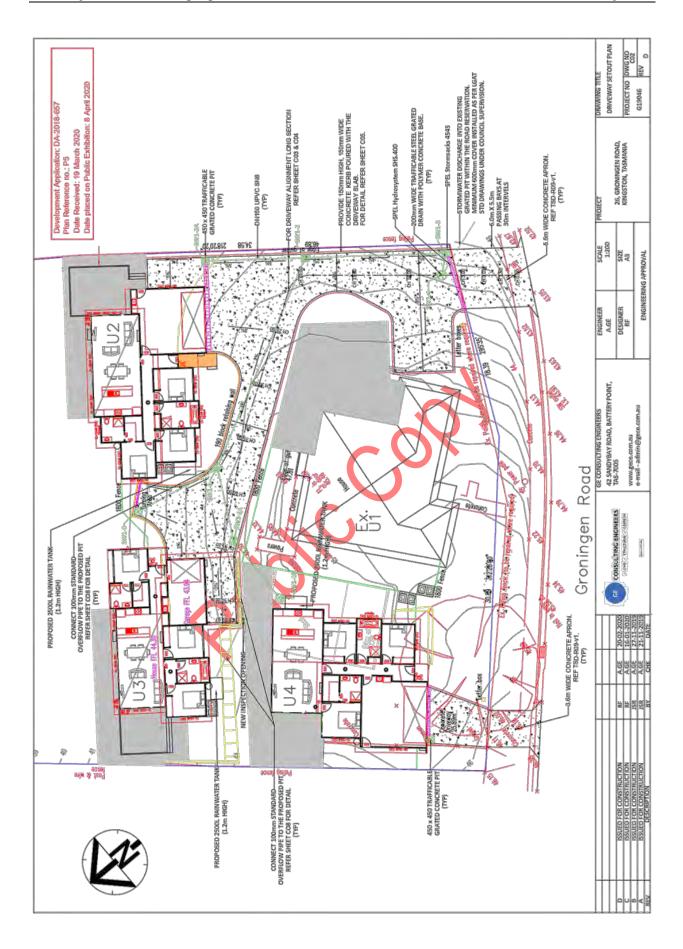
The following information regarding the application is available at Council offices:

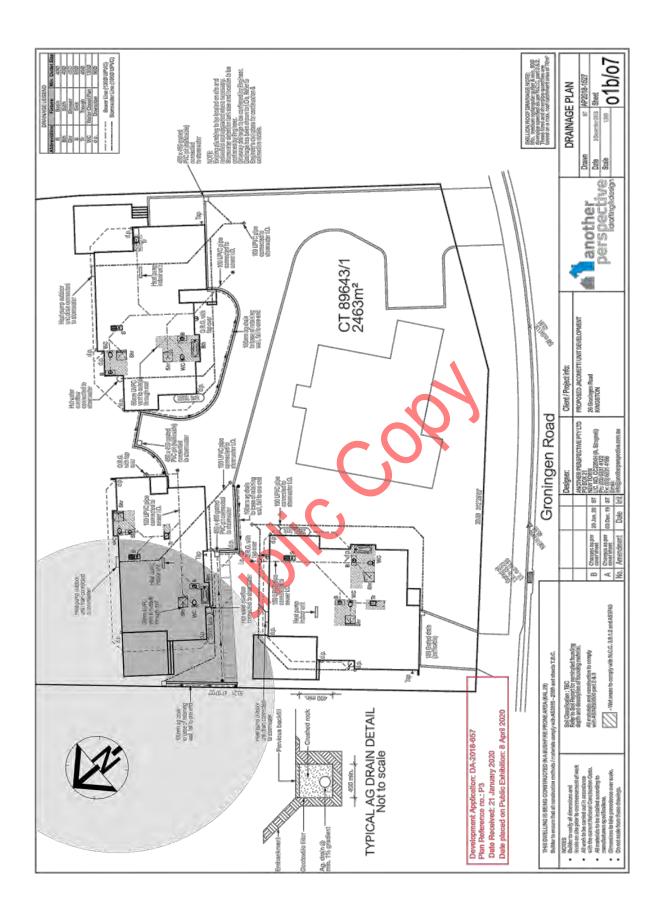
- Application form
- Certificate of Title
- Planning Submission
- Development Impact Assessment Trees
- Bushfire Hazard Assessment

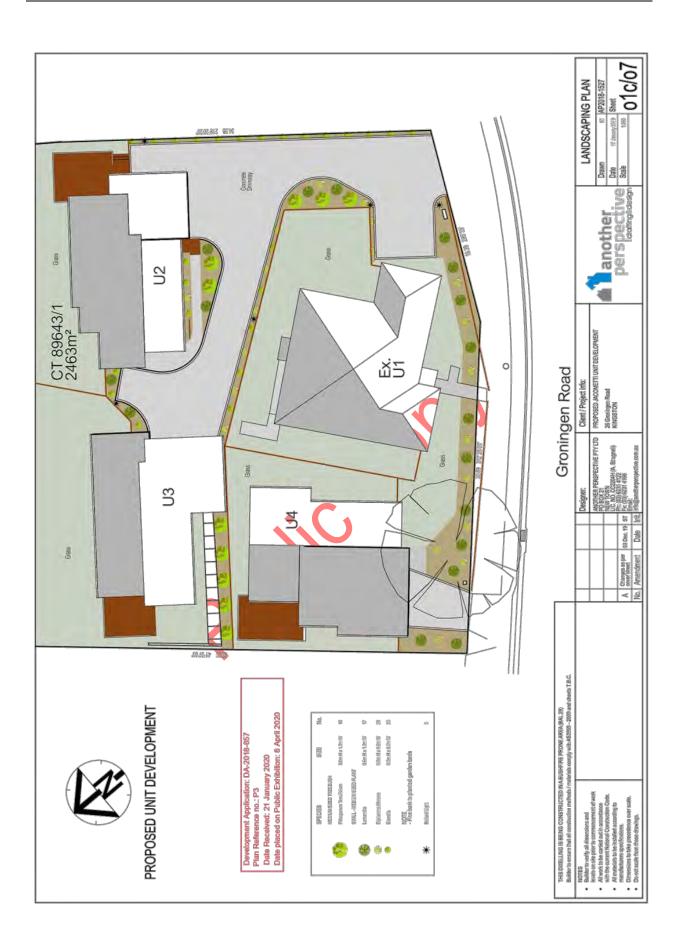


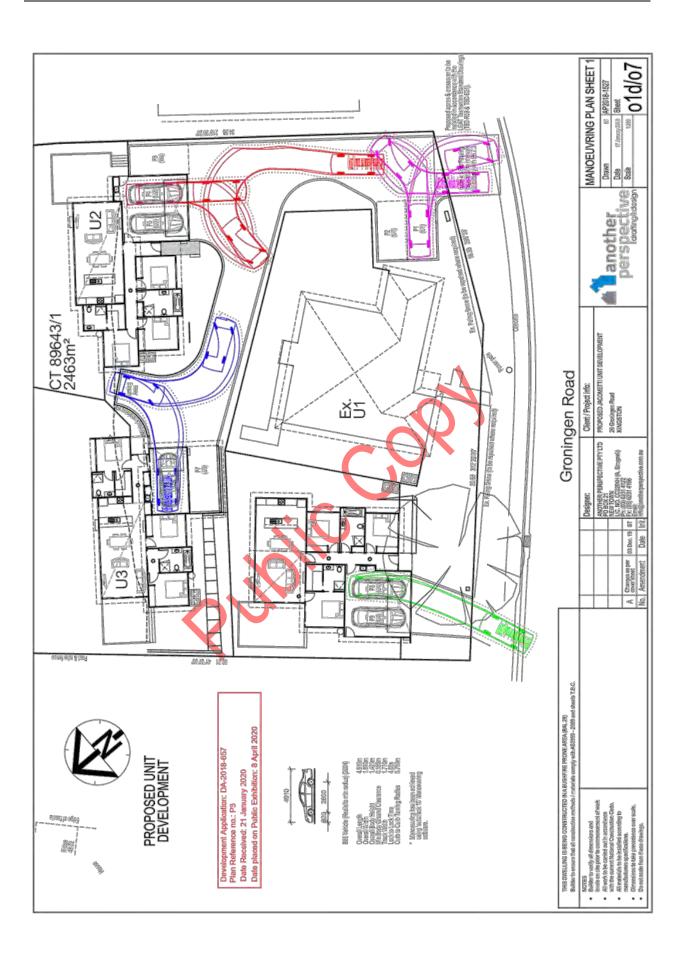


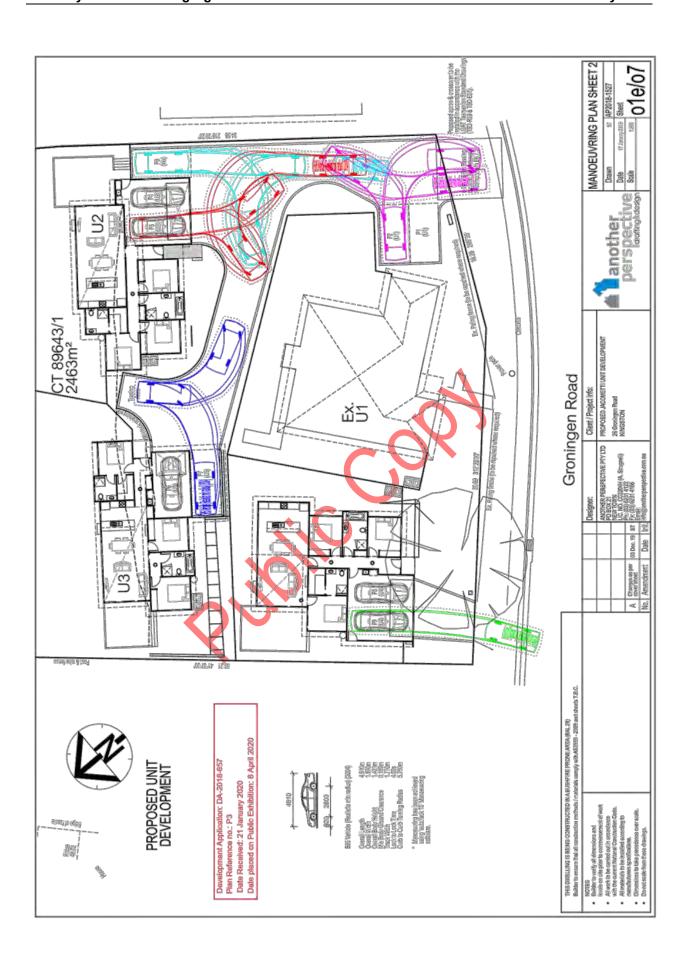


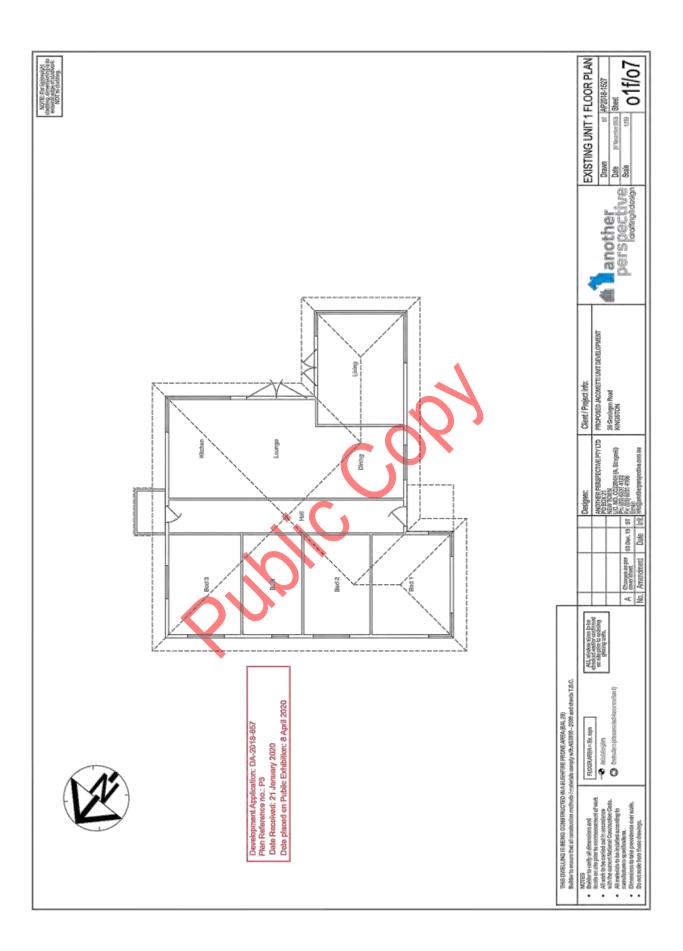


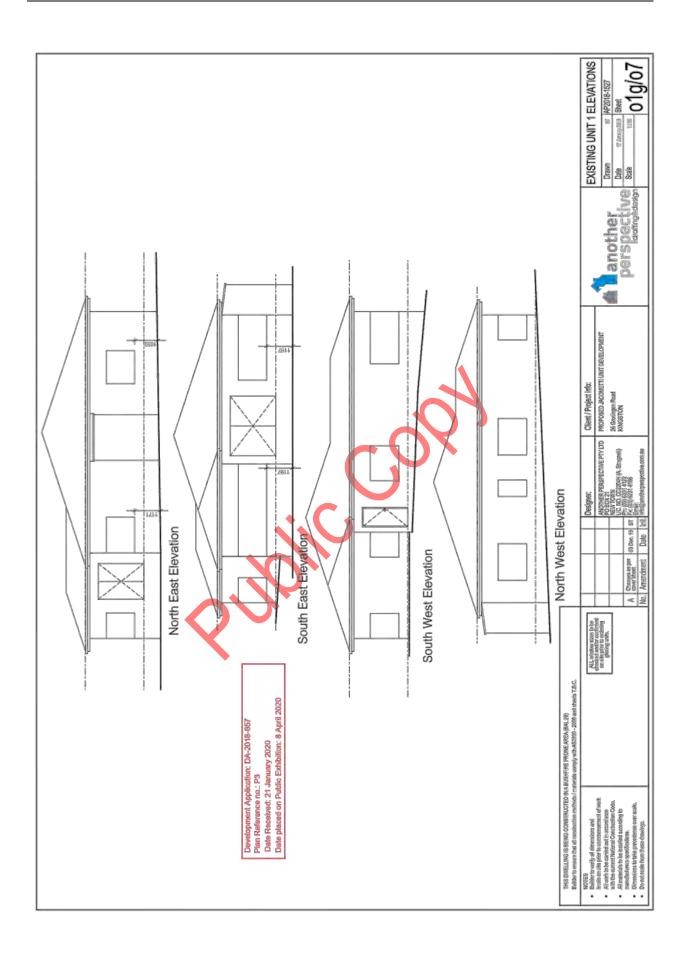


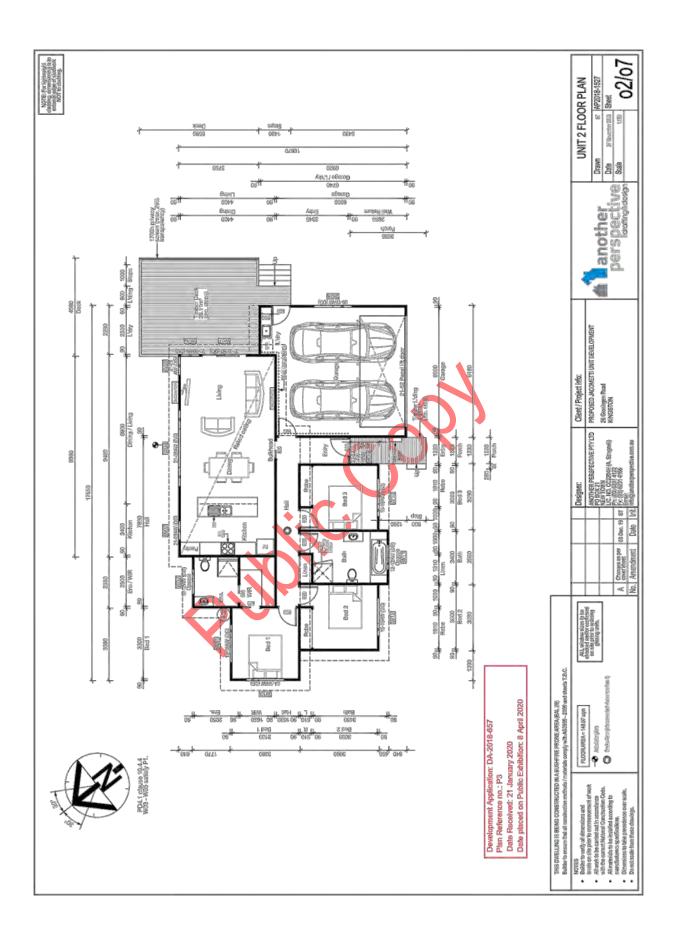


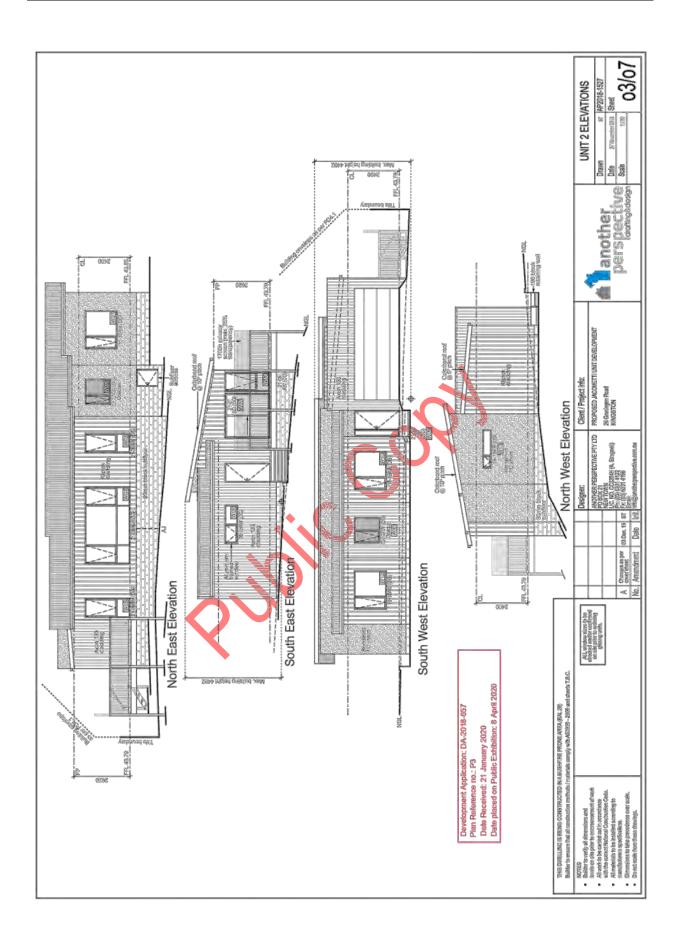


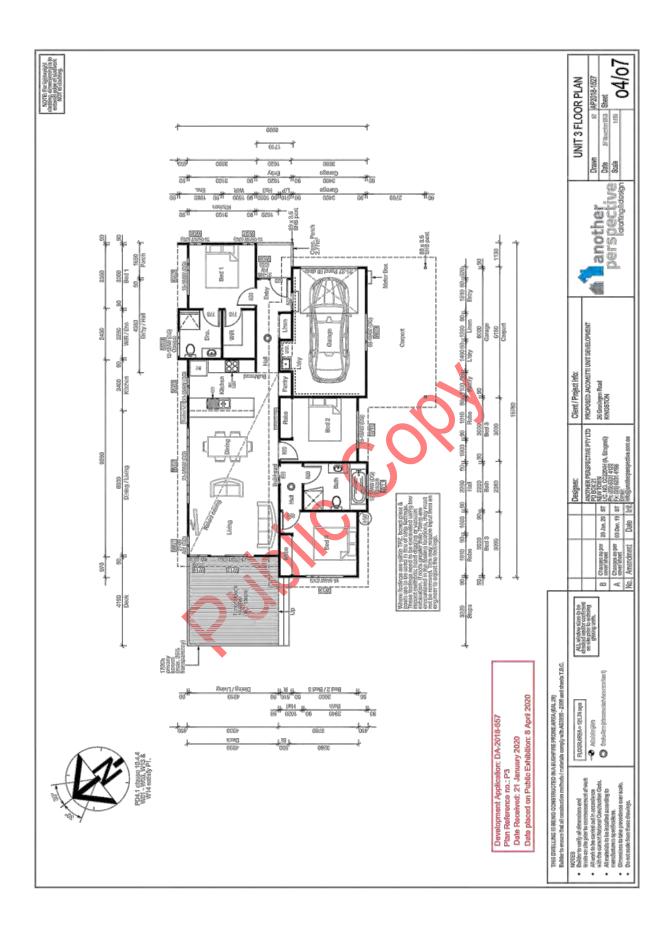


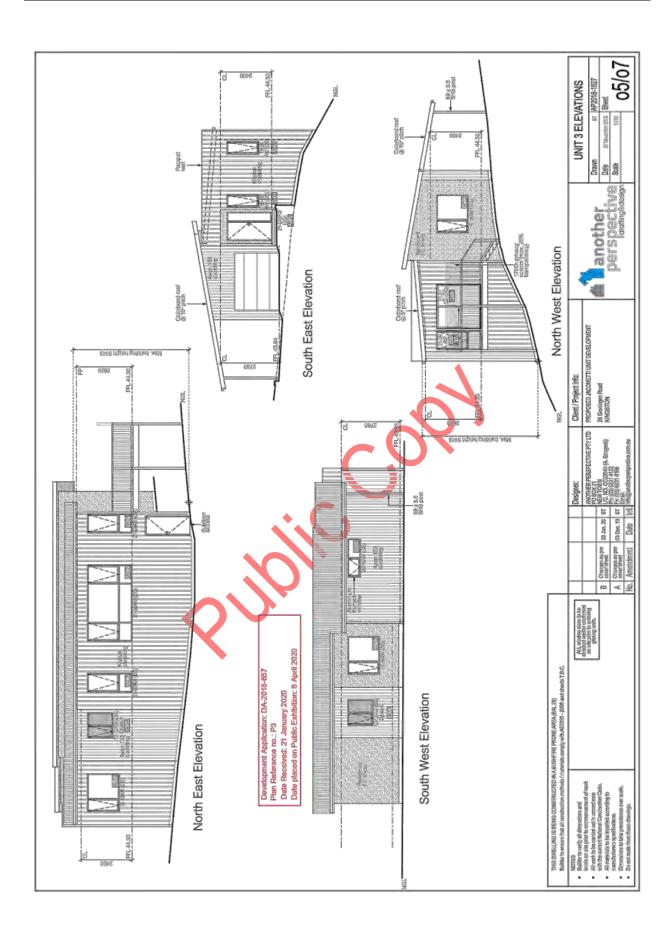


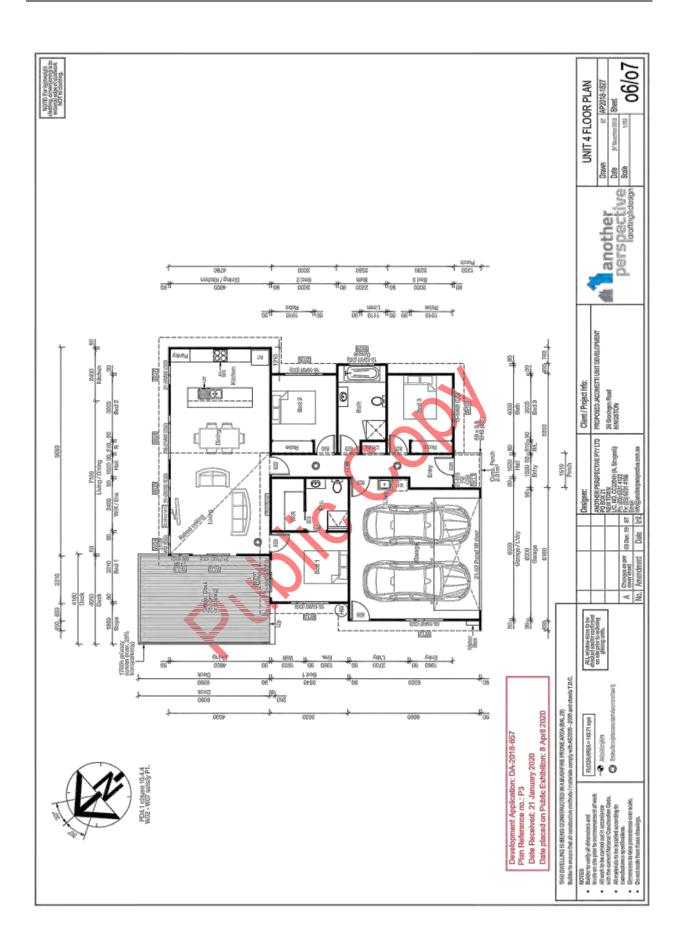


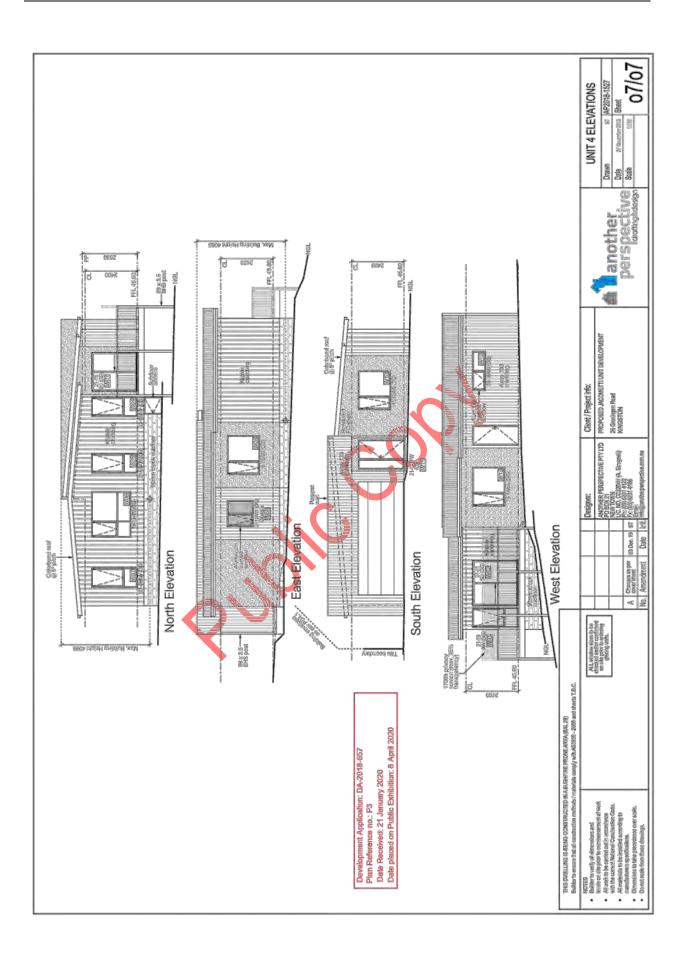


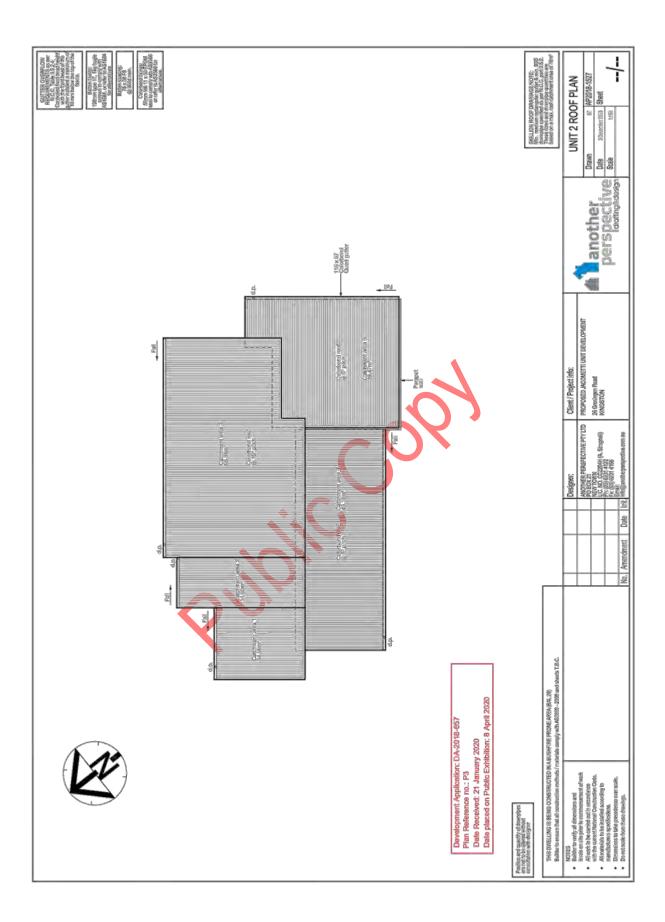


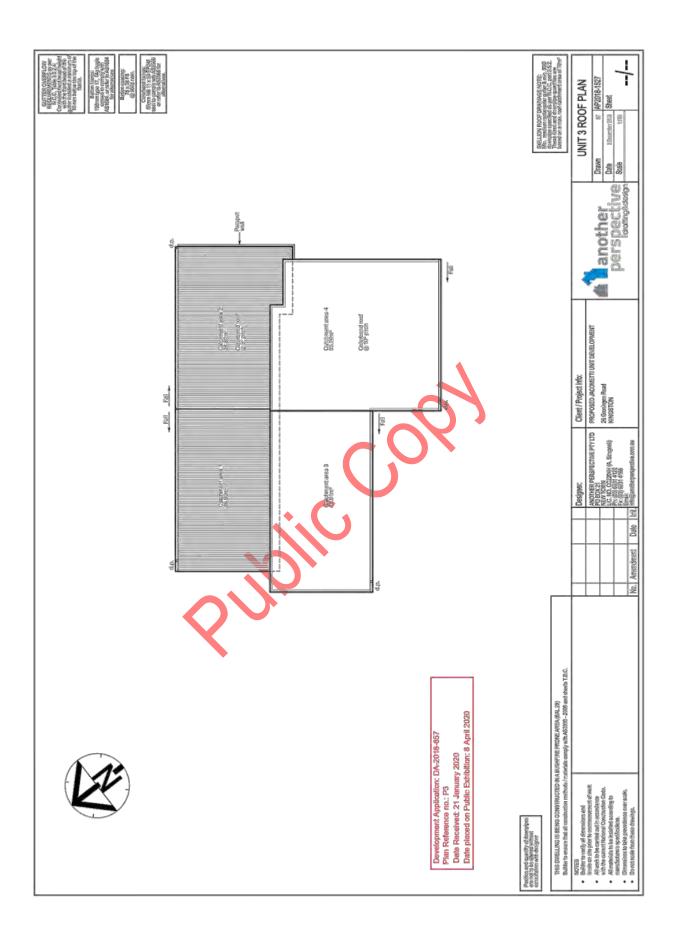


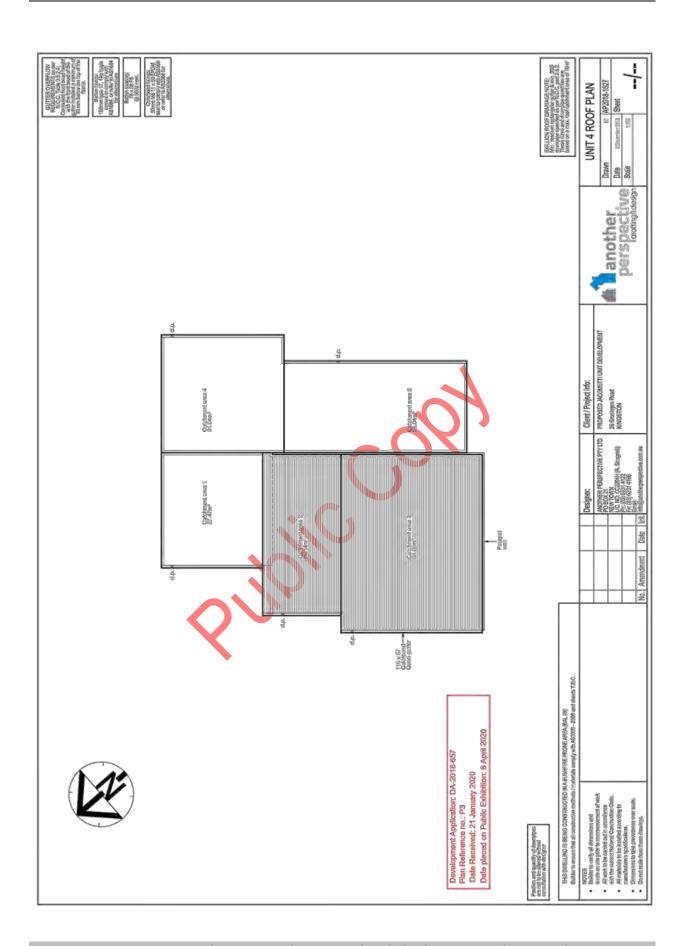












# PLANNING AUTHORITY SESSION ADJOURNS

# **OPEN SESSION**

Open Session resumes at

# 14 NOTICES OF MOTION

At the time the Agenda was compiled there were no Notices of Motion received.

# 15 PETITIONS STILL BEING ACTIONED

Reports in response to the petitions headed "Safe Bicycle Way, Algona Road, Kingston" and "Dedicated Rate Rise to Raise the Required Shortfall for the Kingobourgh Council Climate Change Plan" will be brought to a future Council meeting.

# 16 PETITIONS RECEIVED IN LAST PERIOD

At the time the Agenda was compiled no Petitions had been received.

# 17 OFFICERS REPORTS TO COUNCIL

### 17.1 KINGSTON PLACE STRATEGY 2020-2050

File Number: 7.47

Author: Craig Reid, Senior Project Manager

Authoriser: David Reeve, Executive Manager Engineering Services

# Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.2 An inclusive community that has a strong sense of pride and local

identity.

## 1. PURPOSE

1.1 To consider endorsement and adoption of the Kingston Place Strategy 2020-2050

### 2. BACKGROUND

- 2.1 In mid-2019, Place Score consultants were engaged by Council to provide advice on the proposed upgrade of public infrastructure within the central Kingston precinct. Council had for a number of years planned to reconstruct that part of the Channel Highway between Hutchins Street and John Street. It was however acknowledged that this would need to be done in a manner that complemented and supported other development objectives within this central area such as Kingston Park and the connections to adjoining commercial properties.
- 2.2 The Place Score methodology provided an opportunity to utilise a structured and consultative approach to determine the necessary design guidelines. This place-based approach would be able to best respond to the unique needs of Kingston and best reflect what the local community wanted. Support was obtained from the State government in funding this consultancy from the existing Hobart City Deal (specifically, the Kingston Congestion Package).
- 2.3 With Council's assistance, the Place Score consultants undertook an extensive public consultation process within the Kingston community in order to obtain community comment on the future development of the central Kingston precinct.
- 2.4 The results of this public consultation provided the basis for the final Kingston Place Strategy 2020-2050 which has now been provided for Council's further consideration. It provides the long term future development objectives that best reflect the local community values and desires, and it includes the recommended on-ground outcomes that the consultants have concluded will best meet these objectives over the next 30 years within this central area.
- 2.5 This Kingston Place Strategy 2020-2050 is intended to provide Council and other stakeholders with the necessary guidance to assist future decisions in delivering public infrastructure within central Kingston.

### 3. STATUTORY REQUIREMENTS

3.1 There are no statutory requirements to consider at this stage. The Kingston Place Strategy does state that Council should in the future consider incorporating its recommendations within the planning scheme. This would need to be done as part of a broader master planning exercise of which this Place Strategy would be a major contributor.

### 4. DISCUSSION

4.1 The key feedback that was overwhelmingly received from the community over the course of consultation was that the central Kingston precinct should be a "people-centric area" that focuses on the amenity, enjoyment and convenience of those that visit this area. This was encapsulated within the Place Vision:

Central Kingston – Our Regional Hub.

A Green, Walkable and Engaging

# Place to Stay

- 4.2 This type of vision is one shared by many town centres and the challenge for Council will be delivering this over the 30 year life of the Strategy. The Strategy itself provides the necessary overarching direction and guidance in helping to achieve the vision and provides a list of recommended actions to implement this.
- 4.3 These actions are pitched at a high level but are not exhaustive and will need to be considered in the light of other events and projects that occur in future. It is acknowledged that the implementation of the Strategy will require considerable resources and commitment over time from Council. It will also require buy-in and investment from other stakeholders.
- 4.4 The key infrastructure investment priorities identified within the Strategy are encapsulated in the first part of the recommendations and are:
  - 1A The transformation of Channel Highway from its current primary function of high-volume transportation movements to a passive people centric low volume street.

In order to achieve this outcome it will be necessary to:

- redirect through vehicular traffic on to alternate routes;
- discuss with the Department of State Growth and Metro Tasmania the alternative bus route arrangements that would be able to meet current needs and the associated requirements for infrastructure provision or upgrades external to the central Kingston area;
- recognise and take into account the needs of existing businesses and community activities in the area eg the Service Station, Channel Court shopping centre (and car park access), the Police Station and Civic Centre; and
- consider the existing businesses that have direct vehicular access to the Channel Highway and the potential conflict with pedestrian movement.

This upgrade of the Channel Highway is a high priority for Council, particularly that section between Hutchins Street and John Street. This also includes the Pardalote Parade pedestrian link from the realigned John Street intersection through to Kingston

Park. It is acknowledged that there will be a number of constraints that will require a staged approach in achieving the Place Score vision – such as catering for the needs of adjoining businesses and providing a convenient bus interchange that best meets the needs of users. Any such interim solutions would need to be mindful of the long term vision and recognise that such commercial precincts as central Kingston are dynamic changing places that require more constant renewal.

1B – Development of the 'Civic Spine' link between Channel Highway and John Street.

In order to achieve this outcome it will be necessary to:

- negotiate the acquisition of the affected private properties;
- make the necessary planning scheme changes (such as by way of a Specific Area Plan) that is able to able to facilitate, encourage or require the implementation of this particular outcome; and
- obtain the necessary buy-in from the affected property and business owners.

It is noted that Council has in the past attempted to achieve a very similar outcome (in 2008), but there was strong resistance from the most affected landowner. It may therefore be necessary over time to consider how the desired pedestrian access can be achieved through other means.

1C - Creation of new Laneway Experiences.

These outcomes will require a Council to adopt a collaborative approach with the affected property owners. This is also likely to be a longer term objective as the existing built infrastructure and space constraints are likely to remain for the foreseeable future.

- 1D Provision and or enhancement of pedestrian / active transport / public transport options into and out of the town centre from the peripheral residential areas and surrounds, reducing reliance on vehicle-based transport requirements into the central precinct.
- 4.5 The Strategy identifies these as desired strategic priorities. They are at this stage uncosted and un-resourced and will require further detailed assessment and design, financial resources and focussed stakeholder discussions prior to delivery.
- 4.6 In implementing each of these recommendations, it is likely that existing site constraints will require short term compromises. This is a 30 year vision for the central Kingston precinct and the current realities will sometimes require interim measures are taken in order make practical progress. This may need to be publicly explained in order that such actions are still placed within the context of the long term vision.
- 4.7 The <u>second</u> part of the recommendations considers the necessary relevant Governance and Planning actions. These primarily involve a combination of public consultation, multi-stakeholder working groups and regulatory interventions such as a Specific Area Plan within the planning scheme that facilitates the desired outcomes.
- 4.8 These types Governance and Planning activities will also require the allocation of additional Council resources and it will therefore be necessary to consider the implications that this will have on the actual delivery over time. A project plan will need to be developed that incorporates the necessary flexibility to accommodate the changes and opportunities that are likely to occur during the life of the project.

- 4.9 The <u>third</u> part of the recommendations relates to the utilisation of public space. This identifies some potential short term actions that would help in achieving the longer term objectives.
  - 3A Bring Nature into the centre through plantings, landscaping and greenery.
  - 3B Networks of Diverse Open Space places for people to sit, stay, play, socialise, strategically located and connected throughout the precinct.
  - 3C Short-term road transformation trials.
  - 3D Activation of the Community Hub (noting that this had commenced and will be become more feasible as further development occurs within the Kingston Park precinct).
- 4.10 The <u>fourth</u> and final part of the recommendations relate to communication and branding. The Strategy includes a number of actions that aim to promote the identity and character of central Kingston. They will combine to promote and enhance 'the vibe of Kingston' at both the local level and beyond as a place that is a *Green, Walkable and Engaging Place to Stay* and visit.
- 4.11 The Kingston Place Strategy 2020-2050 is a strategic vision of how the greater Kingston community wants this central area to be developed. It will take some time to deliver all of the outcomes and a staged approach will be necessary that accommodates the financial capacity of Council, the willingness of other stakeholders, the physical site constraints, the time taken to amend the planning scheme, negotiations with landowners and the actual infrastructure construction work itself.
- 4.12 It is to be expected that there will unexpected changes and new opportunities that will occur during the life of this 30 year Place Strategy. Nevertheless, the Strategy provides an appropriate response to the public consultation that has occurred and provides a basis for further action by Council in improving the public infrastructure within central Kingston.

# 5. FINANCE

- 5.1 The preparation of the Kingston Place Strategy was funded by a grant of \$100,000 from the Tasmanian government as part of the Kingston Congestion Package, within the Hobart City Deal.
- 5.2 Endorsement of the Strategy does not, in itself, commit Council to any specific expenditure associated with its implementation. All of the actions that require financing will be considered as part of the normal annual budgetary process. These decisions will ultimately determine the resourcing and delivery timetable for the Strategy. Once endorsed though, there will be some public expectation that implementation will be progressed at a reasonable rate.
- 5.3 The major works and changes that are proposed within the Strategy will come at a significant cost to Council over the longer term. In the short term, it will be necessary to resource the necessary investigations and designs of the priority infrastructure works. This will also involve public consultation and stakeholder engagement processes and will likely lead into a broader master planning exercise as encompassed within the Strategy's Planning and Governance section.

5.4 An allocation of \$200,000 is currently within the draft Capital 2020-21 budget for the further investigation and design of the Channel Highway within central Kingston. It is also planned for staff to progress a number of other actions within the Place Strategy during 2020/21 without requiring any additional funds.

### 6. ENVIRONMENT

6.1 The Kingston Place Strategy 2020-2050 does apply to the heavily built up area of central Kingston but does also seek where possible to improve public amenity through environmental improvements within this urban precinct.

### 7. COMMUNICATION AND CONSULTATION

- 7.1 Place Score has prepared the Strategy over a six-month period from September 2019 to March 2020. During that time, public consultation was conducted by way of online surveys, face-to-face meetings and stakeholder workshops.
- 7.2 Information was provided to the consultants so that an initial desktop review and analysis of various past plans, strategies and previous community engagements (extending back over 10 years) could be done.
- 7.3 Place Score's primary public engagement methodology was by way of a Town Centre Care Factor survey which was conducted during October and November 2019. It ultilised a combination of on-line and face to face techniques and received 1623 individual responses. This public survey provided the necessary insight into what place attributes were most highly valued and desired within the central Kingston precinct.
- 7.4 These results were supplemented with specific Place Experience Assessments from 166 respondents. They were tasked with more critically analysing the existing attributes of central Kingston in order to identify which of these were viewed positively and which negatively.
- 7.5 The feedback and outcomes from this consultation was then packaged up for a series of workshops and discussions with community members, affected business and land owners, and Councillors (workshop held on 20 January 2020).
- 7.6 A final draft of the Kingston Place Strategy was subsequently prepared and distributed for final consideration and comment. This generated a total of 407 responses that were overwhelmingly supportive of the strategic outcomes, with only relatively minor changes subsequently made.

### 8. RISK

- 8.1 The primary risks involved with the adoption or otherwise of the Kingston Place Strategy 2020-2050 relate to corporate reputation and the management of stakeholder expectation. Having embarked upon the process and having received what is a very positive participation uptake and support for the identified strategic outcomes, there may be an adverse public reaction if tangible progress is not made in implementing the Place Strategy.
- 8.2 Endorsement of the Strategy is likely to give rise to heightened public expectations and it may well be necessary to communicate the real site constraints and resourcing issues so that they are clearly understood. This is particularly relevant as Council emerges from the financial impact that it will have experienced from the COVID-19 pandemic experience.

### 9. CONCLUSION

- 9.1 The Kingston Place Strategy 2020-2050 provides an outline as to what the local community sees as being the most desired vision for the central Kingston area in 30 years' time. It constitutes a valuable resource and clear direction to all stakeholders in the consideration and decision-making process for future development and undertakings within this central precinct.
- 9.2 The site recommendations within the Place Strategy focus mainly on the public realm (Council owned property, streetscapes, roads, acquired land) and the improved amenity and connections that can be provided for pedestrians. Additional studies will be needed in future to complement this work, such as in regard to traffic, parking, private development and local site plans (eg the Civic Centre precinct). These will enable a more holistic master plan for central Kingston to be developed that will provide the basis for the Strategy's recommended Specific Area Plan within the planning scheme. Council will need to have the internal resources to develop the project implementation plan for the Place Strategy and subsequent studies and capital works program.
- 9.3 Implementing the Strategy will present a number of challenges and the vision of 'transforming' Kingston will require considerable time, effort and expenditure over many years. It does however provide a vision for the future and a basis for all subsequent work. Any future deviations from the strategy or interim solutions to meet current needs will need to be clearly articulated and understood in order to align stakeholder expectations.

### 10. RECOMMENDATION

That Council:

- (a) endorse the Kingston Place Strategy 2020-2050;
- (b) consider future implementation of the Strategy recommendations by way of normal annual budgeting process; and
- (c) actively seek external funding over the life of the Strategy to support its implementation and the transformation of the central Kingston precinct.

## **ATTACHMENTS**

1. KINGSTON PLACE STRATEGY 2020-2050



This document is the final stage of work undertaken as a part of developing Kingston Place Strategy 2020-2050. It has been designed to be printed as Landscape A4 - double sided.

# PLACE SCORE

Level 2/3 Oxford Street
Paddington NSW 2021 Australia
www.placescore.org
ABN 19 610 823 286
KYLIE LEGGE
Director
T: +61 2 8065 7401
M: 0414 377 677
E: kylie@placescore.org

# TABLE OF CONTENTS

Introduction	04	Appendix A - About Placemaking	35
Executive Summary	0.7	Appendix B - Understanding Your Place	39
•		About Kingborough	40
Kingston Place Strategy 2020-2050	11	About Kingston (suburb)	42
Introduction	12	The Community	46
About central Kingston	14	About the Study Area - central Kingston	25
1. Central Kingston Place Objectives	16	Strengths and Challenges	64
2. Our Vision for central Kingston	3	Drivers of Change	68
3. Central Kingston Place Principles	20		
		Appendix C - Community Directions for the Future	7.1
Central Kingston Recommendations	23		l
Overview	24	Appendix D - Community Insights	77
1. Infrastructure Investment Priorities	25		1
2. Planning and Governance Priorities	30		
3. Public Realm Recommendations	32		
4. Communications Recommendations	34		

Place Score was engaged by Kingborough Council to work collaboratively with Council. stakeholders and the community to develop an overarching strategy for the future of central Kingston. This Place Strategy document is the final deliverable in this iterative process, bringing primary and secondary research together to determine a shared vision for the future and how it can be achieved.

# PROJECT BACKGROUND AND OBJECTIVES

Central Kingston is the primary centre in the Kingborough Council area and a designated Principal Activity Centre as per the Southern Tasmania Regional Land Use Strategy 2010and the diversity of stakeholders led Kingborough Council to commission, this important piece of work to determine a shared vision for the future of central Kingston and set out pedestrian and bicycle link (Pardalote Parade), adjacent residential development as well completed Community Hub, planned major regional park (Kingston Park), planned new The range of investments 2035. Significant investment is allocated to central Mingston withe form of a recently as public realm and transport infrastructure improvements. the guidelines for decision making.

# The aims of the Place Strategy project are to:

0

- Determine an integrated place strategy for central Kingston to support its long term
- Define a shared vision for the future of central Kingston that aligns stakeholders around social and economic success and increased self sufficiency
  - Identify the priorities for infrastructure investments that will contribute positively to common goals for the future delivering the shared vision

PLACE STRATEGY PROCESS

NSIGHTS REPORT

STREET PX ASSESSMENTS

# Committee and Bark are AND COUNCIL FEEDBACK This diagram summarises the collaborative process undertaken to deliver this strategy, INGSTON PLACE STRATEGY COUNCILLDRS



COMMUNITY AND BUSINESS/ LANDOWNERS/ VISIONING

TOWN CENTRE CARE FACTOR SURVEY

PLACE STUDIES

nt area - Kingston

(4) Kingston Plaza Shopping Kingborough Council

Kíngston Library

(8) Childcare Centre and Kingston Primary School Charmel Court Shopping Centre

90

(2) (6)

develop the Place Strategy for central Kingston

2020 Place Scor

# RESEARCH METHODOLOGY

A variety of research and stakeholder engagement methods contributed to the development of this Place Strategy. Qualitative and quantitative research was undertaken to inform the strategic decision making process. Please find below research summary:

T#K	Date	Participation	Purposer
Desktop Review and Analysis	Oct- Nov 2019	n/a	To review policy documents prepared by Kingborough Council and the state and rederal governments and past community engagement results and understand the current state and the future aspirations for central Kingston.
Place Studies (physical and economic review)	17-19 Oct 2019	n/a	To assess the existing condition of the public space, built form, and movement networks as well as the existing businesses, their operating hours and their interaction with the public realm in central Kingston. This informed a SEEC (Social, Economic, Environmental, Cultural) Assessment to identify the challenges, opportunities, influences and future trends of the centre.
Town Centre Care Factor (CF) Surveys	Oct- Nov 2019	1623 responses (residents, workers, visitors)	To understand the community values via face-to-face and online engagement in Kingston and four other centres in the Kingborough LGA.
Open-ended Question	Oct- Nov 2019	862 answers (residents, workers, visitors)	To seek community ideas to make Kingston sustainable and successful into the future.
Street Place Experience (PX) Assessments	Oct 2019	166 responses (residents, workers, visitors)	To identify the attributes that contribute positively or negatively to the place experience of 4 locations in central Kingston; considering parameters such as aesthetics, sense of welcome, activities, uniqueness, and the perceived level of care. The findings of this engagement aggregated with the Care Factor results helped to determine the priorities for improving the centre.
Community and Business/ Landowners Visioning Workshops	11-12 Dec 2010	25 participants (community, land/business owners, council staff)	To share the findings of research conducted earlier and to develop a shared vision and directions for the future of central Kingston.
Councillors' and Stakeholders' Workshops	20-21 Jan 2020	37 participants (councillors, council staff, state govt. agencies)	To seek direction to proceed with the preparation of the Place Strategy from the Councillors and to align all the stakeholders in terms of the priorities for investment.
Council & Community Feedback (online survey, drop-in sessions	18 Feb - 6 March 2020	407 responses	To seek feedback on the Place Strategy from the community and council, in order to ensure that it will be accepted and implemented.

# PROJECT DELIVERABLES

In the process of developing this Place Strategy, four preliminary reports were delivered as a foundation and to obtain feedback. These reports are:

# Community Insights Report

This report integrates the findings from Place Score's PX (Place Experience)
Assessments, Care Factor Surveys and community's open-ended answers. See Appendix D.

# Understanding Your Place Report

This report integrates the findings from the Place Studies and the Community Insights Report. See Appendix B.

# Community Directions For The Future Report

The findings of all the community engagement conducted in 2019-20 and past engagement are consolidated into the Community Directions for the Future Report. See Appendix C.

# Movement And Place Recommendations Report

Based on the Place Studies and community engagement, Place Score developed a set of early recommendations to guide Council investment for improving the public realm. These recommendations are incorporated into the Place Strategy.

Kingston Place Strategy 2020 to 2050

មា



# KINGSTON PLACE STRATEGY EXECUTIVE SUMMARY

Kingston. It defines a shared Place Vision and Place Principles that provide the framework for decision making at all scales and across multiple disciplines. After further investigation, an This Place Strategy has been developed to attract and guide future investment in central Implementation Plan will be developed to deliver the Place Strategy.

Activity Centre in the Southern Tasmania Kingston is also nominated as a Principal primary retail, civic and commercial hub Kingborough is the fastest growing LGA Regional Land Use Strategy 2010-2035. in Tasmania and central Kingston is its

natural attractions provide the foundation Kingston's proximity to Hobart, transport destination and independent community for its evolution from a highway town and dormitory suburb to a regional development and the area's inherent routes, the availability of land for

The commissioning of this Place Strategy was triggered by significant state and local out the long term objectives and vision for the centre. This document is a response to developing Kingston Park and Pardalote overarching strategic document setting investment that is currently underway in Kingston. Council has committed to Parade in central Kingston. However, it was identified that there was no that need

IN THE CENTRE HAS DISCOURAGED

PRIVATE INVESTMENT

PLACE OBJECTIVES

THE LACK OF PUBLIC INVESTMENT

THE CENTRE LACKS A UNIFIED IDENTITY, GREENERY AND CONNECTION TO NATURE

WALKING AND CYCLING

Kingston. Its implementation will require community members participating in its period with over 1800 stakeholders and preparation of an implementation plan, point for the transformation of central further master-planning work and the development. It becomes the starting has been developed over a 5-month Kingston Place Strategy 2020-2050 and will be subject to availability of

# OUR VISION FOR CENTRAL KINGSTON THE PROBLEMS WE WANT TO SOLVE

Strategies aim to solve problems - these

challenges were identified through the

community engagement, policy review

and place studie

LOCAL RESIDENTS ARE DEPENDENT

ON HOBART FOR EMPLOYMENT

A POOR QUALITY PUBLIC REALM

Central Kingston's Place Vision synthesises our aspirations for our ideal future. It aligns all stakeholders as well as state and local policy objectives into a clearly articulated vision of what we all want to achieve.



Place Score@2020 | www.placescore.org 00

NVESTMENT

GREEN & STAYABLE

ATTRACTS

WALKABLE

SELF-SUFFICIENT

that is:

PLACE PRINCIPLES

Place Principles provide the criteria for decision making and assessing the successful delivery of the Place Vison.

# RECOMMENDATIONS

There are four categories of recommended actions to direct investment in central Kingston to achieve the Place Vision.

RECOMMENDATION	TION	OBJECTIVE	ACTIONS
Infrastructure Investment Priorities		To ensure that physical outcomes do not inhibit the potential for central Kingston to meet its vision.	• Transform Channel Highway into Kingston's main street • Develop Kingston's civic spine • Create a new laneway experience • Improve the walking links to public transport nodes
Planning and Governance Priorities		To align various stakeholders and accelerate the process of delivering the Place Vision.	Form Transform Kingston Government Steering Group     Form Transform Kingston Stakeholder Working Group     Develop a Specific Area Plan for central Kingston     Initiate a Local Entrepreneurs' Program     Invest in improving regional employment attraction
Public Realm Recommendations	SUC	To enhance the outdoor experience of central Kingston and offer residents, workers and visitors a choice of things to	<ul> <li>Bring nature into the centre</li> <li>Create a network of diverse open spaces</li> <li>Trial road transformations</li> <li>Activate the Community Hub</li> </ul>
		do at day and night, during the week and on weekends.	
Communication and Branding Recommendations	ons	To send out a clear and positive messaging to the community and businesses	<ul> <li>Update project web-pages</li> <li>Rename Channel Highway</li> <li>Develop a marketing and branding strategy for Kingston</li> </ul>
		both within and outside Kingston that the centre is changing.	

SUPPORT THE ATTRACTION AND RETENTION OF A GREATER VARIETY OF BUSINESSES AT A RANGE OF SCALES AND INDUSTRIES

Kingston Place Strategy 2020 to 2050

# KINGSTON PLACE STRATEGY 2020-2050 INTRODUCTION ABOUT CENTRAL KINGSTON 1. CENTRAL KINGSTON PLACE OBJECTIVES 2. OUR VISION FOR CENTRAL KINGSTON 3. CENTRAL KINGSTON PLACE PRINCIPLES 3. CENTRAL KINGSTON PLACE PRINCIPLES

# NTRODUCTION

This Place Strategy was commissioned by Kingborough Council to develop an aligned vision for a successful and sustainable future for central Kingston. Its objective is to provide the framework for strategic decision making that will deliver on the long term vision for the future.

# WHY A PLACE STRATEGY?

In the built environment, we often tend to focus on the 'what', a wish-list of projects or actions we want to implement. But it is difficult to determine which ones to prioritise, often resulting in a conflict with the values. In central Kingston, great investment in the form of Kingston Park and Pardalote Parade development and upgrades of roads are already underway. In light of such investments, it is essential to ensure that all the actions being planned for the short term will have a positive impact in the long term.

The Place Strategy clearly defines the problems we want to solve at present as well as in the future. It provides a shared Place Vision and Place Principles which offer a framework for making investment decisions that can be used repeatedly by council and other stakeholders.

The Place Strategy looks at central Kingston as a system of interdependent parts rather than looking at movement in isolation. It aggregates policy, placemaking practice and community aspirations while developing a meaningful Place Vision that can be easily adopted and realised.



The Golden Circle Model (Source: Simon Sinek)
The Golden Circle Model is a transget tool that can
he used for decision making and communications.
Addressing the Why' is the most critical component
of any decision making process, helping to ensure
that the actions meet the intended gurpose. The
How' is the way actions should be done in order to
have the most impact whereas the What' takes about
the actual actions.

This document delivers on three primary questions that need to be answered in order to achieve the shared vision for the future of central Kingston:

# TO DEFINE THE PROBLEMS WE NEED TO SOLVE - OUR WHY

# What are the objectives of the Strategy?

The Kingston Place Strategy intends to solve the problems that the centre is facing today and to future proof it for tomorrow. Kingston's dependence on Hobart, the disconnected nature of key destinations in the centre, the lack of greenery and connection to nature, and the lack of opportunities for outdoor stays and interaction are addressed by the Place Objectives in order to set the foundation for the Place Strategy and the Recommendations.

# 2 - TO ALIGN ALL STAKEHOLDERS AROUND A COMMON VISION FOR THE FUTURE - THE HOW

# low do we deliver the future vision for central Kingston?

The Place Strategy offers a shared vision for central Kingston - a green, walkable and engaging regional hub which acts as a place to stay than as a town to drive through. This Wision and a set of Place Principles will form the decision making framework to assess and prioritise potential investment in different sectors in the centre.

# --IDENTIFY AREAS OF INVESTMENT FOR LONG TERM GAIN - THE WHAT

# What do we need to do to achieve the vision?

In order to achieve the Place Vision and to solve the problems that the centre is facing, significant investment in infrastructure improvements, governance and policy measures, public realm activation and improvements to branding and communications will be required.

12

# THE STRUCTURE OF THE STRATEGY

This document has been divided in two main parts, the Place Strategy addressing the problems we want to solve and providing a framework for the decision making process; and the Recommendations addressing what projects or programs would help to achieve the Place Vision.

PLACE OBJECTIVES - Refer to pages 16,17

The problems we want to solve

central Kingston - it is discipline agnostic, departments to align future investment. overarching direction for the future of The Place Strategy aims to provide the and should be used by all Council

development in the centre; and assessing that private development supports the - Council - Planning - Preparing Specific Area Plans to guide built form development applications to ensure shared vision for the centre

guidelines to ensure that the public realm in the centre offers a comfortable and sociable pedestrian environment ouncil - Design - Developing design

PLACE PRINCIPLES Refer to pages 20,21

个

THE HOW

PLACE STRATEGY

PLACE RECOMMENDATIONS Refer to pages 23-34

RECOMMENDATIONS

PLACE VISION Refer to pages 18,19

strategy supporting the shared vision for prioritising ongoing investment in road works; and developing a local transport Council - Transport - Planning and re-

employment attraction of Kingston and supporting young entrepreneurs and Focussing on improving the regional Council - Economic Development local business activity

express local heritage and identity in the Council - Arts and Culture - Engaging with local artists and performers to centre

WHO IS THIS STRATEGY FOR AND HOW

SHOULD IT BE USED?

Steering Group to ensure that the Hobart infrastructure projects in central Kingston take a collaborative approach in State and Federal government agencies
 Working collaboratively across agencies City Deal projects and the local transport and tiers of governance as a part of the Kingston Transformation Government order to maximise benefit

maintenance of shop frontages along the increasing the greenery within the centre; taking responsibility for care and activity outdoors; contributing towards public realm by extending trading Business owners - Activating the streets

working locally and taking individual steps to make the centre more green and Community - Shopping, playing and

Kingston Place Strategy 2020 to 2050

Ü

## ABOUT CENTRAL KINGSTON

Regional Land Use Strategy 2010-2035. Kingston's proximity to Hobart, transport routes, the availability of and for development and the area's inherent natural attractions provide the foundation for its evolution commercial hub. Kingston is also nominated as a Principal Activity Centre as per the Southern Tasmania Kingborough is the fastest growing LGA in Tasmania and central Kingston is its primary retail, civic and from a highway town and dormitory suburb to a regional destination.

## CENTRAL KINGSTON SNAPSHOT

government area. It is located 12 km to the picturesque hilly setting and enjoys views and the Southern Outlet. It is located in a south of Hobart CBD at the intersection administrative, retail and commercial the Channel Highway, Huon Highway Central Kingston is a regional centre in Greater Hobart and the primary centre of the Kingborough local of the kunanyi/Mt Wellington.

Community Hub, Kingston Health Centre, Central Kingston has significant civic and commercial assets such as Kingborough Library and the proposed Kingston Park Beach Golf Club and Kingston Wetlands St Clements Anglican Church, Kingston the centre are under public ownership. Shopping Centre. Large land parcels in development as well as Channel Court Shopping Centre and Kingston Plaza are a few other destinations within/ Kingston Primary School, Kingston Council/Civic Centre, Kingborough around the centre.

medium density residential developments residences). There is a good diversity of businesses within the centre, but very few a mix of small-to-large footprint retail and The built form within the centre includes public realm facing retailers or cafes etc, commercial developments and low-to-(detached dwellings and multi-family imiting street activation.



suburb) and Central Kingston in the context of Greater



Central Kingston needs to a place to visit and stay

Central Kingston is located in a scenic natural setting and enj great views

and block pattern with large, impermeable blocks. There is a lack of easily accessible and usable public open space, with much a lack of vegetation, shade and sheltered crossings, inactive street frontages, and Central Kingston has an irregular street public realm is distinguished by narrow and parking. The generally poor quality of the space being dedicated to roads footpaths, lack of pedestrian-priority seating in the public realm.

allowance dominates, resulting in walking and cycling being marginalised. Due to the dedicated to pedestrians, the centre does lack of legible and activated public space not have a clearly identifiable main street where people can sit, stay and socialise. As a highway town, private vehicular infrastructure and associated spatial



Central Kinzston is car-friendly but not

#### POLICY CONTEXT

The Southern Tasmania Regional Land Use Strategy 2010-2035 (2018) designates Kingston as a Principal Activity Centre in Hobart, offering a range of services and facilities for education, employment and entertainment as well as residential development, public space and high frequency public transport links.

The Kingborough Council Strategic Plan 2020-2025 prioritises creating a healthy and connected community, delivering quality infrastructure and services, and ensuring a balance between development and nature for the future of the centre and the wider LGA.

The recently developed Kingborough Land Use Strategy (2019) aims to allow a broad language of land use and development opportunities in the centre, offer pleasant residential living experiences, social, economic and recreational facilities and protect environmental values.

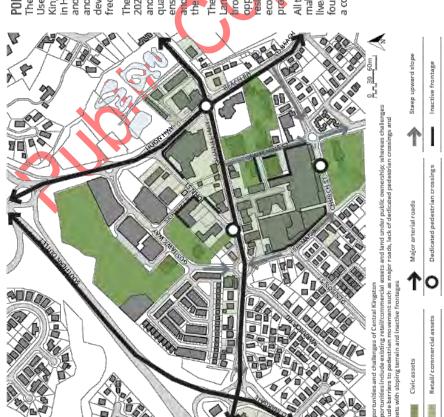
All the key policies are aligned towards making central Kingston self-sufficient, liveable and attractive. They create the foundation for transforming the centre into a cohesive one-stop destination.

## THE COMMUNITY AND ITS ASPIRATIONS

The suburb of Kingston has a total population of 10,409 (ABS Census, 2016). The suburb has a higher percentage of young people, family households and professionals compared to the state average. Only 26,1% of the residents of Kingston - Huntingfield area work locally (ABS 2016 Place of Work data), and the majority of the residents (71,7%) travel to work by car. With investment in new residential development, the centre will soon be home to a new population of residents living in higher densities.

Consultation conducted with Kingston's community in 2019-2020 as a part of developing this Place Strategy involved participation by over 1800 people. Kingston's community is engaged and future focussed. This was reflected in their aspiration to see central Kingston transformed into a self-sufficient, walkable, connected, green and attractive community heart.

The community rated the current experience of streets in central Kingston poorly and supported creation of opportunities to work and play, improve deanliness and maintenance and protect natural values.



Kingston Place Strategy 2020 to 2050 15

## I. CENTRAL KINGSTON PLACE OBJECTIVES

The Place Objectives for central Kingston identify what we hope to achieve with this Place Strategy. They respond directly to the challenges that the centre is facing today in order to future proof it for tomorrow.

## THE PROBLEMS WE WANT TO SOLVE

Strategies aim to solve problems, and the key to a successful strategy is identifying the problems we want to solve. This ensures that over time we do not become disconnected from purpose and invest in things that do not help us get to where we want to go.

There are four challenges that have been identified through the community engagement, policy review and place studies as limiting central Kingston's potential.

If the problems that we see today are not resolved they will continue to grow over time. At the current time these problems are of a scale that can be resolved with the capital and resources that are available to the town.

## LOCAL RESIDENTS ARE DEPENDENT ON HOBART FOR EMPLOYMENT & RECREATION

Despite Kingston being a rapidly growing regional centre, a large percentage of the suburb's residents travel outside the suburb for work daily. In addition, the community has shared that central Kingston lacks things to do in the evenings in terms of recreation, dining and entertainment.

## THE CENTRE LACKS A UNIFIED IDENTITY, GREENERY AND CONNECTION TO NATURE

The character of central Kingston does not reflect the image that Tasmania carries; that of a lush, green and beautiful place. Nor does it reflect the local community and their values. The centre lacks adequate green cover and feels disconnected from the surrounding natural environment.

### A POOR QUALITY PUBLIC REALM AND CAR DOMINANCE DISCOURAGES WALKING, CYCLING & STAYING

Central Kingston has several civic and commercial assets but these are poorly connected by safe, comfortable and engaging walking links. Lack of dedicated pedestrian infrastructure makes the centre harder to get to and move within on foot. Movement of cars gets a higher priority than places for pedestrians to stay.

## THE LACK OF PUBLIC INVESTMENT IN THE CENTRE HAS DISCOURAGED PRIVATE INVESTMENT

Central Kingston has not enjoyed any significant public or private investment in many years. The new community hub, park and residential development led by Council is changing that. The lack of a wider and aligned strategy for the centre inhibits development where it could be engaging landowners and attracting investment.

The Place Objectives define what success would look like once the Place Strategy is

policy research, community and The objectives were defined by

offering a congestion free and walkable studies identify the need to reconnect central Kingston to become a regional environment and a comfortable and healthy living experience. Kingston's centre sustaining itself and nature; and engaging public realm. Place experience to the people.

### FFICIENT

have local jobs, diversity of housing and more things to do to attract people and central Kingston needs to Self sufficient means that make them stay longer.

central Kingston should and enjoyable walking experience that would Walkable means that of their cars.

encourage people to get out ensure a safe, comfortable

#### STAYABLE GREEN

త

NVESTMEN

physical environment and attract new businesses and development, improve its people to invest time and Central Kingston should money in the centre. incentivise quality that central Kingston should and comfortable staying places connected physically and visually to the natural offer well shaded, green Green & stayable means



surroundings.

STREETS AND UNIQUE NATURAL FEATURES LUSH GREEN SHADED

A CONNECTED WALKING AND

Community aspirations for the future of central Kingston

CYCLING NETWORK WITHIN

WITH THINGS TO DO AT DAY

AND NIGHT

A SELF-SUFFICIENT CENTRE

AND BEYOND CENTRAL

KINGSTON

THAT ENCOURAGES LONGER

OUTDOOR STAYS AND

INTERACTION

ENGAGING PUBLIC REALM

AN ATTRACTIVE AND

**ENVIRONMENT THAT OFFERS** A COMFORTABLE PHYSICAL A PLEASANT AND HEALTHY LIVING EXPERIENCE

SUSTAINS THE NATURAL DEVELOPMENT THAT **ENVIRONMENT OF** THE RIGHT-SIZED KINGSTON

1

## CENTRAL KINGSTON PLACE OBJECTIVES

synthesising the findings from strategic stakeholder engagement and the place

becoming a self-sufficient centre offering a transport network, and a green, attractive community wants to see central Kingston choice of things to do, a connected active central Kingston spatially and to offer a comfortable and attractive public realm Strategic policy documents direct

EVIDENCE

Policy directions for the future of central Kingston

CIVIC, COMMERCIAL, RETAIL CENTRE WITH A RANGE OF AND RESIDENTIAL AND A PRIMARY REGIONAL COMMUNITY USES

A CONGESTION-FREE CENTRE PRIORITISING WALKING, CYCLING AND PUBLIC *IRANSPORT*  Kingston Place Strategy 2020 to 2050

## 2. OUR VISION FOR CENTRAL KINGSTON

aspirations for our ideal future. It aligns all stakeholders as well as state and local policy objectives into a clearly articulated vision of what we all Central Kingston's Place Vision captures stakeholder and community want to achieve.

## Kingston's vision is ambitious but it is also achievable.

However, from this point, every decision and every dollar spent needs to focus on how it can contribute in making this future a reality.

ideas of the local community as well as the A Place Vision is by definition aspirational, opportunities to contribute to the wider however, it is built upon the values and region.

as to feel unattainable and therefore people don't believe that can be achieved Some visions seem to be so out of reach and stop trying.

will be delivered through a succession of short term pain for long term gain'. This vision will not be achieved overnight - it incremental improvements, day by day, organisational and community culture change. Put simply, there will be some aspirational and will require both The vision for central Kingston is over many years.

Everyone needs to contribute in making central Kingston the place they want and deserve; local and state government, landowners, businesses and the community.



TO THIS

walkable, green and stayable centre attracting investment. An example of how an aligned Place Vision can guide the transformation of a town is seen in the case of Canning, WA. The City of Canning developed a strategy to transform the place from a highway town acting as a dormitory suburb of Perth to a main street Town Centre independent from Perth. The first stages of the strategy are being implemented now and Council is working with businesses including big-box developments to help activate the street. Central Kingston has the potential to transform from a dependent disconnected, sterile and unattractive place to a self-sufficient,

DEPENDENT STERILE

DISCONNECTED

JNATTRACTIVE

SELF-SUFFICIENT

GREEN & STAYABLE

WALKABLE

ATTRACTS INVESTMENT

Place Score@2020 | www.placescore.org 80

GREEN - Central Kingston's identity will

WHAT DOES THE VISION MEAN?

be associated with celebrating nature. It will offer a green and refreshing environment with lush green streets

PLACE VISION

The Place Vision aligns all stakeholders around a common goal for the future:



the best place to go for a walk in Tasmania

for people of all ages and abilities.

WALKABLE - Central Kingston will be

connected with the surrounding natural

and great paths, the centre will feel

environment. It will offer the natural

experience that resonates with the

perceived character of Tasmania.

engaging permeable edges will make it an attractive destination to move around on

the walking catchment of the centre and

destinations. Clustered activities within It will offer priority walking and cycling

links between civic and commercial

#### PLACE PRINCIPLES

The Place Principles define how we can deliver the Place Vision. Central Kingston will be a place of:

**ENGAGING EDGES GREAT PATHS** 

**BUSINESS FRIENDLY** 

MORE GREEN

PEOPLE PLACES

local business, public spaces, community

assets, housing, employment and

activities.

Central Kingston will offer a diversity of

place you want to explore.

diversity will be integral to its success -interesting, unique and local, it will be a

ENGAGING - Central Kingston's

foot.

9 Kingston Place Strategy 2020 to 2050

## 3. CENTRAL KINGSTON PLACE PRINCIPLES

Place Vision by providing implementable direction for investment decisions. Place Principles provide the criteria for decision making and assessing the contribution to the five Place Principles it may not return long term value. successful delivery of the Place Vision. They support the delivery of the Put simply, if a proposed investment does not have make a positive

PLACE VISION

PLACE PRINCIPLES

Prioritise generous, green, engaging and safe paths that encourage active transit and public transport connections into and around the centre

> ENGAGING EDGES

> > **OUR REGIONAL HUB**

activating development on the ground and upper levels Incentivise small footprint street

**PLACES** PEOPLE

weather protected and engaging open spaces for diverse users that encourage long stays and build social connections Create a diversity of comfortable,

> PLACE TO STAY ENGAGING

GREEN MORE

ncrease planting and street trees

throughout the centre

Support the attraction and retention of a greater variety of businesses at a range of scales and industries

WHY IS THIS IMPORTANT?

community highly values improvements to walkability, which is also supported by the state and local strategic comfortable and interesting walking experience. The Central Kingston lacks streets that offer a safe, documents.

interaction. Improving the choice of things to do is the activate the streets and encourage outdoor stays and topmost community priority for the centre which is Development in central Kingston presently fails to also supported by the land use policies.

public places that can attract diverse groups of people and offer a choice of things to do will be greatly valued from the point of view of Kingston being a regional Kingston socially and spatially. A network of diverse The community sees the need to reconnect central destination. Kingston's community highly cares about the presence natural environment offering a pleasant public realm presently feels quite disconnected from its beautiful surroundings. Policies support creating a healthy of greenery and natural features, but the centre experience.

Kingston is still reliant on Hobart for employment and central Kingston to become an attractive, mixed use Despite being defined as a Principal Activity Centre, entertainment. Policies and the community direct destination that will offer local employment and

> **BUSINESS** FRIENDLY

> > Place Score@2020 | www.placescore.org 20

#### project support the attraction and retention of a greater variety of businesses and range of scales and industries? Does the action/ BUSINESS Does the action/ project/increase planting and street trees throughout the centre? MORE GREEN PLACE PRINCIPLES weather protected and engaging open spaces for diverse users that encourage long stays and build spcial connections? Does the action/ project create a diversity of comfortable, PEOPLE PLACES Does the action/ project incentivise small footprint. street activating development on the ground and upper levels? ENGAGING public transport connections into and around the centre? GREAT PATHS generous, green, engaging and safe paths that encourage active transit and Does the action/ project prioritise Does the action/ project help to achieve a green, walkoble and engaging centre? PLACE VISION ACTION / PROJECT

A TOOL FOR DECISION MAKING

The Place Principles set the direction for achieving the Place Vision. By adopting the Place Vision. By adopting the Place Principles as the framework for decision making they can then be applied to any sector - urban design, urban planning, landscape design, economic development, social planning, and so on.

Utilising the Place Principles as a checklist for assessing investment decisions Council can:

evaluate the benefits/return on

investment of proposed actions/projects
• filter ideas and prioritise the investment/
actions/projects that will tick most of the boxes (have the most positive impact)

This tool ensures that all the stakeholders are aligned and investment decisions are always linked to the strategic objectives.

Kingston Place Strategy 2020 to 2050 21

Checklist for decision making l evaluating projects or actions against the strategic framework

#### 23 Kingston Place Strategy 2020 to 2050 2. GOVERNANCE AND PLANNING RECOMMENDATIONS INFRASTRUCTURE INVESTMENT PRIORITIES 4. COMMUNICATION RECOMMENDATIONS 3. PUBLIC REALM RECOMMENDATIONS

#### OVERVIEW

achievement of the vision for central Kingston. Each recommendation has been assessed against the Place Vision and Principles to ensure maximum benefit. Implementation of This section includes four categories of recommended actions that will support the these actions is dependent on the availability of funding and further investigation.

## INFRASTRUCTURE INVESTMENT

#### The objective of Infrastructure Investment outcomes focus on the potential for Priorities is to ensure that physical

These include the following priority actions:

central Kingston to meet its vision.

the process of delivering the Place Vision. programmatic interventions that Council

These include the following

recommendations:

should implement in order to accelerate

Recommendations include stakeholder

Planning and Governance RECOMMENDATIONS

engagement, policy changes and

- Transform Channel Highway into Kingston's main street
  - Develop Kingston's civic spine

Form Kingston Transformation Form Kingston Transformation Government Steering Group Stakeholder Working Group

> Improve the walking links to public Create a new laneway experience transport nodes

## 3. PUBLIC REALM RECOMMENDATIONS

2. PLANNING AND GOVERNANCE

enhance the outdoor experience of central Kingston and offer residents, workers and night, during the week and on weekends. Public Realm Recommendations aim to visitors a choice of things to do day and These include the following

recommendations:

- Bring nature into the centre
- Create a network of diverse open spaces
  - Trial a weekend transformation of the Activate the Community Hub Library car park site

## COMMUNICATION AND BRANDING

and positive messaging to the community and businesses, both within and outside Recommendations have been developed with the objective of sending out clear Kingston that the centre is changing. Communication and Branding

These include the following recommendations:

- Update project web-pages
- Develop a marketing and branding Rename the Channel Highway strategy for Kingston

Invest in improving regional employment Develop a Specific Area Plan for central Initiate a Local Entrepreneurs' Program

attraction

Place Score@2020 | www.placescore.org 24

52

Kingston Place Strategy 2020 to 2050

connections into and through the centre connecting key destinations. that encourages active street life. This is achieved through better bold moves to transform the car dominated urban fabric to one The Infrastructure Investment Priorities represent the big and

deliver on all five of the Place Principles, These four infrastructure investments therefore make the most significant contribution to the Place Vision for the future of central Kingston.

Each of the four Priorities are detailed over the following pages.

#### 1A. TRANSFORM CHANNEL HIGHWAY INTO KINGSTON'S MAIN STREET

create a pedestrian focussed, green and activated main street that will change central Kingston's identity as a place to The objective of this investment is to stay rather than move through.

## 1B. DEVELOP KINGSTON'S CIVIC SPINE

resinstate Kingston's identity as a true town centre for the community, not a The objective of this investment is to connect key community assets and shopping centre.

#### 1C. CREATE A NEW LANEWAY EXPERIENCE

retail development and create a safe and incentivise fine grain street activating The objective of this investment is to engaging passageway for pedestrian movement in central Kingston.

#### 1D. IMPROVE THE WALKING LINKS TO PUBLIC TRANSPORT NODES

promote walking and cycling to and within the centre and boost public transport The objective of this investment is to patronage.

It should be noted that further planning infrastructure investment priorities to be implemented. Moreover, detailed movement studies will need to be undertaken to review/ determine: will be required to facilitate the

- pedestrian and bus-only mall in the long whether Channel Highway can sustain itself as a one-way street/ carfree
  - movement around central Kings alternative routes for

suggested speed limit of 30

- Channel Highway and Hutchins St
  - types of street intersections and crossings in central Kingston
- park-and-ride facility locations outsid central Kingston to reduce vehicular central Kingston for work/shopping, traffic through the centre and free up parking space for those visiting



# INFRASTRUCTURE INVESTMENT PRIORITIES

## A. TRANSFORM CHANNEL HIGHWAY INTO KINGSTON'S MAIN STREET

stand alone retail. This project will street, a place to come to, not just transform the road into a main known as a drive-through road with disconnected retail edges, dominated by driveways into Today Channel Highway is drive through

#### **KEY ACTIONS**

- Relocate existing bus stops and provide covered seating and amenities within Pardalote Parade to serve passengers
- Road diet reduce and slow down private vehicles by reducing carriageway width Replace roundabout with a signalised
  - intersection and ensure it is timed with Install scramble crossing¹ at Channel Highway, John Street and Pardalote the John Street intersection Parade intersection
- Enforce 30km/h limit on Channel Highway
  - widening footpaths, planting canopy Improve pedestrian experience by trees and adding street furniture
- Design street cross section to provide Develop a detailed design to consider separated walking and cycling paths
- Identify locations for disabled access car Identify pick up/ drop off zones for mobility-as-a-service and taxis closures for special events

parking and car share spaces

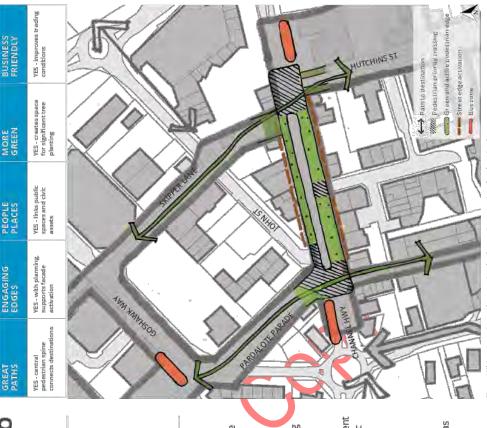
how to deliver low cost, temporary road

reconnects the two sides of the and retail-activated heart that as Kingston's main street - a pedestrian focussed, green reframes Channel Highway This priority renames and town.

#### BENEFITS

- main street destination versus a place · Will change identity from highway to to drive through
  - Change spatial priority from cars and buses to people, trees and shops staying versus moving
- Catalyse mixed-use development along Channel Highway
- Guarantee regular pedestrian movement along Pardalote Parade between public façade views from bus infrastructure transport nodes and along Channel Support outdoor trading, 'unblock'

- Reduction in vehicular traffic flow and speeds on Channel Highway
- Reduction in on-street car parking areas
  - properties along the Channel Highway Stakeholder engagement and buy-in



CONSIDERATIONS

- Loss of driveway access to some

27

Kingston Place Strategy 2020 to 2050

## I. INFRASTRUCTURE INVESTMENT PRIORITIES 1B. DEVELOP KINGSTON'S CIVIC SPINE

Hutchins Street today offers little Lane acts a driveway serving the new Kingston Park development in the way of public amenity yet is the home of the community's major assets. Likewise Skipper with little to engage shoppers.

#### KEY ACTIONS

- (pedestrian only) to connect to Hutchins Street acquiring and reconfiguring Extend Skipper Lane southward adjacent lots as necessary
  - Skipper Lane extension as a pedestrian-Install bollards to designate the new Install a scramble crossing¹ at the scale car-free zone
- intersection of Skipper Lane extension, Channel Highway and Hutchins Street Replace the roundabout on Church
  - Street with a signalised intersection
- Enforce 30km/h limit on Hutchins Street adding crossings at street intersections, Improve pedestrian experience by
- cohesive landscaping linking civic assets Create a uniform identity through trees and adding street furniture

widening footpaths, planting canopy

Remove driveways from Hutchins Street

the eastern side of Hutchins Street from

the rear of site (Beach Road)

and plan future vehicle entry to lots to

green and activated pedestrian-Hutchins Street and spine linking key civic Skipper Lane to form a legible, Kingston as a regional centre. assets builds the identity of oriented street. Creating a This priority focusses on connectif walkable

#### BENEFITS

- public transport, community centre, park Physically and visually connect school to Legible identity as a community centre, not just a shopping centre - investment in community pride and town identity
- commercial, retail, services partnership Define a clear 'edge' to the retail centre Incentivise activation of Hutchins St for approach with government and private and key civic assets landowners
  - Build walking culture even on steeper Increase value of public landholdings

#### CONSIDERATIONS

- Reduction in traffic flow and speeds on **Hutchins Street**
- Loss of driveway access to lots along **Hutchins Street**
- Costs associated with linking Skipper Lane with Channel Highway through privately owned lots

BUSINESS FRIENDLY	YES - incentivises new commercial development		Seed to		
MORE	YES - creates space for significant tree and groundcover planting			HUTCHIN5	
PLACES	YES - links civic and retail focussed open spaces				CHURCHST
EDGES	YES - with planning, supports facade activation		CHANNELHINV		Yeoksing Pedistrian erige
GREAT PATHS	YES - pedestrian oriented footpaths connect destinations				Mills for destination  Mills pedestrian priority codsurg  Greenand active pedestrian suge  Stress edge activation  Blacole  Car antry
		n n		0	

Hutchins Street and Skipper Lane transformed into a civic-spine

Ascramble crossing is one that temporarily stops all vehicular movement to allow pedestrians to cross in all directions of the intersection

# . INFRASTRUCTURE INVESTMENT PRIORITIES

# 1C. CREATE A NEW LANEWAY EXPERIENCE

Although it has great visual links to the Channel Highway, it does Today Skipper Lane is a poorly activated driveway providing not offer convenient physical Kingston Park development. wehicular access to the new access to the rest of central Kingston.

#### **KEY ACTIONS**

- connect to Hutchins Street acquiring and reconfiguring adjacent lots as necessary Extend Skipper Lane southward to
  - 2- stage pedestrianisation process
- Skipper Lane extension as a pedestrian- Install bollards to designate the new scale car-free zone
- Ensure safe and comfortable pedestrian intersection of Skipper Lane extension, crossings at Skipper Lane intersections Channel Highway and Hutchins Street Install a scramble crossing¹ at the movement by adding dedicated
- Install bike parking at dedicated spots planting canopy trees and installing street furniture and signage along the laneway

with John Street and Goshawk Way;

Install street art and playable features

along the laneway

residential above - a key part of the new network of green and a unigue new experience, fine This priority envisions Skipper Lane being transformed into grain, activated edges with maces. engaging paths

#### BENEFITS

- Hutchins Street to the Community Hub Facilitate visual connection from and Kingston Park
  - development up to Channel Highway opportunities connected to the new Incentivise residential and retail Diversify retail and hospitality
- housing Help to build the night time economy of central Kingston
  - Create a safe and engaging passageway for north-south pedestrian movement Diversify the open space network

Support the Kingston Park development

and create a unique point of difference

#### CONSIDERATIONS

- Land ownership and development incentives
- Reduction in on-street car parking Restricted vehicular movement



ons of the intersection at once

Place Score@2020 | www.placescore.org

# I. INFRASTRUCTURE INVESTMENT PRIORITIES

## 1D. IMPROVE THE WALKING LINKS TO PUBLIC TRANSPORT NODES

central Kingston on foot or bicycle is challenging and when you get There is a lack of an integrated walking and cycling network in a comfortable environment for nodes themselves fail to offer the centre, and the transport Accessing public transport in there it is a poor experience. transit riders.

#### KEY ACTIONS

Replace roundabouts to allow for Add Channel Highway dedicated dedicated pedestrian crossings

crossings to create green and walkable

- core between bus stops
- Designate new pedestrian priority links connecting the centre with residential Improve the experience of walking to areas and Kingston Beach
- crossings, street furniture, street lighting, Improve the bus stops by adding covered bubblers and secure bike parking in the the public transport nodes by widening directional signage and canopy trees seating, information, toilets, water footpaths, adding safe pedestrian
- by creating a dedicated network of bike Ensure seamless bike connectivity connections into the centre vicinity

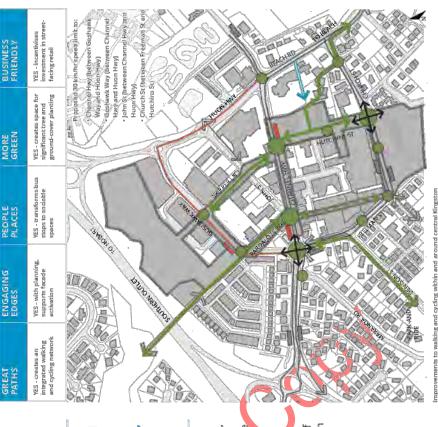
people to public transport nodes, facilitating safe, comfortable and engeging paths into and around the centre, and connecting a shift towards sustainable This priority focusses on effectively encouraging travel options

#### BENEFITS

- More people will be encouraged to walk, centre as it will offer a better experience cycle and use public transport into the rather than short drives
- ages and abilities due to more people on The area will feel/be safer for a range of Streets and walkways will be activated by pedestrian footfall - building the movement economy
- 'Borrow' public space to create better public transport waiting experience the streets

Demand for after hours business/

- trading activity will increase
- Reduction in vehicular traffic flow and CONSIDERATIONS
  - speeds
- Costs associated with hard infrastructure changes



Kingston Place Strategy 2020 to 2050

Proposed locations for bus Additional bus mo Existing bus stop ľ

--- Existing bus movement

Keypedezbían/bike connection scattered crossing

🖚 🖿 Future pedestrian/bike conn

Major dedicated pedestrian or 

Secondary pedestrian crossing

Rear vehicular entry for futur

Replace roundabout with pedestrian-friendly crossin

# 2. GOVERNANCE AND PLANNING RECOMMENDATIONS

will support the delivery of the Place Vision. They encourage a collaborative The Governance and Planning recommendations set up the systems that approach across government and the private sector to ensure the best outcomes for all, supported by regulatory controls where appropriate.

There are five governance and planning recommendations:

#### GOVERNMENT STEERING GROUP 2A. TRANSFORM KINGSTON

collaboratively and share knowledge and The objective of this recommendation is to ensure all levels of government and different departments work project updates regularly.

#### KEY ACTIONS

- Identify members from different tiers of government and Council departments Set terms of reference and program
  - investment actions of different agencies and Council departments are aligned Conduct periodic meetings to ensure

set out the requirements for the Planning

Department to assess development

applications in the centre.

KEY ACTIONS

at delivering the Place Vision. It will also

physical changes on the ground aimed

#### STAKEHOLDER WORKING GROUP 2B.TRANSFORM KINGSTON

knowledge and project updates regularly. is ensure that Council departments and key Kingston landowners and business owners work collaboratively and share The objective of this recommendation

#### **KEY ACTIONS**

- Association and government agencies associations such as Bicycle Network Tasmania, Cycling South, Ratepayers Identify key landowners, business owners/occupiers, members of and consultants
  - Set terms of reference and program

#### 2D. INITIATE A LOCAL ENTREPRENEURS' PROGRAM

The objective of this recommendation is

2C. DEVELOP & SPECIFIC AREA PLAN

to review existing planning documents

development requirements over and

and, as necessary, prepare detailed above the existing land use controls

for central Kingston to promote fine-

grain business activity, additional

to support the identification and capacity The objective of this recommendation is building of local residents who would like to start or grow a business with the intention of moving into the centre to trade.

#### **KEY ACTIONS**

of government assets. The Specific Area

Plan will act as a framework guiding

residential development and petter use

- Identify potential partners and existing Set terms of reference and program of programs and grant opportunities
- evening traders, child care etc, that will such as health and well being services, participants; consider gaps in market work well with the existing offer Call out for potential program
- Centre only selling from local producers Prepare an easy-to-understand kit with curated market held at the Community information regarding outdoor trading Develop a local market strategy - a

Skipper Lane (pedestrian access only) to

regulations to ensure extension of

Acquisition overlay or planning

Review current and proposed planning

connect up to the Channel Highway

documents to encourage fine-grain retail frontages, minimal driveways

and offer tenancies with affordable rents is allowed and not allowed, and so on Partner with land owners/developers to local young entrepreneurs

parking and compact clusters of land use

across primary pedestrian paths, mixed

use development with reduced on-site

the process of seeking permissions, what

#### ZE. INVEST IN IMPROVING REGIONAL EMPLOYMENT ATTRACTION

office space availability and potential new The objective of this recommendation is commercial development sites to attract to support the identification of current larger employers to the area.

#### **KEY ACTIONS**

- Identify potential sites in the centre and businesses who would be willing to set up in Kingston
  - attract businesses and encourage them arrangements with affordable rents to owners to work out short term rental Partner with developers/land to trial for a specific period
- Engage with Real Estate agents to share rental/lease opportunities
  - prospective businesses inform them Develop a marketing brochure for how Kingston is changing

## 2C. SPECIFIC AREA PLANS

Specific Area Plan falls under the Central Business Zone as per the Scheme 2015. While the planning control lot sizes, frontage widths regulations of this zone are well Vision, there is a need to better Kingborough Interim Planning The area which requires a new aligned to support the Place and setbacks.

#### KEY ACTIONS

- Review current and proposed planning regulations to ensure extension of Skipper Lane (pedestrian only) to connect up to Channel Highway Acquisition overlay or planning
  - Maximum 5m frontages to Skipper Lane and Channel Highway documents to deliver:
- continuous frontages with awnings in Minimal driveways across primary the Retail street activation zone Active street-facing retail and
- walking paths and along Skipper Lane, in central part of Channel Highway and commercial uses in the Retail/ and to the east of Hutchins Street Above ground-level residential
- Reduced on-site parking requirements Commercial development zones and over existing civic assets

Compact clusters of land use zones

for new residential development

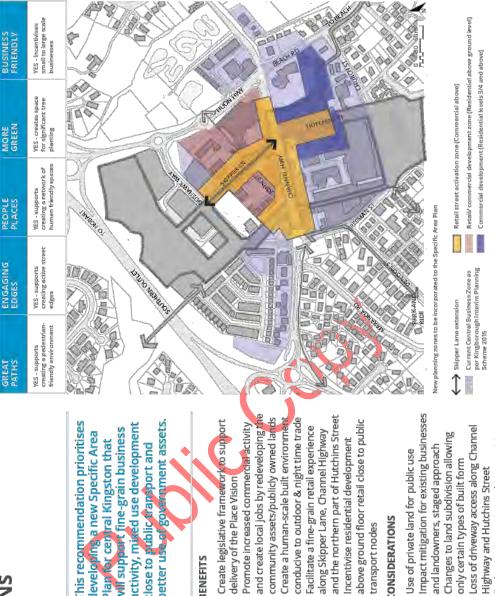
nment assets. This recommendation prioritises activity, mixed use development will support fine-grain business developing a new Specific Area Plan for central Kingston that public transport and better us close to

#### BENEFITS

- Create legislative framework to support delivery of the Place Vision
- and create local jobs by redeveloping the conducive to outdoor & night time trade Promote increased commercial activity Create a human-scale built environme community assets/publicly owned lan
- and the northern part of Hutchins Street above ground floor retail close to public along Skipper Lane, Channel Highway Incentivise residential development transport nodes

#### CONSIDERATIONS

- Impact mitigation for existing businesses and landowners, staged approach · Use of private land for public use
  - Changes to land subdivision allowing only certain types of built form
- Reduction in on-site parking provisions Loss of driveway access along Channel Highway and Hutchins Street



'n Kingston Place Strategy 2020 to 2050

## 3. PUBLIC REALM RECOMMENDATIONS

opportunities for shorter term enhancement of visitors' experience delivering on the overarching Place Principles, as well as detailing The Public Realm Recommendations are provided at two scales of central Kingston.

There are four public realm recommendations:

## 3A. BRING NATURE INTO THE CENTRE

The objective of this recommendation is to to make it feel more green and connected soften the experience of central Kingston to the surrounding physical landscape.

#### KEY ACTIONS

Install potted plants on footpaths with

owned open space assets, and adding new

public activities. KEY ACTIONS

socialise. This recommendation supports

the use of existing public and privately spaces that can be potentially used for

Kingston for people to sit, stay, play and

and permanent open spaces in central

is to create a network of temporary

The objective of this recommendation

- Plant shade-giving trees with connected pedestrian routes within and leading to canopies and groundcover along key greenery under awnings the centre
- Use warm and organic materials in the public realm design

Identify a purpose for each public open

outdoor dining at the smallest scale to

benches along streets and pockets of

space in the centre - ranging from

- experience of walking along shopfronts green walls to offer a cool and green Encourage developers and traders to maximise private planting e.g.
  - Encourage integration of elements of greenery in the design of new street facing private development
- Ensure maintenance of greenery to offer a great outdoor environment during different seasons

#### 3C. TRIAL SHORT TERM ROAD **TRANSFORMATIONS**

3B. CREATE A NETWORK OF DIVERSE

OPEN SPACES

The objective of this recommendation is to an activated place for entertainment, play wider cultural change required in the area temporarily transform the car dominated spaces from a hard-paved and sterile to and illustrate the benefit of an improved and socialising. The trials support the public realm.

#### KEY ACTIONS

construction of road infrastructure in the In partnership with Kingston Library, tria weekend evening dosure of the Kingston for entertainment and play during the Library car park site to create a space entre

program offering opportunities for play, itial closure of Channel Highway on Sundays to run a 'Sunday Streets' interaction and entertainment

meeting spots for the community more

rather than waiting spaces serving as

Envision bus stops as social places,

spaces as large as Kingston Park

comfortable covered seating, real time

than a piece of infrastructure - add

information, toilets, bins and drinking

- performances and movie screenings in Engage with local artists and organise the outdoor space
- park site to create a pedestrian friendly pocket plaza

support outdoor trading and community

Develop an activation program to

fountains

Ensure great public transport services

and availability of parking spaces to support outdoor events/community

gatherings

Consider permanent closure of the car

## 3D. ACTIVATE THE COMMUNITY HUB

The objective of this recommendation is to maximise the value of the Community Hub as a key community asset. A lack of information and programming opportunities is limiting community connection and perceived value.

young entrepreneurs to test and trial new the community and an opportunity for offer a wider choice of things to do for with local developers, can be used to The Community Hub, in partnership ousiness ideas.

#### (EY ACTIONS

- in the public open space adjoining the Community Hub curated to prioritise Council to organise weekend market local producers, craftspeople and
- Develop and deliver a communications plan informing the community about how they can use the space entrepreneurs
- Invite expressions of interest for regular activation of the hub

Place Score@2020 | www.placescore.org 32

# 4. COMMUNICATION AND BRANDING RECOMMENDATIONS

Communication and branding recommendations focus on how to ensure the correct messaging for the transformation of central Kingston, how to keep stakeholders informed and engaged and how to build a positive narrative that builds trust in the long term vision.

There are three communication and branding recommendations:

## 4A. TRANSFORM KINGSTON WEB-PAGES

The objective of this recommendation is to develop a sense of ownership and care for provide a central location for information community and businesses regarding the that may arise during construction and to the public space amongst the community. about the wider project. Regular updates transformational projects in the centre, in order to mitigate any possible risks should be provided to Kingston's

street of Kingston, offering opportunities to promote Channel Highway as the main

The objective of this recommendation is

4B. RENAMECHANNEL HIGHWAY

entertain than as a road to drive through.

for people to shop, work, socialise and The name should reflect this desired

character and be locally significant, helping to build pride in the community.

Develop a short list of appropriate

KEY ACTIONS

potential names that reflect local

#### KEY ACTIONS

- of various transformational projects in with the project timeline and progress Create a section on Council website central Kingston
- Clearly convey project construction dates the centre and renovation works (if any) help them plan their movement around to the community and businesses, to in advance
  - share inputs on the project's progress, public space design and construction community to provide feedback and Provide an opportunity for the
- Provide resources to address community concerns during the project construction

#### BRANDING STRATEGY FOR KINGSTON 4C, DEVELOP A MARKETING AND

develop an outward facing narrative and The objective of this recommendation is participate in making the desired future consistent identity for central Kingston, logo for central Kingston, synthesising we want to achieve in the future. This recommendation aims to establish a attracting people and businesses to the Place Vision and capturing what for the centre.

#### **(EY ACTIONS**

 Council to engage with a local marketing and branding organisation to develop a narrative and logo for the centre

process to select the final 3 names for

final review and selection

part of a 'Sunday Streets' program Organise a naming ceremony as a

on the Channel Highway, inviting

the community and businesses to

participate

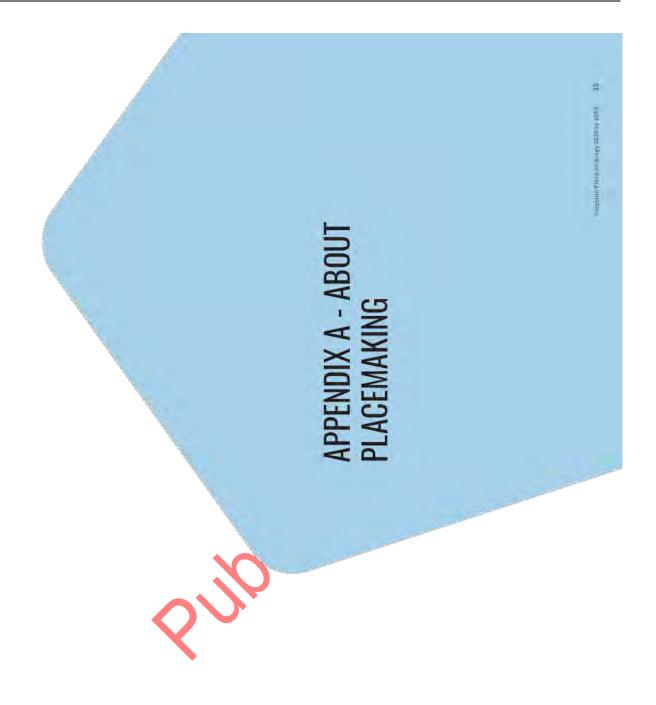
Undertake a community feedback

heritage and community values

Use the logo on Council website and

- Distribute the logo to businesses and developers in the centre, encouraging collateral to strengthen the brand of them to use the same on their own website and in printed marketing project communications Kingston
- used as a welcome sign on shopfronts, Print the logo in a format that can be directional signage and footpath pavements

on with investing in physical changes on the ground Please note that renaming Channel Highway is a lesser important priority for the co Place Score@2020 | www.placescore.org



#### ACEMAKING

Placemaking is the collaborative process of creating, enhancing and managing people focussed places that respond to and respect the unique qualities of each location.

#### ABOUT PLACEMAKING

relationships where each element plays an important role in the making of the whole with any number of its elements removed place (soft and hard) could hold together a civic ecosystem. It is difficult to know might impact the whole. Like a game of pick-up sticks, the infrastructure of the Place Score contends that a successful how the removal of even one element or fall apart if a single relationship is people place is a living system of altered.

Placemaking. Perhaps the most commonly held is that regarding the activation of a There are many definitions of

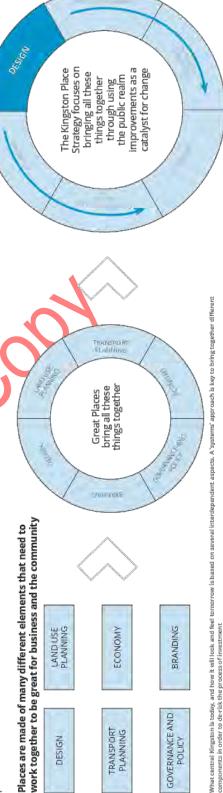
creation of environments that respect the unique qualities of each different location. Placemaking is much more than this; it is the creation of meaningful environments the people who will use the place, as well as the layers of narrative that contribute that reflect the values and aspirations of to the essence of that place - its genius loci'. The aim of placemaking is the

### A PLACEMAKING APPROACH

investment ensures that the prilivate and public sectors and the wider community are aligned around the strategy for the future. It brings together the experts A placemaking approach for determinit

placemaking as a tool to create places that self-sustaining than short term activation make people want to come to and spend time and money in. The focus is on longa collaborative approach to improving places holistically. Place Score looks at term change that will make the centre from different sectors and facilitates of places.

A placemaking strategy is different from system of interdependent tangible and intangible parts. a traditional master planning process. It is a bottom up approach of making a and stakeholders. It follows a systems place better involving the community approach addressing the place as a



What central Kingston is today, and how it will look and feel components in order to de-risk the process of investment

Place Score@2020 | www. 36

## JNDERSTANDING THE VALUE OF PLACE

connection between those people and the meaning for people, inversely place is one in which meaning is embedded through a If space is an environment that holds no ocation; this meaning could be historic, cultural, social, personal or communal.

Aboriginal people as 'country'. Country is a term used by Aboriginal and Torres Strait city makers have begun to consider place Islander people to describe their spiritual defined as what a place is or wants to be. It is only in the last 50 years that western the Roman 'genius loci' or spirit of place; 60,000 years old, captured elegantly by The history of place in Australia is over historical attachment to place through European colonists brought their own and ancestral connection to the land. in their planning.

Centres as well as retail malls are engaging place has a clear identity, invites people to placemakers as a way to ensure that their visit and encourages them to stay longer Place is increasingly important today as and share the story of the place to their a way of attracting people to a location to gain competitive advantage. Town friends and colleagues.

### PLACEMAKING OBJECTIVES:

A placemaking approach has a number of cey objectives:

- Being appropriate for each unique place and its people through the facilitation of meaningful experiences
  - Putting people first by prioritising the experience of the pedestrian over all other modes of movement
    - attractor of people is the presence of an understanding that the greatest Prioritising the 'everyday' through other peop
- network of businesses, public spaces and and places to create an inter-dependent Building relationships between people users

### SELF SUSTAINING ACTIVATION

base design right - delivered in a way that he need for investment by Council into places by people as a part of their daily eating and socialising will provide for the natural, organic and sustainable use of life. This should be done by getting the Planning for activities, such as sitting, minimises the reliance, and therefore programming formal events.

## PLANNING FOR LONG-TERM CHANGE

Place activation can be a tool for triggering and thereby building holistic sustainability. improving local trade, improving liveability and influencing long-term change through attracting people and investment,

community in identifying their aspirations Place Score has adopted this approach to high level studies of the area (available in the Understanding Your Place report). and desired changes in combination with develop the strategy, involving the local

## PLACE ATTRACTION AND ATTACHMENT

attraction and place attachment together economic downturns or the rise of online There are two key factors that underpin the placemaking approach. High place resilient to external factors, such as contribute to making a place more hopping.







to make a place attractive. For a place

to be successful, the invitation must barriers must be overcome in order

 Price point: Do the retail options reflect how much a person can welcome here? spend?

Psychological: Do people feel



behave in a place once they are there. It contributes to customer spending and Place attachment is the 'stickiness' of a place and determines how people retention.

person will stay in a place once they are there. It considers pause points, Short term attraction is how long a slowing people down and having attractive staying places.

person will continue to visit over time, It considers connection to the place or move to an area to live or work. Long term attraction is whether a eading to re-investment. 37 Kingston Place Strategy 2020 to 2050

# APPENDIX B UNDERSTANDING YOUR PLACE ABOUT KINGBOROUGH ABOUT KINGBOROUGH ABOUT KINGBOROUGH THE COMMUNITY

ABOUT THE STUDY AREA - CENTRAL KINGSTON

STRENGTHS AND CHALLENGES

DRIVERS OF CHANGE

## ABOUT KINGBOROUGH

attraction as a coastal municipality have all been major draw cards for years. Kingborough's close proximity to Hobart, transport routes, the availability of land for development and the area's inherent natural Kingborough is the fastest growing LGA in Tasmania, with a greater population increase than any other municipality in the last 20-30 incoming residents.

Kingston, the proposed Housing Tasmania municipalities constituting Greater Hobart Area, spanning 717 sq.km. to the south of Hobart, also encompassing Bruny Island. Kingborough is a local government area (LGA) in Tasmania with a population Its population is expected to continue to grow by 19% by 2042, compared to Population Projections: Tasmania and growth is facilitated by developments 2017 actual population (Source: 2019 and Whitewater Park subdivisions in Local Government Areas - Medium such as Kingston Park, Spring Farm Huntingfield development and the Series Projection, pg. 18). Its rapid of 37,000 people<sup>1</sup>. It is one of five ongoing growth in Margate.

Blackmans Bay, Margate, Snug, Kettering, Woodbridge, Middleton and Alonnah at fown Centre. Other towns in the LGA are mpacts the way the semi-rural and rural communities in the LGA access Kingston Kingston. The settlement pattern and geographical spread across the LGA The primary centre of Kingborough is central Kingston in the suburb of Bruny Island.

coastline, which is one of the longest in the state. The LGA has housing estates, new industries, schools, sporting and recreational facilities, service clubs and Kingborough has around 336 km. of

#### HISTORY OF THE AREA

The Kingborough area was the homeland most evident traces of Aboriginal culture belonged to the South East Tribe2. The in the LGA are in the vast areas of shell of the Mouheneenner people who middens lining the coastlir

Europeans to map this area - in 1792. In 1808, the first colonialists arrived in the district at what is now known as Brown French navigators were the first

timber felling, fishing, fruit production and one of the first settled districts in the area Governor Denison prodaimed Kingston a Woodbridge was settled in 1847. Taroona, township in 1851. The area had a number of thriving townships aside from Kingsto manufacturing ammunition in 1870. The surrounding rural area concentrated on is noted for the historic landmark - the Snug had settlers as early as 1822 and Shot Tower, which was established for dairying.

road brought Kingston and Blackmans Bay completed from Hobart to Kingston. This and Kingborough began to witness rapid within easy commuting range of Hobart In 1969, the Southern Outlet road was urban growth.



Kingborough LGA in the context of Tass

Total population figure provided by Council "Data from Council website

40

Place Score@2020 | www

#### POLICY CONTEX

This section provides an overview of key strategic plans and policy documents that apply to Kingborough LGA:

#### SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY (2010-2035)

Principal Activity Centre in Greater Hobart, which includes Kingston Town Centre and an area to the south east of the Channel Highway. As the only urban infill area in Kingborough LGA, it has been identified the other centres being Rosny Park and of an 'urban infill area' within Kingston, This strategy nominates Kingston as a Glenorchy. It also notes the presence for its ability to sustain increased residential densities.

#### HOBART CITY DEAL

the Clarence, Glenorchy, Hobart and The Hobart City Deal is a shared 10 year vision between the Australian and Tasmanian Governments and Kingborough councils

smart, liveable and investment ready city' towards public transport improvements The Hobart City Deal mentions funding Implementation Plan are in regard to a under 'we will support investment that References to the development in the and under 'strategic collaboration and in Kingston. It also mentions Kingston Park development in central Kingston will enhance liveability and economic opportunities across the region'. governance'.

#### KINGBOROUGH COUNCIL STRATEGIC PLAN (2015-2025)

The vision of Kingborough Strategic Plan 2020-2025 states that 'our community is

at the heart of everything we do'. Three priority areas of this plan are:

- encourage and support a safe, healthy and connected community
- deliver quality infrastructure and services
- whilst facilitating development for our sustaining the natural environment

## KINGBOROUGH LAND USE STRATEGY

(2019)

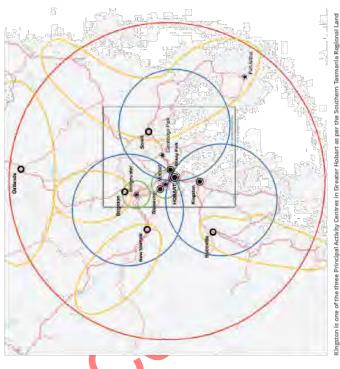
roposed by this strategy is 'to provide for a broad range of land use and services that are desired by current and for the protection of the environmental providing for pleasant residential living development opportunities, while also character and natural attraction of the experiences, providing the necessary prospective residents and providing values that are so important to the social, economic and recreational Kingborough municipality." The vision

#### FORMER) KINGSTON HIGH SCHOOL SITE DEVELOPMENT PLAN (2019)

strategic focus of creating a viable balance generating a connected land use strategy Key directions of the plan are connecting space', 'building a community heart', and development site in central Kingston. It of land uses and providing a catalyst in development options for Kingston Park is aligned with Kingborough Council's people to place, 'creating the public transporting people, parking cars'. This plan provides land use and



Kingborough Council Strategic Plan 2020-2025 visior



Kingston is one of the three Principal Activity Centres in Greater Hobart as per the Use Strategy 2010-2035

41 Kingston Place Strategy 2020 to 2050

## about Kingston (Suburb)

Kingborough Council. It is located 12 km south of Hobart Town Centre and has a population of 10,409 which includes a high proportion of younger people and professionals compared to the state average. The suburb of Kingston constitutes the largest urban area in

1

37.3 sq.km. It is one of the fastest growing and area of the suburb is approximately. Kingston is the civic and commercial hub and the D'Entrecasteaux Channel region, to the south of Hobart Town Centre and serves as the gateway between Hobart which meets the Derwent River nearby. of Kingborough Council, located 12 km around 30 km from Hobart Airport. It areas in Tasmania.

shopping areas - a cluster of shops and supermarkets in central Kingston (Channel Headquarters. The suburb has two major Court Shopping Centre, Kingston Plaza and others) and Kingston Town Shopping Kingston is predominantly a residential suburb with attractions such as the historic St. Clement's Church and the Australian Antarctic Division Centre.

schools (Calvin Christian School, Southern (Kingston Primary School and Kingston campus of St Aloysius Catholic College. High School), three private Christian The suburb has two public schools Christian College) and the Kingston

Kingston Beach and others such as Bonnet Firthside, Huntingfield, Taroona, and coastal suburbs of Blackmans Bay and Suburbs around Kingston include the Mount Nelson.

### **HISTORY OF KINGSTON**

originally inhabited by the Mouheneenner was mapped soon after Hobart Town was people. The area where Kingston stands Thomas Lucas who took up land in 1808 The area where Kingston is located was established in 1804. The first European By 1820, there were a number of small holdings in the area. By the end of the colonialist in the Kingston district was and began planting wheat and barley. 1830s, there were 594 free settlers an 368 convicts living in the district

Between 1835 and 1845, a road was

Dutch builders and carpenters emigrated During the 1950s, significant numbers of built between Brown's River and Hobart the two. Kingston was officially proclaim a district in 1851 and it subsequently road in 1969 converted Kingston from a providing a much-needed link between weekend retreat to an easily accessible and settled in the Kingston area. They built the Huorwille High School. The construction of the Southern Outlet developed as a fruit growing area. southern suburb of Hobart.



E

Key destinations in and around the suburb of Kingston

1 km. catchment Key destination Retail centre ! ! 2 km. catchment

Place Score@2020 | www.placescore.org

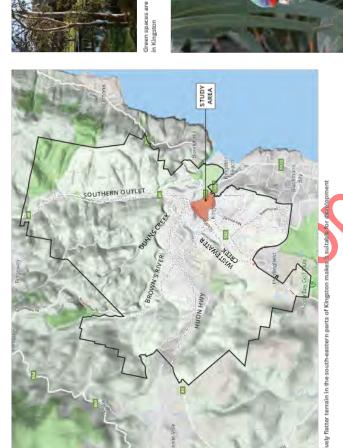
## IHE PHYSICAL ENVIRONMENT

eastern edge along Channel Highway. The area experiences a warm and temperate while July is the coldest month of the year. Kingston which is located at the suburb's annually. January is the warmest month residential and commercial suburb with climate with rainfall of about 671 mm an undulating topography. The retail/ business core of the suburb is central Kingston is a low-rise, low-density

the same are the Kingston Wetlands to the large green spaces surrounding the built form development which are habitats for east of central Kingston. Kingston Beach several species of fauna. An example of is undulating while that to the south is The area to the north of Brown's River is located outside the suburb at 1 km. relatively flat. Overall, the suburb has courses that run through the suburb. Brown's River, Whitewater Creek and Dunns Creek are some of the water distance from central Kingston.

west across the suburb respectively. Much Huon Highway run north-south and eastand local roads with cul-de-sacs. Major of the built form is concentrated in the includes arterial roads, collector roads south-eastern part of the suburb near The road structure across the suburb arterials such as Southern Outlet and central Kingston.

Majority of the dwellings are large dwellings with 3 bedrooms (48.1%). About only 1.6% are flats/ apartment buildings. 90.2% of occupied private dwellings in the suburb are separate houses, while the same percentage of dwellings are owned (31.0%) and rented (29.2%)







'Source of all figures - ABS 2016 Census QuickStats data for Kingston (Tas.)

### GETTING AROUND KINGSTON



WORK BY CAR **IRAVEL TO** 71.7%



BY BUS

5.4%

**IRAVEL TO WORK** 

WALKTO

WORK

Hobart. The settlement pattern across the LGA and the dependence of semi-rural and a passenger (6.8%). The Southern Outlet, Huon Highway, Chanel Highway and Roslyn The majority of Kingston residents travel to work by car, either as driver (64.9%) or as Avenue are the major roads connecting the suburb with destinations across Great rural communities on central Kingston impacts the transport patterns in the area.

bus services operated by Tassielink Transit also connect Kingston to Hobart. Compared to Metro Tasmania operates buses connecting Kingston to Hobart and other centres. Some the state average, 3% more people travel to work by bus in KM 2.4% of the suburb's residents walk to work, which is 50% less than the state average. The undulating terrain, segregated land uses and poor pedestrian infrastructure are potential reasons. Similar to walking, the cycling network is also underdeveloped with only a few dedicated lanes concentrated near central Kingston.

投投

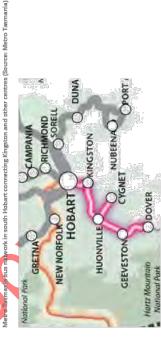
From location	Number of buses	Average time between buses (LoS)	Maximum time between buses (LoS)
Hobart	5	0:13 (B)	0:24 (D)
Redwood Road	്ന	0.20 (C)	0:21 (D)
Roslyn Avenue	5	0:10 (8)	0:16 (C)
Kingston Beach	4	0:13 (B)	0:21 (D)
South of Kingston (Huntingfield / Margate)	ι,	0:06* (A)	0:08* (A)
Summerleas	•	N/A (E)	N/A (E)
Taroona	2	0:24 (D)	0:24 (D)
Blackmans Bay	co.	0:09 (A)	0:12 (B)

Metro Tasmania bus frequency to Kingston in AM peak between 7.50 am and 8.50 am (Source; Metro Tasmania)

### FUTURE TRANSPORT TRENDS

The Kingborough Tracks and Trails Strategic Action Plan 2017-2022 and the Kingborough Integrated Transport Strategy 2010-2020 provide guidance on the future direction of walking and cycling in Kingston.

Key actions from both the documents indicate a need to address gaps in walking and cycling access for schools and activity centres, continued implementation and regular maintenance of walking and cycling facilities, and efficient promotion of the network.



assielink Transits buzes on the Huon Valley route Source: Tassielink Transit)

Place Score@2020 | www.placescore.org 44

New development

Other commercial centre

Shopping centre

#### LOCAL ECONOMY

#### **EMPLOYMENT**

Of 10,409 residents in Kingston (suburb), 4,915 reported being in the labour force, while 278 reported to be unemployed. The unemployment percentage in Kingston is lower than Tasmania state average by 1.3%.

Kingston has a higher percentage of Professionals (23.6%) and Clerical/Administrative Workers (16.2%) compared to the Tasmanian state average (18.8% and 13.0%) respectively). The ABS Place of Work data reveals that 26.1% of Kingston-Huntingfield's residents work locally and a further 35.1% travel to Hobart for work.

#### 4.7%



According to the census data for 2016, the top industries of employment in Kingston are:

**BUSINESSES AND INDUSTRIES** 



4.2%

STATE GOVT.

HOSPITALS

SUPERMARKET AND GROCERY

ADMIN

CENTRAL GOVT.

ADMIN.

STORES

3.1%

3.2%

3.6%

RESTAURANTS CAFES AND

The major shopping areas in the suburb are retail centres in central Kingston (Channel Court Shopping Centre, Kingston Plaza, Kingston Gateway and others), and Kingston Town Shopping Centre. Central Kingston and south-west Kingston areas have been targeted for commercial and residential development.

> HOLISEHOLD MEDIAN

UNEMPLOYED

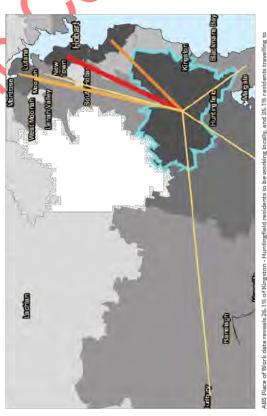
**5.2%** AWAY FROM WORK

35.5%

53.7%

PART-TIME WORKED

FULL-TIME WORKED



king locally, and 35,1% residents tr ABS Place of Work data reveals 26.1% of Kingston - Huntingfield residents to be Hobart for work

Source of all data - ABS 2016 Census QuickStats data for Kingstan (Tas.), ABS 2016 Journey to work from Place of Usual Residenc

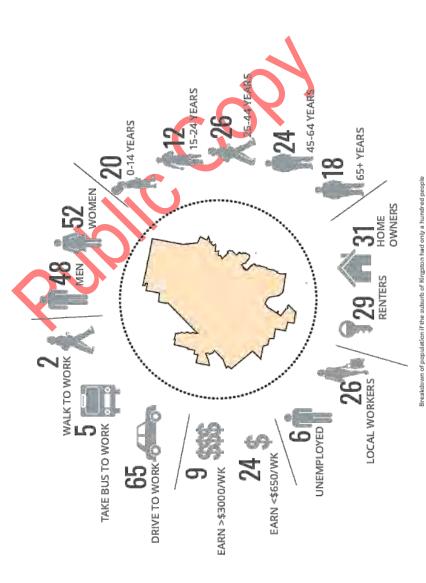
0 NGSTONPLAZ CHANNEL COURT INGSTON PARK KIN GS TON TOWN B SPRING FARM ROAD Retail, commercial and residential development in the suburb of Kingston WHITEWATER

Marginally lower percentage of males

KINGSTON SUBURB - QUICK FACTS Total population - 10,409 people (47.9%) compared to females (52.1%) 3.9% Aboriginal and/or Torres Strait

### THE COMMUNITY

Kingston (suburb) has a higher percentage of young people, family households and professionals compared to the state average. A majority of the community values the presence of nature and the ease of walking in Kingston despite the fact that a large percentage of local residents travel outside for work and are reliant on private vehicular transport.



Other major countries of birth - England,

Netherlands, China and New Zealand

Higher percentage of population under

Median age - 37 years (lower than the

state average)

Islander people

40 years of age compared to the state

average

Majority of Australian-born residents

(68.8%)

Nokes: Source of ail data - ABS 2016 Census QuickStats data for Kingston (Tas.).

Place Score@2020 | www.placescore.org

46

#### HOW ARE WE CHANGING?

state average across different categories

Median weekly incomes higher than the

68.7% family households, 28.0% single

person households and 3.3% group

households

largest category in family composition

Couples with children (41.4%) are the

which is higher than the state average

of 0.8%

population speak Mandarin at home,

Other than English, 2.4% of the

is expected to grow by 19% compared to 2017 actual population (Source: 2019 Population Projections: Tasmania and Local Government Areas - Medium Series Projection, pg. 18). The suburb of Kingston is one of the fastest growing areas in the

#### WHAT WE HAVE HEARD FROM THE COMMUNITY SO FAR

Place Score conducted face-to-face and online Care Factor Surveys in Kingston asking respondents what they value the most in their ideal town centre environment. A total

WHAT DO WE ALL CARE ABOUT?

Community consultation (public meetings) conducted in 2006 at Kingston helped identify the following community directions:

- maintained and attractive entry into the Kingston should be developed as a well municipality.
  - Traffic issues, such as congestion and dangerous intersections need to be Green spaces and recreational areas addressed.

1263 RESPONDENTS

- added to, particularly within the vicinity There should be enough play areas for need to be protected, enhanced and of central Kingston.
  - children throughout Kingston.
- The increased use of public transport should be encouraged.
- In-fill unit type development should be An improved network of walking trails and cycleways should be provided. restricted within suburban areas.

WALKABILITY AND ACCESSIBILITY

//O PRESENCE AND CARE OF NATURE

Once the Kingston High School is relocated, the site should be primarily used for general community-based purposes, due to inadequate facilities elsewhere.

future use of the former high school site (Kingston Park), the continued need for all-day parking close to central Kingston roads, impact of infill unit development appearance and functionality of central (and park and ride options), commuter Highway, pedestrian access along local ssues of most public interest included traffic congestion along the Channel

A SAFE AND WELCOMING ENVIRONMENT OFFERING THINGS TO DO

20%

## of 1263 responses were collected. The survey results reveal that Kingston associates (residents, workers, visitors) care highly about the presence of natural elements and their condition, walkability and accessibility, a tidy and well maintained environment, and a safe environment offering things to do.



Nates: Data extrapolated from community Care Factor values (top 10)

47 Kingston Place Strategy 2020 to 2050  Different from overall Kingston top 10 Care

LEGEND

## WHAT DO DIFFERENT USERS CARE ABOUT DIFFERENTLY?

While most of the groups are quite aligned in terms of the preferred attributes of their ideal Town Centre, residents and workers associated with Kingston additionally value the presence of public events. It should be noted that 'Car accessibility and parking' is valued much lower than 'Fase of walking around' for all the groups.



il)

g

Makes: 'Respondents were allowed to select more than one identity.

48 Place Score®2020 | www.placescor

Different from overall
Kingston top 10 Care
Factors

LEGEND

## WHAT DO DIFFERENT TRANSPORT USERS CARE ABOUT DIFFERENTLY?

On comparing the ideal town centre attributes for respondents traveling to central Kingston by active transport (walk/cycle), public transport (bus) and private vehicle, it is understood that all three groups value walkability over car movement and parking. Those using active and public transport are significantly more interested in things to do than those using private vehicles.



viess: \*Confidence kevel for this attribute is below the 95% threshold due to small sample and/or poor alignment (no consensus within a demographid,

# Pxassessment

care factor

your community's priorities for investment. Aggregated data from Place Score's Care Factor Surveys and Place Experience Assessments reveals that Kingston associates prioritise investment in things to do, improvements to walkability, cleanliness and Attributes identified to be poorly performing but highly valued by the community are maintenance, and elements of the natural environment. **CENTRAL KINGSTON?** 

WHAT ARE THE COMMUNITY'S PRIORITIES FOR IMPROVING

2 40 30 20 10 10 30 S0 CE K<sup>su</sup>k 01 General condition of vegetation, street trees and

PX Rating

Public art, community art, water or light feature

ü Ø **(2)** 9

Horizontal: Top 10 CF threshold

LEGEND

performing 10 pts worse than Diagonal: Threshold showing attributes which PX rating is their CF ranking' (PX=CF+10) Equal CF rank and PX Score (PX=CF)

Outdoor restaurant, cafe and/or bar seating Quality of public space (footpaths and public spaces)

Vegetation and natural elements (street trees, planting, water etc.)

Ease of walking around (including crossing the

Evidence of public events happening here (markets, street entertainers etc.)

6

Sense of safety (for all ages, genders, day/night

other planting

(8)

Car accessibility and parking

etc.)

Walking paths that connect to other places

STRENGTHS

ü

Elements of the natural environment (views,

N

Maintenance of public spaces and street vegetation, topography, water etc.)

furniture

Cleanliness of public space

Things to do in the evening (shopping, dining,

IMPROVEMENT PRIORITIES

ü

CF-Core Factor ranking out of 30 - the lower the number the higher the number of people who think this attribute is important. Swengstis have a high CF and high PK. Priorities are the poorest performing CF ranked in the overall to 10. For Consideration are the worst performing overall outside of the Top 10 CF. 'A threshold difference of 10 pts between the CF rank and PK rating is used to assure that displayed priorities are not within the margin of error.

Place Score@2020 | www.placescore.org

រ៉ា

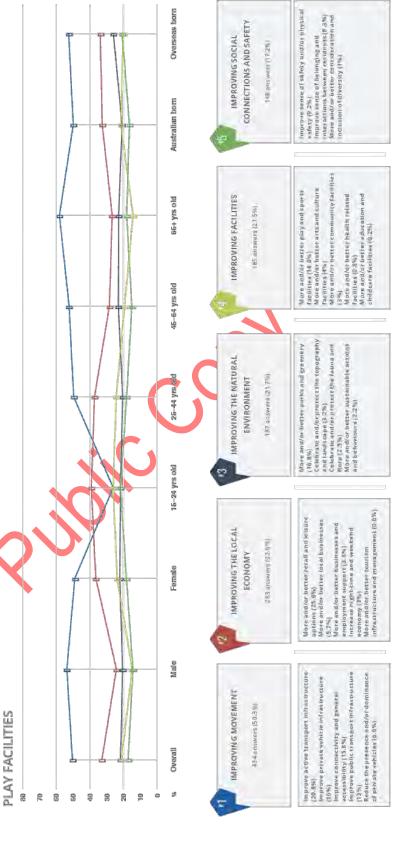
Kingston Place Strategy 2020 to 2050

WHAT ARE THE COMMUNITY'S IDEAS FOR CHANGE?

Place Score asked respondents 'What is your big or small idea to make Kingston sustainable and successful into the future?'

862 answers were collected. Here is what your community said:

ACCESSIBILITY, IMPROVING THE ENTERTAINMENT AND RETAIL OFFER, GREENERY, SPORTS AND COMMON COMMUNITY IDEAS INCLUDE AN INCREASE IN GENERAL CONNECTIVITY AND



Community ideas have been dassified under more than one theme when applicable. Percentages noted are for the overall total number of responses. Themes are in order from left to right based on recurrence amongst the overall responses. Percentages are rounded to the first digit, which may lead to minar differences when summed. n=862

Kingston Park is an 8-10 year new underway on the site of the old development that is currently

## ABOUT THE STUDY AREA - CENTRAL KINGSTON

open space have already occurred and are planned for its near future. development, transport alternatives, community facilities and public Central Kingston is the administrative, commercial and retail centre of the Kingborough LGA. Significant investments in mixed use

### CENTRAL KINGSTON SNAPSHOT

Central Kingston is located on either side in the suburb of Kingston. Key social and commercial destinations in the area of Channel Highway between Southern Outlet and Huon Highway/Beach Road include: 1. Proposed open space in Kingston Park development and Pardalote Parade

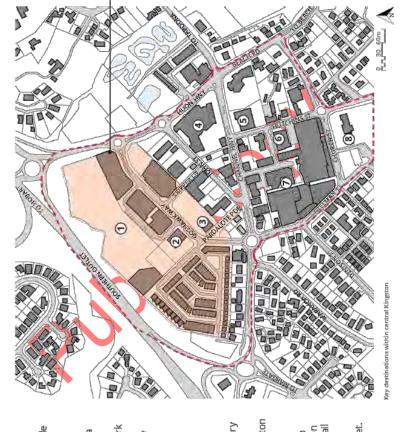
services, community infrastructure and commercial uses including retail, office development and local entertainment, houses, townhouses and apartments), Kingston High School. It is planned to include a mix of residential (detached

public open space.

- 2. Kingborough Community Hub (newly constructed)
- 3. Kingston Health Centre
- 4. Kingston Plaza Shopping Centre
- 5. Kingborough Council/ Civic Centre 6. Kingston Library
  - Channel Court Shopping Centre

St Clements Anglican Church and Kingston Childcare Centre and Kingston Primary

Plaza Shopping Centres, central Kingston and surroundings have commercial/retail Highway, John Street and Freeman Street. Apart from Channel Court and Kingston uses distributed across smaller centres Beach Golf Club are other destinations and independent shops on Channel within/around central Kingston.



Channel Court - the largest retail centre in central Kingston

Kingborough Community Hub built as a part of the Kings

Kingston Park and Pardalote Parade Committed development area

Study Area boundary

F 1

Roads

Place Score@2020 | www.placescore.org 22

Page 103

### THE PHYSICAL ENVIRONMENT

undulating, sloping northward. To the east are Kingston wetlands and vast green stretches of Kingston Beach Golf Course. of kunanyi/Mt Wellington. The terrain is scenic natural setting with great views The Study Area is located in a very

with large, impermeable blocks and roads with cul-de-sacs. The key streets in the The street and block pattern is irregular, Study Area are:

- Channel Highway a two-way arterial road with a speed limit of 40km/hr serving as a major bus corridor
- two-way collector roads sloping down Church Street and Freeman Street towards Beach Road and Channel Highway respectively
- Hutchins Street a steep two-way road linking Channel Highway and Church Street
- access to Kingston Plaza and other shops a speed limit of 40 km/hr. providing car John Street - a two-way local road with Goshawk Way - a new two-way road

Highway along Goshawk Way is the site for Kingston Park development. medium density residential developments serving the Kingston Park development includes a mix of small-to-large footprint commercial developments and low-to-(detached dwellings and multi-family The built form within the Study Area residences). To the north of Channel





The urban environment within central Kingston feels disconnected from its surrounding natural setting

ις 40 Kingston Place Strategy 2020 to 2050

Local road

Arterialroad

#### PUBLIC DOMAIN

The Study Area lacks easily accessible and usable public space. Much of the public space is dedicated to car movement and parking, resulting in less space available for people to sit, stay and socialise. Streets such as Hutchins Street, John Street and some parts of Church Street and Channel Highway have narrow and unevenly paved footpaths with obstructions and very less street trees. Hutchins Street, Beach Road and parts of Feeman and Church Streets have steeply sloping terrain. The Streets have steeply sloping terrain. The Study Area lacks amenities such as such as comfortable and well shaded seating and bike parking.

The poor quality of public realm tends to discourage longer outdoor stays, resulting in much of the staying activity being located indoors.

A few popular communal spaces in Study Area include:

- Space around the bus stop on Channel Highway outside the cluster of banks
  - Outdoor dining space along the pedestrian mall off Channel Highway
     Courtyard with informal seating in
    - Channel court Shopping Centre 4. Space outside Kingston Library

The Study Area has some interesting examples of community art, plaques and information boards describing the heritage of the place. For example, the nature trail plaques embedded in the footpath pavement along Huon Highway and information boards outside Council building on Channel Highway.



Footpaths along some of the key streets in central Kingston are poorly shaded, flanked by inactive frontages and unevenly paved footpaths



Some footpaths in central Kingston are very nar allowing only one person to walk at a time



Example of public art acknowledging the natural heritage of Kingston

Street side public space Seat

Trees Countries Space Inactive frontage

Study Area boundary

Roads

Open space (existing/ Council proposed)

Place Score®2020 | www.placescore.org

54

ŝ

Kingston Place Strategy 2020 to 2050

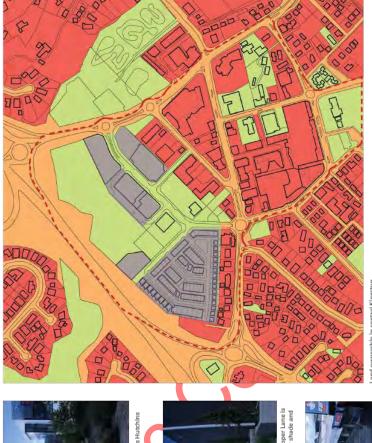
Developable land currently under local government ownership; likely to be sold for development

Casement (roads) Private parcel

Study Area boundary Authority land

## **CURRENT AND FUTURE LAND OWNERSHIP**

Around half of the Study Area is privately owned, while the remaining half is either federal, state or local government owned land or road reserves. The availability of large land assets under public ownership in central Kingston creates greater opportunities for development in the area.





Channel Highway has an inconsistent and poor public realm - old and uneven paving, narrow footpaths with obstructions; poor shelter and very few places to sit









#### GETTING AROUND

#### BY WALKING AND CYCLING

of private vehicles and lack of pedestrian-This is mainly due to large, impermeable blocks, undulating terrain, prioritisation streets in and around the Study Area is friendly infrastructure (wide footpaths unpleasant, uninteresting and unsafe. with seating, shade and dedicated crossings). The walking links to central Kingston from surrounding residential The experience of walking along key development are poor/non-existent.

encourages jaywalking. There are several very narrow footpaths which discourage and car movement. Crossing near the roundabouts at the intersections of Channel Highway-Goshawk Way and Hutchins Street-Church Street is Many streets in the Study Area have street crossings at desired locations a particularly unsafe experience for conflict points between pedestrian people to stay. Lack of dedicated pedestrians.

and limited bicycle parking and storage site visit. However, the Study Area has discontinuous on-street cycle lanes Channel Highway on the day of the Several cyclists were observed on



DISO MARILEOS

The footpaths along Channel Highway are nan unevenly paved and have obstructions



Central Kingston lacks pedestrian priority crossir





Central Kingston has a discontinuous on-street bike

Point of conflict between modes

۱

Existing dedicated crossing

Existing bike lane Bike parking

Į 0

Study Area boundary

Place Score@2020 | www.placescore.org 26

#### BY PUBLIC TRANSPORT

The only mode of public transport in Kingston is the bus. Bus movement through the Study Area is along Channel Highway, Church Street and Freeman Street. Metro Tasmania and Tassielink Transit both operate buses connecting central Kingston.

In the weekday morning peak (7.50 am to 8.50 am), buses run at a frequency of 10 minutes from Hobart to Kingston and just over 4 minutes from Kingston to Hobart (Source: Google Maps).

Denison Street outside the Study Area has a park-and-ride facility to encourage users to take the bus for longer commutes.

## BY PRIVATE MOTORISED TRANSPORT

The spatial structure of Kingston encourages car movement and use. The retail and commercial centres in the Study Area allow people to drive up to the shop-fronts. As per the Parking Survey conducted in 2015, there were over 2000 car parking spaces in the Study Area (on-street and off-street). The highest amount of car parking is at Channel Court Shopping Centre (880 car parks and 64 restricted parking spaces).

Channel Highway carries the highest traffic volumes in the Study Area, which includes through-traffic. An overall prioritisation of private vehicle use negatively impacts the walking and cycling experience of the Study Area.



Roundabouts in central Kingston are designed to prioritise car flow



entral Kingston has several public and inking areas



The bus stop on Channel Highway has limited capacity to serve the existing public transport users

Bus stop Bus movement

0

Study Area boundary

Roads Car parking Kingston Place Strategy 2020 to 2050 57

#### LOCAL ECONOMY

essential services, health care, education retail, clothing and personal accessories stores, food and beverage businesses, services, commercial and professional The Study Area has a mix of retail and commercial businesses which include services. A characteristic feature of central Kingston Highway whereas lifestyle shops (clothing, cluster of banks is located along Channel is the clustering of similar businesses. A to the south of Channel Court Shopping Centre. The pedestrian mall leading into Channel Highway has several food and accessories and gift items) are located Channel Court Shopping Centre from beverage businesses.

respectively draw a lot of footfall, but the independent smaller businesses outside It was observed during the site visit that Coles and Woolworths in Kingston Plaza these centres do not attract as many and Channel Court Shopping Centre



Woolworths is a major attractor in Channel Court shopping Centre





Key services (banks, post offices, newsagents, hairdressers, drycleaners)



services

Education and training

Health care services



takeaway food services Cafes, restaurants and Professional services, commercial offices



Clothing and personal

Place Score@2020 | www.placescore.org

22

**Page 109** 

markets, liquor fresh food and meat) Food retail

#### 53 Kingston Place Strategy 2020 to 2050

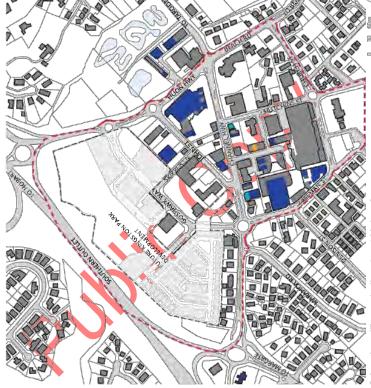
Outdoor and night-time trading Night-time trading

Outdoor trading (outdoor displays of merchandise, outdoor dining, etc.)

Study Area boundary

The major retail centres in central Kingston are inward-oriented and fail to activate the public realm

Only a few F&B businesses in Channel Court opening out to the pedestrian mall have outdoor dining



## NIGHT TIME AND OUTDOOR TRADING

located within shopping centres such as Channel Court and Kingston Plaza and hence do not help to activate the public Almost 30 businesses in the Study Area continue to trade post 6 pm in the evening. However, many of these are Very few businesses in the Study Area realm.

trade outdoors (outdoor displays of merchandise, outdoor dining, etc.). While unconducive weather conditions could be one of the reasons behind the same, the lack of physical infrastructure suitable to outdoor trading is another potential cause. This results in a poorly activated public realm.

#### PROPOSED LAND USES

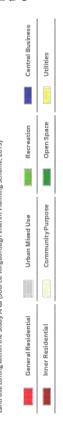
2015 designates land use controls for the and their prescribed requirements are as Study Area. Key zones in the Study Area Kingborough Interim Planning Scheme follows:

- Central Business zone:
- facility), general retail and hire, passive research and development (only above educational and occasional care (only ground level - shoptop housing) and (except takeaway with drive-through recreation, residential (only above above ground level), food services professional services, community » Permissible uses - business and meeting and entertainment,
  - No permit required for educational ground level)
- Permissible building heights built form not more than 15m. in height generally; child care), passive recreation, home based businesses and minor utilities and not more than 8.5m. in height if and occasional care (in home-based within 10m. of a residential zone
- Urban Mixed Use zone:
- management and residential use (only services (except takeaway with drivethrough facility), general retail and professional services, community meeting and entertainment, food » Permissible uses - business and hire, natural and cultural values above ground level)
  - child care), passive recreation, home based businesses and minor utilities No permit required for - educational and occasional care (in home-based

- Permissible building heights built form not more than 10m. in height generally; and not more than 8.5m. in height if within 10m. of a residential zone
- Community Purpose zone:
- meeting and entertainment, crematoria hospital services, sports and recreation, occasional care, emergency services, professional services, community and cemeteries, educational and » Permissible uses - business and tourist operation
  - cultural values management, passive No permit required for - natural and recreation and minor utilities
- Permissible building heights built form not more than 10m. in height generally; and not more than 8.5m. in height if within 10m. of a residential zone
- Open Space zone:
- management and minor underground recreation, natural and cultural values » No permit required for - passive utilities
- Permissible building heights built form not more than 6.5m. in height

zones, other uses could be allowed based It should be noted that in all the above on discretion.

ust outside the Study Area boundaries Residential' zone specifically intends to facilitate high density residential are 'General Residential' and 'Inner of residential densities. The "Inner Residential' zones allowing a mix development.



Place Score@2020 | www.placescore.org 09

18

### Pxassessment

#### 171 000 KINGSTON OVERALL

Kingston's assessed streets are perceived to be welcoming and having a good retail mix, but are performing poorly in terms of attributes related to uniqueness and things to do.

Kingston asking people to rate 50 unique attributes associated with the street. Central Place Score conducted Street PX (Place Experience) Assessments at 4 streets in central

STREET PX (PLACE EXPERIENCE) ASSESSMENTS



SENSE OF WELCOME

SENSE OF WELCOME

SENSE OF WELCOME

THINGS TO DO

UNIQUENESS

CARE

Ž

THINGS TO DO

UNIQUENESS

CARE

0

Ž

THINGS TO DO

UNIQUENESS

CARE

LOOK & FUNCTION

CHANNEL HIGHWAY

BYW HUTCHINS T AND FREEMAN ST

6

BTW HUON HWY AND HUTCHINS ST

LOOK & FUNCTION

CHANNEL HIGHWAY

LOOK & FUNCTION

#### 26 BTW CHANNEL HWY AND CHURCH ST

#### YOUR HIGHEST RATED PLACE ATTRIBUTES The following place attributes rated highest ov YOUR HIGHEST RATED PLACE ATTRIBUTES

sses (post offices, libraries, banks and thesh food businesses etc.)

"I Service businesses (post offices, libraries, banks etc.)

\*2 Grocery and fresh food businesses \*3 Welcoming to all people

\*2 Service businesses (post offices, libraries, banks etc.) \*3 Interaction with locals/ other people in the area (smiles, customer service etc.)

YOUR LOWEST RATED PLACE ATTRIBUTES

YOUR HIGHEST RATED PLACE ATTRIBUTES

YOUR HIGHEST RATED PLACE ATTRIBUTES

The following place attributes rated highest overall:

\*1 Grocery and fresh food businesses

The following place attributes rated highest over

\*1 Service businesses (post offices, libraries, banks etc.)

that reflect the local community and \*3 Buşines

### YOUR LOWEST RATED PLACE ATTRIBUTES

YOUR LOWEST RATED PLACE ATTRIBUTES

The following place attributes rated most poorly or

\*49 Public art, community art, water or light feature

Unusual or unique businesses/shops

Things to do in the evening (shopping, dining, entertainment etc.)

\*50 One of a kind, quirky or unique features

\*49 Unusual or unique businesses/shops

The following place attributes rated most poorly o

50 Unusual or unique buildings or public space

- The following place attributes rated most poorly overall:
- \*49 Public art, community art, water or light feature \*50 Shelter/awnings (protection from sun, rain etc.) \*48 One of a kind, quirky or unique features
- YOUR LOWEST RATED PLACE ATTRIBUTES The following place attributes rated most poorly overall:

\*3 Grocery and fresh food businesses

#2 Welcoming to all people

\*50 Things to do in the evening (shopping, dining, entertainment etc.) 48 Outdoor restaurant, café and/or bar seating

## \$48 Shelter/awnings (protection from sun, rain etc.)

### Kingston Place Strategy 2020 to 2050

5

PX Scores vary between 0 and 100. Scores above 70 are very good, 50-70 there is room for eignificant improvement, <50 urgent investment required. Maters

#### SEEC ASSESSMENT

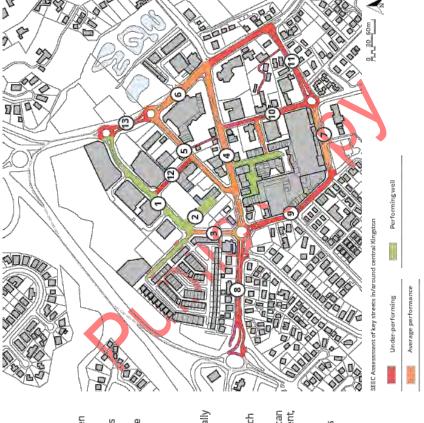
Place Score undertook a SEEC (Social, Economic, Environmental, Cultural)
Assessment of key streets in central Kingston to determine their current performance with regard to pedestrian and cyclist movement. The aspects taken into account were:

- Social Availability and choice of places to sit/socialise
- Economic Commercial/retail presence
   Environmental Comfort and ease of access for walking/cyding
- Cultural Presence of cultural activity/ heritage/artwork
   The results of the assessment are spatia

The results of the assessment are spatially represented in the adjacent map which shows the streets that are currently under-performing, those that have an average performance and the ones which perform well.

The streets with average performance can be improved with appropriate investment, but can also start under-performing if neglected.

The table on the following page outlines the strengths and challenges that were taken into consideration in the assessment of these streets.



62 Place Score@2020 | www.placescore.org

The table below lists the key observations of each of the assessed streets in central Kingston.

o			
Street Name	Key observations	Street Name	Key observations
GOSHAWK WAY     (between Pardalote Pde and Huon Hwy)	Proposed Kingston Park open space in vicinity     Proposed mixed use built form with ground level     retail     Hat topography	CHANNEL HWY     (between Summerleas     Rd and Freeman St)	<ul> <li>No place to sit/socialise</li> <li>Presence of commercial activity but no street activation</li> <li>Sloping terrain, very narrow sidewalks</li> <li>Presence of reserve dedicated to war martyrs at</li> </ul>
2 PARDALOTE PDE	<ul> <li>Proposed Kingston Park open space in vicinity</li> <li>Proposed retail along street edge</li> <li>Flat topography</li> </ul>	REEMAN ST (between Church St)	Intersection     Only one bench to sit     Presence of retail/commercial activity with no street
(3) GOSHAWK WAY (between Channel Hwy and Pardalote Pde)			<ul> <li>Undulating terrain, narrow sidewalks, inactive frontages, infrequent pedestrian crossings</li> <li>Presence of reserve dedicated to war martyrs at Channel</li> </ul>
(4) CHANNEL HWY (between Freeman St and Beach Rd)		C.	Hwy intersection  No place to sit/socialise  Presence of social infrastructure  Presence of commercial activity but no street activation  Steep terrain, narrow sidewalks, poor treecover
(S) JOHN ST (between Channel Hwy and Huon Hwy)	Very few places to sit     Commercial activity with no street activation     Flat terrain, narrow sidewalks, poor treecover	CHURCH ST (between Hutchins St and Beach Rd)	<ul> <li>Lack of places to sit/socialise</li> <li>Very less commercial presence</li> <li>Steep terrain, narrow sidewalks, low treecover</li> </ul>
HUON HWY (between John St and Channel Hwy)	Presence of shaded seating     Presence of artwork referencing natural heritage     Presence of retail but no street activation	Sti PPER LN (between Goshawk Way and John St)	<ul> <li>No place to sit/socialise</li> <li>Presence of commercial activity but no street activation</li> <li>Flat terrain, narrow sidewalks, poor treecover, inactive frontages</li> </ul>
CHURCH ST (between Freeman St and Hutchins St)	CHURCH ST (between Presence of school Freeman St and Hutchins Presence of retail/commercial activity St) - Hat terrain, wide sidewalks with amenities, poor activation	(B) HUON HWY (between Goshawk Way and John St)	Lack of places to sit/stay, Lack of retail activity Lack of safe, paved footpaths Existing nature trail

Kingston Place Strategy 2020 to 2050 63

## STRENGTHS AND CHALLENGES

This section outlines the strengths and challenges identified through research in regard to central Kingston. The purpose is to understand what's working well and contributing to a positive place experience and what is not working in the centre, thus helping to understand the place as a system.

Key strengths of central Kingston are -

## EXISTING AND GROWING YOUNG POPULATION LIVING IN THE HEART OF CENTRAL KINGSTON

## CURRENT AND FUTURE POPULATION

Kingborough is the fastest growing LGA in Tasmania. The suburb has a higher percentage of young families compared to the state average (median age lower by 5 years and percentage of couples with children higher by 3.2%)

### DIVERSE HOUSING TYPES AND SOCIAL INFRASTRUCTURE IN THE HEART OF CENTRAL KINGSTON

Central Kingston has great community assets - the school, community hub, library, etc. which holds the community together. The existing and proposed mix of housing types (townhouses, multi-family dwellings, apartments) and densities (medium-to-high) will attract a diverse population to reside in the centre.



Kingston has a high percentage of young population which is

EXISTING RETAIL/COMMERCIAL DIVERSITY AND DEMAND FOR THINGS TO DO

### A CHOICE OF RETAIL OPTIONS

Central Kingston has a mix of retail/ commercial options with clusters of similar businesses forming small commercial/retail hubs. The area also has many small and large businesses that trade late into the evenings paving way for a vibrant night time economy.

#### GROWING DEMAND FOR THINGS TO DO

The community prioritises investment in things to do which creates a potential for expanding the existing economic activities of central Kingston.



Central Kingston has several retail options which the community identifies as a strength of its streets

64 Place Score@2020 | www.placescore.org

## PUBLIC LAND FOR FUTURE DEVELOPMENT IN A PRISTINE NATURAL SETTING

### AVAILABILITY OF PUBLICLY OWNED LAND IN CENTRAL KINGSTON

Central Kingston has large parcels of land owned by Kingborough Council. A large proportion of this land to the north of Channel Highway is relatively flat making it an ideal development site.

The Kingborough Land Use Strategy suggests provision of a mix of land uses while developing this land, which reflects the Council's strategic investment in making central Kingston an active and diverse hub for the community.

### PRESENCE OF UNIQUE NATURAL FEATURES AND VIEWS

Central Kingston enjoys great views of kunanyi/Mt Wellington. It is also in close proximity to Kingston Beach and the Golf Club.



Council and the state own large land parcels in central Kingston which are ideal for development

## INVESTMENT ACKNOWLEDGING THE PAST AND ENCOURAGING A SUSTAINABLE FUTURE FOR CENTRAL KINGSTON

#### INVESTMENT IN CENTRAL KINGSTON WILL ENCOURAGE A WALKABLE AND SUSTAINABLE LIFESTYLE

The Kingston Park development has the potential to attract and accommodate a growing population and facilitate living in close proximity of work, shopping and services. This will encourage active travel and minimise the negative environmental impacts associated with private vehicular use.

Proposed improvements to public transport in Kingston will also encourage a shift towards sustainable travel behaviour.

### ACKNOWLEDGMENT OF NATURAL AND CULTURAL HERITAGE

At several locations in central Kingston are plaques, information signage and artwork referencing the local natural and cultural heritage of Kingston.



Central Kingston has several examples of plaques, signage and artwork acknowledging the natural and cultural heritage of the place

Kingston Place Strategy 2020 to 2050 65

## Key challenges of central Kingston are

## INWARD LOOKING BUILDINGS WITH A LACK OF THINGS TO DO ON THE STREET

#### **DULL STREETS LACKING THINGS TO** DO ALONG THE EDGES

Central Kingston has inward looking large footprint development which fails to activate the adjacent streets. While the centre serves a functional role, it does not provide an engaging and enjoyable experience for the people

#### AN UNCOMFORTABLE PUBLIC REALM THAT DISCOURAGES PEOPLE FROM SPENDING TIME OUTDOORS

Central Kingston has narrow footpaths that lack shade, shelter and places for people to sit discouraging them from spending time outdoors. It also has limited seating options. The lack of adequate pedestrian infrastructure also inhibits people from walking between local destinations.

Streets in central Kingston meeting places

## UNDERUTILISED STREETS AND STREET EDGES THAT FAIL TO PAVE THE WAY FOR A THRIVING LOCAL ECONOMY

#### ABSENCE OF A CLEARLY IDENTIFIABLE MAIN STREET

designated main street serves more as a through-fare for cars and not as the street. Channel Highway which is the not have a clearly identifiable main Currently, central Kingston does heart of the town.

#### **IRADE ALONG STREET EDGES AND** UNDERUTILISED POTENTIAL TO ACTIVATE THE PUBLIC REALM

Channel Highway that are inward facing on the street facing edge and activate and lose out on the potential to trade underutilised commercial lots - it has arge footprint retail centres along Central Kingston has several the streets.

#### **OPPORTUNITIES IN THE WIDER** LACK OF EMPLOYMENT KINGSTON AREA

continuous retail frontage and quality that could facilitate local economic gro has no clearl

Central Kingston

population - only 26.1% local residents of Kingston-Huntingfield work locally, while the rest travel out of the area for work. In addition, large commercial pose a threat to the survival of small establishments attract visitors but businesses that further affect local enough local jobs to support its Central Kingston does not have employment opportunities.

Place Score@2020 | www.placescore.org

#### Kingston Place Strategy 2020 to 2050

67

## LACK OF INTERESTING AND QUALITY CONNECTIONS TO WALK OR CYCLE BETWEEN KEY DESTINATIONS

DISCONNECTED DESTINATIONS WITH

#### POOR WALKING AND CYCLING LINKS attractive walking and cycling paths. This physically disconnects the centre and it does not function well has a and community destinations that are distributed throughout the area, but are not connected through safe and Central Kingston has several retail

#### BARRIERS TO SAFE AND SEAMLESS WALKING AND CYCLING

Kingston are quite large and irregular in shape with no through roads. This discourages walking even over short A majority of the lots in central distances.

pedestrians is seen at multiple street junctions, where people jaywalk due to the lack of pedestrian priority A conflict between cars and



and irregular paving which discourages discontinuous footpaths, poor shade and shelter, inactive edges, and old Several streets in central Kingston have steep terrain, narrow and people from walking.



Central Kingston is highly car

#### A CAR-ORIENTED CULTURE

A CAR-ORIENTED CULTURE PRIORITISING PRIVATE VEHICLE MOVEMENT AND USE

pedestrians. A large proportion of the open spaces are dedicated for car Central Kingston prioritises cars over movement with little to no room for people. Roads primarily serve car parking - both private and public.

facilities such as bike-and-ride make public transport an unattractive option. drivers and a low percentage of people There is a very high percentage of car The lack of convenient bus stops and driving up to the shops and parking their vehicles in front of the shops. The community has a car-oriented culture, where people are used to who walk or take the bus to work.

ations in central Kingston is challenging due to undulating terrain, narrow footpaths, street edge design and conflict with cars at intersections Walking between key desti

## **DRIVERS OF CHANGE**

What is driving change for central Kingston? Drivers of Change aim to capture 'the problem we are trying to solve' by synthesising both the strengths and the challenges. Fundamentally these Drivers of Change are the internal and external influences on the future success of the centre that should be recognised and responded to in the Place Strategy.

Live-work-play local Car-free culture COMMUNITY FACILITATING AN ECONOMIC SHIFT Street-based economy **BALANCING MOVEMENT** Enhanced walking experi A network of places AND PLACE WHAT SHOULD DRIVE THE CHANGES WE WANT FOR CENTRAL KINGSTON?

68 Place Score@2020 | www.placescore.org



the community's desire to improve responds to the current state of mobility in central Kingston and experience of the public realm. Balancing movement and place the visual, physical and social





proposed Kingston Park development that aims to offer a diversity of housing options, businesses and community infrastructure in central Kingston. into a mixed use centre offering living, employment and dependent on Hobart, and focuses on transforming it currently functions as a car-based shopping precinct recreational opportunities locally. It leverages on the This driver responds to the how

This driver seeks to:

- Improve things to do and social activities in central Encourage a live, work and play locally lifestyle
  - Create an environmentally sustainable culture Kingston



economy of central Kingston and the creative and small scale businesses need to diversify allowing a mix of that can spur economic growth. responds to the current local Facilitating an economic shift



is largely dominated by big players. It is functional but not enjoyable. The small scale economy is hampered and Central Kingston offers a good mix of retail options but neglected, and there is nothing much to do.

creative businesses to thrive and a young population to live. It aims to unlock the value of land in the centre to ncentivise high quality development that can activate a making central Kingston a viable place for small and This place driver aims to boost place attraction by street-based economy.

This driver seeks to:

- Encourage small scale businesses and fine grain trading Improve local employment opportunities
- Improve local trading experience for business

Central Kingston currently has a several commercial and retail assets that are disconnected from each other. This driver aims to connect these assets through a network of pedestrian and cycling routes. It is a response to the

community's aspirations for making central Kingston's streets interesting, engaging and comfortable to walk as well as sit, stay and socialse.

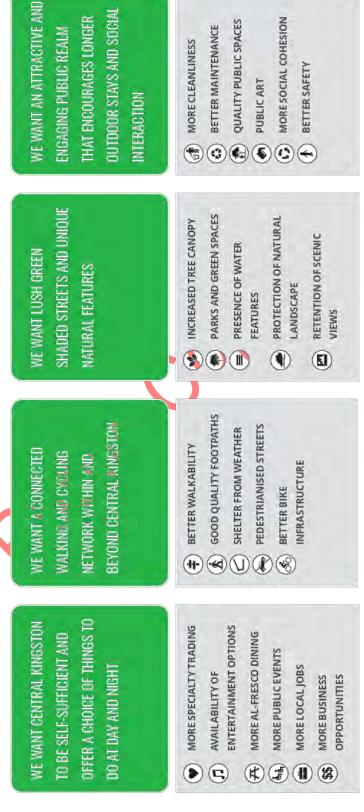
This driver seeks to:

- · Connect all the assets in central Kingston to create a walkable hub
  - Improve the overall walking and cycling experience making it safe and enjoyable
- Integrate nature as a part of the movement experience
- Create a network of paths and places that are permeable
  - Facilitate development to activate the public realm



As a part of developing the Kingston Place Strategy, Place Score engaged with over 1850 people associated with Kingston in 2019-20. This involved face-to-face surveys, online surveys and workshops with the community and stakeholders. This section of the report synthesises the inputs sought from the community in 2019-20 and the findings of past engagement conducted in 2014 and 2006 into four directions that inform and guide the Place Strategy.

## HOW DOES KINGSTON'S COMMUNITY WANT CENTRAL KANGSTON TO BE?



Place Score@2020 | www.placescore.org

72

#### WE WANT CENTRAL KINGSTON TO BE SELF. SUFFICIENT AND OFFER A CHOICE OF THINGS TO DO AT DAY AND NIGHT



ed main street with more jobs and busines

## SUPPORT FROM COMMUNITY ENGAGEMENT

Engagement	Evidence
Place Priorities	<ul> <li>#1 Improvement priority for central Kingston is 'Thingsto do'in the evening (shopping, dining, entertainment etc.)'</li> <li>#2 Improvement priority for central Kingston is 'Evidence of public events happening here (markets, street entertainers etc.)'</li> <li>Outdoor restaurant, cafe and/or bar seating' is one of the secondary priorities for improving central Kingston</li> </ul>
Visioning workshops	<ul> <li>4 out of 6 groups wanted a diverse retail and service offer (specialty trading, hospitality, restaurants, events, markets, cinema, etc.)</li> <li>4 out of 6 groups wanted more jobs and business opportunities within central Kingston</li> <li>4 out of 6 groups wanted a choice of things to do in the open spaces (BBQs, play equipment, community farm, coffee shops, etc.)</li> </ul>
Open Ended Question	<ul> <li>283 (32.8%) answers focused on improving the local economy</li> <li>25.6% answers suggested adding more trees, better retail and leisure options</li> <li>183 (21.2%) answers focused on improving facilities and services</li> <li>14.6% ideas suggested adding more play and sports facilities, while 4% were suggested adding more and better arts and cultural facilities</li> </ul>
Past engagement	<ul> <li>There was support for attracting commercial investment in central Kingston to improve liveability and entertainment (2014) and increasing recreational areas and play areas for children (2006)</li> </ul>

#### WHAT DOES THIS MEAN?

The community wants Central Kingston to be an attractive and inviting destination for people with enhanced retail and commercial offer. They support creating a sustainable and right-sized community that will live, work and play locally, making Kingston an independent centre in Greater Hobart.



mmunity wants central Kingston to offer a choice of things to do throughout the day that make it attractive and self-susta

Kingston Place Strategy 2020 to 2050 73

#### WE WANT A CONNECTED WALKING AND CYCLING NETWORK WITHIN AND BEYOND CENTRAL KINGSTON



The community wants the disconnected precincts in central Kingston to be reconnected through a network of safe walkable connections. This includes walking links between central Kingston and Kingston Beach as well as other key destinations. There is a support for adding infrastructure for bicycle use bicycle pathways and parking facilities.

WHAT DOES THIS MEAN?

d pedestrian priority areas in cent

## SUPPORT FROM COMMUNITY ENGAGEMENT

Engagement	Evidence
Place Priorities	<ul> <li>Fase of walking around (including crossing the street, moving between destinations)' is one of the primary improvement priorities for central Kingston</li> <li>Creating a better 'Quality of public space (footpaths and public spaces)' is one of the secondary priorities for improving central Kingston</li> </ul>
Visioning workshops	<ul> <li>All 6 groups supported developing infrastructure for active mobility and shared ideas such as designating pedestrian priority areas and extending the walking network beyond central Kingston</li> </ul>
Open Ended Question	<ul> <li>434 answers (50.3%) were related to improving movement in Kingston</li> <li>20.8% of answers were related to improving active transport infrastructure</li> </ul>
Past engagement	<ul> <li>The previous community engagement in 2014 and 2006 included ideas such as developing an improved network of walking trails and cycleways, and making better footpaths</li> </ul>



community wants central Kingston and its surroundings to offer a seamless walking and cycling experienc

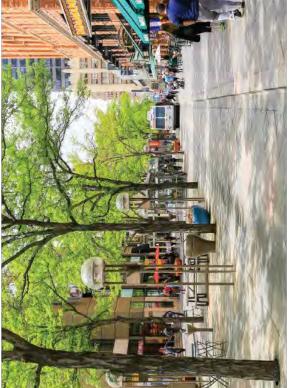
74 Place Score®2020 | www.placescore.org

### WE WANT LUSH GREEN SHADED STREETS AND UNIQUE NATURAL FEATURES



#### WHAT DOES THIS MEAN?

The community wants central Kingston to integrate elements of greenery and landscaping thus offering a green, shaded and relaxed public realm experience. There is also a desire for retention of scenic views and protection of natural features.



## SUPPORT FROM COMMUNITY ENGAGEMENT

Engagement	Evidence
Place Priorities	<ul> <li>'Elements of the natural environment (views, vegetation, topography, wa etc.)' and 'Vegetation and natural elements (street trees, planting, water etc.)' are primary improvement priorities for central Kingston</li> </ul>
Visioning workshops	• 4 out of 6 groups stated the need to add elements of greenery and vegetation in central Kingston
Open Ended Question	<ul> <li>187 (21.7%) answers were related to improving the natural environment of Kingston. A majority (16.8%) of the answers in this category were related to adding more and better parks and greener.</li> <li>Ideas were also shared with regard to celebrating and protecting the natural topography and landscape (3.2%) and the fauna and flora of the region (2.5%)</li> </ul>
Past engagement	<ul> <li>There was support for increasing greenery and limiting 'concrete jungle' development in central Kingston (2014), and protecting, enhancing and adding to the existing green spaces (2006)</li> </ul>

72 Kingston Place Strategy 2020 to 2050

### OUTDOOR STAYS AND SOCIAL INTERACTION PUBLIC REALM THAT ENCOURAGES LONGER



The community wants central Kingston

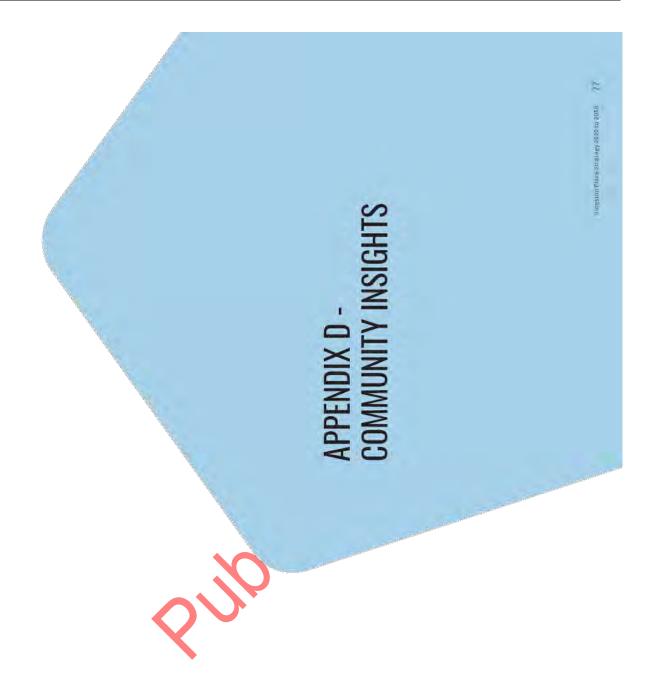
WHAT DOES THIS MEAN?

## SUPPORT FROM COMMUNITY ENGAGEMENT

Engagement	Evidence
Place Priorities	<ul> <li>'Maintenance of public spaces and street furniture' and 'Cleanlingss of public space' are primary improvement priorities for central Kingston</li> <li>Investing in 'Public art, community art, water or light feature' and creating a better 'Quality of public space (footpaths and public spaces)' are secondary priorities for improving central Kingston</li> </ul>
Visioning workshops	<ul> <li>4 out of 6 groups shared ideas for open spaces that encourage longer outdoor stays and improve community interaction (BBQs, play equipment, community farm, coffee shops, etc.)</li> <li>4 out of 6 groups stated the need to add public art to make the public realm more attractive</li> </ul>
Open Ended Question	<ul> <li>148 (17.2%) answers were related to improving social connections and safety</li> <li>16.8% answers were related to adding more and better parks and greenery</li> <li>3% of the answers were related to adding more and better community facilities such as gardens and gathering spaces</li> </ul>
Past engagement	<ul> <li>There was support for cleaning up local areas, developing aesthetically pleasing built form (2014) and developing Kingston as a well- maintained and attractive entry into the municipality (2006)</li> </ul>



Place Score@2020 | www.placescore.org 76



# ABOUT PLACE SCORE AND THIS RESEARCH

Place Score has been engaged by Kingborough Council to develop a Place Strategy for central Kingston. This report includes findings from face-to-face and online engagement conducted during Stage 1 of the project.

Place Score offers two sophisticated data collection tools, Care Factor and Place Experience (PX) Assessments. Like a 'place census', Care Factor captures what your community really values, while PX Assessments measure the community's lived accommunity.

Together they help you identify what is important, how a place is performing and what the focus of change should be. An attribute with a high Care Factor but a low PX Assessment should be a priority for investment.

There are many benefits in using Place Score for your project research.

- Community segmentation; geographic and demographic
- Insights that can be used for strategic planning and implementation
- Quantitative data for evidence based planning to measure the impact
  of investment over time
- Identification of place attributes that the community all cares about as well as potential conflicts to minimise risk

HOW THE PLACE SCORE SYSTEM WORKS:

Care Factor captures who attributes your community values...



captures how your community

PX Assessment



A place attribute with a high Care Factor but a low PX Score should be prioritised.

## WHERE AND WHEN WAS THIS DATA COLLECTED?

Between the 14th of October and 18th of November 2019, Place Score collected Town Centre Care Factor Surveys and PX Assessments for Kingborough Council in central Kingston. This data is the basis for your Town Centre Community Insights Report.

## TOWN CENTRE CARE FACTOR SURVEY

Which place attributes are most important to you in your ideal town centre?

- 1623 respondents
- Online and face-to-face data was collected between the 14th of October and 18th of November 2019.

### STREET PX ASSESSMENTS

How is each place attribute impacting your personal enjoyment of this place?

- Four main street environments
- 166 local residents, works and visitors completed a PX Assessment
- Face-to-face data was collected between the 17th and the 19th of November 2019.

A total of 1789 responses were collected during this research.

## HOW ARE PLACE SCORE ATTRIBUTES CODED?

Place Score's Care Factor and PX Assessments include 50 attributes which cover a wide range of themes. For this project, Place Score has additionally looked at 9 movement-related attributes.

Primary attributes include four attributes associated with walking, cycling, public transport options and private vehicular transport, whereas the five secondary attributes may potentially influence the different modes of travel, such as safety, quality and amount of public space, and evidence of management.

PLACESCORE

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

## **ABOUT THE RESPONDENTS**

### CONFIDENCE LEVEL:

a margin of error of ±4 % can be expected for all Care Factor Data and ±7.1pts for PX data. Unless noted otherwise, a 95% confidence level with

Low Target Achieved n=1623

for 44/05 at 95% Confidence 14.7% ±5% 44.5% 15% 別を 十四

G Sample

C

46.9% 34.8%

25-44 yrs 45-64 yrs

4.6%

15-24 yrs

This column captures the make-up of our population in accordance with the 2016 census. 2016 CENSUS DATA N=35,853 GENDER Data was collected via face-to-face surveys during the period 17th and 19th of October 2019. A total of 166 people participated. PX DATA GENDER n=166 Data was collected via online and face-to-face surveys during the period of 14th of October and 18th of November 2019. A total of 1623 people participated. CARE FACTOR DATA GENDER

#### 51.8% 47.6% 65.1% 0.4% 34.4%

51.3% 48.7%



45-64 25-44

65+

15.2%

15-24 yrs 25-44 yrs 45-64 yrs

38,8%

44.5% 15% SET WEEK

30.3% 15,8% 47.6% 51.8%

15-24

AGE!

34.4%

**新工路上**经 48.7% ±5%

Male

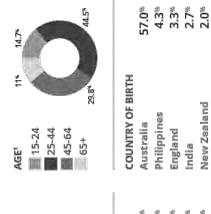
65+ yrs

55.1%

D=40

PX sample

×



COUNTRY OF BIRTH		Ö
Australia	74.7%	Aus
Jnited Kingdom <sup>2</sup>	6.6%	Phi
ndia	4.2%	Eng
Vew Zealand	3.6%	Ind
Thina	ş	Nev

ı	50	ni
ı	100	(Salan
ı	EPE-	4
ı	statier	Chris
ı	Total Control	STAN :
ı	200,	Spirit.
ı	TATA	8
ı	10	200
ı	MATERIA	4 Pilon
ı	TP (B)	ZUNEE
ı	Į,	100
ı	Filtra	50.00
ı	Accept,	E CASS
ı	203	ZIO-COLD
ı	8	dind
ı	2000	HAR
ı	entific	
ı	100	Born
	Whee	NAME.
1	Eri Fa	122
- 11	255	13

Kingborough Council - Kingston CR - March 2020 Place Score@2020 | www.placescore.org



l Rions Scare doca mat actively codect surveys from people aged unde years relations passantal comment. The ARS pascantage of pauple agent

New Zealand South Africa

但7% 生物

Female

張子がら 1155.4576

Male

65+ yrs

Australia



# CENTRAL KINGSTON MOVEMENT FINDINGS OVERVIEW

Overall, 'Walking paths that connect to other places' and 'Car parking and accessibility' are both strengths in Kingston. The only movement related attribute that is considered a priority by the Kingston associates' is improving the 'Ease of walking around'.

#### ACTIVE TRANSPORT

generally identified as a key priority for improvement in 'Ease of walking around' is central Kingston.

options' is not a priority at

present.

- change were related to improving active transport infrastructure. 20.8% of community ideas for
  - Overall, 'Ease of walking pround' is the most valued movement attribute.
- None of the surveyed streets is performing highly in terms of supporting active travel.

'Walking, cycling or public transport

options' is most valued by the

workers in Kingston.

respondents using other modes.

about Walking, cycling or public transport options' compared to

Private vehicle users care less

other places' contributes the most

Walking paths that connect to

to place experience compared

to other primary movement

attributes.

#### PRIVATE VEHICULAR **FRANSPORT** Walking, cycling or public transport PUBLIC TRANSPORT

- the Channel Highway (btw Huon Hwy and Hutchins St) where it is parking' is a strength except for · Overall, 'Car accessibility and a priority. change were related to improving 13% of the community ideas for public transport infrastructure.
- parking' compared to the National · Kingston associates care more about 'Car accessibility and Benchmark.
  - Channel Highway (btw Huon Hwy experience in all locations except contributes the most to place 'Car accessibility and parking' and Hutchins St)

### OTHER CONSIDERATIONS

- attributes, improving the quality Apart from primary movement physical safety are secondary public transport options and of public space, active and improvement priorities,
  - attributes and non-movement attributes are generally found more compared to secondary Overall, primary movement to impact place experience attributes.
- broader priorities for the centre. attributes which are among the Investment towards improving connectivity and safety) would potentially impact 'place' mobility (for example,

#### to the proced box b to the procedure Accounts Accounts 2% 75%

## WHAT IS RESPONDENTS' STATED MODE OF TRAVEL<sup>2</sup>?

usual mode to be private transport only. This is followed by walking/cycling to the centre and Place Score asked respondents of Care Factor Surveys and PX Assessments regarding their usual mode of travel to Kingston. The majority of the surveyed respondents stated their using public transport only.

PLACESCORE

A respondents associated with Kingston as residents, visitors, workers or students Based on 1429 responses

Kingbarough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

THE FIVE PLACE DIMENSIONS ARE:

considers care, pride, personal and financial

investment in the area.

How well a place is managed, maintained and improved. It

CARE

a place: how it looks and works, the

buildings, public space

and vegetation.

Physical characteristics of

o

LOOK & FUNCTION

#### care factor

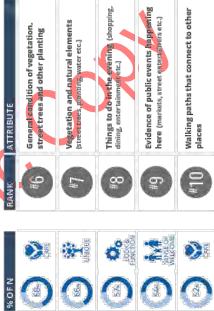
## KINGBOROUGH LGA PLACE VALUES

The Care Factor survey asks respondents to select what is most important to them in each of five Place Dimensions.

street environment, as The Place Dimensions, and their associated ten Place Attributes, reveal what attracts and attaches people to a town centre or maif well as the barriers to entry or connection.

## KINGBOROUGH LGA TOP 10 CARE FACTORS

The top 10 Care Factors are ranked based on how many people selected each attribute as being important to them.



Elements of the natural environment (views, vegetation, topography, water etc.)

Cleanliness of public space

ATTRIBUTE

Sense of safety (for allages, genders, day/night etc.)

Ease of walking around (including crossing the street, moving between

Maintenance of public spaces and

street furniture

ц



Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org



Care Factor percentages are based on the percentage of respondents that selected on attribute (n=1263).

LEGEND
Less valued than LGA
More valued than LGA
More valued than LGA

#### Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescoe.org



## KINGBOROUGH LGA PLACE VALUES

DIFFERENCES BETWEEN TOWN CENTRES
The communities in each of your town centres value different place
attributes than the LGA Top 10. This table illustrates which of the LGA Top 10
attributes are less/more valued in each town centre.

	Top 10 attributes for each town centre that are not in LGA Average Top 10 (We care about this more than everyone else)	P.9 Car accessibility and parking.	#b Public art, rommuny ort water unlight feature.#d furbann restourant, cafe and/or bar seating.#100/erall look and/isual character of the area	#ADAmennes and habities (tailets, water thubblers, parents norms erb.)	#10 Local Vintony, heritage buildings on fracures
evidence of gudblic events. erankem) er progrem, erankers	#10	#10	# #	9	14
Evidence of public events. Erskem programments etc.)	6#	=	靠	¥	表
evening to do in the Bring (shopping, dining, griesriannentetete)	89	9#	21%	#	÷
Vegetablon and natural street brees, from planting, water etc.)	#7	8#	76	#6	4.4
To noticeast tenedation or the cest trees and the cest trees and the center of the cen	9#	9#	7	00 #	5#
esotige pildug กับ sonenednieM esuit mul desame bre	\$	45	00 #	¥	¥
sage (le rof) y taates to asnac genders, daynight etc.)	#4	7#	9#	6#	#
brinorse Shibiting Berond of the Street, and substitutions are street, and substitutions between destinations.	#3	#3	#10	9#	#5
Elements of the natural lawnennement (wiews, wordenspeakers), water godos, nobesegevec.)	#2	#2	1#	7#	#
Cleanliness of public space	*	#-	#2	*	*
	LGA TOP 10 RANK	Central Kingston	Kingston Beach Town Centre	Margate Town Centre¹	Snug Town Centre²

PLACESCORE

The top row of this table identifies your LGA's top 10 Cove Factors. The rows below it illustrate the rank each of the LGA's top 10 CF but to CF buts to each control set of the column on the right sharings endures to the rank center's top 10 CF but are not in the LGA's top 10 CF. I langual from Control care factor data has a 15% confidence level with ±10.8% margin of army enous. Says (margin expert) each below to the says the rank of the respect of the rank enough of error error.

## **CENTRAL KINGSTON AT A GLANCE**

### **care**factor

The Care Factor survey invites respondents to priorifise the place attributes that are most important to them in their ideal main street or town centre environment.

The following 5 attributes were selected by the majority of your community as being important to them in their ideal town centre:

## **Px**assessment

A PX (Place Experience) Assessment is an observation study that asks respondents to rate how different aspects of a street are performing, resulting in a PX Score. The PX Score provides you with a number between 0 and 100 that captures your community's place experience.

A PX Assessment was undertaken at four locations in central Kingston between 17th and 19th of October 2019.

## Here is how respondents rated their Place Experience:

% OF N

ATTRIBUTE

68\*

Cleanliness of public space

64\*

vegetation, topography, water

environment (views,

Elements of the natural

59%

(including crossing the street, moving between destinations)

Ease of walking around

54%

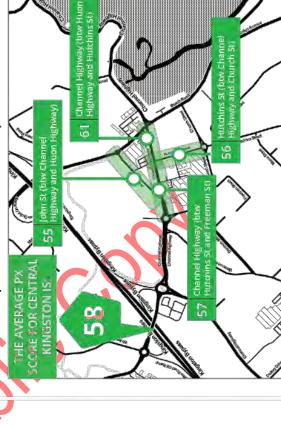
Sense of safety (for all ages, genders, day/night etc.)

51,

spaces and street furniture

3

Maintenance of public





Care Factor parcentages are based on the percentage of respondents that selected on outsitude (n=1263).
 Excress vary between 0 and 1100, Scares above 70 are very good, 50-70 there is nown furelypificant improvement, <50 wgent investing</li>

Kingborough Council - Kingston CIR - Merch 2020 ent required. Place Score@2020 | www.placescore.org

# CENTRAL KINGSTON STRENGTHS AND PRIORITIES

#### Pxassessment care factor

## PRIORITIES FOR CENTRAL KINGSTON

These tables and graph illustrate your town centre strengths, improvement priorities and

STRENGTHS should be celebrated and protected.

PRIORITIES identify the aspects of your town ceptice that are important to people but are currently under-performing. Improving these attributes will have the most significant impact on your community.

CONSIDERATIONS identify attributes to look-out for, they are negatively affecting your town centre and can become more significant issues if more people start caring about them.

General condition of vegetation, street trees and

other planting

8

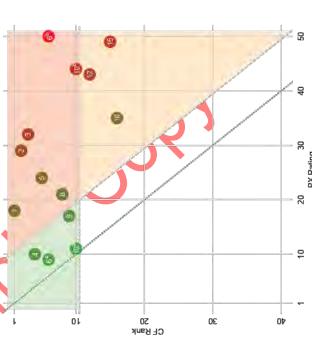
Walking paths that connect to other places

STRENGTHS

Ü

Sense of safety (for all ages, genders, day/night etc.)

Car accessibility and parking





-- Horizontal: Top 10 CF threshold

LEGEND

performing 10 pts worse than their CF ranking' (PX=CF+10) Diagonal: Threshold showing attributes which PX rating is

Public art, community art, water or light feature

(2) **(2)** 

Ü

Quality of public space (footpaths and public spaces) Outdoor restaurant, cafe and/or bar seating

Vegetation and natural elements (street trees, planting, water etc.)

Ease of walking around (including crossing the

Evidence of public events happening here (markets, street entertainers etc.)

Elements of the natural environment (views,

Maintenance of public spaces and street vegetation, topography, water etc.)

Cleanliness of public space

furniture

Things to do in the evening (shopping, dining,

IMPROVEMENT PRIORITIES

Ü

Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Equal CF rank and PX Score (PX=CF) PLACESCORE

Notes

CF-Care Factor ranking out of 50 - the lower the number the higher the number of people who think this attribute is important. Strengths those all the Carelination are the worst broad outside of the flow of the Carelination are the worst performing eventle outside of the flow 10 CF. A threshold difference of 10 pts between the CF rank and PK rating is used to assure that displayed priorities are not within the margin of error.

## CENTRAL KINGSTON SUMMARY

#### care factor

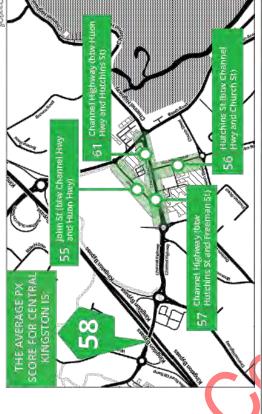
### **Px**assessment

## TOWN CENTRE PX SCORES AND PRIORITIES

PX Assessments were undertaken at four locations in central Kingston. The highest PX Score was at Channel Highway (btw Huon Hwy and Hutchins St) (61/100) while John Street (btw Channel Hwy and Huch Hwy) received the lowest score (55/100). The average of the four PX Scores (55/100).

As a comparison, the current Melbourne Metro averagers 72 out of 100.

Priorities for each location, and for the LGA as a whole, are determined by aggregating the Care Factor data with the PX Assessment scores. The top 3 priorities for each location are those attributes with the highest Care Factor that are also performing poorly.



TOWN CENTRE (CF.)	PX SCORE	PX SCORE PRIORITY 1	PRIGRITY2	PRIORITY 3
Overall Central Kingston	85	Things to do in the evening (shopping, dining, entertainment etc.)	Evidence of public events happening here (markets, street entertainers etc.)	Ease of walking around (including crossing moving between destinations)
Channel Highway (btw Huon Highway and Hutchins St)	61	Things to do in the evening (shopping dining, entertainment etc.)	Elements of the natural environment (views, vegetation, topography, water etc.)	Ease of walking around (including crossing moving between destinations)
Channel Highway (btw Hutchins St and Freeman St)	72	Things to do in the evening (shopping, dining, entertainment etc.)	Evidence of public events happening here (markets, street entertainers etc.)	Bements of the natural environment (view vegetation, topography, vioter etc.)
John St (btw Channel Highway and Huon Highway)	r.	Things to do in the evening (shopping, dining, entertainment etc.)	Ease of walking around (including crossing the street, moving between destinations)	Evidence of public events happening here street entertainers etc.)
Hutchins St (btw Channel Highway and Church St)	26	Things to do in the evening (shopping, dining, entertainment etc.)	Evidence of public events happening here (markets, street entertainers etc.)	Maintenance of public spaces and street it

ig the street,

e (markets,

PLACESCORE

PV Scores vary blancar II and 180, Scores done 70 are vary good 50-30 there is rount for significant improvement, <50 urgant investment equivact, principles and high Constitution and a law for service - Required have been been precised to service to perform the proof of the service of the service of the proof of the service of the ser

Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org



## HOW DO YOU COMPARE?

# CENTRAL KINGSTON IS NOT PERFORMING AS WELL AS THE NATIONAL BENCHMARK

Your PX Scores act as a benchmark to track the performance of the streets over time and allows for comparison

against other locations.

Melbourne Metro

PX Scores:

Average, VIC

National Average

Sydney Metro Average, NSW Average, NSW

Newcastle

Average, TAS

Kingston



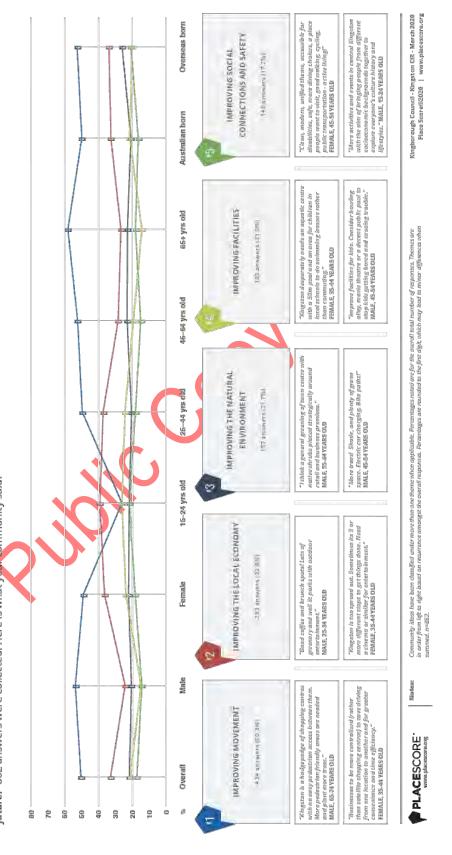


Fielder that Bick to see hear all SQ Place Scare attributes are performing compared in the autismal coverage.
Fielder that Bick has a been all SQ Place Scare attributes are performed by the margin of every meaning you should be countious on they could be be awar, figher or the some as the national severge hadronic everge somptee was or = 2,126 (bloombar 2019)



## COMMUNITY IDEAS FOR CHANGE (1/2)

COMMON COMMUNITY IDEAS INCLUDE AN INCREASE GENERAL CONNECTIVITY AND ACCESSIBILITY, Place Score asked survey respondents 'What is your big or small idea to make Kingston sustainable and successful into the IMPROVING THE ENTERTAINMENT AND RETAIL OFFER, GREENERY, SPORTS AND PLAY FACILITIES future?' 862 answers were collected. Here is what your community said:



CONNECTIONS AND SAFETY

148 ahawers (17,2%)

IMPROVING SOCIAL

# COMMUNITY IDEAS FOR CHANGE (2/2)



Notes

PLACESCORE



# CENTRAL KINGSTON MOVEMENT FINDINGS OVERVIEW

Overall, 'Walking paths that connect to other places' and 'Car parking and accessibility' are both strengths in Kingston. The only movement related attribute that is considered a priority by the Kingston associates' is improving the 'Ease of walking around'.

#### ACTIVE TRANSPORT

- generally identified as a key priority for improvement in 'Ease of walking around' is central Kingston.
- change were related to improving active transport infrastructure. 20.8% of community ideas for

change were related to improving

13% of the community ideas for public transport infrastructure.

options' is not a priority at

present.

- Overall, 'Ease of walking around' is the most valued movement attribute.
- None of the surveyed streets is performing highly in terms of supporting active travel.

'Walking, cycling or public transport

options' is most valued by the

workers in Kingston.

respondents using other modes.

about Walking, cycling or public transport options' compared to

Private vehicle users care less

other places' contributes the most

Walking paths that connect to

to place experience compared

to other primary movement

attributes.

#### PRIVATE VEHICULAR **FRANSPORT** Walking, cycling or public transport

PUBLIC TRANSPORT

- the Channel Highway (btw Huon Hwy and Hutchins St) where it is parking is a strength except for · Overall, 'Car accessibility and a priority.
- parking' compared to the National · Kingston associates care more about 'Car accessibility and Benchmark.
- Channel Highway (btw Huon Hwy experience in all locations except contributes the most to place 'Car accessibility and parking' and Hutchins St)

### OTHER CONSIDERATIONS

- attributes, improving the quality Apart from primary movement physical safety are secondary public transport options and of public space, active and improvement priorities,
  - attributes and non-movement attributes are generally found more compared to secondary Overall, primary movement to impact place experience attributes.
- broader priorities for the centre. attributes which are among the Investment towards improving connectivity and safety) would potentially impact 'place' mobility (for example,

#### to the proced box b to the procedure Accounts Accounts 2% 75%

## WHAT IS RESPONDENTS' STATED MODE OF TRAVEL<sup>2</sup>?

usual mode to be private transport only. This is followed by walking/cycling to the centre and Place Score asked respondents of Care Factor Surveys and PX Assessments regarding their usual mode of travel to Kingston. The majority of the surveyed respondents stated their using public transport only.

PLACESCORE

A respondents associated with Kingston as residents, visitors, workers or students Based on 1429 responses

Kingbarough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

How much we value 'Car accessibility and parking' by suburb of residence

# KINGBOROUGH LGA MODAL CHOICE

#### care factor

## WHO CARES ABOUT WHAT?

- Generally, the majority of Kingborough LGA residents value 'Ease of walking around' over 'Car accessibility and parking'.
- Residents of Lower Snug and Fern Tree, prioritise 'Co accessibility and parking over 'Ease of walking around'

'Car accessibility and parking' and 'Walking, cycling or public trem options' for residents of different suburbs in the LGA. The following maps compare Care Factor percentages of

How much we value 'Ease of walking' around by suburb of residence



67-70% 77-80% 87-90% 51-60% % of respondents 0-10% 11-20% 27-30% 31-40% 77-20% 27-30% 37-40% 47-50% LEGEND



PLACESCORE

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

These maps was data from the Care Factor Survey, based on suburb of residence of respondents. Respondents selected the top 3 attributes they cared the most about from 10 attributes. Suburbs with less than 5 respondents have been grayed out for legibility.

#### carefactor

# CENTRAL KINGSTON MODAL CHOICE

## DEMOGRAPHIC BREAKDOWN

- Fase of walking around' is the most valued movement related attribute for all Kingston associates, while 'Walking, cycling or public transport options' is valued the least
- Generally women, those aged over 45, visitors, respendents born overseas and visitors care more about 'Walking paths that connect to other places'.
- Respondents aged 65 and over care about "Car accessibility and parking" more than other users.

The following table illustrates Care Factor percentages of different movement attributes for all Kingston associates.

More valued than average
 Less valued than average

LEGEND

45% 28% 53% 35% 52% 31% 18% 16% 59% 22% 35% 39% 22% 48% 30% 57% 43% 13% 25% 62% 61% 619 57% 36% 300E 2796 1881 29% 9699 399% 19% 29% (re=n) 32% 52% 26% 396 48% 38% 35% Warkers (n=113) 51% 4996 39% 38% 15% 20% 9667 45% 3796 18% 9681 (H=254) 6196 46% 33% 875 35% 32% 56% 18% 1796 Residents' 59% 46% 45% 35% 4238 54% 45% 等 40% 53% 9662 2196 12% Born Overse (n=265) ni nab8 allamanA (868=n) 6196 46% 54% 34% 31% 18% 17% 34% 55% 53% 35% 25% 2096 379 (641=H) +59 9609 9856 27% 44% 北田 (ZEF=U) #9-5# 62% 399 54% 41% 31% 19% 15% 34% 46% 42% (n=584) 5896 53% 33% 35% 19% 16% 37% 21% 32% 24% 25% 9661 49% 65% 14% (£0=n) 35% (n=834) 47% 47% 31% 9696 32% 17% 63% 16% 44% 29% 23% (n=423) 52% 42% 42% 805 38% 362 1017L (n=1263) 29% 46% 36% 45% 31% 19% 16% 35% Amount of public space (footpaths and public spaces) Quality of public space (footpaths and public spaces) Sense of safety (for all ages, genders, day/night etc.) Ease of walking around (including crossing the street, moving between destinations) Walking paths that connect to other places Physical safety (paths, cars, lighting etc.) Walking, cycling or public transport options Evidence of management (signage information, street cleaners etc.) Car accessibility and parking Secondary Alignment Primary Alignment

PLACESCORE:

Respondents were allowed to select more than one identity

Kingborough Council - Kingston CR - March 2020 Place Score©2020 | www.placescore.org

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

# CENTRAL KINGSTON MODAL CHOICE

**care**factor

in Place Values based on illustrate the differences people's usual mode of The following tables transport.

Main findings

(rank #3) more than 'Car accessibility and parking' Ease of walking around' Interestingly, private vehicle users value (rank #4).

parking' significantly less than private vehicle transport users value 'Car accessibility and Active and public

Sense of safety \* (for all ages, genders, day/nighterc.) Amenities and facilities\* (oiets, water bubblers, parents rooms etc.) Public art, community art, water or light feature\* Car accessibility and parking Cleanliness of public space Evidence of recent public investment (new planting, paving attect furniture etc.) Ease of walking around \* (including classing the street, maxing between destinations) Things to do in the evening \* Chapping, dining, entertainment etc.) A chuster of similar businesses \* (tood, cultural traders, lashion etc.) fronment \* (views, Lation, topography, water Nalking, cycling or public Elements of the natural ATTRIBUTE PUBLIC ONLY Elements of the natural environment (views, vegelation, tapography, water etc.) Maintenance of public spaces and street furniture Cleanliness of public space Sense of safety (6) allages, genders, day/nghtetc.) Evidence of public events happening here (market, succeedents lainers etc.) evening (shapping, dining, entertainment etc.) vegetation, street trees and other planting Vegetation and natural Car accessibility and General condition of elements (street trees, planting, water etc.) Things to do in the ATTRIBUTE PRIVATE ONLY n=938 Elements of the natural environment (views, vegelation, topography, water etc.) Maintenance of public Spaces and street furniture Sense of safety (for all-ges, genders, day/nightets) ness of public space Walking cycling or public transport options happening here (markets, streetentertaine(setc.) Walking paths that connect to other places Car accessibility and parking ACTIVE ONLY n=61 OVERALL KINGSTON ASSOCIATES Maintenance of public spaces and street furniture Sense of safety (for alloges, genders, day/nghletc.) environment (views, vegetation, topography, veget Things fode in the evening (shopping, dining, entertainmentets.) General condition of vegetation, street trees and other planting Ease of walking around (including clossing the street, moving between destinations) Walking paths that connect to other places Veget ation and natural Car accessibility and parking elements (succined), planing waterete.) ATTRIBUTE n=1263

Different from Kingston overall Top 10 Care Factors
 Primary Movement-related attribute
 Secondary Movement-related attribute

\*Confidence èvel for this attribute is below the 193% threshold due to small sample and/or poor alignment (na cansensus within a demographic).

PLACESCORE WWW.phreescore.org

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

#### care factor

# CENTRAL KINGSTON MODAL CHOICE

MIXED (INC. PUBLIC)

**OVERALL KINGSTON ASSOCIATES** 

in Place Values based on people's mixed mode of illustrate the differences The following tables transport.

Main findings

walking around' (rank #3) accessibility and parking' Not only private vehicle transport, walking and and 'Walking paths that users but also people using a combination connect to other places' cycling value 'Ease of of private vehicular (# 4) more than 'Car (rank #17).

Sense of safety' is valued by all users.

Maintenance of public spaces and street furniture Cleanliness of public space Sense of safety (lai alloges, genders, day/ng fileto.) environment (views, wegetation, topography, water etc.) Things to do in the evening (shopping, dining, enter tainment etc.) Walking, cycling or public ransport options Vegetation and natural elements (succinea; planing, waterete.) Walking paths that connect to other places. ation, street frees Elements of the natural MIXED (EXC. PUBLIC) n=141 ATTRIBUTE Cleanliness of public space Maintenance of public spaces and street furniture Sense of safety (for all ages, genders, day/nghtete.) Amenities and facilities (talets, water bubblets, parents emifronment (views, vegetation, topography, water etc.) Walking, cycling or public Vegetation and natural elements (street trees, planting, water etc.) Elements of the natural and other planting P=89 Maintenance of public spaces and street furniture Sense of safety (for alloges, penders, daying Nicks.) Things to do in the evening thoping, dring, entertainment etc.) General condition of vegetation, street trees and other planting environment (views, vegetation, topography, water Vegetation and natural elements (succludes, planing watereto.) Walking paths that connect to other place Car accessibility and

 Different from Kingston overall Top 10 Care Factors
 Primary Movement-related attribute
 Secondary Movement-related attribute LEGEND

PLACESCORE WWW.phreescore.org

\*Confidence èvel for this attribute is belavribre 95% threshold due to small sample analor paar alignment (na consensus vitibn a damagraphit.)

**Page 145** 

# NATIONAL BENCHMARK MOVEMENT COMPARISON



### CENTRAL KINGSTON VS NATIONAL BENCHMARK\* MODAL CHOICES CARE FACTOR

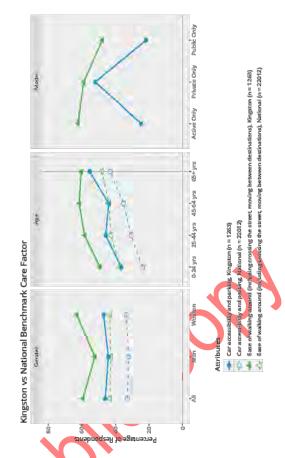
Kingston women care about 'Ease of walking around' more than men, unlike the National Benchmark when both genders are aligned.

Both genders in Kingston value 'Car accessibility and parking' substantially higher than the National Benchmark.

People of all ages in Kingston value the 'Ease of walking, around' more than the National Benchmark.

Unsurprisingly, active travelers in Kingston value 'Ease of walking around' more than people using other modes. Inversely, private vehicle users value 'Car accessibility and parking' significantly higher than active or public transport users.

The following graph compares the Care Factor percentages of two movement attributes, namely 'Car accessibility and parking', and 'Ease of walking around (including crossing the street, moving between destinations)' for associates of Kingston and across the National Benchmark





«CF data per mode was collected for this project only, hence it not part of the Patiental Benchmark data. Af includes respondents only welking/ springs but reture, FT lettudes responde mis taking the trainform/bas for accessing the centre, PV includes respondents using private vehicles for accessing the entre.

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

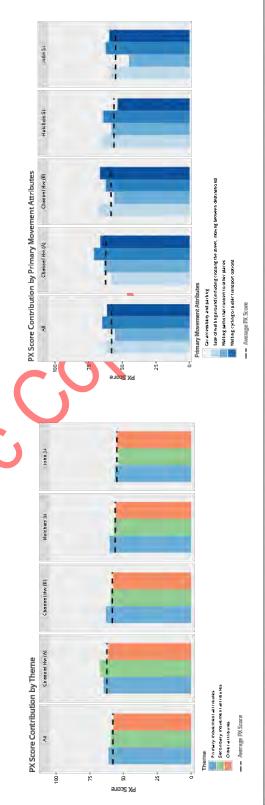


# CENTRAL KINGSTON MOVEMENT PRIORITIES

# HOW ARE THE MOVEMENT ATTRIBUTES IMPACTING PLACE EXPERIENCE?

- Primary movement related attributes are performing above the average PX Score across all locations.
- For all primary movement related attributes, Channel Highway (btw Huon Hwy and Hutchins St) has the highest scores and the John Street has the lowest scores.
- Amongst the primary movement attributes, "Waking paths that connect to other places" has the overall highest impact on place experience.
- Interestingly, 'Car accessibility and parking' is performing significantly different in the two sections of the Channel Highway.

The following graphs compare the contribution of various movement aftributes to the overall place experience of central Kingston and its streets.





AI includes respondents only welking/cycling to the centre, PI includes respondents taking the trainfram/bur for accessing the centre, PV includes respondents using private wholeking for accessing the centre.

\*\*Chain of attributes is based on central Registan everal CF centre accessing the centre Registance is based on central Registan everal CF centre.

\*\*Chain ever the purp of the leave to the purp for the lightwey and Huchins SQ and Chainal Hay (B) refers to the whothins SC and Freeman SQ and Free Freeman SQ and Freeman S

Page 147

care factor

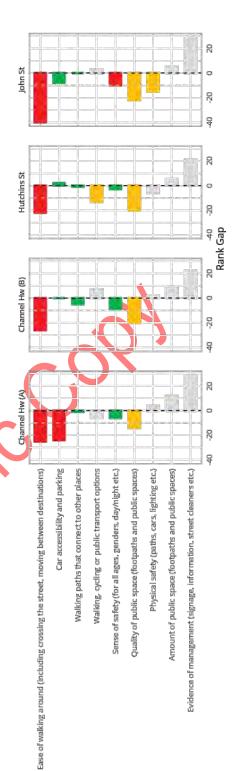
## CENTRAL KINGSTON MOVEMENT AND PLACE PRIORITIES

This page illustrates which movement related attributes are rated by the community as either strengths or priorities. The green bars indicate attributes that are strengths of the surveyed location, whereas red bars indicate attributes requiring high priority improvement (Attributes with CF #1-10). The yellow bars indicate attributes that are considered as secondary priorities for improvement (Attributes with CF #10-20). Length of the bar determines the extent to which the attribute is a strength or priority.

- In all surveyed locations in central Kingston, improving the 'Ease of walking around' is the highest priority for investment.
- In addition, 'Car accessibility and parking' is an investment priority for Channel Highway (btw Huon Hwy
  and Hutchins St).
  - Improving 'Quality of public space (footpaths and public spaces)' is a secondary improvement priority
    across the surveyed streets. In addition, 'Physical safety' is a secondary priority for John Street, while
    'Walking, cyding or public transport options' is a secondary priority for Hutchins street.

Strengths
 Priority
 Consideration

LEGEND







Strangula have a high CF and high PR Priorities are the poavest performing attributes with CF ranked in the everal top 10 and a rank gap of less than -10. Secondary Privities are this worst performing evental outside the 10 of 10 CF. Toble cells that one not highlighted show the rank gap of attributes which are either performing well compared to the estant they are valued or are not within the 20 Oct a Factors.
The Private of antibutes is based an exetual Kingston eventil CF ranking.

**Page 148** 



#### care factor

## CENTRAL KINGSTON PLACE VALUES

## KINGSTON ASSOCIATES VALUES A TOWN CENTRE THAT IS:

vegetation, street trees and other planting' are also within the Top 10 Care Factors Maintenance of public spaces and street furniture' and 'General condition of Cleanliness of public space' is the community's number one Care Factor. for Kingston's community.

### CONNECTED TO NATURE

planting, water etc.)' is also in the Top 10 Care Factors for the community, making Elements of the natural environment (views, vegetation, topography, water etc.)' is the community's #2 Care Factor. 'Vegetation and natural elements (street trees, connection to nature an important element in an ideal town centre.

### WALKABLE AND ACCESSIBLE

Ease of walking around (including crossing the street, moving between destinations), Factors. This community cares about a well connected environment which and 'Walking paths that connect to other places' are both in the Top 10 Care offers easy access by foot.

### WELCOMING AND LIVELY

This community values a town centre that makes everyone feel safe, regardless of their gender, age, or time of day as well as allows things to do after hours.

While different age groups value different place attributes, most demographics' top three Care Factors are represented in the overall Top 10

## DEMOGRAPHIC DIFFERENCES IN TOWN CENTRE VALUES

25-44

45-64

specific activities (play, entertainment, exercise, etc.)' compared 32% of people aged 25-44 care about 'Spaces suitable for to only 23% of people aged 45-64. YEARS OLD

activity (community gardening, art, fundraising etc.)' compared 30% of people aged 45-64 care about 'Evidence of community 57% of people with European (including United Kingdom) to only 22% of people aged 25-44. YEARS OLD ANCESTRY

trees, planting, water etc.)' compared to only 45% of people with 29% of people born in Australia care about 'Evidence of recent ancestry care about 'Vegetation and natural elements (street Australasian ancestry. COUNTRY

public investment (new planting, paving, street furniture etc.)'

OF BIRTH

compared to only 18% of people born in United Kingdom.

28% of Men care about 'Buildings and shop fronts' compared to only 16% of Women. MEM

69% of Women care about 'Elements of the natural environment (views, vegetation, topography, water etc.) compared to only 56% of Men. WOMEN

67% of Visitors care about 'Elements of the natural environment (views, vegetation, topography, water etc.) compared to only 62% of Visitors. RESIDENTS

PLACESCORE

THE FIVE PLACE DIMENSIONS ARE:

considers care, pride, personal and financial

investment in the area.

How well a place is managed, maintained and improved. It

CARE

a place: how it looks and works, the

buildings, public space

and vegetation.

Physical characteristics of

o

LOOK & FUNCTION

### carefactor

## **CENTRAL KINGSTON PLACE VALUES**

The Care Factor survey asks respondents to select what is most important to them in each of five Place Dimensions.

The Place Dimensions, and their associated ten Place Attributes, reveal what attracts and attaches people to a town centre or main attreet environment, as well as the barriers to entry or connection.

## CENTRAL KINGSTON TOP 10 CARE FACTORS

The Top 10 Care Factors are ranked based on how many people selected each attribute as being important to them.







Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org



Care Factor percentages are based on the percentage of respondents that selected an attribute (n=1263).

Page 151

#1 attribute #2 attribute #3 attribute

LEGEND

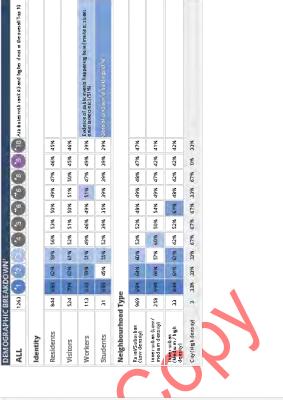


## **CENTRAL KINGSTON PLACE VALUES**

## DEMOGRAPHIC BREAKDOWN

The following tables illustrate the differences in values between demographic groups. The circled numbers refer to the Top 10 Care Factor, while the colour identifies a demographic's top three attributes.

			1		1	1	1	1	1	I	j	
ALL	1263	9	0	8	0	0	9	0	0	.gn	8	10) Altinbutes with jank 03 and higher of not in the overall Top 10
Male	2	200	26.00	å	20%	49%	ğ	45%	%	24 28	42%	<b>3</b>
Female	ä	8	7069	3	26%	Š	20 20 20	\$12	22 32	47%	<u>\$</u>	
Age												
0-24	G	36%	\$7.8	98	828	4 \$	65%	46%	ž.	37%	24%	
25-44	ä	880	8E9	2	\$0 \$0	49%	22 28	47%	\$	46%	<u>42</u>	
45-64	433	10%	66%	88	24.28	55%	20 20 20	20.00	& %	\$ 44	<u>8</u>	)
65+	Ē	WP59	200	25.00	20.0%	5.5%	34%	49%	40%	55%	200	
Country of birth (Top 3)	th (To	(b 3)										
Australia	8	W-50	W.C3	20	22 28	\$23	20%	48%	84 %	46%	200	
United Kingdom	<u>+</u>	75.8	76%	3	20	865	40%	84	ž.	25%	46%	
China	2	200	48%	8	43% 43%	78.57	43%	39%	22.8	766	7007	ce recondinand funding (1991, Chally of a tables a xer (Challad) was dark a seed (291), and staged stage from (Charles vering (yelling a table transpart of a table yelling (Active of table yelling) and bapening less (market, street or as table xert) (201).
Ancestry (Top 3)	3)											
Australasian	27	70%	62W	200	26%	54%	20%	48%	45%	48%	43%	
European (including United Kingdom)	87	WBD	12.00 A	85 85	20 20 20	48 48	4 8	55%	S. Ci	4 8 8	홟	
Mund	62	100	68%	8	8.13	200	61%	200	ŝ	828	\$	



PLACESCORE:

'Demographic breakdoron should be used as a 'snapshorf as smallor samples (r=-68) do not meet the 95% confidence level. Supportabilis was allowed to select more than one blandly (Risident, visiter, visiter, tuolent) Gregod demographics have its bon 10 respondents.

Kingbaraugh Cauncil - Kingston CR - March 2020
Place Scare 82020 | www.phorescare.org

| LEGEND | Offerent from overall | Kingston Top 10 Care | Factors

STUDENTS<sup>1</sup> n=31

WORKERS<sup>1</sup> n=113

VISITORS<sup>1</sup> n=524

RESIDENTS<sup>1</sup> n=844

OVERALL KINGSTON

n=1263

Kingborough Council - Kingston CR - March 2020 Place Score@2020 | www.placescore.org

#### **care**factor

# **CENTRAL KINGSTON PLACE VALUES**

ASSOCIATE BREAKDOWN
The following tables illustrate the differences in values between demographic groups based on their connection to Kingston.

N OF IN	0	0	(B)	0	<b>(3)</b>	0	0	0	0
ALTRIBUTE Cleanliness of public space	General condition of buildings	Ease of walking around (notating crossing the street, moving between destinations)	Sense of safety (total ages, gooders, day/night etc.)	Elements of the natural environment * towas, veges non, topography, water etc.)	Evidence of public events happening here * (mar wes, succe onerances etc.)	Buildings and shop fronts*	Car accessibility and parking*	Free and comfortable places to sit alone*	General condition of vegetation, street frees and other planting*
RANK	8		4	\$2. **	8		<b>F</b>		6
% of N	0	<b>(B)</b>	(3)	0	0	0	0	0	0
ATTRIBUTE Cleanliness of publicspace	Elements of the natural environment (wews, vegetation, topography, water etc.)	Ease of walking around (notading cosnighe steel, moving brives a destinations)	Evidence of public events happening here (market) store, enternances etc.)	General condition of vegetation, street trees and other planting	Car accessibility and parking	Sense of safety (torall ages, gonders, day/night etc.)	Things to definithe evening (shopping, doing entertain	Overall look and visual character of the area	Vegetation and natural elements (avectors, plants was rec.)
RANK	8		F	0	9#	9#	9#	<u> </u>	<b>O</b>
SOF N	0	0	0	0	0	0	0	0	0
AJTRIBUTE Geanliness of public space	Elements of the natural environment (views, vegelation, lopography, votes etc.)	Ease of walking around (heluding coaxing the street, moving between destinations)	Sense of safety, the all aga, genders, dayinghtetal	Maintenance of public spaces and street furniture	General condition of vegetation, street trees and other planting	Things to do in the exerting (shapping, dining, enter tain menter);	Vegetation and natural elements (streethers, planting, waterete.)	Walking paths that connect to other places	Car accessibility and parking
RANK				<b>(P)</b>	<b>P</b>			9	9
NJO;	0	0	<b>(</b>	0	<b>(</b> )	0	0	0	<b>(</b>
ATTRIBUTE Cleanliness of public space	Elements of the natural environment (news, vegazing a phy, water etc.)	Esse of walking around (and uding clossing the street, moving between destinations)	Sense of safety (to rall ages, genders, daying there.)	Maintenance of public spaces and street furniture	Things to do in the evening (shopping, doing entertainment one.)	General condition of vegetation, street frees and other planting	Evidence of public events happening here (na nora area entertaine seet.)	Wegetation and natural elements (suco uces, pan rg, water etc.)	Car accessibility and parking
RANK	8		3	<b>S</b>	9#	6	<b>P</b>	*	9
S OF N	0	0	0	0	0	0	0	0	0
BUTE liness of publics pace	ents of the natural onment (wws, wo, woogaphy ec.)	of wellking around age osa of the street, perween destrations)	of safety (or all ages, s, day/orghretc.)	enance of public s and street furniture	s forde in the Ng (shopping dining a omeniero)	ral condition of ation, streettrees ther planting	ation and natural ants (areoness (5 was eec.)	ressibility and	ng paths that ect to other places



Respandents were allowed to select more than one deemly. «Confidence level for this astribute is below the 15% threshold due to small sample andlor poor alignment foo consensus within a demagraphic).



# HOW ARE YOUR STREETS PERFORMING?

## PEOPLE IDENTIFIED CENTRAL KINGSTON'S

STREETS AS:

#### MEETING DAILY NEEDS

Service businesses (post offices, libraries, banks etc.) and Grocery and fresh food businesses' are the best performing attributes across all surveyed locations.

#### WELCOMING

Welcoming to people' and 'Interaction with locals' other per in the area (smiles, customer service etc.)' are contributing positively to your community's place experience.

### LACKING OUTDOOR DINING

On the whole, outdoor dining options and night time activity are performing poorly.

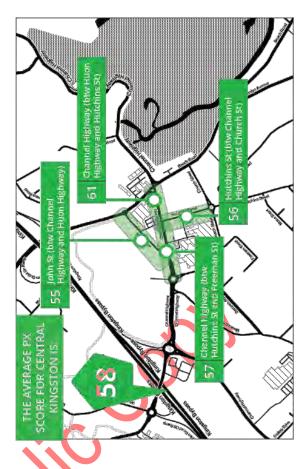
#### LACKING UNIQUENESS

Place attributes related to art, public spaces and unique features that stand out are amongst the poorest performing place attributes for all surveyed locations except Hutchins Street.

#### DECO

'Shelterfownings (protection from sun, rain etc.)' is among the worst performing attributes for both John Street and Hutchins Street.

A PX (Place Experience) Assessment is an observation study that asks respondents to rate how different aspects of a street are performing, resulting in a PX Score. The PX Score provides you with a number between 0 and 100 that captures your community's place experience. PX Assessments were undertaken at 4 main street locations in central Kingston between 17th and 19th of October 2019.





PX Saves vary between Danid 100, Saves doow 70 are vary good, 50-70 there is noon far significant improvement, <50 wyent invesment required. Mop sites by Samon Dasign, under CC 81'3.0. Data by OpenSevetklap, under ODbii.

Kingborough Council - Mingston CIR - March 2020 Place Score®2020 | www.placescore.org

# HOW IS CENTRAL KINGSTON PERFORMING? (1/3)

 PX 70+ Performing well
 PX 50-69 Room for improve
 PX <50 Urgent core needed</li> Under 10 respondents LEGEND

#### representative sample of main street users. In addition it can be further analysed Your PX Score provides you with a measure of place performance from a to reveal the scores of different demographic groups. BREAKING DOWN YOUR PX SCORES

Generally, males and younger respondents were more likely to rate places Interesting findings: positively. On the whole, Channel Highway is performing better than Hutchins Street and John Street.





improvement, 450 urgent investment required. PX Soures vary between Dand 100. Soures above 70 ore very good, 50-70 there is nown far significant. - Respondents were allowed to select more than one identity (Resident, visitor, varies; student)

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

JOHN ST BTW CHANNEL HWY AND HUON

SENSE OF WELCOME

THINGS TO DO

UNIQUENESS

CARE

LOOK & FUNCTION

ó

### \*\*assessment

# HOW IS CENTRAL KINGSTON PERFORMING? (2/3)

CHANNEL HIGHWAY (BTW HUON HWY AND HUTCHINS ST) HAS THE HIGHEST PX OF 61, WHILE OHN STREET HAS THE LOWEST PX OF 55 This page identifies how each Place Dimension is performing as well as the best and worst performing attributes for each main street. Each Place Dimension is scored out of 20 with a total PX Score out of 100.



#### \*2 Grocely and fresh food businesses \*3 Welcoming to all people \*3 Interaction with locals/ other people in the area (smiles, customer service etc.) \*2 Service businesses (post offices, libraries, banks etc.)



YOUR LOWEST RATED PLACE ATTRIBUTES

42 Grocery and fresh food businesses

\*3 Welcoming to all people

The following place attributes rated most poorly overall: 450 One of a kind, quirky or unique features

Things to do in the evening (shopping, dining, entertainment etc.) \*49 Unusual or unique businesses/shops

\*49 Public art, community art, water or light feature

\*48 Unusual or unique buildings or public space design

\*50 Things to do in the evening (shopping, dining, entertainment etc.) The following place attributes rated most poorly overall:

YOUR HIGHEST RATED PLACE ATTRIBUTES ¢

### \*1 Grocery and fresh food businesses

\*2 Service businesses (post offices, libraries, banks etc.)

### YOUR LOWEST RATED PLACE ATTRIBUTES

YOUR LOWEST RATED PLACE ATTRIBUTES The following place attributes rated most poorly overall: \*50 Unusual or unique buildings or public space

The following place attributes rated most poorly overall:

\*3 Businesses that reflect the local community and

\*50 Shelter/awnings (protection from sun, rain etc.)

\*49 Publicart, community art, water or light feature 48 One of a kind, quirky or unique features

\*49 Public art, community art, water or light feature

PLACESCORE

PX Scores vory between G and 100. Scores above 70 are vay good, 50-70 there is noon far significant improvement, <50 urgent investment required

Kingborough Council - Kingston CIR - March 2020 Place Score©2020 | www.placescore.org

# HOW IS CENTRAL KINGSTON PERFORMING? (3/3)



THINGS TO DO

UNIQUENESS

CARE

OVERALL

ó

\*1 Service businesses (post offices, libraries, banks etc.) \*3 Grocery and fresh food businesses \*2 Welcoming to all people \*1 Service businesses (post offices, libraries, banks etc.)

YOUR LOWEST RATED PLACE ATTRIBUTES

Grocery and fresh food businesses

\*3 Welcoming to all people

YOUR LOWEST RATED PLACE ATTRIBUTES

\*50 Things to do in the evening (shopping, dining, entertainment etc.) The following place attributes rated most poorly overall:

🕬 Outdoor restaurant, café and/or bar seating

\*50 Things to do in the evening (shopping, dining, entertainment etc.) The following place attributes rated most poorly overalls

\*48 Shelter/awnings (protection from sun, rain etc.) \*48 Unusual or unique buildings or public space design

\*49 Publicart, communityart, water or light feature

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

PX Scores vary between Dand 100. Scores above 70 are very good, 50-70 there is noon for significant improvement, <50 urgent inv







# CHANNEL HIGHWAY (BTW HUON HWY AND HUTCHINS ST)

PEOPLE GAVE THIS PLACE A SCORE OF:



Pxassessment

contributing to Place Experience.

Unusual or unique buildings or public space design BOTTOM 5 PLACE EXPERIENCE CONTRIBUTORS Things to do in the evening (shopping, dining, entertainment etc.) Outdoor restaurant, cafe and/or bar seating One of a kind, quirky or unique features Unusual or unique businesses/shops 4 £ **#**46 #20 #49 **#**48 #47

Service businesses (post offices, libraries, banks etc.) General condition of vegetation, street trees and other planting Interaction with locals/ other people in the area (smiles, customer service etc.) TOP 5 PLACE EXPERIENCE CONTRIBUTORS Grocery and fresh food businesses General condition of buildings 4 0); •} 0) ű m 4 ហ៊

This table identifies the Street PX Scores as rated by different demographic groups. PLACE EXPERIENCE BY DEMOGRAPHIC

place dimensions, each rated out of 20, that influence people's attraction and

attachment to place.

LOOK & FUNCTION

Ó

SENSE OF WELCOME

THINGS TO DO

UNIQUENESS

CARE

Your PX Score is made up of 5 key

PLACE DIMENSIONS





PLACESCORE

Notes

PX Sours vary between Conel 100. Sourse chove 70 are vary good, 50-70 there is noom for significant improvement <50 urgent investment required. (n=40)

Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Under 10 respondents
 X70+ Performing well
 X50-69 Room for improvemen
 X50-69 Room for improvemen

LEGEND

Visitor 63

care factor

## CHANNEL HIGHWAY PRIORITIES

PRIORITIES FOR CHANNEL HIGHWAY (BTW HUON HWY AND HUTCHINS ST)

These tables and graph illustrate your town centre strengths, improvement priorities and

STRENGTHS should be celebrated and protected.

PRIORITIES identify the aspects of your town ceptics that are important to people but are currently under-performing. Improving these attributes will have the most significant impact on your community.

CONSIDERATIONS identify attributes to look-out for, they are negatively affecting your town centre and can become more significant issues if more people start caring about them.

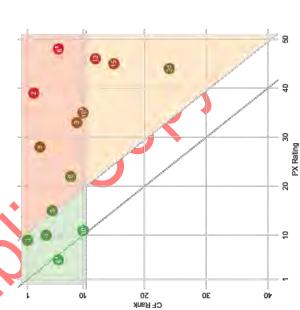
General condition of vegetation, street trees and other planting

STRENGTHS

Ü (2)

Sense of safety (for all ages, genders, day/night etc.) Walking paths that connect to other places

Cleanliness of public space



Ease of walking around (including crossing the street, moving between destinations)

Evidence of public events happening here (markets, street entertainers etc.)

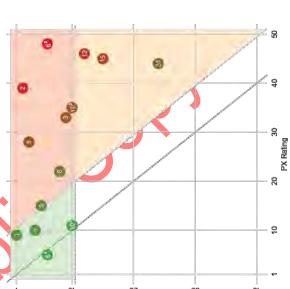
Car accessibility and parking

Things to do in the evening (shopping, dining,

Ü

Elements of the natural environment (views,

vegetation, topography, water etc.)



Vegetation and natural elements (street trees, planting, water etc.)

(a)

Maintenance of public spaces and street

furniture

W

Public art, community art, water or light feature

Spaces suitable for specific activities (play, entertainment, exercise etc.)

Outdoor restaurant, cafe and/or bar seating

**(2)** 

ü

**(2)** 

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

PLACESCORE

— Horizontal: Top 10 CF threshold

LEGEND

performing 10 pts worse than their CF ranking' (PX=CF+10) Diagonal: Threshold showing attributes which PX rating is

Equal CF rank and PX Score

(PX=CF)

Notes

CF-Care Factor ranking out of 50 - the lower the number the higher the number of people who think this attribute is important. Strengths have a light C can'd high K Planitius are the porrect people mixed in the censeral to 10, 15, Econordary Planitius are the energy performing owned autobie of the Econordary Planitius are the energy people of the C in A threshold objectore of 10 ps between the C rank and RY criting is used to assure that displayed priorities are not within the margin of energ. Care factor ranking is based on Kingston ranking.

# **CHANNEL HIGHWAY (BTW HUTCHINS ST AND FREEMAN ST)**

PEOPLE GAVE THIS PLACE A SCORE OF:

## These tables identify the highest and lowest rated attributes that are WHAT IS IMPACTING OUR PLACE EXPERIENCE TODAY

Pxassessment

contributing to Place Experience.

BOTTOM 5 PLACE EXPERIENCE CONTRIBUTORS Things to do in the evening (shopping, dining, entertainment etc.)

1

#20



Unusual or unique buildings or public space design One of a kind, quirky or unique features Unusual or unique businesses/shops -#48 **#**46 #47

Public art, community art, water or light feature

-

#49

This table identifies the Street PX Scores as rated by different demographic groups. PLACE EXPERIENCE BY DEMOGRAPHIC

place dimensions, each rated out of 20, that influence people's attraction and

attachment to place.

LOOK & FUNCTION

Ó

Your PX Score is made up of 5 key

PLACE DIMENSIONS





Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Under 10 respondents
 X70+ Performing well
 X50-69 Room for improvemen
 X<0 Usgent core needed

œ

LEGEND

PLACESCORE

PX Sours vary between Conel 100. Sourse choive 70 are vary good, 50-70 there is noom for significant improvement <50 urgent investment required, (1=42)

Notes

care factor

## CHANNEL HIGHWAY PRIORITIES

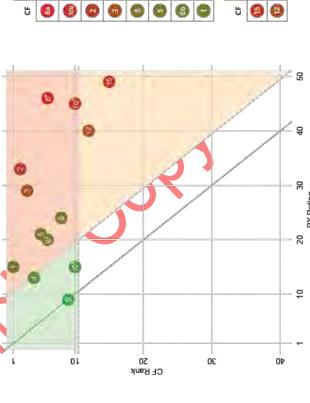
## CHANNEL HIGHWAY (BTW HUTCHINS ST AND FREEMAN ST)

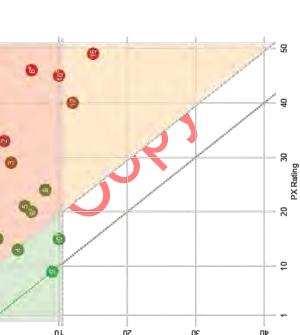
These tables and graph illustrate your town centre strengths, improvement priorities and

STRENGTHS should be celebrated and protected.

PRIORITIES identify the aspects of your town ceptics that are important to people but are currently under-performing. Improving these attributes will have the most significant impact on your community.

CONSIDERATIONS identify attributes to look-out for, they are negatively affecting your town centre and can become more significant issues if more people start caring about them.





General condition of vegetation, street trees and other planting

Cleanliness of public space

Maintenance of public spaces and street

furniture

planting, water etc.)

Ease of walking around (including crossing the street, moving between destinations) Vegetation and natural elements (street trees,

Elements of the natural environment (views, Evidence of public events happening here (markets, street entertainers etc.)

Sense of safety (for all ages, genders, day/night etc.) Walking paths that connect to other places

Car accessibility and parking

STRENGTHS

Ü

vegetation, topography, water etc.)

Things to do in the evening (shopping, dining,

IMPROVEMENT PRIORITIES

Public art, community art, water or light feature

Outdoor restaurant, cafe and/or bar seating

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

— Horizontal: Top 10 CF threshold performing 10 pts worse than their CF ranking' (PX=CF+10) Diagonal: Threshold showing attributes which PX rating is Equal CF rank and PX Score (PX=CF)

LEGEND

Notes PLACESCORE

CF-Care Factor ranking out of 50-1 the lower the number the higher the number of people who think this attribute is important. Strengths have a light C and high R. Parintius are the poporating CF ranked in the overall top 10. Secondary Phonities are the worst performing owned outside of the 10p 10 CF. At threshold difference of 10 pto between the CF rank and Mirriting is are the worst performing owned outside of the 10p 10 CF. At threshold difference of 10 pto between the CF rank and Mirriting is used to ossure that displayed priorities are not within the margin of error, Care Factor ranking is bosed on Kingston ranking.



# JOHN STREET (BTW CHANNEL HWY AND HUON HWY)

PEOPLE GAVE THIS PLACE A SCORE OF:

## These tables identify the highest and lowest rated attributes that are WHAT IS IMPACTING OUR PLACE EXPERIENCE TODAY

contributing to Place Experience.





Evidence of public events happening here (markets, street entertainers etc.) Public art, community art, water or light feature BOTTOM 5 PLACE EXPERIENCE CONTRIBUTORS Shelter/awnings (protection from sun, rain etc.) Things to do in the evening (shopping, dining, entertainment etc.) One of a kind, quirky or unique features o ž Ł -#20 #49 #48

This table identifies the Street PX Scores as rated by different demographic groups. PLACE EXPERIENCE BY DEMOGRAPHIC

place dimensions, each rated out of 20, that influence people's attraction and

attachment to place.

LOOK & FUNCTION

ď

SENSE OF WELCOME

Your PX Score is made up of 5 key

PLACE DIMENSIONS



CARE



PX Sours vary behvern Cond 100. Sours above 70 are vary good, 50-70 there is noom for significant improvement <50 urgant (oversment equived, (n=42)

Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Under 10 respondents
 X70+ Performing well
 X50-69 Room for improvemen
 X<0 Usgent core needed

LEGEND

Visitor

39

Notes

PLACESCORE

care factor

## **JOHN STREET PRIORITIES**

## OHN STREET (BTW CHANNEL HWY AND HUON HWY)

These tables and graph illustrate your town centre strengths, improvement priorities and

STRENGTHS should be celebrated and protected.

PRIORITIES identify the aspects of your town ceptics that are important to people but are currently under-performing. Improving these attributes will have the most significant impact on your community.

CONSIDERATIONS identify attributes to look-out for, they are negatively affecting your town centre and can become more significant issues if more people start caring about them.

General condition of vegetation, street trees and

other planting

(3)

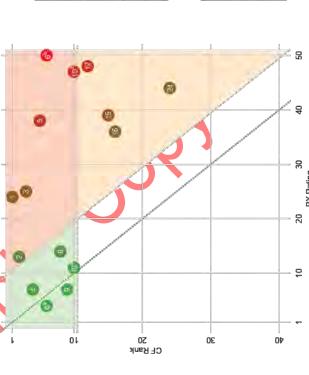
Car accessibility and parking

STRENGTHS

Ü

Sense of safety (for all ages, genders, day/night etc.) Vegetation and natural elements (street trees, planting, water etc.)

Walking paths that connect to other places



Ease of walking around (including crossing the

Cleanliness of public space

Elements of the natural environment (views,

vegetation, topography, water etc.)

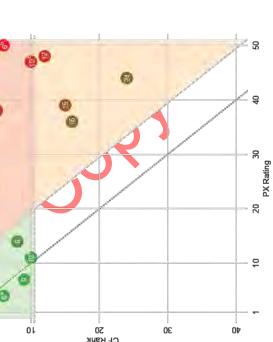
Things to do in the evening (shopping, dining,

entertainment etc.)

IMPROVEMENT PRIORITIES

Ü (8) Evidence of public events happening here (markets, street entertainers etc.) Maintenance of public spaces and street

(3)



Public art, community art, water or light feature

Quality of public space (footpaths and public Spaces suitable for specific activities (play, entertainment, exercise etc.)

(R)

Outdoor restaurant, cafe and/or bar seating

ü

Kingborough Council - Kingston CIR - March 2020 Place Score@2020 | www.placescore.org

PLACESCORE

— Horizontal: Top 10 CF threshold

LEGEND

performing 10 pts worse than their CF ranking' (PX=CF+10) Diagonal: Threshold showing attributes which PX rating is

Equal CF rank and PX Score

(PX=CF)

Notes

CF-Care Factor ranking out of 50-1 the lower the number the higher the number of people who think this attribute is important. Strengths have a light C and high R. Parintius are the poporating CF ranked in the overall top 10. Secondary Phonities are the worst performing owned outside of the 10p 10 CF. At threshold difference of 10 pto between the CF rank and Mirriting is are the worst performing owned outside of the 10p 10 CF. At threshold difference of 10 pto between the CF rank and Mirriting is used to ossure that displayed priorities are not within the margin of error, Care Factor ranking is bosed on Kingston ranking.

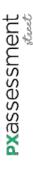


# HUTCHINS STREET (BTW CHANNEL HWY AND CHURCH ST)

PEOPLE GAVE THIS PLACE A SCORE OF:



These tables identify the highest and lowest rated attributes that are contributing to Place Experience.



BOTTOM 5 PLACE EXPERIENCE CONTRIBUTORS

Things to do in the evening (shopping, dining, entertainment etc.)

1

#20



Evidence of public events happening here (markets, street entertainers etc.)

ž

Evidence of community activity (community gardening, art, fundraising etc.)

Ł

±46

place dimensions, each rated out of 20, that influence people's attraction and

attachment to place.

LOOK & FUNCTION

ď

SENSE OF WELCOME

Your PX Score is made up of 5 key

PLACE DIMENSIONS

Shelter/awnings (protection from sun, rain etc.)

o

#48

Outdoor restaurant, cafe and/or bar seating

4

±48

This table identifies the Street PX Scores as rated by different demographic groups. PLACE EXPERIENCE BY DEMOGRAPHIC



<b>=</b>	=	end.		<	E	<b>E</b>	=	-,,
Men Women L	Intersex/ Unspecified	0.24	25.44	45-64	±59	Resident	Worker	Struc
61 50	NA	28	25	51	63	26	29	9

Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Under 10 respondents
 X70+ Performing well
 X50-69 Room for improvemen
 X<0 Usgent core needed

LEGEND

Visitor 49

PLACESCORE

Notes

PX Sours vary between Conel 100. Sourse choive 70 ore vary good, 50-70 there is noom for significant improvement <50 urgent investment sequired, (1=42)

Page 169

care factor

## **HUTCHINS STREET PRIORITIES**

## HUTCHINS STREET (BTW CHANNEL HWY AND CHURCH ST)

These tables and graph illustrate your town centre strengths, improvement priorities and

STRENGTHS should be celebrated and protected.

PRIORITIES identify the aspects of your town centre that are important to people but are currently under-performing. Improving these attributes will have the most significant impact on your community.

CONSIDERATIONS identify attributes to look-out for, they are negatively affecting your town centre and can become more significant issues if more people start caring about them.

General condition of vegetation, street trees and

other planting

(3)

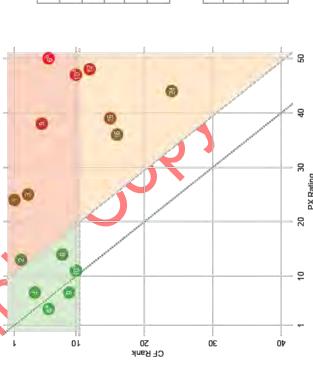
Car accessibility and parking

STRENGTHS

Ü

Sense of safety (for all ages, genders, day/night etc.) Vegetation and natural elements (street trees, planting, water etc.)

Walking paths that connect to other places



Ease of walking around (including crossing the street, moving between destinations)

Cleanliness of public space

Elements of the natural environment (views,

vegetation, topography, water etc.)

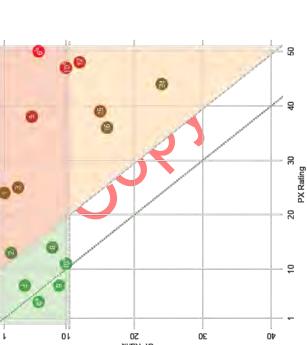
Things to do in the evening (shopping, dining,

entertainment etc.)

IMPROVEMENT PRIORITIES

Ü (8) Evidence of public events happening here (markets, street entertainers etc.) Maintenance of public spaces and street

(3)



Kingborough Council - Kingston CIR - March 2020 Place Score®2020 | www.placescore.org

Public art, community art, water or light feature

Quality of public space (footpaths and public Spaces suitable for specific activities (play, entertainment, exercise etc.)

Outdoor restaurant, cafe and/or bar seating

ü

PLACESCORE

— Horizontal: Top 10 CF threshold

LEGEND

performing 10 pts worse than their CF ranking' (PX=CF+10) Diagonal: Threshold showing attributes which PX rating is

Equal CF rank and PX Score

(PX=CF)

Notes

CF-Care Factor ranking out of 50-1 the lower the number the higher the number of people who think this attribute is important. Strengths have a light C and high R. Parintius are the poporating CF ranked in the overall top 10. Secondary Phonities are the worst performing owned outside of the 10p 10 CF. At threshold difference of 10 pto between the CF rank and Mirriting is are the worst performing owned outside of the 10p 10 CF. At threshold difference of 10 pto between the CF rank and Mirriting is used to ossure that displayed priorities are not within the margin of error, Care Factor ranking is bosed on Kingston ranking.



#### 17.2 COVID-19 PANDEMIC - COMMUNITY SUPPORT

File Number: 5.496

Author: Daniel Smee, Executive Manager Governance & Community Services

Authoriser: Gary Arnold, General Manager

#### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.1 A Council that engages with and enables its community.

#### 1. PURPOSE

1.1 The purpose of this report is to provide information in relation to programs and initiatives provided by Council in relation to the COVID-19 pandemic.

#### 2. BACKGROUND

2.1 At the Council meeting on 27 April 2020, a request was made by Cr Midgley during Questions Without Notice for a report detailing the work being undertaken by Council to support the community during the COVID-19 pandemic.

#### 3. STATUTORY REQUIREMENTS

- 3.1 The legislative background for recovery activities during and following an emergency event is set out in the *Emergency Management Act 2006*. The Act sets out the administrative procedures of recovery and includes the role of the Municipal Recovery Coordinator and Council.
- 3.2 This includes the planning, review and implementation of recovery processes, in respect of their municipal area. Further information is found in The Tasmanian Emergency Management Arrangements, which are issued in accordance with the requirements of the *Emergency Management Act 2006*.

#### 4. DISCUSSION

- 4.1 Initiatives undertaken by Council to support the community during the COVID-19 pandemic are carried out within the context of a Statewide community recovery framework.
- 4.2 A State Recovery Committee (SRC) has been established that has a two-pronged focus on business and social recovery. The role of the SRC is to facilitate a coordinated approach to ensure that accurate information on support and assistance gets to the people that need it.
- 4.3 The SRC is supported by three regional committees that include representatives from local government. Council is represented on the Southern Region Social Recovery Committee (SRSRC) by our Community Recovery Coordinator.
- 4.4 Council has established an Incident Management Team to manage the day to day logistics of our pandemic response, including service delivery, staff health and wellbeing, facility closures and communications.

- 4.5 A Recovery Working Group has also been set up to work specifically on recovery matters. This group has prepared a Kingborough Social Recovery Plan (see attached) and is responsible for the coordination of all of Council's community and business recovery initiatives.
- 4.6 One of the first tasks of the group has been to compile a stakeholder list to ensure Council has up to date details of local agencies and the services they provide.
- 4.7 A needs assessment has been undertaken to determine the main issues within the community in relation to the pandemic. The information gathering process included discussions with service providers, analysis of direct requests to Council and a phone survey of 50 community contacts.
- 4.8 Data obtained through this process has been collated and mapped by suburb and will be used to determine both the geographical areas in which assistance may be required and the nature of this support.
- 4.9 A list of all nursing homes and aged care facilities within the Municipal Area has been compiled and weekly contact is being maintained to ascertain if support is required. To date there has been no requests for assistance from this sector.
- 4.10 A register of all food relief services currently operating in the Kingborough area has been prepared (see attached), with details circulated through appropriate networks and advertised on Kingborough website, Facebook, Kingborough Chronicle and sent to various community organisations. Weekly checks are undertaken with food relief providers to determine whether additional assistance or support is required.
- 4.11 A Community Leaflet has been produced (copy attached), containing useful information for community members. This is updated continuously and circulated through appropriate networks and advertised on Council's website, Facebook page, the Kingborough Chronicle and sent to various community organisations. There has also been a direct letterbox drop to communities with known concentrations of elderly residents.
- 4.12 A Neighbour Card has been developed (copy attached) to encourage the community to help each other. The card allows people to fill in details and offer assistance within their community. People are encouraged to drop the card into a neighbour especially if they know they are vulnerable. Similar examples of card have been used before but this card also contains Covid-19 information. The card is available for printing on the Council website, will be printed in the Kingborough Chronicle so it can be cut out, distributed to various community groups, copies left in local shops and all staff will be encouraged to take them to their own neighbourhoods.
- 4.13 A Community Our Say Page has been launched to encourage community members to log issues and needs through this forum. This will allow information to be collated by area.
- 4.14 A number of grants are currently on offer and this information has been collated and sent to various service providers and local community groups. Information has also been shared on Council's website, Facebook Page and other outlets.
- 4.15 The Community Services team has developed a number of initiatives including:
  - KindActs KINgborough, Daily, Art, Community, Teaching and Support. A series of activities, ideas and resources shared online, via social media and as a range of themed packages which can be sent through the post.

- Images of Isolation A community photographic competition with three categories: children, teen and adult. Participants must capture their interpretation of living in isolation in Kingborough. Voucher prizes allocated to the winners will support local businesses.
- Homemade encouraging people in the age groups of 10-14 and 15-19 to share details of what they have been busy doing and creating. Five prizes will be given away in the categories of cooking, art, music, sport and writing.
- Keeping Connected a weekly 'Keeping Connected' package delivery to people over 65 who are isolated and without support. Woolworths have kindly provided magazines to form part of the package. A follow-up phone call is being undertaken to recipients. 17 Kingborough Volunteer Program volunteers have indicated they are able to assist with non-contact deliveries should the program require extra help.
- 4.16 Round Two of Council's Community Grants Program has been re-launched to target programs and activities that support the community during the pandemic crisis.
- 4.17 Upcoming social media initiatives include:
  - Mother's Day Buy Local;
  - Pay now buy later encouraging purchase of gift vouchers;
  - Kind Kingborough / Feel Good Friday sharing of kind acts and messages and encouraging others to do the same; and
  - Volunteer Recognition Program and promotion of National Volunteer Week.
- 4.18 Council's website has a dedicated COVID-19 page that contains information and links to available support services. This is updated on a regular basis.

#### 5. FINANCE

5.1 All of the above initiatives have been funded from existing operational budgets either within the Community Services or Emergency Management areas.

#### 6. ENVIRONMENT

6.1 No specific environmental issues are associated with this matter.

#### 7. COMMUNICATION AND CONSULTATION

7.1 As noted in the discussion on the initiatives being undertaken by Council, there is a considerable amount of consultation and collaboration with local community groups, service providers and State Government agencies in relation to our recovery response.

#### 8. RISK

8.1 Council has a key role to play in terms of the management of the risk of the spread of COVID-19 within the community.

8.2 Council must also play a part in the management of the risk of social and economic collapse within the community and assist in providing support services where possible.

#### 9. CONCLUSION

- 9.1 Council is investing significant resources to support the community through the COVID-19 pandemic, as evidenced by the initiatives outlined in this report and further detailed in the attachments.
- 9.2 It should be noted that whilst this report has focussed specifically on social and community recovery, there is also work being undertaken in the business and economic recovery space.

#### 10. RECOMMENDATION

That the report detailing the work being undertaken by Council to support the community during the COVID-19 pandemic be received and noted.

#### **ATTACHMENTS**

- 1. Social Recovery Action Plan
- 2. Food Relief Providers
- 3. Community Support Leaflet
- 4. Kindness Card
- 5. Kind Acts Flyer
- 6. Keeping Connected
- 7. Home Made

#### Kingborough COVID-19 Social Recovery Action Plan

#### **Version Control: 1**

Prepared By:	Michelle Allen (Kingborough)	Date: 22 April 2020
Reviewed By:	Kingborough Internal Recovery	Date: 23 April 2020
	Working Group	
Reviewed By:	Daniel Smee (IMT Controller)	Date: 28 April 2020
Approved By:	Municipal Emergency	Date: 28 April 2020
	Management Coordinator	

#### **Operational Period**

*Date* to *Date* 2020, or review earlier if required. This is an active document to be continually updated.

#### **General Situational Awareness**

The current outbreak of Severe Acute Respiratory Syndrome Coronavirus 2 (SARS-Cov-2) was first reported from Wuhan, China in December 2019. Health authorities have identified cases in other Chinese provinces and in other countries, including Australia.

The World Health Organisation (WHO) declared the outbreak of COVID-19 a Public Health Emergency of International Concern. Due to the rapidly evolving nature, detailed situational awareness information should be sought from <a href="https://www.health.gov.au/helath-topics/novel-coronavirus-2019-ncov">www.health.gov.au/helath-topics/novel-coronavirus-2019-ncov</a>

#### **Intent of Document**

To guide the work of the Kingborough Council when responding to the social recovery needs of the community throughout and following the COVID-19 situation.

#### **Objectives**

Objectives in this COVID-19 Social Recovery Plan are:

- 1. To ensure information relevant to the COVID-19 situation is shared effectively and in a timely manner between members of Kingborough and the SRSRC;
- 2. To identify ways to support local programs that improve recovery outcomes for communities:
- 3. To develop consistent and co-ordinated messaging to local communities about the COIVD-19 situation; especially for people at risk during an emergency, those who are isolated and those who do not have access to the internet;
- 4. To identify localised health and wellbeing services who can be called upon to assist with recovery needs resulting from the COIVD-19 situation; and
- 5. To develop long-term responses to support social recovery from the COVID-19 situation.

It is anticipated that this plan will sit alongside Kingborough Councils overall recovery response. This overall response will be coordinated by the Emergency Management Coordinator under the Kingborough Municipal Emergency Management Plan and Community Recovery Plan.

#### Other relevant Arrangements and Plans

Tasmanian Emergency Management Arrangements (TEMA): DoH is the response Management Authority for pandemic influenza and public health emergencies.

State Special Emergency Management Plan (SSEMP) COVID 19

Tasmanian Health Action Plan for Pandemic Influenza (THAPPI): will inform COVID-19 health sector preparedness and response where applicable.

Kingborough Emergency Management Plan

The implementation of the Social Recovery Plan will be coordinated by the Kingborough Council Internal Recovery Working Group comprising:

Name	Role
Belinda Loxley	Municipal Emergency Management Coordinator
Michelle Allen	Recovery Coordinator
Julie Alderfox	Deputy Recovery Coordinator
Sarah Wilcox	Communications and Engagement Advisor
Carol Swards	Community Services Coordinator

It is anticipated that there will also be a State Recovery Plan developed which will also guide work to be undertaken at a local government level.

#### **Objective One**

To ensure information relevant to the COVID-19 situation is shared effectively and in a timely manner between Kingborough Council and the Southern Region Social Recovery Committee.

Action	Action By	Timing	Progress
Convene regular meetings of members of the Kingborough COVID-19 Internal Working Group to provide updates on tasks, share information and identify emerging issues and responses.  Preference for this to be undertaken remotely through Microsoft TEAMS	Municipal Emergency Management Coordinator	Twice weekly To be reviewed if the situation in the Southern Region escalates	Ongoing
Attend all meetings of the Southern Regional Social Recovery Committee (SRSRC) and undertake requested actions	Recovery Coordinator and Deputy Recovery Coordinator	Fortnightly	Ongoing
All social recovery requests for actions of Kingborough by Southern Regional Controller to come through the Community Recovery Coordinator to enable tracking and co-ordination of tasks	Recovery Coordinator	As required	Ongoing
Local emerging issues for Kingborough to be reported to the SRSCR through situation reports. Sit Reps to be emailed to (vicki.barnett@ths.tas.gov.au) (copy to Bronwyn Watson)	Recovery Coordinator and Deputy Recovery Coordinator	Weekly (Monday) or as required	Ongoing
Identification of critical needs including resources and equipment to support local governments or not for profit / charity organisations to undertake recovery actions.  Shortages to be reported through Sit Reps	Internal Working Group	As required	Ongoing

Action	Action By	Timing	Progress
Through the SRSRC determine the role of Local Government Association of Tasmania in co-ordinating the development of standardised information to convey information about State COVID-19 actions to provide to communities to ensure consistency and accuracy across the State.	Recovery Coordinator and Municipal Emergency Management Coordinator	Next SRSCR meeting	
Flexibility exists for specific local needs			

#### **Objective Two**

To identify ways to support local programs that improve recovery outcomes for communities

Action	Action By	Timing	Progress
Develop a Kingborough Council COVID-19 Social Recovery Plan	Recovery Coordinator	ASAP and ongoing	First draft complete 22/4/20
Maintain regular contact with local not for profit and charity organisations to consider and develop longer term recovery actions	Recovery Coordinator and Deputy Recovery Coordinator	As required	Ongoing
Participate in the TasCOSS's COVID-19 working group and utilise their community organisation services guide for promotion of services	Recovery Coordinator	As required	Ongoing
Encourage communities to continue to support and use local small businesses to assist with employment opportunities	Internal Working Group	As required	Ongoing
Maintain regular contact with local not for profit and charity organisations to identify emerging issues and needs	Internal Working Group	As required	Ongoing
Share information with local communities and individuals about where they can find support for essential provisions and services. (EG: food, medication, finances, accommodation)	Recovery Coordinator and Deputy Recovery Coordinator	As required	Ongoing
Develop a website campaign to promote community support in the community through the COVID-19 situation. Similar to Check Hobart City Council's website	Internal Working Group	ASAP	Discussion paper prepared 6/4/20
Where appropriate, work with economic development people in other Councils to support local businesses with	Tony Ferrier and Recovery Coordinator	As required	

Action	Action By	Timing	Progress
resources and skills that can be utilised in recovery actions			
Where required, support charities to identify businesses with excess food and other goods that could be provided and support distribution where possible	Internal Working Group	As required	
Where required, support charities in the provision of an appropriate response for people experiencing homelessness	Recovery Coordinator or Municipal Emergency Management Coordinator	As required	
Undertake preparation for the opening of recovery centres if requested by State Government	Recovery Coordinator and recovery centre managers	As required	

#### **Objective Three**

To develop consistent and co-ordinated messaging to local communities about the COIVD-19 situation; especially for people at risk during an emergency, those who are isolated and those who do not have access to the internet

Action	Action By	Timing	Progress
Identify local ways of disseminating information. Such as:	Internal Working Group	As required	Ongoing
Local Radio			
<ul> <li>Local Newspapers</li> </ul>	~();		
<ul> <li>Essential service providers (EG; Pharmacies, District Nurses, GP Surgeries, Welfare Clinics)</li> </ul>	$C_{i}O_{k}$		
<ul> <li>Community Information Boards</li> </ul>			
Council mailing lists and email lists	::C)		
During recovery, Communications and Engagement Advisor to work with Municipal Emergency Management Coordinator and Recovery Coordinator to provide messaging to Mayor and other elected members to ensure consistency and accuracy of information	Communications and Engagement Advisor, Municipal Emergency Management Coordinator and Recovery Coordinator	As required	Ongoing
Encourage the use of video and other electronic messaging from Mayor, with captions, to ensure messaging is accessible	Communications and Engagement Advisor	As required	Ongoing
Ensure inclusion of easy/plain English information, translated information from organisation to ensure accessibility	Internal Working Group	As required	Ongoing

#### **Objective Four**

To identify localised health and wellbeing services who can be called upon to assist with recovery needs resulting from the COIVD-19 situation

Activity	Action By	Timing	Progress
Where required, work with community services and organisations to Identify communities and individuals at risk that require support	Internal Working Group	As required	ongoing
Develop a register of key community contacts and organisations that can support recovery actions and information dissemination	Internal Working Group	As required	ongoing
Develop a list of local health and well-being services that can be called on in recovery actions	Internal Working Group	As required	ongoing
Develop a social recovery risk register of potential and emerging issues with mitigation strategies	Recovery Coordinator	As required	
Develop a list of grief counsellors that can assist families that have lost family to COVID-19; noting restrictions on funerals, enforced isolation or community lock down	Internal Working Group	As required	
Refer enquiries about volunteering opportunities to Volunteering Tasmania who are coordination volunteer requirements across the municipality	Internal Working Group	As required	Ongoing

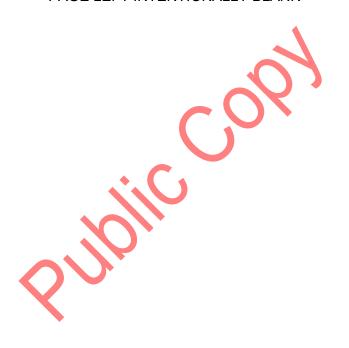
#### **Objective Five**

#### Development of long-term responses to recovery from the COVID-19 situation

Action	Action By	Timing	Progress
Consider opportunities to work in local areas to support the community to implement recovery actions and activities	Internal Working Group	Ongoing	
Identify and allocate staff with skills and knowledge to assist with recovery actions	IMT	Ongoing	
Consider opportunities to undertake regional recovery activities with other Greater Hobart Councils	Recovery Coordinator / SRSRC	Ongoing	
Where available and practical assist other local governments to undertake recovery actions	Recovery Coordinator	Ongoing	
Undertake research to obtain learnings from social recovery activities undertaken in other states/countries	Recovery/Deputy Recovery Coordinators	Ongoing	
Consider changes of priorities from current planned programs to potential actions in a community recovery model	Internal Working Group	Ongoing	
Develop potential grant program to assist in community recovery noting that there will be financial constraints that will impact on the quantum of these initiatives	community Development Officer	Ongoing	
Participate in the Kingborough Recovery Committee when it is established	Recovery Coordinator	Ongoing	
Investigate opportunities for State and Federal Government recovery grants to support local initiatives	Recovery Coordinator	Ongoing	
Develop project plans for potential recovery initiatives including financial and resource implications	Internal Working Group	Ongoing	

#### Appendix A

PAGE LEFT INTENTIONALLY BLANK



### Emergency Food Relief in Kingborough

Available From Kingborough Helping Hands 0449 110 895  Salvation Army Doorways Program 3 Opal Dr, Blackmans Bay Gene (available Fridays) 0437 404 2264	Items Available Emergency hampers, vouchers (if available), pre-cooked meals (if available) upon request Food hampers and fro- zen meals	Available When On request. Delivery provided.  Bookings through Gene (In the case of an emergency call Steve: 0458 959 820 or 6229 8058)
Kingston Neighbourhood House 24 Hawthorn Dr, Kingston 6229 4066	Bread, some grocery items and some frozen meals (or whatever is available)	Monday - Friday, 9am to 3pm Collect from centre
Kingborough Family Church 11 Glory Place, Huntingfield 6229 2196	Bread, grocery items, tin and packet items, fresh fruit and vegetables and toiletries. Emergency hampers available	Thursday 12pm - 1.30pm Staff will collect your \$20 donation and deliver the food to your car. Please bring your own bags and boxes.
St Clements Anglican Church 100 Beach Rd, Kingston 6229 3906	Bread, grocery items, tin and packet items, fresh fruit and vegetables, frozen meals & toiletries	Call on Monday or Tuesday to arrange collection or delivery.
Kingborough Community Missions Elizabeth 0413 567 705	Frozen meals, fresh fruit and vegetables (when available)	Please call during business hours. Delivery available.

If you are in need and are not sure where to turn, give us a call on 6211 8200 or visit www.kingborough.tas.gov.au/coronavirus



Coronavirus (COVID-19)

# Kingborough Council information

The health and safety of our community and staff is our number one priority as we plan and respond to the rapidly changing Coronavirus pandemic.

The Civic Centre is closed, however our staff continue to provide services and assistance to the public by phone and online.

- Telephone: (03) 6211 8200
- Website: www.kingborough.fas.gov.au
- Email: kc@kingborough.tas.gov.au

Keep up to date with changes by calling us or visiting us online at: www.kingborough.tas.gov.au/coronavirus

### Hardship Policy

Council has implemented an interim hardship policy for those with are experiencing financial hardship,

Visit www.kingborough.tas.gov.au/hardship-applications or.call/8 (03) 6211 8200.

# Supporting the Kingborough Community

Council has a range of programs and services to support our community through

LEARN A NEW SKILL

0

Visit our website to find out about Council initiatives, how you can keep connected and keep active during this challenging time.

0

Council's KIND ACTS program offers online and hard copy resources and activity packs for older residents, youth and support for home schooling.

More information can be found by calling (03) 6211 8170, visiting www.kingborough. tas.gov.au/kind-acts or by following us on Facebook and Instagram @KingboroughTas.

If you are in need and are not sure where to turn, give us a call on 6211 8200 or visit www.kingborough.tas.gov.au/coronavirus

# HELP STOP THE SPREAD OF CORONAVIRUS.

We'll keep you posted with any future updates.

or more information about Coronavirus (COVID-19) visit health.gov.au

# UPDATED - 23 APRIL 2020

We are doing our best to keep everyone informed of the changes due to the coronavirus pandemic.

This featlet contains a list of helpful organisations, information and contact numbers for community members.

Please stay safe, keep your distance from others and help to stop the spread.

Kingborough



AVAIL ABLE

Mental Health Council Tasmania: 6224 9222 or

All Social Services queries: 1800 617 738

Support

Hotline for older Australians: 1800 171 866

www.mhct.org

Lifeline: 13 11 14 (24 hours, 7 days)

business hours. Delivery

available.

Please call during

Frozen meals, fresh fruit frozen meals & tolletries

Kingborough Community

Missions Elizabeth 0413 567 705

and vegetables (when

available)

collection or delivery. Tuesday to arrange Call on Monday or

bring your own bags and

boxes

Bread, grocery items, tin

and packet items, fresh

fruit and vegetables,

100 Beach Rd, Kingston St Clements Anglican

Church

6229 3906

Staff will collect your \$20 donation and deliver the food to your car. Please

Bread, grocery items, tin and packet items, fresh

fruit and vegetables and

**Emergency hampers** 

available

# Coronavirus information

### Tasmania

- Tasmania Coronavirus Hotline: 1800 617 738 for all queries including health, financial hardship and advice on other services.
- Fasmanian Government Website: www.coronavirus.tas.gov.au This website has a range of resources and information.
- Tasmanian Department of Health: www.dhhs.tas.gov.au/publichealth

### National

- National Coronavirus Helpline: 1800 020 080
- Australian Government website: www.australia.gov.au
- Australian Health website: www.health.gov.au
- You can receive messages through WhatsApp on your phone. Search for www.aus.gov.au/WhatsApp for more details
- A Coronavirus App is available, visit www.health.godau for information.

Police, Fire, Ambulance in an emergency dial Triple Zero (000), TTV

**Emergency Services** 

users dial 106

## Emergency food relief

Kids Helpline: 1800 551 800 (24 hours, 7 days) Beyond Blue: 1300 224 636 (24 hours, 7days)

Available When	On request. Delivery provided.	Bookings through Gene (In the case of an emergency call Steve: 0458 959 820 or 6229 8058)	Monday - Friday, 9am to 3pm Collect from centre
Items Available	Emergency hampers, vouchers (if available), pre-cooked meals (if available) upon request	Food hampers and frozen meals	Bread, some grocery items and some frozen meals (or whatever is available)
Available From	Kingborough Helping Hands 0449 110 895	Salvation Army Doorways Program R Opal Dr, Blackmans Bay Cone (available Fridays) 6437 404 2264	Kingston Neighbourhood House 24 Hawinom Dr, Kingston 6229,4066

Kingborough Family 11 Glory Pla 6229 2196 General enquires for Ambulance phone 1300 513 997 during business For police non-emergencies phone the Police Assistance Line on 131 TasALERT is an emergency warning and information system in an online Listen to ABC News for updates and emergency information. 444, TTY users phone 133 677 and ask for 131 444

General enquiries for Fire call (03) 6173 2740

TasALERT

platform.

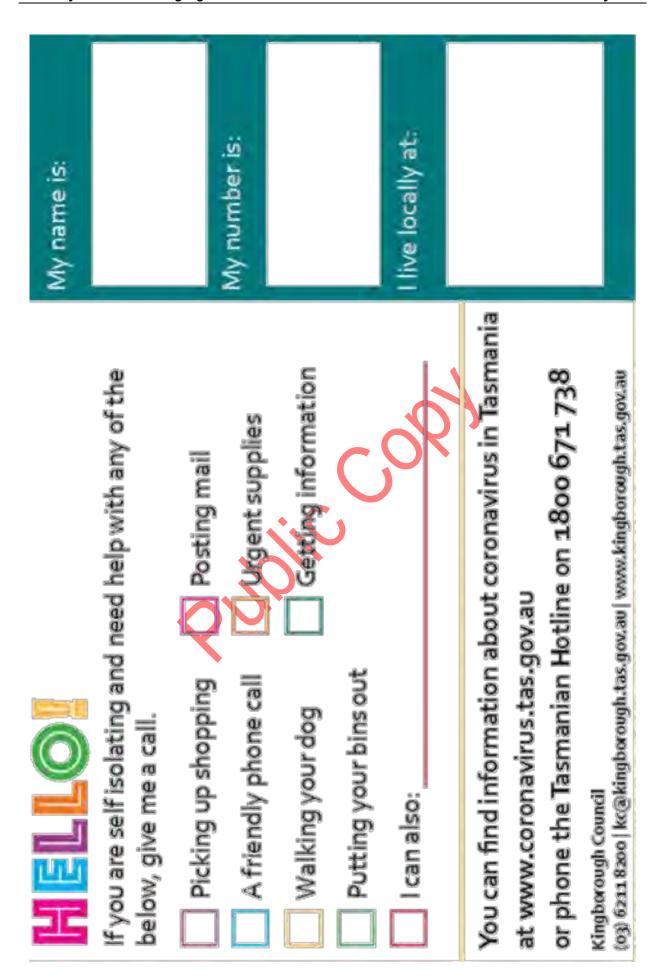
hours or 1800 008 008 after-hours

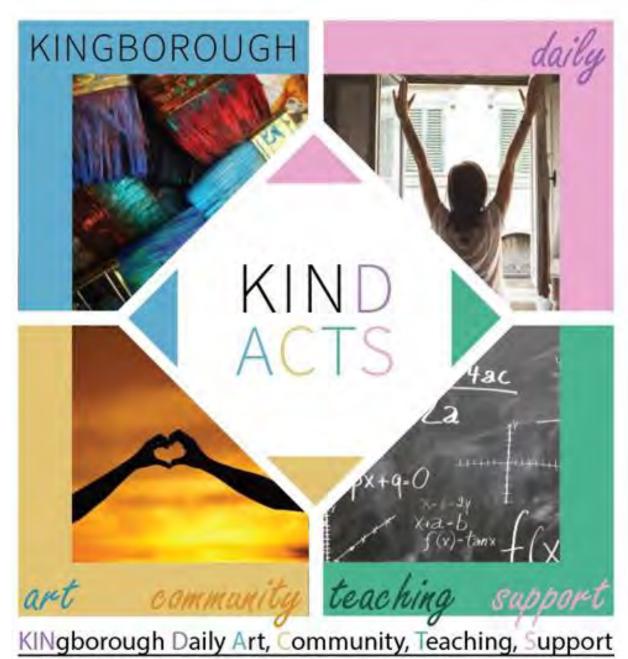
Crime Stoppers on 1800 333 0000



where to turn, give us a call on 6211 8200 or visit www.kingborough.tas. If you are in need and are not sure Facebook: @TasAlert www.alert.tas.gov.au gov.au/coronavirus







Kingborough Council's Community Services Team is working on ways to support our community at this time of Coronavirus pandemic. KIND ACTS will be a series of activities, ideas and resources shared via social media, online and as a range of themed packages we can send out:

activities to engage the bodies & minds of our older residents support for home schooling

health & well-being pack for young people

For more information, or to request a pack call: 6211 8290 or 6211 8170

Email: kc@kingborough.tas.gov.au

#### Kingborough Council- Keeping Connected



Many of us are feeling isolated at this time but we don't have to feel out of touch. Kingborough Council is launching a weekly 'Keeping Connected' package delivery to people over 65 who are isolated and without support. If you, a neighbour or friend would benefit from a weekly package of activities, some reading material, a sweet treat, perhaps even a smiling face at the window and a follow-up phone chat then please get in touch.

Please call Council's Community Services on 6211 8170.





talent takes many forms-are you a great cook?

a photographer? are you a really skilled juggler?

or a singer? do people admire your poetry? or

your cartoons?

In our new program 'home made' we want to see what you've been busy doing & we've got \$100 prepaid cards and vouchers to reward you for your efforts.

5 prizes in each of these categories:

#### ART SPORT COOKING WRITING MUSIC

Open to 10-14 year old & 15-19 year old students or residents of Kingborough with content we can share online-photos, video, instructions, recipes, writing etc

For more details email eventsinfo@kingborough.tas.gov.au or phone 6211 8200 www.kingborough.tas.gov.au/home-made

#kckindacts

Kingborough

#### 17.3 KERBSIDE GREEN WASTE COLLECTION SERVICE

File Number: 24.171

Author: David Reeve, Executive Manager Engineering Services

Authoriser: Gary Arnold, General Manager

#### **Strategic Plan Reference**

Key Priority Area: 3 Sustaining the natural environment whilst facilitating development

for our future.

Strategic Outcome: 3.3 Council is able to demonstrate strong environmental stewardship

and leadership.

#### 1. PURPOSE

1.1 To discuss current progress with the kerbside green waste collection service implementation.

#### 2. BACKGROUND

- 2.1 On the 23 September 2019 Council meeting it was resolved to implement a kerbside green waste service to those properties currently on the kerbside general waste and recycling services.
- 2.2 The time for implementation of this service was 1 July 2020.
- 2.3 Since then, Council Officers have progressed all the necessary steps to commence this service. However, the onset of recent border shutdowns as a result of the Covid-19 pandemic has significantly limited the ability for this service to commence on 1 July 2020.

#### 3. STATUTORY REQUIREMENTS

- 3.1 There are no statutory requirements associated with this report, however, it is worthwhile noting that Council resolved on the 10 March 2020 to enter into two contracts associated with this new service. The effect on these contracts with any changes to a commencement date will be discussed in the body of the report.
- 3.2 During this current pandemic, the State Parliament has provided the Premier and Treasurer the Honourable Peter Gutwein, with some extended powers, including the ability to change rates and charges levied by councils. Clarification is currently being sought as to how or if this may apply to this proposed service if it is implemented during the 2020/21 financial year.

#### 4. DISCUSSION

- 4.1 For a green waste service to commence the following is required:
  - Purchase and supply of green waste bins
  - Deployment of green waste bins to individual properties
  - A contract for kerbside collection service
  - A contract for disposal of green waste

- 4.2 Each of those elements have been addressed by Council Officers and were tracking towards the required commencement date, 1 July 2020, prior to the disruption caused by the Covid-19 pandemic.
- 4.3 The elements that are now unlikely to be achieved in the timeframe are:
  - The bin deployment- this was to be undertaken as part of the kerbside collection contract but is reliant on an interstate sub-contractor.
  - The commencement of the collection service-this is reliant on the purchase of a new vehicle, the delivery of which has been delayed till August 2020 due to pandemic related reasons.
- 4.4 As a result of the above, the contractor for both the bin deployment and collection service has formally requested a delay in a commencement date of the service.
- 4.5 There are no issues from a contractual point of view in delaying the start of the service provided all parties agree. The following summarises the effect of this:
  - 4.5.1 Bin provider has indicated they can and wish to exercise their contractual right to meet the current timeframes for the bins to be delivered to site at Barretta ready for deployment. This will have a minimal effect for Council if the service is delayed, with the main effect being additional costs associated with the containers used to store the bins for an extended period of time (estimated at less than \$5k).
  - 4.5.2 The contractor for the deployment of bins and kerbside collection service has already expressed a wish to defer the start date of the contract and this can be resolved by mutual agreement if this ends up being Council's preferred position.
  - 4.5.3 The contract for disposal of the green waste is more of a price guarantee for 12 months and as such does not have any contractual considerations beyond this.
- 4.6 Although, it would be challenging it may be possible to still work with the respective contractors to continue to meet the 1 July 2020 timeframe for commencement of the service. However, it could be argued that the timing is not ideal when the community is struggling with the uncertainty of the current pandemic.
- 4.7 If Council was to resolve to delay the implementation a date within early January 2021 would suit in terms of being manageable from a contractual position and a likely return to more stable conditions as related to the current pandemic.
- 4.8 As previously mentioned, the State Government have some additional powers as relates to rates and fees and charges levied by Local Government during this pandemic and any resolution for delaying the implementation of the green waste service would need to be subject to any advice received from the Premier.

#### 5. FINANCE

- 5.1 The financial effect of delaying the implementation of the green waste collection service is likely to be minimal provided this delay was in the order of 6 months. A longer deferral may invite claims for compensation from contractors.
- 5.2 A deferral of the service to January 2021 would mean that the charge levied on properties would be a pro-rata amount of the total fee (A full year fee is yet to be resolved by Council but it is estimated that this would be between \$80-85 per

tenement). The charge will be levied in the third rates instalment for the year and for the majority there will be no additional mail out charges.

#### 6. ENVIRONMENT

6.1 As has been raised in previous reports there are significant environmental benefits in implementing a green waste service, however a short-term deferral in the commencement date will not significantly affect the realisation of these benefits.

#### 7. COMMUNICATION AND CONSULTATION

- 7.1 Any changes to the commencement date of the green waste service would need to be communicated to affected properties.
- 7.2 It may be that the bins will be available for an earlier rollout to properties and if so, this will need to be communicated to those affected.

#### 8. RISK

- 8.1 There is a risk in continuing with the planned commencement date for kerbside green waste that not all elements will be able to be in place in time and/or the commencement of the service is less efficient in the short term whilst awaiting additional collection vehicles.
- 8.2 Introducing a new service in July 2020 coupled with the current situation may be seen negatively by some in the community.
- 8.3 Delaying the implementation of the service for six months has minimal risk associated with it.
- 8.4 Up to this point there has been low numbers of eligible properties electing to opt out of the green waste service (approximately 20%). However, there may be additional properties who may elect to do this if the service is deferred a further six months due to financial constraints associated with the pandemic.

#### 9. CONCLUSION

- 9.1 Council have committed to implementing a green waste service and there is strong community support with only 20% of eligible properties electing to opt out at this stage.
- 9.2 Council has in place contracts that commits to implementing a green waste service.
- 9.3 Delaying the commencement of the green waste service would allow issues with supply for elements of the service to be resolved with minimal cost to Council.

#### 10. RECOMMENDATION

That Council defer the commencement date of the kerbside green waste service to January 2021.

#### **ATTACHMENTS**

Nil

#### 17.4 NORTH WEST BAY RIVER MULTI-USE TRAIL FEASIBILITY STUDY

File Number: 22.382

Author: Su Sprott, Recreation Officer

Authoriser: Daniel Smee, Executive Manager Governance & Community Services

#### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.5 An active and healthy community, with vibrant, clean local areas that

provide social, recreational and economic opportunities.

#### 1. PURPOSE

1.1 The purpose of this report is to present the Draft North West Bay River Multi-Use Trail Feasibility Study for endorsement to go out for community comment.

#### 2. BACKGROUND

- 2.1 The North West Bay River and catchment are regularly accessed by locals and visitors for recreational pursuits of bushwalking, bike-riding, horse riding, swimming, fishing, kayaking and climbing.
- 2.2 The development of additional trails within the municipality (especially the North West Bay River Catchment) to provide linkages between towns and existing trails has been heavily advocated by the local community for many years through the Trail Riders Action Club (TRAC) and residents.
- 2.3 A trail to link Longley Reserve to Margate along the North West Bay River was identified as a priority under the Kingborough Tracks & Trails Strategic Action Plan 2017-2022
- 2.4 In partnership with a stakeholder working group, in 2018 Council updated the Catchment Management Plan for North West Bay River. The primary purpose of the updated plan was to support action and re-engage the community in the conservation and management of the river and its natural and cultural values.
- 2.5 Throughout the consultation on the North West Bay River Catchment Management Plan, the Longley to Margate trail link along the North West Bay River was raised as a priority.
- 2.6 A recommendation in the newly updated Catchment Management Plan for North West Bay River was for further investigation and a detailed feasibility study considering the benefits and potential impacts of a multi-use trail and increased recreation in the area.
- 2.7 Enviro-dynamics in conjunction with Mtn Trails Pty Ltd was engaged by Kingborough Council in 2019 to undertake a feasibility study which is the subject of this report.
- 2.8 The feasibility of constructing a multi-use trail from Longley to Margate along the North west Bay River was assessed through trail route surveys, natural values and preliminary community consultation.

#### 3. STATUTORY REQUIREMENTS

3.1 The development of the trail would be subject to a development application.

#### 4. DISCUSSION

- 4.1 Kingborough has a significant network of recreation trails across the municipality that provide essential recreational opportunities for visitors and visitors alike.
- 4.2 With the Kingborough Municipality experiencing rapid growth, there is a strong demand for access to outdoor recreation areas, tracks and trails for passive and active recreation.
- 4.3 The expansion of trail networks within the Catchment will enhance recreational values, increase community engagement and provide broader social and economic benefits.

#### 5. FINANCE

- 5.1 The trail feasibility study determined that a trail from Longley to Margate is physically possible, however several sections require access across private land which would require private landowner negotiations, licences, rights of way or acquisition.
- 5.2 The feasibility study has outlined some initial trail costings and recommendations for staging of the project in sections as access to private land and Crown Land are formalised, for which Council would need to source funding.
- 5.3 On-going maintenance costs would also need to be taken into consideration.

#### 6. ENVIRONMENT

- 6.1 Part of the feasibility study was to assess the natural and cultural values (including Aboriginal Heritage Surveys) in the area and corridor of the preferred route to enable the route to avoid and/or minimise any impact on significant conservation and cultural values.
- 6.2 One of the findings of the feasibility study was that the trail can be routed and constructed to minimise impacts on natural values. Further detailed impact studies would be required to avoid any impacts to threatened flora or habitat.

#### 7. COMMUNICATION AND CONSULTATION

- 7.1 As part of the feasibility study, targeted community consultation was undertaken, these details are included in the report.
- 7.2 A broader community consultation process for direct feedback from the community on the draft report is now proposed and will be used to inform the final version of the plan.

#### 8. RISK

8.1 There is a risk that the project won't be supported by key stakeholders if they are not given the opportunity to provide input into the draft plan.

#### 9. CONCLUSION

9.1 The Draft North West Bay River Multi-Use Trail Feasibility Study found that a multiuse trail from Longley Reserve to Margate is feasible and can be constructed largely within public land and can be constructed to minimise impacts on natural values.

#### 10. RECOMMENDATION

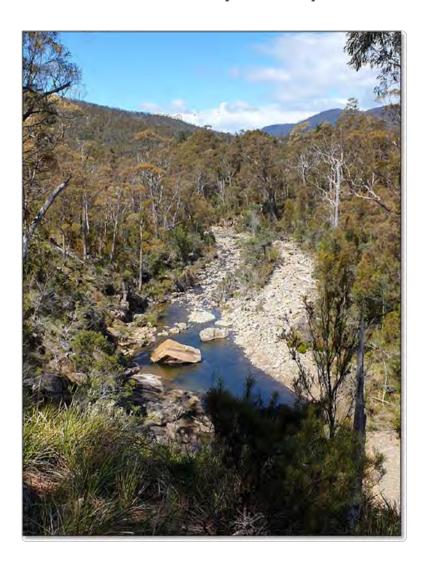
That Council endorses the release of the Draft North West Bay River Multi-Use Trail Feasibility Study for public consultation.

#### **ATTACHMENTS**

1. Draft North West Bay Track Feasibility Study



### North West Bay River Multi-use Trail Feasibility Study









#### Contents

Exe	cutiv	e Su	mmary
1.	Intro	duc	tion
1	.1.	Proj	ect Objectives
1	.2.	Stud	dy Approach2
1	.3.	Cor	mmunity Consultation
2.	Site	Desc	cription
2	.1.	Cur	rent Usage and Access
3.	Trail	Surv	eys
3	.1.	Sun	vey Methodology
3	.2.	Phy	sical Terrain
3	.3.	Nat	tural Values
	3.3.		Vegetation communities
	3.3.3		Flora Values
	3.3.4		Weeds and Disease
3	.4.	Abo	original Heritage10
4.	Trail	Impo	acts and Feasibility Assessments
4	.1.	lmp	pacts on Natural Values
4	.2.	Fea	sibility Assessments
	4.2.		Section 1 - Longley Reserve to Sandfly Reserve
	4.2.3		Section 2 - Sandfly Reserve to Riverdale Road
	4.2.4		Section 3- Riverdale Road to Miandetta Drive
	4.2.		Section 4 – Miandetta Drive to Margate
5.			elopment3
5	.1.	Trai	Construction Standard and Methodology33
	5.1.1	١.	River Crossings
5	.2.	Trai	Infrastructure3
	5.2.	١.	Trailheads and Parking Areas3
	5.2.2	-	Waterhole Access32
	5.2.3	3.	Seating and Picnic Sites32
6.	Rec	reati	onal Impacts39
7	Store	ina i	of Trail Development

North West Bay River Multi-use Trail – Feasibility Study	vì.3 Final Draft – 28th April 2020
8. Trail Costings	42
Appendix 1 – Community Consultation	45
Appendix 2 – Plant species recorded in trail corridor	47
Appendix 3 – Explanation of Track Construction Work Types	



#### File Control

Version	Date	Author	Review	
Version 1.0 (1st draft)	13/01/2020	A. Welling		
Version 1.1 (draft)	18/01/2020	A. Welling	ED. K. Thommes; KC – S. Sprott; L. Quinn, S. Kerr	
Version 1.2 (draft)	22/04/2020	A. Welling; K Thommes	ED – N. Fitzgerald	
Version 1.3 (final draft)	28/04/2020	A. Welling	KC – S. Sprott, S. Kerr	

#### **Executive Summary**

The feasibility of constructing a multi-use trail from Longley to Margate along the North West Bay River was assessed through trail route surveys, natural values surveys and preliminary community consultation.

The trail link has been identified as a priority trail under the Kingborough Tracks and Trails

Strategic Action Plan 2017–2022. The assessment looked at the complete trail from Longley to

Margate as well as linking existing trails and river access points such as Sandfly Reserve to

Riverdale Road and Miandetta Drive to the Channel Highway or Hopfields Road.

The trail/s is to achieve the following broad objectives:

- · A multi-use trail (bikes, horses, walkers)
- Predominantly on public land
- · A focus on local community as opposed to tourists
- A whole of community focus (options for Landcare/Community working bees)
- Designed to minimise future maintenance costs (i.e. out of flood zones where possible)
- Protection of natural and cultural values

The feasibility study had the following findings:

- A trail from the Longley Reserve to Margate is feasible and can be constructed largely within public largel. Significant sections will, however, need to traverse private land, requiring formal access or lease agreements to be negotiated.
- The trail can be routed and constructed to minimise impacts on natural values.
   Detailed flora and fauna details of trail routes will be required to avoid impacts to threatened flora and habitat elements such as den sites and trees with hollows.
- The completed trail should be located predominantly on the northern side of the river to minimise river crossings.
- There is broad in-principal support from the main landowners on the northern side of the river for a future trail link across their land.
- Constructing the trail to a standard that allows for horse access will require deviation from the river edge in some areas to avoid steep ground.
- Several potential locations for river crossings have been identified, however these will
  only be accessible during low flows periods unless bridges are constructed.

v1.3 Final Draft - 28th April 2020

- Dog walking on the trail is not recommended given the abundance of wildlife
  occurring in the intact vegetation along the river and due to the proximity of the trail
  to rural land and private residences.
- Prior to any trail construction broad community consultation should be undertaken to gauge support for trail routes and to develop priorities. Direct consultation with landowners adjacent to trails and trail access points is necessary to identify and resolve any issues.
- The trail construction should be undertaken in sections as budget allows and as negotiations for access to private land and Crown Land are formalised. The staging suggested in this plan may after as a result of negotiations.

Key considerations for specific trailheads and sections of the trail identified in this study:

- Links between Sandfly Reserve and Riverdale Road and from Miandetta Road to Margate can be constructed almost entirely on public land and have less restrictions than other sections. Lease arrangements with Crown Land Services will be required.
- Options for a trailhead or improved access at the Margate end of the river are limited due to lack of parking, and restricted pedestrian access to Margate along Channel Highway. Access off Hopfields Road and development of a small trailhead on private land at Channel Highway are discussed in the report.
- The Longley Reserve and the Sandfly Reserve provide potential locations for the development of formal trailheads, our parking and facilities. Currently, activities within the Sandfly Reserve are restricted to walking only.
- A link between Riverdale Road and Sandfly Reserve can be developed on public land without the Need to traverse private land.
- There are no other river access or exit points suitable for future trailhead development due to lack of public land for parking or facilities and proximity to private residences.
- A trail linkage to the Allens Rivulet trails via Riverdale Drive is feasible but requires permission/agreement to traverse a section of private land to complete the link.
- Development of a trail link from Riverdale Road to Sandfly Reserve and from the
  formalisation of the link from Miandetta Drive to Channel Highway will need to
  consider increased demand for access and parking at the end of the roads. There is
  very limited capacity for parking at these locations and as such these trail links should
  be aimed at local use only rather than identified as trailheads.
- Increased usage of Riverdale Road as an access point to the river and a link to Allens Rivulet and Sandfly Reserve is not supported by some residents along the river and Riverdale Road.

#### Introduction

Kingborough has a significant network of recreation trails across the municipality. These provide essential recreational opportunities for residents and visitors alike.

With the Kingborough Municipality experiencing rapid growth, there is a strong demand for access to outdoor recreation areas, tracks, and trails for passive and active recreation.

The North West Bay River and broader catchment are regularly accessed by locals and visitors for recreational pursuits including bushwalking, bike riding, horse riding, swimming, fishing, kayaking and rock climbing.

The development of additional trails within the municipality and, in particular, the North West Bay River Catchment to provide linkages between towns and existing trails has been heavily advocated by the local community for many years through the Jrail Riders Action Club (TRAC) and other residents.

In response to the increasing demand for recreational opportunities, the Kingborough Council developed the Kingborough Tracks and trails Strategic Action Plan 2017-2022. The plan identifies guiding principles to ensure track development is strategic and supported by the community.

There are two 'Priority 1' track proposals in the Action Plan which are of relevance to the North West Bay River Catchment.

- Allens Rivulet North West Bay River, via Riverdale Drive and public open space, Crown land
- Longley Margate link (via North West Bay River)

In addition to these, there are three 'Priority 2' track proposals which would link into the North West Bay River Catchment area from Kingston and surrounds.

- 1. Kingston/Mt Pleasant Sandfly Road
- 2. Kingston Sandfly Road via One Tree Hill
- 3. Sandfly Longley

Enviro-dynamics in conjunction with Mtn Trails P/L was engaged by the Kingborough Council in 2019 to undertake a feasibility study of the North West Bay River multi-use trail link between Longley and Margate.

Enviro-dynamics Pty Ltd - <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd -<u>info@miniralls.com.au</u>

1

#### 1.1. Project Objectives

The following project objectives for the trail were identified by Council and investigated as part of the feasibility study:

- A multi-use trail (suitable for bike riders, horses and walkers)
- Trail to be predominantly on public land
- A focus on local community as opposed to tourists
- A whole of community focus (options for Landcare/TRAC Community working bees)
- Designed to minimise future maintenance costs (i.e. out of flood zones where possible)
- Protection of natural and cultural values

#### 1.2. Study Approach

The feasibility study was undertaken using the following methodology:

- Assess the most practical and effective trail route, including side trips or linkages to
  other trail networks or diversion points for different users and suitable river crossings
  and access points.
- Assess the natural and cultural values (including Aboriginal Heritage Surveys) in the
  area and corridor of the preferred route to enable the route to avoid and/or minimise
  any impact on significant conservation and cultural values.
- Provide detailed staging options for the project and associated design, access and construction costs.
- Consideration of the potential recreational impacts of overuse and the increased demand from visitors and how to manage multi-use.
- Undertake consultation with key stakeholders including, but not limited to, relevant
  landowners, Trail Riders Action Club, mountain bikers (e.g. Coningham MTB Club) and
  Kingborough Council employees with a vested interest in the project (including
  Property, Recreation, NRM department and Parks and Reserves Unit) as part of a
  Council Staff Working Group to identify their needs and any opportunities or
  concerns.
- Provide recommended options and locations for associated infrastructure trailheads, picnic spots, waterhole access, car parking, interpretative signage, trail marking signage, map boards, etc.
- Identify what the major issues are that would need to be resolved to move the
  project forward.

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.gu Mtn Trails Pty Ltd -info@minirails.com.gu

vì.3 Final Draft - 28th April 2020

#### 1.3. Community Consultation

As part of the feasibility study targeted community consultation was undertaken.

The following groups and individuals were consulted:

- Trail Riders Action Club (TRAC)
- Mountain bike riders
- Private landholders along river who own land that may be directly impacted by a future trail
- Kingborough Council staff
- Crown Land Services.

A summary of the community consultation is provided in Appendix 1.

A broader community consultation process will occur as part of the next stage of the plan development. Feedback will then be used to inform the final version of the plan.

#### 2. Site Description

The North West Bay River is the largest river system in the Kingborough Municipality with a catchment area of over 9,600 hectares and a length of approximately 25 km. It originates on the western side of Mount Wellington and Winds its way through the landscape of mostly Jurassic dolerite geology to North West Bay at Margate. The river system is largely intact with the upper reaches within the Wellington Park and the lower reaches passing through private land, Crown land and Council Reserves (Figure 1).

Several tributaries and minor streams join the river between Longley and Margate including Coombes Rivulet, Quarry Creek, Leverts Rivulet, Cooke Rivulet, Allens Rivulet and Mafeking Creek.

The river has intact riparian vegetation for most of its length with only small areas of agricultural land adjacent to the river near Longley and at Margate. Given the location of the river within a highly developed area of Tasmania it is in good condition and provides an important example of an intact river system.

v1.3 Final Draft - 28th April 2020

#### 2.1. Current Usage and Access

The river is a popular recreation destination used by locals and visitors from Hobart and surrounds. The river provides for recreational pursuits including walking, bike riding, horse riding, swimming, picnicking, fishing, kayaking and rock climbing.

The river also provides an easily accessible location to appreciate the natural environment and relax without traveling long distances from where people live.

#### Walking/dog walking/horse riding

Formal walking trails to the river are located at the Sandfly Reserve (North West Bay River Track) and off the end of Miandetta Drive. The North West Bay River Track is a walking track only with no dog walking, bike riding or horse riding permitted. A partially formed trail now links Miandetta Drive to the Channel Highway at Margate via the northern side of the river. This trail is unformed in places and utilises a 4wd track for part of the lower section. Sections of this trail are suitable for bike riding and horse riding, although access from the Miandetta Drive end and river crossing can be challenging unless the over levels are low.

The broken weir area off the end of Hopfields Road has previously been accessed across private land, however this access is now closed off.

#### Mountain biking

There is limited opportunity for mountain bike riding along the river due to a lack of trails and connections to other trails. The recently marked and informally built trail from Miandetta Drive to Channel Highway is getting some use (source: strava.com), however the river crossing at the Miandetta Drive end is only possible during low flow periods.

#### Swimming holes/pignisking

There are several swimming holes and informal picnic areas on the river. Popular areas include the Sandfly Reserve, off Matthews Road; and off Miandetta Drive (multiple pools).

#### <u>Kayaking</u>

Kayaking is a popular activity on the river when there are high flows. Generally, the river is accessed below the bridge on the Huon Highway with kayakers exiting at the Bowls Club in Margate.

#### Rock climbing

Two popular climbing spots are accessed from the Sandfly Reserve (Sandfly Crag) and from the TasWater access road along Sandfly Road (Dog Leg Bend). The TasWater access is through private land and requires permission from landholder prior to access.

Enviro-dynamics Pty Ltd – info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -info@minitrails.com.au

Á.

North West Bay River Multi-use Trail - Feasibility Study

vì.3 Final Draft - 28th April 2020

#### **Fishing**

Fishing occurs along all sections of the river, with a popular spot being near the bridge at the Channel Highway.

#### 3. Trail Surveys

The proposed trail will follow a section of the North West Bay River from Longley (at the reserve) to Margate, with a distance of approximately 11 km plus up to 2 km of trail linkages. The river route has been divided into four sections for surveying based on access points along the river and linkages to existing trails (Figure 1). An assessment of physical feasibility of each trail section and the natural values and limitations is provided in separate tables for each section:

- 1. Longley Reserve to Sandfly Reserve
- 2. Sandfly Reserve to Riverdale Road and linkage with Allens Rivulet trail (2a)
- 3. Riverdale Road to Miandetta Drive
- 4. Miandetta Drive to Hopfields Road and Margare Bridge (4a)

#### 3.1. Survey Methodology

On-ground surveys were undertaken along the length of the river to assess the terrain, natural values, access and location of features such as waterholes, potential crossing points and weeds.

Prior to the surveys all private landholders who own land along the river were contacted to seek permission to enter their land or cross their land to access the public land along the river.

Initial field surveys were undertaken to access the most suitable physical location for a multiuse trail with the primary objective to locate the trail predominantly on public land where possible and to minimise river crossings. To meet the objective of a multi-use trail suitable for horses, steep areas had to be avoided, which resulted in departing from the river in some areas.

Once the physical trail route and potential river crossing points were identified, the natural values along and surrounding the identified routes were assessed to identify any high conservation values. The natural values surveyed and mapped included vegetation communities, flora species of significance, important habitat features such as den sites and trees with hollows and environmental threats such as weed infestations.

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.au Mtn Trails Pty Ltd -info@minirails.com.au 5

North West Bay River Multi-use Trail - Feasibility Study

vì.3 Final Draft - 28th April 2020

Trail routes and important features were recorded using handheld GPS units. Photos of features such as potential crossing points, threatened flora and willow locations were also taken.

#### 3.2. Physical Terrain

The trail from Longley to Margate will traverse a range of terrains including river flats, cleared land, rocky riverbanks, rocky slopes and cliffs and some rocky hilltops.

The trail will need to be routed away from the river in some locations to avoid steep riverbanks and rocky cliffs and to traverse the more significant tributaries that enter the river. The broad trail route was located to avoid rivers flats where possible, as they are likely to be subject to flooding. The visible river levels from the July 2018 floods (debris) was used as the indicator of the maximum river height. All broad trail routes attempted to stay above this level. Where possible the trail route attempted to remain within public land. Due to limitations of the terrain (steep riverbanks) and sections of the river not being sendered by any public land some sections of the trail will need to traverse private land.

The trail route was selected to allow for a wide multi-use trail, in some locations there may be a case for developing separate trails with a narrower single walking or bike trail able to be constructed closer to the river in many locations and a horse trail traversing more open ground with lower gradients. Alternative patters for separate walking and horse trails were not investigated as part of this initial feasibility study.

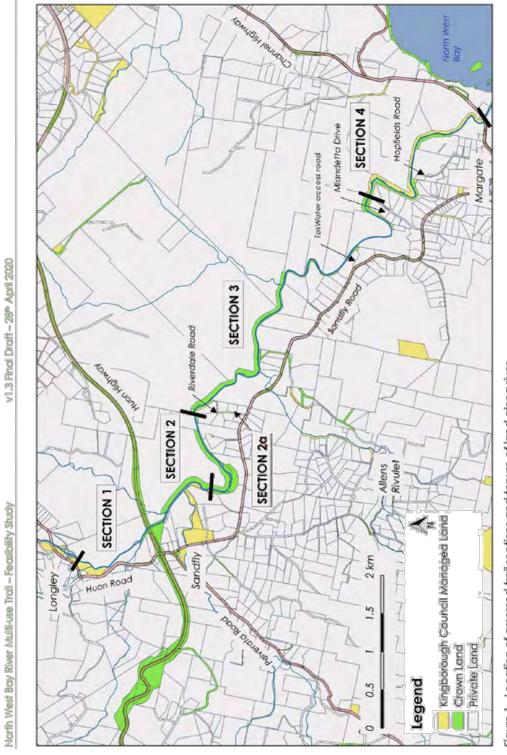


Figure 1 - Location of assessed frail sections and tenure of land along river.

Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.au. Mtn Trails Pty Ltd <u>-Info@mtnirolls.com.au</u>

Page 211

## 3.3. Natural Values

The survey of the natural values along the proposed trail route was undertaken to identify any significant values or threats that should be avoided or mitigated. The assessment mapped broad vegetation communities within a trail corridor (approximately 20–30 m wide), documented significant flora and fauna species and habitat values and mapped threats such as weed intestations. The assessment aimed to determine if there are any areas where trails should be avoided or diverted.

## 3.3.1. Vegetation communities

Six vegetation communities were mapped along the proposed trail route between Longley and Margate as per the TASVEG (v3.0) vegetation classification system (Figures 2–5).

Vegetation mapping was restricted to the trail corridor (approximately 50-100 m wide) along the river. The following communities were mapped:

- Eucalyptus obliqua dry forest (DOB) dominant community along the river. Occurs in a narrow strip on northern side of the river with larger areas present in broader valleys.
- Eucalyptus obliqua wet forest (WOU) occurs on south-facing slopes and wetter areas.
- Eucalyptus pulchella forest and woodland (DPU) widespread on slopes and hilltops away from the river, generally adjacent to DOB.
- Eucalyptus globulus dry forest and woodland (DGL) localised patches where E
  globulus is the dominant tree species.
- 5. Eucalyptus ovata forest (DOV) small patches on river flats north of Huon Highway.
- Eucalyptus amygdalina forest and woodland on dolerite (DAD) occurs on hilltops above river east of Mafeking Creek.

The DOV and DGL communities are listed under Schedule 3A of the Nature Conservation Act 2002 (NCA) and classified as 'High Priority Biodiversity Value' under Table E10.1 of the Kingborough Interim Planning Scheme 2015 (KIPS). DOV has recently been listed as a 'threatened ecological community' under the Environment Protection and Biodiversity Conservation Act 1999 (EPBCA).

The trail will avoid these communities where possible to minimise disturbance. By avoiding the DOV community, referral to the Commonwealth under the EPBCA will not be required.

All other communities are common and well represented in reserves and hence not listed under the NCA. Where these communities contain threatened flora species or threatened fauna habitat they are considered to have 'Moderate Priority Biodiversity Value' under the KIPS.

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@minitrails.com.au</u>

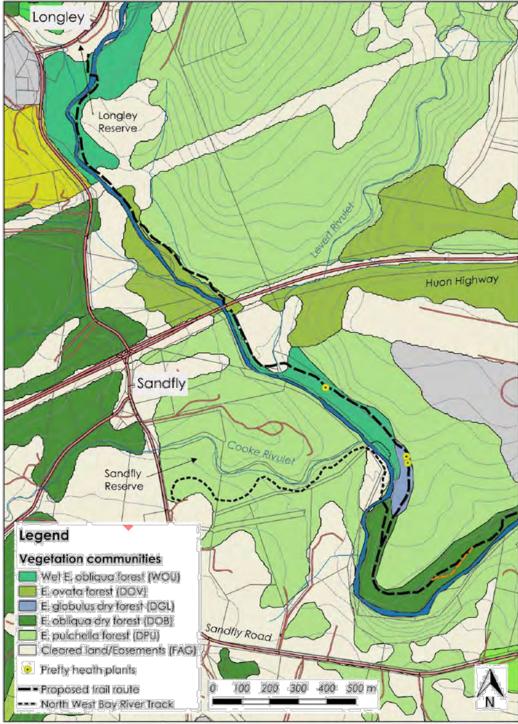


Figure 1. Natural Values - Longley to Sandfly Reserve.

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Traiis Pty Ltd <u>-info@mtniraiis.com.au</u>

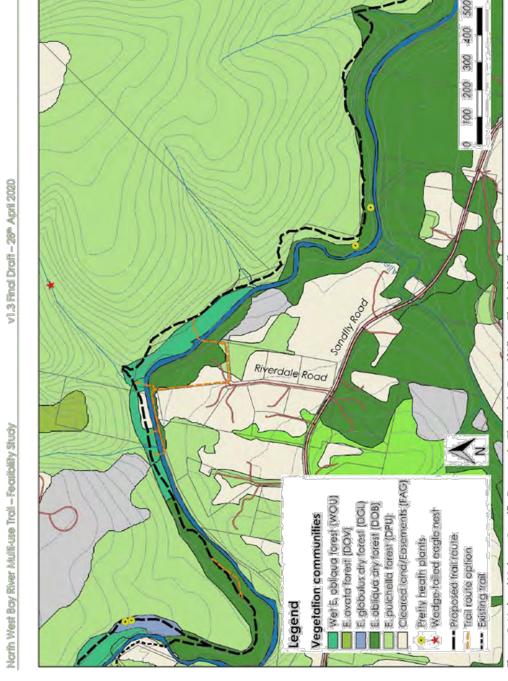


Figure 2. Natural Values-Sandfly Reserve to Riverdale Road/Allens Rivulet junction.

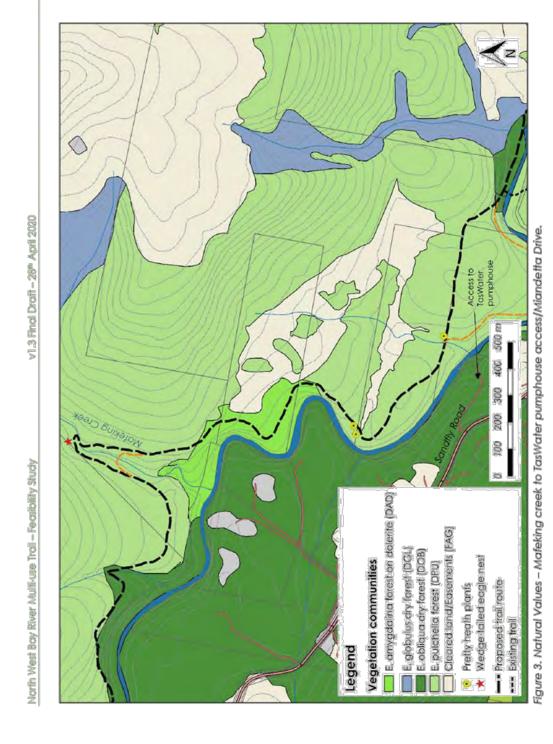
0

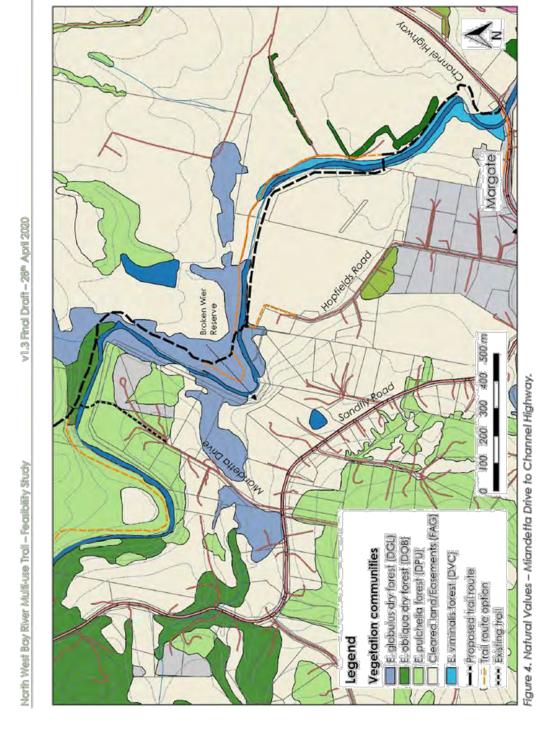
Enviro-dynamics Pty Ltd – <u>Info@enviro-dynamics.com.cu</u> Mth Trails Pty Ltd <u>-Info@mtnfrails.com.cu</u>

è-

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.au.

Mith Trails Pty Ltd -info@mithfrails.com.au





Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.au. Mtn Trails Pty Ltd -Info@mtnhrofs.com.au.

vì.3 Final Draft - 28th April 2020

## 3.3.2. Flora Values

A wide range of native plants were recorded in the vegetation communities along the trail corridor. A list of species is provided in Appendix 2.

One threatened species was recorded during site surveys:

 Epacris virgata (pretty heath) - found in several locations along the trail corridor on the northern side of the river (Figures 2–5).

A search of the Natural Values Atlas (DPIPWE database) revealed that nine threatened flora species have been recorded within 1000 m of the trail corridor. Table 1 outlines the species and the likelihood of them occurring within the corridor.

Table 1. Threatened flora species recorded within 1 km of trail corridor.

Scientific nome	Common name	TSPA	EPBCA	Comments
Diuris palustris	swamp doubletail	е		Records from Sandfly area from late 1800s. Recent searches have not found species. Unlikely to remain in area due to disturbance.
Epaciis virgata (Kettering)	pretty heath	v	EN	endemic. Found in south-eastern Tas. Widespread in catchment, generally occurring in E. pulchella forest/woodland and E. ovata forest/woodland.  Records in several locations in trail corridor
Juncus amabilis	gentle rush	r		Not recorded. Species in process of being delisted.
Lepidosperma tortuosum	tossing rapiersedge	r		Found on mainland Australia and in south-eastern Tasmania. Habitat is open heathlands and woodlands. Not recorded during surveys. Limited suitable habitat within corridor
Poa mollis	soft fussockgrass	r		Endemic to eastern Tas. Found on dry open hillsides and cliffs. Single record within catchment from 1913. Location is likely to be inaccurate.  Not recorded during surveys. Limited suitable habitat within corridor.
Pomaderris elachophylla	small-leaf dogwood	٧		Found on mainland Australia and in Tasmania in wet forests. Leslie Vale is a key site for this species. Records within 100 m are from 1800s and may be inaccurate.  Not recorded during surveys.

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@mintrails.com.au</u>

North West Bay River Multi-use Trail - Feasibility Study

vì.3 Final Draft - 28th April 2020

Senecia squarrosus	leafy fireweed	ř	Found on mainland Australia and Tasmania in dry woodland communities. Single record within catchment in Margate area. Requires fire every 5-15 years.  Not recorded during surveys. Suitable habitat within corridor and may occur.
Thelymitra inflata	Inflated sun- orchid	e	Population recorded northeast of Leslie Hill, at an altitude of 240 m in heathy-sedgy-grassy Eucalyptus pulchelia open stands.
			Not recorded during surveys. Limited suitable habitat within corridor and unlikely to occur.
Westringia angustifolla	narrowleaf westringia	r	Tasmanian endemic. Occurs in dry eucalypt forests and is often associated with riverbanks. Scattered records from intact forest in upper catchment.
			Not recorded during surveys, Marginal habitat in trall corridor but unlikely to occur.

The trail corridor provides potential habitat for some of the species recorded within 1000 m and as such detailed surveys along trail alignments will be required as part of the trail development. Planned trails can be routed to avoid any impacts on threatened species if recorded during detailed surveys.

## 3.3.3. Fauna Values

Broad fauna habitat surveys were carried out along the trail routes to assess the likelihood that the trail will impact threatened fauna species.

A search of the Natural Values Affas (DPIPWE database) revealed that ten threatened fauna species have been resorded within 1000 m of the trail corridor. The species recorded included swift parest, wedge-tailed eagle, Tasmanian devil, eastern quoll, spotted-tailed quoll, grey goshawk, eastern barred bandicoot, azure kingfisher, australian grayling and masked owl.

## Habitat recorded.

The trail corridor contains a significant number of mature to old growth trees with hollows suitable for bird and mammal species such as swift parrot, masked owl and possums.

Potential denning habitat for species such as Tasmanian devils, eastern and spotted-tailed qualls occur within the corridor in fallen logs and rocky outcrops.

Eagle nests - Three wedge-tailed eagle nests have been recorded within 1000 m of the trail corridor on east-facing slopes on tributaries north of the river (Figures 3 and 4 plus one nest outside edge of Figure 4).

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@minfrails.com.au</u>

The initial surveyed location of the Mafeking Creek crossing was within 20 m of a known nest site. Any future trail would need to be a minimum 200 m from the nest and be out of the sight line of the nest. Additionally, any trail construction would need to occur outside the breeding season if the nest was found to be active during the construction period.

Mature black gum and blue gum trees occur within the trail corridor. These trees provide foraging habitat for the swift parrot, however all trees with a diameter at breast height of >30 cm will be avoided and as such there will be no impacts on swift parrot habitat.

The trail will also avoid any potential denning habitat for devils and quolls such as hollow logs by a minimum of 10–20 m to minimise potential impacts on fauna species.

A grey goshawk nest site has been recorded in vegetation at the end of Miandetta Drive. The exact location of the nest will need to be determined to ensure new trails in this area do not come within 50 m of the nest (D. Young, pers. comm).

The lower reaches of the river provide suitable habitat for the Australian grayling. The trail will not impact on the river itself or the water quality.

## 3.3.4. Weeds and Disease

Weed species including Spanish heath, canary broom, willow, blackberry, montbretia and foxglove were recorded during the surveys. Weedingere recorded predominantly along the river and on river flats where fine soil and seed has been deposited from upstream during flood events. The areas of intact vegetation away from the river and not adjacent to cleared land were generally free of weeds.

The construction of a trail along the over has the potential to spread weed seed and increase their distribution, although the threat can be managed. Weed control prior to any trail construction and adherence to weed and disease hygiene protocols during constructing are critical to ensure weeds are not spread. Monitoring and maintenance of the trails post-construction will also be critical for weed control.

There were no obvious signs of the plant pathogen *Phytophthora cinnamomi* (PC) recorded during the surveys. The dominant vegetation communities within the corridor are generally considered to be of moderate susceptibility to PC, with a limited number of highly susceptible plant species present. The limited risk of the spread of PC as a result of trail construction can be managed through the implementation of hygiene protocols for the use of equipment and importation of soils.

Enviro-dynamics Pty Ltd – info@em/no-dynamics.com.au

Mtn Trails Pty Ltd -info@minirails.com.au

v1.3 Final Draft - 28th April 2020

## 3.4. Aboriginal Heritage

A desktop search of the Aboriginal Heritage Register by Aboriginal Heritage Tasmania of the broader North West Bay River catchment revealed two registered sites close to the Channel Highway in Margate. The relative absence of registered Aboriginal sites within the North West River Bay catchment is not a reflection of the use of, or importance of North West Bay and the river for the Tasmanian Aboriginal people. The lack of known heritage sites within the catchment is more likely due to limited survey effort.

Aboriginal heritage site surveys will need to be undertaken prior to trail construction and costed as part of future trail development. Any recorded sites will be avoided and future trail construction will adhere to the document 'Unanticipated Discovery Plan - Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania'.



## 4. Trail Impacts and Feasibility Assessments

## 4.1. Impacts on Natural Values

The construction of a multi-use trail along the river from Longley to Margate can be undertaken without significant impacts to important natural values. The proposed trail is predominantly located in common and well-reserved vegetation communities with only 0.3% of the trail within threatened vegetation communities. An estimated 1.7 ha of native vegetation will be cleared or modified to construct the trail, with all trees >30 cm diameter at breast height of to be avoided. In many areas the open woodland structure of the vegetation require removal of only a small number of understorey trees or shrubs. Limited numbers and extent of threatened flora species were recorded dufing the trail survey and all populations can be avoided. Significant fauna habitats such as treest sites, trees with hollows and potential den sites will be avoided to minimise fauna impacts.

Direct impacts on fauna species from the trail usage by riders and walkers will be minimal with most usage likely to occur during the day when many species are inactive. Due to the abundance of habitat for fauna species such as wallabies, bettongs, bandicoots and other mammal species and the number of fauna species observed during the surveys the trail is not suitable for dog walking. In addition, the trail will be in close proximity to a number of private residences and rural properties with stock.

The construction of a multi-use frail along the North West Bay River has the potential to spread weed species during the construction period and through usage once completed (including on bikes, shows and in horse droppings). The spread of weeds during trail construction can be managed through control of weeds prior to works and adherence to machinery and person hygiene protocols during construction. The spread of weeds by trail users can be managed through installation of wash down stations at trailheads, educational signage and monitoring of the trail for weed infestations.

Given the current spread of weeds along the river through natural processes (including movement in flood water and from roads and via animals) the development of a trail network along the river does not represent a significant increase in the risk of degradation of the natural values.

Improved access and increased visitation to the river may raise the profile of the threats of weed invasion on the natural and aesthetic values of the catchment and lead to increased weed control efforts amongst concerned or engaged members of the public with the support of the Council and the State.

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.cu Mtn Trails Pty Ltd -info@minitrails.com.cu

V1.3 Final Draft - 28th April 2020

North West Bay River Adulti-use Trail - Feasibility Study

## 4.2. Feasibility Assessments

The following tables and figures provide an assessment of the feasibility of each section of proposed trail with and some alternative options. Linkage sections are also outlined including links to the Sandfly Reserve and to Allens Rivulet via Riverdale Road. The tables are divided into trail segments as outlined previously and then further divided into construction segments including notes on natural values, limitations or afternative trail route options. Photos of the proposed trail route and river crossing points, etc. are provided in Appendix 3.

## 4.2.1. Section 1 - Longley Reserve to Sandily Reserve

Table 2. Section 1-Longley Reserve to Sandily Reserve - Segments 1-5.

Segment #	Tenure	Notes	Natural Values	Linitations/alternatives
Segment 1 - Longley Reserve Trall through Council land Westem side of river Length: 120 m	Kingborough Council	Large council managed area which provides potential location for trailhead with parking, horse yards, tollets, picnic facilities etc.	Remnant white gums in reserve     Some erosion on riverbank     adjacent to reserve     Through E, obliqua forest     No threatened flora recorded     Mature trees with potential     hollows to be avoided.     Significant weed infestations     along river.	Trail could remain within the reserve for 400 m however this would require the crossing of three small tributaries.     Requires river crossing to join to next segment
Segment 2 - Council Reserve to Huan Highway Eastern side of river Length: 1000 m	Private land	Trails will traverse section of intact vegetation and along edge of cleared land. Small tributary to be crossed near Huon Highway,	Through strat area of E. ovata forest     No threatened flora recorded.     Mature trees with potential hollows to be avoided.     Significant weed infestations along river.	Requires river crossing – possible to cross river in law flaws     Requires bridge to cross during higher flaw periods or in langer term.     Requires lease agreement with landholder for trail.

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.ou.

Min Trails Pty Ltd -info@minhrails.com.au

North West Bay River Autilities Trail - Feasibility Study

V1.3 Final Draft - 28th April 2020

				Irail end at Huon Highway requires access under road – limitation in flood events.
Segment 3 - Huon Highway junction to Iow lying area Length: 200 m	Crown Land Reserve/ Private Land	Small existing parking area in Huon Highway Reserve. Access under bridge to northern side of highway.  Adjoining riparian reserve narrow (<20m wide).	Remnant white gums along river edge     Some erosion on river bank adjacent to reserve     Weeds along river edge	Irail start here likely to require State Growth approval for access off Highway – not suitable for trail start     Irail would not fit in the existing public reserve due to large trees and the proximity of the riverbank     Irail segment will require agreement from Landholder
Segment 4 – Across low lying area and small tributary Length: 120 m	Crown Land Reserve/ Private Land	Section acress loss lying area with small tributary	Through E. obliqua forest     No threatened flora recorded     Mature trees with potential     hollows to be avoided.     Significant weed infestations dong river	Section crosses number of small tributaries     Cross river at reserve and stay on eastern side of river – requires landholder approval
Segment 5 – to Sandfly. Reserve. Length: 900 m	Crown Land Reserve	Reserves widens – 50-60m wide. Steep in places with cliff opposite Sandfly Reserve.  Trail has potential to stay in the public reserve, but ferrain gets quite steep (cross slope). It would suit multi use better to climb higher (into private land) to reduce cross slope (this could also reduce cost slightly).  Trail goes above Sandfly cliffs.	Through E. obliqua, E. globulus forest     Epacris vigata recorded, to be avoided     All mature frees to be avoided.	Sections with steep cross slope section less sulted to multi-use trail. Expensive – requires extensive rack work.  Less expensive route would require access to private land - requires landholder agreement.
Segment 5a – Link from Sandfly Reserve to new trail Length: 180 m	Council Reserve/Crown Land	Informal river crossing at location with low banks. Trail utilises section of existing 4WD trail.	Through riparian vegetation and E. abliqua forest.     Scattered weeds in river and along 4WD track	Section subject to flooding     Requires weed control actions     Walking use only permitted within Sandily Reserve.

Enviro-dynamics Pty Ltd — Info@smitto-dynamics, com.au. Mtn Trails Pty Ltd <u>Info@minfrolls.com.au.</u>

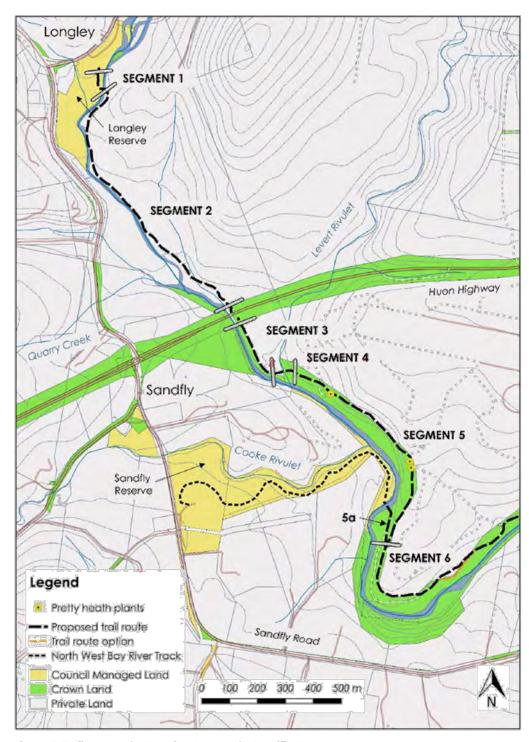


Figure 5. Trail segments - Longley Reserve to Sandfly Reserve.

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@mtnirails.com.au</u>

North West Bay River Akulikuse Trail - Feasibility Study

v1.3 Final Draft - 26th April 2020

## 4.2.2. Section 2 – Sandfly Reserve to Riverdale Road

Table 3. Section 2 – Sandilly Reserve to Riverdale Road – Segments 6-7.

Segment #	Tenure	Notes	Natural Values	Limitations/afternatives
Segment 6 – Sandtly Reserve link to Riverdale Road junction Length: 1300 m	Crown Land/Private Land	Possible to locate trail entirely within public land until private land lot at end of Riverdale Road.  Partially follows existing 4WD track.  Proposed trail includes new section around bend that is above flood plain	Remnant white gums     Some erosion on riverbank adjacent to reserve     Dense infestation of spanish health and broom along 4WD trail on flood plain	Sections of trail within flood plan and subject to flooding.     Trail can follow existing 4WD track for entire segment but include short section on private land.     Trail segment will require agreement from landholder.     Significant weed control required     Last section of trail needs to traverse private land. Preferred option however requires     negotiation with landholder (refer to 4.4).
Segment 7 – Crossing tributary opposite Riverdale Road entry Length: 50 m	Crawn Land/Private Land	Trail to cross small tributary. Needs to cross onto private land to climb out of small gully	(Frough E, obliqua forest     Na threatered fora recorded.	Trail crosses onto private land to climb out of gully.     Trail segment will require agreement from landholder

# 4.2.3. Section 2a – Allens Rivulet - Riverdale Road trail junction

There are several options available to link Riverdale Road (and more broadly Allens Rivulet) with proposed new trails or section of trail to Sandfly Reserve. All options require consultation with landholders along Riverdale Road. It should be noted that there is limited capacity for parking at the end of Riverdale Road and as such the river access is not suitable for use as a trailhead.

Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.au. Mtn Traits Pty Ltd \_info@minitraits.com.au

North West Bay River Assistance Trail - Feasibility Study

Trail options are outlined in Table 4 and indicated in Figure 7.

Table 4. Trail options for Section 2a.

Options	Tenure	Notes	Natural Volums	Limitations/issues/benetits
Option A – construct trail along existing council reserve to access tiver and cross river onto proposed new Itali.	Council	Existing council reserve tollows deep drain and is in close proximity to existing residence.	Through E. obliqua forest.     Isolated weeds along council reserve	Expensive to construct trall within reserve due to difficult terrain.     Trail directly adjacent to residence.     Would require additional trail building to link to Sandfly Reserve than Option B or C.     Construction of link to river may cause parking Issues at end of Riverdale Road.
Option B – Relocate reserve to other side of private land to provide direct access to river and public land along river edge. Informal crossing to new Irail.	Private Land	Council negotiating link with landowner at present. Trail link cheaper to construct. Some opposition from adjaining landowners to west due to impacts on privacy.	Through cleared land and segrent of E. obliqua forest at fiver.	Construction of trail to river edge cheaper due to cleared land and flat terrain.     Moving Council reserve locates trail turther from one residence but closer to another.     River crossing at this location dependent on access to private land on northern side of river to access Sandfly Reserve link.     Construction of link to river may cause parking issues at end of Riverdale Road.
Option C – trail connection and river crossing to access new trail and Sandfly reserve	Council Land/Private Land/Crown Land	Link to wider public reserve on northern side of river can be achieved on public land. Existing river crossing but only accesses private land on northern side.	Remnant white gums along river edge.     Scattered willows present along Crown reserve on southern side of river	Requires use of narrow section of Crown land reserve.     May require relocation of existing fences built on public land.     Irail would traverse across front of two private lots (on public land).     Opposition to option by landholders.

22

Enviro-dynamics Pty Ltd - Infa@enviro-dynamics.com.au. Mtn Trais Pty Ltd -info@mintrolis.com.au.

North West Bay River Additivuse Trail - Feasibility Study

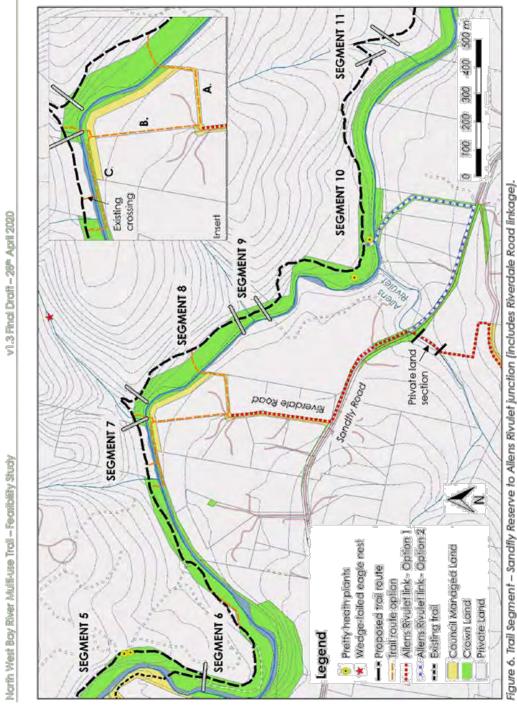
V1.3 Final Draft - 28th April 2020

				crossing provided access to private land on northern side is negotiated.  • Trail could be constructed entirely on public land with informal crossing directly on public land.  • Construction of flink to river may cause parking issues at end of Riverdale Road.
Allens Rivulet link Option 1	Council Land/Private Land/Crown Land	Access Tram Allens Rivulet via Council land, Orown road reserves and across private land to connect to Sandlin Road. Route would need to go under the road at Allens Rivulet and along wide road verge to Riverdale Road.	Limited natural values land predominantly managed land or agricultural land.     Remnant E. viminalis forest along Allens Rivulet.	Linkage may increase usage of Riverdale Road as launch point for walkers/harse riders which may impact landowners on Riverdale Road.     Agreement required to cross private land to complete the link.     Linkage utilises public land for majority of route with limited trail building required.
Allens Rivulet link Option 2	Council Land/Private Land/Crown Land	Access to river via Council reserves to Sandfly Road then along road reserve and down Crown Reserve to river.	Remnant E. viminalis forest along Allens Rivulet.     Native vegetation along Crowm reserve to river (not surveyed)	Road reserve along Sandfly Road to Crown reserve is narrow may not be suitable for horses.     Link from Sandfly Road to river is through intract vegetation and would require Itali to be constructed.     Link from Sandfly Road to river would be directly adjacent to existing residence.

23

Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.au.

Mtn Trais Pty Ltd \_info@mtntrails.com.au.



Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.ou.

24

Min Trails Pty Ltd Info@mintrails.com.cu

North West Bay River Autiliuse Trail - Feasibility Study

v1.3 Final Draft - 28th April 2020

## 4.2.4. Section 3 – Riverdale Road to Miandetta Drive

Trail options are outlined in Table 5 and indicated in Figures 7 & 8.

Table 5. Section 3 – Riverdale Road to Miandetta Drive – Segments 8-17.

Location	Tenure	Notes	Natural Values	Limitations/alternatives
Segment 8 – Section between two tributaries Length: 620m	Crown Land/Private Land	Trail to climb out of tributary and run across slope to next tributary.	Through E. obliqua and E. pulchella torest     Plants resembling Allocasuarina duncanii requires confirmation.	Irail crosses onto private land to climb out of gully and traverses' steep slope.     Irail steep and rocky in sections.     Irail segment will require agreement from landholder.
Segment 9 – Crossing tributary Length: 20m	Crown Land	Trail to aross small tribuldary	Through E. obliqua forest     No fireatened flora recorded.	Section within public land.
Segment 10 – Section behveen two tributories Length: 1400m	Grown Land/Pitvate Land	Trail to traverse steep and rocky ground predominantly above the river. Access to river limited to junction near Allens Rivulet.	Through E. obliqua and E. pulchella forest     Isolated pretty health plants recorded and to be avoided.     Mature trees with hollows along river flats and lower slopes.	Trail crosses onto private land in sections to avoid steep slopes and rocky sections.     Trail will have sections with steep cross slope.     Trail segment will require agreement from landholder.
Segment 11 – Crossing tributary Length: 50m	Private Land	Trail to cross small tributary.	Through E. otshquarforest     Mature treestwith hollows in area.	Crossing on private to reduce cross slape     Irall segment will require agreement from landholder
Segment 12 - Across western slope of Mafeking Creek valley Length: 850m	Private Land	Trail segment located entirely on private land to reach suitable Mafeking crossing location	Through E. obliqua and E. pulchella forest     Mature trees with hollows and blue gums in area.	Trail segment on private land to cross Mafeking Creek.     Trail segment will require agreement from landholder.

25

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.cu

Min Trails Pty Ltd <u>Info@mintrails.com.au</u>

North West Bay River Autili-use Trail - Feasibility Study

V1.3 Final Draff - 28th April 2020

			Wedge-talled eagle nest in close proximity	Trail segment will need to be relocated to increase distance from eagle nest (min 200m)
Segment 13 – Marfeking Creek crossing Length: 50m	Private Land	Trail cassing high up in Mafeking Creek tributary to reduce slopes and enable creek crossing	Through E. obliqua and E. pulchella forest     Mature trees with hollows and blue gums in area.     Wedge-failed eagle nest within 50m of surveyed route	Irail segment on private land to cross Mafeking Creek.     Irail segment will require agreement from landholder.     Irail segment will need to be relocated downslope to increase distance from eagle nest to min. 200m. May require a bridge crossing due to steep slopes.
Segment 14 – Across eastern slope of Mafeking Creek valley. Length: 600m	Private Land	Trail segment located entirely on private land to reach suitable Mafeking crossing location	Through E. obliqua and E. pulchella forest     Mature trees with hollows and blue gums in area.     Wedge-tailed eagle nest in close proximily	Trail segment on private land to cross Mafeking Creek.     Trail segment will require agreement from landholder.     Trail segment will need to be relocated to increase distance from eagle nest (min 200m)
Segment 15 – Traverses hilltop above North West Bay River. Length: 2000m	Private Land	Trail segment traverse's hilliop above river due to unsuitable steep ground and cliffs along this segment.  Route passes through some open ground.  Eastern section of the segment goes inland to join 4WD trail that access river opposite Miandetta Drive.	Through E. amygdailna and E. puisteella forest     Mature Itees with hollows in area.     Isolated pretty heath plants regarded and 16 be avoided.     Spanish heatilitecalded in some areas adjacent to cleared land.	Entire trail segment on private land.     Irail segment will require agreement from landholder.
Segment 15 - option Follow closer to river around large bend prior to Miandetta Drive.	Private Land	There is an option to follow river through this section on private land.  This route option goes closer to informal access to river via	Through E. pulchella forest     Area not surveyed for natural     values.	Trail route option on private land. Landowner is additional to other Segment 15 landowner.     Trail segment will require agreement from landholder.

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.au

Min Trails Pty Ltd Info@minitrails.com.cu

North West Bay River Adulti-use Trail - Feasibility Study

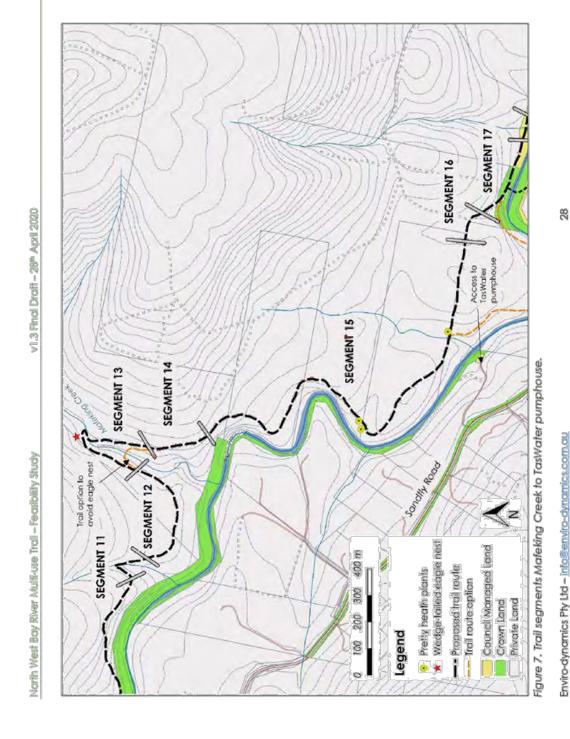
V1.3 Final Draff - 28th April 2020

Length: 1200m		TasWater pumphouse access road from Sandfly Road.		Could provide link to Sandfly Road via TasWafer pumphouse road however landowner agreement required for formal use.
Segment 16 – Crossing small tributary Length: 50m	Private Land	Trail to cross small tributary.	Through E. pulchella forest	Trail segment on private land     Irail segment will require agreement from landholder.
Segment 17 – Trail joins into Crown reserve and Council land opposite Mandetta Drive river access. Length: 300m	Private Land/Crown Land/Council Land	Trail segment can utilise existing 4WD track on private and public land.	Through E. pulchella and E. obliqua forest although route already cleared of understorey vegetation.     Mature trees with potential hollows and blue gums in area.	Trail segment uses existing 4WD track on private and public land.     Trail segment on private land will! require agreement from landholder.     Informal river crossing to Miandetta river trail possible for use in low flow conditions.     Partion of trail on public land has been partially formed by local community and is cleared of native vegetation.

.004

27

Enviro-dynamics Pty Ltd – Info@em/ito-dynamics.com.au. Mtn Trails Pty Ltd -Info@mtnfrails.com.au.



Page 232

With Trails Pty Ltd -info@mitnitrails.com.au

North West Bay River Multi-use Trail - Feasibility Study

V1.3 Final Draft - 28th April 2020

## 4.2.5. Section 4 – Miandetta Drive to Margate

crossing point then along the southern side of the river to the proposed crossing point at the end of Hopfields Road. This option may include the Margate bridge within Council managed land, It utilises a gravel road for some of the segment between Hopfields Road and Margate Bridge undertaken. An alternative option has been suggested to form the Itali from private land accessed off the Channel Highway to an existing the section of the trail is currently flagged out and has been partially formed by the local community along the norther side of the river to which is also used for farming operations. Discussions with the landowner on an atternative option to avoid the use of the road have been provision of an informal parking area on the private land to act a small trailhead.

Kingston to Margate to provide a safe cycle lane. Threagh This process there is scope to upgrade the Margate Bridge to provide safe pedestrian currently a consultation process being undertaken by the Department of State Growth regarding the upgrade of the Channel Highway from there is no safe pedestrian access across the bridge (pe footpath) on the Channel Highway to link a trail to the Margate township. There is access from the Margate Township to the start of the trail\_

landholder and consultation with residents along Hopfields Road. This option provides a better long-term trailhead location as there is enough An alternative option for the end of the trail at Margate is to comect with the end of Hopfields Road. There is currently no public access to the river at the end of Hopfields Road and as such a connection herewould require negotiations and licence agreement with a private space to develop additional parking areas and facilities. There is limited scape for this to occur at the Channel Highway junction

Table 6. Section 4 – Miandelta Drive to Margate (and Hopfields Road) – Segments 18-2

T W L DW WA	Tenure	Notes	Waterel Values	Limitations/alternatives
Segment 18 – Crossing small tributary and low- lying area Length; 40m	Private Land	Trail segment cross small tributary and low-lying section.	Through E. obliqua forest. Route already cleared of understorey vegetation.	Trail segment on public land.     Informal trail partially constructed by local community.

53

Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.au. Mth Traits Pty Ltd -info@mtnfroits.com.au.

North West Bay River Adult-use Trail - Feasibility Study

V1.3 Final Draft - 28th April 2020

Segment 19 – Section up around cliff and to bend at Broken Weir Reserve and near Hopfields Road.	Council Land/Private Land	Trail segment up around cliff at bend in river and down to low-lying bend at Broken Weir.  Route already partially formed and utilises section of 4WD track.  Route across the bend in river goes onte private land in side a feared off area of native	Through E. giobulus forest.     Route open and partially cleared of understorey vegetation up to river bend.     Spanish heath scattered around at river bend.	<ul> <li>Irail segment predominantly on public land.</li> <li>Informal trail marked and partially constructed by local community to river bend.</li> <li>Section of trail on private land.</li> </ul>
Segment 20 – River crossing to Crown Land on south side. Length: 30m	Crown Land	Trail segment across North West Bay River. Requires rock works to allow crossing.	Willows in river at bend near Hopfields Road.     Minimise disturbance in river and on banks	Informal river crossing to reserve off end of Hopfields Road.     Can only be used in low flow conditions. Would require a bridge for access in all conditions.
Segment 21 – Southern side or river through paddocks to existing crossing point.  Length: 900m	Private Land/Crown Land	Trail segment through often paddock to existing ford crossing point	• Pla values – fraverses cleared land only	Requires lease agreement with landowner to link to Crown Land     Requires lease agreement with Crown Land Sevices.  Requires fencing along edge of trail.
Segment 21a – Option River to end of Hopfields Road. Length: 300m	Council Land/Private Land	Trail segment to access the end of Hopfields Road through cleared land and private land.	Trail segment through cleared land.     Willows in river at bend near Hopfields Road,	<ul> <li>There is no public access to river from end of Hopfields Road.</li> <li>There is not enough public land at the end of Hopfields Road for a trailhead or any parking area.</li> <li>The public land at end of Hopfields Road is not publicly accessible.</li> <li>Any trail access via the end of Hopfields Road will need to be for local use only unless an area suitable for a trailhead can be negotiated with private landholders.</li> </ul>

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.ou. Mtn Trails Pty Ltd <u>Info@mtntrails.com.ou</u>

North West Bay River Autili-use Trail - Feasibility Study

V1.3 Final Draff - 28th April 2020

				The use of Hopfields Road as a trailhead will impact on residents living on the road.
Segment 21b - Option Trail along Council land on northern side or River, Utilises existing road. Length: 1000m	Council	Trail through open paddock for 250m threa follows gravel road for 750m.	<ul> <li>Remnant white gums and blue gums nearby to be avoided.</li> </ul>	This section is largely existing and requires formation of section at western end only through open paddock area.     Gravel road used for farm operations so not ideal for use as walking or riding trail.
Segment 22 – River Crossing to Council Land Length: 40m	Crown Land	Utilise existing ford to cross river. May require minor rock works to Improve crossing.	Minimise disturbance in river and on banks	Can only be used in low flow conditions. Would require a bridge for access in all conditions.
Segment 23 – Along gravel road to bend in river then above river to potential rail head off Channel Highway.	Cauncil Land/Private Land	Trail segment up bank attal tipen through open area to bridge or potential trail head on private land.		May required relocation of some fences.     Joins to area on private land that could be developed as a small trail head.     Safe access to private land off Highway required.
Segment 23a - Option  Link from northern bank at Channel Highway across river to footpath in front of Brookfield site. Length: 300m	Crown Land	Requires river crossing at high energy location with steep banks.	Weeds scattered around river bend at Highway and along roadside.     Remnant white gums nearby to be avoided.	Would require a pedestrian bridge to be constructed or for the road bridge to be upgraded to include pedestrian access.     May require upgrade of pedestrian crossing at Sandfly Road junction if foot traffic increases.

33

Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.au. Mtn Trails Pty Ltd <u>Info@mtntrails.com.au</u>

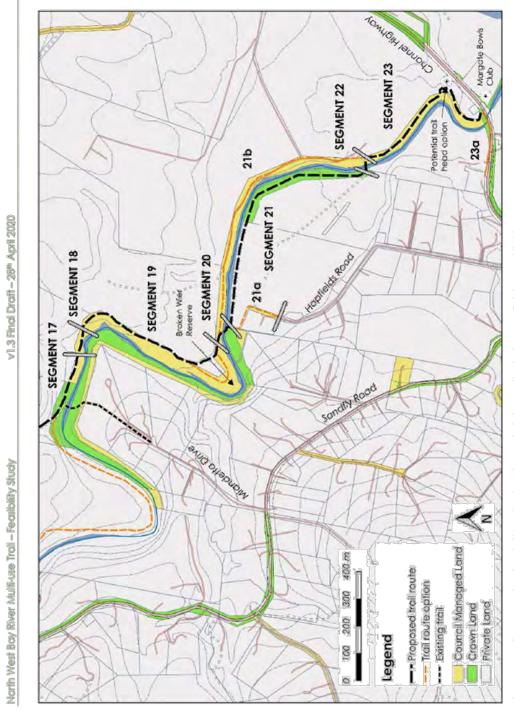


Figure 8. Trail segments Miandetta Drive to Channel Highway (includes Hopfields Road link).

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.au

With Trails Pty Ltd -Info@mitnitrails.com.au

32

Page 236

vì.3 Final Draft - 28th April 2020

## 5. Trail Development

## Trail Construction Standard and Methodology

The trail assessments and costings are based on the development of a multi-use trail suitable for walkers, horse riders and mountain bike riders as per the brief. The construction method used to build the trail will vary based on the terrain, substrate, and slope. In general, a full bench construction method with a rolling contour profile is recommended.

The construction of a multi-use trail will require the clearance of an estimated 1.0 ha of native vegetation based on a trail width of 1.2 m. The trail width will vary and in more open areas can be wider to allow users to pass, however much of the trail is likely to require other users to step off the trail to allow horses to pass. The trail can be constructed to avoid threatened flora species and significant habitat such as trees with hollows and assuch the construction of a multi-use trail can occur with limited environmental imagests.

Due to the terrain encountered along the river same sections of the proposed trail route have been diverted away from the river to accommodate a multi-use trail with gradient suitable for use by horses. In some locations a trail suitable for walkers and/or bikes only could be constructed closer to the river and therefore remain within public land. These narrower trail sections could incorporate broad steps and wind around features to traverse steeper rockier areas. Alternative routes suitable for horse riders could be provided around these sections (as per the plan) to allow access for all users. The use of alternative walking and bike riding routes was not investigated during the surveys. In several cases it is possible to route the proposed trail to avoid areas with significant cross slope by choosing a route on private property with shallower slopes.

It is anticipated that the IMBA TDRS (International Mountain Bicycling Association, Trail Difficulty Rating System) Land Managers Guide, and the Australian Walking Track Standards (AS2156.1-2001 and AS2156.2-2001) would guide the final design and construction standards for the new trail.

It is expected that contractors would employ the services of mechanised equipment such as mini excavators and power carriers which is standard practice for track construction of this nature.

A range of construction methods that may be used are provided in Appendix 3.

Enviro-dynamics Pty Ltd - <u>info@enviro-dynamics.com.cu</u>

Mtn Trails Pty Ltd <u>-info@minitrails.com.cu</u>

vì.3 Final Draft - 28th April 2020

## 5.1.1. River Crossings

The trail will need to cross the North West Bay River and tributaries in several locations to develop a link from Longley to Margate and to provide connections to existing river access points.

The main trail will need to cross the North West Bay River in 6 - 7 locations:

- Longley Reserve to connect to eastern side of the river
- Sandfly Reserve to connect to North West Bay River Track
- Riverdale Road junction to connect trail to Riverdale Road (several options)
- Miandetta Road to connect to existing trail off the end of Miandetta Drive
- Hopfield Road to connect to the end of Hopfields Road (Figure 10)
- Between Hopfields Road and Channel Highway across existing ford to reconnect with trail on Council reserve
- At Channel Highway to access Crown Land and join footpath to Margate township – pedestrian bridge or upgrade of the Channel Highway bridge

Suitable crossing points have been identified at low-energy areas with stable riverbeds and where there are lower riverbanks. The aim is to provide crossings that can be traversed by walkers, horse riders and mountain bikers during periods of low flow. The crossings will not however be accessible during periods of higher flow and they will be subject to damage during flood events and hence will require periodic maintenance.

Providing access across the river during periods of high flow would require bridges to be constructed. A crossing at the Circunnel Highway to access Crown Land and join to the footpath access to Margate would require a bridge (or upgrade of the Channel Highway bridge) as the river bend at this point is a high-energy location during high flow events.

The completed frail would need to cross at least nine smaller tributaries between Longley and Margate. The crossings have been located to enable culvert crossings to be used rather than bridges.

North West Bay River Multi-use Trail – Feasibility Study

v1.3 Final Draft - 28th April 2020



Figure 9. Potential points for river crossings - Hopfields Road (L), Sandfly Reserve (R)



v1.3 Final Draft - 28th April 2020

## 5.2. Trail Infrastructure

The following provides suggestions and options for the development of trailheads, picnic spots, waterhole access, car-parking, and signage associated with the trail development.

## 5.2.1. Trailheads and Parking Areas

The development of the overall trail network will require trail launch points which provide for car parking with potential for picnic facilities, toilets and signage.

The range of facilities provided at a trailhead will be determined by the desired usage profile of a trail – local use vs broader visitor use; physical constraints; budget and adjoining land

The overall objective for the trail was to provide a multi-use trail for the local community rather than a visitor or tourist trail. As such requirements for facilities at trail entrance points may be limited.

**Longley Reserve** – This existing reserve provides car parking, a pichic area and access to the river. This location would provide a suitable trailinead for the completed trail link.

Sandfly Reserve – Provides current walking trail to river, picnic location and access to a water hole. Also provides access to rock climbing site. Umited car parking at the Sandfly Oval. Further development of a trailhead at this location would require negotiation with cricket club and other users of the reserve. Good location for signage and trail maps as trail network developed. Horse riding and bike riding are currently prohibited in the Sandfly Reserve

**Riverdale Road** – There is currently no public access from this location. A future trail to access river and link to Sandfly Reserve or downstream to Miandetta Drive would require basic signage.

This location is not suitable for development as a formal trailhead as there is no capacity for car parking or other facilities and Riverdale Road provides access for several private residences. Development of a picnic spot on river is not recommended at this location due to lack of parking at trailhead.

Miandetta Drive – Current trail to river which provides access to several waterholes. Basic directional signage at this location would be required if the trail network is developed.

This location is not suitable for development as a formal trailhead as there is no capacity for car parking or other facilities and Miandetta Drive provides access for several private residences.

**Hopfields Road** – Currently there is no public access at this location. Provides a suitable location for a major trailhead at the Margate end of the route but will require negotiation

Enviro-dynamics Pty Ltd - info@em/no-dynamics.com.au Mtn Trails Pty Ltd -info@minirails.com.au

with private landholders to formalise link to river reserve and to provide land for development of parking areas and facilities. Hopfields Road provides a safer pedestrian/riding link to Margate than the current Channel Highway option.

Development of a trailhead at this location would require consultation with residents along this road.

Channel Highway – There is currently informal pedestrian access to the River reserve from the Channel Highway at the Margate bridge, however the parking area on the eastern side is owned by the Margate Bowls Club. There is no pedestrian access to Margate from this location as the bridge has no footpath. As such this location has limited potential for a formal trailhead.

There is some private land adjacent to the river reserve and a dwelling on the western side of the Channel Highway. The landowner has indicated that the development of a small informal parking area (2–3 cars) may be feasible here to provide a trailhead. Pedestrian access to this area is limited and development of the trailhead would ultimately require access to Margate either by a separate pedestrian bridge adjacent to the highway bridge or the upgrade of the bridge to a safe pedestrian crossing.

As there is an informal trail connection from this point to Miandetta Drive there is likely to be some usage of the access point currently. If the trail is to be endorsed by Council it will at minimum require negotiations with the landowner or the Margate Bowls Club to provide some car parking or access. This may provide a temporary option while formal access from Hopfields Road is negotiated or feasibility of a pedestrian bridge at this location is investigated.

## 5.2.2. Waterhole Access

Access to waterholes is already provided from the Sandfly Reserve and Miandetta Drive. There are additional waterholes along the river that may be accessed as the trail is constructed.

## 5.2.3. Seating and Picnic Sites

There is existing seating and a picnic area at the Longley Reserve. The Sandfly Reserve at the river provides a suitable location for new picnic areas as there is open ground there and good access to the river for swimming.

The other trail connection points at Riverdale Road and Miandetta Drive may also be suitable locations for the development of these facilities, subject to community consultation.

Enviro-dynamics Pty Ltd - infa@em/to-dynamics.com.cu Mtn Trails Pty Ltd -infa@minitrails.com.cu

North West Bay River Multi-use Trail - Feasibility Study

vì.3 Final Draft - 28th April 2020

The installation of seating along the undeveloped sections of the trail to take advantage of views can be determined as the trail is developed. Community feedback should also guide the location of such infrastructure.



v1.3 Final Draft - 28th April 2020

## 6. Recreational Impacts

The development of the multi-use trail from Longley to Margate has the potential to attract users from outside the local area as it will provide an attractive route along a very scenic river. Whilst the trail is to be developed for local use it will undoubtedly attract more attention and increased usage as it becomes more well known.

Increased usage has the potential to:

- Increase trail maintenance costs
- Increase demand for parking at trailheads.
- Increase potential for weed seed to spread on boots, bikes and by horses
- Increase number of people at waterholes during hot days
- Impact local residents through increased traffic and loss of privacy for some adjoining landowners

Increased usage issues are likely to develop over time and impacts will need to be monitored and responded to.

Possible solutions include:

- Improving or upgrading facilities/parking at main trailheads
- Restricting parking at smaller local use trailineads to prevent overuse
- Signage to direct users to main trailheads

Conflicts between users on multi-use trails is a common issue associated with the development and use of such trails. Measures to manage this conflict include the following:

- Develop adequate signtlines, particularly on shared use and dual-directional sections
- Speed managements design trails to passively reduce mountain bike rider speed by incorporating grade reversals and chokes
- Developing separate trails in some areas
- Use trailhead signage and promotional material to inform all user groups of multi-use
- · Develop and promote a 'Riders Code of Conduct'

## 7. Staging of Trail Development

This trail feasibility study has determined that a trail from Longley to Margate is physically possible, however several sections require access across private land. The overall trail development is dependent on several factors including negotiations with private landholders regarding access to private land; negotiation with Crown Land Services to allow for trail development on Crown Land; community consultation, in particular with landholders that may be impacted by new trails; and budget constraints.

The following staged approach is recommended for the development of the trail. It is based around the increased certainty of development in terms of use of existing public land versus reliance on lease arrangements over private land, provision of links to existing trails and costs.

Stage 1 - Develop link from Sandfly Reserve to Riverdale Road/Allens Rivulet.

- Potential to join Allens Rivulet trail with existing Sandfly Reserve trail and achieve a
  priority action of the Kingborough Tracks and Trails Strategic Action Plan 2017-2022.
- Trail route is predominantly on public land except link at end of Riverdale Road.
- Can use section of existing 4wd track to reduce costs.
- Requires agreement with landholder for new agcess to river.
- Requires formal agreement with Crown Land Services to construct a trail on public land. Process requires the development of a management plan for track development, evidence of public consultation and formal agreement regarding ongoing management and maintenance of trail.
- Local residents oppose trail link at this location and trail access along front of land.

Stage 2 - Link from Longley Reserve to Sandfly Reserve

- Provides link between two existing larger Council reserves.
- Provides trailread from a location where facilities can be developed.
- Requires formal agreement to cross private land (2 landholders).
- Requires formal agreement with Crown Land Services to construct section of trail on public land.
- Cost trail across steep rocky areas with number of creek crossings.

Stage 3 – Link Miandetta Drive to Margate/Channel Highway

- Needs to secure public access across private land at end of Hopfields Road initially.
- Requires formal agreement with Crown Land Services to construct section of trail on public land.
- Requires negotiation with private landowner regarding parking area/trailhead at Channel Highway (Bowls Club or individual landowner).

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.cu Mtn Trails Pty Ltd -info@minitrails.com.cu

North West Bay River Multi-use Trail - Feasibility Study

v1.3 Final Draft - 28th April 2020

- Investigate pedestrian access across river/Channel Highway to access footpath to Margate.
- Longer term alternative trailhead could be developed at end of Hopfields Road.
   Requires agreement with landholder. Local residents along Hopfields Road to be consulted; there may be opposition to trailhead at Hopfields Road due to increased road usage as a result of trailhead.

Stage 4 - Link from Riverdale Road to Miandetta Drive to complete trail.

- Negotiation for lease arrangement across private land to be secured initially.
- Requires formal agreement with Crown Land Services to construct section of trail on public land.
- Will provide final link between Longley Reserve and Margate.
- Cost trail across steep rocky areas with number of creek crossings.

As all links depend on access across private land the order of development of trail stages may change dependent on success of these negotiations.

v1.3 Final Draft - 28th April 2020

## 8. Trail Costings

Table 8 provides a costing guide for the proposed trail, linkages and afternative options.

Table 7. Trail Costings.

Segment #	Length of Trail	Cost per lm	Total cost	Comment
1	120 m	\$10-\$20/m	\$1,200-\$2,400	Includes river crossing
2	1000 m	\$20-\$30	\$20,000-\$30,000	Includes creek crossing
3	200 m	\$20-\$30/m	\$4,000-\$6,000	Across open ground
4	120 m	\$600-\$700/m	\$72,000-\$84,000	Crossing low-lying area
5	800 m	\$140-\$160/m	\$112,000-\$128,000	Requires extensive rock work
5a	180 m	\$20-\$30	\$3,600-\$5,400	Includes river crossing
Total Cost Section 1			\$212,900-\$255,800	
6	1400 m	\$10-\$30/m	\$14,000-\$42,000	Follows 4wd track
7	50 m	\$300-\$500/m	\$15,000-\$25,000	Includes creek crossing
RR-A			Not costed	Utilising existing reserve + new river crossing
RR -B	2		Not costed	Trail along boundary + river crossing
С		N	Not costed	Trail across front of private land, utilise existing crossing or form new crossing
AR1			Not costed	0
AR2	X		Not costed	
Total Cost Section 2			\$29,000-\$67,000	
8	620 m	\$140-\$160	\$19,000-\$99,000	Steep rocky sections
9	25 m	\$600-\$700/m	\$15,000-\$17,500	Includes creek crossing
10	1400 m	\$140-\$160/m	\$196,000-\$224,000	Contains steep and rocky sections
11	25 m	\$600-\$700/m	\$15,000-\$17,500	Includes creek crossing
12	850 m	\$300-\$500/m	\$255,000-\$425,000	Contains steep cross slopes
13	50 m	\$300-\$500/m	\$15,000-\$25,000	Includes Mafeking Creek crossing
14	600 m	\$140-\$160/m	\$84,000-\$96,000	Rocky with cross slope

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@minitrails.com.au</u>

v1.3 Final Draft - 28th April 2020

	IMATED CO Longley to A	NSTRUCTION Margate	\$731,900-\$1,502,800	
Total Cos	t Section 4		\$72,000-\$131,000*	* Options not costed
23a	300 m	\$40-\$60/m	\$10,000-\$15,000 \$350,000 + bridge	Bridge and 250 m trail on uneven ground
23	250 m	\$40-\$60/m	\$10,000-\$15,000	Mostly open with some rocky sections
22	40 m	\$100-\$300	\$4,000-\$12,000	River crossing - existing for
21b	1000 m	\$10-\$30/m	\$10,000-\$30,000	Through flat open ground
21a	300 m	\$10-\$30/m	\$3,000-\$9,000	Through flat open ground
21	900 m	\$10-\$30/m	\$9,000-\$27,000	Through flat open ground
20	30 m	\$300-\$500/m	\$9,000-\$15,000	River crossing
19	700 m	\$40-\$60/m	\$28,000-\$42,000	Traverses mostly open ground
18	40 m	\$300-\$500/m	\$12,000-\$20,000	Includes creek crossing
íotal Cos	t Section 3		\$418,000-\$1,049,000	
17	300 m	\$10-\$30/m	\$3,000-\$9,000	Section mostly along old 4WD track
16	10 m	\$600-\$700/m	\$6,000-\$7,000	Includes creek crossing
15	2000 m	\$40-\$60/m	\$80,000-\$120,000	Mostly open with some rocky sections

\*Costings provided in Table 8 are construction costs only and do not include other costs associated with the overall trail development. Furthermore, delays in the trail approval and construction may lead to an increase in these cost estimates.

Other costs of the trail construction will include (but are not limited to):

- Surveying to accurately identify title boundaries for lease agreements with landholders and Crown Land Services (CLS).
- Legal costs of formalising lease agreements with private landholders and CLS.
- Additional detailed route surveying for trail construction, natural values, aboriginal heritage.
- Costs for construction or replacement of fences in sections bordering private land.
- Weed control costs associated with trail construction.
- Bridge across river at Channel Highway (similar to pedestrian/bicycle bridge at
  Derby) estimated cost for similar bridge is \$350,000 (+GST) based on ground
  conditions being suitable for strip footing installation (50 metre span x 1.8m trafficable
  width & 2 X 4.5m approach ramps). Additional costs for geotechnical Investigation,
  hydrological survey and field survey.

Enviro-dynamics Pty Ltd – <u>info@emiro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@mintrails.com.au</u>

vì.3 Final Draft - 28th April 2020

#### - Signage.

The costs provided in Table 8 are to construct a multi-use standard trail to comply with minimum trail standards. There is some scope for trails to be marked out and roughly formed by local groups and individuals to establish links prior to formal trail development. The section of trail from Miandetta Drive to Channel Highway was marked out and partially formed in this manner. This approach may be used to establish trails at minimal costs but can only be undertaken on Council land or Crown Land with permission of the governing body (i.e. Kingborough Council or Crown Land Services). Informal track marking and formation has the potential to impact significant natural values, spread weeds, cause erosion, encroach on private land and create injury risks.

Ongoing maintenance costs must be considered for any new trail development. However, if the trail is constructed to a high standard initially, it is generally accepted that the on-going maintenance costs will be reduced significantly. Costs to repair river crossing following high flow events will also need to be factored into budgeting.

# Appendix 1 – Community Consultation

The following is a summary of consultation undertaken during the development of the Feasibility Study.

Table 8. Community Consultation Summary.

Contact	Notes
Su Sprott – Recreation Officer Kingborough Council	Project officer for study. Provided information about the process re tracks and trails strategy and review of draft plan.
Sean Kerr – Property Officer/Governance and Community Services Kingborough Council	Discussion re negotiations with landholders regarding access to public land on river via Allens Rivulet and Riverdale Road. Landlease negotiations and agreements.
Liz Quinn – NRM Coordinator Kingborough Council	Discussion regarding potential impacts on natural and cultural values, initial review of draft plan.
Trail Riders Action Club (TRAC)	Provided background of groups long term advocacy for trail and discussions with landholders. Provide information re access points, water holes, natural values along river.
Coningham Mountain Bike Club	Members consulted resection of trail between Miandetta Drive and Margate they worked on during working bee. Provided feedback reuse of a trail by mountain bikers and support of overall link.
Crown Land Services	Consult re development of trails on Crown Land during development of Worth West Bay River Catchment Management Plan (2017). Provided feedback that Crown Land sections are currently unmanaged, however management plan will be developed for areas if proposal for usage is presented.
Landholders  HBMI – major landowner north side of river,	Permission given for survey of trail route on their land where trail cannot be contained on public land.  Broadly supportive of trail on their land.
Westwood - 1520 Channel Highway, Hopfields Road	Permission given to survey trail route on their land.  Broadly supportive of informal access to land for trail.
100 Hopfields Road	Spoke to re access from Hopfields Road.  Open to discussions re access through property.

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -info@minfrails.com.au

v1.3 Final Draft - 28th April 2020

Riverdale Road residents (3)	Expressed strong concerns regarding trail development along river adjacent to their properties and impacts of access point at end of Riverdale Road. Consult before any decisions made on trail locations or access.
1633 Huon road	Permission given to trail survey on their land along river.  Open to discussions about future trail on their land.
901 Huon Highway	Permission given to survey along boundary of their land and Crown Land where exact location of boundary hard to determine.  Not supportive of trail entering their land or using their existing 4WD trails.
Broken Weir Landcare Group – John Cox	Discussion re access to river from Hopfields Road.



v1.3 Final Draft - 28th April 2020

# Appendix 2 – Plant species recorded in trail corridor.

Species recorded during surveys undertaken by A. Welling and N. Fitzgerald, November 2019.

e = endemic

i = introduced

v = vulnerable (under TSPA)

#### Dicotyledons

**ASTERACEAE** 

e Bedfordia salicina Tasmanian Blanket Leaf

i Bellis perennis English Daisy

Cassinia aculeata Dolly Bush

i Cirsium vulgare Spear Thistle

i Dimorphotheca fruticose Trailing daise

Lagenophora stipitata Blue bottledaisy

Olearia argophylla Musk

Olearia lirata Snowy daisy bush
Olearia viscosa Viscisi Daisy Bush

Ozothamnus ferrugineus

Senecio sp.

Tree Everlasting
Groundsel

Senecio sp. Groundsel
Sonchus sp. Sow Thistle

BORAGINACEAE

i Myosofis sylvatica Forget-me-not

CAMPANULACEAE (

Wahlenbergia sp. Bluebell

CASUARINACEAE

Allocasuarina littoralis Bulloak

e Allocasuarina monilifera Necklace Sheoak

CRASSULACEAE

Crassula sieberiana subsp. sieberiana Austral Stonecrop

CUNONIACEAE

Bauera rubioides Wiry Bauera

DILLENIACEAE

Hibbertia appressa Southern guineaflower

DROSERACEAE

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -info@mintrails.com.au

v1.3 Final Draft - 28th April 2020

Drosera auriculata

Tall sundew

ERICACEAE

Astroloma humifusum Native Cranberry

Epacris impressa Common Heath

e, v Epacris virgata Pretty or Drumstick Heath

i Erica lusitanica Spanish Heath

e Leptecophylla divaricata Spreading pinkberry

Leucopogon collinus White Beard-heath

Lissanthe strigosa subsp. subulata Peachberry heath

**EUPHORBIACEAE** 

Beyeria viscosa Pinkwood

Poranthera microphylla Small poranthera

**FABACEAE** 

Bossiaea prostrata Creeping Bossiaea

Daviesia sejugata Native Gasse

Daviesia sejugata Native Gosse

Daviesia ulicifolia subsp. ulicifolia Yellowspiky b

Daviesia ulicifolia subsp. ulicifolia Yellow spiky bitterpea
Pultenaea juniperina Prickly Beauty

Trifolium sp. Clover

i Vicia sp.

**GENTIANACEAE** 

Centaurium erythraea Common centaury

GERANIACEAE

Geranium potentilloides Mountain cransebill

Vetch

GOODENIACEAE

Goodenia largata Native Primrose
Goodenia ovata Parrot's Food

HALORAGACEAE

Gonocarpus teucrioides Raspwort

LAMIACEAE

Prostanthera lasianthos var. lasianthos Christmas mintbush

LAURACEAE

Cassytha glabella Slender Dodder-laurel

MIMOSACEAE

Acacia dealbata subsp. dealbata Silver Wattle
Acacia genistifolia Spreading wattle

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -info@mtnfrails.com.au

v1.3 Final Draft - 28th April 2020

Acacia melanoxylon Blackwood

Acacia myrtifolia Myrtle wattle

Acacia verticillata subsp. verticillata Prickly Mimosa

MYRTACEAE

e Eucalyptus amygdalina Black peppermint

Eucalyptus globulus subsp. globulus Tasmanian Blue Gum

Eucalyptus ovata Black Gum

e Eucalyptus pulchella White Peppermint

Eucalyptus viminalis subsp. viminalis White Gum
Leptospermum lanigerum Woolly Tea-tree

Leptospermum scoparium Manuka

Melaleuca pallida Lemon Bottlebrush

Melaleuca squarrosa Scented Paperbalk

OLEACEAE

Notelaea ligustrina Native Olive

OXALIDACEAE

Oxalis perennans Native Oxalis

PITTOSPORACEAE

Bursaria spinosa subsp. spinosa Prickly Box
Pittosporum bicolor Cheesewood

PLANTAGINACEAE

Plantago varia Variable Plantain

POLYGALACEAE

Comesperma volubile Blue Love Creeper

PRIMULACEAE

i Lysimachia arvensis Scarlet Pimpernel

PROTEACEAE

Banksia marginata Silver Banksia

Hakea lissosperma Needle Bush; Mountain Needlewood

e Lomatia finctoria Guitar Plant

RANUNCULACEAE

Clematis sp. Clematis

RHAMNACEAE

Pomaderris apetala subsp. apetala Dogwood

e Pomaderris elliptica var. elliptica Yellow Pomaderris

ROSACEAE

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -into@mtntrails.com.au

v1.3 Final Draft - 28th April 2020

Acaena novae-zelandiae Buzzy

Rubus fruficosus Blackberry

RUBIACEAE

Coprosma quadrifida Native Currant
Galium aparine Sticky Weed

Galium australe Tangled Bedstraw

RUTACEAE

e Correa reflexa var. reflexa Common Correa e Nematolepis squamea subsp. squameaLancewood

SANTALACEAE

Exocarpos cupressiformis Native Cherry
Exocarpos strictus Dwarf Cherry

SALICACEAE

i Salix caprea Pussy willow
i Salix fragilis Crack willow

SCROPHULARIACEAE

i Digitalis purpurea

THYMELAEACEAE

Pimelea humilis Dwarf Rice-flower

Foxglove

e Pimelea nivea Round-leaf Rice-flower

TREMANDRACEAE

Tetratheca pilosa subsp. pilosa Hairy Pink-bells

VIOLACEAE

e Viola hederacea subsp. hederacea Native Violet

Monocotyledons

**ASPARAGACEAE** 

Lomandra longifolia Sagg

CYPERACEAE

Carex appressa Common Sedge
Gahnia grandis Cutting Grass

Lepidosperma ensiforme Two Handed Sword

e Lepidosperma inops Fan Sedge

Schoenus apogon Common Bog-rush

**HEMEROCALLIDACEAE** 

Dianella revoluta Spreading flaxilly

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -info@mtntrails.com.au

v1.3 Final Draft - 28th April 2020

Dianella tasmanica Forest flaxlily

IRIDACEAE

Diplarrena moraea White Flag Iris

i Watsonia sp.

JUNCACEAE

Juncus pallidus Pale rush

Juncus procerus Great rush

Juncus sp. Rush

Luzula sp. Woodruff

LUZURIAGACEAE

Drymophila cyanocarpa Turquoise Berry

ORCHIDACEAE

Corybas sp. Helmet Orchid

Thelymitra sp. Sun Orchid

POACEAE

Aira sp. Hairgiass

Anthoxanthum odoratum Sweet vernal

Austrostipa sp. Speargrass

i Dactylis glomerata Cock's Foot

Lolium sp. Ryegrass

Poa hookeri Hooker's tossockgrass

Poa tenera Scrambling tussockgrass

Tetrarrhena distichophylla Hairy Rice-grass
Themeda triandra Kangaroo Grass

**Pteridophytes** 

ADIANTACEAE

Adiantum aethiopicum Common maidenhair

**ASPLENIACEAE** 

Asplenium flabellifolium Necklace Fern

BLECHNACEAE

Blechnum nudum Fishbone Water-fern
Blechnum wattsii Hard Water-fern

DENINSTAEDTIACEAE

Enviro-dynamics Pty Ltd - info@enviro-dynamics.com.au

Mtn Trails Pty Ltd -into@mtntrails.com.au

v1.3 Final Draft - 28th April 2020

Histiopteris incisa Batswing fern
Pteridium esculentum Bracken

DICKSONIACEAE

Dicksonia antarctica Tree-fern

DRYOPTERIDACEAE

Polystichum proliferum Mother Shield Fern



PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



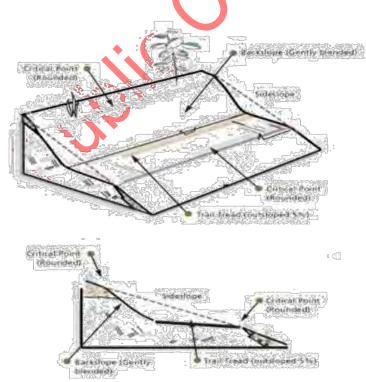
# Appendix 3 – Explanation of Track Construction Work Types

# **Full Bench Construction**

A full bench is where the track surface has been excavated completely into the hill side (as opposed to a half bench or cut and fill method – see below). The fill (spoil) excavated from the benched cut is moved to the downhill side of the track. The amount a track benched into the slope depends on the steepness of the hill side. Where the route traverses steep slopes more/deeper excavation is necessary (heavy benching).

A full bench track results in the track surface being completely on solid ground and is less prone to compaction or the outside edge giving way. Where bedrock or large tree roots prohibit a full bench, a retaining wall may be necessary to retain the track surface resulting in a partial bench.

The upslope batter or backslope requires 'rounding off' to reduce soil breep onto the track tread. Vegetation should be cleared from above the batter to reduce long term maintenance. All exposed root material should be trimmed flush with the batter. The down slope batter (excavated fill and spoil) should have cut vegetation and organic matter pulled over it to reduce erosion and assist in vegetation re-establishing itself.



FULL BENCH TRACK CONSTRUCTION (TRAIL SOLUTIONS, IMBA 2001)

Enviro-dynamics Pty Ltd - intoSenviro-dynamics.com.au

Mtn Trails Pty Ltd -intoSminitrails.com.au

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093

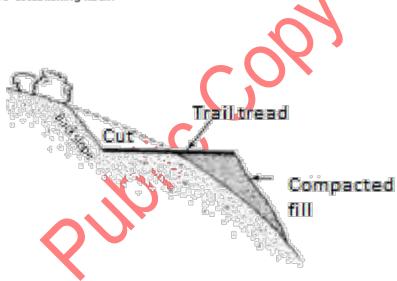


# Half Bench Construction

A half bench or cut and fill is where the track surface has been constructed by cutting a narrow bench and using the fill on the downhill side to complete the width of the tread. The amount a track is benched into the slope depends on the steepness of the hill side (cross or side slope). Where the route traverses steep slopes, more/deeper excavation is necessary (heavy benching).

A half bench track results in only part of the track surface being completely on solid ground. If the excavated fill is not compacted sufficiently, the outside edge may give way. Where bedrock or large tree roots prohibit a cut, a retaining wall or edging may be necessary to retain the track surface.

The upslope batter or backslope requires 'rounding off' to reduce soil creep onto the track tread. Vegetation should be cleared from above the batter to reduce long term maintenance. All exposed root material should be trimmed flush with the batter. The down slope batter (compacted fill) should have cut vegetation and organic matter pulled over it to reduce erosion and assist in vegetation re-establishing itself.



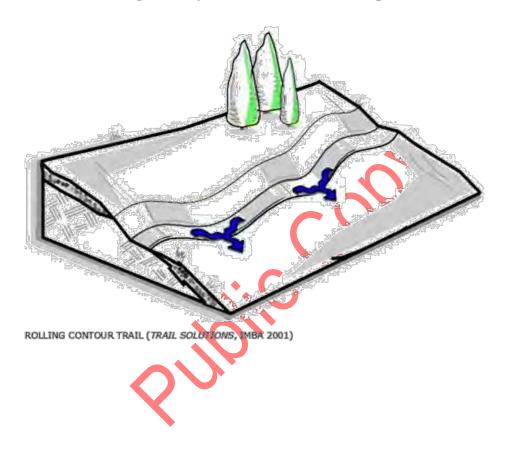
http://woodlandstewardship.org

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Rolling Contour Trail

A rolling contour trail is characterised by many changes in gradient or grade reversals. These help to remove water from the trail tread while also controlling rider speed. The trail will also traverse across the general slope of the land therefore avoiding the fall line.



PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Low Benching (LB)

Generally specified where the side slope is 0°-5°. Track has minimal crowning and no or minimal edging with natural, excavated spoil used to provide batter.



LOW BENCHING (HCC 2011)

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Double Edge (DE)

Specified where the side slope is 0°-5° and the track is being constructed through areas of poor drainage. The track tread is raised above natural ground level with rock edging to both sides to contain the track surface and has a crown. Cross drainage in the form of paved sections or culverts may be necessary if water volumes warrant.



DOUBLE EDGE TRACK (HCC 2011)

Geotextile

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Medium Benching (MB)

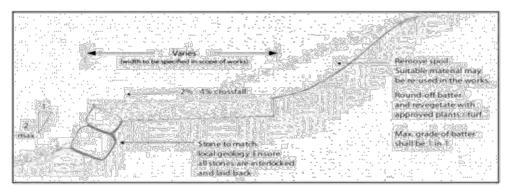
Generally specified where the side slope is 6°-20°. Full bench construction is preferable (Medium Benching Earth Batter Top & Bottom, MBEBT&B) but a rock wall of up to 500mm in height may be required on the lower side of the track (Medium Benching Earth Batter Top Only, MBEBT). Generally an earth batter on the topside of the track is sufficient but if required to retain loose soil, a top wall may be necessary. Maximum grade of batter to be 2:1. Track surface usually has a 2-5% out-slope to aid drainage.







MEDIUM BENCHING - FULL BENCH - MBEBT&B (HCC 2011)



MEDIUM BENCHING - PARTIAL BENCH - MBEBT (HCC 2011)

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

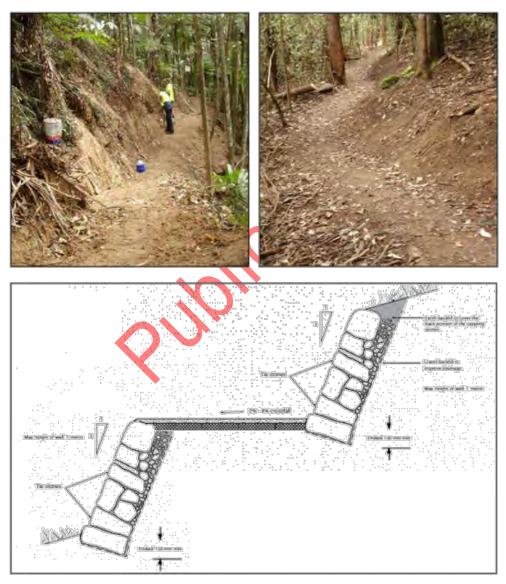
Mtn Trails Pty Ltd <u>-info@mtntrails.com.au</u>

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Heavy Benching (HB)

Generally specified where the side slope is greater than 20°. Full bench construction is preferable, (Heavy Benching Earth Batter Top & Bottom, HBEBT&B) but a rock wall of up to 1m in height may be required on the lower side of the track (Heavy Benching Earth Batter Top Only, MBEBT). Generally an earth batter on the topside of the track is sufficient but if required to retain loose soil, a top wall may be necessary. Maximum grade of batter to be 3:1. Track surface usually has a 2-5% out-slope.



HEAVY BENCHING - PARTIAL BENCH - HB

Enviro-dynamics Pty Ltd – <u>info@enviro-dynamics.com.au</u>

Mtn Trails Pty Ltd <u>-info@mtntrails.com.au</u>

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Rock Armouring / Paving (PAVE)

Generally specified where low to medium volumes of water intermittently cross the track surface. May also be constructed on steeper gradients as a hard wearing tread surface. Can be uneven in nature to add technicality to a mountain bike trail (ie. a rock garden technical trail feature).



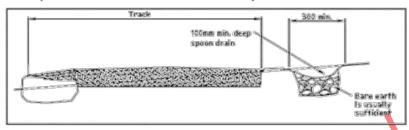
ROCK ARMOURING / PAVING (HCC 2011)

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Top Drain / Side Drain (TD / SD)

Generally specified to intercept low to medium volumes of water flowing across the track surface. Minimum 300mm wide and 100mm deep. Can be lined with select rock on steeper slopes (>5%) to prevent erosion and washouts. Paved areas or culverts are required to move the water across/under the track surface and downslope.

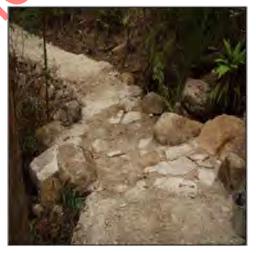


TOP DRAIN / SIDE DRAIN (SKM 2012)

# Culvert (Cul)

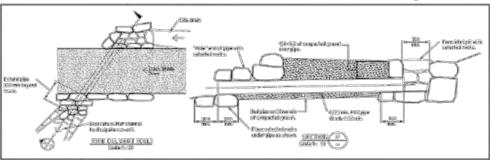
Generally specified to move water from upslope of the track to downslope. Can be constructed in lieu of a bridge across small water courses. Also used in conjunction with top drains / side drains to control the flow of water that would normally flow onto the track surface. For medium to high flow areas, paving over the top of the culvert can be added to mitigate washouts of the track surface in case the culvert blocks during high intensity flows. Minimum recommended diameter 150mm.





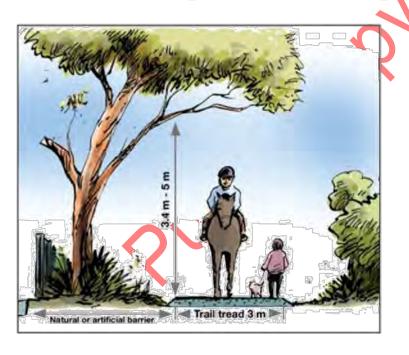
PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093





CULVERT DETAIL (SKM 2012)

Horse Rider - Vegetation clearance guidelines



International Mountain Bicycling Association, Trail Difficulty Rating System - User Guide and Land Managers Guide

Trail Difficulty Rating System - User Guide

	Very easy White Circle	Easiest Green Circle	More Difficult Blue Square	Very Difficult Single Black Diamond	Extremely Difficult Double Black Diamond
Description	Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles.  Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a combination of fire read or wide single track with a gentle gradient, smooth surface and relatively free of unavoidable obstacles. Short sections may exceed these criteria. Frequent encounters are likely with walkers, runners, horse riders and other cyclists.	Likely to be a single trail with moderate gradients, variable surface and obstacles.	Likely to be a challenging single trail with steep gradients, variable surface and many obstacles.	Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles.
Suitable for	Basic bike skills required.	Beginner/ novice mountain bikers. Basic	Skilled mountain bikers. Suitable for mountain	Experienced mountain bikers with good skills.	Highly experienced mountain bikers with

design - construction - maintenance



for quality mountain bikes. loose and rocky descents Expect prolonged steep, excellent skills. Suitable unavoidable obstacles. Higher level of fitness. unpredictable. Expect large, committing and Widely variable and Can be less than handlebar width. such as logs, roots, rocks Variable and challenging. Suitable for better quality drop-offs or constructed Unavoidable obstacles Higher level of fitness. descents or climbs. Contains steeper Can be less than handlebar width. mountain bikes obstacles. Possible sections of rocky gradients but may include or loose tread. Trail will have obstacles, such as A good standard of logs, roots and rock Handlebar width or Mostly moderate steep sections. greater filness Suitable for off-road bikes. Shoulder width or greater. Trail may have obstacles Climbs and descents are mostly shallow., but trail Mostly firm and stable. such as logs, roots and Most people in good health. mountain bike skills may include some moderately steep sections. rocks Climbs and descents are Two riders can ride side Suitable for most bikes. challenging features on Most people in good Hardened with no mostly shallow. by side. the trail. health. Trail Gradient and obstacles Fitness Level Trail Surface Trail Width

Enviro-dynamics Pty Ltd – Info@enviro-dynamics.com.cu. Wth Trais Pty Ltd -Info@entintrais.com.cu.

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093



# Trail Difficulty Rating System - Land Managers Guide

	Very easy White Circle	Easiest Green Circle	More Difficult Blue Square	Very Difficult Single Black Diamond	Extremely Difficult Double Black Diamond
Description	Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles.  Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of obstacles.  Short sections may exceed these criteria.  Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a single trail with moderate gradients, variable surface and elestacles.  Dualuse or preferred use Optional lines destrable	Likely to be a challenging single trail with steep gradients, variable surface and many obstacles.  Single use and direction optional lines XC, DH or trails	Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles. Single use and direction Optional lines XC, DH or trails
Trail Width	2100mm plus or minus 900mm	900mm plus or minus 300mm for tread or bridges.	600mm plus or minus 300mm for tread or bridges.	300mm plus or minus 150mm for tread and bridges.	150mm plus or minus 100mm for tread or bridges.

Enviro-dynamics Pty Ltd – <u>IntoSenviro-dynamics, com.cu.</u> Mtn Trails Pty Ltd <u>-InfoSmhnitalis, com.cu.</u>

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093

					ACCOUNT CARGOTTANIA CHARACTERISTICS
				Sfructures can vary.	Structures can vary.
Trail Surface	Hardened or smooth	Mostly firm and stable.	Possible sections of rocky or loose tread.	Variable and challenging.	Widely variable and unpredictable.
Average Trail Grade	Climbs and descents are mostly shallow.	Clinibs and descents are mostly studies, but may usefude some moderately	Mostly moderate gradients but may include steep sections.	Contains steeper descents or climbs.	Expect prolonged steep, loose and rocky descents or climbs.
	Less than 5% average.	steepsecanns. 7% or less average.	10% or less average.	20% or less average.	20% or greater average
Maximum Trail Grade	Max 10%	Max 15%	Max 20% or greater	Max 20% or greater	Max 40% or greater
Level of Trail Exposure	Firm and level fall zone to either side of trail corridor	Exposure to either side of trail corridor includes downward slopes of up to 10%	Exposure to either side of trail corridor includes downward slopes of up to 20%	Exposure to either side of trail corridor includes steep downward slopes or freefall	Exposure to either side of trail corridor includes steep downward slopes or freefall
Natural Obstacles and Technical	No obstacles.	Unavoidable obstacles to 50mm (2") high, such as logs, roots and rocks.	Unavoidable, rollable obstacles to 200mm (8") high, such as logs, roots and rocks.	Unavoidable obstacles to 380mm (15") high, such as logs, roots, rocks,	Large, committing and unavoidable obstacles to 380mm (15°) high.

Enviro-dynamics Pty Ltd — integenviro-dynamics.com.cu. Ath Trais Pty Ltd -infe@minfrals.com.cu.

PO Box 1445, LINDISFARNE, 7015 info@mtntrails.com.au ABN: 43145228093

					design - construction - mans
Trail Features		Avoidable, rollable	Avoidable obstacles to	drop-offs or constructed	Avoidable obstactes
(TTFs)	<	obstacles may be present.	600mm may be present.	obstacles.	to1200mm may be
		Unavoidable bridges	Unavoidable bridges	Avoidable obstacles to	present
		900mm wide.	600mm wide.	1200mm may be present.	Unavoidable bridges
		Short sections may	Width of deck is half the	Unavoidable bridges	600mm or narrower.
		exceed criteria.	height	600mm wide.	Width of bridges is
			Short sections may	Width of deck is half the	unpredictable.
		(	exceed criteria.	height.	Short sections may exceed criteria
			(	Short sections may	Webschrowth without this
				exceed criteria.	
http://www.imba-au.com	/imba-trails/resources/desig	http://www.imba-au.com/imba-trails/resources/design-and-construction-guidelines			
			5		
			5		

67

Enviro-dynamics Pty Ltd - Info@enviro-dynamics.com.cu. With Trails Phy Ltd -Info@minhralls.com.cu. AS 2156.1-2001 Australian Standard, Walking Tracks Part 1: Classification and Signage





Mtn. Trails Pty Ltd PO Box 1445, LINDISFARNE, 7015 info@mtmtrails.com.au ABN: 43145228093

Overview High use, easy access, suitable for wheelchair unterpretation provided Terraim No previous experience required.		An early	CO. C.			
Terrain No pre	High use, easy access, suitable for wheelchair use, interpretation provided	High use, easy access, interpretation provided	Slightly modified environments, moderate numbers	Slightly modified environments, moderate numbers	Minimal facilities, few encounters	Often indistinct tracks in remote greas.
		No previous experience required.	No bushwalking experience required. May encounter steep slopes, water crossings, etc. Users responsible for own safety.	Users need to be self-reliant.	Users need to be self-reliant. Users need to be self-reliant. Users need to be self-reliant.	Users need to be self-reliant.
Surface & Broad, drainage for whe	Width >1.2m >900mm. Surface & Broad, surfaced track surfable Generally a modified or drainage for wheelchairs.	>900mm. Generally a modified or hardened surface.	Generally <1.2m, variable, Generally a modified surface, sections may be hardened.	Generally distinct without major modification.	Limited modification to natural surfaces. Alignment may be indistinct in places.	Limited modification to natural No modification of the natural surfaces. Alignment may be environment. indistinct in places.
Gradient As per AS 14 Or 7%. Steps only w	AS 1428; <1.14 (or 4° nn), with alternate ccess.	Generally <1:10 (or 6* or 10%), minimal steps.	Generally <1:10 (or 6° or 10%), but may exceed 1:10 for short sections.	Limited to environmental and management considerations	May include steep sections of May include steep sections of unmodified surfaces	May include steep sections of unmodified surfaces
Infra-structure May include platforms, seats and barner rails.	May include platforms, seats and barrier rails.	May include platforms, seats and barner rails.	Generally only for specific safety and environmental considerations.	Generally only for specific safety and environmental considerations.	Generally only for specific safety and environmental considerations.	Generally not provided
Signs Frequent		Frequent	OK for direction, management and interpretation purposes.	OK for direction, management Minimal, for management and Umited, for management and interpretation purposes.   purposes.   purposes.	Limited, for management purposes.	Not provided
Weather Not applicable		Not applicable		Severe weather may affect navigation and safety.	Severe weather may affect navigation and safety.	Severe weather may affect navigation and safety.
Risk management Tracks management inspect	Tracks and built facilities managed for public risk and inspected at 30 day intervals.	Tracks and built facilities managed for public risk and inspected at 3 month intervals.	Built facilities managed for public risk and inspected at 6 month intervals.		Built facilities managed for Built facilities managed for Not be managed for public bublic risk and inspected at 6- risk. Users responsible for 12 month intervals.	Not be managed for public risk. Users responsible for personal safety.
Management High Intervention		Moderate to high	Moderate	Low to moderate	мот	Negligible
Publicity Will nor maps.	ırmaliy appear on	Will normally appear on maps.	Will normally appear on maps.	May be shown on maps	May be shown on maps	Will not be marked on maps

# 17.5 KINGBOROUGH BICYCLE ADVISORY COMMITTEE MEETING HELD ON 14 FEBRUARY 2020

File Number: 28.114

Author: Matthew Snow, Cadet Engineering Officer

Authoriser: David Reeve, Executive Manager Engineering Services

#### **Strategic Plan Reference**

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.5 An active and healthy community, with vibrant, clean local areas that

provide social, recreational and economic opportunities.

#### 1. PURPOSE

1.1 This report is to present minutes from the meeting of the Kingborough Bicycle Advisory Committee (KBAC) held on 14 February 2020 and to present one motion adopted and carried by the committee.

#### 2. BACKGROUND

2.1 KBAC met on 14 February 2020 and a copy of the Minutes of the meeting is attached to this report.

#### 3. STATUTORY REQUIREMENTS

3.1 KBAC is a committee appointed by Council in accordance with section 24 of the *Local Government Act 1993*.

#### 4. DISCUSSION

- 4.1 The committee met and primarily discussed the development of a new Kingborough Bike Plan. The committee resolved that Council request funding from the Hobart Congestion package be allocated to fund the development of the plan.
- 4.2 A bike plan is needed to clearly advise and guide Council on short and long term improvements to the cycling and pedestrian network that align with contemporary standards.
- 4.3 Bike plans are commonly adopted by councils throughout Australia and assist in identifying prioritised approaches to assist with community connectivity and active participation.

#### 5. FINANCE

- 5.1 The motion put forward by KBAC relates to the allocation of funds from the Hobart Congestion package.
- 5.2 The funds sought to assist with the development of the Bike Plan was \$20K.

## 6. ENVIRONMENT

6.1 There are no environmental implications associated with the recommendation from the committee.

#### 7. COMMUNICATION AND CONSULTATION

7.1 The committee was consulted in the meeting held on 14 February 2020 on options to fund the development of the proposed Bike Plan.

#### 8. RISK

8.1 There are no particular risks associated with this report.

#### 9. CONCLUSION

- 9.1 KBAC currently has an action plan that provides some guidance for future projects but a more detailed bike plan is needed to provide improved guidance to Council.
- 9.2 The bike plan will be largely produced by KBAC with funding of \$20K sought to provide external expertise, documentation and communication to the community.

#### 10. RECOMMENDATION

That Council:

- (a) notes the minutes of the Kingborough Bicycle Advisory Committee; and
- (b) submits a request seeking twenty thousand dollars funding from the Hobart City Deal funding stream to be used for the development of a new Kingborough Bike Plan.

## **ATTACHMENTS**

Nil

#### 18 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

#### RECOMMENDATION

That in accordance with the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

#### **Confirmation of Minutes**

Regulation 34(6) In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.

# **Applications for Leave of Absence**

Regulation 15(2)(h) applications by councillors for a leave of absence

# Tender Acceptance - Algona Road stormwater

Regulation 15 (2)(d) contracts, and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal.



In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

# **OPEN SESSION ADJOURNS**

# **OPEN SESSION RESUMES**

Open session of Council resumed at

## **RECOMMENDATION**

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

Item	Decision
Confirmation of Minutes	
Applications for Leave of Absence	
Tender Acceptance - Algona Road Stormwater	



# **APPENDIX**

- A. General Manager's Diary for the period 2 March 2020 to 1 May 2020
- B. Current and Ongoing Minute Resolutions
- C. Delegated Authority Report for the Period 15 April 2020 to 28 April 2020
- D. KWS Bi-monthly Report
- E. Infrastructure Works Report: Feb-Mar-Apr 2020
- F. Councillor's Attendance at Meetings and Workshops for the period 1 July 2019 31 March 2020
- G. Councillor Allowance and Expense Table for the Period 1 July 2019 to 31 March 2020
- H Donations Table for the Period 1 July 2019 to 31 March 2020
- Current and Ongoing Minute Resolutions (Closed Session)
- J Calendar
- K Forward Agenda

# A GENERAL MANAGER'S DIARY FOR THE PERIOD 2 MARCH 2020 TO 1 MAY 2020

DATE	DETAIL
2 March	Attended Council Workshop
4 March	Met with representatives of the John Street Medical Centre
5 March	Attended Tasplan Fund Southern Council Meeting
	Attended Greater Hobart General Manager's Meeting
10 March	Attended International Women's Day morning tea
	Attended Council meeting
13 March	Attended Council Workshop
	Attended Council Workshop
16 March	In company with the Mayor, attended teleconference with the Kingborough Tigers Football Club
17 March	In company with the Mayor, attended Greater Hobart Mayor's Forum
17 March	Attended teleconference with Southern General Manager's and LGAT
20 March	In company with the Mayor, attended metro Mayors and General Managers Meeting regarding COVID-19
23 March	In company with the Mayor, attended TasWater's Owners Representative Group Special General Meeting teleconference.
	Attended Council meeting
27 March	Attended LGAT General Meeting web conference
30 March	Attended Metro General Manager's Teams meeting
4. A	Attended Metro General Manager's Teams meeting
1 April	Attended Greater Hobart General Manager's Teams meeting
2 April	Attended Southern General Manager's COVID-19 teleconference
6 April	Attended Greater Hobart General ManagersTeams Meeting
8 April	Attended Greater Hobart Advisory Group teleconference
9 April	Attended Greater Hobart General Manager's Review of Loan Program Infrastructure Teams meeting
16 April	Attended Skype meeting with State Growth re: Kingston Congestion
20 April	Attended Metro General Manager's Teams meeting

DATE	DETAIL	
	Attended Council Workshop via Teams	
21 April	Attended Greater Hobart Mayor's Forum Teams Meeting	
22 April	Attended meeting with Minister Shelton, LGAT and other Councils via webex	
	Attended Southern General Manager's Regular COVID-19 teleconference	
23 April	Attended Hobart City Deal Transport and Housing Project Steering Committee teleconference	
27 April	Attended Council meeting	
28 April	Attended TasWater Owners' Representatives Group Information Session teleconference	
	Attended Metro General Manager's Teams meeting	

# B CURRENT AND ONGOING MINUTE RESOLUTIONS

	CURRENT
Resolution Title Meeting Date Minute No. Status Responsible Officer Officers Comments Anticipated Date of Completion	Community Grant Program and Policy Review 10 March 2020 C186/5-2020 In progress Executive Manager Governance & Community Services Policy to be reviewed October 2020
Resolution Title Meeting Date Minute No. Status Responsible Officer Officers Comments Anticipated Date of Completion	COVID-19 – Kingborough Council Response 23 March 2020 C213/6-2020 Current General Manager Information report to Council May 2020
Resolution Title Meeting Date Minute No. Status Responsible Officer Officers Comments	Boat Shed Leases – Nebraska Beach 23 March 2020 C216/6-2020 In progress Executive Manager Governance & Community Services Lease agreements drafted
Anticipated Date of Completion	July 2020
Resolution Title Meeting Date Minute No. Status Responsible Officer Officers Comments	Silverwater Park Community Engagement Project 27 April 2020 C251/7-2020 On hold Executive Manager Governance & Community Services Consultation with school students on hold due to COVID-19 impacts
Anticipated Date of Completion	August 2020

OTIL I	- B-11		
S 1 11 1	I KEIN	I( - A( :	<b>LIONED</b>

Resolution Title Electric Vehicles in Council Fleet

Meeting Date 24 February 2020

Minute No. C157/4-2020

Status In progress

Responsible Officer | Manager Environmental Services

**Officers Comments** To be considered as part of budget estimates process

**Anticipated Date of Completion** May 2020

Meeting Date 13 January 2020

Minute No. C29/1-20
Status In progress

**Officers Comments** To be considered as part of budget estimates process

**Anticipated Date of Completion** May 2020

Resolution Title Paid Parking Within Central Kingston

Meeting Date 13 January 2020 Minute No. C30/1-20

Status In progress

Responsible Officer Deputy General Manager

Officers Comments Council is liaising with the State government on the upgrade

of the Huntingfield park and ride as a more suitable venue

for Hobart commuters

Anticipated Date of Completion December 2020

Resolution Title | Customer Service Charter

Meeting Date 13 January 2020

Minute No. C32/1-20
Status In progress

**Responsible Officer** Executive Manager Information Services

Officers Comments Report to 22 June Council meeting

**Anticipated Date of Completion** June 2020

Resolution Title Sister City Relationship

Meeting Date 28 January 2020

Minute No. C82/2-20

**Status** In progress

**Responsible Officer** Executive Manager Governance & Community Services

**Officers Comments** Report to be prepared

Anticipated Date of Completion | July 2020

**Resolution Title** Kingborough Youth Arts Prize **Meeting Date** 11 November 2019 Minute No. C723/22-19 Status In progress Responsible Officer Executive Manager Governance & Community Services **Officers Comments** Development of showcase activities underway **Anticipated Date of Completion** September 2020 **Resolution Title** Halls Track Road **Meeting Date** 9 December 2019 Minute No. C793/24-19 Status In progress **Responsible Officer Executive Manager Engineering Services Officers Comments** Investigation and report to be written **Anticipated Date of Completion** June 2020 **North Roslyn Avenue Resolution Title** 9 December 2019 **Meeting Date** C795/24-19 Minute No. Status In progress **Responsible Officer** Executive Manager Engineering Services **Officers Comments** Submission will be provided to DSG on reducing speed limit on NRA and other actions investigated and implemented as stated in report. Current requirements of DSG is that we more widely consult with community, to occur shortly, and provide technical details to support change of speed limit. Anticipated Date of Completion June 2020 Resolution Title **Bruny Island Boat Club Petition Meeting Date** 9 December 2019 Minute No. C797/24-19 Status In progress **Responsible Officer Executive Manager Governance & Community Services Officers Comments** Organisers advised of Council resolution. Lease agreement being negotiated. **Anticipated Date of Completion** July 2020 **Resolution Title** Silverwater Park 14 October 2019 **Meeting Date** Minute No. C694/20-19 Status Completed **Responsible Officer Executive Manager Governance & Community Services Officers Comments** First round of consultations completed **Anticipated Date of Completion** March 2020

**Resolution Title** Recreational Water Quality, Blackmans Bay Beach **Meeting Date** 14 October 2019 Minute No. C696/20-19 Status In progress Responsible Officer Senior Environmental Health Officer Monitoring and investigation program continuing. **Officers Comments Anticipated Date of Completion** Review subject to ongoing compliant results. **Resolution Title Kingston Park Playground Funding Meeting Date** 22 July 2019 C498/15-19 Minute No. Status Completed **Responsible Officer Deputy General Manager Officers Comments** Borrowings of \$2.9M approved by Premier under Local Government Loans Program with interest rebate for 3 years. **Anticipated Date of Completion** April 2020 **Resolution Title** Safer Routes to School Taroona **Meeting Date** 24 June 2019 C427/13-19 Minute No. Status Ongoing **Executive Manager Engineering Services Responsible Officer** Will undertake additional traffic counts and other actions as **Officers Comments** listed in report **Anticipated Date of Completion** June 2020 **Resolution Title** Information & Communications Technology Review **Meeting Date** 27 May 2019 Minute No. C364/10-19 Status In progress Responsible Officer **Executive Manager Information Services Officers Comments** Funding source yet to be determined. **Anticipated Date of Completion** Unknown **Proposed Transfer of Land Owned by UTAS to Council Resolution Title** at Taroona Beach **Meeting Date** 25 March 2019 Minute No. C233/6-19 Status In progress **Responsible Officer** Executive Manager Governance & Community Services **Officers Comments** Awaiting sub-division by UTAS **Anticipated Date of Completion** May 2020

**Resolution Title Tassal Community Advisory Group** 

**Meeting Date** 11 September 2017

Minute No. C460/20-17

Status In progress

**Responsible Officer** Manager Environmental Services

**Officers Comments** Community advisory groups currently exist on the Tasman

Peninsula, Esperance area and Spring Bay on the east coast. There is not a current a group in the Channel area, however Tassal have advised that they are considering

initiating a group in this region in the future.

**Anticipated Date of Completion** 

Unknown



# C DELEGATED AUTHORITY REPORT FOR THE PERIOD 15 APRIL 2020 TO 28 APRIL 2020

The following are matters that have received delegated approval from the Manager Development Services for the period 15 April 2020 to 28 April 2020.

DEVELOPMEN	IT APPLICATIONS FOR PERMITTE	ED DEVELOPMENT/USE
DA-2019-661	C Pitt Lot 1, 906 Adventure Bay Road BRUNY ISLAND	Change of use from residential to visitor accommodation
DEVELOPMEN	IT APPLICATIONS FOR DISCRETION	ONARY DEVELOPMENT/USE
DA-2018-593	Verite Group P/L 37 Hinsby Road TAROONA	Demolition of existing dwelling and garage, and construction of new dwelling
DA-2018-662	Mr D W Goff 14 Mardon Lane LOWER SNUG	Ancillary dwelling
DA-2019-634	Ms S J Hill 26 Waratah Crescent KINGSTON	Cooking classes and food preparation in licenced mobile food business on site
DA-2019-667	Mr B Walker & Ms S Monoghan 115 Tingira Road BLACKMANS BAY	Residential landscaping, including terracing
DA-2019-713	SETAC 30 Beach Road KINGSTON BEACH	Change of use to business and professional services (allied health service) including construction of an access ramp and new front entrance
DA-2019-716	Dock4 P/L 300 Channel Highway TAROONA	Extension and alterations to dwelling
DA-2020-40	Mr M E Way Lot 4/3261 Bruny Island Main Road SOUTH BRUNY	Outbuilding (shed)
DA-2020-88	Another Perspective 88 Kunama Drive KINGSTON BEACH	Extension to dwelling and deck
DA-2020-89	Wilson Homes Tasmania P/L 68 Huntingfield Avenue HUNTINGFIELD	Dwelling
DA-2020-109	G Hills & Partners Architects 3 White Court KINGSTON	Dwelling
DA-2020-111	Mr W & Mrs E Roe 69 Tabors Road MARGATE	Extension to dwelling

DA-2020-117	Smeekes Drafting P/L 22 Nubeena Crescent TAROONA	Extension and alterations to dwelling
DA-2020-120	Ms J Brown & Mr G Clough 21 Rodway Court KINGSTON	Dwelling
DA-2020-121	BCS Building Consultancy Services 76 Wells Parade BLACKMANS BAY	Demolition of dwelling and outbuilding (shed), new dwelling with studio
DA-2020-122	Mr D Cantwell 3 Kadina Close ALLENS RIVULET	Extension and enclosure of carport
DEVELOPMENT	T APPLICATIONS FOR SUBDIVISION	DN
DAS-2019-30	Lark & Creese P/L 661 & 697 Cloudy Bay Road SOUTH BRUNY	Subdivision (boundary adjustment)
DEVELOPMENT	FAPPLICATIONS FOR STRATA &	STAGED DEVELOPMENT SCHEME
STR-2020-4	Rogerson & Birch Surveyors 103 Groningen Road KINGSTON	Strata – stage 1 – units 1-6 & 8
STG-2020-5	Rogerson & Birch Surveyors 103 Groningen Road KINGSTON	18 units in two stages
DEVELOPMENT	APPLICATIONS FOR NO PERMIT	REQUIRED
DA-2019-651	Mrs L & Mr J Usuga 16A Blowhole Road BLACKMANS BAY	Ancillary dwelling
DA-2020-148	Another Perspective 10 Rodway Court KINGSTON	Dwelling
DA-2020-158	G Hills & Partners Architects 39 Ash Drive KINGSTON	Extension to dwelling

## D KWS BI-MONTHLY REPORT

Attached to this information report are the minutes of the Kingborough Waste Services Board meeting held on 16 April 2020, the financial reports up to the end of March 2020 and the Waste Management Strategy Progress Report.

## **FINANCE**

The Profit and Loss Statement for the year-to-date period up to 31 March 2020 resulted in an operational surplus of \$146,194. This result is \$64,201 more than the budgeted surplus of \$81,993.

Month	Income	Expenditure	Surplus/(Deficit) 2019/20	Actual Result 2018/19
July	192,082	180,085	11,997	14,722
August	178,446	209,134	(30,689)	(24,757)
September	188,338	168,314	20,025	13,269
October	219,330	198,781	20,549	22,749
November	191,578	175,121	16,457	21,373
December	220,677	194,901	25,776	47,646
January	249,651	223,264	26,388	50,821
February	202,273	168,910	33,364	15,926
March	201,812	178 <mark>,</mark> 952	22,860	19,512
April				
May		•. C •		
June				
TOTAL	1,844,187	1,697,993	146,194	181,562

The year-to-date budget versus actual results comparison is as follows:

Month in 2019/20	Budget	Actual	Variance
July	1,465	11,997	10,532
August	(29,786)	(30,689)	(903)
September	9,304	20,025	10,721
October	10,864	20,549	9,685
November	22,831	16,457	(6,374)
December	20,379	25,776	5,397
January	13,315	26,388	15,073
February	18,080	33,364	15,284
March	15,541	22,860	7,319
April			
May			
June			
TOTAL	81,993	146,194	64,201

The forecast for the end of the year (as at end of March 2020) is \$164,038, which is \$63,026 over the expected budgeted amount. This forecast was calculated based on figures to date and has not yet considered the impact of the current COVID-19 pandemic. As noted below, the main impact will be the loss of revenue from the re-use shop (it was closed on 24 March 2020), which is normally in the vicinity of \$30K per month. It expected that, by the end of the financial year, the operational surplus will have been reduced to be below that which was originally budgeted.

Variances of note for the 2019/20 year to date include the following:

Item	Positive Impact	Negative Impact	Comments
Income	\$	\$	
General waste		24,849	Less waste received than expected and this impact is expected to increase in the coming months.
Green waste	64,243		More green waste received than expected, plus this increase reflects the change in charging based on weight rather than volume (without an adjustment being made in the original budget).
Tip shop sales		20,616	Sales below budget (partly due to some previous poor weather) but also starting to see the impact of the shop closure.
Metal sales	58,972		Revenue obtained on various occasions, but no revenue was originally budgeted for this year because of market uncertainties.
Kerbside collection charges		8,454	Marginally less waste received than expected from the kerbside collection.
Bruny Island disposal charges	8,032	10,	More Bruny waste received than expected.
Expenditure	\$	\$	
Salaries	X	30,468	Additional agency staff employed to cover permanent staff taking annual/sick leave.
Disposal costs - Copping	7,429		Relatively minor budgetary difference.
Transport costs – Copping		6,207	Relatively minor budgetary difference.
Disposal costs - cardboard		7,871	Recycling charges introduced as from January and so a negative impact for the various recycling categories will now be shown for the rest of the year.
Green waste mulching	23,000		Below cost budget estimate based on size of stockpile.

The KWS Budget for 2020/21 shows a predicted surplus of \$100,476. Fees and charges have been recommended to Council that are based on a CPI increase only, with no change to the existing \$11 minimum charge. The only exception to this is an increase in the scrap metal charge per tonne in order to be consistent with other neighbouring councils.

For the 2020/21 Financial Year, it is expected that a reduced profit will be achieved (compared to the previous year) because of minimal fee increases, the broader range of responsibilities (as a result of the SLA with Council) and increased costs generally (gate fees, transport, salaries etc).

This budget has been prepared without yet considering the impact of the COVID-19 pandemic. The impact of this crisis is not understood well enough to make the necessary adjustments and it is planned to conduct a thorough budget review later in 2020.

KWS is also considering the transfer of cash funds from the Balance Sheet to Council (of about \$800K) and the formal arrangements that could be put into place for the regular payment of a dividend to Council.

## **WASTE TRANSFER STATION SITE ACTIVITIES**

Safety inspections have been conducted on the two large compaction trailers and they will need to be either replaced or repairs made that will extend their life for a few more years. A detailed report and quote on the repairs is being prepared for Council's consideration. The security of the Barretta site remains a concern and a report has been commissioned on the optimal response.

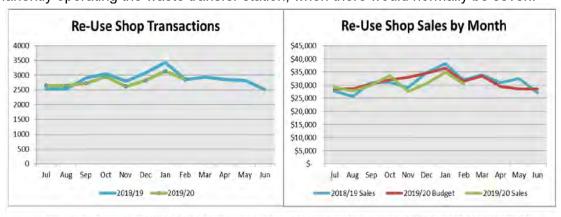
A free green waste weekend was held at Bruny Island on 25-26 January 2020 with 35m³ disposed of. Free green waste collections at both Barretta and Bruny were scheduled for 25-26 April but were postponed because of the pandemic.

There have been metal collections in January, February and March (291, 115 and 40 tonnes respectively). The CMA Eco-cycle program removed 55kg of fluorescent tubes and globes, 251kg of household batteries and 43kg of X-rays during January.

For the re-use shop, January resulted in 3,135 transactions, with sales of \$34,909 which is \$1,591 below budget. February resulted in 2,853 transactions, with sales of \$30,535, which is \$965 below budget. The shop's performance continued to slip a little during this period and is now \$10,715 below budget and there has been a decrease of \$5,041 compared to the same period in 2018/19.

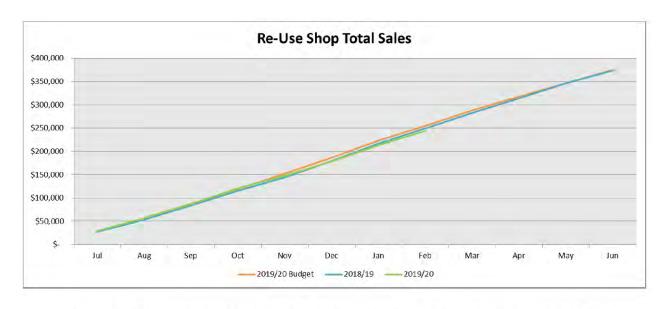
The re-use shop was closed on 24 March because of concerns about not being able to control social distancing, so that staff can focus on more essential waste management services and at a time when there were increasing community health concerns. Some other municipal re-use shops elsewhere have remained open and consideration is now being given as to when the Barretta re-use shop can re-open.

The waste transfer stations have still been relatively busy during the pandemic period. Staff rosters have been adjusted to accommodate the closure of the re-use shop and savings made in not employing agency staff while also allowing staff to take their excess leave. Five staff are permanently operating the waste transfer station, when there would normally be seven.



The above graph highlights the total Re-Use Shop transactions by month for the 2019-20 financial year compared to the same period during 2018-19.

The above graph highlights the Re-Use Shop sales by month for the 2019-20 financial year compared to the same period during 2018-19 year and the 2019-20 Budget,



The above graph highlights the total Re-Use Shop sales for the period ending 29 February 2020 compared to the 2019-20 Budget and the 2018-19 sales result for the same period. The graph shows a result of \$10,715 under budget and a decrease of sales by \$5,041 over the same period in 2018-19.

The following table outlines the waste received up to the end of February 2020 and that which is transported to Copping and other diversions.

Product	Tonnes
General Waste	3735.96
Kerbside Waste	3654.09
Kerbside Recycling	1630.1
Recyclables (Sawtooth)	965.69
Shop Receivables	297.84
Green Waste	1781.17
Timber waste	104.16
Car Batteries	18.84
X-Ray/Globes/Batteries	1.47
Non Ferrous	20.82
Oil	17.45
Paint	10.32
Tyre/Gas	4.08
E-waste	31.28
TOTAL WASTE RECEIVED (Tonnes)	12,273.28

Product	Tonnes
Transported to Copping	6,958.26
<ul> <li>Kerbside Recycling</li> </ul>	1630.1
Diverted WTS	431.79
Diverted Metal	467.49
Diverted MRF	276.85
Diverted Glass	221.35
Diverted Shop	297.84
Diverted Green Waste	1781.17

•	Diverted Timber Waste	104.16
•	Diverted Car Batteries	18.84
•	Diverted X-Ray/Globes/Batteries	1.47
•	Diverted Non Ferrous	20.82
•	Diverted Oil	17.45
•	Diverted Paint	10.32
•	Diverted Tyres / Gas Bottles	4.08
•	Diverted E-waste	31.28
Total	Diverted	5,315.02
Diver	ted %	43%

A list of the diversion rates (waste diverted from landfill) now being achieved on a month-to-month basis compared to previous years is as shown in the following table. Note that these figures now include the diversion of green waste and, since mid-October 2018, they also include kerbside recycling volumes – hence the increased diversion percentage compared to previous years. It is likely that diversion rates will drop a little in the coming months as a result of the COVID-19 pandemic.

Month	2019/20	2018/19	2017/18	2016/17	2015/16	2014/15	2013/14
July	41%	33.6%	23.70%	15.16 <mark>%</mark>	17.17%	22.85%	22.04%
August	39%	36.07%	25.92%	19.22%	17.20%	26.35%	23.53%
September	45%	36.03%	22.03%	22.94%	23.01%	23.04%	28.04%
October	46%	45.4%	22.84%	24.73%	19.82%	25.63%	23.85%
November	43%	43.6%	22.62%	21.41%	26.32%	27.69%	25.33%
December	43%	45.46%	21.01%	27.71%	19.87%	20.54%	24.60%
January	42%	44.01%	21.32%	22.01%	24.26%	22.08%	26.29%
February	46%	45.19%	21.49%	24.24%	23.22%	26.11%	30.33%
March		47.37%	19.42%	24.44%	23.62%	25.18%	28.34%
April		43.0%	25.84%	25.63%	21.50%	23.25%	26.36%
May		43.09%	31.12%	19.85%	18.41%	24.05%	25.16%
June		42.25%	23.9%	22.7%	24.97%	17.86%	35.32%
TOTAL		42.56%	24.21%	22.89%	21.73%	23.72%	26.60%

## **STRATEGIC ACTIVITIES**

The Board considered the Service Level report. The kerbside collection program is meeting all KPIs. The mainland public bin collection program is meeting most KPIs – except for some missed collections, subsequent complaints received and a failure to provide some collection vehicle and operator records. A meeting has been held with the contractor and some adjustments made to address the current concerns. The Bruny Island public bin program is meeting all KPIs.

The bin strap trial was conducted in the Howden area in mid-March 2020. Residents will be surveyed to assess the performance of the bin straps. A kerbside bin audit was conducted during March at Taroona, Kingston, Blackmans Bay, Margate and Snug, where the contents of a total of 50 waste bins and 50 recycling bins were examined. The results will provide a baseline prior to the green waste collection commencing. Results will be received soon and will be used to compare against future bin audits.

New public place waste and recycling bins were installed at Kingston Beach in late February. Similar bins are proposed to be installed on Bruny Island (funded from a DSG grant).

Council has decided to commence a kerbside green waste collection service and Council has awarded the tender to Veolia. KWS is preparing the necessary implementation arrangements.

Consideration is being given to deferring the commencement of this service because of the impact of the COVID-19 pandemic (on the contractor, Council and the broader community) and advice is being sought from Council in this regard.

KWS is still working with Hobart and Glenorchy councils on the introduction of a regional organics processing proposal. Nine submissions have been lodged that are advocating four different processing methods. They have each made presentations to the councils. Decisions will need to be made on the type of compost processing as there are choices to be made on more value-for-money type options (requiring a larger land area) versus more high tech processes (on a much smaller land footprint). Council's view will be needed prior to tender specifications being prepared and a separate report will be prepared in this regard. The critical consideration will be the type of end-product that will be produced and how this will influence the initial investment decisions.

A Service Level Agreement (SLA) meeting was held with Council staff on 16 April 2020. This meeting considered the proposed KWS Annual Plan for 2020/21, which includes a description of all of the activities that KWS will be undertaking during the year to meet the requirements of the SLA. The final version of the Annual Plan is to be adopted by KWS at its May Board meeting. It will be further reviewed during the year in order to make any adjustments for the Covid-19 pandemic.

## **COMMUNICATION**

Updated information is provided in the Kingborough Chronicle on a monthly basis that provides information on the services provided at Barretta, re-use shop advertisements and any current notifications or changes to operating arrangements. Similar information is provided on Council's Facebook page. The kerbside green waste collections guide was printed and distributed. There have also been a number of website updates (eg Frequently Asked Questions) particularly in regard to closure of the re-use shop and cancellation of the free green waste weekends. The Home Composting booklet was printed and distributed and information included on Council's website.

## **ATTACHMENTS**

## 1. Minutes of the Board meeting held on 20 February 2020



## **MINUTES**

## 1. Opening

A Meeting of the Directors of Kingborough Waste Services Pty Ltd was held on Thursday 16 April 2020 via Teleconference commencing at 9.03 a.m.

## 2. Attendance

- a. Present: Debra Mackeen Chairperson/Director; Bob Calvert Director; Tony Ferrier – Director; David Reeve - Director
- b. Apologies:
- c. Non Director Attendees: Stuart Baldwin; Dean Street; Tim Jones

## 3. Approval of the Agenda KWS222/52-20

Directors attending are invited to nominate items of General Business for discussion and/or decision and to request changes to the Order of Business for the meeting.

**The Board Resolved:** that the Agenda is amended to include: Item 8.2 - Green Waste Kerbside Collection Roll Out

## 4. Previous Minutes

#### KWS223/52-20

The Minutes of Board Meeting No. 51 of Thursday 20 February 2020 are attached.

**The Board Resolved:** That the Minutes of Board Meeting No. 51 of Thursday 20 February 2020 be confirmed.

## 5. Declarations of Interest

Pursuant to Clause 22.10 of the Constitution, Directors are invited, where applicable, to declare an interest in any matter listed on the Agenda, nominating the specific item(s) in which the Director declares interest. The following Standing Declarations are noted:

- Tony Ferrier, in his position as Deputy General Manager with the Kingborough Council; and
- b. David Reeve, in his position as Executive Manager Engineering Services with the Kingborough Council.

## 6. Business Arising from the Minutes

The Board Action List was discussed;
Hazardous materials' training is on hold due to COVID 19 as the training sessions were to be group training.

Quote for the security system is to upgrade the existing system, adding some additional cameras to areas currently not covered and have the system monitored still awaiting a quote.

Proposed Recycling Bins at Alonnah, Adventure Bay, Dennes Point and Roberts Roberts point sent to interested parties for feedback it was noted this would be funded by the state government and not KWS.

Action point from previous minutes not on the Board Action List regarding the dividend being paid back to the council from KWS's operational cash, It was identified a separate meeting will be held to work on a formalized approach on 23 April 2020.

#### 7. General Business

## 7.1 Financial Reports for Kingborough Waste Services Pty Ltd KWS224/52-20

The January 2020 and February 2020 Profit and Loss Financial Reports, Balance Sheet and the Budget Forecast were discussed. The Board was also provided with the March 2020 Profit and Loss Financial Reports, Balance Sheet and the Budget Forecast before the Meeting and It was noted that March was showing revenue tracking well with a profit of \$23k, \$7k above budget and with year to date figures showing \$64k Higher than Budgeted mainly due to Green Waste user charges being higher and the unbudgeted Metal Sales. The Re-Use Shop closed on 24 March 2020 due to COVID-19 and has seen a reduction in Revenue of approximately \$6k for March.

**The Board Resolved:** That the Profit and Loss Financial reports for Kingborough Waste Services Pty Ltd for January 2020 and February 2020, the Balance Sheet as of 29 February 2020 and the Budget Forecast for the period be received and noted.

#### 7.2 Operational Report KWS225/52-20

The January 2020 and February 2020 operational report from the Manager KWS was discussed In Asset Management Safety Inspections had been conducted on the Compaction Trailers and a Detailed Report and Quote for maintenance was being prepared by Hazell Brothers workshop. Occupation Health and Safety were discussed it was noted that the current report format for Occupation Health and Safety does not include any statistics it was recommended this would help show potential trends and any ineffectiveness in current Operating Procedures. Leave Accruals were discussed and the maximum number of week's employees would be allowed to accrue before being asked to take leave would need to be confirmed as either 10 or 8 weeks it was also discussed that employees would be given 1-month notice to take leave if they have an excessive leave balance. It was also noted The

Free Green Waste weekend due happen on the 25-26 April 2020 has been cancelled due to COVID-19.

**The Board Resolved:** That the January 2020 and February 2020 operational report of the Manager Kingborough Waste Services be received and noted.

## 7.3 Service Level Agreement Report KWS226/52-20

The January 2020 and February 2020 Service Level Agreement Report from the Manager KWS was discussed Kerbside Bin Audits have been conducted and awaiting the report. The Contractor for the Mainland Public Place General Waste Bins has had some changes made in effect as of 1 April 2020 to help meet their KPI's. The Contractor for the Public Place Recycling Bins on Kingston Beach has confirmed the same contamination rates as other councils; it was mention weather the signage could be improved to help reduce the contamination rate. The Green Waste Kerbside Collection rollout was discussed and due to COVID-19, the rollout could be deferred to another date.

**The Board Resolved:** That the January 2020 and February 2020 Service Level Agreement Report of the Manager Kingborough Waste Services be received and noted.



## 8. Other Business

## 8.1 COVID-19 Update KWS227/52-20

Councils Incident Management Team Still Meeting regularly, conditions seem to have remained stable for the last week. Councils Management Policies and Plans have included KWS most recently identifying essential and vulnerable staff. KWS Contractors are working on their continuity plans; of concern are some of the smaller contractors that have no continuity plan, it was mentioned that in the event a contractor was unable to meet the contract requirements due to COVID-19, Council Staff or other Contractors could be used.

## 8.2. Green Waste Kerbside Collection Roll Out

Discussed as part of 7.3 Service Level Agreement no further discussion

## 9. Date and Place of Next Meeting

The arrangements for the next meeting are 27 May 2020 9.00 am.

#### 10. Closure

There being no further business, the Chair declared the meeting closed at 10.48 a.m.

## 3. Financial reports up to the end of December 2019

Profit & Loss For the period ending January 2020

		porton or and						
		JA	NUARY 202	0	YT	D January 20		Annual
		Actual	Budget	Var	Actual	Budget	Var	Budget
	USER CHARGES							
	General Waste	69,306	70,000	(694)	407,700	426,000	(18,300)	708,000
	Tyres / Gas Bottles	1,373	600	773	6,829	4,200	2,629	7,200
	Green Waste	26,661	13,500	13,161	146,360	94,500	51,860	162,000
R	Timber	2,169	1,900	269	8,296	13,300	(5,004)	22,800
	Metal	1,788	1,600	188	11,743	11,200	543	19,200
Ε	RECYCLING SALES	101,297	87,600	13,697	580,927	549,200	31,727	919,200
	Tip Shop Sales	34,905	36,500	(1,595)	213,751	223,500	(9,749)	375,000
V	Non Ferrous Metal Sales	2,038	2,500	(462)	15,282	17,500	(2,218)	30,000
Ε	Metal Sales	18,918	0	18,918	42,519	0	42,519	0
_	Recycling Sales	0	0	0	969	0	969	0
Ν	COUNCIL DECLIADORS	55,861	39,000	16,861	272,521	241,000	31,521	405,000
	COUNCIL RECHARGES  Kerbside Collection Charges	53,308	53,250	58	340,168	344,900	(4,732)	584,050
U	Bruny Island Disposal Charges	18,170	18,000	170	85,236	77,500	7,736	127,500
Ε	Bruny Island Operational Revenue	14,079	14,079	0	98,555	98,553	2	168,950
	Free G/Waste - Foregone Revenue	0	0	0	13,738	17,000	(3,262)	34,000
	Waste Management	6,750	6,777	(27)	47,250	47,439	(189)	81,324
		92,308	92,106	202	584,946	585,392	(446)	995,824
	SUNDRY CHARGES TOTAL REVENUE	186 249,651	150 218,856	36 30,795	1,708 1,440,102	1,050 1,376,642	658 63,460	1,800 2,321,824
	TOTAL REVENUE	249,031	210,030	30,733	1,440,102	1,370,042	03,400	2,321,024
	EMPLOYEE COSTS							
	Salaries	87,575	80,313	(7,262)	586,559	563,124	(23,435)	954,792
	Sundry Staff Expenses	50	425	375	1,224	2,975	1,751	5,100
	Staff Training Protective Clothing	0 2,308	550 4,000	550 1,692	1,667 3,770	4,100 4,600	2,433 830	7,100 9,000
	Protective Clothing	89,933	85,288	(4,645)	593,220	574,799	(18,421)	975,992
	DISPOSAL COSTS	55,555	55,255	(1,010)	555,225	,	(10,121)	0.0,002
	Disposal Costs - Copping	30,748	27,750	(2,998)	178,805	181,800	2,995	308,000
	Transport Costs - Copping	22,134	17,600	(4,534)	122,980	115,400	(7,580)	196,400
	Disposal Costs - Recycling	692	0	(692)	1,173	0	(1,173)	0
	Disposal Costs - Glass/Bottles Disposal Costs - Cardboard	1,065	550 0	(515)	3,970	3,850 0	(120)	6,600 0
	Disposal Costs - Cardobard Disposal Costs - Tyres/Gas Bottles	2,989 0	625	(2,989) 625	4,943 1,870	4,375	(4,943) 2,505	7,500
Ε	Disposal Costs - Concrete/Cleanfill	0	0	0	0	750	750	1,500
V	Disposal Costs - Metal	0	0	0	0	0	0	0
X	Disposal Costs - Hazardous Waste	985	1,000	15	9,457	7,000	(2,457)	12,000
Р		58,613	47,525	(11,088)	323,199	313,175	(10,024)	532,000
	GREEN WASTE COSTS	10.000	12.000	3.000	70.000	04.000	42.000	450,000
Ε	Green Waste Mulching Timber Mulching	10,000 1,600	13,000 1,600	3,000	79,000 11,200	91,000 11,200	12,000 0	156,000 19,200
N.I	Timber Mulching	11,600	14,600	3.000	90,200	102,200	12,000	175,200
Ν	HIRE & MAINTENANCE	,	,	-,	,	,	,	,
S	Barretta Bin Hire and Movement	7,598	5,730	(1,868)	39,766	40,110	344	68,760
	Bruny Bin Movement & Sundry	12,941	13,440	499	64,135	62,680	(1,455)	103,680
Ε	Plant Hire (Council)	6,250	6,250	0	43,750	43,750	0	75,000
	Plant Hire External Maintenance	1,367 814	1,580 700	213	9,562	11,060	1,498	18,960
S	MV/Plant Fuel & Registration	1,546	1,100	(114) (446)	9,488 8,353	6,900 9,700	(2,588) 1,347	17,900 15,200
	MW// laint i del di Negistration	30,517	28,800	(1,717)	175,054	174,200	(854)	299,500
	OTHER EXPENSES			, , ,			`	
	Office Expenses	7,294	4,295	(2,999)	35,600	37,915	2,315	59,990
	Advertising	189	500	311	1,475	3,500	2,025	6,000
	Insurance - Public Liability	0	0	0	13,864	12,800	(1,064)	12,800
	Insurance - Workers Comp Board Expenses	2,500	1,950	(550)	18,046 9,000	15,500 8,600	(2,546) (400)	15,500 13,300
	Corporate Services Overhead	6,867	6,833	(34)	48,069	47,831	(238)	82,030
	Waste Management Activities	15,750	15,750	(0)	41,766	37,750	(4,016)	48,500
	Doubtful Debts Expense	0	0	0	638	0	(638)	0
	TOTAL EVERNEES	32,600	29,328	(3,272)	168,458	163,896	(4,562)	238,120
	TOTAL EXPENSES	223,264	205,541	(17,723)	1,350,131	1,328,270	(21,861)	2,220,812
	NET PROFIT/(LOSS)	26,388	13,315	13,073	89,971	48,372	41,599	101,012

## Profit & Loss For the period ending February 2020

		FEBRUARY 2020		YTD February 20			Annual	
		Actual	Budget	Var	Actual	Budget	Var	Budget
	USER CHARGES	7 lotter	Daagot		7 lotter	Daagot	•	Daagot
	General Waste	54,381	58,000	(3,619)	462,081	484,000	(21,919)	708,000
	Tyres / Gas Bottles	895	600	295	7,723	4,800	2,923	7,200
	Green Waste	23,028	13,500	9,528	169,388	108,000	61,388	162,000
R	Timber Metal	2,993 1,895	1,900 1,600	1,093 295	11,289 13,637	15,200 12,800	(3,911) 837	22,800 19,200
	IVIETAL	83,192	75,600	7,592	664,118	624,800	39,318	919,200
Ε	RECYCLING SALES	55,152	,	,,,,,,	551,115	52.,555	55,515	0.10,200
١.,	Tip Shop Sales	30,533	31,500	(967)	244,284	255,000	(10,716)	375,000
V	Non Ferrous Metal Sales	1,441	2,500	(1,059)	16,723	20,000	(3,277)	30,000
Ε	Metal Sales	7,476 0	0	7,476 0	49,996	0	49,996 969	0
	Recycling Sales	39,450	34,000	5,450	969 311,971	275,000	36,971	405,000
Ν	COUNCIL RECHARGES	00,100	0.,000	0,.00	011,011	210,000	00,011	100,000
U	Kerbside Collection Charges	45,610	48,750	(3,140)	385,778	393,650	(7,872)	584,050
U	Bruny Island Disposal Charges	13,011	13,000	11	98,247	90,500	7,747	127,500
Ε	Bruny Island Operational Revenue	14,079 0	14,079 0	0	112,634	112,632	(2.262)	168,950
_	Free GWaste - Foregone Revenue Waste Management	6,750	6,777	(27)	13,738 54,000	17,000 54,216	(3,262) (216)	34,000 81,324
	Waste Wallagement	79,450	82,606	(3,156)	664,396	667,998	(3,602)	995,824
	SUNDRY CHARGES	182	150	32	1,890	1,200	690	1,800
	TOTAL REVENUE	202,273	192,356	9,917	1,642,375	1,568,998	73,377	2,321,824
	EMPLOYEE COSTS	70.400	75.040	(0.700)	004.000	000 470	(00.040)	054700
	Salaries Sundry Staff Expenses	78,128 311	75,348 425	(2,780) 114	664,688 1,535	638,472 3,400	(26,216) 1,865	954,792 5,100
	Staff Training	300	550	250	1,967	4,650	2,683	7,100
	Protective Clothing	404	100	(304)	4,174	4,700	526	9,000
	. Tobotho Ciotaning	79,144	76,423	(2,721)	672,364	651,222	(21,142)	975,992
	DISPOSAL COSTS							
	Disposal Costs - Copping	23,071	25,900	2,829	201,877	207,700	5,823	308,000
	Transport Costs - Copping	15,736	17,300	1,564	138,716	132,700	(6,016)	196,400
	Disposal Costs - Recycling Disposal Costs - Glass/Bottles	956 477	0 550	(956) 73	2,129 4,447	0 4,400	(2,129)	0 6,600
	Disposal Costs - Glass/Bottles Disposal Costs - Cardboard	2,927	0	(2,927)	7,871	4,400	(47) (7,871)	0,000
	Disposal Costs - Tyres/Gas Bottles	2,327	625	625	1,870	5,000	3,130	7,500
Ε	Disposal Costs - Concrete/Cleanfill	0	0	0	0	750	750	1,500
	Disposal Costs - Metal	0	0	0	0	0	0	0
Χ	Disposal Costs - Hazardous Waste	0	1,000	1,000	9,457	8,000	(1,457)	12,000
Р	CDEENLY ACTE COCTO	43,168	45,375	2,207	366,367	358,550	(7,817)	532,000
-	GREEN WASTE COSTS	10,000	12 000	3,000	90,000	104 000	15,000	156,000
Е	Green Waste Mulching Timber Mulching	10,000 1,600	13,000 1,600	3,000	89,000 12,800	104,000 12,800	0,000	19,200
N.I.	Timber Matering	11,600	14,600	3,000	101,800	116,800	15,000	175,200
Ν	HIRE & MAINTENANCE	,,,,,	,	0,000	,	,	.0,000	,200
S	Barretta Bin Hire and Movement	5,062	5,730	668	44,828	45,840	1,012	68,760
	Bruny Bin Movement & Sundry	10,266	10,140	(126)	74,401	72,820	(1,581)	103,680
Ε	Plant Hire (Council)	6,250	6,250	0	50,000	50,000	0	75,000
	Plant Hire External	1,367	1,580	213	10,929	12,640	1,711	18,960
S	Maintenance	448	700	252	9,936	7,600	(2,336)	17,900
	MV/Plant Fuel & Registration	850 24,243	1,100 25,500	250 1,257	9,203 199, <b>2</b> 97	10,800 199,700	1,597 <b>403</b>	15,200 <b>2</b> 99,500
	OTHER EXPENSES			,,	,			
	Office Expenses	3,043	4,295	1,252	38,643	42,210	3,567	59,990
	Advertising	95	500	405	1,570	4,000	2,430	6,000
	Insurance - Public Liability	0	0	0	13,864	12,800	(1,064)	12,800 15,500
	Insurance - Workers Comp Board Expenses	0	0	0	18,046 9,000	15,500 8,600	(2,546) (400)	13,300
	Corporate Services Overhead	6,867	6,833	(34)	54,936	54,664	(272)	82,030
	Waste Management Activities	750	750	(0)	42,516	38,500	(4,016)	48,500
	Doubtful Debts Expense	0	0	0	638	0	(638)	0
		10,755	12,378	1,623	179,213	176,274	(2,939)	238,120
	TOTAL EXPENSES	168,910	174,276	5,366	1,519,041	1,502,546	(16,495)	2,220,812
	NET PROFIT/(LOSS)	33,364	18,080	15,284	123,334	66,452	56,882	101,012

## KINGBOROUGH WASTE SERVICES PTY LTD PROFIT & LOSS REPORT

For the period ended March 20

		44 DCU 202	•		TD 14 20		Annual
	Actual	ARCH 202	Var	Actual	TD March 20	Var	Annual
REVENUE	Actual	Budget	var	Actual	Budget	Var	Budget
USER CHARGES							
General Waste	56,070	59,000	(2,930)	518,151	543,000	(24,849)	708,000
	738	600	138	8,461	5,400	3,061	100000000000000000000000000000000000000
Tyres / Gas Bottles Green Waste	20,355		6,855				7,200 162,000
Timber		13,500	2.000	189,743	121,500	68,243	T1274763
	2,495	1,900	595	13,783	17,100	(3,317)	22,800
Metal	1,914	1,600	314	15,551	14,400	1,151	19,200
DEGUCINIC CALES	81,572	76,600	4,972	745,691	701,400	44,291	919,200
RECYCLING SALES	22.500	22.500	(0.000)	267.004	200 500	(20 545)	275 000
Tip Shop Sales	23,600	33,500	(9,900)	267,884	288,500	(20,616)	375,000
Non Ferrous Metal Sales	3,406	2,500	906	20,129	22,500	(2,371)	30,000
Metal Sales	8,932	0	8,932	58,927	0	58,927	0
Recycling Sales	0	0	0	969	0	969	0
250000000000000000000000000000000000000	35,938	36,000	(62)	347,909	311,000	36,909	405,000
COUNCIL RECHARGES	58.55.5			13.57		W. D. S.	08.75.57
Kerbside Collection Charges	51,168	51,750	(582)	436,946	445,400	(8,454)	584,050
Bruny Island Disposal Charges	12,285	12,000	285	110,532	102,500	8,032	127,500
Bruny Island Operational Revenue	14,079	14,079	0	126,713	126,711	2	168,950
Free G/Waste - Foregone Revenue	0	0	0	13,738	17,000	(3,262)	34,000
Waste Management	6,750	6,777	(27)	60,750	60,993	(243)	81,324
	84,283	84,606	(323)	748,679	752,604	(3,925)	995,824
SUNDRY CHARGES	20	150	(131)	1,909	1,350	559	1,800
TOTAL REVENUE	201,812	197,356	4,456	1,844,187	1,766,354	77,833	2,321,824
EXPENSES							
EMPLOYEE COSTS				722			
Salaries	84,564	80,312	(4,252)	749,252	718,784	(30,468)	954,792
Sundry Staff Expenses	95	425	330	1,630	3,825	2,195	5,100
Staff Training	0	550	550	1,967	5,200	3,233	7,100
Protective Clothing	148	100	(48)	4,322	4,800	478	9,000
	84,807	81,387	(3,420)	757,171	732,609	(24,562)	975,992
DISPOSAL COSTS	100		100	22.12.5	0.00	, , , , , , , , , , , , , , , , , , , ,	
Disposal Costs - Copping	25,644	27,250	1,606	227,521	234,950	7,429	308,000
Transport Costs - Copping	17,491	17,300	(191)	156,207	150,000	(6,207)	196,400
Disposal Costs - Recycling	0	0	0	2,129	0	(2,129)	0
Disposal Costs - Glass/Bottles	610	550	(60)	5,057	4,950	(107)	6,600
Disposal Costs - Cardboard	0	0	0	7,871	0	(7,871)	0,000
Disposal Costs - Tyres/Gas Bottles	2,362	625	(1,737)	4,232	5,625	1,393	7,500
Disposal Costs - Concrete/Cleanfill	0	023	(1,737)	4,232	750	750	1,500
Disposal Costs - Concrete, Cleanini	0	0	0	0	0	0	1,500
Disposal Costs - Metal  Disposal Costs - Hazardous Waste	0	1,000	1,000	9,457	9,000	(457)	12,000
Disposal Costs - Hazardous Waste						(7,200)	
GREEN WASTE COSTS	46,107	46,725	618	412,475	405,275	(7,200)	532,000
	F 000	12 000	0.000	04.000	117 000	22.000	156,000
Green Waste Mulching	5,000	13,000	8,000	94,000	117,000	23,000	156,000
Timber Mulching	1,600	1,600	0	14,400	14,400	0	19,200
LUDE O MANIATENANCE	6,600	14,600	8,000	108,400	131,400	23,000	175,200
HIRE & MAINTENANCE	1 21223	2 200		(42)161	22 22/	2.925	
Barretta Bin Hire and Movement	5,620		110	50,448	51,570	1,122	68,760
Bruny Bin Movement & Sundry	8,840		700	83,241	82,360	(881)	103,680
Plant Hire (Council)	6,250		0	56,250	56,250	0	75,000
Plant Hire External	1,367	1,580	213	12,296	14,220	1,924	18,960
Maintenance	3,474	700	(2,774)	13,410	8,300	(5,110)	17,900
MV/Plant Fuel & Registration	663	1,100	437	9,866	11,900	2,034	15,200
	26,215	24,900	(1,315)	225,512	224,600	(912)	299,500
OTHER EXPENSES							
Office Expenses	4,091	4,745	654	42,734	46,955	4,221	59,990
Advertising	1,515	500	(1,015)	3,085	4,500	1,415	6,000
Insurance - Public Liability	0	0	0	13,864	12,800	(1,064)	12,800
Insurance - Workers Comp	0	0	0	18,046	15,500	(2,546)	15,500
Board Expenses	2,000	1,375	(625)	11,000	9,975	(1,025)	13,300
Corporate Services Overhead	6,867		(34)	61,803	61,497	(306)	The second second
Waste Management Activities	750	750	0	43,266	39,250	(4,016)	48,500
Doubtful Debts Expense	0		0	638	0	(638)	0
A THE STREET OF THE STREET	15,223	14,203	(1,020)	194,436	190,477	(3,959)	238,120
TOTAL EXPENSES		181,815	2,863		1,684,361	(13,632)	
1 = 11 12 Eril Elizabet	2,0,552	101,010	2,003	_,007,000	2,00 1,001	(25,032)	
NET PROFIT/(LOSS)	22,860	15,541	7,319	146,194	81,993	64,201	101,012
	22,000	10,041	,,515	210,234	02,000	0.7,201	202,012

# KINGBOROUGH WASTE SERVICES PTY LTD BALANCE SHEET

as at MARCH 2020

	CURRENT	JUNE
Assets	MONTH	2019
General Cheque Account	974,654	808,533
Cash on Hand	2,700	2,700
Sundry Debtors	115,907	76,353
Less Provision for Doubtful Debts	(5,946)	(5,839)
Accrued Revenue	0	0
GST Receivable	10,072	0
GST Clearing	0	(386)
Workers Comp Recovery	607	0
Suspense Account	0	0
Total Assets	1,097,993	881,361
Liabilities		
Trade Creditors	101,910	117,761
GST Collected	20,138	0
Accrued Expenses	213,481	180,710
Payroll Liabilities	15,544	9,946
Annual Leave Liability	89,589	70,806
Long Service Leave Liability	31,476	22,476
Kingborough Council Loan	0	0
Total Liabilities	472,138	401,699
Net Assets	625,856	479,662
Equity		
Retained Earnings	479,662	258,364
Current Earnings	146,194	221,298
Total Equity	625,856	479,662



# KINGBOROUGH WASTE SERVICES PTY LTD FORECAST REPORT

For the period ended March 20

					ACTUAL					YTD					FORECAST	ANNUAL	VAR
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	ACTUAL	BUDGET	APR	MAY	NOI		BUDGET	
REVENUE																	
USER CHARGES																	
General Waste	50,825	50,590	54,042	58,675	56,193	690'89	908'69	54,381	26,070	518,151	543,000	55,000	55,000	55,000	683,151	708,000	(24,849)
Tyres / Gas Bottles	719	648	923	299	405	2,094	1,373	895	738	8,461	5,400	900	900	900	10,261	7,200	3,061
Green Waste	15,352	16,984	21,178	21,658	22,185	22,342	26,661	23,028	20,355	189,743	121,500	13,500	13,500	13,500	230,243	162,000	68,243
Timber	939	1,082	843	747	1,212	1,304	2,169	2,993	2,495	13,783	17,100	1,900	1,900	1,900	19,483	22,800	(3,317)
Metal	1,290	1,852	1,524	2,052	1,444	1,793	1,788	1,895	1,914	15,551	14,400	1,600	1,600	1,600	20,351	19,200	1,151
	69,125	71,155	78,510	83,800	81,439	95,601	101,297	83,192	81,572	745,691	701,400	72,600	72,600	72,600	963,491	919,200	44,291
RECYCLING SALES																	
Tip Shop Sales	29,237	27,723	30,032	33,633	27,633	30,589	34,905	30,533	23,600	267,884	288,500	29,500	28,500	28,500	354,384	375,000	(20,616)
Non Ferrous Metal Sales	2,803	2,176	3,055	1,255	2,322	1,634	2,038	1,441	3,406	20,129	22,500	2,500	2,500	2,500	27,629	30,000	(2,371)
Metal Sales	16,352	3,383	0	0	0	3,868	18,918	7,476	8,932	58,927	0	0	0	0	58,927	0	58,927
Recycling Sales	370	317	0	282	0	0	0	0	0	696	0	0	0	0	696	0	696
	48,760	33,599	33,086	35,170	29,955	36,090	55,861	39,450	32,938	347,909	311,000	32,000	31,000	31,000	441,909	405,000	36,909
COUNCIL RECHARGES																	
Kerbside Collection Charges	43,732	44,448	47,039	52,196	48,105	51,340	53,308	45,610	51,168	436,946	445,400	47,750	45,450	45,450	575,596	584,050	(8,454)
Bruny Island Disposal Charges	9,286	8,064	8,565	13,426	11,079	16,646	18,170	13,011	12,285	110,532	102,500	10,000	8,500	6,500	135,532	127,500	8,032
Bruny Island Operational Revenue	14,079	14,079	14,079	14,079	14,079	14,079	14,079	14,079	14,079	126,713	126,711	14,079	14,079	14,081	168,952	168,950	2
Free G/Waste - Foregone Revenue	0	0	0	13,738	0	0	0	0	0	13,738	17,000	17,000	0	0	30,738	34,000	(3,262)
Waste Management	6,750	6,750	6,750	6,750	6,750	6,750	6,750	6,750	6,750	60,750	60,993	6,777	6,777	6,777	81,081	81,324	(243)
	73,848	73,341	76,433	100,188	80,014	88,815	92,308	79,450	84,283	748,679	752,604	92,606	74,806	72,808	991,899	995,824	(3,925)
SUNDRY CHARGES	349	320	309	172	170	172	186	182	20	1,909	1,350	150	150	150	2,359	1,800	529
TOTAL REVENUE	192,082	178,446	188,338	219,330	191,578	220,677	249,651	202,273	201,812	1,844,187	1,766,354	200,356	178,556	176,558	2,399,657	2,321,824	77,833
EXPENSES																	
EMPLOYEE COSTS																	
Salaries	85,216	81,285	77,901	86,333	79,178	89,072	87,575	78,128	84,564	749,252	718,784	77,849	80,312	77,847	985,260	954,792	(30,468)
Sundry Staff Expenses	157	535	131	122	87	142	20	311	95	1,630	3,825	425	425	425	2,905	5,100	2,195
Staff Training	096	180	221	151	155	0	0	300	0	1,967	5,200	550	550	800	3,867	7,100	3,233
Protective Clothing	0	455	83	397	101	426	2,308	404	148	4,322	4,800	100	100	4,000	8,522	9,000	478
	86,332	82,455	78,336	87,003	79,522	89,640	89,933	79,144	84,807	757,171	732,609	78,924	81,387	83,072	83,072 1,000,554	975,992	(24,562)

					ACTUAL					YTD					FORECAST	ANNUAL	VAR
	JUL	AUG	SEP	DCT	NOV	DEC	JAN	FEB	MAR	ACTUAL	BUDGET	APR	MAY	NOI		BUDGET	
DISPOSAL COSTS																	
Disposal Costs - Copping	22,740	23,422	22,925	26,690	25,001	27,278	30,748	23,071	25,644	227,521	234,950	25,250	23,900		300,571	308,000	7,429
Transport Costs - Copping	18,407	15,178	14,777	17,295	16,220	18,969	22,134	15,736	17,491	156,207	150,000	16,000	15,200	15,200	202,607	196,400	(6,207)
Disposal Costs - Recycling	0	0	0	0	0	481	692	926	0	2,129	0	0	0	0	2,129	0	(2,129)
Disposal Costs - Glass/Bottles	809	455	378	493	498	473	1,065	477	610	5,057	4,950	550	550	550	6,707	9,600	(107)
Disposal Costs - Cardboard	0	0	0	0	0	1,954	2,989	2,927	0	7,871	0	0	0	0	7,871	0	(7,871)
Disposal Costs - Tyres/Gas Bottles	0	0	0	1,275	295	0	0	0	2,362	4,232	5,625	625	625	625	6,107	7,500	1,393
Disposal Costs - Concrete/Cleanfill	0	0	0	0	0	0	0	0	0	0	750	750	0	0	750	1,500	750
Disposal Costs - Metal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Disposal Costs - Hazardous Waste	868	0	1,223	0	6,333	18	985	0	0	9,457	9,000	1,000	1,000	1,000	12,457	12,000	(457)
	42,654	39,056	39,304	45,753	48,646	49,174	58,613	43,168	46,107	412,475	405,275	44,175	41,275	41,275	539,200	532,000	(7,200)
GREEN WASTE COSTS																	
Green Waste Mulching	13,000	13,000	13,000	10,000	10,000	10,000	10,000	10,000	5,000	94,000	117,000	13,000	13,000	13,000	133,000	156,000	23,000
Timber Mulching	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	14,400	14,400	1,600	1,600	1,600	19,200	19,200	0
	14,600	14,600	14,600	11,600	11,600	11,600	11,600	11,600	009'9	108,400	131,400	14,600	14,600	14,600	152,200	175,200	23,000
HIRE & MAINTENANCE																	
Barretta Bin Hire and Movement	5,011	4,758	5,062	5,214	5,519	6,604	7,598	5,062	5,620	50,448	51,570	5,730	5,730	5,730	67,638	68,760	1,122
Bruny Bin Movem Movement & Sundry	7,304	7,445	6,221	10,333	8,068	11,822	12,941	10,266	8,840	83,241	82,360	8,240	7,240	5,840	104,561	103,680	(881)
Plant Hire(Council)	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	56,250	56,250	6,250	6,250	6,250	75,000	75,000	0
Plant Hire External	1,359	1,367	1,367	1,367	1,367	1,367	1,367	1,367	1,367	12,296	14,220	1,580	1,580	1,580	17,036	18,960	1,924
Maintenance	2,503	891	3,266	420	238	1,355	814	448	3,474	13,410	10,300	700	700	8,200	23,010	19,900	(3,110)
MV/Plant Fuel	759	1,729	1,232	829	1,405	1,005	1,546	820	663	9,866	9,900	1,100	1,100	1,100	13,166	13,200	34
	23,188	22,440	23,398	24,262	22,847	28,403	30,517	24,243	26,215	225,512	224,600	23,600	22,600	28,700	300,412	299,500	(912)
OTHER EXPENSES																	
Office Expenses	3,356	10,694	3,589	2,792	4,265	3,610	7,294	3,043	4,091	42,734	46,955	4,445	4,295	4,295	55,769	29,990	4,221
Advertising	95	95	95	378	625	0	189	92	1,515	3,085	4,500	200	200	200	4,585	9000'9	1,415
Insurance - Public Liability	0	13,864	0	0	0	0	0	0	0	13,864	12,800	0	0	0	13,864	12,800	(1,064)
Insurance - Workers Comp	0	18,046	0	0	0	0	0	0	0	18,046	15,500	0	0	0	18,046	15,500	(2,546)
Board Expenses	1,875	0	1,375	1,875	0	1,375	2,500	0	2,000	11,000	9,975	2,500	0	2,000	15,500	13,300	(2,200)
Corporate Services Overhead	6,867	6,867	6,867	6,867	6,867	6,867	6,867	6,867	6,867	61,803	61,497	6,833	6,833	6,867	82,336	82,030	(306)
Waste Management Activities	750	750	750	18,250	750	4,765	15,750	750	750	43,266	39,250	750	7,750	750	52,516	48,500	(4,016)
Doubtful Debts Expense	370	569	0	0	0	0	0	0	0	638	0	0	0	0	638	0	(638)
	13,312	50,584	12,676	30,163	12,507	16,617	32,600	10,755	15,223	194,436	190,477	15,028	19,378	14,412	243,254	238,120	(5,134)
TOTAL EXPENSES	180,085	209,134	168,314	198,781	175,121	195,433	223,264	168,910	178,952	1,697,993	1,684,361	176,327		179,240 182,059	2,235,619	2,220,812	(14,807)
						.			•								
NET PROFIT/(LOSS)	11,997	(30,689)	20,025	20,549	16,457	25,244	26,388	33,364	22,860	146,194	81,993	24,029	(684)	(5,501)	164,038	101,012	63,026

## 4. Waste Management Strategy Progress Report

Progress of the 2019/2020 strategic initiatives for the period

Goal	Project Description	Comment	Progress
1. Increased waste avoidance	and reduction		
Implement food waste avoidance program and target specific sections of the community	Kerbside FOGO service.	Ongoing, continuing to investigate a proposed kerbside garden organics service which is the first part of a two stage process of a FOGO service.  Kerbside waste and recycling bin audits are scheduled for April 2020.	
		7 Jen 2020.	
Support and promote community gardens and at home composting.	Community Gardens and Home Composting.	Goodlife Permaculture has been engaged to run information sessions and workshops on community gardens and home composting.	
		A Home Composting guide has been developed and printed with workshops held on 29 September, 27 October and 24 November 2019	
		A home composting page has been created for the Council website.	
	\'\\)		1
2.Increased recycling rates			
A Introduce new kerbside services: • Fortnightly 240I comingled recycling bin; and • Fortnightly GO bin.	Kerbside FOGO service.	Ongoing, continuing to investigate a kerbside GO service. The Tenders for the collection service provider and bin supply were advertised in January with the service to commence in July 2020	
	Expanding the kerbside collection service.	Investigations were undertaken to extend the kerbside service to Petterd Road, Margate. The extension did not proceed as the majority of property owners did not want the service extended to Petterd Road.	

Collaborate with neighbouring councils seeking to establish regional organics processing solutions.	Regional Organics Processing Facility.	Ongoing discussions with neighbouring Councils on a "Expression of Interest" for a regional organics processing facility. The EOI was advertised on 17 August with a closing date of 18 September 2019.  Nine submissions were made from potential service providers with a number of differing processing methods.  Service providers presented their proposal to Council officers during January. A shortlist of companies will be invited to tender for the services based on these proposals.	
Review viability of implementing kerbside FOGO collections.	Advertising and media releases.	Website, Newspaper, social media and mail out to affected property owners.	
Expand participation in product stewardship (takeback) schemes at Council facilities.	Stewardship Programs.	Ongoing consultation with service providers to expand the range and number of locations for stewardship schemes	
3.Best practice and resource r	recovery infrastructure		
Review viable options for Barretta transfer station to accommodate new kerbside services and best practice recommendation (including tip shop services).Upgrade transfer stations to support best practice recommendations.	Barretta Review.	Ongoing reviews and benchmarking to ensure best practise outcomes.	
Perform public place litter and recycling bin stations audits across municipality and review against best practice.	Public Place bin audits.	Ongoing, public place recycling bin enclosures have been install along Kingston Beach with the contamination monitored by the collection contractor	
Install additional stations and/or upgrade existing bin installations at priority sites.	Public place bins are being upgraded to 240 litre capacity as identified.	Public place waste and recycling bin enclosures have been install along Kingston Beach  Number of customer service complaints.	
	Installation of public place recycling bins.	Increased recycling rates.	

4.Efficient and sustainable go	vernance		
Adopt KPI's and targets for the operation and management of Council transfer stations.	Transfer station KPI's	Developed as part of the Council user agreement.	
Implement Kingborough Council policy and procedures for setting waste gate fees aligned with the user pays principle.	Fees and charges.	Set as part of the budget process.	
Implement waste data management system, to: record and report performance; inform decision making and provide greater transparency to the community.	Data management system	Ongoing as new contracts commence. Waste data has been expanded to include public place bin data for the mainland and Bruny Island public place bin servicing.	
5.Effective community engage	ement		
Roll out ongoing and periodic measurement of community satisfaction with waste services.	Waste services survey	Ongoing, surveys, social media	
Develop a waste avoidance and new/expanded services education program.	Kerbside collection calendar.	Kerbside collection calendar was delivered with the 2019-20 rates notices.	
	A draft concept garden plan has been developed for Barretta to promote home composting.	Construction of the concept garden.	
Expand participation in product stewardship (takeback) schemes at council facilities.	Advertising and media releases.	Website, Newspaper and social media.	
Investigate the causes and effects of illegal dumping and littering across the municipality.	Illegal dumping.	Consultation with the Council compliance unit to address illegal dumping at the Gordon camping ground.	
Expand and improve recycling at Council run or supported events.	Event recycling.	Ongoing, continue to support and promote the Waste Wise Policy at Council run events. Purchase of 240 litre bin lids for general waste, recycling and organics collection at Council events.	

## E INFRASTRUCTURE WORKS REPORT: FEB-MAR-APR 2020

## **Contracted Capital Projects**

## Brightwater Road reconstruction – Stage 2

Stage 2 of the Brightwater Road construction is about to commence, continuing from the recent Stage 1 work. The full reconstruction works will extend up to Wynnstay Court. This work was awarded to Duggans Pty Ltd, who also undertook the Stage 1 work.

## 2. Tabors Road culvert upgrade

Culvert upgrade and road realignment of the Tabors Road crossing has been completed by Duggans, vastly improving the safety and functionality of this section of road. The larger twin culverts will reduce the frequency of water overtopping the road in larger rain events, improving access and reducing repair and maintenance costs. Sight distance and widening of the road around this corner will also improve traffic safety along the road.





## 3. Talone Road reconstruction

The Talone road reconstruction is underway. Works are being carried out by Bullock Civil Contracting, who also undertook the adjacent Powell Road reconstruction in 2018. Works have commenced from the eastern end and will work progressively to the west.

The Talone Road/Blowhole Reserve fence installation will also be undertaken generally in conjunction with these works. Commencement of that project is currently subject to receipt of permits from Aboriginal Heritage Tasmania.



## 4. Tyndall Beach foreshore

Coastal protection works to stabilise the erosive shoreline adjacent the Tyndall Beach carpark have been completed by Syrinx Environmental.

Due to the particularly mobile characteristics of this area, being an alluvial flood plain influenced by both river currents and tidal flows, these works have been performed as a trial utilising soft landscaping and stabilising solutions – in preference to concrete and rock. This natural aesthetic has been well received.

As a trial site, the outcomes are being monitored and assessed by Syrinx on a monthly basis, which will continue over the next 12 months. To-date the works have been performing

in line with desired expectation, with minor maintenance or repairs being carried out as required.





## 5. Kelvedon Oval changerooms

The Kelvedon Oval changerooms are nearing completion. The construction has gone generally in accordance with plans, though with some delays creeping in over the last few weeks as supply chain issues have materialised. The completed facility will provide a high level of service for users of the ground.



## 6. Taroona Crescent stormwater - Stage 1

The Taroona Crescent Stormwater upgrade works (Stage 1) have recently been awarded to Duggans. Scheduling of these works is yet to be confirmed but commencement is likely late May or June. This will be coordinated in conjunction with other works Duggans are undertaking. Once dates are confirmed, notification to residents will occur.



## 7. Algona Road and Blackmans Bay Shopping Centre stormwater

Tenders have been received for the construction of the stormwater upgrades proposed in the vicinity of Algona Road and Blackmans Bay Shopping Centre. Completion timeframes will remain dependant on selection and workloads of the appointed Contractor.

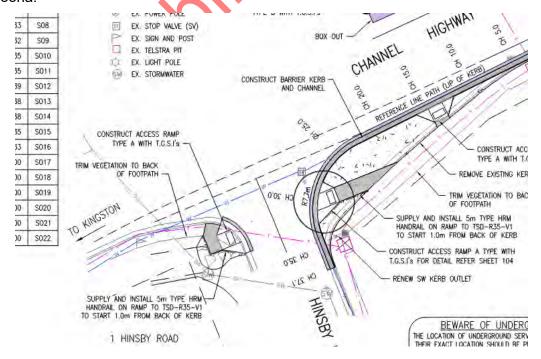


## 8. Burwood Drive stormwater

Quotations for this project were recently invited, and works subsequently awarded to Duggans Pty Ltd. This work will be undertaken in conjunction with their construction of the adjacent Brightwater Road project.

## 9. Hinsby Road pedestrian improvements

Quotations for this project were recently invited, and works subsequently awarded to JDM Pty Ltd. This work is scheduled for completion during May and will see improvements to pedestrian access across the intersection of Hinsby Road and Channel Highway at Taroona.



## 10. Barretta leachate pump station

After lengthy discussions and negotiations with Taswater for connection approval, final designs have now been developed and signed off for the leachate pump station at the Barretta Landfill Site. This will enable the safe off-site disposal and treatment of leachate from the site, which would otherwise need to be trucked off-site for disposal, or risk overflow to receiving environmental waters.

Whilst leachate volumes have historically been managed within the site through irrigation and evaporation methods, extended wet periods have reduced the effectiveness of this option and seen levels progressively rise; with overflow consequences being a concern. Whilst those options will remain, the ability to pump away as required will significantly reduce risks and costs.

## **Non-Council Projects**

## 11. Bruny Island Boat Club – foreshore stabilisation

In line with earlier discussions with representatives from the Bruny Island Boat Club, Council staff are currently working with Burbury Consulting to finalise a suitable design for the requested foreshore protection works. The design consists primarily of a rock armour solution extending south from the BIBC facility, shaped to take account of the various tide and swell factors at the site.

Upon finalisation of the design, along with final clarity around Planning Authority or Crown permit requirements a likely construction budget will be available for subsequent sourcing of funds. Council's commitment to this project remains the completion of the design.

## Works Department – Works Recently Completed (Mainland Kingborough)

12. Alum Cliffs track – upgraded steps (Capital).





13. Pelverata Road as part of Pelverata Road upgrade – new kerb and channel (Capital):





14. Summerleas Road / Kingston View Drive – footpath construction (Capital):





15. Huon Road near Longley Hotel and Millhouse Road – upgraded stormwater road crossings:





16. Dru Point – new puppy area fence:



17. Tyndall Beach carpark – NRM work to prepare for new turf:



18. Blackmans Bay Beach – stormwater outfall:





Before After

- 19. Kingston Beach pontoon removal.
- 20. Proctors Road, Kingston rubbish removal:



21. Roslyn Avenue and Carita Road – roadside garden removed to improve site lines:



22. Nubeena Crescent, Taroona – exclusion zone work:



## **Works Department – Works Recently Completed (Bruny Island)**

- 23. Lighthouse Road, Cloudy Bay Road, Church Road, Lockleys Road, Main Road (Department of State Growth) maintenance grading.
- 24. Main Road, North Bruny drain cleaning / culvert cleaning after storm event (maintenance).
- 25. Apollo Bay Road resheeted and culvert lengthened:



- 26. Killora Road, Church Road, Lighthouse Road culvert maintenance/cleaning.
- 27. Missionary Road and Adventure Bay Road guardrail repairs/installation:





28. Main Road and Wooreddy Road intersection – replacement guardrail installed:





- 29. Adventure Bay Road shoulder repairs/reinstatement.
- 30. Lockleys Road weather station pad installation and associated clearing:





31. Main Road, Dennes Point – tree branch removal – Department of State Growth (PWA):





Before After

32. Main Road, Bruny Island – surface repairs – Department of State Growth (PWA):





)

## Works Department – Works Underway / Planned (Mainland Kingborough)

- 33. Batchelor Way kerb and footpath replacement (Capital).
- 34. Roslyn Avenue / Wells Parade access ramps (Capital).
- 35. Alfred Gardens traffic island replacement (Capital).
- 36. Mountain View Drive footpath and steps (Capital).
- 37. Hickmans Road gravel resheeting, drain cleaning and culvert upgrade (Capital).
- 38. Slatterys Road gravel resheeting with minor road widening on some corners and drainage improvements (Capital).
- 39. Maudsleys Road and Allens Rivulet Road junction culvert upgrade.
- 40. Leslie Road culvert extension in order to maintain road shoulder width.
- 41. Milfords Road culvert upgrade.
- 42. General stormwater and footpath defect repairs (all areas)

## Works Department – Works Underway / Planned (Bruny Island)

- 43. Adventure Bay Road culvert extensions to improve and maintain shoulder width (Capital).
- 44. Lockleys Road weather station installation (Capital).
- 45. Lighthouse Road drain cleaning (maintenance).
- 46. Main Road, Lighthouse Road, Cloudy Bay Road grading (maintenance).
- 47. Faded signage replacement (all areas, maintenance).
- 48. Adventure Bay Road shoulder reinstatement (maintenance).

## F COUNCILLOR'S ATTENDANCE AT MEETINGS AND WORKSHOPS FOR THE PERIOD 1 JULY 2019 - 31 MARCH 2020

The following table details Councillor attendances at Council meetings, S.23 Committees and Workshops during the year.

	Соц	ıncil	Special	Meetings	Audi	t Panel	Worl	kshops	Leave of Absence Approved during the period
	Number Held	Number Attended	Number Held	Number Attended	Number Held	Number Attended	Number Held	Number Attended	
Mayor Cr Dean Winter	17	16	1	1	3		20	18	13/8/2019 - 18/8/2019
Deputy Mayor Cr Jo Westwood	17	17	1		3		20	18	
Cr Richard Atkinson (resigned 13/8/2019)	3	2	1			)X	4	2	13/7/2019 - 5/8/2019
Cr Sue Bastone	17	17	1		3		20	18	6/12/2019 - 20/12/2019; 17/3/2020 - 3/4/2020
Cr Gideon Cordover (elected 26/8/2019)	10	14	1	1	ر		10	12	
Cr Flora Fox *	17	13	1	1	3	4	20	15	3/2/2020 - 26/4/2020
Cr David Grace	17	13	1	1	3		20	3	
Cr Amanda Midgley	17	17	1	1	3		20	19	
Cr Christian Street *	17	17	1	1	3	3	20	16	12/11/2019 - 18/11/2019; 15/1/2020 - 22/1/2020
Cr Steve Wass	17	16	1	1	3		20	16	
Cr Paula Wriedt	17	14	1	1	3		20	15	5/9/2019 - 9/9/2019; 26/1/2020 - 3/2/2020

Note: Special Meetings also includes the Annual General Meeting

Council Minute C390/14-12 determined that Councillor Attendance and Approved Leave of Absences be reported.

<sup>\*</sup> Audit Panel Member

## G COUNCILLOR ALLOWANCE AND EXPENSE TABLE FOR THE PERIOD 1 JULY 2019 TO 31 MARCH 2020

						Councille	or Expenses			
Councillor	Mayoral Allowance \$	Deputy Mayoral Allowance \$	Councillor Allowance \$	Mileage Claimed \$	Mayor's Vehicle Mileage S	Bruny Ferry \$	Internet & Telephone \$	Conference & Meeting Attendance \$	Code of Conduct \$	Total \$
Mayor Cr Winter	55,874	-	22,351	-	5,627	108	-	562	-	\$ 84,522
Deputy Mayor Cr Westwood	=	15,530	22,351	-	-	-	372	-	-	\$ 38,253
Cr Atkinson	-	-	3,478	-	-	-	-	-	-	\$ 3,478
Cr Bastone	-	-	22,351	-		38	-	-	-	\$ 22,389
Cr Cordover	-	-	17,924	-	-	-	-	-	-	\$ 17,924
Cr Fox	-	-	22,351	1,500	_	38	1,068	1,169	-	\$ 26,126
Cr Grace	-	-	22,351	2,008	_	266	1,249	136	-	\$ 26,010
Cr Midgley	-	-	22,351	-	-	-	-	-	-	\$ 22,351
Cr Street	-	-	22,351		-	-	-	-	-	\$ 22,351
Cr Wass	-	-	22,351	-	-	-	-	-	-	\$ 22,351
Cr Wriedt	-	-	22,351	-	-	-	-	-	-	\$ 22,351
Code of Conduct Complaints			つく						4,367	\$ 4,367
TOTAL	\$ 55,874	\$ 15,530	\$ 222,560	\$ 3,508	\$ 5,627	\$ 450	\$ 2,689	\$ 1,867	\$ 4,367	\$ 312,472

## NUMBER OF CODE OF CONDUCT COMPLAINTS

	Nu	mber of Comp	laints	C	ost of
	Number	Upheld	Dismissed		nplaints
2018/19	4	0	4		
2019/20				\$	4,367

NOTE: Four complaints were lodged in 2018/19, but not invoiced until 2019/20.

#### Notes:

- Bruny Ferry = cost of fares at \$38 per trip from 01/11/2018
- Council Minute C390/14-12 determined that Councillor Allowances and Expenses paid under the "Payment of Councillors Expenses and Provision of Facilities" Policy be reported.
- Bruny Ferry costs are also included as required in Minute GF101/6-12

## H DONATIONS TABLE FOR THE PERIOD 1 JULY 2019 TO 31 MARCH 2020

## **MAYORAL DONATIONS**

NAME	AM	IOUNT	DESCRIPTION
Taroona Football Club	\$	100.00	Donation to Quiz Night
Miss Alyssa Lee	\$	100.00	National Gym Clubs Carnival
Miss Chloe Short	\$	100.00	National Gym Clubs Carnival
Landcare Tasmania Inc	\$	300.00	Mayors Donation Towards Conference
Reconciliation Council of Tasmania	\$	200.00	Mayors Donation Towards Aboriginal Festival
South Channel Ratepayers Assoc	\$	400.00	Hire of Portable Toilets
Kingborough Dog Walkers Assoc	\$	200.00	Launch of Dog Owners Handbook
Kingborough Community Missions	\$	500.00	Work Associated with the Disadvantaged
Margate Primary School	\$	200.00	Athletics Carnival Donation
Kingston Fire Brigade	\$	200.00	Fundraiser BBQ and Car Wash
Toby Barrett	\$	100.00	Contribution - Voyage Fees for Windward Bound
Jireh House Association	\$	309.00	Contribution to advertising fees
Woodbridge School	\$	100.00	School Citizenship Award 2019
Taroona Primary School	\$	100.00	School Citizenship Award 2019
Taroona High School	\$	100.00	School Citizenship Award 2019
St Aloysius Catholic College	\$	100.00	School Citizenship Award 2019
St Aloysius Catholic College	\$	100.00	School Citizenship Award 2019
Southern Christian School	\$	100.00	School Citizenship Award 2019
Snug Primary School	\$	100.00	School Citizenship Award 2019
Margate Primary School	\$	100.00	School Citizenship Award 2019
Kingston Primary School	\$	100.00	School Citizenship Award 2019
Kingston High School	\$	100.00	School Citizenship Award 2019
Illawarra Primary School	\$	100.00	School Citizenship Award 2019
Calvin Christian School	\$	100.00	School Citizenship Award 2019
Calvin Christian School	\$	100.00	School Citizenship Award 2019
Bruny Island District School	\$	100.00	School Citizenship Award 2019
Blackmans Bay Primary School	\$	100.00	School Citizenship Award 2019
Jenna Shaw	\$	200.00	Contribution - Fundraising for Medical Costs
Reconciliation Council of Tasmania	\$	400.00	Contribution - Dark Emu Festival
KC Allstars Fundraising Committee	\$	100.00	Contribution - Cheerleading Team Competition 2020
Margate Primary School	\$	132.40	Signs for 'The Basics' project
Huntingfield Pony & Riding Club	\$	200.00	Contribution to the disposal of jumps
Kingborough Chronicle	\$	73.70	Advert for Mangle Laundrette
Intrepid Foundation	\$	100.00	Help the Kelp Art Auction
Lions Club of Kingborough Inc	\$	350.00	Snug Anzac Day Event *Please note this has been refunded
Robert Sheers	\$	168.50	Reimb costs Kingborough Bike Treasure Hunt
	\$	5,933.60	

Annual Budget \$ 5,000.00

## **COUNCIL POLICY DONATIONS**

NAME	<b>AMOUNT</b>	DESCRIPTION
Harry Page	\$ 100.00	Contribution to AFL Nat Schoolboy Champs
Lola de Kramer	\$ 100.00	Contribution to SSA Hockey Championship Costs
Miss Matilda Lange	\$ 100.00	Contribution to Aus Primary School Cross Country Champs
Flynn Caro	\$ 200.00	World Age Gym Championships Contribution
Amber French	\$ 200.00	Contribution - World Trampolining Championships
Matthew French	\$ 200.00	Contribution - World Trampolining Championships
Miss Niamh Bawle	\$ 100.00	Contribution - U16 Basketball Tas Championships
Sophie Newton	\$ 200.00	Contribution - Crimson Ed Tour 2020
	\$ 1,200.00	
Annual Budget	\$ 10,000.00	

Council makes Donations under section 77 of the *Local Government Act 1993* which states that "Council may make a Grant .. for any purpose it considers appropriate". "The details of any grant made .. are to be included in the annual report of the council"