

Kingborough

PUBLIC AGENDA

This Agenda is provided for the
assistance and information of members
of the public.

COUNCIL AGENDA

NOTICE is hereby given that an Ordinary meeting of the
Kingborough Council will be held in the Civic Centre, Kingston on
Monday, 9 December 2019 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. 24 to be held on Monday, 9 December 2019 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

3 December 2019

TABLE OF CONTENTS

Item	Page No.
Open Session	
1 Apologies	1
2 Confirmation of Minutes	2
3 Workshops held Since Last Council Meeting	2
4 Declarations of Interest	2
5 Transfer of Agenda Items	2
6 Questions Without Notice from the Public	2
7 Questions on Notice from the Public	3
7.1 Suncoast Walking Track	3
7.2 North Roslyn Avenue Petition Report	3
7.3 Kingston Park Implementation Report - October 2019	3
7.4 Land Disposal	4
7.5 Employees Code of Conduct	5
7.6 Planning and Development	5
8 Questions Without Notice from Councillors	7
9 Questions on Notice from Councillors	7
9.1 Community Hub	7
9.2 Environmental Offset Fund	7
9.3 Water Supply Stickers	8
10 Officers Reports to Planning Authority	11
10.1 Delegated Authority for the Period 13 November 2019 to 26 November 2019	11
10.2 DA-2019-546 - Development Application for Two Wall Signs Attached to Existing Fences at 82 Wisbys Road, North Bruny for Free Spirit Pods	14
11 Motions of Which Notice has been Given	30
11.1 Halls Track Road	30
12 Petitions Still Being Actioned	30
13 Petitions Received in the Last Period	31
13.1 New Hydra-Therapy Swimming Pool Similar to Beach Road Orchard Pool in Margate	31

TABLE OF CONTENTS

Item		Page No.
14	Officers Reports to Council	32
14.1	Kingborough Draft Local Provisions Schedule (Tasmanian Planning Scheme)	32
14.2	Bruny Island Boat Club Petition	39
14.3	North Roslyn Avenue	69
14.4	O'Briens Road Maintenance	116
14.5	Kingborough Waste Services – Director Appointment and Remuneration	119
14.6	Independent Audit Panel Member	122
14.7	Proposed New Road Names	124
15	Information Reports	127
15.1	Mayor's Communications	127
16	Confirmation of Items to be Dealt With in Closed Session	128

AGENDA of an Ordinary Meeting of Council
Kingborough Civic Centre, 15 Channel Highway, Kingston
Monday, 9 December 2019 at 5.30pm.

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.

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.

ATTENDEES

Councillors:

Mayor Councillor D Winter
Deputy Mayor Councillor J Westwood
Councillor G Cordover
Councillor F Fox
Councillor D Grace
Councillor A Midgley
Councillor C Street
Councillor S Wass
Councillor P Wriedt

Staff:

1 APOLOGIES

Cr Sue Bastone

2 CONFIRMATION OF MINUTES

MOVED
SECONDED

That the Minutes of the open session of Council Meeting No. 23 held on 25 November 2019 be confirmed as a true record.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

3 WORKSHOPS HELD SINCE LAST COUNCIL MEETING

2 December - Planning Review

4 DECLARATIONS OF INTEREST

In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015* and Council's adopted Code of Conduct for Councillors, 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.

5 TRANSFER OF AGENDA ITEMS

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

6 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

7 QUESTIONS ON NOTICE FROM THE PUBLIC

7.1 Suncoast Walking Track

At the Council meeting on 25 November 2019, **Mr John Maynard** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

Sections of the track above the southern end of the beach and around the Flowerpot Reserve are in a very poor condition with the geo-fabric underlay exposed in many places and decomposing to add to unnecessary environmental pollution. To my knowledge there has been no track service maintenance in this area over the five years that we have lived in the area. What plans and timelines does Council have to address the poor and deteriorating state of this walking track in these sections above the southern end of Blackmans Bay beach?

Officer's Response:

Council officers have inspected the track and will make any necessary repairs shortly.

David Reeve - Executive Manager Engineering Services

7.2 North Roslyn Avenue Petition Report

At the Council meeting on 25 November 2019, **Ms Tricia Ramsay** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

In response to questions from the last Council meeting that sought clarification on how the 2017 and 2018 sets of speed data could be classified as similar, given they are clearly not, the council officer identified an issue with the 85th percentile stating that there was a minor difference between the two. GHD's draft report made no mention of this factor. Could the officer clarify what the 85th percentile speeds were on Roslyn Avenue in 2018?

Officer's Response:

The traffic counts undertaken on Roslyn Avenue in 2017 and 2018 were undertaken at different points in the network. However, the 2018 count was most reflective of the study area for GHD's consideration as it included the surrounding network. Although the site locations for the traffic counters varied on the Roslyn Avenue leg between 2017 and 2018 both clearly showed a similar pattern with the 85th percentile speed exceeding the legal limit of 50km/hr. In 2018 this was 51.5km/hr and in 2017, 55.1km/hr.

David Reeve - Executive Manager Engineering Services

Mr Ray Westwood submitted the following questions on notice:

7.3 Kingston Park Implementation Report - October 2019

The report states:

"3.5 Public Parking

Temporary public parking is currently provided within Kingston Park. This amount of free all-day public parking will not be provided within the eventual development. Council is not

obliged to provide expensive public land for people to park their cars all day at no cost. It is a very inefficient use of land, particularly when the lost opportunities for alternative uses are considered. As the whole community is subsidising a benefit being gained by a few individuals, a user-pays system is ultimately the only fair option."

Is Council contemplating the introduction of parking meters at Kingston Park and in the general Kingston CBD? In accordance with the park and ride principles for traffic management adopted by the Greater Hobart Councils, is the Kingston Park decision an acceptable public policy?

Officer's Response:

No decision has been made on the introduction of paid parking within Kingston Park. As determined by Council (11 November 2019), it is proposed to "further develop the proposal to institute paid parking within the new (temporary) Kingston park parking area and provide a more detailed report on how this will be implemented and communicated publicly". The types of issues that would need to be considered are described in paragraphs 4.66 to 4.70 of the Agenda report.

The Greater Hobart councils have not specifically adopted "park and ride principles for traffic management", however the Hobart City Deal Implementation Plan makes it clear that the provision of suitable park and ride facilities is an essential component of the Kingston Congestion Package. All of the advice to date that Council has received (including from the Department of State Growth) is that such park and ride facilities (where free all day parking is provided) should not be located within the Kingston central area.

Tony Ferrier - Deputy General Manager

7.4 Land Disposal

The Land Release Strategy produced by NAVIRE provides the necessary blueprint for Council to follow in staging the sale of land within Kingston Park. It strikes an appropriate balance between low risk/low return options, compared to high risk/high return options. It is based on a 'post pre-sales' approach, where land is only sold after both a planning permit for the proposed development and pre-sale commitments are obtained. This should enable the land to be sold for a higher amount (increasing revenue to Council), without imposing unacceptable risks.

Is the pre-sale commitment policy to be adopted by Traders in Purple to be in accordance with normal pre-sale finance requirements in multi-unit development. If so, will the rate of uptake of pre-sale commitments throughout the project determine the timing of annual principal and interest due to the State Government on outstanding finance?

Officer's Response:

This pre-sale commitment policy is in accordance with Council's adopted Land Release Strategy for Kingston Park and as prepared and recommended by Council's Principal Property Consultant. Council has been fortunate to obtain access to borrowings through the Accelerated Local Government Capital Expenditure Program (ALGCEP) which provides an interest free period of five years. On maturity Council will repay the ALGCEP debt from the proceeds of land sales.

Tony Ferrier - Deputy General Manager

Ms Tricia Ramsay submitted the following question on notice:

7.5 Employees Code of Conduct

It is noted that the 'Employees Code of Conduct' – an administrative policy – quotes an ancillary document, the 'Disciplinary Policy and Procedure (Employees)'. Is this latter document another administrative policy, and if it is, could it be uploaded to Council's webpage for the benefit of transparency?

Officer's Response:

The Employee Disciplinary Administrative Policy and Procedure is an internal administrative policy and is approved by the General Manager. The policy is based on a template provided by the Local Government Association of Tasmania. The administrative policy covers employees of the Council and does not cover or apply to Councillors. A copy of the policy has been uploaded on Council's webpage.

Pene Hughes - Executive Manager Organisational Development

7.6 Planning and Development

Notwithstanding the advice provided in response to questions by John Maynard in Agenda 25/11/2019, and with reference to the 5 development applications below, please advise the following:

- 1. The date that each application was made valid.*
- 2. The date listed as being the date on which a decision was made on each application.*
- 3. The actual date that the planning permit documents were posted or emailed to the applicant.*
- 4. The Council's opinion on the number of assessment days taken to process each application, minus the number of days where the clock was suspended due to additional information requests.*

Reference Number	Address	Development
DA-2018- for Peter Monachetti	2-6 Beach Road Kingston Beach	Restaurant
DA-2018-164	18 Waterworth Drive, Margate	Addition to Warehouse
DA-2019-39	42 Channel Highway, Kingston	Car Park
DA-2018-61	Lot 2 Roberts Road, Kaoota	Dwelling
DAS-2018-19	12 Bonnie Vale Drive, Howden	Subdivision

Officer's Response:

DA Number	Date Application Valid	Decision Date	Date Documents posted	Number of Assessment Days	Comments
DA-2018-601	20/11/2018	15/3/2019	18/3/2019	60	The recommendation of the officer was not supported in its entirety due to detrimental impacts of streetscape, heritage values and the unnecessary and onerous requirements on the applicant. The officer was on leave therefore not available to resolve the concerns. Therefore the Manager contacted the applicant and worked together with the applicant to achieve a better outcome. The applicant was well aware that the 42 day period had passed but was happy to work together to get a better outcome for all parties. The application was approved.
DA-2018-164	9/4/2018	20/6/2018	20/6/2018	41	Decision made within 42 days. The application was approved.
DA-2019-39	19/2/2019	15/5/2019	15/5/2019	75	Decision was made outside of 42 days but applicant was aware of delays and discussions had been had with applicant around concerns to do with the application and the need for appropriate conditions to ensure that the development met the requirements of the planning scheme. The original officer's report did not adequately deal with these issues. The application was approved.
DA-2018-61	4/4/2018	20/3/2019	22/3/2019	50	It is not clear why this application was overdue (* refer note below). It is not clear if the applicant was made aware of the delays or any reason for it. The application was approved
DAS-2018-19	17/9/2019	16/1/2019	22/1/2019	80	The applicant provided a written agreement to an extension of time to make a decision until 16 January 2019 and therefore the decision was made in time. The application was approved.

* The officer handling each of the five Development Applications subject to this question is no longer employed by Kingborough Council

Tasha Tyler-Moore - Manager Development Services

8 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

9 QUESTIONS ON NOTICE FROM COUNCILLORS

9.1 Community Hub

At the Council meeting on 25 November 2019, **Cr Wass** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

I thank Mr Smee for his response to my question on page 4 but maybe I wasn't clear enough. I wanted the month by month figures and that is the amount earned and not necessarily the amount of payment received. Could I please have those figures?

Officer's Response:

The monthly breakdown of income for the Community Hub is as follows:

May	\$4,000
June	\$536
July	\$714
August	\$1,227
September	\$959
October	\$2,096

Daniel Smee - Executive Manager Governance & Community Services

9.2 Environmental Offset Fund

At the Council meeting on 25 November 2019, **Cr Cordover** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

Our Biodiversity Offset policy says that financial offsets are calculated at a rate of up to \$500 per tree of very high conservation value up to \$250 for high conservation value trees. Why were these rates set to only \$500 and have we considered adopting the City of Melbourne tree valuation tool or the itree valuation tool or the carbon accounting model tool which significantly increased the value of each of these high conservation value trees?

In terms of the time scale that we are talking about with planting trees from environmental offset value, has consideration been put into the fact that some of these very high conservation value trees that are being destroyed are well over 100 years old sometimes maybe 200 years old and does the time scale for this Environmental Offset Policy taken into account that we are denying many future generations trees because they are being destroyed.

Officer's Response:

Biodiversity offsets are used by Council to compensate for the loss of trees of high conservation value when options to avoid these impacts have been exhausted and it is still considered desirable for other economic or social reasons for the trees to be removed. The Biodiversity Offset Policy is not used as a means of justifying biodiversity loss, rather as a means to generate a positive gain from an inevitable loss. Indirect offsets (financial contributions) are acceptable where the losses are small and it can be demonstrated that there will be a more significant and strategic conservation outcome by pooling the funds, as has been done through the Kingborough Environmental Fund.

The offset rates were reviewed in 2016 as part of a general review of the Biodiversity Offset Policy. No changes were proposed for the per tree offset rate of up to \$500/tree of high conservation value. The rate was historically set on an estimate of the cost of replacing the tree, based on the theory of a 5:1 ratio. That is, where five seedlings are planted and maintained, it is likely that at least one of these will make it to maturity.

The City of Melbourne tree valuation model is based on placing a financial value on the many benefits of a tree, some of which are irreplaceable in our lifetime. Council's current approach is much more simplistic in the way that a single rate is applied to most high conservation trees despite differences in species, size, location, age, health and so on. So whilst a single rate does not reflect a valid economic value of the tree, or factor in the time it would take for the offset plantings to mature and fulfil the same function as the trees removed, it does provide a reasonable, practical and consistent approach for the community. It simply reflects the cost of replacing and maintaining a similar tree to maturity.

There may be merit in reviewing these rates and investigating alternative tree valuation tools, particularly where the trees are performing multiple functions, including carbon sequestration, contribution to vegetation corridors and visual landscapes and amenity such as shade and wind protection. However this review would need to factor in the different contributions of trees in different landscapes.

In summary, tree valuation tools are incredibly useful as they identify and place a financial value on the many social, economic and environmental values that trees generate. This allows trees to be considered on a more even footing with other assets in cost benefit analyses. The application of these methods to determine the offset rate for each high conservation tree removed on private land would however add to the financial impact of the scheme on the community.

Jon Doole – Manager Environmental Services

9.3 Water Supply Stickers

At the Council meeting on 25 November 2019, **Cr Cordover** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

A firefighter explained how helpful it was for residents to display a Tasmanian fire service water supply sign on their water tank. These signs are big white signs with a 'W' on them with a red background and they identify for firefighters the water points so that when firefighters arrive on a property they can quickly connect to a water source and appropriate coupling. Since 90% of homes in Kingborough are at bushfire risk, is it possible to send these water supply signs out to residents for free with their rates notices?

Officer's Response:

The Tasmania Fire Service (TFS) has an approved standard sign which is intended to be used to indicate the location of a static water supply on private property for firefighting purposes as shown.

Static water supplies are supplies that are independent from the mains water supply system such as swimming pools, tanks and dams. Static water supplies may be vital sources of water for firefighters, especially in areas where reticulated or 'town water' systems are not available.

The 'W' sign is also used to identify which tank on a property is specifically set aside for firefighting use as opposed to tanks which are used for drinking water. It is necessary to make this distinction because when firefighting hoses are connected to drinking water tanks there is a high chance the tank will become contaminated with firefighting foam residue which will render that water unsafe for drinking.



An example of how the water tank sign should be placed

Recent changes to the building in bushfire prone areas legislation require that firefighting water supplies are identified in new buildings with the 'W' sign. There is no requirement for existing houses to retrofit this 'W' sign.

The standard 'W' signs are not intended to be used as a general sign on the front of properties to indicate the presence of a static water supply to passing brigades.

Programs to identify properties with static water supply do exist in other states (for example the NSW Rural Fire Service has Static Water Supply program that supplies free *Static Water Supply* signs for display on property boundaries so that they can be seen from the road by fire crews in an emergency). Whilst the placement of such signs on front fences does assist brigades in triaging properties during bushfire emergencies, the TFS does not currently have a program to identify and mark existing houses with water supply signs installed on property frontages.

Apart from the issue of funding such a program it is not as simple as allowing interested property owners to erect the signs. The signs should only be used where the location of the water supply meets the *TFS Guidelines for Firefighting Water Supplies*. The guidelines are necessary to ensure that water supplies are adequate, accessible and reliable. (For example, the guidelines stipulate a minimum amount of water that must be available (10000L) and take into account requirements for fire truck clearances, turning bay widths and maximum hose length distance).

To avoid the installation of 'W' signs in locations which may not be suitable, the distribution of 'W' signs would need as a minimum to be accompanied by a fact sheet that outlines the minimum requirements of TFS.

The cost associated with purchasing the 'W' signs is currently \$33 per sign (if supplied by Tas Fire Equipment). The Bushfire Program is currently not funded to offer this service. In addition the specific criteria required by The Tasmania Fire Service Guidelines to correctly apply the signs means the Fire Service are best placed to administer any such program.

Jon Doole – Manager Environmental Services

OPEN SESSION ADJOURNS

PLANNING AUTHORITY IN SESSION

Planning Authority commenced at

10 OFFICERS REPORTS TO PLANNING AUTHORITY

FILE NO 17.170
DATE 26 NOVEMBER 2019
OFFICER TASHA TYLER-MOORE – MANAGER DEVELOPMENT SERVICES

10.1 DELEGATED AUTHORITY FOR THE PERIOD 13 NOVEMBER 2019 TO 26 NOVEMBER 2019

The following are matters that have received delegated approval from the Manager – Development Services for the period 13 November 2019 to 26 November 2019.

DEVELOPMENT APPLICATIONS FOR PERMITTED DEVELOPMENT/USE

DA-2019-565	Ms N Amey 45 Harvey Street ALONNAH	Change of use from residential to visitor accommodation
DA-2019-571	Mr K & Mrs J Baker 24 Cherrywood Road LOWER SNUG	Change of use from dwelling to visitor accommodation
DA-2019-597	Mrs J A Spencer 315 Missionary Road BARNES BAY	Change of use from residential to visitor accommodation (ancillary dwelling only)

DEVELOPMENT APPLICATIONS FOR DISCRETIONARY DEVELOPMENT/USE

DA-2019-233	Mr J Douglas Lot 1 Adventure Bay Road ADVENTURE BAY	Three visitor accommodation cabins and outbuilding (amenities)
DA-2019-247	Channel Construction & Joinery 3755 Channel Highway BIRCHS BAY	Dwelling
DA-2019-320	Wilson Homes Tasmania P/L 20 Eleni Avenue KINGSTON	Dwelling
DA-2019-347	All Urban Planning P/L 'Kingston Park', 42 Channel Highway KINGSTON	Temporary sales office
DA-2019-357	Mr P D Stary 47 Delta Avenue TAROONA	Extension to dwelling
DA-2019-380	G Hills & Partners Architects 61 Slattery's Road ELECTRONA	Alterations to garage to habitable living

DA-2019-424	Tassie Homes P/L 13 Eleni Avenue KINGSTON	Dwelling
DA-2019-413	G J Gardner Homes Hobart West 5 Apolline Drive KINGSTON	Dwelling
DA-2019-421	Mr E Richardson 22 Eleni Avenue KINGSTON	Dwelling
DA-2019-443	Systembuilt Homes 4426 Bruny Island Main Road LUNAWANNA	Visitor accommodation
DA-2019-466	Tassie Homes P/L 6 Panoramic Drive KINGSTON	Dwelling
DA-2019-487	Direen Homes 26 Kingsgate Circle HUNTINGFIELD	Dwelling
DA-2019-492	Mrs E & Mr J Halton 22 Derwent Avenue MARGATE	Dwelling and outbuilding (shed)
DA-2019-507	Ms R L Oakley 8 Riverdowns Drive MARGATE	Outbuilding (shed)
DA-2019-520	Mr C Clinton 3 Lewan Avenue KINGSTON	Ancillary unit
DA-2019-522	Wilson Homes Tasmania P/L 3 Apolline Drive KINGSTON	Dwelling
DA-2019-544	Wade Allen Carpentry 238 Tinderbox Road TINDERBOX	Outbuilding (gazebo)
DA-2019-554	Mrs L Izmirian 16 Dillons Road ALONNAH	Change of use from residential to visitor accommodation
DA-2019-586	Direen Homes 12 Guthrie Street KINGSTON	Retaining wall

DEVELOPMENT APPLICATIONS FOR SUBDIVISION/BOUNDARY ADJUSTMENT

DAS-2019-16	Mr R & Mrs J Haba 21 & 23 Dayspring Drive and 19 Merediths Road MARGATE	Subdivision of two lots and balance and boundary adjustments
DAS-2019-29	James McEldowney Surveying 50 McKenzies Road LESLIE VALE	Subdivision of three lots

DAS-2019-33	Lark & Creese 112 Roslyn Avenue BLACKMANS BAY	Subdivision of one lot and balance
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DEVELOPMENT APPLICATIONS FOR STRATA

STR-2019-22	Mr T Tang 131 Redwood Road KINGSTON	Strata plan – units 1,2,3 & 4
STR-2019-31	Mrs J & Mr P Demartino 28 Gourlay Street BLACKMANS BAY	Strata of units 1 & 2

DEVELOPMENT APPLICATIONS FOR NO PERMIT REQUIRED

DA-2019-499	Prime Design 23 Apolline Drive KINGSTON	Dwelling
DA-2019-615	Mr M Esguerra 4 Manor Gardens KINGSTON	Outbuilding (carport)

RECOMMENDATION

MOVED
SECONDED

That the report be noted.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

FILE NO DA-2019-546
 DATE 9 DECEMBER 2019
 OFFICER LAUREN O'BRIEN – PLANNING OFFICER
 ENDORSED BY TASHA TYLER-MOORE – MANAGER DEVELOPMENT SERVICES

10.2 DA-2019-546 - DEVELOPMENT APPLICATION FOR TWO WALL SIGNS ATTACHED TO EXISTING FENCES AT 82 WISBYS ROAD, NORTH BRUNY FOR FREE SPIRIT PODS

Application Reference Number:	DA-2019-546
Applicant:	Free Spirit Pods
Owner:	Mr G J Deutscher
Subject Site:	82 Wisbys Road, North Bruny
Certificate of Title Number:	CT 127376/3 (PID: 1791019)
Recommendation:	Approval subject to conditions
Proposal:	Two wall signs attached to existing fences
Use Class/Category:	Visitor accommodation
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zone:	Environmental Living
Codes:	E3.0 Landslide E6.0 Parking and Access E7.0 Stormwater Management E10.0 Biodiversity E11.0 Waterway and Coastal Protection E16.0 Coastal Erosion Hazard E23.0 On-site Wastewater Management E25.0 Local Development
Discretions:	Clause 14.4.5 – Environmental values (A1) Clause E17.6.1 – Use of signs (A1) Clause E17.7.1 – Standards for signs (A1 and A2)
Public Notification:	Public advertising was undertaken between 13 November 2019 and 26 November 2019 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i>
Representations:	Four (4) objections: (a) Lighting is not appropriate (b) Access to Coastal Reserve and the fences do not have approval (c) Location of sign five is not within the subject site's boundary (d) Purpose of sign six is unclear and unnecessary (e) Design and size of the fences and signs does not suit the locality (f) Impact on Aboriginal heritage within the subject site (g) Conflicts with the landscape.

1 PROPOSAL

1.1 DESCRIPTION OF PROPOSAL

A retrospective development application has been received for two wall signs attached to existing fences at 82 Wisbys Road, North Bruny (the subject site). The proposed wall signs advertise an existing visitor accommodation use at the site which was approved in May 2018 (DA-2017-537).

A wall sign is defined under Clause E17.3 of the Kingborough Interim Planning Scheme 2015 (the Scheme) as “A sign painted on or attached parallel to the wall of a building or fence surrounding a building.”

The submitted application was originally for six signs, including one tourist information sign, three ground base signs and two wall signs (refer to Plate 1). Following assessment against the Scheme, it was identified that signs 1 to 4 are prohibited under the Scheme as the signs would not relate directly to the site they are located on. The signs may be assessed under Council’s Roads, Parking and Stormwater By-Law 4 of 2011, administered by Council’s Engineering Department. As a result, the applicant removed signs 1 to 4 from the application.

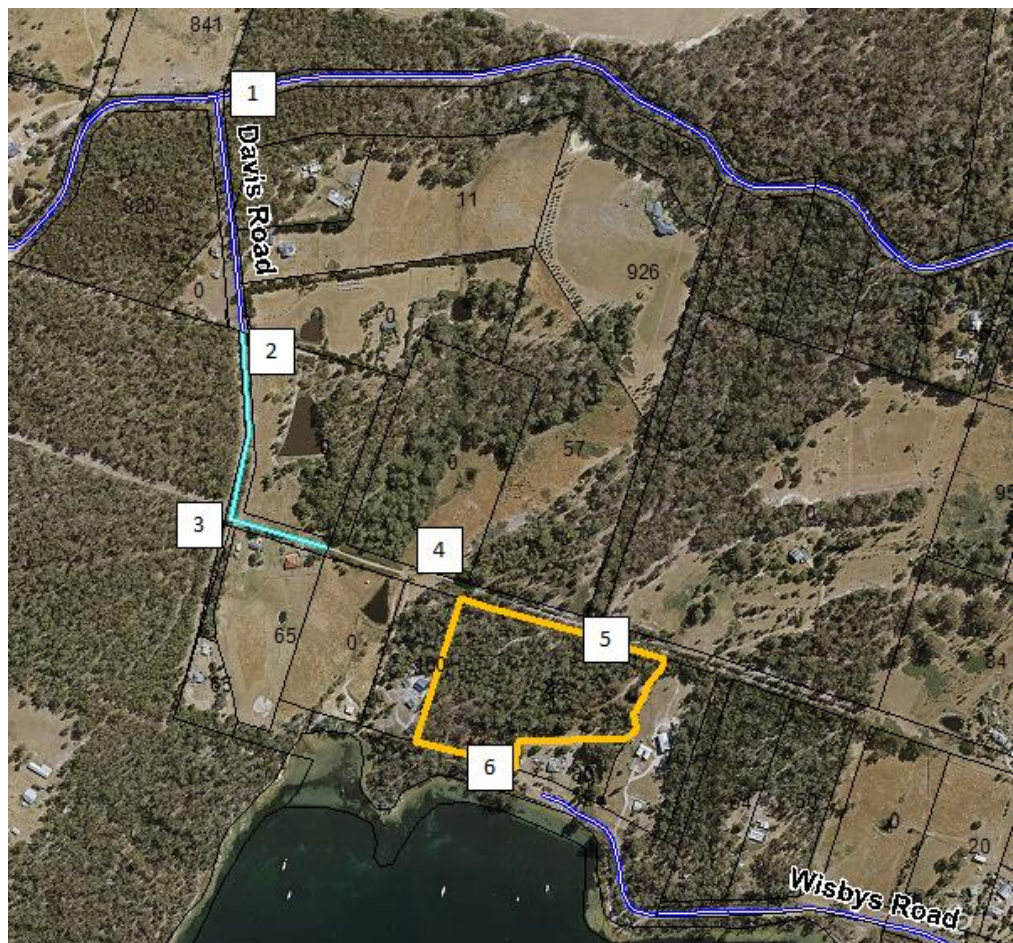


Plate 1: Original proposal for six signs with the subject site shown in yellow
(Image from Council's GIS System)

The two remaining signs, signs 5 and 6, are located along the entrance to 82 Wisbys Road and facing the Coastal Reserve (refer to Plate 2).

Sign 5 consists of a wall sign that is separated by a black wooden post along the existing timber fence and reads 'free spirit pods welcome'. The sign has a combined length of 4.9m and a height of 0.53m, being 2.597m² in area (refer to Plate 3). Two reflective discs are located on the left hand side of the sign and three solar powered down lights are located on each pillar between the sign for vehicles entering the site in the evening.



Plate 2: Location of proposed wall signs with the subject site shown in yellow
(Image from Council's GIS System)



Plate 3: Sign 5 (Photo taken 9 October 2019)

Sign 6 consists of a wall sign that is located on an existing timber fence and reads 'free spirit pods'. The sign has a length of 2.9m and a height of 0.53m, being 1.537m² in area (refer to Plate 4).



Plate 4: Sign 6 (Photo taken 13 November 2019)

Following a site inspection, it was noted that a small wall sign is located to the right hand side of sign 5 and two small wall signs are located to the left hand side of sign 6. The signs measure 40cm x 20cm each and provide details for visitors to access the property (refer to Plate 5). The signs are constructed in metal with an orange background and white text.



Plate 5: Small visitors signs along the front and rear boundaries (Photo taken 13 November 2019)

Signs 5 and 6 are constructed with timber and weathering steel that has a rusted finish and contain a blue wren in the word 'spirit'.

The application was referred to the Tasmania Parks and Wildlife Service (Parks and Wildlife) as the governing body of adjoining land. Parks and Wildlife provided comments regarding the proposal which have been included in the public consultation and representation items.

1.2 Description of Site

The subject site has an area of 3.639 hectares and has direct access from West Street (a Crown road reserve). The subject site contains a single dwelling, two visitor accommodation cabins and an outbuilding (storage and laundry). The site is predominantly covered with mature native vegetation which is protected with a Part 5 Agreement (E149323).

2 ASSESSMENT

2.1 State Policies and Act Objectives

The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

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

2.2 Strategic Planning

The relevant statements associated with the Scheme are as follows:

Clause 14.1.1 Zone Purpose Statements for the Environmental Living zone

14.1.1.2 To ensure development is reflective and responsive to the natural or landscape values of the land.

14.1.1.3 To provide for the management and protection of natural and landscape values, including skylines and ridgelines.

14.1.1.5 To provide for limited community, tourism and recreational uses that do not impact on natural values or residential amenity.

The proposal complies with the abovementioned statements as sign 5 and 6 are designed to blend into the landscape, the signs are attached to existing fences to reduce the amount of disturbance caused to the landscape and relate to an existing visitor accommodation business.

2.3 Statutory Planning

The use is categorised as Visitor Accommodation under the Scheme which is a Permitted use in the Environmental Living zone. The proposal has been assessed against Clause 14.4 'Development standards for buildings and works' in the Environmental Living zone and E17.0 Signs code. 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:

Environmental Living Zone Clause 14.4.5 – Environmental values

Acceptable Solution	Performance Criteria	Proposal
A1 - Development must be located within a building area on a plan of subdivision.	P1 - The application is accompanied by an environmental management plan for the whole site, setting out measures to be put in place to protect flora	As the development is not located in a building area on a plan of subdivision, the proposal must be assessed against the performance criteria.

	and fauna habitats, riparian areas, any environmental values identified as part of a site analysis, and identify measures to be used to mitigate and offset adverse environmental impacts.	
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The application was referred to Council's Environmental Planner who advised that the proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- an environmental management plan was submitted for the whole site and identify measures to protect flora and fauna habitats and other environmental values and measures to be used to mitigate and mitigate adverse environmental impacts. These measures predominantly relate to mitigation measures implemented during construction of the dwelling and visitor accommodation (now complete), landscaping and ongoing weed and vegetation management. An additional submission was provided which clarified the illumination of the signs, the purpose of the illumination and the potential impacts of this illumination on environmental values;
- the merit of the sign 5 and lighting along the front boundary (West Street) is supported providing the lights are baffled to reduce light emission from the subject site boundaries and the lights are turned off between 9.00pm to 6.00am. A condition should be included to this effect; and
- the need for guests to locate the property from Wisbys Road is unclear given there is no authorised vehicular or pedestrian access to the property from Wisbys Road. The main purpose of sign 6 is therefore considered to be as an advertising sign. While sign 6 is considered acceptable in this location, the lighting associated with the advertising sign is considered inappropriate given the subject site is located in a natural environment which adjoins a Coastal Reserve and is zoned Environmental Management. Lighting in this area has the potential to impact on nocturnal species and detract from the amenity of the area. Therefore, a condition is recommended for inclusion in any permit issued requiring the lighting of sign 6 on the Coastal Reserve to be removed.

Signs Code

Clause E17.6.1 – Use of signs

Acceptable Solution	Performance Criteria	Proposal and compliance
A1 - A sign must be a permitted sign in Table E.17.3.	P1 - A sign must be a discretionary sign in Table E.17.3.	Walls signs have a discretionary status in the Environmental Living zone as listed in Table E17.3 and therefore meets the requirements of the Performance Criteria.

Signs Code

Clause E17.7.1 – Standards for signs

Acceptable Solution	Performance Criteria	Proposal
A1 - A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	<p>P1 - A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape; (b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; (c) be constructed of materials which are able to be maintained in a satisfactory manner at all times; (d) not result in loss of amenity to neighbouring properties; (e) not involve the repetition of messages or information on the same street frontage; (f) not contribute to or exacerbate visual clutter; (g) not cause a safety hazard. 	<p>Table E17.2 requires wall signs to have an area no more than 2m². As sign 5 has a proposed area of 2.597m², sign 5 does not comply with the sign standards of Table E17.2.</p> <p>All proposed signs are wall signs which have a discretionary status in the Environmental Living zone as listed in Table E17.3.</p>

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

- sign 5 has been constructed with materials that blend into the landscape and the fence, being predominately constructed in timber and weathering steel. The sign does not dominate the streetscape as the natural tones blend into the surrounding environment and because it is flush with an existing structure that has a height less than 1.5m. Additionally, the smaller sign is not clearly visible from West Street as it is partially located behind the fence pillar (refer to Plate 6).
- sign 5 itself would not cause an unreasonable loss of amenity to the neighbouring properties as it is constructed in natural tones and sits flush against a fence. The lighting may cause some loss of amenity due to the lack of external lighting in the North Bruny area and can be addressed in a lighting condition as previously mentioned in this report; and
- sign 5 and the smaller wall sign do not repeat the same message. Sign 5 indicates the name of the visitor accommodation business operating from the site and the smaller sign provides contact details to allow entrance to the property.



Plate 6: sign 5 and smaller wall sign along entrance of the subject site. The photograph is taken from the entrance of the driveway (Photo taken 13 November 2019)

Signs Code

Clause E17.7.1 – Standards for signs

Acceptable Solution	Performance Criteria	Proposal
<p>A2 - The number of signs per business per street frontage must comply with all of the following:</p> <p>(a) maximum of 1 of each sign type;</p> <p>(b) maximum of 1 window sign per window;</p> <p>(c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;</p> <p>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit;</p> <p>(i) Building Site,</p> <p>(ii) Name Plate,</p> <p>(iii) Newspaper Day Bill,</p> <p>(iv) Open/Closed,</p> <p>(v) Real Estate,</p> <p>(vi) Street Number,</p> <p>(vii) Temporary Sign.</p>	<p>P2 - The number of signs per business per street frontage must:</p> <p>(a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;</p> <p>(b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;</p> <p>(c) not involve the repetition of messages or information.</p>	<p>Two wall signs are proposed along the entrance of the subject site, including one large sign (sign 5) and a smaller metal sign.</p> <p>Three wall signs are proposed along the rear boundary fence facing the Coastal Reserve, including one large sign (sign 6) and two small metal signs.</p>

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

- the proposed signs blend into the fence and landscape (refer to Plate 7). Given the size of the smaller signs and the construction materials of the larger signs, minimal visual clutter is caused from the proposed signage; and
- the proposed signs do not repeat the same message on one frontage.



Plate 7: View of sign 6 from the walking track along the Coastal Reserve
(Photo taken 13 November 2019)

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 13 November 2019 to 26 November 2019). Four representations were received during the public exhibition period. The following issues were raised by the representors:

2.5.1 Lighting is not appropriate

The lighting is discussed in the application assessment.

2.5.2 Access to Coastal Reserve and the fences do not have approval

Access from the subject site to the Coastal Reserve and the existing fence do not form part of the application. It is noted that the fences are below 1.5m in height and have a uniform transparency of at least 30%. The installed fences would not require planning approval under the Scheme providing they are located on the boundary.

2.5.3 Location of sign 5 is not within the subject site's boundary

It is unclear from the submitted documents whether sign 5 has been erected in the subject site or Crown road reserve. As a result, a condition is recommended on any

planning permit granted requiring a survey plan to be completed to determine whether the sign is wholly located within the subject site. Should the sign and fence be located outside the subject site, the condition must require the applicant to relocate the sign and fence entirely within the property boundary.

2.5.4 Purpose of sign 6 is unclear and unnecessary

The purpose of sign 6 is to advertise the business to pedestrians along the walking track. The Scheme does not require a purpose for a sign to be erected. The Scheme only requires that the sign relates to the subject site.

2.5.5 Design and size of the fences and signs do not suit the locality

As previously mentioned the erected fences do not form part of this application. Signs 6 and the three smaller signs meet the dimension and area requirements of Table E17.2 of the Scheme. Sign 6 is 0.597m² larger than the area requirements. As sign 5 is separated by a pillar and is angled along the fence, the sign is considered appropriate for the locality and context of the subject site.

2.5.6 Impact on Aboriginal heritage within the subject site

The subject site is not listed as a heritage place or within a heritage precinct or cultural landscape precinct under Code E13.0.

A search of the Aboriginal Heritage Property Search Database indicates that Aboriginal relics may be registered on the subject site; however, this does not form part of Code E13.0 and is a matter that requires addressing with Aboriginal Heritage Tasmania.

2.5.7 Conflicts with the landscape

Signs 5 and 6 are constructed in natural tones and do not detract from the landscape, as seen in Plate 7. The small sign next to sign five is considered minor in scale and size and is deemed acceptable for the subject site. The two smaller signs next to sign six are recommended to be removed through a condition on any planning permit granted, which is discussed in section 2.7 Other Issues.

2.6 Other Issues

2.6.1 Pedestrian access

The proposed smaller signs along the rear boundary fence identify the contact and access details for the subject site. The applicant has previously been advised that no approval has been granted for direct pedestrian access from the subject site across the Coastal Reserve to the existing formed track on the Reserve. Consequently, the gate installed on this boundary was required to be permanently screwed shut prior to commencement of the visitor accommodation and residential uses on the site. It is apparent from site visits that this gate has been reopened and this access is being used.

As no access is approved from the rear boundary to the Coastal Reserve it is considered that the smaller signs would encourage pedestrians to walk between the track and site boundary in order to read the small signs. As a result, a condition is recommended on any planning permit granted requiring the two small signs along the rear boundary to be removed, as pedestrian traffic is not permitted along the section between the walking track and boundary fence and the signs are too small to read from the walking track.

Additionally, it is recommended that an advice note be included in any planning permit granted advising that no approval of the gate or pedestrian access is approved as part of this application.

3 CONCLUSION

The proposed signage is considered to comply with the Acceptable Solutions and Performance Criteria of the Scheme. It is therefore recommended that a planning permit be granted subject to conditions.

4 RECOMMENDATION

MOVED
SECONDED

That the Planning Authority resolves that the retrospective development application for two wall signs attached to existing fences at 82 Wisbys Road, North Bruny for Free Spirit Pods 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-2019-546 and Council Plan Reference No. P2 submitted on 10 October 2019. 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. A survey plan must be submitted for endorsement by the Manager Development Services to confirm that sign five and the existing fence are wholly located within the lot boundary within three (3) months from the date of this Permit.

Should the fence and sign five be located within the Crown road reserve, the sign and fence must be relocated within the lot boundary. Plans submitted and endorsed will form part of the approval plans of this Permit.

3. The exterior lighting along the front boundary fence (West Street) must be baffled to reduce light emissions from the boundary, to the satisfaction of the Manager Development Services and must be turned off between 9.00pm and 6.00am.

The exterior lighting along the rear boundary (Coastal Reserve) must be removed within three (3) months of the date of this Permit.

4. The two small wall signs along the fence boundary must be removed within three (3) months of the date of this Permit.
5. No felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is approved as part of this planning permit.

ADVICE

- A. In accordance with section 53(5) of the Land Use Planning and Approvals Act 1993 this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.

- B. This Permit does not approve any pedestrian access from the Coastal Reserve to the subject site.

Direct pedestrian access from the development site to the Coastal Reserve must not occur without the written consent of the Manager Development Services. This consent will only be provided where all relevant permit requirements of Council and the Crown have been obtained and complied with.

- C. To assist visitors locating the subject site by the street address, you may wish to consider contacting Council's Rates Department to change the street address in order to avoid GPS systems directing visitors to the rear boundary of the site.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

Attachments:

1. Assessment checklist
2. Signage plans (2)

ATTACHMENT 1 – ASSESSMENT CHECKLIST

ZONE PROVISIONS

Scheme requirement	Compliance/Comments
Environmental values (Cl.14.4.5) <ul style="list-style-type: none"> A1 – Development is located within a building area on a plan of subdivision 	A1 – does not comply - the signs are not located in a building area on a plan of subdivision.

Note: Zone requirements not listed in this checklist have been assessed as not being relevant to the assessment of this application.

CODE PROVISIONS

Scheme requirement	Compliance/Comments
E17.0 Signs Code	
Use of signs (Cl. E17.6.1) <ul style="list-style-type: none"> A1 – a sign must be a permitted sign A2 – a sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed. A3 – a sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a statutory sign. A4 – an illuminated sign must not be located within 30 metres of a residential use, except if a statutory sign.	A1 – does not comply – the proposed wall signs are considered discretionary in the Environmental Living zone. A2 – N/A – the signage is related to an existing visitor accommodation use at the subject site. A3 – complies – the signage would be stationery and not including flashing, moving or changing parts. A4 – complies – the signage would not be illuminated; however, down lights are proposed on the wall signs.
Standards for signs (Cl. E17.7.1) <ul style="list-style-type: none"> A1 – a sign must comply with the standards listed in Table E17.2 and be a permitted sign in Table E17.3. 	A1 – does not comply – all proposed signs are discretionary in the relevant zones. Sign 5: Height is level with fence, area is 2.597m ² Sign 6: height is level with fence, area is 1.537m ²
<ul style="list-style-type: none"> A2 - The number of signs per business per street frontage must comply with all of the following: <ul style="list-style-type: none"> (a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of 	A2 – does not comply – three wall signs are proposed along the front boundary. Two wall signs are proposed along the rear boundary.

<p>signs on that frontage is 3;</p> <p>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6.</p> <p>except for the following sign types, for which there is no limit;</p> <p>(i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.</p> <ul style="list-style-type: none"> • A3 - Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign. • A4 - Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting. 	<p>A3 – complies – the proposed signs would not obscure drivers' views.</p> <p>A4 – complies – the proposed signs would not resemble statutory signs.</p>
<p>Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precincts or Cultural Landscape Precincts (Cl. E17.7.2)</p> <ul style="list-style-type: none"> • A1 – No acceptable solution 	<p>A1 – N/A – the subject site is not listed as a heritage place or within a heritage precinct or cultural landscape precinct under Code E13.0.</p>
<p>Other codes:</p> <p>The following codes also apply to the subject site; however, the codes do not require assessment as the proposal does not include any buildings, works or subdivision, or the signage is not located within the overlay:</p> <ul style="list-style-type: none"> • E1.0 Bushfire-Prone Areas Code; • E3.0 Landslide Code; • E6.0 Parking and Access Code; • E7.0 Stormwater Management Code; • E10.0 Biodiversity Code; • E11.0 Waterway and Coastal Protection Code; • E16.0 Coastal Erosion Code; • E23.0 On-site Wastewater Management Code; and • E25.0 Local Development Code. 	

Note: Codes not listed in this checklist have been assessed as not being relevant to the assessment of this application.



Sign 5

Location: UP "WEST ST" - TOWARDS Private Entry Point.
- 43.118211 147.341783

Dimensions: 3m x 53 1.9 x 53

Details: FRONT ENTRY GATE - PRIVATE PROPERTY.

FREE SPIRIT PODS - WELCOME



Sign 6

Location: WALKING TRACK-END WISBY RD. -43.119743 147.34108

Dimensions: 2.9 x 53

Details: END WISBY RD - PRIVATE PROPERTY SIGN.

PLANNING AUTHORITY SESSION ADJOURNS

OPEN SESSION RESUMES

Open Session of Council resumed at

11 MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

11.1 Halls Track Road

The following Notice of Motion was submitted by **Cr Grace** :

MOVED Cr Grace
SECONDED

That a report be prepared into options and costs (both capital and ongoing) of reopening sections of Halls Track Road to all vehicles.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

Background

Recently I was contacted by a resident who advised that during a medical emergency an ambulance was unable to get to a residence at Halls Track Road and a 4WD ambulance had to be sent.

Officer's Response:

A report can be provided.

David Reeve - Executive Manager Engineering Services

12 PETITIONS STILL BEING ACTIONED

A report in response to the petition headed 'Save the Bruny Island Boat Club' can be found at page 39 of this Agenda.

13 PETITIONS RECEIVED IN THE LAST PERIOD

13.1 NEW HYDRA-THERAPY SWIMMING POOL SIMILAR TO BEACH ROAD ORCHARD POOL IN MARGATE

A petition containing 540 signatures has been received by Council petitioning Council to:

Source a hydra-therapy pool for rehabilitation and swimming to address injury, illness, chronic health conditions, general health and wellbeing and 'social connection' in Kingborough.

MOVED
SECONDED

That the petition containing 540 signatures be received and referred to the appropriate Department for a report to Council.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

14 OFFICERS REPORTS TO COUNCIL

FILE NO 17.228
DATE 26 NOVEMBER 2019
OFFICER TONY FERRIER – DEPUTY GENERAL MANAGER
ENDORSED BY GARY ARNOLD – GENERAL MANAGER

14.1 KINGBOROUGH DRAFT LOCAL PROVISIONS SCHEDULE (TASMANIAN PLANNING SCHEME)

1 PURPOSE

Strategic Plan Reference

Key Priority Area	3	Sustaining the natural environment whilst facilitating development for our future
Strategic Outcome	3.4	Best practice land use planning systems are in place to manage the current and future impacts of development

- 1.1 The purpose of this report is to seek Council's endorsement of the Kingborough draft Local Provisions Schedule (Kingborough draft LPS) for submission to the Tasmanian Planning Commission (TPC).
- 1.2 The following attachments are provided with this report:
- Attachment A: Kingborough draft Local Provisions Schedule
 - Attachment B: Kingborough draft Local Provisions Schedule – zone and overlay maps
 - Attachment C: Guideline No.1 Local Provisions Schedule: zone and code application
 - Attachment D: Draft Local Provisions Schedule Approval Process
 - Attachment E: Kingborough draft Local Provisions Schedule Supporting Report

2 BACKGROUND

- 2.1 In 2015, the Tasmanian Government amended the Land Use Planning and Approvals Act 1993 (LUPAA) to introduce a single state-wide planning scheme. The Tasmanian Planning Scheme is made up of two parts: the State Planning Provisions (SPPs) and Local Provisions Schedules (LPSs).
- 2.2 The SPPs were declared by the Minister for Planning on 22 February 2017 and came into effect on 2 March 2017 following a period of public consultation, public hearings and recommendations by the TPC.
- 2.3 The Minister for Planning did write to all planning authorities advising that it is was aim that all LPSs be submitted to the TPC by 30 June 2019. By the end of October 2019, 20 councils had submitted their LPSs to the TPC. The completion of this Kingborough draft LPS has been delayed due to other work pressures and the Strategic Planning Officer position becoming vacant, first in July 2018 and then again at the end of August 2019.

3 STATUTORY REQUIREMENTS

- 3.1 It is proposed that Council endorse the Kingborough draft LPS (Attachments A and B) for submission to the TPC under section 35(1) of LUPAA.
- 3.2 The preparation of the Kingborough draft LPS is being undertaken in accordance with the process set out in Part 3A of LUPAA. An overview of the assessment/approval process post-submission to the TPC is outlined in the flowchart found at Attachment D.
- 3.3 Section 34(2) of LUPAA, requires an LPS to:
- contain all the provisions specified by the SPPs;
 - be in accordance with section 32 of LUPAA (which outlines how the LPS is constructed);
 - further the objectives set out in Schedule 1 of LUPAA;
 - be consistent with each State policy;
 - be consistent with the relevant Regional Land Use Strategy;
 - be consistent with Council's strategic plan;
 - be consistent with, as far as practicable, the LPS provisions of neighbouring Councils, and
 - have regard to the safety requirements set out in the standards prescribed under the *Gas Pipelines Act 2000*.
- 3.4 It is likely that the TPC will require editorial modifications to the Kingborough draft LPS prior to exhibition. It is therefore proposed that the Manager Development Services be given delegation to modify the Kingborough draft LPS if such a notice is received from the TPC under section 35(5)(b) of LUPAA (or agree to such modifications being undertaken by the TPC under section 35(5)(c)) and to also exhibit the Kingborough draft LPS in accordance with sections 35C and 35D of LUPAA.

4 DISCUSSION

- 4.1 In preparing and submitting its LPS, Council must demonstrate that the LPS complies with the requirements of LUPAA. The Council must determine the most appropriate zones to apply to land from the list of available zones in the SPPs and where to apply the relevant codes.
- 4.2 The TPC has also prepared Guideline No. 1 – Local Provisions Schedule: zone and code application (June 2018) (Guideline No. 1) under section 8A of LUPAA, which sets out additional rules for the application of zones and codes (Attachment C).
- 4.3 The Council must also determine whether over-riding local provisions are to be included in Particular Purpose Zones (PPZs), Specific Area Plans (SAPs) or Site Specific Qualifications (SSQs).
- 4.4 When including local provisions that substitute, modify or add to the SPPs, section 32(4) of LUPAA requires that the Council demonstrate that:
- the use or development to which the provision relates is of significant social, economic or environmental benefit to the State, region or municipal area; or

- the area of land has particular environmental, economic, social or spatial qualities that require unique provisions.
- 4.5 Schedule 6 *Savings and Transitional Provisions* of LUPAA provides for some existing provisions in Interim Planning Schemes to be carried forward directly to the LPS without the need for justification under Section 32(4). However, there are limitations as to the degree to which transitional provisions can be altered. The 'permitted alterations' are defined in schedule 6 of LUPAA (clauses 8B(3) and 8C(3)).
 - 4.6 These transitional arrangements enable (where appropriate) the transfer of existing planning scheme lists (such as heritage lists), site specific qualifications and some existing SAPs.
 - 4.7 The Kingborough draft Local Provisions Schedule Supporting Report (Attachment E) has also been drafted to accompany the Kingborough draft LPS. The Supporting Report provides justification of how the Kingborough draft LPS meets the requirements under sections 32 and 34 of LUPAA, Guideline No. 1 and the Southern Tasmania Regional Land Use Strategy 2010 – 2035 (STRLUS).
 - 4.8 In addition to this, Council has updated the Kingborough Land Use Strategy (May, 2019). This constitutes a general background report, as well as providing a local interpretation of the STRLUS, justification for the way land is to be zoned in the LPS and as a guide for rezoning proposals in future years. It performs a similar function as that of its predecessor (December, 2013) which supported the preparation of the Kingborough Interim Planning Scheme 2013. A copy of this Kingborough Land Use Strategy is available on Council's website.

Kingborough draft Local Provisions Schedule

- 4.9 The Kingborough draft LPS is comprised of zone and code overlay maps, lists relevant to codes, local area objectives, a PPZ, SAPs, and SSQs.
- 4.10 The preparation of the Kingborough draft LPS has essentially been a translation of the existing *Kingborough Interim Planning Scheme 2015* (KIPS2015). The most significant changes are outlined in the sections below. More detailed information is provided in the Supporting Report (Attachment E).

Zones

- 4.11 Some areas of the Low Density Residential Zone are proposed to be zoned General Residential due to existing settlement patterns, smaller lot sizes, proximity to a commercial centre and the removal of some previous development constraints (eg increased sewerage capacity within the new Blackmans Bay Wastewater Treatment Plant).
- 4.12 Land zoned Rural Living Zone has been divided into sub-categories A, B, C and D in accordance with the SPPs. The application of these sub-categories has been mainly based on the existing settlement pattern (eg lot sizes). This essentially retains the status quo in terms of development potential under the existing zoning in KIPS2015 and is in compliance with the STRLUS with respect to the affected rural areas.
- 4.13 The Environmental Living Zone and Rural Resource Zone under KIPS2015 have not been carried through into the SPPs. It is therefore necessary to zone land currently Environmental Living Zone or Rural Resource Zone to an appropriate and available zone in the SPPs. This new zone application has been done in accordance with Guideline No. 1 (Attachment C).

- 4.14 Land currently zoned Environmental Living Zone under KIPS2015 has been zoned to Landscape Conservation Zone, Rural Zone or Rural Living Zone. Land currently zoned Rural Resource Zone under KIPS2015 has been rezoned to either Agriculture Zone or Rural Zone, and in some instances Landscape Conservation Zone or Rural Living Zone.
- 4.15 While KIPS2015 does not contain any land zoned Significant Agriculture Zone, the Agriculture Zone has been applied to land in the Kingborough draft LPS. The application of the Agriculture Zone has been based on the land identified in the 'Land Potentially Suitable for Agriculture Zone' layer published on the LIST, while also having regard to an examination of local land condition and use.

Specific Area Plans

- 4.16 Some of the existing SAPs found in KIP2015 have been modified to the extent necessary to ensure consistency with the prescribed SPPs format and drafting instructions. These include the Kingston Green SAP and Margate Marina SAP.
- 4.17 The other existing SAP, the Former Kingston High School Site SAP, is currently the subject of a separate amendment application to the KIPS2015. This takes into account updated information (it was initially prepared over five years' ago) and the subsequent renewed vision for the site. The Former Kingston High School Site SAP has been renamed the Kingston Park SAP and a number of modifications made (eg the introduction of the Inner Residential Zone). The Kingborough draft LPS includes an equivalent version of this Kingston Park SAP prepared in accordance with the SPP requirements (rather than in the KIPS2015 format). This version may need to be amended to conform to any changes made during the current amendment process.
- 4.18 In addition to the existing SAPs, several new SAPs have been proposed. These relate to the Kettering Marina, Kingston Beach, and some of the low density residential areas within the municipality. These SAPs are included in order to protect the special characteristics of each of these areas and to retain (or at least not deviate too far from) the existing use and development standards within the KIPS2015.

Codes

- 4.19 Many of the proposed code overlay maps are translations of the existing overlay maps found in KIPS2015 – such as the Scenic Protection Code, the Electricity Transmission Infrastructure Protection Code and the Bushfire-Prone Areas Code.
- 4.20 The Kingborough draft LPS introduces a Parking Precinct Plan overlay and a Pedestrian Priority Street overlay. These two overlays are part of the Parking and Sustainable Transport Code. The areas to which these overlays are proposed to apply include the main high streets of the towns and villages found in the municipality. This code does not introduce prohibitively restrictive development provisions, but aims to ensure that access for pedestrians, cyclists and vehicles is safe and adequate.
- 4.21 The SPPs do not contain a Significant Trees Code however provision is made for a significant trees list in the Local Historic Heritage Code. The trees listed as significant trees in Table C6.5 *Significant Trees* are a transition of those trees listed as significant in the existing KIPS2015 Code.
- 4.22 The Kingborough draft LPS includes a Code list of local historic heritage places. Table E13.1 *Heritage Places* in KIPS2015 contains heritage places which are also found on the Tasmanian Heritage Register. These heritage places have not been transitioned to Table C6.1 in Kingborough draft LPS as local heritage places. However, they have

been included in Table C6.1 as permitted by Guideline No. 1, and have been identified as being on the Tasmanian Heritage Register.

- 4.23 An overlay map is provided for Local Historic Heritage Places, Local Historic Heritage Precincts, Places and Precincts of Archaeological Potential and Significant Trees. The places and precincts to which the Local Historic Heritage Code applies are primarily a translation of the lists under KIPS2015, aside from minor clarifications that enable improved identification.
- 4.24 In accordance with the Minister's Advisory Statement – Transitional Arrangements for Existing Provisions, 23 June 2017, a Statement of Local Historic Heritage Significance and Historic Heritage Values is not required for the local historic heritage places list in the Kingborough draft LPS. Further research will need to be undertaken by Council to populate the description, specific extent, statement of heritage significance and value of the local heritage places found in Table C6.1 *Local Heritage Places* in Kingborough draft LPS in the future.
- 4.25 The existing Biodiversity Code in KIPS2015 has been replaced by the Natural Assets Code which contains a new priority vegetation area overlay. The vegetation of local importance has been identified by mapping undertaken by Natural Resource Management Pty Ltd using the 'Regional Ecosystem Model' which is based on a complex layering of biodiversity values. The Southern Tasmania Council Authority engaged Natural Resource Management to run the model for each of the councils in the southern region in order to provide a consistent approach across all municipal areas. The Kingborough code overlay is therefore applied in a manner consistent with all other southern municipalities.

5 FINANCE

- 5.1 The preparation of the Kingborough draft LPS and involvement in the subsequent statutory process involves a considerable amount of staff time and resources. This is a considerable investment by Council in the future sustainable development of the municipality and is an essential statutory responsibility. The financial imposition on Council can be roughly equated to the cost of employing a full-time senior planning officer for about five years. The upcoming public exhibition period will be the most demanding and will require the very active involvement of a number of staff members – which is likely to have an impact on other work areas.

6 ENVIRONMENT

- 6.1 The SPPs contain a number of codes that address the potential impact of natural hazards and other environmental issues, including issues related to climate change in the Coastal Inundation Hazard Code and Coastal Erosion Hazard Code.

7 COMMUNICATION AND CONSULTATION

- 7.1 Councils are required to submit their draft LPS to the TPC for consideration prior to the public exhibition and assessment process. Following this initial assessment by the TPC (and any subsequent changes that need to be made), the Kingborough draft LPS will be placed on public exhibition for a 60 day period and members of the public will have the opportunity to make written representations.
- 7.2 The public exhibition process will include media advertising, explanatory media releases and a dedicated web page. Facebook and email communication will also be extensively utilised to ensure that as many people as possible are aware of the public release of the draft LPS. As well as this, it is proposed to conduct local drop-in sessions or public meetings. Staff will be available for one-on-one consultations. It is expected that there will be a high degree of public interest.

- 7.3 It is also proposed that property owners will be individually notified where it is apparent that there is likely to be a significant change to the use or development provisions that apply to their property. Similar notifications will be issued to those land owners that have in the past expressed an interest in proposed planning scheme changes.
- 7.4 It has not been considered necessary to conduct an informal consultation process prior to submission of the Kingborough draft LPS to the TPC. In most cases the LPS provisions are a translation of the provisions from the current planning schemes without any policy change. The next stage involves a lengthy statutory exhibition and hearing process. An informal consultation process would also require interested members of the public to engage in the process twice and has the potential to create confusion, misunderstandings of legal rights and delay the formal exhibition process.
- 7.5 Following the public exhibition period, Council will have the ability to reconsider the Kingborough draft LPS in the light of any representations received and make appropriate recommendations to the TPC.

8 RISK

- 8.1 There are no specific risks in proceeding with this matter. Council is obliged to prepare a LPS in order that future land uses and development can be appropriately regulated.
- 8.2 There is the potential risk that some potentially interested land owners are not made aware of the upcoming planning scheme changes. Council will be doing its utmost to ensure that this does not occur (see 7.2 and 7.3 above).

9 CONCLUSION

- 9.1 The purpose of this report is to seek Council's endorsement of the Kingborough draft LPS (Attachments A and B) for submission to the TPC.
- 9.2 Councils are required to submit their draft LPS to the TPC for consideration prior to the public exhibition and assessment process. The Kingborough draft LPS is comprised of zone and code overlay maps, lists relevant to codes, local area objectives, a PPZ, SAPs, and SSQs. The drafting of the Kingborough draft LPS has essentially been a translation exercise from the existing KIPS 2015.
- 9.3 Some zones which exist in the Interim Planning Schemes have not been carried through to the SPPs. In such cases, it has been necessary to ensure that the affected land has been included in a new zone that best meets the requirements of Guideline No. 1 – Local Provisions Schedule: zone and code application. This will usually reflect the existing or future land use, the local settlement pattern, environmental values and any special characteristics of the area. Due to the very standardised and mandatory nature of the SPPs, some SAPs are being proposed so as to retain existing KIPS2015 provisions and to reflect the unique character of some local areas.
- 9.4 The Kingborough draft Local Provisions Schedule Supporting Report (Attachment E) provides the rationale for the proposed zones, code overlays and overriding provisions. The Supporting Report contains several attachments that provide background information and they include:
- Attachment E1 Zone translation table
 - Attachment E2 Central Kingston Parking Strategy
 - Attachment E3 Kingston Beach Flood Study
 - Attachment E4 Tarooma Landslide Area

- Attachment E5 Kingston Park SAP Council report
- Attachment E6 Neighbourhood Character Study Report – Blackmans Bay

9.5 Due to the limited nature of the current LPS translation exercise, future work and research will need to be undertaken in the future. This is essentially an ongoing task and there are a number of areas where it is known that further amendments to the Kingborough LPS will be necessary (eg the Local Historic Heritage list). Land use planning is not static and this current exercise in preparing the Kingborough draft LPS is but one (albeit major) stage in strategic land use planning in the municipality.

10 RECOMMENDATION

MOVED
SECONDED

That Council:

- (a) resolve that it is satisfied that the Kingborough draft Local Provisions Schedule (Attachments A and B) meets the Local Provisions Schedule criteria prescribed in section 34 of the *Land Use Planning and Approvals Act 1993*;
- (b) endorse the Kingborough draft Local Provisions Schedule (Attachments A and B) and the Kingborough draft Local Provisions Schedule Supporting Report (Attachment E) for submission to the Tasmanian Planning Commission under section 35(1) of the *Land Use Planning and Approvals Act 1993*;
- (c) delegate, under section 6 of the *Land Use Planning and Approvals Act 1993*, the following powers and function to the General Manager and Manager Development Services:
 - i. Modify the Kingborough draft Local Provisions Schedule if a notice is received from the Tasmanian Planning Commission under section 35(5)(b) of the *Land Use Planning and Approvals Act 1993*, or agree to such modifications being undertaken by the Tasmanian Planning Commission under section 35(5)(c), and advise Council of any such modification;
 - ii. Exhibit the Kingborough draft Local Provisions Schedule in accordance with sections 35C and 35D of the *Land Use Planning and Approvals Act 1993*; and
 - iii. Represent Council at hearings held in response to representations made in relation to the Kingborough draft Local Provisions Schedule under section 35H the *Land Use Planning and Approvals Act 1993*.
- (d) endorse the intended public communication and consultation arrangements relating to the exhibition of the Kingborough draft Local Provisions Schedule, as detailed in section 7 of this report.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

FILE NO 2.95
DATE 27 NOVEMBER 2019
OFFICER DANIEL SMEE – EXECUTIVE MANAGER, GOVERNANCE & COMMUNITY SERVICES
ENDORSED BY GARY ARNOLD – GENERAL MANAGER

14.2 BRUNY ISLAND BOAT CLUB PETITION

1 PURPOSE

Strategic Plan Reference

Key Priority Area	3	Sustaining the environment, whilst facilitating development for our future.
Strategic Outcome	3.5	Management of environmental assets is based on professional advice and strategic planning.

1.1 The purpose of this report is to respond to a petition in relation to erosion of the foreshore in front of the Bruny Island Boat Club's clubrooms.

2 BACKGROUND

2.1 A petition, titled "Save Bruny Island Boat Club" and signed by 652 signatories, was received on 23 July 2019, requesting that Council:

- *Undertake immediate works at the Alonnah foreshore area (directly south of the Pontoon access road) in order to prevent further loss of the foreshore and the direct impact on the Bruny Island Boat Club's clubrooms.*
- *Furthermore, we petition that those works include the reclamation of foreshore lost over the past three years due to the inaction of representatives of the Kingborough Council.*
- *We strongly reject the Kingborough Council's position to relocate the Bruny Island Boat Club's clubrooms and not address the issue facing the Alonnah foreshore.*

3 STATUTORY REQUIREMENTS

3.1 The petition meets the requirements of Section 57 the *Local Government Act 1993* and Council is therefore required to determine any action to be taken in respect to its request.

4 DISCUSSION

4.1 The Bruny Island Boat Club received development approval to construct a facility on the foreshore at Alonnah, principally for the storage of boats and associated equipment in 2012.

4.2 The chosen location was a flat area of the foreshore reserve, owned by the Crown and subsequently licenced to Council for the purpose of public recreation.

4.3 The area in question was contained within a sub-lease from Council to the Boat Club associated with the Alonnah Pontoon. This document did not cover responsibility for maintenance of the foreshore or erosion issues.

- 4.4 The sub-lease expired in 2016 and was replaced by an agreement that focussed specifically on the arrangements for management of the pontoon.
- 4.5 Council's licence over the foreshore reserve was renewed in July 2018 and includes the following clause:

The Licensor is not responsible for any erosion mitigation or other works associated with the Licensed Area or with the protection or maintenance of the Licensee's personal property, buildings, structures, facilities, plant, equipment and services or other improvements.

- 4.6 In March 2013, correspondence was received from the Boat Club seeking clarity on ownership of the clubrooms. A response was provided as follows:

Generally, when buildings are erected on Council controlled land and the buildings are only accessible by the club responsible for the construction, the buildings remain under the jurisdiction of the club – in this instance the Boat Club. However, in the event of the club being disbanded the facilities then revert to Council.

- 4.7 Although Council subsequently agreed to include the asset on its insurance register as a gesture of support for the club, ownership of the asset has continued to sit with the Boat Club. This is consistent with other community groups that have constructed exclusive use facilities on Council owned or managed land.
- 4.8 Concerns in relation to foreshore erosion in front of the clubrooms have been raised by the Boat Club for a number of years but became heightened in May of this year when a combination of high tides and strong winds resulted in a loss of 1.4m of foreshore.
- 4.9 The Club subsequently put in a temporary structure in the form of large logs in an endeavour to prevent further erosion (as shown in the photo below). Whilst well intended, this action was undertaken without approval or professional advice and is now proving to be ineffective.



- 4.10 Advice received from Chris Sharples (a geoscientist specialising in coastal geomorphology) in relation to the current situation is as follows:

The logs that have now been left on the beach in front of the shed were installed to prevent further erosion. However they have no foundation and are unlikely to be effective as the wave action during storms does not merely create a scarp behind the beach but also lowers the beach profile itself with large amounts of sand being dumped offshore. This then returns at a later time by subsequent fair weather wave action. As such, any protective structure without a foundation is likely to shift during another storm event and will be quite ineffective in protecting the shoreline from future erosion.

- 4.11 The edge of the eroded bank is now 5.1m from the front of the clubrooms and there is genuine concern that without remediation works, the building will become undermined at some stage in the future.
- 4.12 As with any situation involving coastal erosion, the options available are to do nothing, retreat, or implement remediation measures. The latter may be hard-scape solutions (eg rock walls) or natural controls (eg revegetation).
- 4.13 Whilst there is an argument to suggest that retreating and relocation of the clubrooms is the most cost effective and appropriate option in this instance, this has been rejected by the Boat Club.
- 4.14 Given that doing nothing is also an unacceptable option, the only remaining option is to undertake remediation works. To this end, Council funded a report from Burbury Consulting that provided options in regard to foreshore protection (see attached).
- 4.15 The issue is now primarily one of responsibility for cost of the remediation works. Although it is Crown Land, the licence agreement makes it clear that the Crown is not responsible for mitigation works.
- 4.16 Asset protection arising from coastal erosion is a complex issue and Council has no specific policy in relation to this matter. However, past practice has been limited to remediation works that relate solely to the protection of Council assets.
- 4.17 The clubrooms are a Boat Club asset and it is appropriate that they meet the cost of the remediation works required to protect the building, with Council providing in-kind assistance through project management and technical advice.

5 FINANCE

- 5.1 The Burbury Report was commissioned by Council at a cost of \$6,041 and was funded out of the Coastal Hazards budget.
- 5.2 The remediation options identified in the report have been costed as follows:
 - Option 1: Armour rock protection - \$60,696
 - Option 2: Geobag protection - \$105,423
 - Option 3: Flexmat protection - \$116,864
- 5.3 It should be noted that the works would require development approval, the cost of which has been included in the above estimates.

6 ENVIRONMENT

- 6.1 Any environmental issues associated with the remediation works will be addressed as part of the development application and assessment process.

7 COMMUNICATION AND CONSULTATION

- 7.1 Council staff have been in communication with representatives from the Boat Club in relation to this matter.

8 RISK

- 8.1 As noted previously, there is a risk that the clubrooms will become undermined by further coastal erosion and become unsafe to use.

9 CONCLUSION

- 9.1 A petition has been received in relation to works required to protect the Bruny Island Boat Club's clubrooms from foreshore erosion.
- 9.2 Central to this issue is the question of responsibility for protection of the asset and in this regard, it is noted that the building was constructed by the Boat Club on Crown Land that is licenced by Council.
- 9.3 Protection of assets threatened by sea-level rise, storm events and associated coastal erosion is a complex issue that is likely to become more prevalent in the future.
- 9.4 Council's position to date has been to limit remediation works to situations in which there is a threat to Council owned infrastructure.
- 9.5 To take responsibility for works to protect an asset that is not owned by Council would set a precedent that would potentially expose Council to significant claims for similar works in the future.
- 9.6 Nonetheless, it is considered appropriate that Council provide assistance through project management and technical advice associated with any remediation works.

10 RECOMMENDATION

MOVED
SECONDED

That:

- a) The organisers of the petition titled the "Save Bruny Island Boat Club" be advised that Council will provide in-kind assistance through project management and technical advice in relation to the recommendations contained within the report on the erosion of the Alonnah Foreshore prepared by Burbury Consulting but will not undertake or fund the required remediation works; and
- b) A lease agreement be prepared to formalise the tenure of the clubrooms that provides clarity with respect to the future responsibilities of the Boat Club and Council.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					



PROJECT

Alonnah Shoreline Erosion & Protection Options

CLIENT

Kingborough Council

DATE

1 October 2019

→ burburyconsulting.com.au

CIVIL | STRUCTURAL | MARITIME

ENGINEERING & PROJECT MANAGEMENT

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Contents

1.	Introduction	1
2.	Site Assessment	2
2.1	Site Observations	3
2.2	Shoreline Erosion Causes	7
2.3	Historical Changes	7
3.	Embankment Stabilisation	10
3.1	Overview	10
3.2	Rock Armour Seawall	10
3.3	Elcorock Geobag Seawall	10
3.4	Flexmat	11
3.5	Cost Estimates	11
3.6	Recommendations	12
	Appendix A – Drawings	13
	Appendix B – Costings	14

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Document Status

Rev No.	Author	Status	Approved for Issue	
			Name	Date
0	J. Burbury	For Review	J. Burbury	3/10/19



1. Introduction

Kingborough Council (Council) engaged Burbury Consulting (Burbury) to inspect the coastal erosion of Alonnah Beach adjacent to the Alonnah boat harbour and Bruny Island Boat Club (BIBC) building and provide advice on the engineering options available for stabilisation of the shoreline areas.

The area has experienced more rapid coastal erosion from wave action at high tides such that the primary dune has eroded rapidly towards the southern end of the BIBC building. Interim measures of large timber logs have been installed by local groups that have likely resulted in slowing down the erosion however the site is still exposed to further erosion.

The extent of work outlined in this report included:

- Inspection of the site and observations;
- Review of the likely stability and risks for continual erosion;
- Presentation of engineering options for stabilisation and shoreline protection; and
- Provide preliminary sketches for options and construction costs for the works.

2. Site Assessment

The site is located at Alonnah on Bruny Island as outline in Figure 1 below.

Burbury undertook an investigation of the site including recording of the variability of vertical erosion and and extent of the erosion along the shoreline.

Figure 1 Locality





2.1 Site Observations

The extent of erosion on the shoreline of the Alonnah Beach is representative of extreme weather wave erosion combined with higher tides (low pressure systems) which allows for higher energy waves to propagate further into shore. Once wave action commences erosion on the primary dune (usually vegetated) and exposes the toe of the dune then progressive erosion can occur quite quickly either during the storm or subsequent storm events.

Southern Tasmania has experienced a number of significant low pressure storms in recent years (e.g. May 2018 rain and wind event). The combination of high tide conditions and wave action contributes to beach erosion, which is a natural process. Over longer periods of time (and without additional storm action) the dune will reshape.

The erosion is progressing close to the existing buildings and hence without primary protection will put these foundations and overall structures at risk. This is becoming a common trend around the coasts of Tasmania and Australia and in such instances options are regularly considered including:

- Primary protection – installation of seawall barriers; and/or including
- Beach renourishment – addition of sand to reform the dune and lift the beach profile to reduce exposure to storm wave activity.

The latter requires monitoring and likelihood for additional renourishment and hence is more commonly undertaken in conjunction with installation of primary seawall where infrastructure is potentially at risk from erosion.

The following observations were made from our site inspections:

- Extent of erosion commences from beach access, along the BIBC buildings and through to vegetation immediately adjacent to the public toilets;
- The timber logs installed along part of that length have provided protection to that area and stabilised the erosion of the shoreline/dune (Photo 1);
- Adjacent to the installed log erosion has continued (refer Photo 2);
- The vertical eroded face varies in height from 1m to 1.5m maximum;
- In the worst location, the BIBC fence is approximately 1.9m from top of bank (eroded face) whilst the building is 5.1m from the top of bank (refer drawings);
- Further to the south the vegetation is degrading with localised erosion evident along with localised erosion of the beach from stormwater concentration; and
- The adjacent boat harbour seawall has wide range of rock and pour concrete (suggesting possible previous erosion issues remediated with placed concrete);

The following photos from site provide a basis for the conclusions and comments noted above.



Photo 1 View from Boat Harbour Groyne along beach and primary eroded zone



Photo 2 End of log with evidence of continual erosion adjacent





Photo 3 Eroded zones in front of public toilets



Photo 4 Proximity to BIBC





Photo 5 High tide wave action in June 2019, source BIBC



Photo 6 Boat Harbour Groyne with concrete and rock facing



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6 | Alonnah Shoreline Coastal Protection



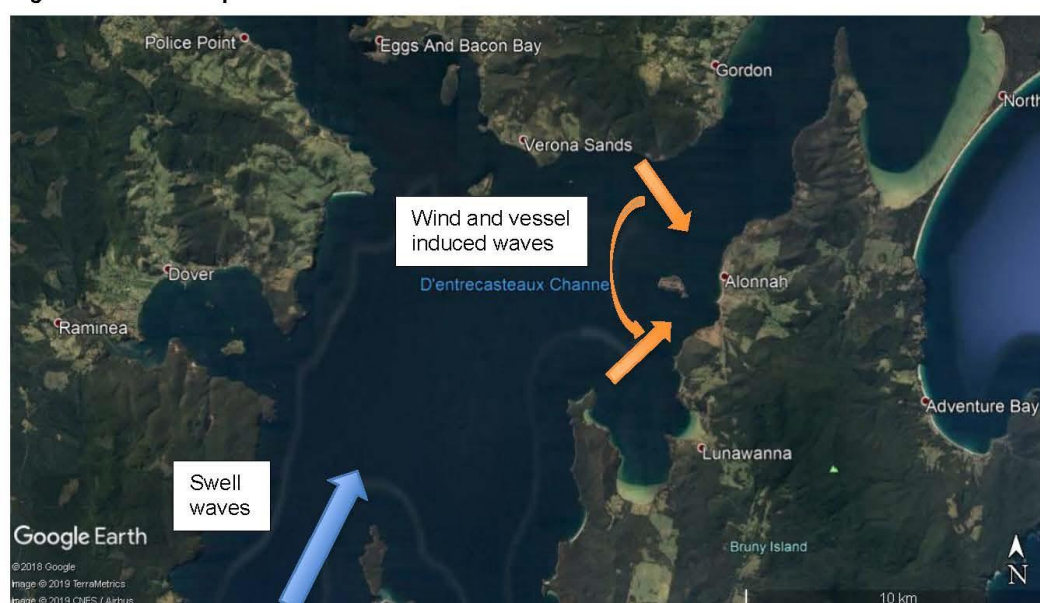
2.2 Shoreline Erosion Causes

The causes to the erosion of the shoreline and primary dune face are likely due to wave action occurring at high tides that allows waves to erode the sand undermining the embankment of the dune, as shown in Photo 3 above.

Waves that may cause impact to the shoreline erosion in the area will be from a number of sources:

- Predominantly wind driven waves – from either northwest to southwest wind quadrants;
- Combined swell and wind waves – from generally south-south-westerly direction but the wave energy is significantly reduced by the time waves reach Alonnah Beach area; and
- Vessel generated waves from larger passing vessels (commercial/industrial vessels).

Figure 2 Wave Exposure Zones



Waves from the north of the site will be predominantly protected by the boat harbour and diffract around the breakwater as can be seen in Figure 3 (2015 aerial) below and therefore are unlikely to cause significant impact. Waves from the west to south are likely to have the most significant impact on the site, whilst Satellite Island protects the site from WSW to SW wave directions larger amplitude waves (extreme weather) will diffract around the island and still provide capacity to erode the shoreline when exposed at high tides as is likely to have been the case for the site.

2.3 Historical Changes

Historical changes to shoreline or beach profiles are important considerations to developing shoreline stabilisation projects and it is often useful to assess historical change of the shoreline through aerial photography, anecdotal advices or surveys.

The images below from GoogleEarth provide some form of basis that indicates “seasonal” or extreme weather erosion of the shoreline in that area.

 <p>Google Earth Image © 2009 Google</p>	 <p>Google Earth Image © 2011 Google</p>
<p>2009 – definable primary dune (distinguishable line along shoreline indicating minor erosion)</p>	<p>2011 – stable dune face, high vegetation</p>
 <p>Google Earth Image © 2013 Google</p>	 <p>Google Earth Image © 2015 Google</p>
<p>2013 – visible erosion along shoreline (BIBC sheds in place)</p>	<p>2015 – stable beach, minor signs of erosion of vegetation on dune</p>
 <p>Google Earth Image © 2016 Google</p>	 <p>Google Earth Image © 2016 Google</p>
<p>2016 – limited erosion on primary dune visible</p>	<p>December 2016 – vertical erosion face visible on primary dune likely due to storm event</p>



The aerals indicate variability in the shoreline over the 10-year period and hence suggests that the site is susceptible to extreme periodic wave events combined with high astronomical tides. Increased vessel induced wave action will likely increase the exposure of the embankments once eroded and however no evidence is available to suggest such impacts.

Whilst the boat harbour concentrates wave action into the northern beach area immediately adjacent to the BIBC the erosion is a natural process that relies on erosion and revegetation.

The location of buildings and infrastructure are such that without remediation to the shoreline they will be extensively damaged or require relocation which is not an uncommon situation around developed coastal structures of Tasmania and the south eastern region.

Remediation can incorporate natural solutions described in the following sections.



3. Embankment Stabilisation

3.1 Overview

Given the extent of the embankment erosion and severe scour of the toe, the remediation of the embankment will require stabilisation works. Three options have been considered as suitable given the location and the requirements of the remediation:

1. Rock Armour – placement of rock to form protection to the batter from increased erosion;
2. Geotextile bags or tubes – sand filled bags that form a seawall structure; and
3. FlexMat – proprietary system incorporating geofabric membrane with precast concrete blocks.

Each option will require some level of excavation from the foreshore to prepare the embankment for the installation of the chosen protection as well as consideration for access controls to the site.

For each option it would be recommended that sand be sourced either from the low tidal zones (subject to approvals) or from another source to renourish the beach profile and in front of the new seawall structure.

3.2 Rock Armour Seawall

Rock armour protection is commonly used for seawalls and is commonly used in areas where rock source is close to the site, access to the site is relatively simple and can be managed with local contractors. Bruny has had recent seawalls completed along the main road of the “Neck Road” and around Dennes Point.

Rock seawalls provide a good wave energy dissipator as well as primary protection to erosion.

The construction formation for this site may include:

- The embankment should be prepared by first removing all vegetation and debris from the embankment;
- Rock will need to be supplied to the site to enable formation of base layers and embankment to stabilise the embankment;
- Geotextile should be placed over the full extent of the prepared embankment before placing a secondary rock layer 300mm thick, followed by a 700mm thick layer of armour rock large enough to support wave energy of the site;
- The embankment will need to be placed along the existing line to enable placement of existing material to form a stable base for the eroded face; and
- Terracing and vegetation of the upper embankment would be recommended to stabilise the top of the exposed cutting.

The extent of seawall proposed is nominated on the drawings and sufficient to limit the risk of erosion at the seawall terminations whilst protecting the critical areas of shoreline. Whilst renourishment of the sand in front of the rock structure will increase the protection and provide a more amendable site for users the sand may be eroded in high wave action events where waves wash down the seawall and deposit mobilised sand off shore (similar to historic actions), however the seawall prevents further erosion of the embankment.

3.3 Elcorock Geobag Seawall

Elcorock is a proprietary geotextile container that is designed specifically for embankment protection and seawalls as a suitable replacement for rock or other protection materials. It is commonly used in areas where availability of sand is unrestricted and in particular where access to rock as a source or for construction is constrained.

‘The construction of this type of seawall would include:



- The embankment should be prepared by first removing all vegetation and debris from the embankment and installing the base as outlined on the typical section drawing;
- Installation of the geofabric can then be undertaken to enable placement of the geobags;
- The geobags require a filling frame and should be filled and stockpiled on site for placement such that the embankment can be protected against erosion at high tides;
- The placement of the bags requires specialist connectors for excavator to ensure the bags are well protected from handling and for placement longitudinally;
- Bags are placed from the base stepping up to the top (refer drawings); and
- Sand should then be placed at the front of the bags to build up beach zone and limit erosion from wave reflection.

3.4 Flexmat

Flexmat is a tied concrete block system that is manufactured with site specific underlay or geofabric membrane. It consists of concrete blocks (165mm x 165mm with a 57mm profile) locked together and embedded into a high strength geogrid. There is a 38mm spacing between the blocks that gives the mat flexibility and allows for optional vegetation growth and sand formation between the blocks.

Flexmat is a common solution for beach boat ramps but has been commonly used for embankment stability in difficult to access areas. We are currently trialing it along the foreshore of Nyrstar where erosion of the river from boat wake has resulted in significant embankment erosion issues.

Flexmat can incorporate soil anchors to ensure stabilisation of variable embankment profiles and locations.

For this site the following would be required:

- The embankment should be prepared by first removing all vegetation and debris from the embankment;
- The prepared subgrade shall provide a firm, unyielding foundation for the mats;
- Localised excavation and filling along the embankment is required to form a stable toe and to form a trench at the base for the matting;
- Material may be suitable on site by mobilising a small excavator from above (crane) or by small landing barge; and
- The Flexmat should be unrolled from the top of the embankment and installed (including anchoring) as per manufacturer's instructions.

3.5 Cost Estimates

In accordance with our scope and engagement we have undertaken a design proposal cost estimates for each of our proposed embankment stabilisation options as follows:

Each option includes a component for site establishment, embankment excavation/preparation, materials supply and installation, engineering, approvals and demobilisation.

Option	Description	Cost ex GST	Comments
1	Rock Armour – reshape the dune, place geofabric textile and place secondary and armour	\$56,000	Assumes local supply and construction
2	Elcorock bag seawall – reshape the dune	\$96,000	Assumes plant mobilised from mainland and equipment from



			Melbourne for filling as supplied by geofabrics
3	Flexmat protection	\$106,000	Assumes local excavator can install matting with material sourced from mainland (SA or NSW)

The above costing assumes 60 lineal metres of protection as noted on the drawings with typical sections as provided.

3.6 Recommendations

Each embankment stabilisation method are equally adequate in addressing the current erosion problem, it will be a matter of aesthetics, budget and permits requirements for approvals.

Subject to Council's approach for the works (i.e. local works crew or external contractor) we would recommend that rock stabilisation may be the most cost-effective solution.

We would recommend you seek confirmation from your planning department on the proposed options and solutions for the likely approvals required prior to selecting a preferred solution.



Appendix A – Drawings

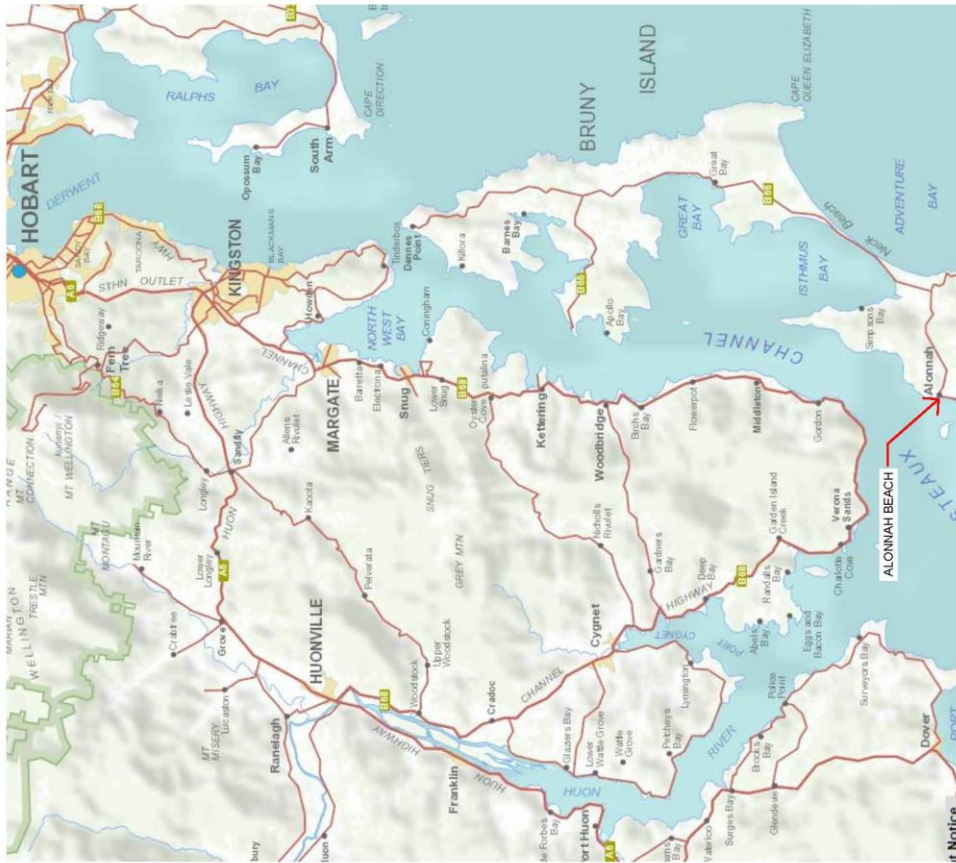
ALONNAH BEACH SHORE EROSION DETAILS

DRAWING LIST:

1672 - SK01	DRAWING LIST, LOCATION PLAN & NOTES
1672 - SK02	EXISTING ARRANGEMENT PLAN OF SCOUR
1672 - SK03	EXISTING PHOTO PLAN
1672 - SK04	SECTION A - EXISTING ARRANGEMENT
1672 - SK05	SECTION B - OPTION 1
1672 - SK06	SECTION B - OPTION 2
1672 - SK07	SECTION B - OPTION 3

NOTES:

1. UNLESS NOTED OTHERWISE ON A PARTICULAR DRAWING THESE NOTES APPLY TO ALL DRAWINGS IN THIS SET.
2. ALL LEVELS ARE & DIMENSIONS ARE IN MILLIMETRES.
3. BANK PROFILES & LEVELS ARE APPROXIMATE AND A GUIDE ONLY.
4. HEIGHTS SHOWN ARE FROM EXISTING BOAT CLUB'S CONCRETE SLAB.
5. TIDE AT TIME OF SURVEY IS 1.4m CHART DATUM.
6. THESE DRAWINGS ARE FOR INFORMATION ONLY.
7. EXISTING EROSION LOGS HAVE BEEN DISREGARDED IN RELATION TO LEVELS.
8. HAT = APPROXIMATE HIGHEST ASTRONOMICAL TIDE.



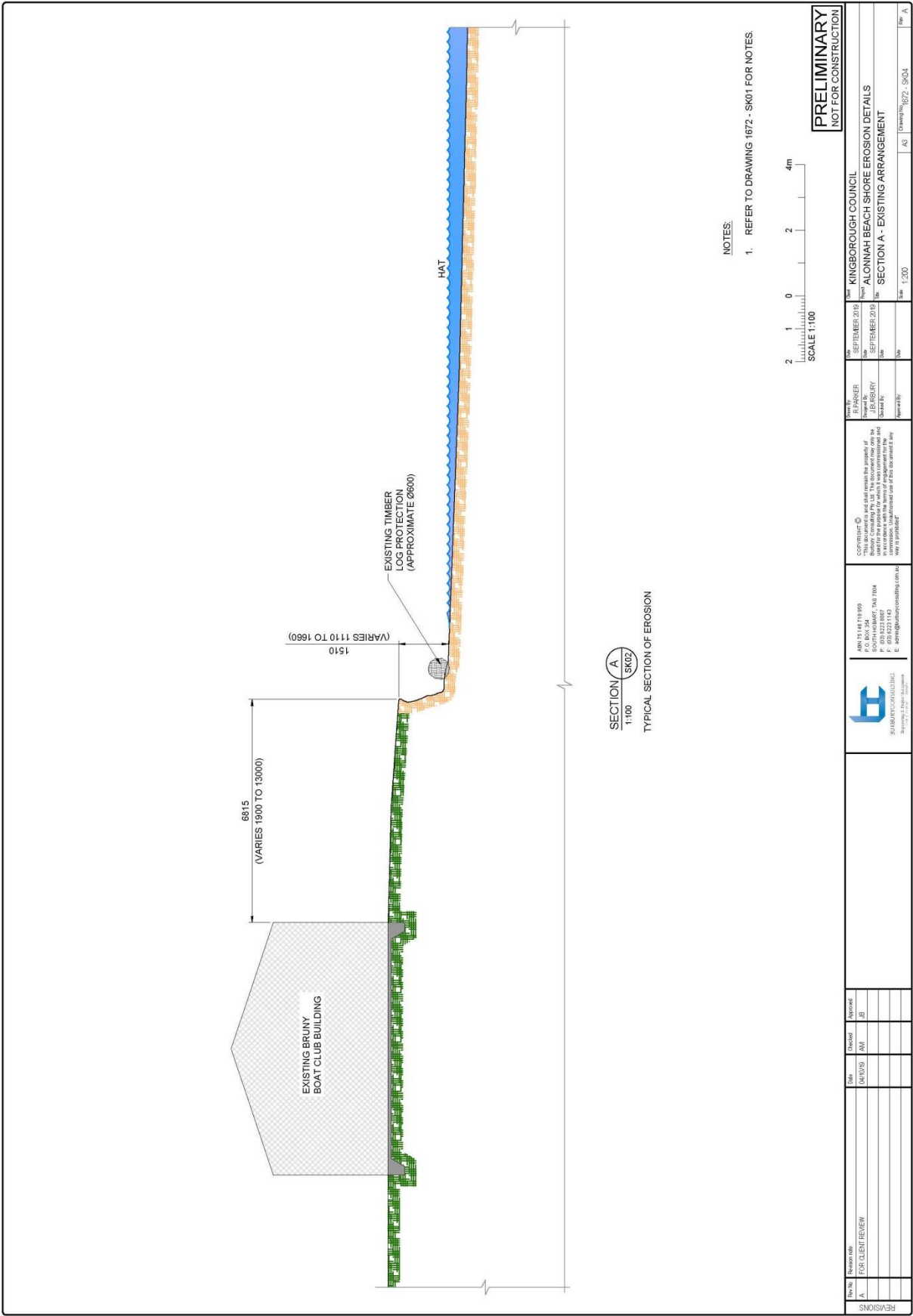
LOCATION PLAN
NTS

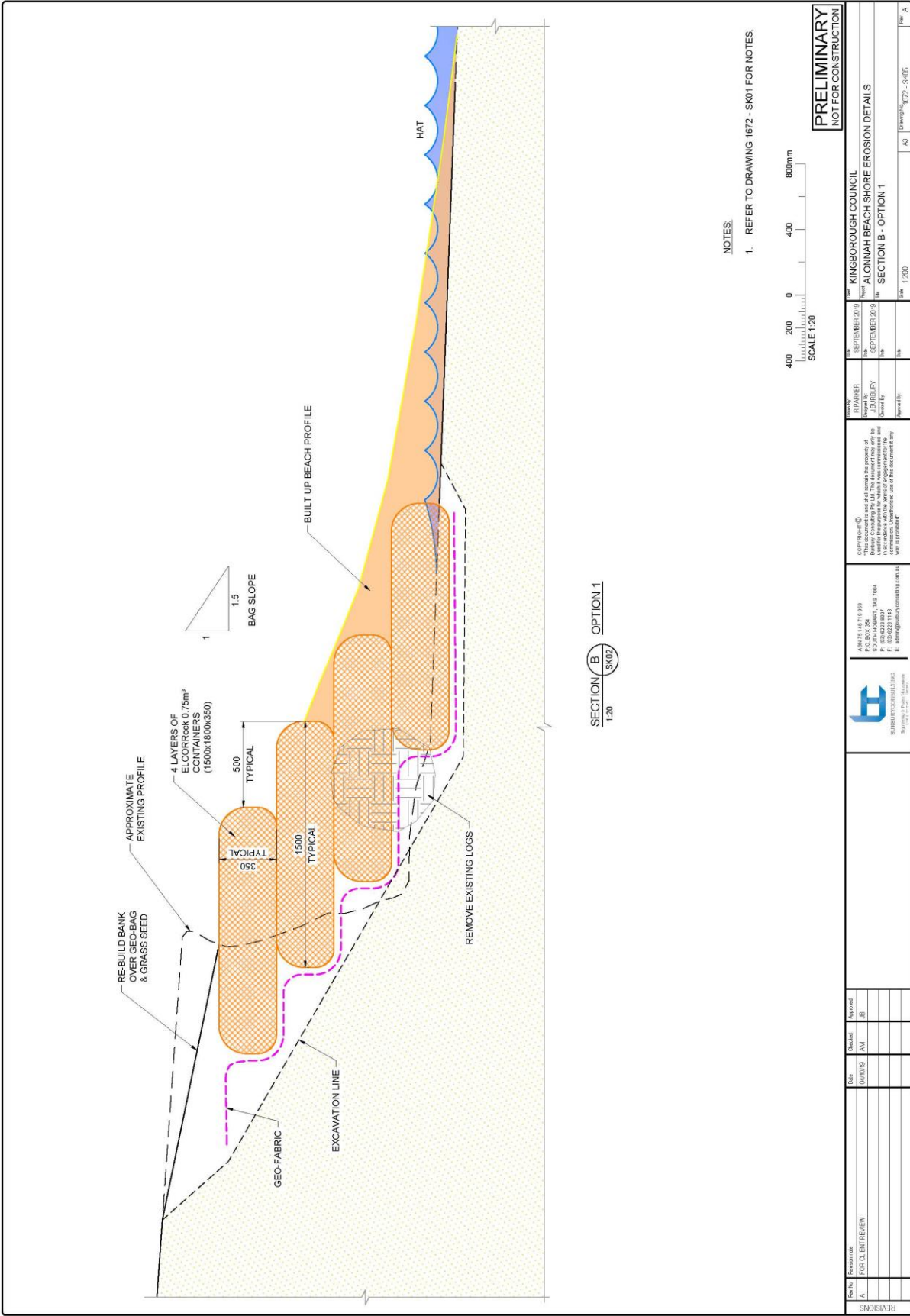
PRELIMINARY
NOT FOR CONSTRUCTION

REVISED BY	CHECKED BY	DATE	APPROVED BY	KINGBOROUGH COUNCIL	DATE	SEPTEMBER 2019
					REVIEWER	R. PARKER
REVISED BY	CHECKED BY	DATE	APPROVED BY	KINGBOROUGH COUNCIL	DATE	SEPTEMBER 2019
					REVIEWER	J. BERRY
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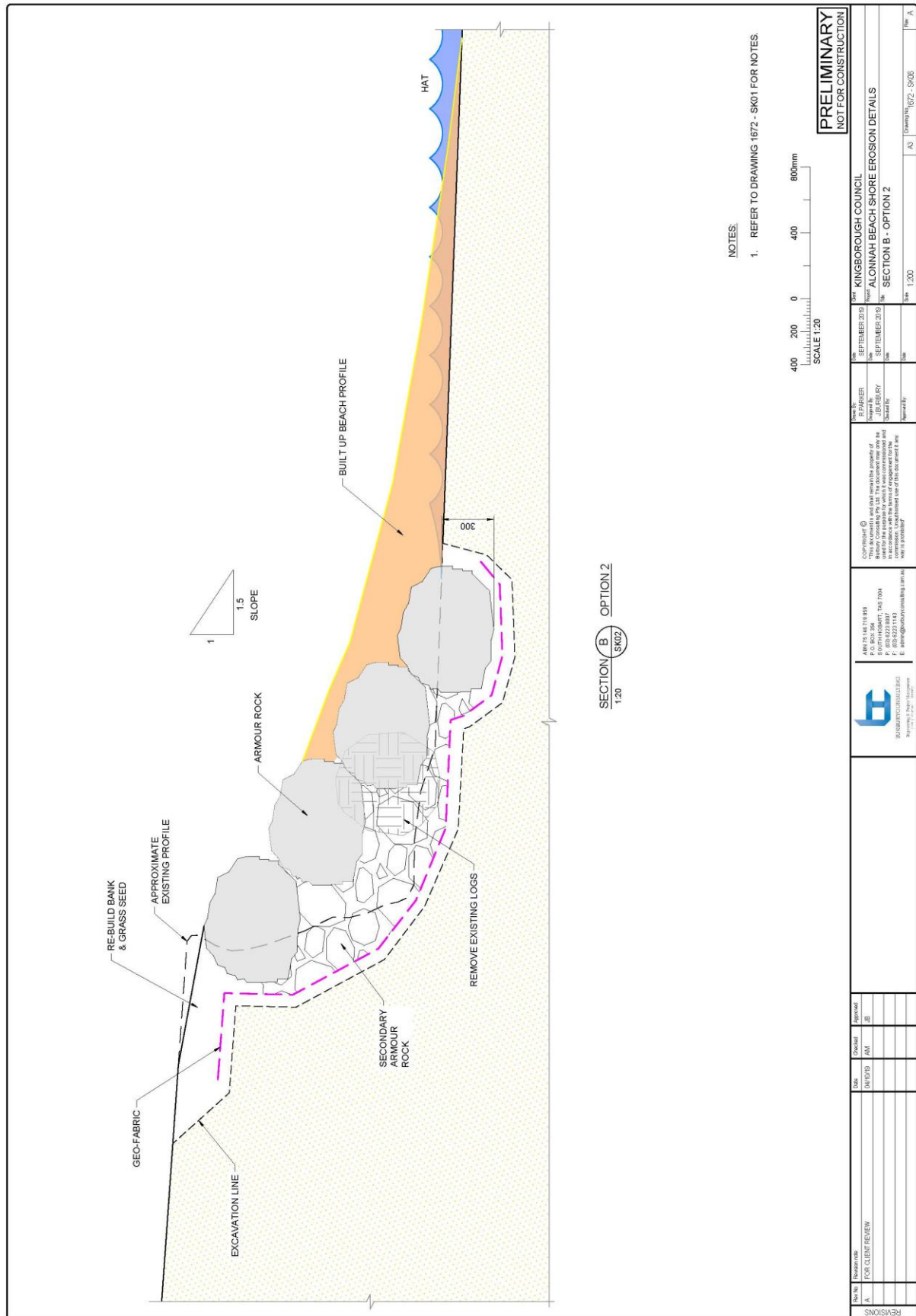
Rev No	Revision Note	Date	Checked	Approved
A	FOR CLIENT REVIEW	04/10/19	AM	JB
REVISIONS				
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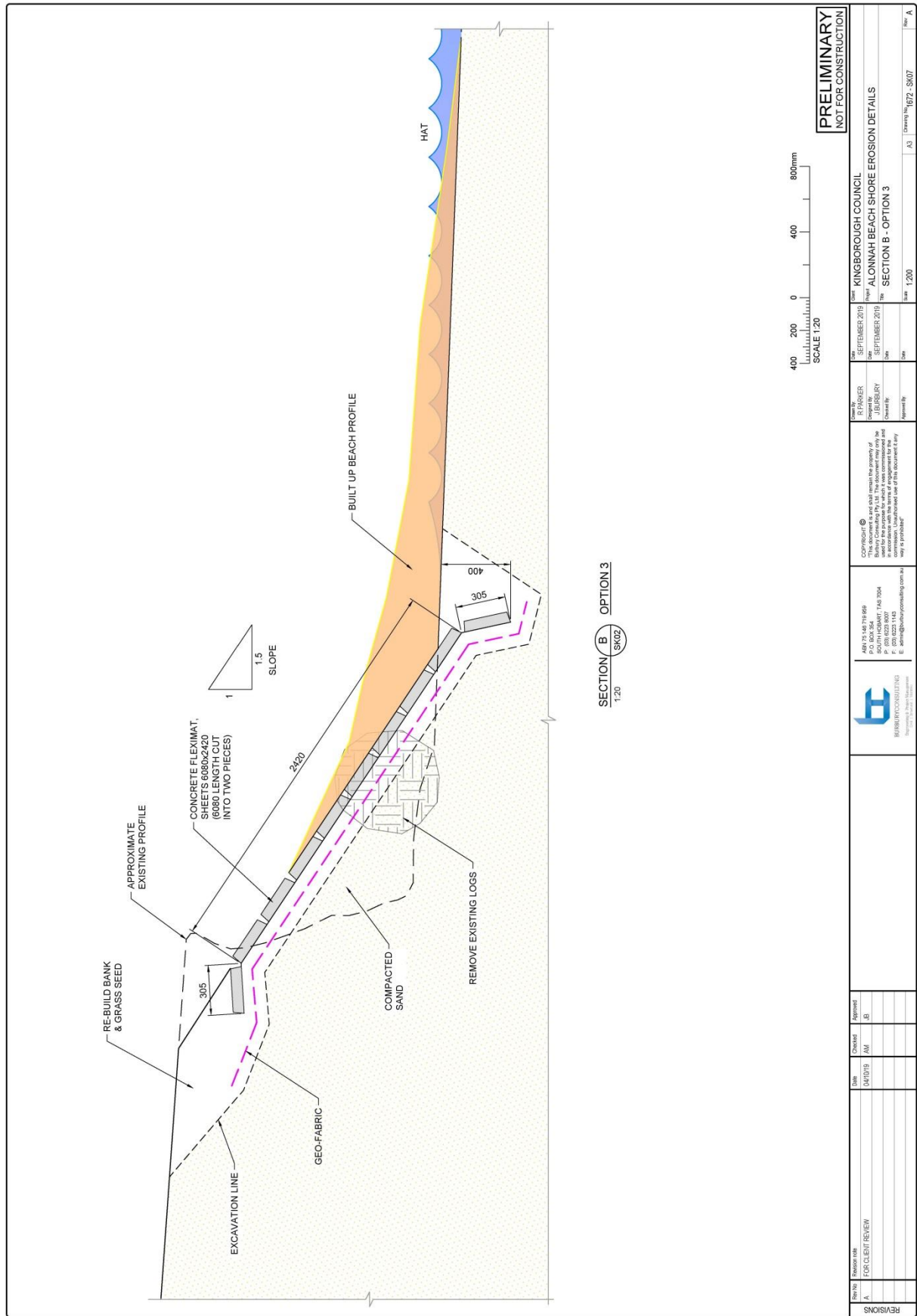




SECTION B OPTION 1
1:20 SK02

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REVISIONS				KINGBOROUGH COUNCIL			
Rev No	Revision note	Date	Checked	Approved	Drawn	Checked	Approved
A	FOR CLIENT REVIEW	04/10/19	AM	AB			
				<p>PRELIMINARY NOT FOR CONSTRUCTION</p>			
				<p>Project: ALONNAH BEACH SHORE EROSION DETAILS Section: SECTION B - OPTION 3 Scale: 1:20 Drawing No: 1072-SK07</p>			



Appendix B – Costings



Project:

Alonnah Beach Stabilisation

Client:

Kingborough Council

Date:

1/10/2019

Revision:

A

Job No:

1672

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Author:

James Burbury

SCOPE:

Option 1: Armour rock protection

The cost estimate is based on rates supplied by contractors for other similar projects and components of projects; estimated quantities and items to be included in the works; published rates and our experience in similar recent projects. The indicative cost does not take into account any forecast changes in the future that may occur as a result of changes in basic materials costs, labour costs, transport costs, loading and unloading costs, and similar costs that may impact on the total estimated capital cost. Costs often depend on the demand for work, competition, experience, etc.

ITEM NO	ITEM DESCRIPTION	UNIT	QTY	RATE (\$)	Conting %	AMOUNT (\$)	Comments
1.00	Investigation, approvals, design, preliminaries						
1.01	Investigations (survey and vegetation)	Item	1	2,000.00		2,000.00	
1.02	Approvals	Item	1	2,500.00		2,500.00	
1.03	Engineering design	Item	1	5,000.00		5,000.00	
Investigation, approvals, design, preliminaries SUB TOTAL:						9,500.00	
2.00	Construction & protection						
2.01	Mobilisation & demobilisation (locally sourced)	Item	1	4,000.00		4,000.00	
2.02	Set out & fencing	Item	1	2,000.00		2,000.00	
2.03	Geofabric	sq.m	150	12.00	10%	1,980.00	
2.04	Ramp formation including base rock & geofab	sq.m	150	50.00	20%	9,000.00	
2.05	Armour rock (locally sourced)	t	270	60.00	20%	19,440.00	
2.06	Toe rock placement	t	50	60.00	20%	3,600.00	
2.07	Sand renourishment from site - excavator & labour	Hrs	16	200.00	20%	3,840.00	
2.08	Site clean up	Item	1	2,000.00		2,000.00	
Construction & protection SUB TOTAL:						45,860.00	
SUMMARY							
1. Investigation, approvals, design, preliminaries						9,500.00	
2. Construction & protection						45,860.00	
TOTAL						\$55,360.00	
GST						\$5,536.00	
TOTAL (INCL GST)						\$60,896.00	



Project:

Alonnah Beach Stabilisation

Client:

Kingborough Council

Date:

1/10/2019

Revision

A

Job No:

1672

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SCOPE:

Option 2: Elcorock Geobag Protection

The cost estimate is based on rates supplied by contractors for other similar projects and components of projects; estimated quantities and items to be included in the works; published rates and our experience in similar recent projects. The indicative cost does not take into account any forecast changes in the future that may occur as a result of changes in basic materials costs, labour costs, transport costs, loading and unloading costs, and similar costs that may impact on the total estimated capital cost. Costs often depend on the demand for work, competition, experience, etc.

ITEM NO	ITEM DESCRIPTION	UNIT	QTY	RATE (\$)	Conting %	AMOUNT (\$)	Comments
1.00	Investigation, approvals, design, preliminaries						
1.01	Investigations (survey and vegetation)	Item	1	2,000.00		2,000.00	
1.02	Approvals	Item	1	2,500.00		2,500.00	
1.03	Engineering	Item	1	5,500.00		5,500.00	
	Investigation, approvals, design, preliminaries SUB TOTAL:					10,000.00	
2.00	Construction & protection						
2.01	Mobilisation & demobilisation (plant & equipment from mainland)	Item	1	12,000.00		12,000.00	
2.02	Set out & fencing	Item	1	3,000.00	10%	3,300.00	
2.03	Material supplied as quoted by GeoTas - Elcorok containers & vandal flaps + margin	Item	1	42,716.00	20%	51,259.20	
2.04	Material supplied as quoted by GeoTas - geofabric + margin	Item	1	3,900.00	20%	4,680.00	
2.05	Material supplied as quoted by GeoTas - hire of filling frame	Wks	6	150.00	20%	1,080.00	
2.06	Material supplied as quoted by GeoTas - freight	Item	1	400.00	20%	480.00	
2.07	Earthworks and base preparation	Item	1	6,000.00	20%	7,200.00	
2.08	Sand renourishment from site - excavator & labour	Hrs	16	200.00	20%	3,840.00	
2.09	Site clean up	Item	1	2,000.00		2,000.00	
2.10							
	Construction & protection SUB TOTAL:					85,839.20	
SUMMARY							
1. Investigation, approvals, design, preliminaries						10,000.00	
2. Construction & protection						85,839.20	
TOTAL						\$95,839.20	
GST						\$9,583.92	
TOTAL (INCL GST)						\$105,423.12	



Project:

Alonnah Beach Stabilisation

Client:

Kingborough Council

Date:

1/10/2019

Revision

A

SCOPE:

Option 3: Flexmat protection

Job No:

1672

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The cost estimate is based on rates supplied by contractors for other similar projects and components of projects; estimated quantities and items to be included in the works; published rates and our experience in similar recent projects. The indicative cost does not take into account any forecast changes in the future that may occur as a result of changes in basic materials costs, labour costs, transport costs, loading and unloading costs, and similar costs that may impact on the total estimated capital cost. Costs often depend on the demand for work, competition, experience, etc.

ITEM NO	ITEM DESCRIPTION	UNIT	QTY	RATE (\$)	Conting %	AMOUNT (\$)	Comments
1.00	Investigation, approvals, design, preliminaries						
1.01	Investigations (survey and vegetation)	Item	1	2,000.00		2,000.00	
1.02	Approvals	Item	1	2,500.00		2,500.00	
1.03	Engineering	Item	1	6,000.00		6,000.00	
	Investigation, approvals, design, preliminaries SUB TOTAL:					10,500.00	
2.00	Construction & protection						
2.01	Mobilisation & demobilisation	Item	1	8,000.00		8,000.00	
2.02	Set out & fencing	Item	1	6,000.00	10%	6,600.00	
2.03	Embankment formation	sq.m	150	75.00	20%	13,500.00	
2.04	Flex mat embankment protection, supply and install	No	20	2,800.00	10%	61,600.00	
2.05	Sand renourishment from site - excavator & labour	Hrs	16	200.00	20%	3,840.00	
2.06	Site clean up	Item	1	2,000.00	10%	2,200.00	
	Construction & protection SUB TOTAL:					95,740.00	
SUMMARY							
1. Investigation, approvals, design, preliminaries						10,500.00	
2. Construction & protection						95,740.00	
TOTAL						\$106,240.00	
GST						\$10,624.00	
TOTAL (INCL GST)						\$116,864.00	

14.3 NORTH ROSLYN AVENUE

1 PURPOSE

Strategic Plan Reference

Key Priority Area	2	Deliver quality infrastructure and services
Strategic Outcome	2.1	Service provision meets the current and future requirements of residents and visitors.

- 1.1 This report presents the findings of further investigation and consultation with residents to consider suitable options for reducing traffic volumes and speeds along the northern section of Roslyn Avenue.

2 BACKGROUND

- 2.1 Following receipt of a petition in 2017 regarding residents' concerns about traffic speeds and volumes on the northern section of Roslyn Avenue, Council resolved to undertake further investigation and consultation with residents to consider suitable options for reducing traffic volumes and speeds along the northern section of Roslyn Avenue.

3 STATUTORY REQUIREMENTS

- 3.1 Section 21 of the *Local Government (Highways) Act 1982* legislates Council's responsibility with regard to the construction, maintenance and management of local highways:

4 DISCUSSION

- 4.1 Following the resolution of Council to undertake further investigation Council conducted two separate traffic counts. The first was carried out during July/August 2017 with two counters positioned on Roslyn Avenue. Site 1 was located on a long straight section approximately 300m south of the Beach Road intersection. Site 2 was located on a large radius curve approximately 50m north of Mount Royal Road intersection.

- 4.2 Table 1 summarises the 2017 traffic data:

Counts	Site 1	Site 2
Average daily traffic (ADT)	6080 vehicles	6630 vehicles
% heavy vehicles	3.8%	2.6%
85%-ile speed	55.1 km/h	57.6 km/h
Mean speed	49.8 km/h	52.4 km/h
% exceeding speed limit	48.4%	67.9%
% exceeding speed limit by less than 5 km/h	32.7%	38.6%
% exceeding speed limit by more than 10 km/h	3.7%	7.5%
% exceeding speed limit by more than 20 km/h	0.2%	0.3%
Highest recorded speed	107.4 km/h	101.2 km/h

- 4.3 The speed limit on Roslyn Avenue is 50 km/h which is the urban default for built-up areas in Tasmania. The traffic counts demonstrate that a high percentage of motorists are exceeding the speed limit however the largest proportion of those are travelling between 50km/h and 55 km/h.
- 4.4 When reporting traffic speeds typically two values are assessed. The primary value is the 85th percentile speed. The second value is the speed pace.
- 4.5 The 85th percentile speed is a widely used traffic statistical metric. It provides an accurate estimation of traffic conditions. It is the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions.
- 4.6 The 85th percentile speeds by the hour for Site 1 on Roslyn Avenue were in the range of 53-55 km/h between 7am and 7pm, increasing to 56-61 km/h between 7pm and 7am. The 2018 data north of Tanina Street measured 85th percentile speed ranges of 51-52 km/h between 7am and 7pm, increasing to 52-55 km/h between 7pm and 7am.
- 4.7 The 85th percentile speeds by the hour for Site 2 on Roslyn Avenue were between the ranges of 56-59 km/h between 7am and 7pm, increasing to 59-64 km/h between 7pm and 7am.
- 4.8 The speed pace is a continuous band of speeds, in this case 20 km/h wide that contains the largest number of vehicles. The speed pace is a measure of the dispersion of speeds at a site based on the number and percentage of vehicles within the pace.
- 4.9 For Site 1 the speed pace was determined at 40-60 km/h with 92.6% of all vehicles measured within the pace. For Site 2 the speed pace was determined at 43-63 km/h with 94.1% of all vehicles measured within the pace.
- 4.10 There was a small percentage of vehicles at both sites which exceeded the speed limit by more than 10 km/h. The average maximum hourly speed was measured as 89.9 km/h at Site 1 and 85.6 km/h at Site 2. There was one motorcycle and five cars which were recorded at travelling in excess of 100 km/h at Site 1 over the four-week period of counts. There was one motorcycle and one car which were recorded in excess of 100 km/h at Site 2 over the four-week period.
- 4.11 In September/October 2018 Council undertook a second round of counts to provide data to GHD so they could better understand traffic movements on the surrounding road network. Counters were placed in the following locations: Roslyn Avenue north of Tanina Street; Roslyn Avenue south of Tanina Street; Auburn Road north of Tanina Street; Tanina Street between Kunama Drive and Auburn Road; Kunama Drive between Tanina Street and Wombara Avenue; Roslyn Avenue between Mount Royal Road and Jindabyne Road; Mount Royal Road near Roslyn Avenue; and Jindabyne Road between Roslyn Avenue and Kunama Drive.
- 4.12 For southbound traffic on Roslyn Avenue it was found that daily traffic volumes between Beach Road and Tanina Street is around 2800 vehicles. This is much less than daily traffic volumes south of Tanina Street carrying around 3380 vehicles. Approximately 18% of southbound traffic entered Roslyn Avenue from Tanina Street.
- 4.13 Southbound traffic volumes increased to around 4520 vehicles per day south of Mount Royal Road.
- 4.14 Southbound traffic on Auburn Road was found to be around 1040 vehicles per day. Northbound traffic was 71% less than southbound traffic carrying around 740 vehicles per day.

- 4.15 Traffic volumes on Tanina Street toward Roslyn Avenue were found to be over 1000 vehicles per day. While some of this traffic would have entered Auburn Road to travel to Kingston CBD it is probable that a large percentage entered Roslyn Avenue northbound to travel beyond Kingston.
- 4.16 Northbound traffic volumes on Roslyn Avenue decreased from around 3880 vehicles per day between Jindabyne Road and Mount Royal Road to 3580 vehicles per day south of Tanina Street. There was insignificant variation in northbound traffic volumes either side of Tanina Street with around 3520 vehicles per day counted Tanina Street and Beach Road.
- 4.17 Table 2 summarises the 2018 traffic data:

Counts	North of Tanina Street	North of Jindabyne Road
Average daily traffic (ADT)	6320 vehicles	8400 vehicles
% heavy vehicles	5.4%	4.1%
85%-ile speed	51.5 km/h	38.9 km/h
Mean speed	46.4 km/h	33.3 km/h
% exceeding speed limit	24%	0.5%
% exceeding speed limit by less than 5 km/h	19.5%	0.3%
% exceeding speed limit by more than 10 km/h	0.7%	0.1%
% exceeding speed limit by more than 20 km/h	0%	0%
Highest recorded speed	103.1 km/h	118.6 km/h

- 4.18 It must be noted that only the counter north of Tanina Street is relevant for speed data as the counter north of Jindabyne Road was in close proximity to the roundabout.
- 4.19 Council engaged the services of GHD to undertake an independent assessment of the performance of Roslyn Avenue and consider mitigation measures to address the concerns of the residents of the northern section of Roslyn Avenue. GHD's report is attached as an attachment to the Council Agenda.
- 4.20 GHD's assessment took into account the existing traffic conditions on Roslyn Avenue, Kingston Bypass and Algona Road and considered driver route choice based on travel times, route performance and origin/destination surveys to consider if Roslyn Avenue between Blackmans Bay and Kingston was being used as a 'rat-run' for commuters beyond Kingston.
- 4.21 The assessment found that the majority of traffic travelling to and from south of Algona Road used Algona Road to travel outside of Kingston. Whereas traffic travelling on Roslyn Avenue from south of Algona Road was primarily local traffic travelling to and from central Kingston.
- 4.22 GHD undertook traffic modelling to assess the potential for wider network impacts if traffic was diverted from Roslyn Avenue. An analysis was undertaken of the existing and future performance of the traffic signals at Beach Road/Roslyn Avenue.
- 4.23 The modelling indicates that if the speed limit was lowered on the northern section of Roslyn Avenue it may increase volumes on Algona Road from south of Algona Road. However it may also result in more traffic using Beach Road, Osborne Esplanade and Mount Royal Road through Kingston Beach and also more traffic using Auburn Road.

- 4.24 The modelling also indicates that Roslyn Avenue has a good level of service with free flowing traffic and minimal delays. It has sufficient capacity to support predicted traffic growth of 1% to 2% per year for the 10 year period modelled by GHD.
- 4.25 Roslyn Avenue is classified as a sub-arterial road. Beach Road, Osborne Esplanade and Mount Royal Road are classified as collector roads. Auburn Road is classified as a local road. GHD's report concluded that it is not considered desirable to encourage through traffic to bypass Roslyn Avenue in favour of these alternative routes.
- 4.26 GHD's report also concluded that Roslyn Avenue is not considered to be a 'rat-run' but due to the significant volume of low range speeding would create difficulties for driveway access and egress. Note Council has installed "CONCEALED ENTRANCES" signage on Roslyn Avenue to alert motorists of the likely presence of vehicles entering Roslyn Avenue from private driveways.
- 4.27 It is also worthwhile noting that driveways are the responsibility of the property owner and where residents believe the visibility is too restricted they can look at other options such as seeking approval to install a convex mirror.
- 4.28 There have only been five mid-block crashes on the section of Roslyn Avenue between Beach Road and Jindabyne Road in the last five years. One involved a pedestrian on the road at night who was under the influence of alcohol resulting in minor injury. One was a head on resulting in property damage only and was reported by a member of the public after the incident. Two were rear-end crashes due to inattentiveness with one resulting in property damage only and one having first aid treatment. One was caused by a motorist turning right in front of an oncoming vehicle when pulling out at Mount Royal Road and resulted in property damage only and inexperience was listed as the crash factor. The crash rate on this section of Roslyn Avenue is measured at around 0.3 crashes per million vehicle kilometres travelled and is considered very low.
- 4.29 Urban speed limits were reduced from 60 km/h to 50 km/h in 2002 to reduce the number and severity of crashes in suburban areas. Roslyn Avenue has a very low crash rate with low severity crashes. Being a sub-arterial road its primary function is to distribute traffic and bus services between the main residential, commercial and industrial areas and link traffic on local roads to the arterial road network.
- 4.30 The Kingston Beach precinct is speed limited to 40 km/h due to having a high mix of traffic and pedestrian activity. It has a high volume of "destination" traffic whereas Roslyn Avenue has low pedestrian volumes and is used primarily to travel through.
- 4.31 A number of recommendations were put forward for consideration for improving the local amenity of the northern section of Roslyn Avenue such as increased speed monitoring and enforcement by the police; modification of the cycle time of the traffic signals at Beach Road intersection; modification to the directional signage at Algona Road roundabout to direct Kingston bound traffic to Algona Road and installation of variable message signs to show travel times to Kingston CBD and Hobart during peak times to encourage higher use of Algona Road.

5 FINANCE

- 5.1 Should Council determine to proceed with the recommendations there will be a cost to Council to modify directional signage at Algona Road and install repeater speed limit signs and pavement markings to reinforce the speed limit. However these works could be funded within the current road safety operational budget.

6 ENVIRONMENT

- 6.1 There are no environmental issues to be considered with this matter.

7 COMMUNICATION AND CONSULTATION

- 7.1 Council will advise the petitioners of the Council decision and provide them with a plan showing the improvements to be implemented.

8 RISK

- 8.1 There is a risk to Council that implementation of the recommendations will not have any significant effect on reducing traffic volumes or traffic speeds on Roslyn Avenue. Regular monitoring will be required to assess the effectiveness of the implemented measures.

9 CONCLUSION

- 9.1 Kingston Police were advised of the speed counts and a request was made for increased patrols. Due to limited resourcing and the low percentage of excessive speeding the Police advised that an increased presence on Roslyn Avenue was not considered a priority.
- 9.2 It is agreed that modifying the directional signage at Algona Road roundabout to direct Kingston bound traffic to Algona Road may result in a minor reduction of traffic on Roslyn Avenue travelling to central Kingston.
- 9.3 It is not considered an appropriate use of financial resources to install variable message signage on Roslyn Avenue south of Algona Road to display travel times to Kingston CBD and Hobart to encourage motorists to use Algona Road. This type of signage is typically used on very high-volume roads such as motorways where motorists have a large choice of off-ramps they can take to reach their destination when delays could be excessive due to an incident such as a crash or road works or heavy congestion.
- 9.4 Council has not made a formal application to the Department of State Growth for a reduced speed limit of 40 km/h along the northern section of Roslyn Avenue because the current urban default speed limit of 50 km/h is considered the appropriate speed limit for Roslyn Avenue.
- 9.5 As Roslyn Avenue is classified as a sub-arterial road traffic calming devices such as speed humps and chicanes are not considered appropriate to install. However as a large percentage of motorists are exceeding the speed limit it is considered appropriate to install repeater speed limit signage and to consider other alternative treatments such as pavement markings displaying the speed limit and painted thresholds to remind motorists they are in an urban environment.
- 9.6 In addition to the concerns of traffic volumes and speeds a concern was raised by the petitioner regarding the condition of the footpath on Roslyn Avenue. Council has inspected the footpath and noted some sections which require repairs and will action.

10 RECOMMENDATION

MOVED
SECONDED

That Council:

- a) liaise with the Department of State Growth to arrange for modifications to the existing directional signage at the Roslyn Avenue/Algona Road roundabout to encourage motorists south of Algona Road to travel to central Kingston via Algona Road;
- b) install repeater speed limit signage and investigate provision of road pavement markings to reinforce the speed limit;
- c) liaise with Department of State Growth to consider a reduction in the overall cycle time of the Beach Road/Roslyn Avenue traffic lights to reduce queues on Roslyn Avenue;
- d) undertake annual counts at Site 1 and Site 2 for a two year period to monitor the effectiveness of the implemented treatments;
- e) undertake any necessary footpath repairs within its current maintenance budget; and
- f) advise the petitioners of all measures which will be undertaken.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					



Kingborough Council

Central Kingston Traffic Plan

North Roslyn Avenue Assessment

May 2019

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | i

Table of contents

1.	Introduction.....	1
1.1	Background.....	1
1.2	Purpose of this report.....	1
1.3	Survey of local residents.....	1
1.4	Reference information.....	1
1.5	Report structure	2
2.	Road network.....	3
2.1	Key roads.....	3
2.2	Road hierarchy assessment	5
3.	Existing conditions	7
3.1	Traffic volumes.....	7
3.2	Vehicle speed	9
3.3	Future growth.....	9
4.	Driver route choice	11
4.1	Desktop assessment of distance and time.....	11
4.2	Surveyed travel times	12
4.3	Delays and average speeds.....	14
4.4	Road network assessment	15
4.5	Origin-Destination survey	18
4.6	Key findings	22
5.	Improving Roslyn Avenue for residents	23
6.	Traffic modelling.....	25
6.1	Existing conditions	25
6.2	Scenarios	25
6.3	Route choice	25
6.4	Impacts on key roads.....	29
7.	Intersection of Beach Road and Roslyn Avenue	32
8.	Conclusion.....	34
8.1	Summary.....	34
8.2	Recommendations.....	34

Table index

Table 3-1	ATS summary	7
Table 3-2	Roslyn Avenue peak hour traffic volumes	8
Table 3-3	Kingston Bypass / Algona Road turning movement counts	8
Table 3-4	Kingston Bypass and Algona Road peak hour traffic volumes.....	9

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | ii

Table 3-5	Vehicle speed on Roslyn Avenue	9
Table 3-6	North Roslyn Avenue predicted two-way traffic volumes	9
Table 3-7	Proportion acceptable headways on Roslyn Avenue (AM Peak)	10
Table 4-1	Travel time comparison.....	11
Table 4-2	Algona Road travel times.....	12
Table 4-3	Travel time survey results.....	13
Table 4-4	Algona Road / Kingston Bypass northbound average speeds in AM	14
Table 4-5	Algona Road / Kingston Bypass southbound average speeds in PM	14
Table 4-6	Roslyn Avenue northbound average speeds in AM	15
Table 4-7	Roslyn Avenue southbound average speeds in PM.....	15
Table 4-8	Level of service criteria	16
Table 4-9	Level of Service criteria for two-lane highways.....	16
Table 4-10	Algona Road / Kingston Bypass northbound average speeds	17
Table 4-11	Algona Road / Kingston Bypass southbound average speeds	17
Table 4-12	Roslyn Avenue southbound average speeds	17
Table 4-13	Roslyn Avenue northbound average speeds.....	18
Table 4-14	Vehicles travelling to Roslyn Avenue, south of Algona Road.....	19
Table 4-15	Vehicles travelling from Roslyn Avenue, south of Algona Road	20
Table 6-1	Model Travel Time Comparison.....	25
Table 6-2	Northbound route volume changes.....	26
Table 6-3	Southbound route volume changes.....	27
Table 6-4	Algona Road / Kingston Bypass intersection delays and LoS.....	30
Table 7-1	Roslyn Avenue / Beach Road intersection delays (s) and LoS	32
Table 7-2	95 th percentile queues on Roslyn Avenue	33

Figure index

Figure 2-1	Study area.....	3
Figure 2-2	Road hierarchy map.....	6
Figure 4-1	Travel survey routes	13
Figure 4-2	OD station locations.....	19
Figure 4-3	Journey to Work from Blackmans Bay.....	20
Figure 4-4	Journey to Work into Blackmans Bay	21
Figure 4-5	Roslyn Avenue / Algona Road intersection counts.....	22
Figure 6-1	Vehicles diverting to Beach Road and Auburn Road	28
Figure 6-2	Vehicles diverting to Algona Road / Kingston Bypass	29

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | iii

Figure 6-3	Kingston Bypass / Algona Road roundabout movement.....	30
Figure 6-4	Queueing on the eastern approach to the Channel Highway / Summerleas Road roundabout in the PM peak.....	31
Figure 7-1	Phasing arrangement.....	32

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | iv

1. Introduction

1.1 Background

Roslyn Avenue is a sub-arterial road connecting Blackmans Bay with Kingston. This assessment is focused on the northern end of Roslyn Avenue, between Tanina Street and Beach Road. This section of the road comprises a narrow cross section and tight horizontal curvature.

Local residents are concerned about the existing traffic conditions, which result in difficulties exiting driveways. They have raised concerns related to restricted sight distance at driveways, high traffic volumes and high vehicle speeds. There is also concern that further developments at the southern end of Roslyn Avenue have the potential to increase traffic volumes, further exacerbating these issues.

Kingborough Council (Council) has commissioned GHD to assess the current performance of Roslyn Avenue in order to identify opportunities to address the concerns raised by local residents.

1.2 Purpose of this report

This report details the assessment of the northern section of Roslyn Avenue. The study has been conducted in response to resident concerns regarding safety.

1.3 Survey of local residents

A survey was developed and conducted by local residents in December 2016 to identify specific issues residents had regarding safety on the northern end of Roslyn Avenue. The survey was delivered to 113 addresses on the northern end of Roslyn Avenue, from Beach Road through to Mt Royal Road and inclusive of residents in Moonya Drive. Key themes from the survey responses are as follows:

- Concern regarding excessive traffic speeds;
- Concern regarding traffic volumes, including use of Roslyn Avenue as a 'rat-run' and associated complaints about traffic related noise;
- Difficulty accessing and egressing from driveways mainly due to sight distance constraints; and
- Issues related to the road geometry including narrowness, safety of footpath, parking provisions and visibility.

The primary concerns from residents were identified as the traffic speeds and volumes utilising Roslyn Avenue.

1.4 Reference information

The analysis contained in this report is based on a range of information supplied to GHD including, but not limited to, the following:

- Automatic Tube Count Data provided by Kingborough Council.
- The *Central Kingston Traffic Plan Report* (GHD, 2019).
- Traffic surveys collected as part of the *Central Kingston Traffic Plan Report* (GHD, 2019).
 - Turning Movement Surveys

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 1

- Origin Destination Surveys
- Travel Time Surveys
- Recorded traffic signal phasing supplied by the Department of State Growth
- The Kingston hybrid traffic model developed as part of the *Central Kingston Traffic Plan Report* (GHD, 2019).
- Austroads Guide to Traffic Management Part 2: Traffic Theory (2015).
- Austroads Guide to Traffic Management Part 3: Traffic Studies and Analysis (2017).
- Australian Bureau of Statistics Census Data – Journey to Work (2016).
- Local Government Road Hierarchy – Consultation Paper (2015).
- Highway Capacity Manual (2010).

1.5 Report structure

This report details the assessment of the performance of Roslyn Avenue and proposed mitigation measure to address the concerns of residence. The report is broken down into the following sections:

- **Section 2 – Road network:** A definition of the study area and road network adjacent to Roslyn Avenue.
- **Section 3 – Existing conditions:** A review of the existing traffic conditions on Roslyn Avenue, Kingston Bypass and Algona Road.
- **Section 4 – Driver route choice:** An assessment on driver route choice based on travel times, route performance and origin destination surveys.
- **Section 5 – Improving Roslyn Avenue for residents:** A discussion of measures to improve Roslyn Avenue for residents.
- **Section 6 – Traffic modelling:** An assessment of wider network impacts of diverting traffic volumes from Roslyn Avenue.
- **Section 7 – Intersection of Beach Road and Roslyn Avenue:** An assessment of Beach Road / Roslyn Avenue intersection performance under existing and future conditions with the use of a SIDRA model.
- **Section 8 – Conclusion:** Summary of above assessments and recommendations for improving Roslyn Avenue for residents.

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 2

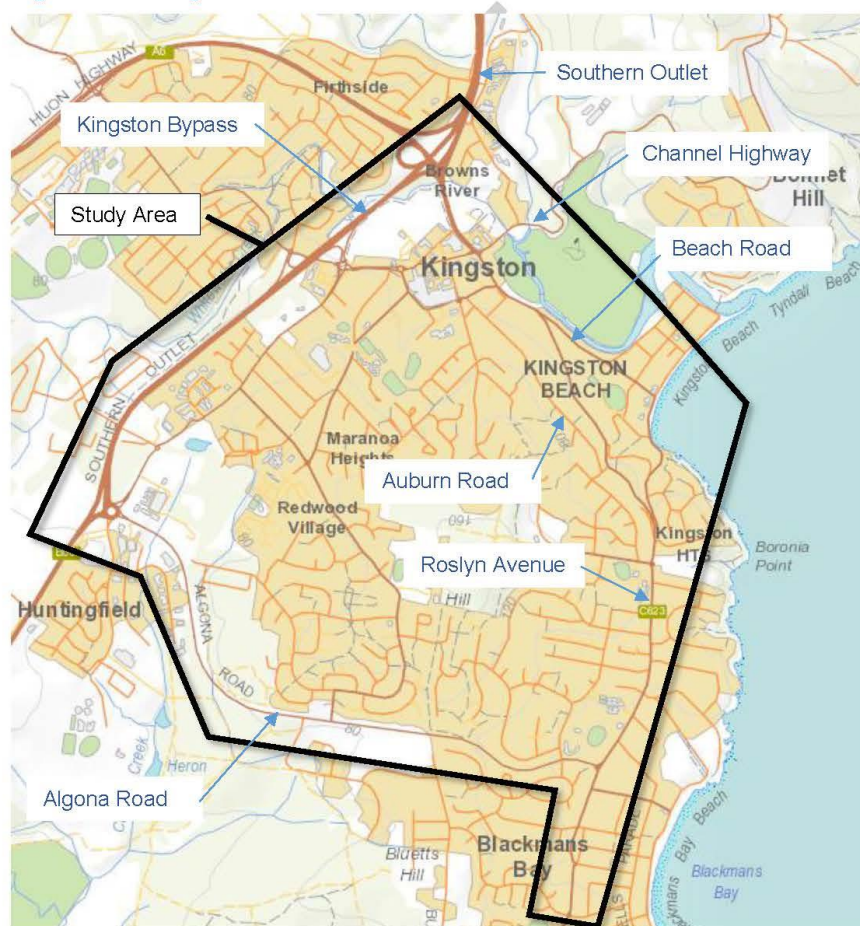
2. Road network

2.1 Key roads

Roslyn Avenue provides a connection between Kingston and Blackmans Bay, adjacent to the River Derwent. For the purpose of this assessment the study area, shown in Figure 2-1, comprises the following roads within the transport network:

- Roslyn Avenue;
- Beach Road;
- Auburn Road;
- Algona Road;
- Kingston Bypass;
- Southern Outlet;
- Channel Highway; and
- Huon Highway.

Figure 2-1 Study area



Base map source: TheList

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 3

2.1.1 Roslyn Avenue

Roslyn Avenue is part of the C623 route connecting Kingston to Margate via Blackmans Bay. Roslyn Avenue is a sub-arterial road between Blackmans Bay and Kingston, running adjacent to the River Derwent. At its northern end it forms a signalised intersection with Beach Road and at its southern end it becomes Tinderbox Road at a roundabout controlled intersection with Illawarra Road in Blackmans Bay.

Roslyn Avenue is a two-way, two-lane road with a speed limit of 50 km/h. At the northern end, it has a narrow cross section of approximately 6 metres and tight horizontal curvature. Many residential properties have accesses and frontage on Roslyn Avenue, most of which have steep driveway accesses with restricted sight distance due to road geometry and kerbside vegetation. A footpath is provided on the eastern side of the road, with sporadic indented parking bays provided on the western side. No other on street parking is provided along the northern end of Roslyn Avenue. Street lighting is provided at regular intervals.

Roslyn Avenue is a major bus route and stops are provided regularly on each side of Roslyn Avenue. Due to the lack of parking spaces, bus stops are differentiated from the roadway by pink coloured pavers.

2.1.2 Beach Road

Similarly to Roslyn Avenue, Beach Road is part of the C623 route connecting Kingston to Margate via Blackmans Bay. Between Huon Highway and Roslyn Avenue, Beach Road is a sub-arterial, two-way, two-lane road with a prevailing speed limit of 50 km/h. Between Roslyn Avenue and Osborne Esplanade, Beach Road is a collector road with a lowered speed limit of 40 km/h.

For the purposes of this assessment all references to Beach Road refer to the section between the Huon Highway and Roslyn Avenue.

2.1.3 Auburn Road

Auburn Road is a local road which runs parallel to Roslyn Avenue between Hutchins Street (adjacent to Church Street) and Tanina Street. Auburn Road is a two-way road of approximately 5.5 m in width. The road is typically undulating with no centreline delineation, except at approaches to key intersections. Street lighting is provided at regular intervals, and there is a footpath on the western side of the road. Auburn Road is a bus route, with two designated stops provided. Auburn Road has a speed limit of 50 km/h, reducing to 40 km/h on approach to Hutchins Street.

2.1.4 Algona Road

Algona Road is a Category 4, Feeder Road, on the State Road network, with a typical speed limit of 90 km/h. Due to the steep gradient on approach to the intersection with Roslyn Avenue, the posted speed limit reduces to 80 km/h and then 60 km/h. Algona Road is two-lane, two-way road, however an additional climbing lane is provided for westbound traffic for approximately 400 m after the intersection with Opal Drive. There is no stopping along Algona Road, with an approximately 1.2 m wide shoulder provided on each side of the road. Algona Road connects to Roslyn Avenue in the east at a roundabout controlled intersection and connects to the Kingston Bypass interchange in the west at a roundabout controlled intersection, along with Huntingfield Avenue and Channel Highway.

2.1.5 Kingston Bypass

The Kingston Bypass is a State owned highway that bypasses Kingston to the north, connecting the Southern Outlet to Algona Road. It is a Category 3 two-way, two-lane road, with a central

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 4

median wire rope safety barrier and a posted speed limit of 80 km/h. There is an approximately 2 m wide shoulder provided on each side and a noise barrier provided on the south east side for adjacent properties. The bypass runs parallel to the Channel Highway, with major interchange connections with Huon Highway and Summerleas Road / Channel Highway.

2.1.6 Other major highway connections

The Kingston Interchange connects Kingston to surrounding suburbs via the Huon Highway, Channel Highway and Southern Outlet.

The Huon Highway commences at an intersection with Channel Highway in central Kingston and continues west, then southwest to Huonville, before continuing south to Southport.

The Channel Highway begins north of Kingston in Taroona then passes through Kingston to Margate, Snug and Kettering and loops back to Cygnet and Huonville where it meets the Huon Highway.

The Southern Outlet provides the major connection from Hobart City to Kingston where it connects to the Channel Highway and Huon Highway at the Kingston Interchange.

2.2 Road hierarchy assessment

As detailed in Section 2.1, Roslyn Avenue is a sub-arterial road that provides a critical through movement function. Roslyn Avenue provides a key link between Kingston and Blackmans Bay and it is unlikely that downgrading the function of Roslyn Avenue would be feasible, without the provision of a suitable alternative. Figure 2-2 details the hierarchy of roads within the study area. Roslyn Avenue, along with Algona Road, Channel Highway, and Kingston Bypass, provide the major corridors for which vehicles can enter and bypass the centre of Kingston. It is noted that one option identified by residents in the December 2016 survey was to shift traffic from Roslyn Avenue to an alternative road such as Auburn Road, enabling the downgrading of the function of Roslyn Avenue. While this suggestion may reduce traffic volumes on Roslyn Avenue, it is unlikely to have a major impact, due to Roslyn Avenue being a more direct route. Furthermore, Auburn Road is a local road, with steep grades, and therefore is not suited to perform a higher level function, and so would suffer from similar issues currently experienced on Roslyn Avenue.

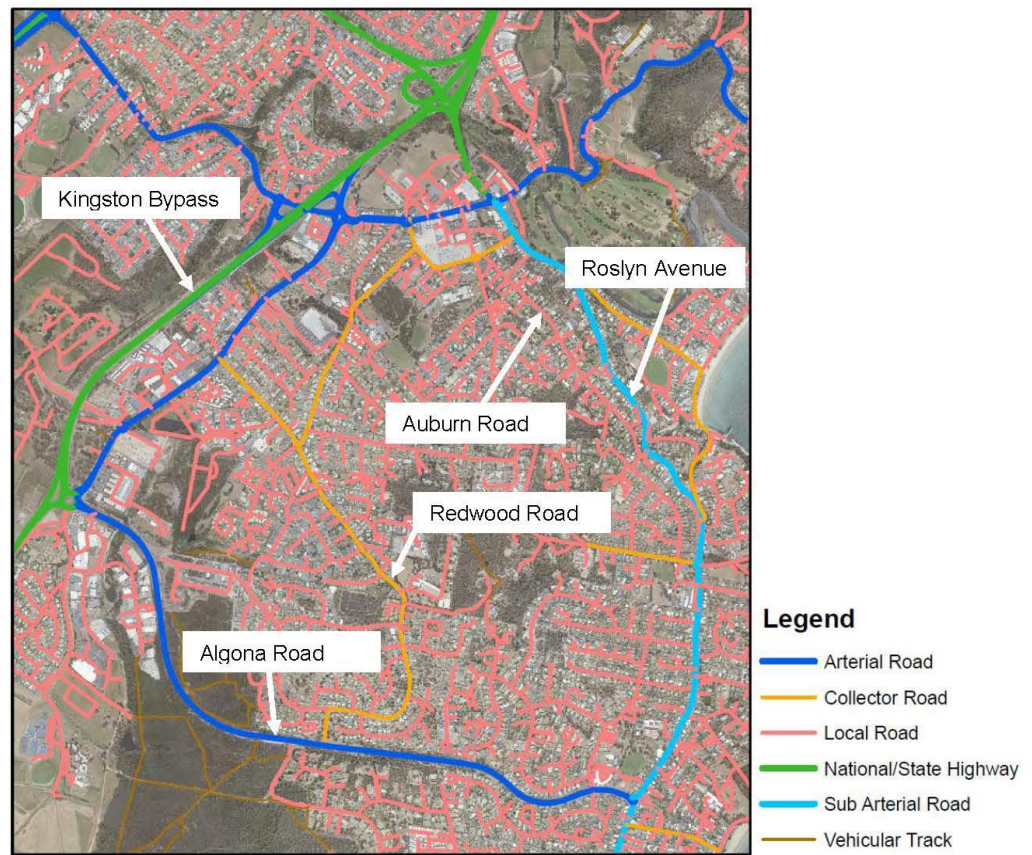
The residents concern regarding traffic volumes included use of Roslyn Avenue as a 'rat-run'. It is noted that it is not clear what the resident survey defines as a 'rat-run'. As a sub-arterial road, the use of Roslyn Avenue for travel between Blackmans Bay and Kingston would be considered within the purpose of the road. With the provision of the alternative route to Hobart via Algona Road and Kingston Bypass which are Category 4 and Category 3 roads respectively, vehicles utilising Roslyn Avenue to travel from Blackmans Bay (or further south) to Hobart are considered to be 'rat-running'.

Given the current structure and functionality of the Kingston Road Network, it is considered that the only suitably classed roads to redirect through traffic away from Roslyn Avenue would be Algona Road and the Kingston Bypass.

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Figure 2-2 Road hierarchy map



Base map source: TheList

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3. Existing conditions

The following section provides a review of the current performance of the Roslyn Avenue corridor for the various road users. The review was undertaken from observing existing traffic volumes and speeds, and reviewing estimated future traffic conditions.

3.1 Traffic volumes

One of the key issues highlighted in the survey of residents was the difficulty in exiting from driveways, which is directly correlated to the volume and subsequent gaps in traffic. Traffic volumes along Roslyn Avenue have been obtained from two sources:

1. Automatic Tube Surveys (ATS), supplied by Council; and
2. Turning Movement Surveys undertaken in August 2018 as part of the *Central Kingston Traffic Plan Report* (GHD, 2019).

3.1.1 Average annual daily traffic

Data from Automatic Tube Surveys (ATS), from September to November 2018, was supplied by Council. The counts provide two-way traffic flows on Roslyn Avenue at locations either side of Tanina Street. A summary of key results is provided in Table 3-1.

Table 3-1 ATS summary

	Roslyn Avenue north of Tanina Street			Roslyn Avenue south of Tanina Street		
	Northbound	Southbound	AADT	Northbound	Southbound	AADT
Average Weekday	3,700	3,000	6,700	3,550	3,700	7,250
Average Weekend	2,800	2,300	5,100	2,400	2,600	5,000

Based on the Local Government Road Hierarchy – Consultation Paper (2015), while Roslyn Avenue is categorised as a sub-arterial road, the AADT detailed in Table 3-1 indicates that the volumes on Roslyn Avenue are equivalent to that of a Collector Road at between 2,500 and 10,000 vehicles per day.

3.1.2 Peak hour turning movement counts

Traffic counts undertaken in August 2018 as part of the *Central Kingston Traffic Plan Report* (GHD, 2019) included turning movement count surveys, for two hours in the morning peak and two hours in the evening peak, at the following three intersections on Roslyn Avenue:

- Roslyn Avenue / Beach Road;
- Roslyn Avenue / Mount Royal Road; and
- Roslyn Avenue / Algona Road.

As a parallel route to Roslyn Avenue, turning movement counts on the Kingston Bypass were also reviewed. The *Central Kingston Traffic Plan Report* (GHD, 2019) had survey information at the following locations:

- Kingston Bypass / Channel Highway / Algona Road / Huntingfield Avenue;
- Kingston interchange; and
- Summerleas Road / Kingston Bypass off-ramp.

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Roslyn Avenue volumes

The turning movement surveys from the *Central Kingston Traffic Plan Report* (GHD, 2019) were synthesised to provide volumes on Roslyn Avenue as shown in Table 3-2.

A key observation in Table 3-2 is the decreasing number of vehicles between Beach Road and Algona Road, showing that around half of the traffic recorded on north Roslyn Avenue are turning off before Algona Road. However it is also noted that a higher number of vehicles were recorded south of Tanina Street in the PM peak, showing use by local traffic or possible use of Auburn Road. The exception to this is the off peak directions (southbound in the AM and northbound in the PM) where more traffic is travelling on Roslyn Avenue at Algona Road than Beach Road.

Table 3-2 Roslyn Avenue peak hour traffic volumes

	Roslyn Avenue south of Beach Road junction		Roslyn Avenue south of Tanina Street		Roslyn Avenue north of Algona Road	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
7:45 – 8:45 AM	632	141	599	171	440	212
4:30 – 5:30 PM	195	403	205	461	217	319

Algona Road and Kingston Bypass volumes

Volumes at the Algona Road / Kingston Bypass / Huntingfield Avenue / Channel Highway roundabout during the peak hour for Algona Road and Kingston Bypass are shown in Table 3-3.

As with Table 3-2, the turning movement surveys from the *Central Kingston Traffic Plan Report* (GHD, 2019) were synthesised to provide volumes on each of the corresponding roads. Key sections of the Kingston Bypass and Algona Road are provided in Table 3-4.

The information in Table 3-3 indicates that approximately 50% of traffic on Algona Road is accessing the Kingston Bypass. Although some vehicles are observed to be utilising the off/on ramps at Summerleas Road, Table 3-4 highlights that the majority of traffic utilising the bypass is continuing onto the Southern Outlet to travel further north, rather than accessing the Kingston CBD. This indicates that travel on Algona Road is likely to be mostly associated with bypassing Kingston rather than travel to Kingston.

Table 3-3 Kingston Bypass / Algona Road turning movement counts

	Kingston Bypass to Algona Road	Algona Road to Kingston Bypass	Kingston Bypass		Algona Road	
			Leaving	Entering	Leaving	Entering
7:45 – 8:45 AM	99	343	562	1,026	649	350
4:30 – 5:30 PM	341	173	1,027	579	343	601

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Table 3-4 Kingston Bypass and Algona Road peak hour traffic volumes

	Kingston Bypass north of Summerleas Road		Summerleas Road / Kingston Bypass on and off ramps		Algona Road west of Roslyn Avenue	
	Northbound	Southbound	Northbound (off ramp)	Southbound (on ramp)	Northbound	Southbound
7:45 – 8:45 AM	1,457	683	189	140	497	339
4:30 – 5:30 PM	621	1,434	204	244	315	478

3.2 Vehicle speed

Speeding was another issue raised in the survey of residents. The residents were concerned that excess speed on the northern section of Roslyn Avenue was causing a safety issue for leaving their driveway, due to limited sight distance. Vehicle speeds were extracted from the ATS data, with the data shown in Table 3-5. With respect to the 50 km/h speed limit, a considerable portion of vehicles (up to 24%) are driving above 50 km/h on north Roslyn Avenue. The majority of these vehicles were recorded in the 50 – 60 km/h range.

Noting the curvature of the road and available sight distance at several locations, it is unlikely that a Safe Intersection Sight Distance (SISD) for vehicles egressing from driveways can be achieved in all locations, with speeds above 50 km/h.

Table 3-5 Vehicle speed on Roslyn Avenue

	< 40 km/h	40 – 50 km/h	50 – 60 km/h	> 60 km/h
Average	17%	66%	16%	1%
North of Tanina Street	11%	65%	23%	1%
South of Tanina Street	24%	67%	8%	1%

3.3 Future growth

Estimates of future traffic volumes were taken from the *Central Kingston Traffic Plan Report* (GHD, 2019) to estimate the expected future traffic volumes on Roslyn Avenue.

Central Kingston Traffic Plan Report (GHD, 2019) considered a ten year horizon of 2028, estimating volumes in the morning peak (7:30 - 9:30 AM) and the evening peak (4:00 - 6:00 PM). Table 3-6 provides a comparison of the current volume and predicted volume increase on Roslyn Avenue over 10 years based on planned developments and current route choice behaviours.

Table 3-6 North Roslyn Avenue predicted two-way traffic volumes

Peak Hour	2018 traffic volumes	Estimated volume increase	Percentage per annum	Estimated 2028 traffic volume
7:30 – 8:30 AM	850	70	0.8 %	920
8:30 – 9:30 AM	480	90	1.9 %	570
4:00 – 5:00 PM	550	95	1.7%	640
5:00 – 6:00 PM	570	115	2.0 %	670

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The results in Table 3-6 show growth on Roslyn Avenue in the peaks is expected to be in the order of 1 to 2% per year. It is noted that for a flow rate of 920 vehicles per hour, the average gap between vehicles (headway) is in the order of 5.4 seconds, with a typical right turn movement requiring 6 seconds and 4 seconds required for left turn movements (Austroads, 2015). It is noted that platooning of southbound traffic from the Beach Road traffic signals should provide larger and more regular headways between vehicles.

This suggests adequate opportunities for vehicles to turn left, however there may be difficulties for right turn movements.

The estimated availability of acceptable headways has been calculated based on the formula provided in Austroads (2015), assuming random arrivals, and is shown in Table 3-7.

Table 3-7 Proportion acceptable headways on Roslyn Avenue (AM Peak)

Manoeuvre	Opposing Flow (veh/h)		Acceptable Headways (%)	
	Current	Future	Current	Future
Left turn into northbound lane	730	785	44.4%	41.8%
Left turn into southbound lane	120	135	87.5%	86.1%
Right turn into northbound lane	850	920	29.7%	26.8%
Right turn into southbound lane	850	920	25.1%	22.4%

The results in Table 3-7 indicate that for left turn movements over 40% of the time there is an acceptable gap for a vehicle exiting a driveway to merge into, in the AM peak. However, for right turning traffic an appropriate gap only occurs 22% of the time, or 13 seconds out of every minute.

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4. Driver route choice

The survey of local residents highlighted concerns relating to the use of Roslyn Avenue as a 'rat-run' for the purpose of this assessment 'rat-running' is considered vehicles travelling from Blackmans Bay (or further south) to Hobart as defined in Section 2.2. Reviewing the road hierarchy assessment in Section 2.2, the only suitable road systems for carrying large volumes of traffic to the Kingston CBD or to the Southern Outlet utilise either Algona Road or Roslyn Avenue. An assessment of travel times and distances, comparing Roslyn Avenue with the alternative route of Algona Road and the Kingston Bypass, has been undertaken to understand the likely attractiveness of each route to drivers. This assists in understanding the ability to influence the choice drivers make in relation to their route to a desired destination.

4.1 Desktop assessment of distance and time

An estimate of travel times based on speed limit and travel distance is provided in Table 4-1. The estimated travel time is based on travel at the speed limit and does not include delay at intersections, so is considered the travel time under Free Flow Conditions. The travel time routes are measured from the Kingston Interchange to the intersection of Algona Road and Roslyn Avenue.

Table 4-1 Travel time comparison

Origin	Destination	Distance (km)	Speed Limit (km/h)	Estimated Travel Time (seconds)
Via Roslyn Avenue				
Kingston Interchange	Beach Road	0.70	80	32
Beach Road	Roslyn Avenue	0.64	50	46
Roslyn Avenue	Intersection with Algona Road	2.72	50	196
Total		4.06	53	274 (4.6 minutes)
Via Algona Road				
Kingston Interchange	Algona Road	3.54	80	160
Algona Road	Approach to intersection	1.97	90	79
		0.31	80	14
	Roslyn Avenue	0.62	60	38
Total		6.44	79	291 (4.7 minutes)

As shown in Table 4-1, without considering any wait times at intersections (i.e. Free Flow Speed) it is faster and shorter to travel between the Kingston Interchange and Blackmans Bay via Roslyn Avenue than the Kingston Bypass/Algona Road by 17 seconds and 2.38 km respectively. It should also be noted that the Roslyn Avenue route includes two school zones where a reduced speed limit to 40 km/h is imposed during drop-off and pick-up periods which were not included in the desktop assessment.

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4.2 Surveyed travel times

4.2.1 Existing travel time surveys

Travel time surveys along Algonia Road were conducted as part of the *Central Kingston Traffic Plan Report* (GHD, 2019) in 2018. The peak period travel times and the average speeds for Algonia Road were extracted and are shown in Table 4-2. When comparing Table 4-2 to Table 4-1, there is a significant reduction in travel speed, which is associated with delay experienced at key intersections along the route, such as intersection with the Kingston Bypass.

Table 4-2 Algonia Road travel times

Route	Travel Time (seconds)	Average Speed (km/h)
AM Peak (Eastbound)	171	68
AM Peak (Westbound)	183	63
PM Peak (Eastbound)	170	69
PM Peak (Westbound)	186	62

4.2.2 Additional travel time surveys

Additional travel time surveys were undertaken by GHD on the 6th and 7th of March 2019. The surveys were undertaken along Algonia Road / Kingston Bypass and Roslyn Avenue during the morning and evening peak hours and align with the routes assessed in Section 4.1. The two routes surveyed, shown in Figure 4-1, are detailed below:

1. The Southern Outlet continuing onto the Kingston Bypass, turning onto Algonia Road, then returning via a U-turn at the intersection of Roslyn Avenue / Algonia Road.
2. The Southern Outlet turning onto the Huon Highway, continuing onto Beach road and turning onto Roslyn Avenue, then returning via a U-turn at the intersection of Roslyn Avenue / Algonia Road.

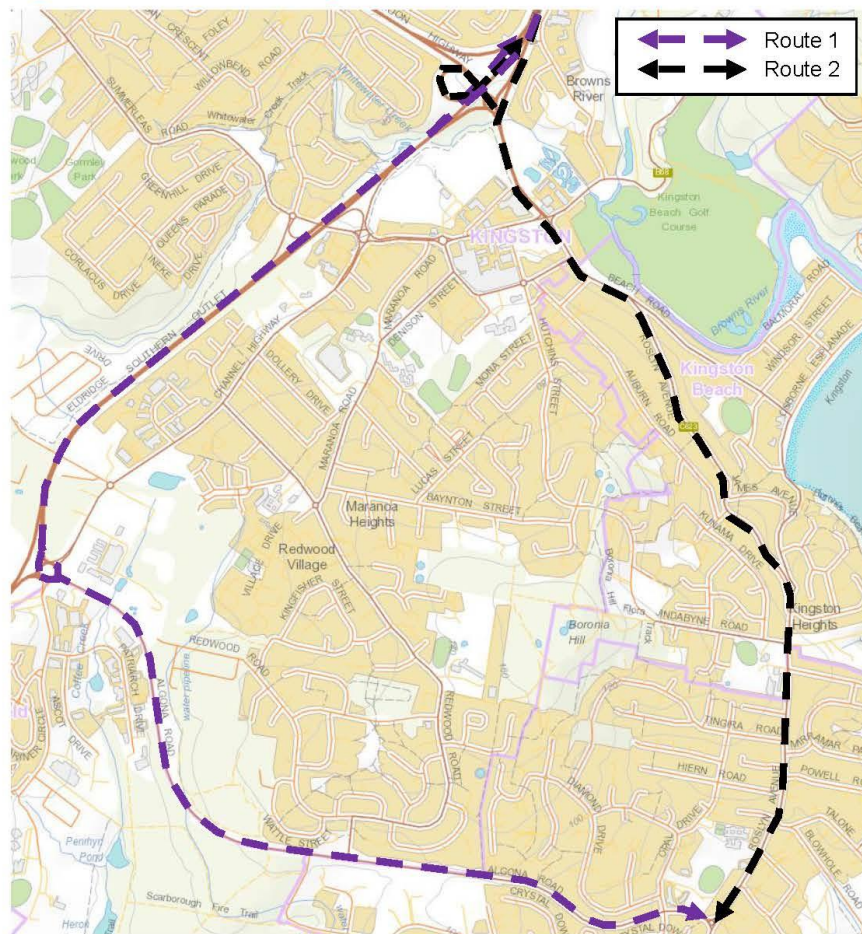
The results from the travel time surveys are provided in Table 4-3. The results indicate that the recorded travel time for Algonia Road and the Kingston Bypass is lower than that for Roslyn Avenue, which is contrary to the desktop assessment detailed in Section 4.1. This is due to the conditions on Roslyn Avenue resulting in a higher variability in travel times.

The major factors contributing to this variability were the children's crossings on Roslyn Avenue, the pedestrian and vehicular traffic associated with schools along Roslyn Avenue and the two traffic signals at the Channel Highway / Huon Highway junction, as well as the Beach Road / Roslyn Avenue junction.

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Figure 4-1 Travel survey routes



Base map source: TheList

Table 4-3 Travel time survey results

Route	Surveyed Travel Times [mm:ss]							
	AM Peak				PM Peak			
	1	2	3	Average	1	2	3	Average
Roslyn Avenue SB	06:24	07:16	06:09	06:36	07:00	05:35	06:31	06:22
Roslyn Avenue NB	08:15	06:25	06:24	07:01	05:55	06:30	09:11	07:12
Algon Road SB	05:34	05:44	05:39	05:39	05:45	06:05	07:16	06:22
Algon Road NB	05:55	05:57	05:05	05:39	05:34	05:25	05:18	05:25

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4.3 Delays and average speeds

Due to the differences between the Free Flow conditions described in Section 4.1 and the recorded conditions in Section 4.2, the delays experienced at key road sections were examined to determine where delay is occurring in the network.

4.3.1 Travel time survey – Route 1

Route 1 of the additional travel time surveys undertaken by GHD overlaps with the Surveyed Travel Times extracted from the *Central Kingston Traffic Plan Report* (GHD, 2019) and documented in Section 4.2.1. The travel time route in the *Central Kingston Traffic Plan Report* (GHD, 2019) does not consider travel along the full length of the bypass and so has not been considered in this section.

Average speeds were derived from the travel time data and are presented in Table 4-4 and Table 4-5 for the AM and PM periods in their respective peak direction, northbound in AM and southbound in PM. From assessing the results from the additional travel time surveys, as shown in Table 4-4 and Table 4-5, the average speeds are typically close to the speed limit. Reductions in speed were observed on approach to intersections, as drivers slowed to navigate the intersections. Delays at the Algona Road / Kingston Bypass interchange were minimal, due to frequent gaps in the traffic stream to merge into. In the AM peak period, an increase in congestion levels developed between the Summerleas Road overpass and the Kingston Interchange. This created a convoy of vehicles, however did not create any stop start conditions, and average speeds were in the order of 70 km/h. Typically average speeds are close to the speed limit.

Table 4-4 Algona Road / Kingston Bypass northbound average speeds in AM

Location	Average Time	Average Speed	Speed Limit
Start: Roslyn Avenue / Algona Road Intersection			
Opal Drive Roundabout	21.5 s	33 km/h	60 km/h
Intersection with Redwood Road	77.0 s	61 km/h	60 - 90 km/h
Algona Road / Kingston Bypass Interchange	105.7 s	60 km/h	90 km/h
Spring Farm Overpass	25.3 s	76 km/h	80 km/h
Summerleas Overpass	71.3 s	69 km/h	80 km/h
Kingston Interchange	45.3 s	64 km/h	80 km/h

Table 4-5 Algona Road / Kingston Bypass southbound average speeds in PM

Location	Average Time	Average Speed	Speed Limit
Start: Kingston Interchange			
Summerleas Road Overpass	64.3 s	72 km/h	80 km/h
Spring Farm Overpass	60.0 s	82 km/h	80 km/h
Algona Road / Kingston Bypass Interchange	36.0 s	54 km/h	80 km/h
Intersection with Redwood Road	83.0 s	76 km/h	90 km/h
Opal Road Roundabout	71.0 s	58 km/h	60 - 90 km/h
Roslyn Avenue	55.7 s	13 km/h	60 km/h

4.3.2 Travel time survey – Route 2

The assessment of the travel times for Route 2 is summarised in Table 4-6 and Table 4-7. As with Route 1, the average speeds are typically close to the speed limit. The road conditions for

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Route 2 are significantly different from Route 1. The Kingston Bypass and Algona Road are predominately isolated roadways, with high speeds and smooth curves and transitions. Route 2 is through a more residential area, with lower speed limits, windy segments and more access points.

Reductions in speeds were observed on approach to the intersection of Channel Highway and Beach Road. During the AM peak period, queuing on the Beach Road approach to the intersection was at times observed to extend back to Church Street. In the PM peak, the Huon Highway approach to the intersection was observed to have queuing extending back to John Street.

As detailed in *Central Kingston Traffic Plan Report* (GHD, 2019), the relatively long cycle time of the traffic signals and the distribution of the green time contribute to this delay.

Table 4-6 Roslyn Avenue northbound average speeds in AM

Location	Average Time	Average Speed	Speed Limit
Start: Algona Road			
Jindabyne Road	109.7 s	38 km/h	50 km/h
Tanina Street	45.0 s	52 km/h	50 km/h
Intersection with Beach Road	79.3 s	40 km/h	50 km/h
Intersection with Channel Highway	102.3 s	17 km/h	50 km/h
Huon Highway	49.7 s	39 km/h	50 - 60 km/h
Kingston Interchange	35.3 s	45 km/h	80 km/h

Table 4-7 Roslyn Avenue southbound average speeds in PM

Location	Average Time	Average Speed	Speed Limit
Start: Kingston Interchange			
Huon Highway	33.0 s	64 km/h	80 km/h
Intersection with Channel Highway	85.7 s	16 km/h	60 km/h
Intersection with Beach Road	40.0 s	43 km/h	50 km/h
Tanina Street	67.3 s	47 km/h	50 km/h
Jindabyne Road	55.7 s	42 km/h	50 km/h
Intersection with Algona Road	100.3 s	41 km/h	50 km/h

4.4 Road network assessment

4.4.1 Assessment criteria

The primary criterion for measuring performance within an urban environment is Level of Service. Level of Service for motor vehicles is typically measured in terms of speed for an urban street, and delay for intersections. At intersections controlled by traffic signals, level of service is based on the average delay for all approaches, while for roundabouts and give-way controlled intersections, level of service is based on the delay for the worst performing approach. Austroads provides typical level of service criteria as summarised in Table 4-8.

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Table 4-8 Level of service criteria

Level of service	Urban streets Travel speed as a percentage of free flow speed	Intersections Average control delay (seconds)		
		Give-way	Roundabouts	Signals
LoS A	> 85%	≤ 10	≤ 10	≤ 10
LoS B	67 – 85%	10 – 15	10 – 20	10 – 20
LoS C	50 – 67%	15 – 25	20 – 35	20 – 35
LoS D	40 – 50%	25 – 35	35 – 50	35 – 55
LoS E	30 – 40%	35 – 50	50 – 70	55 – 80
LoS F	≤ 30%	> 50	> 70	> 80

Source: Austroads, 2017

Note that drivers are typically more willing to accept longer delays at roundabouts and traffic signals than give-way or stop controlled intersections as reflected in the Level of Service criteria summarised in Table 4-8.

Within the road network, the Kingston Bypass is a two-lane highway. For highways performance is determined by considering the 'Average Travel Speed' (ATS) and the 'Percent Time Spent Following' (PTSF). Both of these parameters are calculated using the methodologies provided in the Highway Capacity Manual 2010, depending on the classification of the highway. The Kingston Bypass is considered a Class I Highway as it is used for daily commuters and motorists expect to travel at relatively high speeds. The performance criteria for a Class 1 highway are provided in Table 4-9.

Table 4-9 Level of Service criteria for two-lane highways

Level of service	Class I highway	
	Average travel speed ATS (km/h)	Percent time-spent-following PTSF (%)
LoS A	> 90	≤ 35
LoS B	> 80-90	> 35-50
LoS C	> 70-80	> 50-65
LoS D	> 60-70	> 65-80
LoS E	≤ 60	> 80

Source: HCM 2010

4.4.2 Levels of Service in the network

Level of Service (LoS) across the network were determined based on the travel times documented in Section 4.2. The surveys from the *Central Kingston Traffic Plan Report* (GHD, 2019), showed average speeds on Algona Road are in the order of 60 to 70 km/h in the peak periods, which equates to a LoS B. Minor delays were observed on approach to the Algona Road / Channel Highway roundabout in both peak periods.

The surveys from the *Central Kingston Traffic Plan Report* (GHD, 2019), showed average speeds on the Kingston Bypass, were generally in the range of 50 to 60 km/h, indicating that the performance of the bypass is poor at LoS E (noting the 80 km/h speed limit restricts the potential LoS of the Kingston Bypass to LoS C).

The LoS derived from the additional surveys, detailed in Section 4.2.2, are shown in Table 4-10 to Table 4-13. For Algona Road the LoS between the two surveys are similar at LoS B. However, the additional surveys recorded a higher average travel speed for the Kingston

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Bypass. However, due to the Kingston Bypass having no overtaking opportunities and large traffic volumes, the calculated Percentage Time-Spent Following (PTSF) is approximately 77.5%, which still equates to a LoS D, and is close to an unacceptable level of service.

For Roslyn Avenue, LoS are considered good at LoS A to B. The Huon Highway and Beach Road components of this route have lower LoS due to traffic volumes and intersection delays.

Table 4-10 Algona Road / Kingston Bypass northbound average speeds

Timing Points	Average Speed	Speed Limit	Level of Service
Start: Roslyn Avenue / Algona Road Intersection			
Opal Drive Roundabout	28 km/h	60 km/h	D
Intersection with Redwood Road	64 km/h	60 - 90 km/h	B
Algona Road / Kingston Bypass Interchange	59 km/h	90 km/h	C
Spring Farm Overpass	80 km/h	80 km/h	D*
Summerleas Overpass	75 km/h	80 km/h	D*
Kingston Interchange	70 km/h	80 km/h	D*

*Based on Percentage Time Spent Following

Table 4-11 Algona Road / Kingston Bypass southbound average speeds

Location	Average Speed	Speed Limit	Level of Service
Start: Kingston Interchange			
Summerleas Road Overpass	74 km/h	80 km/h	D*
Spring Farm Overpass	80 km/h	80 km/h	D*
Algona Road / Kingston Bypass Interchange	52 km/h	80 km/h	D*
Intersection with Redwood Road	76 km/h	90 km/h	B
Opal Road Roundabout	62 km/h	60 - 90 km/h	B
Roslyn Avenue	18 km/h	60 km/h	F

*Based on Percentage Time Spent Following

Table 4-12 Roslyn Avenue southbound average speeds

Location	Average Speed	Speed Limit	Level of Service
Start: Kingston Interchange			
Huon Highway	65 km/h	80 km/h	B
Intersection with Channel Highway	16 km/h	60 km/h	F
Intersection with Beach Road	43 km/h	50 km/h	A
Tanina Street	43 km/h	50 km/h	A
Jindabyne Road	43 km/h	50 km/h	A
Intersection with Algona Road	40 km/h	50 km/h	B

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Table 4-13 Roslyn Avenue northbound average speeds

Location	Average Speed	Speed Limit	Level of Service
Start: Algona Road			
Jindabyne Road	50 km/h	50 km/h	A
Tanina Street	53 km/h	50 km/h	A
Intersection with Beach Road	42 km/h	50 km/h	B
Intersection with Channel Highway	23 km/h	50 km/h	D
Huon Highway	20 km/h	50 - 60 km/h	E
Kingston Interchange	46 km/h	80 km/h	C

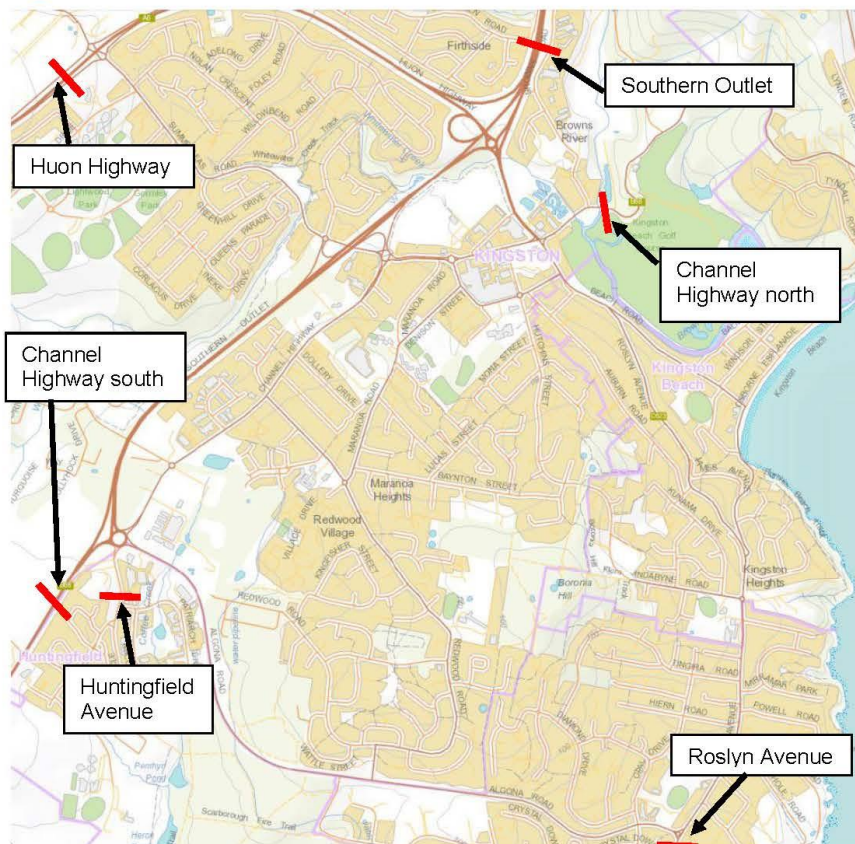
4.5 Origin-Destination survey

The survey of residents, indicated that there were concerns that the northern end of Roslyn Avenue was being used as a 'rat-run'. Origin-Destination data (OD data) collected as part of the *Central Kingston Traffic Plan Report* (GHD, 2019) was reviewed to determine the origin and destination of vehicles traveling to and from Roslyn Avenue, south of Algona Road. It is noted that the OD data does not provide the route drivers chose (i.e. whether vehicles travel via Roslyn Avenue or Algona Road) however it does provide an overview of the demand for the north-south movement. The locations of the OD stations used for the survey are presented in Figure 4-2. OD data was recorded for two hours in both the AM and PM peak periods, 7:30 – 9:30 AM and 4:00 – 6:00 PM.

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Figure 4-2 OD station locations



Base map source: TheList

The two hour AM and PM peak OD splits for southbound travel to Roslyn Avenue, south of Algonia Road, are shown in Table 4-14 and for northbound movements from Roslyn Avenue, the splits are shown in Table 4-15.

Table 4-14 Vehicles travelling to Roslyn Avenue, south of Algonia Road

Origin	AM Volume (%)	PM Volume (%)
Channel Highway south (south of Algonia Road)	41 (9.3%)	44 (4.2%)
Huntingfield Avenue	29 (6.6%)	38 (3.6%)
Southern Outlet	97 (22.0%)	374 (35.7%)
Huon Highway	14 (3.2%)	19 (1.8%)
Roslyn Avenue (south of Algonia Road, return trip)	63 (14.3%)	88 (8.4%)
Channel Highway north (west of Maranoa Road)	21 (4.8%)	18 (1.7%)
Local traffic (not recorded at OD station)	175 (39.8%)	467 (55.4%)

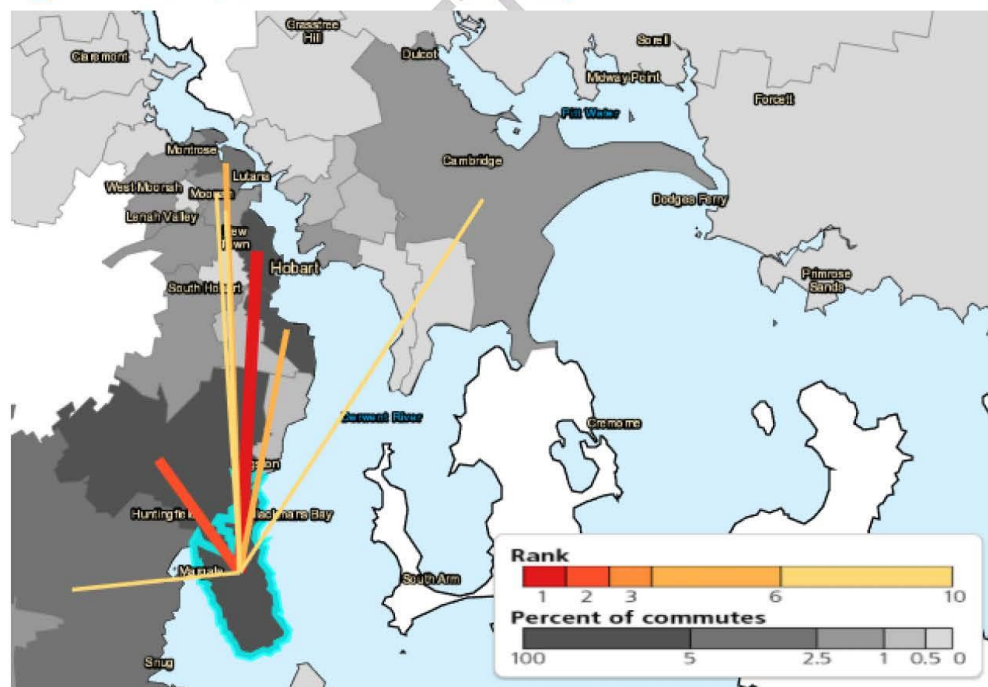
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Table 4-15 Vehicles travelling from Roslyn Avenue, south of Algonia Road

Destination	AM (%)	PM (%)
Channel Highway (south of Algonia Road)	39 (3.6%)	44 (7.9%)
Huntingfield Avenue	69 (6.4%)	10 (1.8%)
Southern Outlet	447 (41.4%)	93 (16.7%)
Huon Highway	9 (0.8%)	15 (2.7%)
Roslyn Avenue (south of Algonia Road, return trip)	63 (5.8%)	88 (15.8%)
Channel Highway (west of Maranoa Road)	33 (3.1%)	21 (3.8%)
Local traffic (not recorded at OD station)	420 (38.9%)	285 (51.3%)

Table 4-14 and Table 4-15 show the most common movements are between Roslyn Avenue and the Southern Outlet, Channel Highway (south of Kingston) and Local traffic. Local traffic can account for up to 51.3% of movements from Roslyn Avenue. These trips are inclusive of trips to locations in Kingston and Kingston Beach. The trips to and from the Southern Outlet and Channel Highway (south of Kingston) are likely work related trips. This is supported by the data from the Australian Bureau of Statistics (ABS, 2016). As shown in Figure 4-3 and Figure 4-4, Hobart is the primary location of employment for the residents of Blackmans Bay, with 3,550 vehicle trips to work in total out of Blackmans Bay per day. Employment in Blackmans Bay is comparatively small, with 736 vehicle trips to work into Blackmans Bay per day.

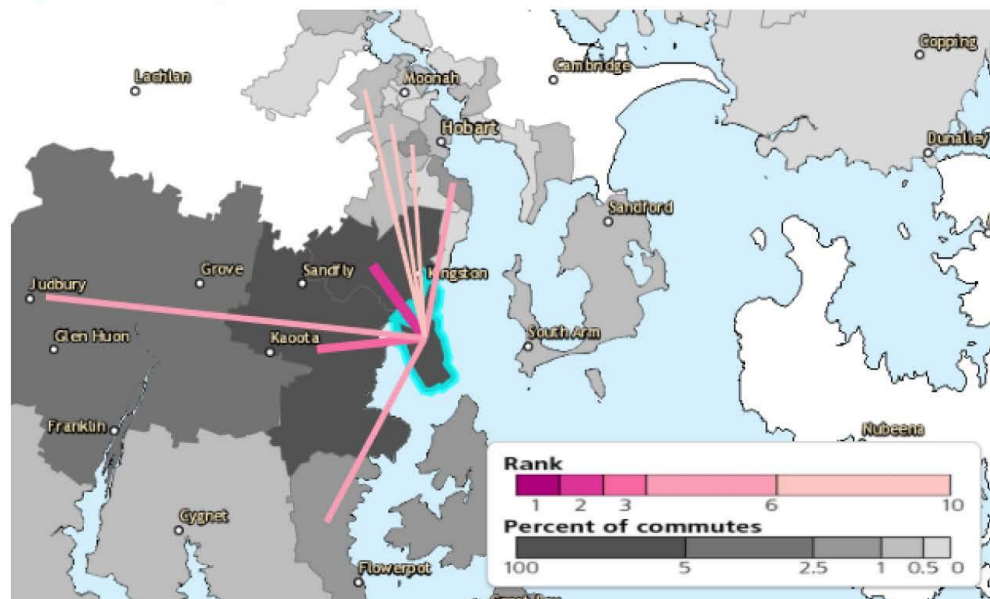
Figure 4-3 Journey to Work from Blackmans Bay

Source: www.abs.gov.au

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Figure 4-4 Journey to Work into Blackmans Bay



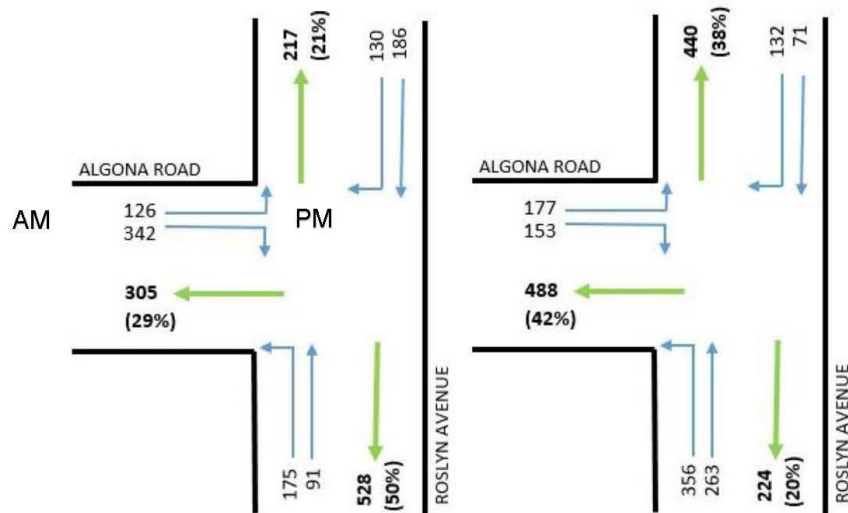
Source: www.abs.gov.au

In order to understand whether Roslyn Avenue is being used as a 'rat-run', the turning count data for the Roslyn Avenue / Algona Road intersection from the *Central Kingston Traffic Plan Report* (GHD, 2019) was reviewed and is summarised in Figure 4-5. Turning count volumes are presented for the peak hours of 7:45 – 8:45 AM and 4:30 – 5:30 PM. Based on the values shown in Figure 4-5, it is clear that the majority of vehicles travelling to and from Roslyn Avenue (south of Algona Road) are utilising Algona Road. When compared to the OD volumes, it is likely that vehicles travelling to and from Huon Highway, Southern Outlet, and Channel Highway north are primarily travelling via Algona Road, with a significantly smaller proportion travelling via Roslyn Avenue. In the time period 7:30 – 8:30 AM 298 vehicles were recorded in the OD survey as travelling from Roslyn Avenue (south of Algona Road) to Southern Outlet. Only 91 vehicles were recorded travelling straight on Roslyn Avenue at the intersection in the AM peak hour indicating that a maximum of 91 vehicles could be completing this movement per hour without any local traffic travelling straight at the intersection. Similarly from 4:00 – 5:00 PM 190 vehicles were recorded travelling from Roslyn Avenue to Southern Outlet with only 71 vehicles travelling southbound at the intersection in Figure 4-5. This infers that vehicles travelling via Roslyn Avenue are primarily local vehicles.

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Figure 4-5 Roslyn Avenue / Algona Road intersection counts



4.6 Key findings

The key findings of the investigation into the use of Roslyn Avenue as a 'rat-run' are as follows:

- The desktop assessment indicates that based on distance and FFS, Roslyn Avenue is the favourable route due to its shorter distance between Kingston and Blackmans Bay.
- However, the performance of Roslyn Avenue as a route to Hobart is subject to many delays and greater variation in travel time, due to the intersection delays, traffic volumes, surrounding land uses, and alignment and design of the road.
- In comparison Algona Road / Kingston Bypass is a more reliable and on average faster route.
- Due to its lowered speed limit and lack of overtaking opportunities, the Kingston Bypass is considered to provide a poor Level of Service of D or E.
- From analysis of the OD surveys, it is anticipated that the use of Roslyn Avenue as a 'rat-run' is minimal. With the majority of trips, considered local trips.

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5. Improving Roslyn Avenue for residents

In response to resident concerns, consideration was given to how through movements along Roslyn Avenue may be reduced, sufficient gaps in the traffic stream provided, and the instance of speeding reduced.

The following are the measures considered to improve Roslyn Avenue for residents.

Speed limit reinforcement along Roslyn Avenue

The speed surveys described in Section 3.2 indicated that up to 24% of traffic travels above the 50 km/h speed limit. Noting the curvature of the road and available sight distance at several locations, it is unlikely that a SISD for vehicles egressing from driveways can be achieved in all locations, with speeds above 50 km/h.

During site visits, it was observed that speed limit signage on Roslyn Avenue is limited, with signage limited to the school zone at the southern end. Reinforcement of the 50 km/h posted speed limit on Roslyn Avenue by increasing the frequency that it is displayed may increase the frequency drivers check their speed, and as such increase adherence to the speed limit.

Council has also suggested a potential speed mitigation measure could be to paint speed limits onto the road carriageway.

Increased speed camera presence on Roslyn Avenue

Residents suggested the installation of permanent speed cameras or a greater police presence to lower traffic speeds.

An increased presence of speed cameras on north Roslyn Avenue would help to reinforce the speed limit and reduce speeding in the area. It may also have a secondary impact of reducing the attractiveness of Roslyn Avenue.

Reduced speed limit on the northern end of Roslyn Avenue

Residents posed the suggestion to lower the speed limit to 40 km/h on north Roslyn Avenue. This mitigation measure would have the combined effect of reducing speeds on north Roslyn Avenue, addressing safety concerns and acting as a deterrent for through traffic, by increasing travel times.

The impacts of the proposed reduction in the speed limit are discussed further in Section 6.

Improved directional / information signage for Kingston, Blackmans Bay and Hobart City

The resident survey highlights signage at Algona Road / Roslyn Avenue roundabout that directs traffic to Roslyn Avenue. While there is a non-standard sign on Roslyn Avenue adjacent to Pearsall Avenue for northbound traffic to turn left onto Algona Road to access the city via Channel Highway, at the intersection of Algona Road and Roslyn Avenue, the standard signage directs traffic to use Algona Road to access Hobart and Margate, and Roslyn Avenue (as part of the C623 route) to access Kingston.

Council could consider reviewing the signage in proximity to the intersection of Algona Road and Roslyn Avenue, giving consideration to directing vehicles to utilise Algona Road to access Kingston CBD, and Roslyn Avenue to access Kingston Beach.

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Improved awareness of route travel times

Due to the shorter physical distance, there may be some perception that Roslyn Avenue is a faster route to Hobart and Kingston than Algona Road. However, as discussed in Section 4, this is not the case in peak times.

Consideration could be given to utilising variable message signage to display travel times to Kingston CBD and Hobart via the two routes in order to encourage vehicles to utilise the Algona Road route during peak times.

DRAFT

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6. Traffic modelling

The Kingston hybrid traffic model, developed as part of the *Central Kingston Traffic Plan Report* (GHD, 2019), was used to simulate the impacts on the surrounding network of reducing through traffic on Roslyn Avenue.

6.1 Existing conditions

The Kingston hybrid traffic model was originally developed to aid in determining future traffic impacts and to quantify the requirements for future road and intersection upgrades. The Kingston hybrid traffic model is considered an appropriate tool for this task due to its ability to estimate driver route choice.

In order to identify the magnitude of any changes, the simulated performance of the road network was reviewed.

The travel times from the model are presented alongside the surveyed travel times from Section 4.2.2. The travel times produced in the model are within a reasonable range of the surveyed travel times indicating that it is appropriate to use the model for this task. The model travel times are consistently lower than the survey results. The survey results only incorporates three survey runs in each peak period. Delays from signals and slow vehicles experienced in one survey run can skew the results showing a longer average travel time. The model is not susceptible to skew as the travel times for all vehicles within the routes are averaged.

Table 6-1 Model Travel Time Comparison

Route	AM Peak		PM Peak	
	Average Surveyed Travel Times [mm:ss]	Average Model Travel Times [mm:ss]	Average Surveyed Travel Times [mm:ss]	Average Model Travel Times [mm:ss]
Roslyn Avenue SB	06:36	05:31	06:22	05:42
Roslyn Avenue NB	07:01	05:54	07:12	05:34
Algona Road SB	05:39	05:08	06:22	04:56
Algona Road NB	05:39	05:02	05:25	04:55

6.2 Scenarios

Three lowered speed scenarios were modelled to determine route choice and potential impacts on the surrounding road network. The scenarios are described as following:

1. Roslyn Avenue between Beach Road and Tanina Street was reduced to a 40 km/h speed limit;
2. Roslyn Avenue, north of Algona Road, reduced to 40 km/h speed limit
3. Roslyn Avenue, north of Algona Road, reduced to 30 km/h speed limit

6.3 Route choice

Deterring through traffic from Roslyn Avenue will impact the surrounding road network. The Kingston hybrid traffic model was utilised to observe the extent of this impact. In particular the following behaviours were specifically scrutinised:

- Any increases in traffic on local roads; and

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- Changes in traffic volumes on Algona Road / Kingston Bypass, in particular travel to Kingston CBD.

For each of the scenarios detailed in Section 6.2, the change in traffic volumes for key roads within the study area were extracted from the model. The resulting traffic volumes and the level of change over the modelled two hour period of 7:30 – 9:30 AM and 4:00 – 6:00 PM are shown in Table 6-2 and Table 6-3.

The volume changes in Table 6-2 and Table 6-3 indicate that lowering the speed on Roslyn Avenue will lower volumes on Roslyn Avenue and increase volumes on Algona Road. However, there is also a potential for greater use of Mount Royal Road and Beach Road as a bypass and Auburn Road as an alternative route in the PM Peak. There was also an increase in traffic on the southern section of Roslyn Avenue, attributed to more drivers travelling south to access Algona Road, instead of continuing north on Roslyn Avenue.

Table 6-2 Northbound route volume changes

Route	AM Peak Scenarios			PM Peak Scenarios		
	1	2	3	1	2	3
Roslyn Avenue between Beach Road and Tanina Street	508 (-546)	449 (-605)	349 (-705)	142 (-201)	57 (-287)	14 (-329)
Roslyn Avenue between Blowhole Road and Algona Road	570 (+95)	526 (+51)	472 (-3)	493 (+165)	448 (+121)	392 (+65)
Auburn Road	200 (-79)	190 (-89)	228 (-51)	172 (+74)	188 (+90)	201 (+103)
Beach Road between Roslyn Avenue and Osborne Esplanade	841 (+475)	896 (+530)	911 (+345)	424 (+103)	494 (+173)	476 (+155)
Beach Road between Channel Highway and Roslyn Avenue	1346 (-78)	1342 (-82)	1258 (-167)	565 (-98)	551 (-111)	489 (-174)
Algona Road between Opal Drive and Roslyn Avenue	1175 (+165)	1180 (+169)	1218 (+208)	566 (+26)	550 (+10)	582 (+42)
Kingston Bypass between Algona Road and Summerleas Road off ramp	2491 (+485)	2528 (+522)	2540 (+534)	1125 (-257)	1161 (-261)	1208 (-261)
Kingston Bypass Summerleas Road off ramp	661 (-345)	671 (-335)	698 (-308)	232 (-257)	228 (-261)	228 (-261)

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 26

Table 6-3 Southbound route volume changes

Route	AM Peak Scenarios			PM Peak Scenarios		
	1	2	3	1	2	3
Roslyn Avenue between Beach Road and Tanina Street	135 (-143)	43 (-235)	35 (-243)	303 (-445)	121 (-627)	24 (-724)
Roslyn Avenue between Blowhole Road and Algona Road	540 (+161)	525 (+147)	515 (+136)	586 (+20)	530 (-37)	466 (-101)
Auburn Road	69 (-57)	68 (-58)	72 (-54)	391 (+140)	354 (+102)	346 (+94)
Beach Road between Roslyn Avenue and Osborne Esplanade	404 (+114)	511 (+221)	511 (+221)	587 (+152)	798 (+363)	847 (412)
Beach Road between Channel Highway and Roslyn Avenue	539 (-28)	554 (-13)	546 (-21)	892 (-297)	921 (-267)	873 (-316)
Algona Road between Opal Drive and Roslyn Avenue	675 (+98)	650 (+73)	645 (+69)	993 (+171)	990 (+169)	1028 (+206)
Kingston Bypass between Algona Road and Summerleas Road off ramp	1346 (+399)	1363 (+416)	1369 (+422)	2895 (+1144)	2921 (+1170)	2947 (+1196)
Kingston Bypass Summerleas Road on ramp	503 (+293)	535 (+325)	540 (+330)	779 (+597)	802 (+621)	823 (+640)

Route Choice plots were extracted from the Kingston hybrid traffic model to gain an understanding of the level of route choice away from Roslyn Avenue. As shown in Figure 6-1, with reduced speeds on Roslyn Avenue, the model predicts that traffic travelling between Jindabyne Road and the Southern Outlet will utilise Auburn Road and Beach Road in order to avoid Roslyn Avenue.

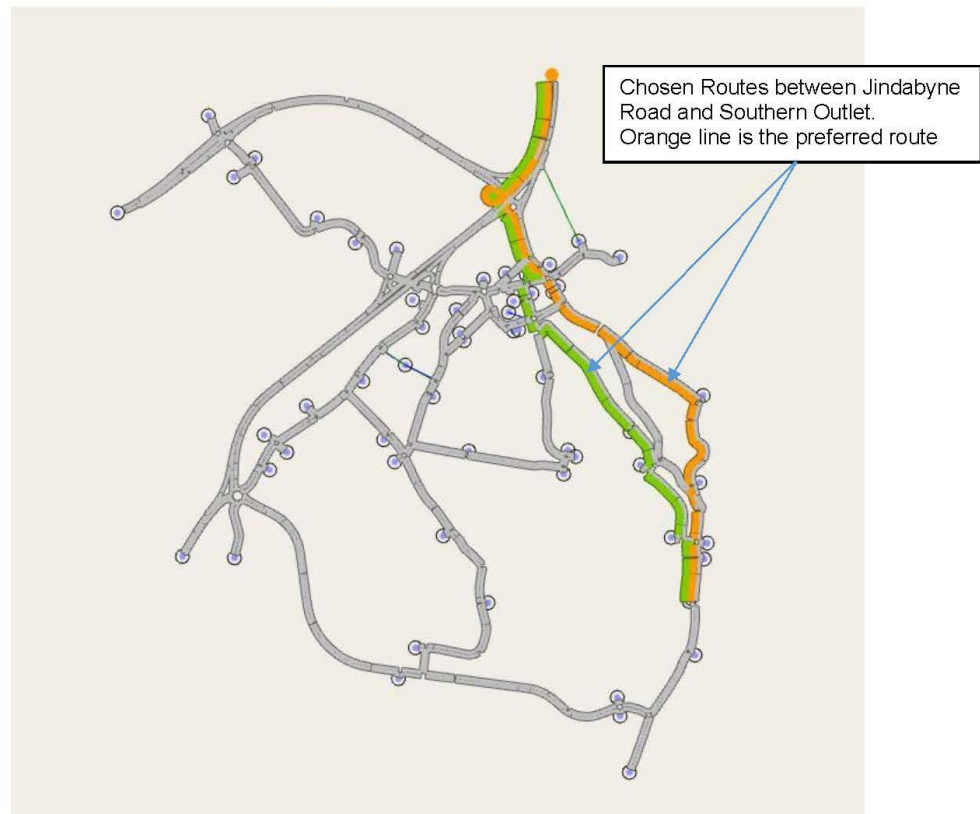
Reducing speeds on Roslyn Avenue does encourage additional trips on Algona Road. As shown in Figure 6-2, vehicles originating at Blowhole Road, or further south, are predicted to primarily choose Algona Road and the Kingston Bypass to travel to Hobart.

It is noted that the rerouting of traffic highlighted in Figure 6-1 and Figure 6-2 are local trips. Therefore these measures are likely to not only discourage through trips but local trips as well.

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 27

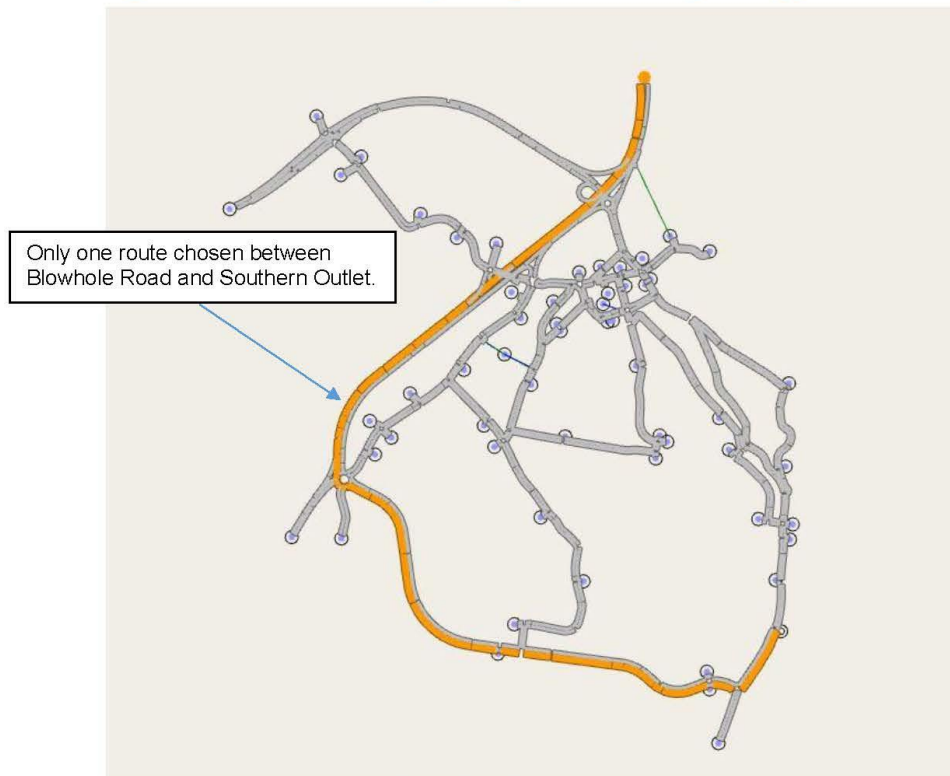
Figure 6-1 Vehicles diverting to Beach Road and Auburn Road



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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 28

Figure 6-2 Vehicles diverting to Algona Road / Kingston Bypass



6.4 Impacts on key roads

Impacts on key roads have been discussed in the following sections. This qualitative assessment describes the likely diversion and what it means to the functionality of the network.

6.4.1 Kingston Bypass

The route choice assessment, detailed in Section 6.3, indicates that a reduction in speed on Roslyn Avenue will result in an increase in traffic on Kingston Bypass.

The current Level of Service (LoS) of the Kingston Bypass is poor, at a LoS D or E due to travel speeds and lack of overtaking opportunities. With the increased traffic the LoS remains at D or E with only minor overall reduction in speeds caused by the additional traffic. However, even given its poor LoS, Kingston Bypass still provides a better travel time than alternative routes, such as Channel Highway and Roslyn Avenue.

6.4.2 Algona Road

Algona Road provides access from Roslyn Avenue to the Kingston Bypass forming part of the desirable alternate route. Similar to the bypass an increase in volume was seen, however LoS is still considered good at LoS B, even with the additional traffic.

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6.4.3 Intersection of Algona Road / Kingston Bypass

The Algona Road / Kingston Bypass interchange is a highly trafficked intersection. The performance of this intersection under diverted traffic conditions was analysed to determine if the additional traffic will impact the intersection performance. The weighted intersection delay and intersection Level of Service (LoS) are provided in Table 6-4 for the existing conditions and Scenario 3 (the scenario that had the largest volume increase on both Algona Road and Kingston Bypass). The results indicate that the redistribution of traffic does not significantly impact the performance of the intersection.

In the PM peak periods, an improvement in the achieved LoS is seen for both hour periods. This is a function of the redistribution of traffic, increasing traffic onto the better performing approaches, skewing the weighted average delay value for the intersection. While overall the intersection is performing better, there is a deterioration in performance for the Channel Highway (from Kingston) approach to the intersection. This deterioration is due to the high volumes of traffic performing the left turn manoeuvre from Kingston Bypass to Algona Road shown in Figure 6-3.

Table 6-4 Algona Road / Kingston Bypass intersection delays and LoS

	8:30 – 9:30 AM		4:00 – 5:00 PM	
	Existing Conditions	Scenario 3	Existing Conditions	Scenario 3
Weighted Average Delay	26	27	26	21
Level of Service	D	D	D	C

Figure 6-3 Kingston Bypass / Algona Road roundabout movement



Base map source: TheList

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6.4.4 Auburn Road

Auburn Road is a local road and with the reduction in speed on Roslyn Avenue there is an increase in volume on Auburn Road in the PM peak period.

Due to Auburn Road connecting to Church Road in the Kingston CBD, it becomes a more desirable alternative for vehicles exiting the Channel Court area and travelling south to Blackmans Bay.

Typically the Kingston Bypass would be a more preferred route to travel south. However, as shown in Figure 6-4, delays within the Kingston CBD, limit accessibility to the Bypass. Extensive queuing is evident on the eastern approach to the Channel Highway / Summerleas Road roundabout in the PM peak.

Figure 6-4 Queuing on the eastern approach to the Channel Highway / Summerleas Road roundabout in the PM peak



Base map source: TheList

The *Central Kingston Traffic Plan Report* (GHD, 2019) details the testing of several options to upgrade the Channel Highway / Summerleas Road roundabout to mitigate this queuing. It is likely that improvements to the Channel Highway / Summerleas Road roundabout will reduce any rerouting to Auburn Road.

6.4.5 Beach Road

As detailed in Section 6.3, reducing the speed on Roslyn Avenue may result greater use of Mount Royal Road and Beach Road, to bypass Roslyn Avenue. This is an undesirable outcome as it would increase through movements through the Kingston Beach area. Therefore any reduction in speed on Roslyn Avenue will need to consider measures to prevent traffic from diverting onto Mount Royal Road and Beach Road.

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 31

7. Intersection of Beach Road and Roslyn Avenue

The performance of the intersection of Beach Road and Roslyn Avenue is of concern to Council. In order to determine the current and predicted future performance of the intersection, it was modelled in the SIDRA Intersection software package.

The intersection was tested under current traffic volumes, as well as predicted future volumes, as described in Section 3.3. The calculated performance from the software is provided in Table 7-1. Minimal additional delays at the intersection are predicted with the future traffic volumes with the intersection operating at LoS B.

Table 7-1 Roslyn Avenue / Beach Road intersection delays (s) and LoS

Model	Existing			Future Predicted		
Approach	Beach Road NB	Beach Road SB	Roslyn Avenue	Beach Road NB	Beach Road SB	Roslyn Avenue
7:30 – 8:30 AM	13 LoS B	13 LoS B	19 LoS B	13 LoS B	13 LoS B	21 LoS C
5:00 – 6:00 PM	13 LoS B	20 LoS B	12 LoS B	14 LoS B	23 LoS C	13 LoS B

Although the overall intersection LoS remains, there is a decrease in approach LoS for Roslyn Avenue in the AM future case and Beach Road southbound in the PM future case. The queuing at Roslyn Avenue increases notably and is presented in Table 7-2.

The phasing arrangement at the intersection was assessed in order to determine if any efficiencies could be obtained from modifying the cycle or phase arrangements. Currently the intersection runs a two phase arrangement, with an all way stop to accommodate any pedestrian movements crossing Beach road, as shown in Figure 7-1. It should be noted that pedestrian movements are minimal in the peak periods, with only one phase call per hour. A two phase arrangement provides the most efficient use of green time of all potential signal arrangements, and the all way stop to accommodate any pedestrian movements is considered necessary to maintain pedestrian safety. Therefore no changes to the phasing arrangements are recommended.

Figure 7-1 Beach Road / Roslyn Avenue Phasing arrangement



A review of the length of the phases and overall signal cycle found that cycle length varied between 40 and 55 seconds. The review indicated that a 40 second cycle time produced better results, while the longer cycle time recorded at the signals may be a result of the settings coded

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 32

into the signal for the cancellation of a phase. It is recommended that the criteria for cancelling a phase at the intersection is reviewed.

As shown in Table 7-2, a reduction in the overall cycle time could reduce 95th percentile queues on Roslyn Avenue by up to 40 m.

Table 7-2 95th percentile queues on Roslyn Avenue

	Current Model		Future Model	
	Existing Phasing	Proposed Phasing	Existing Phasing	Proposed Phasing
Vehicles queued (veh)	16	12	20	14
Distance (m)	110.7	78.1	134.2	94.3

Changes to the lane configuration, such as providing additional lanes on approach to the intersection to minimise queue lengths, were considered. These options were not considered feasible due to the restrictive surrounding terrain.

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GHD | Report for Kingborough Council - Central Kingston Traffic Plan, 3218939 | 33

8. Conclusion

8.1 Summary

A survey developed and conducted by local residents in December 2016 highlighted specific concerns residents had regarding safety on the northern end of Roslyn Avenue. The following issues that residents raised were reviewed as part of this assessment:

- Excessive traffic speeds;
- Use of Roslyn Avenue as a 'rat-run'; and
- Difficulty accessing and egressing from driveways.

Roslyn Avenue is a sub-arterial road between Kingston and Blackmans Bay and serves a specific traffic carrying function, and a high utilisation of this road is expected for it to meet this function. Roslyn Avenue is also the shortest route between Blackmans Bay and Kingston CBD and as such will be the preferred route to access central Kingston, particularly outside peak times.

The review of traffic data did not find a significant issue with 'rat-running', although a significant amount of 'low range' speeding was observed, which would create difficulties in accessing and egressing driveways.

Measures to reduce the volume of through traffic on Roslyn Avenue were considered, to increase gaps in traffic and improve access and egress from driveways. Traffic modelling utilising the Kingston Hybrid Traffic Model indicated that a reduced speed environment on Roslyn Avenue would reduce traffic levels. However, this not only reduced through traffic, but local traffic as well, with an increase in traffic on Auburn Road and Beach Road, essentially relocating the problem elsewhere. Based on the function of these roads and the current road hierarchy, they are considered inappropriate as a bypass for Roslyn Avenue.

8.2 Recommendations

Based on the assessments in this report the following recommendations can be made for the purpose of improving Roslyn Avenue for residents:

- Speed limit reinforcement along Roslyn Avenue by increasing the frequency of speed limit signage on the northern end of Roslyn Avenue.
- Increased speed camera presence on Roslyn Avenue to enforce the 50 km/h speed limit.

Consideration of the following measures could also be made:

- Reducing the cycle time at Roslyn Avenue / Beach Road intersection.
- Review the signage in proximity to the intersection of Algona Road and Roslyn Avenue, giving consideration to directing vehicles to utilise Algona Road to access Kingston CBD, and Roslyn Avenue to access Kingston Beach.
- Installation of variable message signage to show the travel to display travel times to Kingston CBD and Hobart via the two routes in order to encourage vehicles to utilise the Algona Road route during peak times.

In relation to other measures discussed in Section 5 the following commentary is made:

- A speed limit reduction on Roslyn Avenue is not recommended as a measure to improve Roslyn Avenue for residents, however if this were to be implemented it should only be undertaken alongside traffic calming measures on both Auburn Road and Mount Royal Road.

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	S.Chapman	K.Easther		M.Brooks		17/05/2019

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14.4 O'BRIENS ROAD MAINTENANCE

1 PURPOSE

Strategic Plan Reference

Key Priority Area	2.0	Deliver quality infrastructure and services
Strategic Outcome	2.2	Service provision meets the current and future requirements of residents and visitors.

- 1.1 The purpose of this report is for Council to formally take over a section of O'Briens Road, Snug.

2 BACKGROUND

- 2.1 On 27 April 2015, Council considered a report regarding the maintenance responsibility for a section of O'Briens Road, Snug. At that time Council resolved not to take over maintenance responsibility for this section of O'Briens Road.
- 2.2 Residents continued to approach Council with a view to reviewing this decision of Council.
- 2.3 On 25 February 2019, Council considered a further report regarding Council takeover of the said section of O'Briens Road, the resolution as follows:
- 2.4 That Council rescind its decision of 27 April 2015 and agrees, in principle, to maintaining to a minimum standard, an unmaintained section of O'Briens Road from chainage 492 metres to chainage 1010 metres (as measured from Snug Falls Road) subject to affected residents contributing a one off total payment of \$5000 and subject to Council's 2019-20 budget deliberations.
- 2.5 A budget allocation was made available to undertake the works and these have now been completed.
- 2.6 To finalise this matter it is recommended that Council formally takeover maintenance responsibility for the previously unmaintained section of O'Briens Road.

3 STATUTORY REQUIREMENTS

- 3.1 Council's responsibilities for the management of local roads are defined by the provisions of the Local Government (Highways) Act 1982.
- 3.2 Section 12(1) of the Act states:
A corporation may, by resolution of the Council, declare that a road or other way within the municipality that is not a highway shall become, as specified in the resolution, a highway maintainable by the corporation or a particular kind of highway so maintainable.

3.3 Section 21(1) of the Act states:

Subject to this Act, the corporation of a municipality is charged with the duty of maintaining the local highways in the municipality that are maintainable by the corporation as shown on its municipal map, and, in any particular case, it shall discharge that duty in such a manner as, have regards to all the circumstances of the case, it considers practicable and appropriate.

4 DISCUSSION

- 4.1 Council's municipal map currently shows that Council is responsible for the maintenance of O'Briens Road 492 metres from the junction with Snug Falls Road; the balance currently remains Crown reserved road.
- 4.2 A Crown reserved road is a section of land that is set aside for a future road. However, they do not become a road maintainable by Council without a formal resolution.
- 4.3 The original resolution outlined in the 25 February 2019 Council report, provides an in-principle agreement, but is subject to both a budget allocation and agreement for a contribution from affected residents.
- 4.4 The road has now been upgraded to an appropriate standard for Council takeover and the residents have been invoiced \$5000 as part of their contribution towards the works.
- 4.5 To formalise the takeover, Council must provide a resolution declaring that the road shall become a road maintainable by Council, as per Section 12(1) of the Local Government (Highways) Act 1982.

5 FINANCE

- 5.1 As outlined in a previous report it is estimated that the ongoing costs to maintain to a minimum standard the additional length of O'Briens Road is \$1000 per annum.

6 ENVIRONMENT

- 6.1 There are no environmental matters to be considered as part of this report.

7 COMMUNICATION AND CONSULTATION

- 7.1 Council's decision on this matter is effectively a final governance process and does not require direct communication with the affected residents.
- 7.2 As per Section 12(4) of the Local Government (Highways) Act 1982 a copy of the resolution will be gazetted:

The corporation shall cause a copy of a resolution under this section to be published in the Gazette and the road or other way to which the resolution relates becomes, on the date of the publication, such a highway as is specified in the resolution.

8 RISK

- 8.1 The risks associated with this decision are as outlined in the previous report to Council as follows:
- If Council formally resolves to take over the unmaintained section of O'Briens Road, there is a risk that similar requests for taking over other unmaintained sections of road may occur. This is somewhat ameliorated by the fact that each case is different and needs to be treated on its own merits.

- There is a risk that taking over a road and only undertaking minimal maintenance tasks on the road may result in the road gradually declining in condition requiring a future larger injection of funds to bring the road back to a base level condition.

9 CONCLUSION

- 9.1 O'Briens Road has now been upgraded to an appropriate standard for Council takeover and the residents have been invoiced \$5000.
- 9.2 The final governance process for Council is to resolve to formally take over maintenance responsibility for the section of road from chainage 492 to chainage 1010 (as measured from Snug Falls Road).
- 9.3 This decision will provide the certainty for residents that this section of road will become a Council road maintained to a minimum standard as previously agreed to in principle by Council.

10 RECOMMENDATION

MOVED
SECONDED

That Council resolves to take over maintenance of O'Briens Road from chainage 492 metres to chainage 1010 metres (as measured from Snug Falls Road) and that the takeover be gazetted and the municipal map be updated accordingly.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

FILE NO 45.3
DATE 29 NOVEMBER 2019
OFFICER TONY FERRIER – DEPUTY GENERAL MANAGER
ENDORSED BY GARY ARNOLD – GENERAL MANAGER

14.5 KINGBOROUGH WASTE SERVICES – DIRECTOR APPOINTMENT AND REMUNERATION

1 PURPOSE

Strategic Plan Reference

Key Priority Area	2.0	Deliver quality infrastructure and services
Strategic Outcome	2.1	Service provision meets the current and future requirements of residents and visitors

- 1.1 The purpose of this report is to consider the membership and remuneration for the Board of Kingborough Waste Services Pty Ltd (KWS).

2 BACKGROUND

- 2.1 In 2011 Council appointed an independent Board to manage the operations of KWS.
- 2.2 The Board consists of Mr Peter Shelley as the Independent Non-Executive Director/Chairman, Ms Debra Mackeen as the other Independent Non-Executive Director, and Deputy General Manager Tony Ferrier and Executive Manager Engineering Services David Reeve as the two Council-appointed Non-Executive Directors.
- 2.3 Mr Shelley's term as a Director expires on 1 April 2020. He will have served two terms as a Director/Chairman since he was first appointed in 2014. Ms Mackeen was appointed on 10 October 2017 for three years.
- 2.4 The remuneration for the independent Directors is set by Council. This is in accordance with clause 22.5 of the Constitution which states that the company may, by majority resolution of the shareholder(s), remunerate independent directors. Council is the sole shareholder of the company.

3 STATUTORY REQUIREMENTS

- 3.1 There are no relevant statutory issues.

4 DISCUSSION

Director Appointment

- 4.1 Mr Shelley was directly reappointed as the Director/Chairman in 2017. At that time, Councillors indicated during the Council meeting debate that the position should be readvertised at the end of this second term.
- 4.2 Mr Shelley has been a very active Board member and Chair. The Board (and Council) has benefited from his very extensive business experience and he has provided valuable advice and assistance to the KWS manager on an ongoing basis.
- 4.3 It is now appropriate for the position of Director/Chairman to be advertised. It is important that the right balance is struck between retaining existing Board members for

an appropriate period (drawing on their experience and familiarity of the KWS business) and in obtaining new Directors that can bring fresh ideas and different types of experience.

- 4.4 It is proposed a Director's position be advertised in conjunction with the Chairperson's position in order to accommodate a situation where Ms Debra Mackeen, as a current serving Director, has the opportunity to apply for the Chairperson's position.

Director Remuneration

- 4.5 The existing level of remuneration for the independent Board Directors was set in 2011 when KWS was first established. This is an annual fee of \$7,500 for the Chairperson and \$5,500 for the other Director. This has not been increased during the last 8-9 years. The Board meets every two months and this is envisaged to continue in the future.
- 4.6 A year ago, Council signed a new Service Level Agreement (SLA) with the KWS Board that resulted in KWS now being responsible for all waste management functions normally delivered by Council – it was previously only responsible for the operation of the waste transfer stations. There are now two additional Board meetings every year when a formal SLA discussion is held with the General Manager. In more recent years, it is also quite common for the Board to have informal workshops to discuss the upcoming annual plan and budget. The new SLA has now meant that KWS is responsible for managing the kerbside collection and public place bin contracts, considering new proposals (such as extensions to the kerbside collections, new recycling services and green waste collection and disposal), providing public information on sustainable waste management and adopting a more strategic approach to waste management, both locally and regionally.
- 4.7 The workload for the KWS Directors has increased significantly over the last two years and an increase in remuneration would be appropriate. The Directors are spending more time attending meetings, reading the Agenda papers and considering the more complex issues that KWS is now responsible for. This increase in time (compared to original expectations) would be in the order of about 40% - based on 6 meetings increased to 9 per year, coupled the additional responsibilities associated with the Board's portfolio.
- 4.8 On that basis, it is proposed that the annual remuneration for the Chairperson be \$10,000 and be \$8,000 for the other Director. These new rates would apply from the beginning of 2020.

5 FINANCE

- 5.1 The existing KWS budget accommodates all Board expenses. The proposed increase in remuneration for the independent Directors will result in an increase of \$5,000 per annum. The financial surplus for KWS, in recent years, will be able to easily accommodate this increase in expenditure.

6 ENVIRONMENT

- 6.1 There are no specific environmental issues to be considered.

7 COMMUNICATION AND CONSULTATION

- 7.1 The vacant position of a Director/Chairperson of the Board will be advertised. Following the receipt of applications, a further report will be provided to Council so that a decision can be made on any Board appointment(s).

- 7.2 It is proposed that the availability of this position be advertised during February 2020, with an appointment to be made in March 2020.

8 RISK

- 8.1 No risks have been identified in advertising this position on the KWS Board. There are also no risks in increasing the level of remuneration for the independent Board Directors.

9 CONCLUSION

- 9.1 The appointment of the position of a Non-Executive Director on the KWS Board is to be made by Council as the sole shareholder of the company. With the upcoming expiry of term of the current Director/Chairperson it is now appropriate that applications be sought.
- 9.2 It is also now appropriate to increase the remuneration for the two Independent Non-Executive Directors in order to recognise the increased time to attend Board meetings, the increased KWS responsibilities and the time elapsed when the existing rates were set in 2011.

10 RECOMMENDATION

MOVED
SECONDED

That Council:

- (a) endorses the intention to seek applications for the position of the Independent Non-Executive Director/Chairperson on the Board of Kingborough Waste Services Pty Ltd; and
- (b) approves that the annual remuneration for the Chairperson be \$10,000 and be \$8,000 for the other Independent Non-Executive Director.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

14.6 INDEPENDENT AUDIT PANEL MEMBER

1 PURPOSE

Strategic Plan Reference

Key Priority Area	6.0	A well administered organisation
Strategic Outcome	6.1	Internal financial and governance arrangements are maintained to a high standard
Strategy	6.1.5	Ensure a long term strategic focus drives financial policy and decisions

- 1.1 The purpose of this report is to provide a recommendation on the preferred candidate for the vacant position of independent Audit Panel member.

2 BACKGROUND

- 2.1 At the Audit Panel meeting in October 2019, Nick Burrows the independent chair of the audit panel finished his role with the Audit Panel.
- 2.2 The Audit Panel agreed to commence a replacement process by seeking expressions of interest for an independent member.
- 2.3 The Audit Panel agreed to form an interview panel to review and interview candidates for the role.

3 STATUTORY REQUIREMENTS

- 3.1 An Audit Panel Is created under Division 4 of the *Local Government Act 1983*. The Audit Panel Charter stipulates that Council must have three independent members of the Audit Panel.

4 DISCUSSION

- 4.1 Six applicants put in expressions of interest for the role and two were short listed for interviews.
- 4.2 Interviews were conducted and Colette Millar is recommended as the preferred candidate. Colette is a Chartered Accountant and has extensive experience in local government previously working with the Glenorchy City Council in a number of roles, the last being Senior Risk & Insurance Advisor.
- 4.3 It was the view of the selection panel that Colette offered extensive contemporary and qualified expertise in risk management, financial management and governance. It was also felt that her skill set will complement and strengthen the skill balance of the Audit Panel.

5 FINANCE

- 5.1 Independent Audit Panel members are paid a sitting fee which is allowed for in the annual budget.

6 COMMUNICATION AND CONSULTATION

6.1 The information on the members of the Audit Panel is posted on the Council website.

7 ENVIRONMENT

7.1 There are no environmental implications associated with this matter.

8 RISK

8.1 No risks have been identified in relation to the recruitment process.

9 CONCLUSION

9.1 After going through an appropriate selection process, the interview panel have chosen a suitable applicant and are now seeking formal endorsement from Council.

10 RECOMMENDATION

MOVED
SECONDED

That Colette Millar be appointed to the Audit Panel as an independent member for a period of four years.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

FILE NO DAS-2018-25
DATE 26 NOVEMBER 2019
OFFICER LINDA BURGESS - EXECUTIVE OFFICER
ENDORSED BY TASHA TYLER-MOORE - MANAGER DEVELOPMENT SERVICES

14.7 PROPOSED NEW ROAD NAMES

1 PURPOSE

Strategic Plan Reference

Key Priority Area	2.0	Deliver quality infrastructure and services.
Strategic Outcomes	2.1	Service provision meets the current and future requirements of residents.

- 1.1 The purpose of this report is to seek approval for a proposed new road name at Margate.

2 STATUTORY REQUIREMENTS

- 2.1 In the event of approval of the new road name requested being approved by Council, the name will be submitted to the Nomenclature Board for notation in accordance with Section 20E of the *Survey Co-Ordination Act 1944*.
- 2.2 The name has been researched, there are no instances of similarity with other road names either within the Kingborough Municipality or within the state that have the potential to cause confusion.

3 DISCUSSION

- 3.1 The developer of the subdivision at 137 Beach Road Margate (DAS-2018-25) submitted the road name "Quince Place" for Council's consideration for the new road to be constructed (see figure 1).
- 3.2 The name 'Quince' is in keeping with the character and tradition of the area as written in the records of the first Horticultural and Agricultural Show of Margate in 1907. The existing dwelling still has a very old, large quince tree on their property.

4 FINANCE

- 4.1 There are no financial implications to Council.

5 COMMUNICATION AND CONSULTATION

- 5.1 The proposed road name was provided to other metropolitan councils and Huon Valley Council for comment and no objections were received.

6 RISK

- 6.1 There are no risk implications to Council.

7 CONCLUSION

- 7.1 It is considered that the proposed new road name "Quince Place" is appropriate for the subdivision under DAS-2018-25.

8 RECOMMENDATION

MOVED
SECONDED

That Council resolves that the proposed road name “Quince Place” for subdivision DAS-2018-25 at 137 Beach Road Margate be approved and submitted to the Nomenclature Board.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

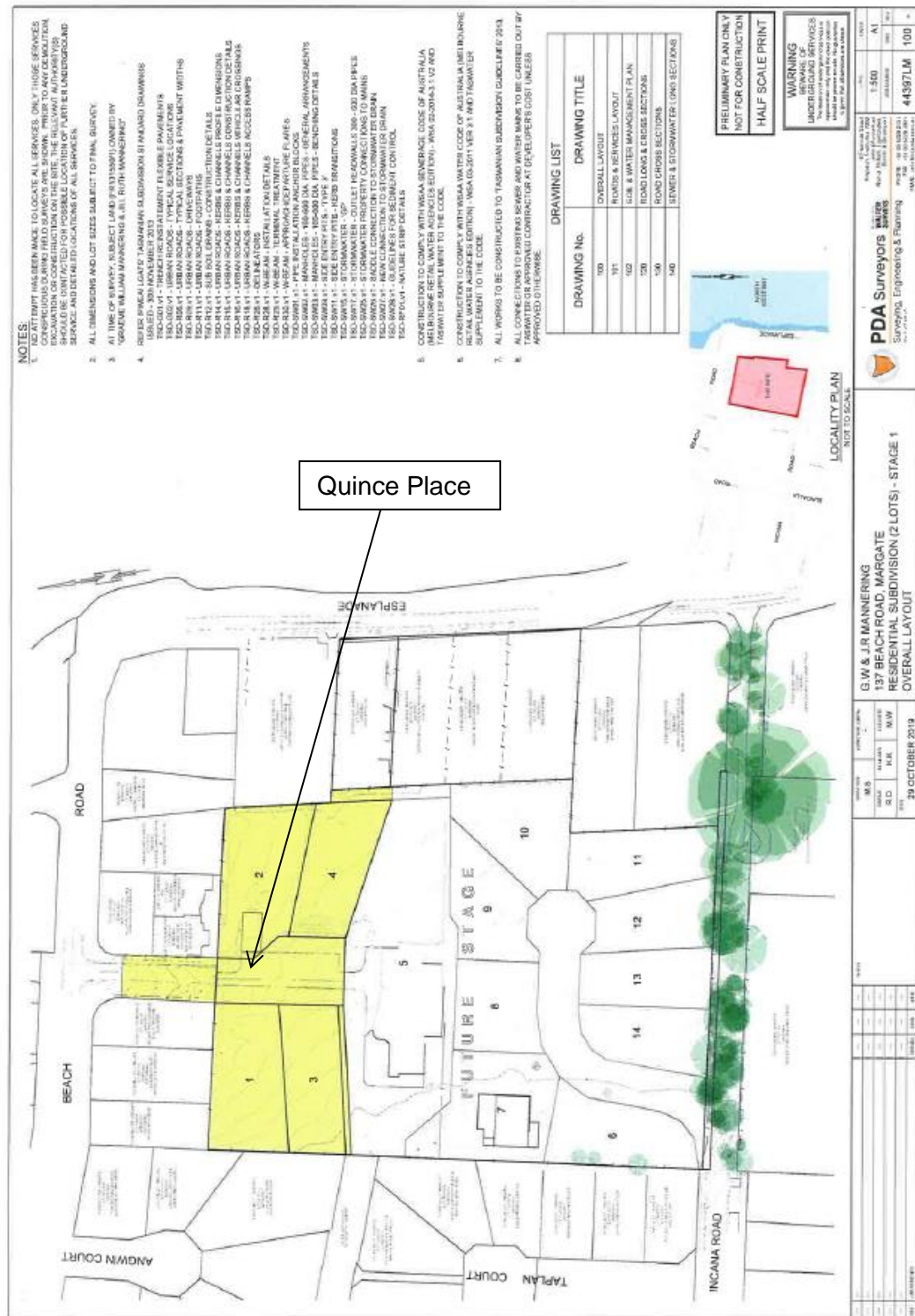


Figure 1 – DAS-2018-25 – Stage 1 - Boundary adjustment between three lots and subdivision of 14 residential lots, two road lots and a footway at 137 Beach Road, Margate.

15 INFORMATION REPORTS

15.1 MAYOR'S COMMUNICATIONS

Mayor Winter reported the following meetings and activities:

Date	Place	Meeting/Activity
4 November	Civic Centre	Met with Margate Primary staff to discuss 'the basics' program and Council's ability to support it.
6 November	Snug Fire Brigade	Attended fire brigade training and broadly discussed firefighting capability in the area.
8 November	Blackmans Bay	Attended the Blackmans Bay Primary School fair
9 November	Salty Dog	Attended the launch of the Dog Owners Handbook
12 November	Parliament House	Presented to Greater Hobart Traffic Congestion Legislative Council Select Committee
13 November	Launceston	Attended TasWater AGM & GM
14 November	Parliament House	Met with Madeleine Ogilvie to discuss infrastructure issues, along with Mayors Foster and Shaw.
15 November	West Winds	Met with Sue Sagewood to discuss the outcomes of their passenger transport study.
16 November	Taroona Tennis Club	Attended Taroona Tennis Club AGM
17 November	Senior Citizens Club	Attended Helping Hands Lunch
18 November	Margate	Attended the Basics-Channel Steering Committee meeting
22 November	Community Hub	Attended Citizenship Ceremony
	Hobart	Attended the Tasmanian Community Achievement Awards
26 November	Bruny Island	Accompanied Her Excellency, Governor Kate Warner, to the Quarantine Station, Murrayfield and 'Hiba' as organised by the Bruny Island Community Association.
	LGAT	Attended Charitable Rates meeting
27 November	Woodbridge	Attended the Christmas Feast lunch at West Winds
28 November	Clarence Civic Centre	Attended Copping Joint Authority AGM and General Meeting
29 November	Parliament Square	Attended Greater Hobart Act Workshop
1 December	Blackmans Bay Beach	Provided media briefing on Blackmans Bay Beach water quality.

MOVED
SECONDED

That the Mayor's Communications be noted.

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

16 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

MOVED
SECONDED

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

Item	Regulation
Confirmation of Minutes	34(6)
Applications for Leave of Absence	15(2)(h)
Planning Review	15(2)(a)
Tender Assessment - AB1908 Kingston Park Playground Construction – Kingston	15(2)(d)
Access to Public Open Space at Riverdale Road	15(2)(f)
Blowhole Reserve Risk Mitigations	15(2)(i)
General Manager's Performance Review	15(2)(a)

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

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

MOVED
SECONDED

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	
Planning Review	
Tender Assessment - AB1908 Kingston Park Playground Construction – Kingston	
Access to Public Open Space at Riverdale Road	
Blowhole Reserve Risk Mitigations	
General Manager's Performance Review	

	For	Against		For	Against
Cr Cordover			Cr Wass		
Cr Fox			Cr Westwood		
Cr Grace			Cr Winter		
Cr Midgley			Cr Wriedt		
Cr Street					

CLOSURE

There being no further business, the Chairperson declared the meeting closed at

.....
(Confirmed)

.....
(Date)

