

Kingborough



COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the Kingborough Council will be held in the Kingborough Civic Centre, 15 Channel Highway, Kingston on

Monday, 25 October 2021 at 5.30pm

Kingborough Councillors 2018 - 2022



Mayor
Councillor Paula Wriedt



Deputy Mayor
Councillor Jo Westwood



Councillor Sue Bastone



Councillor Gideon Cordover



Councillor Flora Fox



Councillor Clare Glade-Wright



Councillor David Grace



Councillor Amanda Midgley



Councillor Christian Street



Councillor Steve Wass

QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 21 to be held on Monday, 25 October 2021 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

Wednesday, 13 October 2021

Public Copy

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GUIDELINES FOR PUBLIC QUESTIONS

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

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

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

Questions on Notice

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

Questions Without Notice

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

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

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

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

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

AGENDA of an Ordinary Meeting of Council
Kingborough Civic Centre, 15 Channel Highway, Kingston
Monday, 25 October 2021 at 5.30pm

1 AUDIO RECORDING

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

2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS

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

3 ATTENDEES

Councillors:

Mayor Councillor P Wriedt
Deputy Mayor Councillor J Westwood
Councillor S Bastone
Councillor G Cordover
Councillor F Fox
Councillor C Glade-Wright
Councillor A Midgley
Councillor C Street
Councillor S Wass

4 APOLOGIES

Councillor D Grace

5 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the open session of the Council Meeting No. 20 held on 4 October 2021 be confirmed as a true record.

6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING

11 October - Complaints Handling Framework

7 DECLARATIONS OF INTEREST

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

8 TRANSFER OF AGENDA ITEMS

Are there any items, which the meeting believes, should be transferred from 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*.

9 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

10 QUESTIONS ON NOTICE FROM THE PUBLIC

At the time the Agenda was compiled there were no Questions on Notice from the Public.

11 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

12 QUESTIONS ON NOTICE FROM COUNCILLORS

12.1 Quick Response Grants

Cr Midgley submitted the following question on notice:

How many applications have there been for the Quick Response grants? How are we promoting the quick response grants?

Officer's Response:

In November 2020, Council approved the allocation, from the Community Grants budget, of 12.5% or \$5,000 to Quick Response Grants to be available throughout the financial year or until funds are expended. To date, there have been 2 successful applications and 1 unsuccessful application (did not meet criteria) and the total allocated through the Quick Response Grants is \$1500. The two grants related to event support. The Quick Response Grants were promoted earlier this financial year via media release and social media and information remains available on our website. Quick grants can be applied for any time.

Dr Katrena Stephenson, Director Environment, Development & Community

12.2 Margate to Huntingfield Feasibility Study

Cr Midgley submitted the following question on notice:

Council has set aside funds towards a feasibility study for Margate – Huntingfield shared path study. Have we had discussion with government regarding their plan to contribute funds towards this study, noting it is part of their 10 year strategic plan for the Channel Highway. If the government cannot commit funds in this financial year, can Council start to progress the feasibility study with the funds set aside in the KC budget?

Officer's Response:

The funding Council has put aside was intended as a support for possible additional funding from the State Government. The amount would not be enough to complete a feasibility of this complexity based on previous studies of this type.

David Reeve, Director Engineering Services

12.3 Transform Kingston Project

Cr Midgley submitted the following question on notice:

Are there plans for public art as part of the Transform Kingston project? If so, what is the process for engaging artists?

Officer's Response:

It is envisaged that the Transform Kingston Project will include a public art component, however, nothing specific has been determined at this stage. If a public art was to be included, it would either be through a commissioned work or through the installation of a piece from Council's public art collection.

Daniel Smee, Director Governance, Recreation & Property Services

12.4 School Waste Education Program

Cr Midgley submitted the following question on notice:

When is KWS planning to start the school waste education program?

Officer's Response:

There have been some issues in contracting an external provider for this program and it is now intended to use internal resources to begin the program. It is intended to commence in November 2021 with Illawarra Primary School, with other schools to follow.

David Reeve, Director Engineering Services

12.5 Youth Events

Cr Glade-Wright submitted the following question on notice:

Can you provide some more information about "You Think" monthly youth lead discussion forums?

Officer's Response:

You Think is a new program that we will be piloting at the Hub, starting 10 November, for four sessions initially.

You Think is hour long topical discussion forums with members of Council's Youth Action Network involved in the organisation and delivery.

The program will provide a safe space for youth led discussions and an opportunity for Council to better understand issues important to our young people.

After the initial 4 sessions we will evaluate the program considering several factors including attendance levels and feedback from those who take part.

Dr Katrena Stephenson, Director Environment, Development & Community

12.6 21 Dennes Lane

At the Council meeting on 4 October 2021, **Cr Wass** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

Could we have an update on proceedings and the present position regarding a development application at 21 Dennes Point Lane?

Officer's Response:

A Planning Permit was issued for the property under DA-2015-122 under RMPAT direction, which approved the dwelling and laneway upgrade works from Ch 115 to the lot. This permit is valid as substantial commencement has occurred. However, the works have been put on hold to resolve issues with the upgrade works for the first portion of Dennes Point Lane from Bruny Island Main Road up to Ch 115. This will require a new planning application. The preliminary design for this portion of the laneway has been completed addressing the recommendations of the Aboriginal Heritage Assessment report and in consultation with Aboriginal Heritage Tasmania. Council is expecting a development application for this portion of the Dennes Point lane for assessment and approval upon satisfying the requirements of Aboriginal Heritage Tasmania.

Tasha Tyler-Moore, Manager Development Services

12.7 Electric Vehicle Charging Stations

Cr Midgley submitted the following question on notice:

Where are the two electric vehicle charging stations going to be located?

Officer's Response:

One charging station will be located in Council's carpark at the rear of the Civic Centre. The location of the second station has yet to be determined, with a number of sites currently under investigation.

Daniel Smee, Director Governance, Recreation & Property Services

OPEN SESSION ADJOURNS

PLANNING AUTHORITY IN SESSION

13 OFFICERS REPORTS TO PLANNING AUTHORITY

13.1 DAS-2020-26 DEVELOPMENT APPLICATION FOR SUBDIVISION CREATING 218 RESIDENTIAL LOTS, 1 COMMERCIAL LOT, 13 ROAD LOTS, PUBLIC OPEN SPACE AND ASSOCIATED INFRASTRUCTURE WORKS (INCLUDING SEWER PUMP STATION, STORMWATER AND ROAD WORKS)

File Number: DAS-2020-26
Author: Timothy Donovan, Senior Planning Officer
Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	Department of Communities, Tasmania.
Owner:	Housing Tasmania
Subject Site:	1287 Channel Highway, Kingston
Proposal:	Subdivision creating 218 residential lots, 1 commercial lot, 13 road lots, public open space, and associated infrastructure works (including sewer pump station, stormwater and road works).
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	10.0 General Residential 11.0 Inner Residential 19.0 Open Space 20.0 Local Business 28.0 Utilities Part F Specific Area Plans - F5.0 Huntingfield Housing Land Supply Order Specific Area Plan.
Codes:	E1.0 Bushfire Prone Areas E3.0 Landslide E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E9.0 Attenuation E10.0 Biodiversity E11.0 Waterway and Coastal Protection Code
Use Class/Category:	Subdivision
Discretions	F5.0 Huntingfield Housing Land Supply Order Specific Area Plan <i>General Residential Zone</i> <ul style="list-style-type: none"> • Cl.F5.8.1 (A1), (A2), (A3), (A5) Lot Design • Cl.F5.8.2 (A1) Roads F5.0 Huntingfield Housing Land Supply Order Specific Area Plan <i>Inner Residential Zone</i>

	<ul style="list-style-type: none"> • Cl.F5.9.1 (A1), (A2), (A4) Lot Design • Cl.F5.9.2 (A1) Roads <p>Inner Residential Zone:</p> <ul style="list-style-type: none"> • Cl.11.5.1 (A2) Lot Design <p>Open Space Zone:</p> <ul style="list-style-type: none"> • Cl.19.4.5 (A1) Environmental Values • Cl.19.5.1 (A3), (A5) Subdivision <p>Local Business Zone</p> <ul style="list-style-type: none"> • Cl.20.5.1 (A4), (A6) Subdivision <p>Stormwater Management Code</p> <ul style="list-style-type: none"> • Cl.E7.7.1 (A1) Stormwater drainage and disposal
Public Notification:	Public advertising was undertaken between 17 March 2021 and 30 March 2021 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> .
Representations:	<p>Twenty-two (22) representations were received against the proposal. The submissions raised the following grounds:</p> <ul style="list-style-type: none"> • Masterplan and Planning Generally • Design Issues • Traffic Issues • Peter Murrell Conservation Area (PMCA) • Bicycle Infrastructure • The Local Business Zone • Environment • Stormwater • Animals (Cats and Dogs) • Public Advertising • Bushfire Management • Adjacent property impacts • Lack of Community Infrastructure and Services
Recommendation:	Approval with Conditions

1. PROPOSAL

1.1 Background

The subject site at 1287 Channel Highway is part of 'Huntingfield' that was acquired by the State Government and transferred to the Director of Housing in 1974 for the purpose of the development of housing. Part of the land was developed for 200 residential lots in the 1980's. Further subdivision occurred in 2010 with the sale of 15ha of land.

Following 2010, the site was identified in local and regional strategies and development applications:

- Located in the Greater Hobart Urban Growth Boundary and identified in the Huntingfield Southern Greenfield Development Precinct for future urban development under the *Southern Tasmanian Regional Land Use Strategy 2010-2035*.
- Identified for housing under the *Kingborough Land Use Strategy* (December 2013 and May 2019 versions).
- Zoned Particular Purpose Zone 1 – Urban Growth Zone in the *Kingborough Interim Planning Scheme 2015* as “holding zone” for further land use until such time as demand for housing in the area warrants the land be rezoned for the appropriate residential zone.
- Identified for delivery of affordable housing in *Tasmania’s Affordable Housing Strategy 2015-25* in *Tasmania’s Affordable Housing Action Plan 2015-2019*.
- In 2020 rezoned to General Residential, Inner Residential, Local Business and Open Space through the *Housing Land Supply Act 2018* plus the application of a ‘specific area plan’.
- In mid-2020 the Masterplan for Huntingfield was released by the State Government for comment and community feedback. Following this the Masterplan was reviewed and amended.
- In November 2020 the Huntingfield Roundabout development application was lodged to provide access to the proposed estate from the Channel Highway. A Development Permit DA 2020-676 was issued in July 2021.



Figure 1 - Huntingfield Masterplan Version K March 2021

1.2 Description of Proposal

The development application is for the subdivision of the site known as Huntingfield at 1287 Channel Highway, Kingston. The applicant proposes to this application as ‘Stage 1’

(however, the application itself is not for a 'staged subdivision') and will create 218 residential lots of various sizes, one (1) commercial lot that matches the current Local Business Zone, 13 road lots, landscaped areas and public open space, and associated infrastructure works (including the sewer pump station and access road and stormwater systems). The area of the application comprises 22.25ha located in the north and mid section of the Huntingfield site.

The application involves works within the land in the Huntingfield estate owned by Communities Tasmania and does not include the roundabout development area which is under a separate approved Permit DA-2020-676.

The subdivision has been designed as a stand-alone development and with all the public open space and infrastructure (including stormwater and other services) for any future subdivision of the site being contained within it.

The application is supported by a range of documents and technical reports including:

- Huntingfield Masterplan (Version K)
- Traffic Impact Assessment
- Bushfire Hazard Assessment
- Natural Values Assessment
- Acoustic Assessment
- Design Guidelines

The application documentation includes the Huntingfield Masterplan, the Staging Plan and the Huntingfield Landscaping Master Plan as supporting documents. These plans have been included to demonstrate the vision of how the site is to be developed in a whole of site manner. Stage 1 does not rely on other stages for land or infrastructure. Further development of land in stages 2 and 3 will be subject to separate development applications.

The Masterplan has not been submitted to Council for endorsement; the application Planning Study (GHD August 2021) states that the Masterplan is not a static document and it has evolved with versions identified through their iterations A-K. The current version K has been revised and refined following feedback from the community. The Masterplan is described as supporting Communities Tasmania intent to provide a housing model at Huntingfield which encompasses a modern subdivision design philosophy and as a model for future housing estates across Tasmania.

The application states that since the initial Huntingfield subdivision the concepts for subdivision design have changed. A key emphasis is now on building liveable communities making more efficient use of land, through diversity of lot design and more useable connected public open space. Specifically, the Stage 1 design includes:

- the Inner Residential Zone - 53 Townhouse lots (lot area: 165m²)
- the General Residential Zone (lot areas: ranging from 294m² to 1551m² and average 458m²)
 - 21 medium density lots
 - 113 standard density lots
 - 31 low density lots

- Local Business Zone – 1 lot (lot area: 1640m²)
- Infrastructure - Sewerage Pump Station – 1 lot (lot area: 925m²)

The intent of the smaller lots is to enable their release at lower prices than the vacant lots currently in the housing market, making the land component more affordable. The application also expresses an opinion that most home buyers are looking for a 3-bedroom homes and backyard and the smaller lot size provides an opportunity for 2 storey dwellings and townhouses with a smaller overall footprint. The range in lots and their mix and types and the Design Guidelines are designed to assist the Department of Communities to deliver social and affordable housing options in the estate. The application did not provide any information about the delivery of 'social housing'.

The application proposes the construction of a new road network, including a range of road types such as a connector road through the site to the Channel Highway, local roads, access laneways (2-way roads located behind properties), and a shared road area servicing the townhouses. The new roads include connections to Huntingfield Avenue, Sirius Drive and Nautilus Grove.

A right-of-way is provided to the south of the site providing access to the proposed sewerage pump station (SPS) required by TasWater. This is via a temporary unsealed pavement road which will be upgraded in subsequent stages. The ownership of the SPS will be transferred TasWater. The SPS is designed to accommodate the entire Huntingfield estate development associated with the Masterplan. The SPS will be contained on its own title.

The proposal requires the removal of two trees as they are located within lots that would not otherwise be able to be built on. They have been identified as a significant fauna habitat. There is other vegetation modification (mostly grass management) on other parts of the site.

The public open space system has been designed with core landscape principles that include safety, biodiversity, health, legibility, delineation, recreation and water sensitive urban design. There is a network of pedestrian and cycle paths including a 3m wide shared pathway, small local parks, play areas, and tree planting. Over 14% (33,460m²) of the developable area in Stage 1 will be delivered as public open space and will be embellished with play or park equipment. This area includes water sensitive urban design and stormwater retention areas.

The applicant provided an additional document '*Huntingfield terrace house and medium density lot design guide*' (Design Guidelines) that has been prepared to provide general information and strategies to assist developers and stakeholders during the design and procurement of dwellings on the smaller lots. The Design Guidelines identify six site typologies for medium density and terrace house lots and provide key design considerations for dwellings (the lots it applies to and the house typologies are included in the content of the document).

The applicant suggests that Council include reference to the Design Guidelines as "Advice" on the Permit documentation. While not having statutory weight it is seen as a useful tool for future purchasers. The Design Guidelines will further assist Communities Tasmania during procurement of a preferred developer or joint venture partner to deliver social and affordable housing.

It is also proposed to include a Part V Agreement as agreed between Council and Communities Tasmania to ensure key design elements in the Design Guidelines are linked to titles. For example, the lots with rear laneway access are only able to be accessed via the rear lane.

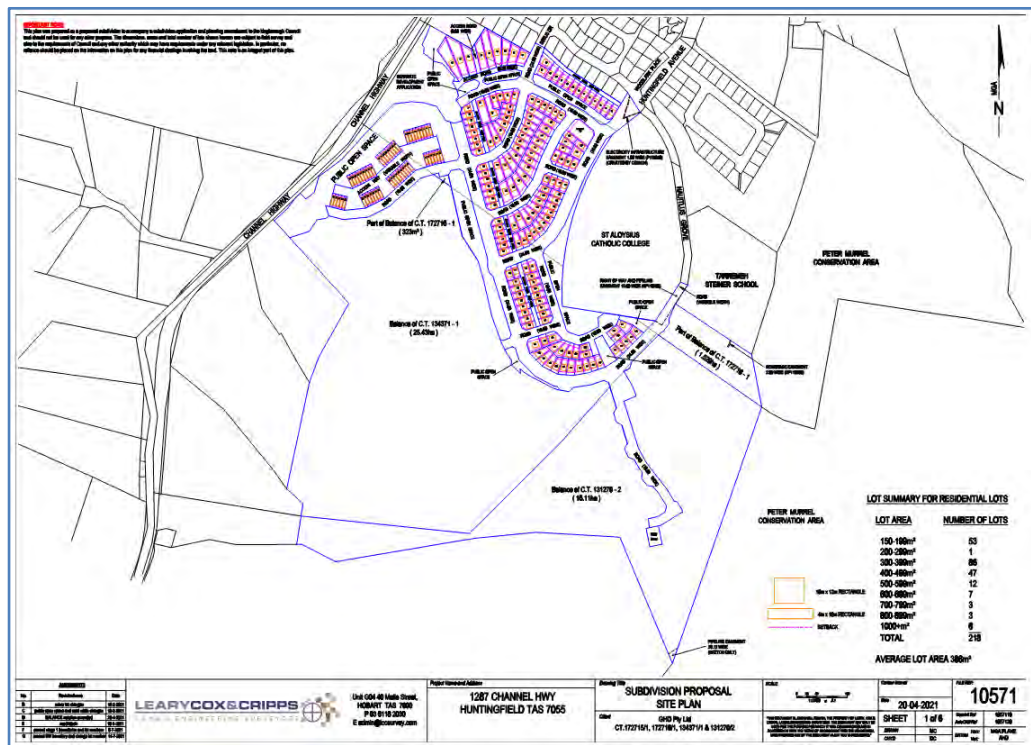


Figure 2 - Subdivision Proposal Site Plan

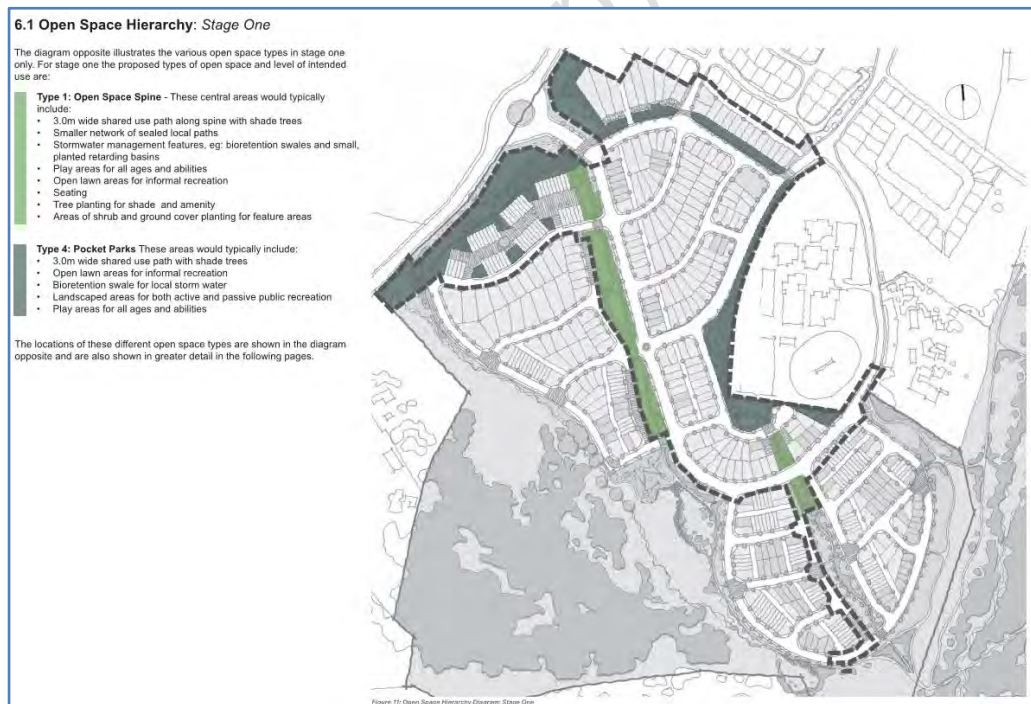


Figure 3 - Open Space Hierarchy Plan Stage 1

1.3 Description of Site

The site is the Huntingfield estate located at 1287 Channel Highway Kingston with a total area of 68.29 ha. It is situated between the Channel Highway to the west and the Peter Murrell Conservation Area (PMCA) to the east. The northern area adjoins residential lots that form the initial Huntingfield estate subdivision. To the northeast are the St.

Aloysius College campus and the Tarremah Steiner School. In addition to the Channel Highway the site has access to Huntingfield Avenue, Sirius Drive and Nautilus Grove.

The site contains several zones including General Residential, Inner residential, Open Space and Local Business. The land to the south is zoned Rural Living and Recreation. Most of the site is modified and cleared agricultural land mostly grassed. There is an area of native vegetation of 14.7ha located in the south of the site.



Figure 4 - Aerial photo of Huntingfield Land Supply Order land and area.

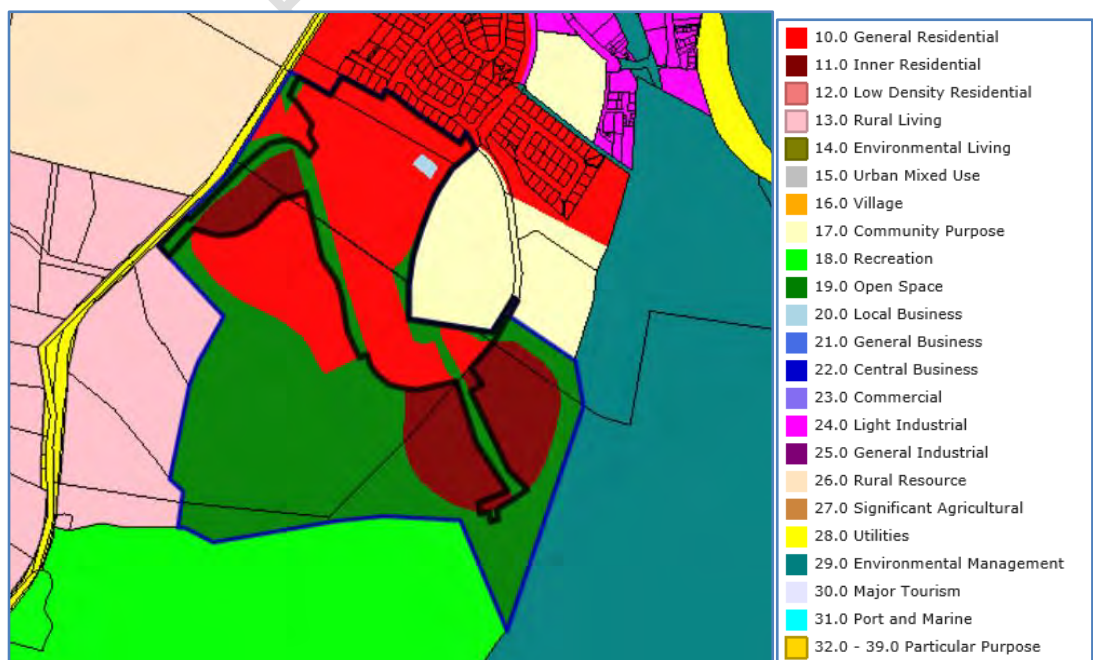


Figure 5 - Zoning of Huntingfield Stage 1 site and surrounding area.

1.4 Referrals

1.4.1 TasWater

The application was referred to TasWater who have advised Council that TasWater does not object to the granting of the permit subject to the inclusion of TasWater conditions.

The TasWater Submission to Planning Authority Notice (TWA 2020/02215-KIN) dated 11/08/2021 containing TasWater's conditions and advice to the applicant has been referenced in the conditions for a Permit and appended to it.

1.4.2 TasNetworks

The application was referred to TasNetworks pursuant to s44L(1) of the *Electricity Supply Act 1995* (the Act) and specifically:

- 1) whether a development or use to which the application relates is, if carried out, likely to adversely affect the relevant entity's operations and, if so, how; and
- 2) whether the relevant entity considers it likely that works would be required to be carried out in order for a development or use to which the application relates to be carried out; and
- 3) if the relevant entity considers that works are likely to be required to be carried out in order for a development or use to which the application relates to be carried out – the contact details of the person, or the unit of administration, that is to be responsible to the relevant entity for ensuring compliance by the relevant entity with section 44N.

TasNetworks has not informed Council of any specific requirements and advised that based on the information provided, and given the nature of the development, that the developer should contact TasNetworks Early Engagement Team at their earliest convenience to ensure issues relating to electricity infrastructure arrangements are understood.

The advice of TasNetworks has been forwarded to the applicant.

2. ASSESSMENT

2.1 State Policies and Act Objectives

The provisions of the Planning Scheme, including the zones and codes overlays, are derived from State Policies and the approval of the Scheme by the Planning Minister on the basis it is compliant with those policies. On that basis a separate assessment against those policies is not required.

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

2.2 Strategic Planning

Purpose Statements of the Huntingfield Land Supply Order Specific Area Plan

F5.1.1 - The purpose of this specific area plan is to provide for use and development of land in accordance with the *Housing Land Supply (Huntingfield) Order 2019*.

Zone Purpose Statements of the General Residential Zone

- 10.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- 10.1.1 To provide for compatible non-residential uses that primarily serve the local community.
- 10.1.1.3 To provide for the efficient utilisation of services.
- 10.1.1.4 To implement the Regional Settlement Strategy and the Greater Hobart Residential Strategy.
- 10.1.1.5 To encourage residential development that respects the neighbourhood character, natural landscape and provides a high standard of residential amenity.
- 10.1.1.6 To encourage urban consolidation and greater housing choice through a range of housing types and residential densities.

Clause 10.1.2 – Local Area Objectives

Local Area Objectives	Implementation Strategy
KINGSTON	
(a) Kingston will be primarily maintained as a residential area, with opportunities taken to protect natural features, improve local infrastructure and services when appropriate.	(a) New development should ensure that residential amenity is optimised by maintaining the existing character of the area and providing quality infrastructure where appropriate.

Clause 10.1.3 - Desired Future Character Statements

Desired Future Character Statements	Implementation Strategy
KINGSTON	
(a) Kingston is to include a mix of housing types that provide for a range of choices and affordability options (b) The ageing population should be well accommodated within Kingston enabling residents to have easy access to relevant services (c) The Kingston area is characterised by vegetated corridors and backdrops and this visual appearance should be protected.	(a) While traditional suburban areas are to be retained as appropriate, multi-unit housing is to be directed towards those areas that are relatively close to central Kingston or other significant business or commercial precincts (b) Aged care facilities and associated housing and infrastructure are to be encouraged within appropriate areas (c) The subdivision or development of land should be designed in a manner to protect or enhance vegetated corridors and backdrops.

Zone Purpose Statements of the Inner Residential Zone

- 11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.

- 11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.
- 11.1.1.3 To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.
- 11.1.1.4 To encourage residential development at higher densities in locations that offer good access to services and employment including activity centres and public open spaces.

Clause 11.1.2 – Local Area Objectives

Local Area Objectives	Implementation Strategy
KINGSTON	
(a) Land will be utilised for residential purposes to the maximum extent and in a manner that optimises high quality design and amenity outcomes.	(a) Infill opportunities will be taken up with larger lots being developed at higher residential densities.

Clause 11.1.3 - Desired Future Character Statements

Desired Future Character Statements	Implementation Strategy
KINGSTON	
(a) Increased inner urban residential living opportunities will be provided that enable residents to have improved access to local services and public facilities.	(d) Further subdivision and/or strata development will be encouraged within this zone in a manner that encourages high quality design outcomes in both the private and public realms.

Zone Purpose Statements of the Open Space Zone

- 19.1.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.
- 19.1.1.2 To encourage open space networks that are linked through the provision of walking and cycle trails.

Clause 19.1.2 – Local Area Objectives

There are no Local Area Objectives for this Zone.

Clause 19.1.3 - Desired Future Character Statement

There are no Desired Future Character Statements for this Zone.

Zone Purpose Statements of the Local Business Zone

- 20.1.1.1 To provide for business, professional and retail services which meet the convenience needs of a local area.
- 20.1.1.2 To ensure that facilities are accessible by public transport and by walking and cycling.

- 20.1.1.3 To allow for small scale dining and entertainment activities at night provided that residential amenity of adjoining residential zoned land is protected.
- 20.1.1.4 To encourage residential use provided that it supports the viability of the activity centres and an active street frontage is maintained.
- 20.1.1.5 To ensure that building design and use is compatible with surrounding development and use, particularly on land in residential zones.
- 20.1.1.6 To allow for small shopping centres that might include a supermarket and specialty shops.
- 20.1.1.7 To allow for limited office based employment provided that it supports the viability of the activity centre and maintains an active street frontage.
- 20.1.1.8 To allow for dining and entertainment activities at night within food premises or local hotel.

Clause 20.1.2 – Local Area Objectives

There are no Local Area Objectives for Kingston or Huntingfield in this Zone

Clause 20.1.3 - Desired Future Character Statements

There are no Desired Future Character Statements for Kingston or Huntingfield in this Zone.

Zone Purpose Statements of the Utilities Zone

The zone purpose statements of Utilities Zone are to:

- 28.1.1.1 To provide land for major utilities installations and corridors.
- 28.1.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

Clause 28.1.2 – Local Area Objectives

There are no Local Area Objectives for this Zone.

Clause 28.1.3 - Desired Future Character Statements

There are no Desired Future Character Statements for this Zone.

2.3 Use Class

The use is categorised as Subdivision under the Planning Scheme. In the General Residential, Inner Residential, Open Space and Local Business Zones subdivision is classified as Permitted development. The proposal does not meet some of the Acceptable Solutions in the Development Standards and is therefore a Discretionary development in these Zones. The application requires assessment for compliance against the Acceptable Solutions and Performance Criteria.

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 2), with the exception of the following:

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan - General Residential Zone
Clause F5.8.1 - Lot design

<p>Acceptable Solution A1</p> <p>Subdivision of land must be in accordance with a master plan endorsed by the planning authority for the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2.</p>
<p>Performance Criteria P1</p> <p>Subdivision of land must set out how the subdivision of the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2 integrates with existing infrastructure and development adjoining the whole site, having regard to:</p> <ul style="list-style-type: none"> (a) a lot layout that provides a range of lot sizes to suit the construction of dwellings of varying size and type occurring across the whole site; (b) the road connections to the existing road network demonstrating a clear road hierarchy within the whole site providing for a collector road to connect the Channel Highway to Huntingfield Avenue; (c) the provision of public transport to the site; (d) any staging for the subdivision and including the construction of the collector road to connect to the Channel Highway to Huntingfield Avenue within the first stage; (e) the provision of open space areas for the whole site with connections to adjacent open space areas; (f) the pedestrian connections for the whole site and pedestrian connections to existing pedestrian ways; (g) the cycle connections for the whole site and cycle connections to existing cycle ways; (h) the provision of open space facilities within the whole site; and (i) stormwater management for the whole site that minimises impacts on downstream waterways, <p>and must be accompanied by a master plan that has been prepared for the whole site.</p>
<p>Proposal</p> <p>Not Complying –The Master Plan has not been submitted to Council for approval or endorsement. Therefore, it must be assessed against the Performance Criteria.</p>

Background information on the Masterplan

The Masterplan (MP) has not been submitted to Council for approval or endorsement. Council has raised this issue with the Applicant including within the Further Information Requests. The Applicant has advised that the Masterplan forms part of the supporting documents to Stage 1. It is required to accompany the application re F5.8.1 and F5.9.1. The Masterplan identifies how Stage 1 could integrate with a potential lot layout, road connections, public transport, staging, public open space configuration and pedestrian linkages, cycle ways and stormwater connections for the site as a whole, as required by the performance criteria.

It is acknowledged that Stage 1 has been designed as an integral part of the MP but also designed to stand alone and does not need other land to deliver infrastructure, services or amenities. It is intended that the MP will form part of the approved documents and thus link the future development of the site to the MP ensuring development of the site occurs in a whole of site manner.

The endorsement of the MP by Council has issues as the Application states that MP is not a static document and has evolved from Version A to K. Since being placed on display for consultation the MP has been amended by the State Government.

Endorsement of the MP is also problematic as, based on the information submitted with the application (e.g. Significant Impact Assessment) it would appear that the MP as proposed may not be capable of implementation. The MP may require further amendment for Stages 2 and 3 in relation to a range of issues including:

- Bushfire Hazard Management
- Environmental issues including possible referral to the Australian Government Department of Agriculture, Water and the Environment (DAWE) for a decision by the Minister as to whether Stages 2 and 3 are Controlled Actions under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC).
- Aboriginal Heritage requirements.

[The above matters are reported on further in the Report.]

Also submitted with the application is the Matters of National Environmental Significance (MNES) Significant Impact Assessment (SIA) (North Barker Ecosystem Services, 3/12/2020), which assesses the potential impact of the Masterplan and associated stages on several threatened fauna species protected under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBCA). These species are also priority biodiversity values under Code E010.0 of the Kingborough Interim Planning Scheme 2015.

The SIA concludes that Stage 1 as unlikely to have a significant impact on priority biodiversity values and indirect impacts can be mitigated through implementation of recommended measures. Stages 2 and 3 however have the potential to have a significant impact on the forty-spotted pardalote in particular. Recommended measures to mitigate these impacts are more substantial and include the establishment of a 100m buffer around important patches of habitat. However, achieving this buffer, if required, is inconsistent with the current Masterplan. Therefore, if the buffer is required in order to obtain approvals for Stages 2 and 3, these stages require a redesign, including elements of the lot layout, road network and bushfire separation distances.

It is acknowledged that the Masterplan is not intended to be a static document and it is also acknowledged that the referral under the EPBC is still in progress and it is possible that this buffer may not end up being required to satisfy the EPBCA. It is also acknowledged that no works or development are proposed as part of Stage 1 that conflict with the SIA and no endorsement of or approval for Stages 2 and 3 as shown in the Masterplan is being sought or provided as these stages are pending full assessment of Stages 2 and 3 under both the EPBCA and the planning scheme.

However, based on the SIA, Stages 2 and 3 are unable to proceed as shown in the current Masterplan without a significant impact on a EPBC listed species and high priority biodiversity values. Mitigating this impact appears to rely on a 100m buffer which has not been factored into the Masterplan or subdivision design or applied to the habitat within Peter Murrell Reserve.

If the buffer is applied as recommended, it encroaches into the subdivision footprint for Stages 2 and 3 and is inconsistent with current the Masterplan. Consequently, it is unclear that implementation of the Masterplan provided as part of Stage 1 is feasible and therefore how the Masterplan can be approved, endorsed or relied upon as part of Stage 1.

Therefore, in approving Stage 1, the planning authority needs to be aware that the Masterplan provided represents one scenario for how development of the whole site may proceed, not how it necessarily will or can proceed. Until a full and complete assessment of the Masterplan and Stages 2 and 3 is undertaken by both the planning authority and the Commonwealth Government, the feasibility of the Masterplan remains unresolved.

In addition, the landscape master plan shows tracks connecting into Peter Murrell Reserve, which is also contrary to the SIA and has the potential to impact on threatened species. Any future proposals must amend the landscape master plan to remove these direct connections to Peter Murrell.

As this application is for Stage 1 only, and the information submitted demonstrates that Stage 1 can be considered and is capable of proceeding on the understanding that the Masterplan and Stages 2 and 3 may vary considerably from that shown in the current version of the Masterplan, the application can still be assessed and approved. However, it is recommended that a condition is included in any permit issued specifying that the Masterplan does not form part of the endorsed documents and no endorsement of or approval for stages 2 and 3 as shown in the Masterplan is being provided, as these stages are pending full assessment of stages 2 and 3 under both the EPBCA and the planning scheme.

Notwithstanding, in relying upon a Masterplan which may not be feasible to implement in its entirety, the applicant is accepting the risk that some elements of Stage 1 may need to be amended to ensure Stage 1 is capable of integrating with future stages and any revised Masterplan.

Assessment against the Performance Criteria

In light of the above concerns the Masterplan is not able to be endorsed or supported by Council and while it is acknowledged as a requirement of the Performance Criteria F5.8.1 P1, it is only an indication of the possible future development of the whole of the estate. Its role in meeting the requirements of the Huntingfield Housing Land Supply Order Specific Area Plan is accepted and the following comments made in relation to F5.8.1 P1 (a) to (i):

- (a) The proposal delivers a range of lot sizes in response to the site characteristics and typology. This includes 53 townhouse lots, 21 medium density lots, 113 standard residential density lots, and 31 low density lots. The diversity of lot sizes will deliver a range of housing options.
- (b) The Council has issued a Permit (DA 2020-676) for the Huntingfield Roundabout providing access for the estate to the Channel Highway. The subdivision also proposes connections with local roads to the east being Huntingfield Avenue, Sirius Drive and Nautilus Grove. The Stage 1 subdivision design includes a clear road hierarchy of Collector Roads, Local Roads, Access Laneways, and a Shared Road Zone.

The majority of the road network is designed in accordance with the Council and relevant Australian standards. However, the proposed Shared Road Zone is not supported by Council. This issue is addressed in detail below under Cl.F.5.9.1.

- (c) The Department of State Growth (Strategic Networks Passenger Transport Department) and Metro Tasmania have been consulted in relation to the future provision of bus routes for public transport. The subdivision design and Masterplan includes consideration of the optimum bus stop locations based on the catchment size and passenger walking distances. (See figure below).



Figure 6 - Huntingfield potential bus routes and stops (GHD Planning Report August 2021)

Passenger Transport, Department of State Growth, has advised that new bus routes have not been proposed at this time for Huntingfield. The developments of the Huntingfield Park and Ride facility aims to reduce the traffic congestion issues. The analysis has shown a high number of passengers will benefit from the two Park and Ride facilities.

- (d) The proposed connection to the Channel Highway incorporating the roundabout and access road is approved and consistent with the first stage. The application did not include staging of the subdivision.
- (e) The open space systems have been designed for safety, functionality and maintenance. The Landscape Master Plan contains the open space hierarchy for the whole estate including Stage 1 which contains the Open Space Spine area and also a number of Pocket Parks.

The Open Space Spine includes the 3m wide shared use path along the spine with shade trees, a smaller network of sealed local paths that provide connections across the estate and link into the surrounding open space areas.

The Pocket Parks will include playgrounds for all ages and abilities, open lawn areas with low native planting and shade trees, seating orientated towards long views, and small contained lawn areas for informal recreation.

The Open Space Spine and the Pocket Parks will all be transferred to Council and the amount of open space to be dedicated is over 14% of the total developable area in Stage 1.

In relation to the Open Space network and the supporting documents including the Masterplan and the Landscape Master Plan several issues have been raised by Councils Officers and in the public submissions concerning the Peter Murrell Conservation Area (PMCA). The Masterplan promotes walking to the PMCA for

active recreation via a shared trail. The Landscape Master Plan proposes a connector trail into the PMCA within the vicinity of Coffee Creek.

This is not consistent with the Significant Impact Assessment Report (NorthBarker Ecosystems Services) (SIA) provided with the application, which includes advice on avoiding any direct access routes. The trail shown where the subdivision path connects with PMCA is a fire trail and has potential hazards including a spillway. This proposed trail potentially represents a new formalised access point into the PNCA into an area that is not managed for visitor services.

Any trail into the PMCA should be in accordance with the Significant Impact Assessment report. While the works for the connector trail are not in Stage 1, in approving Stage 1 the Landscape Master Plan may become an endorsed document.

To address concerns with the potential impacts on the PMCA conditions are recommended for inclusion in a Permit. These include:

- an amended Landscape Master Plan be provided representative of the works to be undertaken in Stage 1 and the connector trail realigned in accordance with the advice in the Significant Impact Assessment.
 - a condition for fencing to be installed as part of Stage 1, with design and material to the satisfaction of the Parks and Wildlife Services Southern Regional Manager.
 - a condition preventing use of the PMCA for the purpose of accessing the development site during and following construction unless otherwise authorised by the PWS.
- (f) The Landscape Master Plan indicates the connectivity of the proposed open space network across the estate and into the surrounding streets and reserves. In relation to the Channel Highway the Roundabout approval provides pedestrian footpaths to the east and west for the extent of the Roundabout works. However, the Roundabout works do not include a pedestrian crossing for the Channel Highway. This matter was raised with the applicant (Communities Tas) at the time and it was indicated that it should be addressed with the Subdivision application for Stage 1 under the provisions for Subdivision in the Huntingfield Housing Land Supply Order Specific Area Plan.

There is no provision for further connectivity past the Roundabout or for crossing of the Channel Highway shown on the subdivision plans or the Landscape Master Plan. The applicant has advised that the consideration of a pedestrian crossing is to be included in the application for an additional 'slip' lane for the Roundabout that is being lodged by the end of the year as agreed between the Council and the Department of Communities. It is recommended that advice be included in any Permit in relation to the inclusion of a pedestrian and cyclist crossing of the Channel Highway.

- (g) In relation to bicycle connections the same comments as (f) above apply.
- (h) The provision of Open Space (as detailed in (e) above) within the whole estate has been considered. The issue of connection and access to the Peter Murrell Conservation Area will require attention, as previously indicated.
- (i) The performance criteria require stormwater management for the whole site that minimises impacts on downstream waterways. The stormwater for Stage 1 will be managed entirely within the stage and does not depend on the future stages. The

stormwater system has been designed with due regard to the suitability of the site, the system design and water sensitive urban design principles. The application is supported by the Stormwater Management Plan Report (Huntingfield Master Plan and Civil Design – Stage 1 Development Stormwater Manager Plan, GHD, 15 July 2021).

It is acknowledged that the proposed stormwater design complies with the requirements of the Stormwater Code and as such:

- incorporates water sensitive urban design principles which are capable of complying with water quality standards; and
- demonstrates that the stormwater system has been designed to accommodate a storm with an ARI of 100 years through a combination of detention and overland flows.

It is also acknowledged that during 1% AEP events, stormwater will be disposed of via class 4 waterways which feed into Coffee Creek.

However, the SIA identifies uncontrolled sedimentation and siltation as a potential impact on the quality and function of the creeks, resulting in deterioration of forty-spotted pardalote habitat.

While the disposal of stormwater into tributaries to Coffee Creek has the potential to impact on downstream waterways through increased sedimentation, siltation and erosion, the proposed stormwater design is considered to detain runoff to the extent required under the Stormwater Code. An additional requirement for dwellings to install residential stormwater tanks to capture and reuse stormwater on site will further reduce any potential impact on Coffee Creek and further minimise sedimentation and siltation during rainfall events. Impacts on downstream waterways during construction are able to be addressed via inclusion of the recommended conditions in the permit pertaining to construction management and soil and water management and rainwater tanks. Therefore the proposal is considered to comply with Clause F5.8.1 P1 (i) and address the potential impacts identified in the SIA.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan – General Residential Zone.

Clause F5.8.1 – Lot design

Acceptable Solution A2.1

Each lot, or a lot proposed in a plan of subdivision, must:

- (a) have an area of not less than 275m² and:
 - (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of:
 - a. all setbacks required by clause F5.4.2 A1, A2 and A3, and F5.5.1 A1 and A2; and
 - b. easements or other title restrictions that limit or restrict development;
 - (ii) existing buildings are consistent with the setback required by clause F5.4.2 A1, A2 and A3, and F5.5.1 A1 and A2; and
 - (iii) not be an internal lot;
- (b) be required for public use by the Crown, a council or a State authority;
- (c) be required for the provision of Utilities; or
- (d) be for the consolidation of a lot with another lot provided each lot is within the same zone

Performance Criteria P2

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots;
- (b) the intended location of buildings on the lots;
- (c) the topography of the site;
- (d) the presence of any natural hazards;
- (e) adequate provision of private open space; and
- (f) the pattern of development existing on established properties in the area, and must not be an internal lot.

Proposal

Of the 165 lots there are 143 that are deemed to comply with sufficient dimensions to be consistent with the side and rear setback requirements. 22 lots* are considered to require a discretion based on side setbacks and require assessment against the Performance Criteria P2.

(* Lot No's 78-83, 89-91, 135-138, 142-146, 152-153, 181,182).

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

- No lots are below 275m².
- All lots have a 10 x 12m building envelope.
- All the lots comply with F5.4.2 A1 and A2 with the provision of a 5.5m setback from the primary frontage and 3m from the rear boundary.
- All the lots are considered to comply with the 1.5m setback from side boundaries except for Lot's 78-83, 89-91, 135-138, 142-146, 152-153, 181, and 182. In relation to these 22 lots the application states that they comply to the performance criteria for the following reasons:
 - They have sufficient usable area for residential purposes. This contention is supported by the Design Guideline ("Huntingfield Terrace House and Medium Density Lot Design Guide", GHD August 2020). The "Design Guideline" document that has been prepared to provide general information and strategies to assist developers and stakeholders during the design and procurement of dwellings on the smaller lots. This document details strategies and key principles to assist development on smaller lots and includes examples of development including orientation, building envelope visual privacy and connectivity, setbacks and dwelling layout.

The application recommends that Council include reference to the Design Guideline's as "Advice" on the Permit documentation as while not having statutory weight it is seen as a useful tool for future purchasers. The Design Guidelines will also further assist Communities Tasmania during procurement of a preferred developer or joint venture partner to deliver social and affordable housing.

The application is also proposed to include a Part V Agreement, as agreed between Council and Communities Tasmania, to ensure key design

elements in the Design Guidelines are linked to titles. For example the lots with rear laneway access are only able to be accessed via the rear lane.

- They are generally 12m wide, 27.5m deep and areas of approximately 344m².
- They benefit from generous street width and also rear lane access that will accommodate two-car garages.
- They have a cross fall of about 2m so after earthworks, retaining walls etc lots will be level.
- While orientation is such that lots to the north will overshadow southern lots, they can accommodate an L shape ground floor plan thus receiving winter sun. The L shape would be formed around a northly facing courtyard enclosed on two sides by large windows and the third, to the north, by the northern neighbours single storey southern boundary wall. Two and three bedrooms can be accommodated on the second floor, towards the street, but should avoid overshadowing the southern neighbours private open space.

While the L-shape floor plan may work, it is difficult to force individual applications to meet those requirements as the Planning Scheme has limited powers to force specific designs solutions when the Performance Criteria can be debated in terms of compliance. It is acknowledged that the applicant has considered this issue and the Design Guidelines would provide assistance in achieving satisfactory designs.

The Design Guidelines provides advice on design responsive to solar orientation requirements and how to achieve a complying dwelling design.

- Street setback is considered sufficient to accommodate external stairs from the street to the front door and an area of decorative, shade tolerant garden.

The intention of the Huntingfield development to provide a range of lots is noted and supported however the reliance on advisory Design Guidelines is not supported. Council has experienced difficulty with similar small lots in other housing areas (e.g. Spring Farm, Whitewater etc.) in achieving complying development and it has proven difficult to achieve innovative and responsive designs on small lots which typically result in a one/two storey regular dwelling built to maximise the site potential – i.e. in simple terms to build as big a house as possible.

The reliance on an advisory Design Guideline will require the exercise of additional effort and resources by Council in advice and assessment for development applications and it is considered that they would be difficult to uphold in an Appeal.

For lots 78-83, 89-91, 135-138, 142-146, 152-153, 181, and 182 to meet the required Performance Criteria (clause F5.4.2 A1, A2 and A3, and F5.5.1 A1 and A2) they should be included in the proposed Part V Design Guidelines that requires reference to and approval of design for dwellings under the Design Guidelines.

- It is noted that land associated with the proposed public open space adjacent Channel Highway and Roundabout is zoned General Residential and Open Space. This is not precluded by the SAP provisions and the land can be managed as other land is within the Open Space zone.

- There are no natural hazards and lots will be single dwellings.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan – General Residential Zone.

Clause F5.8.1 – Lot design

Acceptable Solution A3
Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.
Performance Criteria P3
Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to: <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.
Proposal
Not Complying – 145 of the 165 lots comply with frontage requirement. 20 lots [#] do not provide a minimum 12m frontage. ([#] Lot No's 54, 59, 60, 91, 130, 132, 135-138, 158-160, 208-212, 217.)

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

- The size, shape and orientation of the lots and the location of building envelopes have been considered in light of the topography constraints. The subdivision layout, road location and access to the lots considers the typography.
- Each lot is provided with a frontage sufficient for residential use.
- The site has lateral roads running east west following contours. This minimises cut and fill on roads and aids pedestrian travel.
- The frontages are functional and useable and appropriate for vehicles and manoeuvring.
- No frontage is less than 3.6m wide.
- There is no development on the subject site. The earlier Huntingfield subdivision on the adjacent land exhibits a similar pattern of development in relation to the standard general residential lots. The proposal provides a transition in lot size and in some cases provides a rear laneway between the existing housing and the new estate where there are areas of Inner Residential and medium density lots

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan – General Residential Zone.

Clause F5.8.1 – Lot design

Acceptable Solution A5
Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north
Performance Criteria P5
Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the size, shape and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining properties; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area.
Proposal
The proposal does not comply with a significant number of lots having the long axis in excess of 30 degrees west of true north and 30 degrees east of true north.

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

- The size, shape and orientation of the lots and roads and the location of building envelopes have been considered in light of the topography constraints. The subdivision layout, road location and access to the lots considers the topography. Significant reorientation of the lots would result in significant road design and access issues and also in the design and location of infrastructure.
- Size, shape and orientation of lots as well as location of building envelope has been carefully considered to optimize solar access for future dwellings.
- The subject site is currently vacant.
- Surrounding properties will not create overshadowing.
- Design Guide – Council is requested to reference this supporting documents as “advice” on Permits so that future purchasers are aware of them and their assistance on achieving Performance Criteria compliance. In addition, Communities Tas is also proposing a Part V Covenant over specific titles to ensure future development aligns with Master Plan and Design Guidelines.

As discussed above the use of the Design Guide as an advisory document is not considered to be sustainable in achieving complying and acceptable development. However, the use of the Design Guideline in association with a Part V agreement on specific lots will provide the statutory basis to achieve the necessary compliance and quality design outcomes envisaged.

The inclusion of a condition on a Permit is recommended that a Part V agreement be prepared between Council and Council in relation to the design and location of dwellings on the required lots as required by Council.

- Building areas are to be shown on plan of subdivision to indicate location of future buildings.
- There is no development on the subject site. The earlier Huntingfield subdivision on the adjacent land exhibits a similar pattern of development in relation to the standard general residential lots. The proposal provides a transition in lot size and in some cases provides a rear laneway between the existing housing and the new estate where there are areas of Inner Residential and medium density lot

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan – General Residential Zone.

Clause F5.8.2 Roads

Acceptable Solution A1
The subdivision includes no new roads
Performance Criteria P1
<p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) any relevant road network plan adopted by the council; (b) the existing and proposed road hierarchy; (c) the need for connecting roads and pedestrian paths to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists and public transport; (h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with Guide to Road Design Part 6A: Paths for Walking and Cycling 2016; (i) the topography of the site; and (j) the future subdivision potential of any balance lots on adjoining or adjacent land.
Proposal
Not Complying – All the proposed lots rely on new roads to be provided. The application is supported by a Traffic Impact Assessment (GHD dated 2 November 2020 Rev. 0).

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

- There is no relevant road network plan adopted by Council for Huntingfield.

- The boundaries of the Huntingfield estate as defined in the Huntingfield Housing Land Supply Order Specific Area Plan are the limits for urban development and connecting roads to the south are not required to facilitate future subdivision potential beyond Huntingfield. The Stage 1 roads are designed for the future development of Stages 2 and 3.
- Stage 1 incorporates elements of the Open Space system shown in the Masterplan including off-road, shared path facilities and connectivity for cyclists and pedestrians. Intersection treatments with regard to walking and cycling have been considered including vertical deflection treatments (e.g. flush crossing across minor roads) and horizontal deflection treatments (e.g. lane narrowing's and kerb extensions, median crossings).
- In relation to Crime Prevention Through Environmental Design (CPTED) lighting and passive surveillance have been considered and the design includes walkways between properties and through park areas.
- The internal road layout has been designed to provide connectivity and accessibility. This includes the provision for future bus routes thought the estate. However there is an issue with the extent of footpaths through the estate.

The application shows that footpaths are provided on one side only for roads 1 and 2 and the reason given is due to the residential access nominated along Roads 9,10 and 12. It is not anticipated that there will not be a significant number of pedestrians using 2 footpaths on these roads.

It is Councils position that two footpaths should be provided in accordance with the Council Policy 5.1 - *Footpath Provision and Maintenance Policy*. Section cl.6.3 Urban Developments – Provision of Footpaths states:

6.3 Developers of urban subdivisions must, unless otherwise agreed by Council, install footpaths on both sides of a road and around cul-de-sac heads.

It is recommended that a condition be included on a Permit requiring amend plans be provided to show footpaths on both sides of roads as nominated by Council.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan - Inner Residential Zone.

Clause F5.9.1 - Lot design

Acceptable Solution A1
Subdivision of land must be in accordance with a master plan endorsed by the planning authority for the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2.
Performance Criteria P1
Subdivision of land must set out how the subdivision of the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2 integrates with existing infrastructure and development adjoining the whole site, having regard to:
(a) a lot layout that provides a range of lot sizes to suit the construction of dwellings of varying size and type occurring across the whole site;

- (b) the road connections to the existing road network demonstrating a clear road hierarchy within the whole site providing for a collector road to connect the Channel Highway to Huntingfield Avenue;
 - (c) any staging for the subdivision and including the construction of the collector road to connect to the Channel Highway to Huntingfield Avenue within the first stage;
 - (d) the provision of public transport to the site;
 - (e) the provision of open space areas for the whole site with connections to adjacent open space areas;
 - (f) the pedestrian connections for the whole site and pedestrian connections to existing pedestrian ways;
 - (g) the cycle connections for the whole site and cycle connections to existing cycle ways;
 - (h) the provision of open space facilities within the whole site; and
 - (i) stormwater management for the whole site that minimises impacts on downstream waterways,
- and must be accompanied by a master plan that has been prepared for the whole site.

Proposal

Not Complying – There is no endorsed Master Plan. Therefore, the application must be assessed against the Performance Criteria.

The Masterplan (MP) has never been submitted to Council for approval or endorsement. Council has raised this issue with the Applicant including the Further Information requests. The Applicant has advised that the Masterplan forms part of the supporting documents to Stage 1. It is required to accompany the application re F5.8.1 and F5.9.1. Stage 1 has been designed as an integral part of the MP but also designed to stand alone and does not need other land to deliver infrastructure, services or amenities. It is intended that the MP will form part of the approved documents and thus link the future development of the site to the MP ensuring development of the site occurs in a whole of site manner.

The endorsement of the MP by Council has issues as the Application states that MP is not a static document and has evolved from Version A to K. Since the State Government placed the MP on display for consultation the MP has been amended.

Endorsement of the MP is also problematic as, based on the information submitted with the application (e.g. Significant Impact Assessment) it would appear that the MP as proposed may not be capable of implementation. The MP may require further amendment for Stages 2 and 3 in relation to a range of issues including:

- Bushfire Hazard Management
- Environmental issues including possible referral to the Australian Government Department of Agriculture, Water and the Environment (DAWE) for a decision by the Minister as to whether Stages 2 and 3 are Controlled Actions under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC).
- Aboriginal Heritage requirements.

[The above matters are reported on further in the Report.]

Considering the above concerns the Masterplan is not able to be endorsed or supported by Council and while it is acknowledged as a requirement of the Performance Criteria F5.9.1 P1, it is only an indication of the possible future development of the whole of the estate. Its role in meeting the requirements of the Huntingfield Housing Land Supply Order Specific Area Plan is accepted and the following comments made in relation to F5.9.1 P1 (a) to (i):

- (a) The proposal delivers a range of lot sizes in response to the site characteristics and typology. This includes 53 townhouse lots, 21 medium density lots, 113 standard residential density lots, and 31 low density lots. The diversity of lot sizes will deliver a range of housing options.
- (b) The Council has issued a Permit (DA 2020-676) for the Huntingfield Roundabout providing access for the estate to the Channel Highway. The subdivision also proposes connections with local roads to the east being Huntingfield Avenue, Sirius Drive and Nautilus Grove. The Stage 1 subdivision design includes a clear road hierarchy of Collector Roads, Local Roads, Access Laneways, and a Shared Zone Access Way (road of variable width).

While the majority of the road network is designed in accordance with the Council and relevant Australian standards the proposed Shared Zone Access Way (Variable Width) road is not supported by Council. The Shared Zone Access Way (see figure below) refers to the nominated road area serving the proposed Inner Residential lots (No's 1-53) located in the north east of the site. The configuration and design of this area is not typical and is of variable width and materials (e.g. segmented block pavement) without nature strips for the location of utility services, and also includes the second car parking space for the townhouses (provided in selected grouped locations in the Shared Zone area), and some of the Water Sensitive Urban Design features (tree stands and rain water garden) are located within the centre of the Access Way.

The applicant in response to concerns raised by Council contends that as a public road it is road similar to the other roads but dedicated to the townhouse owners. The design and treatment of the shared road zone will include a different surface treatment to a standard road surface to give a sense of restricted access and discourage through traffic. This area also includes dedicated parking areas for the townhouse lots as it appears these lots are unlikely to satisfy the parking requirements of 2 spaces on each lot due to their 6m width.

It is not considered that the proposed Shared Road Zone meets the requirements of a Public Road. The provision of this 'road' as proposed by the application is not supported and is recommended for refusal as a public road that is taken over by Council following construction.

Legal advice has been obtained and in summary it states that Council is able to impose a condition on the permit of approval requiring that the Access Way be marked "private" on the final plan of subdivision.

Without a right of carriageway provided over the Access Way when marked "private" the preconditions of F5.9.1 P3 for a legal connection to a road by 'right of carriageway' would not be made out. A condition requiring that a right of carriageway is to be granted over the Access Way to the benefit of lots 1-53 can be imposed on the permit and would allow for the assessment against the matters listed (a) to (f) in A3/P3.

The Schedule of Easements accompanying the final Plan of Survey must contain a right for Lots 1 to 53 on the plan and the Balance, being provided with a right of carriageway over the land to be marked "Access Way (Variable Width)" on the

subdivision proposal plan prepared by Leary Cox & Cripps dated 20/04/2021 and to be marked "Access Way (Variable Width)(Private)" on the final plan.

In respect to the requirements under the Local Government Highways Act 1985 in respect to the road being maintained by Council, considering it not complying to Council standards,

A person cannot open a highway without the consent of the Council pursuant to s.7 of the *Local Government Highways Act 1985*:

- (1) *Subject to this section, the dedication as a highway of land in a city or town is of no effect unless the approval of the corporation under its seal is or has been given to the dedication.*

S.7(3) provides that an approval may be, but does not need to be, subject to compliance with section 10. This section imposes various obligations designed to ensure that works are carried out in accordance with plans and specifications approved by the Council. S.9 automatically triggers the provisions of s.10 where the highway is opened upon the sealing of a final plan of subdivision as would be the case in respect of this application.

Further pursuant to s.95 of LGBMP on the sealing of a final plan of subdivision any land which is shown on it as a road, street, alley or other way, if not marked "private" is taken to be dedicated to and accepted by the public. By this occurring it becomes a highway and it matters not as to whether Council is satisfied as to the standards of its construction.

However, it does not follow that the road, street alley or other way that becomes a highway is then automatically maintainable by Council under the Local Government Highways Act 1985. For the highway to be a highway maintainable by Council the procedures specified in s.10 must be complied with. Only when Councils engineer certified, s.10(5) that it has been constructed substantially in accordance with plans and specifications approved by Council and at the end of the statutory maintenance period does the land become a Highway maintainable by Council. Therefore, unless the road is constructed to Council's standards and to the satisfaction of Council, it does not become a local highway maintainable by Council even in the circumstances where it will be a highway which members of the public may use.

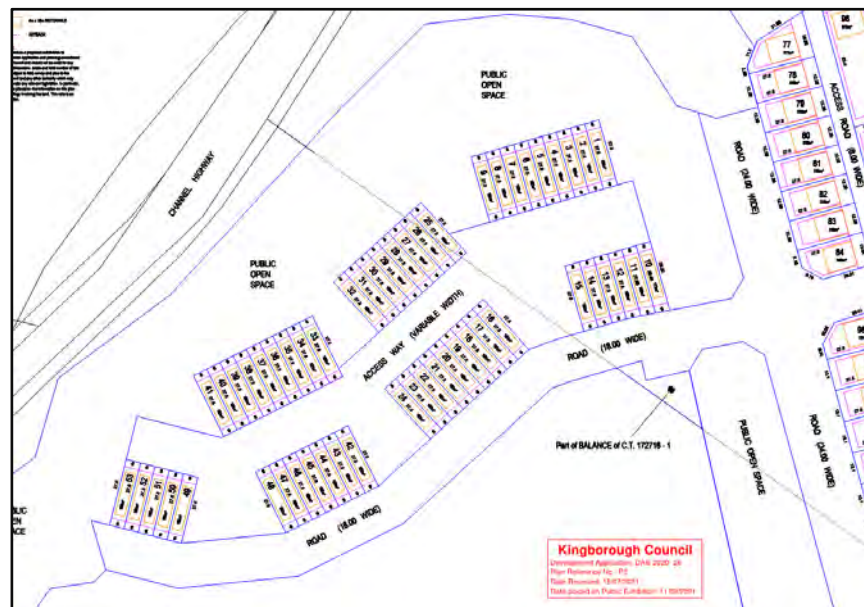


Figure 7 - Diagram of proposed Shared Zone Access Way (Variable Width) road.

While not accepting the Shared Zone Access Way as a Council road it is considered that the area as a private area provides opportunities for innovative features to the benefit of the proposed townhouse residents. The use of landscaping, different surface materials and treatments, and expected low traffic volumes provide for the opportunity to create a area of value and benefit to the residents.

- (c) The Department of State Growth (Strategic Networks Passenger Transport Department) and Metro Tasmania have been consulted in relation to the future provision of bus routes for public transport. The subdivision design and Masterplan includes consideration of the optimum bus stop locations based on the catchment size and passenger walking distances.
- (d) The proposed connection to the Channel Highway incorporating the roundabout and access road is approved and consistent with the first stage.
- (e) The open space systems have been designed for safety, functionality and maintenance. The Landscape Master Plan contains the open space hierarchy for the whole estate including Stage 1 which contains the Open Space Spine area and also a number of Pocket Parks.

The Open Space Spine includes the 3m wide shared use path along the spine with shade trees, a smaller network of sealed local paths that provide connections across the estate and link into the surrounding open space areas.

The Pocket Parks will include playgrounds for all ages and abilities, open lawn areas with low native planting and shade trees, seating orientated towards long views, and small contained lawn areas for informal recreation.

The amount of open space to be dedicated is over 14% of the total developable area in Stage 1.

In relation to the Open Space network and the supporting documents including the Masterplan and the Landscape Master Plan a number of issues have been raised in the public submissions concerning the Peter Murrell Conservation Area (PMCA). The Masterplan promotes walking to the PMCA for active recreation via a shared trail. The Landscape Master Plan proposes a connector trail into the PMCA within the vicinity of Coffee Ck.

This is not consistent with the Significant Impact Assessment Report (NorthBarker Ecosystems Services) provided with the application, which includes advice on avoiding any direct access routes. The trail shown where the subdivision path connects with PMCA is a fire trail and has potential hazards including a spillway. This proposed trail potentially represents a new formalised access point into the PNCA into an area that is not managed for visitor services.

Any trail into the PMCA should be in accordance with the Significant Impact Assessment report. While the works for the connector trail are not in Stage 1, in approving Stage 1 the Landscape Master Plan may become an endorsed document.

To address concerns with the potential impacts on the PMCA conditions are recommended for inclusion in a Permit. These include:

- an amended Landscape Master Plan be provided representative of the works to be undertaken in Stage 1 and the connector trail realigned in accordance with the advice in the Significant Impact Assessment.

- A condition for fencing to be installed as part of Stage 1, with design and material to the satisfaction of the Parks and Wildlife Services Southern Regional Manager.
 - A condition preventing use of the PMCA for the purpose of accessing the development site during and following construction unless otherwise authorised by the PWS.
- (f) The Landscape Master Plan indicates the connectivity of the proposed open space network across the estate and into the surrounding streets and reserves. In relation to the Channel Highway the Roundabout approval provides pedestrian footpaths to the east and west for the extent of the Roundabout works. However, the Roundabout works do not include a pedestrian crossing for the Channel Highway. This matter was raised with the applicant (Communities Tas) at the time and it was indicated that it should be addressed with the Subdivision application for Stage 1 under the provisions for Subdivision in the Huntingfield Housing Land Supply Order Specific Area Plan.
- There is no provision for further connectivity past the Roundabout or for crossing of the Channel Highway shown on the subdivision plans or the Landscape Master Plan. The applicant has advised that the consideration of a pedestrian crossing is to be included in the application for an additional 'slip' lane for the Roundabout that is being lodged by the end of the year as agreed between the Council and the Department of Communities. It is recommended that advice be included in any Permit in relation to the inclusion of a pedestrian and cyclist crossing of the Channel Highway.
- (g) In relation to bicycle connections the same comments as (f) above apply.
- (h) The provision of Open Space (as detailed in (e) above) within the whole estate has been considered. The issue of connection and access to the Peter Murrell Conservation Area will require attention as indicated.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan - Inner Residential Zone.

Clause F5.9.1 - Lot design

Acceptable Solution A2.2
The average size of all lots within the Inner Residential Zone under the specific area plan must be not less than 200m ² , excluding any lot required for public use by the Crown, a council or a State Authority or a lot required for the provision of Utilities.
Performance Criteria P2
Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area, and must not be an internal lot.

Proposal

Not Complying - The average size of the Inner residential lots in Stage 1 is over 200m². The applicant is of the view that this complies to the Acceptable Solution A2.2 however it is considered that the Acceptable Solution Standard does not specifically reference Stage 1 and relates to all lots in the Inner Residential Zones in the SAP. This view seems consistent with the requirement for an endorsed Masterplan for the whole estate. As the application is only for Stage 1 and the Masterplan is not submitted for approval or endorsement it is not possible to demonstrate compliance and assessment is therefore required against the Performance Criteria.

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

- The average size of the Inner Residential lots in Stage 1 is over 200m²
- The lots have sufficient usable area and dimensions suitable for the intended residential use. The lots include a building envelope.
- The topography of the site has been considered in the layout design.
- The identification and assessment of any natural hazards and constraints has been considered in the layout design.
- The identification and provision of private open space has been considered.
- The applicant seeks to use the Design Guideline in achieving complying building designs with future development. As commented on earlier in the report the Design Guideline is supported when used in conjunction with a Part V agreement.
- The Inner residential townhouse lots have intentionally been located away from the eastern boundary where there is the established residential development. This will provide separation and a transition in lot sizes across the site. The aim of Communities Tas to provide a range of lot sizes to cater for a variety of demographics is noted and supported. It is agreed that the location size and configuration of the townhouse lots does not compromise the existing pattern of development with due recognition of the existing zoning.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan - Inner Residential Zone.

Clause F5.9.1 - Lot design

Acceptable Solution A3

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have:

- (a) a frontage not less than 3.6m; or
- (b) if for a townhouse lot, two frontages of not less than 3.6m.

Performance Criteria P3

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- (a) the width of frontage proposed, if any;
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;
- (c) the topography of the site;
- (d) the functionality and useability of the frontage;
- (e) the ability to manoeuvre vehicles on the site; and
- (f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.

Proposal

The application has stated that as the frontage of all townhouse lots is not less than 6m that the proposal complies to A3. It is recommended that Council not accept the Shared Zone Access Way area as a Council road under the *Highways Act 1985*. This is assessed earlier in the report under F5.9.1 A1. The townhouse lots would not then apply and they are assessed under the Performance Criteria.

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

- the width of frontage proposed is 6m for all the Lots (1-53).
- The townhouse lots are contained within the Inner Residential Zone area in Stage 1 and are located in an area separate from the other general residential lots to the east and south.
- The width of the Access Way and the 6m frontages provide functionality and useability of the frontage and contributes to the objectives of the lot design standard for areas which are suitable for development appropriate to the zone purpose.
- The Access Way has been designed in accordance with the relevant standards to provide the ability to manoeuvre vehicles on the site.
- The design of the lots is not one typically seen on established properties in the area, however the objectives of the Huntingfield Land Supply Order and the SAP provision, and the Master Plan indicate that the layout will play a role in providing the desirable a mix of housing options.
- The current configuration of the Shared Zone Access Way has been designed to comply to the relevant standards. It is acknowledged that as a result of the Council refusal to accept the Shared Zone Access Way as a public road that the applicant may seek to amend the design and configuration of the Townhouse lots. Any redesign would need to be assessed in accordance with LUPAA Act and the Planning Scheme to determine if a Minor Amendment or one requiring a development application for an amendment to the Permit.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan - Inner Residential Zone.

Clause F5.9.1 - Lot design

<p>Acceptable Solution A4</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a:</p> <p>(a) vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority; or</p> <p>(b) if for a townhouse lot, vehicular access only at the rear frontage of the lot in accordance with the requirements of the road authority.</p>
<p>Performance Criteria P4</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to</p> <p>(a) the topography of the site;</p> <p>(b) the distance between the lot or building area and the carriageway;</p> <p>(c) the nature of the road and the traffic;</p> <p>(d) the anticipated nature of vehicles likely to access the site; and</p> <p>(e) the ability for emergency services to access the site.</p>
<p>Proposal</p> <p>The application Planning Study states that the lots comply with A4(a) as they have suitable accesses designed in accordance with the relevant standards and consent is sought from the road authority for those lots where this is required.</p> <p>The access from the proposed Shared Zone Access Way for all lots is not supported as Council is not accepting the area as a road under the <i>Highways Act 1985</i>. This is assessed earlier in the report under F5.9.1 A1.</p> <p>Townhouse lots 1-9, 25-32, and 33-41 do not have vehicular access only at the rear frontage of the lot. The rear of these lots is not a road and proposed to be Public Open Space.</p> <p>As a result, the proposal does not comply to A4(a) as the vehicular access from the boundary of the lot to a road is not in accordance with the requirements of the road authority.</p>

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

- In light of the Access Way not being approved as a public road under Council management, and therefore being a private road it is considered that the Townhouse Lots would be able to be provided with reasonable vehicular access to a boundary of a lot.
- This will require the provision of a condition, as described in F5.9.1 above, requiring that a right of carriageway is to be granted over the Access Way to the benefit of lots 1-53.
- The current configuration of the Shared Zone Access Way has been designed to comply to the relevant standards. It is acknowledged that as a result of the Council refusal to accept the Shared Zone Access Way as a public road that the applicant

may seek to amend the design and configuration of the Townhouse lots. Any redesign would need to be assessed in accordance with LUPAA Act and the Planning Scheme to determine if a Minor Amendment or one requiring a development application for an amendment to the Permit.

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan - Inner Residential Zone.

Clause F5.9.2 - Roads

Acceptable Solution A1
The subdivision includes no new roads.
Performance Criteria P1
<p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to:</p> <p>(a) any relevant road network plan adopted by the council;</p> <p>(b) the existing and proposed road hierarchy;</p> <p>(c) the need for connecting roads and pedestrian paths to common boundaries with adjoining land, to facilitate future subdivision potential;</p> <p>(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</p> <p>(e) minimising the travel distance between key destinations such as shops and services and public transport routes;</p> <p>(f) access to public transport;</p> <p>(g) the efficient and safe movement of pedestrians, cyclists and public transport;</p> <p>(h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;</p> <p>(i) the topography of the site; and</p> <p>(j) the future subdivision potential of any balance lots on adjoining or adjacent land.</p>
Proposal
Not Complying – All the Inner Residential Lots obtain access from new roads.

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

- There is no relevant road network plan adopted by Council for Huntingfield.
- The boundaries of the Huntingfield estate as defined in the Huntingfield Housing Land Supply Order Specific Area Plan are the limits for urban development and connecting roads to the south are not required to facilitate future subdivision potential beyond Huntingfield. The Stage 1 roads are designed for the future development of Stages 2 and 3.
- Stage 1 incorporates elements of the Open Space system shown in the Masterplan including off-road, shared path facilities and connectivity for cyclists and pedestrians. Intersection treatments with regard to walking and cycling have been considered including vertical deflection treatments (e.g. flush crossing across minor roads) and horizontal deflection treatments (e.g. lane narrowing's and kerb extensions, median crossings).

- In relation to Crime Prevention Through Environmental Design (CPTED) lighting and passive surveillance have been considered and the design includes walkways between properties and through park areas.
- The internal road layout has been designed to provide connectivity and accessibility. This includes the provision for future bus routes thought the estate.

In relation to the provision of footpaths. It is Councils position that two footpaths should be provided in accordance with the Council Policy 5.1 - Footpath Provision and Maintenance Policy. Section cl.6.3 Urban Developments – Provision of Footpaths states:

6.3 Developers of urban subdivisions must, unless otherwise agreed by Council, install footpaths on both sides of a road and around cul-de-sac heads.

It is recommended that a condition be included on a Permit requiring amend plans be provided to show footpaths on both sides of roads as nominated by Council.

**Inner Residential Zone.
Clause 11.5.1 - Lot design**

Acceptable Solution A2
No acceptable solution
Performance Criteria P2
The design of each lot must contain a building area able to satisfy all of the following: <ul style="list-style-type: none"> (a) be reasonably capable of accommodating residential use and development at a density of no lower than one dwelling unit per 250 m² of site area; (b) meets any applicable standards in codes in this planning scheme; (c) enables future development to achieve reasonable solar access, given the slope and aspect of the land and the intention for density of development higher than that for the General Residential Zone. (d) avoids, minimises, mitigates and offsets impacts on trees of high conservation value.
Proposal
Not complying as no acceptable solution and must be assessed against the Performance Criteria. As the SAP is silent on tree removal, Clause P2 (d) applies. Two trees of high conservation value located within the Inner Residential Zone are proposed for removal (trees 384 and 385).

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

- One of these trees is in poor condition and has a short landscape life (tree 385).
 - Trees 384 and 385 are within the footprint of the proposed development and based on the size of the lots within the Inner Residential Zone, the retention of these trees is not feasible and their loss is accepted as unavoidable.
 - the loss of these trees is able to be offset through a financial contribution calculated in accordance with Council Policy 6.10

- It is recommended that conditions are included in any permit issued approving removal of these trees subject to an offset of \$500/tree.
- As these trees have the potential to provide hollows for the threatened masked owl (*Tyto novaehollandiae*), it is also recommended that a condition is included in the permit requiring the trees to be surveyed prior to removal, to determine whether hollows are being utilised. If a habitat tree is determined to be active and needs to be removed as part of the development, then advice from DPIPW and an appropriately qualified ecologist must be sought prior to removal, including any relevant approvals.

Open Space Zone
Clause 19.5.1 - Lot design

Acceptable Solution A3
No Acceptable Solution
Performance Criteria P3
<p>The arrangement of ways and public open space within a subdivision must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate; (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate; (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate; (d) convenient access to local shops, community facilities, public open space and public transport routes is provided; (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate; (f) provides for a legible movement network; (g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority; (h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy. (i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following: <ul style="list-style-type: none"> (i) the width of the way; (ii) the length of the way; (iii) landscaping within the way; (iv) lighting; (v) provision of opportunities for 'loitering'; (vi) the shape of the way (avoiding bends, corners or other opportunities for concealment).

Proposal
There is no Acceptable Solution and the application therefore must be assessed against the Performance Criteria.

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

- Open space land is provided for passive and natural/landscape amenity in accordance with the objectives of the Development Standard and Zone.
- The Landscape Master Plan and the Huntingfield Masterplan indicate the arrangement of ways and public open space that provide connections through the estate and with Stage 1. Connections through the site and into adjacent areas are provided including a 3m wide shared pathway supported by a smaller network of sealed local paths and landscaped areas.
- The use of different paving materials and widths and the hierarchy of street trees and shared path plantings are used to create a logical network for residents and visitors.
- Passive surveillance/crime prevention is achieved in the subdivision layout through environmental design with lot orientation overlooking all open space and shared paths.
- 14% of developable area is provided as public open space.
- The Open Space system and pathways will ultimately connect and promote walking and activities to the Peter Murrell Conservation Area (PMCA) as shown on the Huntingfield Masterplan. The Landscape Master Plan shows a proposed connector trail into the PMCA within the vicinity of Coffee Creek. This is not consistent with the Significant Impact Assessment (North Barker) report lodged with the application, which includes advice on avoiding any direct access routes. The trail shown where the subdivision path connects with PMCA is a fire trail and has potential hazards including a spillway. This proposed trail potentially represents a new formalised access point into the PNCA into an area that is not managed for visitor services

Any trail from the site into the PMCA should be in accordance with the Significant Impact Assessment report. A Permit condition is recommended requiring an amended Landscape Master Plan representative of the works to be undertaken in Stage 1 and the connector trail realigned in accordance with the advice in the Significant Impact Assessment report.

Open Space Zone
Clause 19.4.5 - Environmental Values

Acceptable Solution A1
No environmental values will be adversely impacted.
Performance Criteria P1
Buildings and works are designed and located to: (a) avoid, minimise and mitigate environmental impact arising from future use and development; and

(b) all impacts on trees of high conservation value are offset

Proposal

The Open Space zoned portion of the site contains a range of environmental values including individual high conservation value trees, threatened native vegetation communities, threatened species habitat and riparian areas. These values are detailed in the Natural Values Assessment – Stage 1 (GHD, August 2021) and the SIA (North Barker Ecosystem Services, 3/12/2020) and Master Plan NVA (GHD, December 2020) submitted with the application.

While Stage 1 and the subdivision itself does not propose the removal of environmental values within the Open Space Zone, the SIA identifies a number of potential indirect impacts on environmental values located within the Open Space zoned portion of the site arising from future use and development. These potential indirect impacts include:

- collision risk for the swift parrot from structures such as windows, vehicles and fences;
- predation by cats, particularly for the forty-spotted pardalote;
- sedimentation and siltation impacting on tributaries to Coffee Creek, impacting on forty-spotted pardalote habitat;
- secondary poisoning from rodenticides to control non-native rats and mice; and
- uncontrolled access to habitat within the Open Spaced zoned portion of the site and adjacent Peter Murrell Reserve.

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

- The Strategic Impact Assessment (SIA) (North Barker Ecosystem Services, 3 December 2020) and the Stage 1 Natural Values Assessment (NVA) (GHD August 2021) identify a number of mitigation measures to mitigate indirect impacts on environmental values as part of Stage 1, including:
 - o collision risk measures, including design of future buildings and locating power underground;
 - o restrictions on keeping cats;
 - o preventing direct access to Peter Murrell;
 - o fencing of existing habitat to the south of the proposed subdivision and on the boundary with Peter Murrell Reserve;
 - o rat and mice management policies within the development (i.e. alternatives to rodenticides); and
 - o development and implementation of a Construction Environmental Management Plan (CEMP) incorporating the following:
 - protection of ecological values through fencing;
 - control of weeds prior to construction where appropriate.
 - washdown and inspection of vehicles, machinery and boots before leaving/entering the site to ensure no viable plant materials or large clods of soil are transported.

- washdown to be conducted in accordance with the Tasmanian Washdown Guidelines for Weed and Disease Control (DPIPWE 2015).
 - ensuring any fill brought onto the site should be inspected to ensure it is free from weed seeds or diseases.
 - ongoing weed control will be required post-construction.
 - a clear timetable and designation of responsibility for weed management actions.
- In addition to the above measures, it is also recommended that the CEMP include sediment and erosion control measures and ensuring any excess fill is disposed of at an approved location.

Most of the recommended mitigation measures are standard requirements of subdivisions, including requiring future development to be designed to minimise collision risk and requiring a CEMP. However it is acknowledged that other measures are less common, including cat control and rodent control. For this reason, these measures are discussed in more detail in the discussion section at the end of this report.

Providing the recommended mitigation measures are included as a condition of approval in any permit issued, it is considered that adverse impacts on environmental values arising from future use and development associated with Stage 1 are able to be successfully minimised and mitigated.

However, as identified in the SIA, there are potentially significant impacts arising from Stages 2 and 3 as shown in the master plan and the proposed connections into Peter Murrell. These impacts are yet to be resolved and still require detailed assessment against the provisions of the planning scheme and the EPBC Act. This assessment is beyond the scope of this application and will be considered and addressed as part of future stages, noting this may require substantive changes to the master plan submitted as part of the Stage 1 application.

Open Space Zone
Clause 19.5.1 - Lot design

Acceptable Solution A3
No Acceptable Solution
Performance Criteria P3
<p>The arrangement of ways and public open space within a subdivision must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate; (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate; (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate; (d) convenient access to local shops, community facilities, public open space and public transport routes is provided; (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;

- (f) provides for a legible movement network;
- (g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;
- (h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.
- (i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:
 - (i) the width of the way;
 - (ii) the length of the way;
 - (iii) landscaping within the way;
 - (iv) lighting;
 - (v) provision of opportunities for 'loitering';
 - (vi) the shape of the way (avoiding bends, corners or other opportunities for concealment).

Proposal

There is no Acceptable Solution and the application therefore must be assessed against the Performance Criteria.

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

- Open space land is provided for passive and natural/landscape amenity in accordance with the objectives of the Development Standard and Zone.
- The Landscape Master Plan and the Huntingfield Masterplan indicate the arrangement of ways and public open space that provide connections through the estate and with Stage 1. Connections through the site and into adjacent areas are provided including a 3m wide shared pathway supported by a smaller network of sealed local paths and landscaped areas.
- The use of different paving materials and widths and the hierarchy of street trees and shared path plantings are used to create a logical network for residents and visitors.
- Passive surveillance/crime prevention is achieved in the subdivision layout through environmental design with lot orientation overlooking all open space and shared paths.
- 14% of developable area is provided as public open space.
- The Open Space system and pathways will ultimately connect and promote walking and activities to the Peter Murrell Conservation Area (PMCA) as shown on the Huntingfield Masterplan. The Landscape Master Plan shows a proposed connector trail into the PMCA within the vicinity of Coffee Ck. This is not consistent with the Significant Impact Assessment (North Barker) report lodged with the application, which includes advice on avoiding any direct access routes. The trail shown where the subdivision path connects with PMCA is a fire trail and has potential hazards including a spillway. This proposed trail potentially represents a

new formalised access point into the PNCA into an area that is not managed for visitor services

Any trail from the site into the PMCA should be in accordance with the Significant Impact Assessment report. A Permit condition is recommended requiring an amended Landscape Master Plan representative of the works to be undertaken in Stage 1 and the connector trail realigned in accordance with the advice in the Significant Impact Assessment report.

**Open Space Zone
Clause 19.5.1 - Lot design**

Acceptable Solution A5
No trees of high conservation value will be impacted.
Performance Criteria P5
The design of each lot must minimise, mitigate and offset impacts on trees of high conservation value.
Proposal
There are three native trees located in the Open Space Zone (trees 377, 386 and 388). Of these trees, two are of very high conservation (tree 386 and 388, both <i>E. globulus</i> with a dbh >70cm). While all native trees within the Public Open Space Zone are proposed for retention, the shared path within the Open Space lot encroaches into and impacts on tree 386). Therefore, the proposal requires assessment against the performance criteria P5.

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

- Based on arborist assessment (Element Tree Services, 24/8/2021), the extent of encroachment from the shared path within the POS lot is 6.7%. However, based on the detailed engineering drawings the extent of encroachment is closer to 8.8%.
- Notwithstanding, providing the extent of encroachment is no greater than 10% it is considered minor and acceptable without requiring implementation of any specific mitigation measures (excluding standard tree protection during construction). Accordingly, the proposal is considered to comply with the performance criteria providing:
 - o the final engineering design drawings demonstrate the total extent of any encroachment is <10%; and
 - o tree protection measures are implemented during and after construction.

Conditions are recommended for inclusion in any permit issued to this effect.

Local Business Zone Clause 20.5.1 Subdivision

Acceptable Solution A4
No Acceptable Solution
Performance Criteria P4
The arrangement of roads within a subdivision must satisfy all of the following:

- (a) the subdivision will not compromise appropriate and reasonable future subdivision of the entirety of the parent lot;
- (b) accords with any relevant road network plan adopted by the Planning Authority;
- (c) facilitates the subdivision of neighbouring land with subdivision potential through the provision of connector roads, where appropriate, to the common boundary;
- (d) provides for acceptable levels of access, safety, convenience and legibility through a consistent road function hierarchy.

Proposal

There is no Acceptable Solution and the application therefore must be assessed against the Performance Criteria.

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

- No roads are proposed within the Local Business Zone and the arrangement of roads for the adjacent residential lots has been used to provide access.
- There is no relevant road network plan adopted by Council.
- the Local Business Lot will not compromise appropriate and reasonable future subdivision of the entirety of the parent lot.
- The Local Business Lot is considered to be conveniently located to service the estate. The corner location in the north of the estate on Huntingfield Avenue provides an acceptable level of access for cars and pedestrians.

Local Business Zone Clause 20.5.1 Subdivision

Acceptable Solution A6
No Acceptable Solution
Performance Criteria P6
Public Open Space must be provided as land or cash in lieu, in accordance with the Kingborough Public Open Space Contribution Policy, Policy 6.3, May 2019.
Proposal
There is no Acceptable Solution and the application therefore must be assessed against the Performance Criteria.

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

- The proposed subdivision delivers more than 14% of the developable area as public open space. This compares favourably in comparison to the 5% land dedication in the Policy.
- It is noted that one of the benefits of the proposed mix of lot design and sizes has been to deliver more land as open space. The standard subdivision of the General Residential and Inner Residential zoned land could create over 600 lots.

E11.0 Stormwater Code Clause E11.7.1 - Stormwater drainage and disposal

Acceptable Solution A1
Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.
Performance Criteria P1
Stormwater from new impervious surfaces must be managed by any of the following: (a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and Water Sensitive Urban Design principles (b) collected for re-use on the site; (c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.
Proposal
Not complying – A Council stormwater system is not yet in place for parts of the Huntingfield Estate. Therefore, it must be assessed against the Performance Criteria.

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

- The Stormwater Code is written for development of individual lots rather than new subdivisions in greenfield situations where a council stormwater system is not yet in place. As a greenfield site, the development will be required to build the public stormwater system and the legal point of discharge will ultimately be a natural waterway.
- The stormwater system has been designed with due regard to the suitability of the site, the system design and water sensitive urban design principles. The application is supported by the Stormwater Management Plan Report (Huntingfield Master Plan and Civil Design – Stage 1 Development Stormwater Manager Plan, GHD, 15 July 2021).
- The stormwater system incorporates the following key principles:
 - o All stormwater from impervious surfaces will be directed by gravity to the public stormwater system
 - o The design incorporates Water Sensitive Urban Design principles.
 - o The design events designed for are:
 - Minor Storm Event – 5% Annual Event Probability (AEP) storm
 - Major Storm Event – 1% AEP plus 30% increase in rainfall intensity allowance for climate change.
 - o Stormwater run of will be no greater than pre-existing run-off during the minor storm event
 - o Stormwater quality us being addressed through passive treatments (vegetated swales, bioretention etc) and if necessary, propriety products.

- The Stormwater Management Plan provides for erosion and sediment controls. In light of the issues raised in submissions concerning the Peter Murrell Conservation Area and Coffee Creek conditions have been prepared for inclusion in a Permit that erosion and sediment controls of the site to be in accordance with the Stormwater Management Plan report. The report note that further investigations of ESC requirements will occur in the detail design stage. The conditions will ensure that the ESC requirements detailing will be translated into actions on site during the construction.

The requirements during construction to minimise risks of works impacting on water quality of Coffee Creek include a Sedimentation and Erosion Control Plan, a Soil and Water Management Plan, and Construction Environmental Management Plan.

2.5 Public Consultation and Representations

The proposal was advertised for a period of 3 weeks in accordance with statutory requirements and twenty-two (22) submissions were received against the proposal. The issues raised by the submitters are discussed below.

Issue 1 – Masterplan and Planning Generally

A number of the submissions raised issues with the Huntingfield Housing Land Supply Order, the Specific Area Plan, and associated planning issues.

- 1.1 The Huntingfield Housing Land Supply Order Specific Area Plan (HHLSESAP) should be amended to reduce density.
 - Reduce the housing density across the HHLSESAP. The Huntingfield SAP sets its own residential standards and allows for massive density. The SAP allows construction of multiple dwellings on smaller lots plus relaxes the height standards which would facilitate three storey buildings.
 - The HHLSESAP General Residential Zone should be amended to only allow lots above 650m² to support multiple dwellings.
 - The HHLSESAP Inner Residential Zone should be amended to only allow lots above 400m² per dwelling to support multiple dwellings.
 - Height restrictions have been eased from 8.5m to 9.5m (under the HHLSESAP) allowing for 3 storey townhouses with a dwelling on each floor. The HHLSESAP should be amended to ensure that townhouses or any dwellings that are built only have one dwelling per building and not multiple dwellings built on top of each other.
 - There are no front, rear or side setbacks (under the HHLSESAP) –Some of the proposed lots (smaller town house lots) might struggle with some of the setbacks but there should be an adoption of the Kingborough Interim Planning Scheme setbacks for all the proposed building lots.
 - The maximum number of dwellings to be built on this allotment remains undisclosed to the public. The lot allocation has already increased from the original 230 lots to the 470 currently proposed. This change alone has ensured a density increase of 204%. Whilst Communities Tasmania have assured they will monitor the entire sale process to prevent overdevelopment, they have also confirmed the larger lots would be sold to private developers. It is highly likely the Council will have no grounds to reject high density proposals submitted by private developers looking to

maximize their profits as the more intense zoning is already in place across this entire piece of land.

1.2 The current Huntingfield, like Spring Farm and Whitewater, are city style quite substantial suburban developments in a rural environment which is not a suburb of Hobart for topological reasons. They all consume prime farmland; they defeat the primary production function. These are sugar hit economic developments and Huntingfield pushed by the State Government for the sole purpose of money making and, when full, start a continuous addictive suburb development cycle onward down the Channel. Kingston is not a city and should not have pretensions to be but should expand commercially and even industrially to provide employment for the greater majority of the population who live on this side.

1.3 Density

- In this new covid era it would not be wise to have so many people in high density homes and to have high density will destroy life in the Kingborough.
- The lot size allows for an overall density that is too high and in sharp contrast to the neighbouring residential development in Huntingfield.
- The potentially high densities for Huntingfield are not supported. These densities are more suited to well-connected inner-city sites rather than outer fringe suburb 15km from CBD with inadequate community services and infrastructure.
- There are massive concerns at the amount of infill development in Kingborough and high density. It is difficult if not impossible to amend the planning rules despite the genuine concerns of community and Council. Huntingfield is a completely non-strategic development carried out in the name of social housing.
- The Inner Res is not appropriate 17km from CBD.
- Why is the Huntingfield DA being done before the Tasmanian Planning Policies (TPPs) and does it meet the Southern Regional and Kingborough Land Use Strategies.

1.4 Unsustainable Master Plan

- It is against the community best interest to have 468 Lots in this Huntingfield location.
- 1 token corner store site.
- Where are the new State Schools in Kingston? Does Kingston High School have any capacity to expand? How many new Primary School and High School children are forecast require education in the future Kingborough?
- Where is the employment for greater Kingsborough given the residential Lot expansion in recent subdivisions at Spring Farm, Whitewater Creek, beside the Ex-Vodafone site and now the proposed Huntingfield subdivision.
- The attached plan viewed aerially is dense, analogous to an “intensive animal farm”. The carbon footprint for new developments in Kingborough should be required to be specified as neutral, if we are to contribute to a sustainable world. The developer, in this case the State Government Department of Communities, should have to provide Kingborough Council

will calculations demonstrating the neutrality of its planned carbon footprint – offsetting carbon involved in the estimated construction of concrete and bitumen in the infrastructure and estimated concrete, bricks and mortar and other material in residential and commercial construction and estimated carbon emissions from transport with carbon capture by existing and planned vegetation.

- Issues previously raised of inner residential within a rural area, alongside a nature reserve with limited access to local jobs, services and public schools still stand as although needed, this development will create a demand on the area that it will not be able to support, currently schools and local services are at capacity.
- The State Government has missed an opportunity to use the Class 3 Agricultural land for community food production

1.5 Liveability Development Principles

The development fails six of the eight Liveability Development principles of the Governments Residential Development Strategy 2013.

1.6 The Council needs to consider these documents in its assessment:

- Summary of an **Assessment of the Proposed Huntingfield Land Supply Order against the Strategies and Policies**, (Planning Matters Alliance Tasmania) that provide guidelines for Housing development suitable for the affordable and social housing in Tasmania.
- A submission from TFS during rezoning - **Tasmanian Fire Service Submission regarding rezoning.**
- The **Residential Development Strategy July 2013.**

Response

The submissions raise several significant planning issues and go to some length to express concerns with the regional and local planning documents and other Strategies and Reports that have been done in relation to Kingston and the Huntingfield area. To address all the issues raised above would involve a detailed discussion on planning and the Kingborough region.

However, in relation to the assessment of the subdivision application the Council is required to do this under the current *Kingborough Interim Planning Scheme 2015* and its relevant Zones and Codes and the specific provisions of the Huntingfield Housing Land Supply Order Specific Area Plan (SAP) provisions. The SAP Development Standards specify the range of standards including density, height setbacks etc that are required to be assessed and complied with. The Council is not able to apply different standards.

In conclusion, Council is not able assess the application under other documents nor assess the application under different development standards than what is in the Planning Scheme and the SAP. Accordingly, the submissions in this regard are not relevant to the assessment of the application and are not able to be addressed.

In relation to the issue in relation to advice from the Tasmanian Fire Services during the Huntingfield rezoning process:

- Council officers met with TFS regarding the Stage 1 Huntingfield subdivision. TFS confirmed that they did not have any specific concerns regarding Stage 1 or the subdivision BHMP as advertised.
- In terms of the correspondence dated 21/6/2021 on the Housing Land Supply Order for Huntingfield, TFS confirmed that their concerns relate to the latter stages of the development and can be resolved as part of the future development application/s.
- Providing the recommended condition is included in any permit issued stating that this permit is for Stage 1 only and no endorsements or approvals are being provided for Stages 2 and 3 or the Master Plan, any concerns of the TFS and issues associated with bushfire hazard for Stage 1 are considered to be satisfactorily addressed.

Issue 2 - Design Issues

There should be more duplexes as these are a simple way of using the space more efficiently. This decreases heat loss, requirements for building materials, and narrow wasted space between houses. They maintain privacy, the dream of the house on the block of dirt and encourage social interaction. It increases the feeling of spaciousness as the narrow wasted spaces are combined into more useful areas.

When purchasing a home in the late 1980's in Huntingfield I based my purchasing decision on the advertised guidelines for the suburb. The suburbs guidelines should be strictly adhered to, and the current plans DO NOT adhere to these guidelines, and for that reason I oppose the development. If the proposed development is not to the guidelines, who compensates me for being let down and the original guidelines not being honoured? The proposed development cannot proceed until a full investigation is done in regard to the alleged issues the public has with the development.

Building height, form and scale should be comparable to nearby existing Huntingfield houses.

Response

The Council is required to assess the application under the relevant planning scheme at the time and its relevant Zones and Codes and the specific provisions of the Huntingfield Housing Land Supply Order Specific Area Plan (SAP) provisions. Multiple dwellings including duplexes may occur in the General Residential and Inner Residential Zones where they satisfy the development standards. Council cannot mandate the location and number of duplexes that must be built.

The subdivision design has provided for a transition of lots from the existing Huntingfield estate with larger lower density lots and the use of the rear laneway adjacent to the existing estate near Sirius Drive and Guardian Court.

Issue 3 - Traffic Issues

- 3.1 The Traffic Assessment is inadequate and out of date. Peak times used as 0800-0900 for AM and 1700-1800 for PM are incorrect. The report advises that Sirius Drive is solely used by traffic accessing residences within that area. This is not accurate, St Aloysius School currently advises parents to use Sirius Drive to access Guardian Court to collect their children, many do so.

The addition of years 11 and 12 for catholic education have not been mentioned in future traffic counts. Planning reference DA-2019-655 advises that total student numbers will almost double to 565 students, not including new staff to the area by

2023. This will cause a significant increase to student drivers, parents, staff and buses to the area all within a small window of time, PM window not included in current forecast Peak times.

The TIA assumes that only a single dwelling will be constructed on each lot (470). This is unsubstantiated given the wording in the Huntingfield Housing Land Supply Order and results in an underestimation in traffic numbers /movements. The TIA needs to be revised and impacts on Algona and Huntingfield Roundabouts and connecting roads reassessed. A Part V Covenant is needed to require 1 dwelling per lot.

1.2 Traffic Noise

Acoustic assessment was not completed closer to Maddocks Road as with areas south of the proposed roundabout. The report states that traffic noise will drop within the area with the introduction of the roundabout, Currently Northbound vehicles are generally coasting down the hill and decelerating in preparation for entering the Algona Road Roundabout or entering onto the Southern Outlet.

3.2 Nautilus Grove. It seems that Huntingfield Avenue and Nautilus Grove will be a formal road access into the development, including a proposed bus route loop. There is a reference that the Tarremah car park has to be removed. Currently the unsealed part of Nautilus Grove is hardly used except as a car park. To allow through traffic between Tarremah and St. Aloysius would pose an unacceptable risk to the students.

1.3 Additional traffic on Huntingfield Drive. At present the traffic generated by the two schools at pickup time is extremely heavy with long lines of cars attempting to enter the Algona Roundabout, taking 3/4 hour to clear. The traffic report shows that 12-15% of the traffic from the development will use Nautilus Grove and Huntingfield Avenue, adding to what is already an impossible and dangerous situation

1.4 Sirius Drive

Opening up Sirius Drive into the new development is absurd. It is a small street which could not handle any more traffic. Previous planning documentation maintained there would be no vehicle link to Sirius Drive from the new development. Sirius Drive will provide a 'rat-run' around any queuing on the Channel Highway.

When the Draft Master Plan was released in May/June 2020 for community comments, Sirius drive was closed, and a housing lot allocated directly over where the road was meant to go through. There was no amendment to the Draft Master Plan released for Community comment. This change has a significant impact on existing residents and should have been visible to the public for comment.

1.5 Algona Roundabout - There needs to be lights put at the fork in the road roundabout. Someone will have blood on their hands as there have seen crashes there and the council is aware of this.

1.6 Access Road behind Guardian Court– Is this access road on the Master Plan Rev K March 2021 just for the lots directly behind Guardian Court? The concern is that the access road could become a rat run or thoroughfare for other traffic. It should be clearly identified and used as “Residents Only Access”.

3.7 Traffic Safety on Channel Highway

- Objection to any further development that directly affects the Channel Highway as concerned about the safety of individuals driving along the channel highway now, let alone after further development. Very concerned about the quality of infrastructure to deal with the greater population and effect on wildlife and resources such as water and power.
- Any further development will hold up and increase the traffic volume along the Highway which has already over reached capacity. Emergency vehicles, ambulances and police to get safely and quickly to accidents or medical emergencies.
- There are no overpassing lanes for traffic being held up by all those people who often travel at 10 to 20 km less than the speed limit.
- The roundabout at Fork in the Road is almost impossible to negotiate at present during the morning and evening peak hours traffic and very dangerous.
- A similar overpass to the Summerleas Rd intersection with the Huon Highway should be considered, plus long merging ramps and extra lanes on the highway should be part of this development.
- The Kingborough Council and the State Government need to have a vision for the future that includes good infrastructure, not the cheapest option and quick fix for the time being, as we have seen with the Fork in the Road roundabout and single lane highways.

Response

The proposed subdivision includes the extension of a road network from the Channel Highway and connecting to Huntingfield Avenue and Nautilus Grove. This road extension will service the 218 residential lots, 1 commercial lot, 13 road lots, public open space.

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more 40 vehicle movements per day.

The applicant has provided a Traffic Impact Assessment with the application. The Traffic Impact Assessment for this application was also submitted as part of the DA2020-676 Roundabout application for access to the subdivision.

The application is supported by a Traffic Impact Assessment (Department of Communities Tasmania, Huntingfield Master Plan and Civil Design Traffic Impact Assessment, GHD, November 2020) and has been subject to a Peer Review by Council. The performance assessments in the Traffic Impact Assessment are in accordance with the industry standards and the Road and Rail Assets Code standards.

The proposed road network of collector and local roads comply with Public Roads standards with the exception of the Access Way servicing the townhouse precinct of 53 lots.

In relation to the concern for Nautilus Grove it is considered unlikely that new residents will utilise this road as it provides no advantage in travelling north over using the proposed Huntingfield roundabout access.

Issue 4 - Peter Murrell Conservation Area (PMCA)

Several submissions raised issues on the possible impacts on the PMCA including the Department of Primary Industries Water and Environment. The submission of the DPIWE is summarised below and represent a good summary of the submissions.

In doing so note is made that Stage 1 does not directly adjoin the PMCA. However, there is the possibility that elements of Stage 1 and then the subsequent connectivity of Stage 1 to the balance of the estate may have adverse impacts on the PMCA. These impacts are a relevant matter in the Planning Scheme and the SAP and have required assessment against the relevant Performance Criteria as contained earlier in the report.

The DPIWE advise that the development of the site is accepted in light of the Huntingfield Land Supply Order and SAP and they raise the following issues to be considered by Council.

4.1 Stormwater Runoff

The proposed stormwater system and its components represent a concentrated source of stormwater discharge and will change the hydrology of the site. DPIWE has concerns regarding the impact of the proposed overland flow path on the Peter Murrell Reserve in particular the eastern boundary of the development.

DPIWE requests that any permit includes conditions requiring the implementation of best practice measures to ensure quality and quantity of stormwater runoff does not negatively impact the values of Coffee Creek, including further investigation of the use of residential stormwater tanks to encourage capture and reuse of stormwater on site.

Of particular concern is the impact of increased stormwater runoff on the Heron Pond. This dam will receive part of the stormwater for Stage 1. The Pond has received damage from existing development and the hardening of the catchment above it. The damage was expensive to repair and PWS should not be unduly exposed to ongoing costs associated with increased inputs to Coffee Creek.

DPIWE requests that during construction that adequate conditions in a Permit minimise risks of works impacting on water quality of Coffee Creek during the construction phase including a Sedimentation and Erosion Control Plan, a Soil and Water Management Plan, and Construction Environmental Management Plan.

4.2 Impact on Threatened Species

It is noted that works for Stage 1 are more than 100m from the Conservation Area including the mapped forty spotted pardalote colony. Increase noise and disturbance, increase visitor numbers and feral cats will put additional pressure on the colony. Stage 1 has potential to negatively impact the colony.

DPIWE recommends adopting a precautionary approach and referring Stage 1 to Australian Government Department of Agriculture, Water and the Environment (DAWE) for a decision by the Minister as to whether this Stage is a Controlled Action.

The proposals mitigation measures are supported in the Significant Impact Assessment (NorthBaker 03/12/2020).

DPIWE requests that a Permit include a requirement for amended plans, including amended Landscape Master Plan applying the recommended 100m protective buffer to the forty spotted pardalote habitat within the vicinity of the proposal including the mapped habitat within the adjacent Conservation Area. Protective measures including buffers

are required to be identified at Stage 1 and in an integrated manner as there is potential that these requirements will influence the layout of Stage 1.

4.3 Walking and Vehicle Access to the Reserve

The Masterplan promotes walking to the Conservation Area for active recreation via a shared trail. DPIWE advises that it does not support the development of multiple entry points into the Peter Murrell Conservation Area from adjoining private development.

The Landscape Master Plan proposes a connector trail into the PMCA within the vicinity of Coffee Ck. This is not consistent with the Significant Impact Assessment which includes advice on avoiding any direct access routes. The trail shown where the subdivision path connects with PMCA is a fire trail and has potential hazards including a spillway. This proposed trail potentially represents a new formalised access point into the PNCA into an area that is not managed for visitor services.

Any trail into the PMCA should be in accordance with the Significant Impact Assessment. While the works for the connector trail are not in Stage 1, in approving Stage 1 the Landscape Master Plan will become an endorsed document.

DPIWE requests a Permit condition is recommended requiring an amended Landscape Master Plan representative of the works to be undertaken in Stage 1 and the connector trail realigned in accordance with the advice in the Significant Impact Assessment.

Fencing of the eastern boundary in accordance with the advice in the Significant Impact Assessment is supported.

DPIWE requests a Permit condition for fencing to be installed as part of Stage 1, with design and material to the satisfaction of the PWS Southern Regional Manager.

DPIWE further advises that no mechanised access is permitted to the development site via the PMCA during and following construction.

DPIWE requests a Permit condition is recommended preventing use of the PMCA for the purpose of accessing the development site during and following construction unless otherwise authorised by the DPIWE.

4.4 Bushfire Hazard Assessment

Any clearing of vegetation for bushfire hazard management must be contained within the development site and not encroach the PMCA. The grassland within the western boundary of the PMCA cannot be relied on as managed land for bushfire hazard management.

It is proposed to slash the existing grass inside the development site (Bushfire Hazard Assessment – Gifford, S. 15/08/2021).

DPIWE recommends that to minimise risk within the PMCA where this land adjoins it should be fenced and managed of vegetation for bushfire purposes continued wholly within the subdivision site.

4.5 Lighting

DPIWE requests that the design of external lighting in proximity to the Reserve boundary should be conditioned to be shielded to reduce impacts on conservation values.

4.6 Weeds and Plant Diseases.

DPIWE requests that adequate conditions should be imposed to minimise environmental risk to the PMCA during and after construction. This includes strict hygiene protocols to prevent further introduction of weeds and plant diseases, and the use of endemic and native species for landscaping and preventing the use of declared and environmental weeds as listed in the Weed Management Strategy and Action Plan, Kingborough Municipal Area 2017-2027.

Response

- 4.1 The Stormwater Management Code E7.0 requires that the stormwater system for a new development incorporates water sensitive urban design principles. The proposal has provided a detailed stormwater report and the stormwater system design complies with the Stormwater Management Code.

In relation to the use of residential stormwater tanks to encourage capture and reuse of stormwater on site this is mentioned in the stormwater report and include in conditions.

The Council imposes a range of conditions on construction to manage the environmental impacts (e.g. erosion, weeds, soil etc). A Construction Plan would be required and it can include requirements addressing sedimentation and erosion, a soil and water management, and construction.

Conditions recommended for inclusion in any permit issued address the concerns of DPIWE in relation to stormwater, including use of residential stormwater tanks, design of the stormwater management system in accordance with the Stormwater Management Plan (GHD, 15 July 2021) and requirements for a CEMP incorporating soil and water management and sedimentation and erosion control during construction.

It is acknowledged that during 1% AEP events, stormwater will be disposed of via class 4 waterways which feed into Coffee Creek.

While the disposal of stormwater into tributaries to Coffee Creek has the potential to impact on downstream waterways through increased sedimentation, siltation and erosion, the proposed stormwater design is considered to detain runoff to the extent required under the Stormwater Code and minimises sedimentation and siltation during rainfall events to the extent feasible.

- 4.2 The Planning Scheme does not reference the EPBC nor is there any requirement in it for Council to refer or require the applicant to refer the subdivision Stage 1 application to the Australian Government Department of Agriculture, Water and the Environment (DAWE). This is a matter for the land owner and developer to consider under the EPBC legislation.

The concerns regarding the 100m buffer are noted and concurred with. Given the inconsistency between the master plan and landscape master plan with the SIA, it is recommended that these documents are not endorsed or approved as part of the permit. Notwithstanding, it is agreed that an amended master plan should be provided applying the recommendations in the SIA, including the 100m buffers. It is also unclear why this buffer has not been applied to the forty-spotted pardalote colony in Peter Murrell. However, as these buffers do not affect the Stage 1 layout, they do not need to be provided as part of this permit.

The applicant advises that a significant impact test was conducted (NorthBaker Dec 2020) for Stage 1 against the EPBC with the conclusion that it was not likely

to have a significant impact on threatened species and referral was not required. Stage 2 and 3 have been referred to DAWE as a controlled action.

- 4.3 The concerns regarding the access points and connector trail into Peter Murrell Reserve as shown in the landscape master plan are supported. These access points and the connector trail are contrary to the SIA and must be removed from future iterations of the master plan. However, as the master plan will not form part of the endorsed documents for Stage 1, this plan does not need to be amended as part of Stage 1.

A condition is also recommended for inclusion in any permit issued requiring fencing of the boundary with Peter Murrell Reserve to prevent direct access, with design and material to the satisfaction of the PWS Southern Regional Manager. This fencing must be installed prior to the sealing of the final plan for Stage 1.

The Construction Plan will require that the developer is not to use the PMCA for the purpose of accessing the development site during and following construction unless otherwise authorised by the DPIPWE.

- 4.4 The Bushfire Management Plan indicates that Stage 1 can stand alone and not rely on the management of Stages 2/3 or adjacent land for bushfire hazard management purposes.

It is agreed that any clearing and management of vegetation for bushfire hazard management purposes must be contained within the development site and not encroach into Peter Murrell. It is our understanding that the Stage 1 BHMP achieves this.

Is also proposed that the boundary between Peter Murrell and the subject land is fenced to ensure no encroachment into Peter Murrell.

- 4.5 The concerns of the DPIPWE relate to subsequent stages of the estate being developed. The Stage 1 roads and lots are approx. 200m from the boundary with the PMCA land. The sewer pump station lot is approximately 80-100m from the PMCA land and this may be of concern.

To ensure any external lighting in proximity to the Reserve boundary minimises impacts on conservation values, it is recommended that engineering drawings submitted for approval demonstrate any such lighting is adequately shielded.

- 4.6 Conditions have been recommended for inclusion in any permit issued addressing these concerns, including requiring:
- a weed management plan prior to commencement of on-site works;
 - primary treatment of weeds within the construction footprint prior to the commencement of any on-site works;
 - implementation of hygiene measures during construction; and
 - landscaping to include endemic and native plants and exclude non-local natives and weeds listed in the Weed Management Strategy and Action Plan, Kingborough Municipal Area 2017-2027.

Issue 5 – Bicycle infrastructure

The proposal misses an excellent opportunity to encourage more people to ride bikes for short trips and hence reduce traffic congestion.

The shared 3m wide path width is not wide enough to accommodate people walking and other pedestrian activities with bicycles. – e.g. people walking dogs and children playing create a slower experience for bicycles trying to ride through. Path needs to be 4m wide.

The development is missing the infrastructure around it that would make cycling a viable transport option for people of all ages and abilities. There is need for safe bikeways along Huntingfield Rd to take riders through to Algona Rd, and safe bikeways along Algona Rd to Blackmans Bay and along the Channel Highway into Kingston.

A grade-separated crossing across Channel Highway is missing to help people ride to the sports facilities and high school.

Response

The Huntingfield SAP does not provide a specific standard for the shared path. The 3m width is consistent with current engineering standards and integrates with the footpaths and open space network through the estate.

The provision of the range of bicycle facilities and infrastructure remote from the site is not a relevant consideration under the SAP and not able to be conditioned by Council. The provisions of the SAP only require Stage 1 to demonstrate how integrates with existing infrastructure and development adjoining the whole site including pedestrian and cycle connections for the whole site to existing pedestrian ways. In this regard the application complies and is supported by the masterplan.

Issue 6 – The Local Business Zone

The size of the zone is inadequate and it is poorly located. It needs to be more central to the new proposed subdivision.

The Local Business Zone will significantly increase current congestion and safety issues around peak times of the day. It be utilised for parking during peak school times by parents who collect their children from the two schools. Parking/collection is already overflowing into residential Huntingfield.

Response

The Council is required to assess the application under the current *Kingborough Interim Planning Scheme 2015* and its relevant Zones and Codes and the specific provisions of the Huntingfield Housing Land Supply Order Specific Area Plan (SAP) provisions. The Local Business Lot is already zoned and consistent with the *Huntingfield Housing Land Supply Order*. The Council has no means to relocate the zone in light of the Huntingfield Housing Land Supply Order.

The Local Business Lot is considered to be conveniently located to service the estate. The corner location in the north of the estate on Huntingfield Avenue provides an acceptable level of access for cars and pedestrians.

Issue 7 – Environment

There will be impact on threatened species the forty-spotted pardalote because there is no habitat in the development. The stand of white gum *Eucalyptus viminalis* along Coffee Creek are a breeding and feeding habitat as well as a corridor between different sub-populations. Heavy machinery during construction, and the presence of a dense subdivision just 50m away, will obviously have a significant impact. The buffer zone should be increased to 100m, if not more.

Animal crossing corridors should be provided under the Channel Highway joining Maddock Rd to Coffee Creek. Animal corridors need to be included in any highway construction and building developments also. Far too much of our wildlife is being lost on the roads and to habitat reduction.

It would be a good policy to include compulsory water tanks in each new house for garden watering. Also, the development of underground water tanks from road runoff to recycle water for watering public gardens. The State Government has missed an opportunity to use reticulated recycled stormwater for use in toilets and gardens

Response

The issue of environmental impacts has been considered in the report. Note is also made of the submissions concerning the impacts on the Peter Murrell Conservation Area (see above).

In relation to animal crossing corridors under the Channel Highway there are no provisions in the Planning Scheme for this and Stage 1 does not have frontage to the Channel Highway. The Council is required to assess the application under the current *Kingborough Interim Planning Scheme 2015* and its relevant Zones and Codes and the specific provisions of the Huntingfield Housing Land Supply Order Specific Area Plan (SAP) provisions.

In relation to water tanks on dwellings and underground water tanks from road runoff to recycle water for watering public gardens there are no provisions in the Planning Scheme for this. However, the stormwater report submitted with the application refers to the use of rainwater tanks in managing stormwater and a condition has been included in the Permit.

Issue 8 – Stormwater

- 8.1 Stormwater is to be drained into Coffee Creek, including the section within the Peter Murrell Reserve via an unnamed tributary in the vicinity of Tarremah School. This enters Coffee Creek between Penrhyn and Heron Ponds further exacerbating the existing excessive flows due to developments further upstream. These have already caused serious damage to the creek system and have cost the Parks and Wildlife Service a great deal of money to repair. Coffee Creek is referred to in the DA as "public stormwater infrastructure", somewhat of an insult for a natural creek through a reserve.
- 8.2 Further downstream Coffee Creek is heavily infested with weeds (e.g. willows) and less significant as a natural habitat. However, here the main issue is whether the creek can cope with the extra runoff from this huge development. In the most recent major flood (about 2 years ago?) the pipes going under Howden Road got blocked by debris. The water built up several metres and then flowed across Howden Road, eroding several metres of the bank on the other side until the blockage cleared due to the water pressure.

Response

The Stormwater Management Code E7.0 requires that the stormwater system for a new development incorporates water sensitive urban design principles. The proposal has provided a detailed stormwater report and the stormwater system design complies with the Stormwater Management Code.

Issue 9 – Animals (Cats and Dogs)

The entire development should be cat-free, as was recently approved for Maryknoll in Blackmans Bay. Although the environmental reports identify cats as a threat to birdlife it is most disappointing that the DA does not accept the recommendation to declare the development a cat-free zone. It is time developers and Council take the cat issue seriously.

There is no mention of provision for dog exercise areas in the development application for Stage 1 of the Huntingfield development. If new developments fail to provide adequate areas for dog exercise (including fenced off-lead areas), then Council will need to provide increased capacity at their own expense. Existing off-lead exercise areas are already reaching or exceeding their safe capacity. The Council, in consultation with the developers, need to incorporate a suitable off-lead dog exercise area. One possible solution is to allocate part of the Open Space Zone south of the Tarremah Steiner School (already designated as being for community and recreational use) as an off-lead area for dogs.

Response

The restrictions on cats and provisions for cat control is desirable in relation to the environmental impact benefits.

The specific provision of dog exercise areas is not a requirement in the Planning Scheme. This would require a desire from the developer and negotiations with Council to achieve. The overall provision of public open space land dedication is taken for a variety of uses to be determined by Council. In a situation where a development is dedicating over 14% as public open space there is little opportunity for the achievement of “extras”.

Part 5 Agreements or Caveats - The use of Part 5 agreements or caveats should be used on the new proposed lots directly bordering the existing Huntingfield dwellings to restrict them to a single dwelling to help ensure a smoother, more pleasant transition from existing residential to the new proposed development.

Response

The subdivision design has provided for a transition of lots from the existing Huntingfield estate with larger lower density lots and the use of the rear laneway adjacent to the existing estate near Sirius Drive and Guardian Court.

The applicant has indicated that the use of a Part V Agreement is desirable in relation to achieving key design elements in the Design Guidelines. A condition has been included in relation to this.

Issue 10 – Public Advertising

The Stage 1 Planning Advertisement was misleading as the Master Plan shows 468 residential lots. Council should make a public Media release correcting the misconception conveyed by this Stage 1 Planning application, so that the general public can be more informed about what is intended by the State Government

Response

This submission has confused the Master Plan with the Stage 1 plans. The Master Plan is an indication of possible lot yield that will be determined upon approval of further subdivision applications. Stage 1 is for the specified 218 residential lots.

Issue 11 – Bushfire Management

The 50m buffer zone with the adjacent Peter Murrell Reserve is too narrow to mitigate the risk of fire. The Tasmanian Fire Service has also expressed concerns.

Response

The issue of Bushfire Management and compliance with the Bushfire Prone Areas Code is addressed in the report and below in s.2.6.

Issue 12 – Adjacent property impacts

The adjacent property/dwelling landowner on the Channel Highway raises the following concerns:

- Fencing responsibilities and possible damage to existing boundary landscaping.
- Access via proposed Road 8.
- Stormwater and drainage concerns and possible impacts.
- Sewer and Water Infrastructure should be provided along Road 8
- Concerned that light spillage from road and other lights in the proposed development will adversely impact the property at night. A requirement to minimize light spillage onto the property is recommended.

Response

Most of the issues raised by the submitter are a private matter between adjoining landowners. The following comments are made:

- The subdivision application does not include fencing and this is a private civil matter between landowners. Fencing is a relevant Development Standard (F5.4.7 and F5.6.7) with any further development applications for dwellings.
- The proposal will be required to construct proposed Road 8 and install infrastructure in accordance with Council's subdivision standards. Any additional infrastructure would need to be a matter negotiated between the landowner and the developer.
- Street lighting will be required in accordance with Council's subdivision standards.
- The applicant has been in contact with the landowner (subsequent to the issue of the Roundabout Permit) and advise that they continue to be open to dialogue regarding the site.

Issue 13 - Lack of Community Infrastructure and Services

There is no information on access to or provision of community facilities or essential Infrastructure e.g. - local public schools, medical services, childcare, etc. There are no community recreational facilities for teenagers and adults e.g. ovals, courts skate parks etc. Rate payers will have to foot the bill. There are no local meeting places for community events.

Response

The proposal is not for a rezoning or a Planning Scheme amendment where such matters would be considered. These issues would form part of the assessment of issues in the preparation of the Huntingfield Housing Land Supply Order that when adopted did amend the *Kingborough Interim Planning Scheme 2015*. The consideration of community facilities or essential Infrastructure are not matters that the Huntingfield subdivision standards require to be addressed. The provision of major infrastructure and community infrastructure is the responsibility of the State Government.

Issue 14 - Miscellaneous

- There is nothing in the Development Application that excludes the Government introducing another Housing Land Supply Order in the future that excludes and subdivides the 34ha of Public Open Space into more residential housing lots.
- The "fast-track" process and the consultation with the public was not acceptable and this issue cannot be ignored, as it appears the public and stakeholders affected in Kingborough by this "fast-tracked" development are extremely unhappy and this has manifested in the alleged controversy regarding opinion over the development.
- Council needs to press the State Government for funding to build paths/cycleways that connect.

Response

These are not matters that are relevant, or able to be assessed as part of this Planning Permit application.

2.6 Other Matters**2.6.1 Cat Control**

A number of subdivisions located in proximity to threatened species (including the forty-spotted pardalote) have required a mechanism on the title prohibiting the keeping of cats, including DAS-2003-23 and DAS-2006-25. These subdivisions went through full appeals. More recently, as part of the rezoning and subdivision of 15 Home Avenue (DAS-2018-15), the Tasmanian Planning Commission imposed a condition requiring a Part 5 Agreement prohibiting the introduction and keeping of domestic cats.

Imposition of a similar requirement on Stage 1 (and future stages) is therefore consistent with previous situations where the introduction and keeping of cats were identified as a risk to a significant or threatened species. Among the threatened species found in the adjacent Peter Murrell Reserves, the Eastern Quoll, Eastern-barred Bandicoot and Forty-spotted Pardalote are particularly vulnerable to cats. Notwithstanding, it is also acknowledged that the development of Huntingfield includes a social housing component and there may be people who are in need of social housing but also have an existing cat and keeping the cat is important to their mental and emotional well-being.

It is therefore proposed that the prohibition is qualified and includes an option for Council to exercise discretion to approve the keeping of a cat, providing the cat is contained within the property boundary.

It is also recommended that the mechanism on the title used in this instance is a covenant rather than a Part 5 Agreement. This mechanism is more appropriate for a simple covenant imposing a negative obligation, is more discoverable to owners

and purchasers of lots and has a clear process for amendments. Covenants on the title also do not incur any additional costs associated with execution and registration on the title. Whereas Part 5 Agreements are the appropriate instrument for complex matters involving a range of matters and requiring attachment of additional documents, such as bushfire, tree protection and conservation agreements.

2.6.2 Aboriginal Heritage

In relation to the Historic Heritage Code in the Planning Scheme the site does not contain any Heritage Place, Heritage Precinct, Cultural Landscape Precinct or Place of Archaeological Potential. The applications' Planning Report (GHD August 2021) informs that an archaeological investigation by Cultural Heritage Management Tasmania (CHMT) within the Huntingfield site has previously been done by Communities Tasmania to determine the extent and nature of Aboriginal heritage resources.

The investigation outcomes were presented by the Department of Communities to the Aboriginal Heritage Council in November 2019. The findings of the CHMT report have been incorporated into the current application and also in the development of the Masterplan. The Planning Report further states that all aboriginal sites including the various sections of TASI 7734 identified during the site investigations have high cultural significance for today's Aboriginal community. Significant efforts have been made to ensure the Masterplan does not impact the core components of site TASI 7734 which contain the higher artefact densities.

The Planning Scheme does not contain any specific requirements in relation to Aboriginal heritage or the *Aboriginal Heritage Act 1975*. This is a matter for the land owner and developer to consider separately.

Advice has been received from Aboriginal Heritage Tasmania confirming that as outlined in Section 4.1.2 of the Stage 1 Planning Report (GHD, August 2021), Aboriginal heritage investigations were carried out on the property in 1995, 2009, and most recently in 2010 (CHMA 2012 report). The cumulative result of these investigations was the identification and mapping of an extensive stone quarry and associated artefact scatter site (AH 7734) across the southern and eastern portion of the property – in proximity to both Coffee Creek and its unnamed tributary. This site is considered a significant part of the complex of silcrete quarries within North West Bay.

AHT further advises that the development plans indicate there are parts of Stage 1, Stage 2 and Stage 3 which will impact the fringes of AH 7734. Therefore, the Department of Communities Tasmania advise that they will require a permit to be issued by the Minister for Aboriginal Affairs under the *Aboriginal Heritage Act 1975* in order to proceed with the current plan for the Huntingfield development.

Aboriginal Heritage Tasmania (AHT) notes that the developer previously submitted a permit application to AHT in March 2020, which was presented to the Aboriginal Heritage Council (AHC) on 27 March 2020. A decision on whether or not to support the permit application was deferred until long term management and protection options for AH 7734 could be developed by the Department of Communities Tasmania and presented back to the AHC for their consideration.

AHT advise Kingborough Council that the requirement for a permit under *Aboriginal Heritage Act 1975* is still outstanding. It is recommended that any Permit issued for the subdivision contain advice to the applicant in relation to the information from AHT.

2.6.3 Design Guidelines – Part V Agreement

The application proposes the use of the Design Guidelines to achieve dwelling designs that provide the expected level of amenity and lifestyle the Development Standards in the Planning Scheme are designed to provide. The use of the Design Guidelines is supported by Council in achieving high standards of design and liveability on lots that due to a variety of circumstances are not able to meet the Development Standards Acceptable Solutions and must rely on demonstrating compliance with the Performance Criteria.

However, if the Design Guidelines are only advisory then it will be difficult for Council to fully achieve the preferred design standards. Therefore, the offer of the applicant to enter into a Part V to apply the Design Guidelines is supported and a condition has been included on the Permit. In doing so it is considered that it is reasonable that the Department of Communities, as the land developer, have a role in ensuring that the range of housing being built does achieve the desired high-quality, well-designed housing stock that the Huntingfield Land Supply Order seeks to enable the development of a cohesive, vibrant and desirable community.

The condition on the permit requires that a Part V Agreement - Design Guidelines be prepared to the Council satisfaction and identifies the range of lots that are relevant to the use of the Design Guidelines including the rear access only lots, and lots with non-complying Development Standards (e.g. side setbacks). The Department of Communities would play a role through the assessment and approval of designs under the Design Guidelines prior to the lodgement of a development application with Council.

2.6.4 Stormwater

There is no Development Standard for Stormwater within Cl.F5.9 Development Standards for Subdivision – Inner Residential Zone in the Huntingfield Specific Area Plan. This appears to be an oversight.

Cl.11.5.4 Services in the Inner Residential Zone, Acceptable Solution A3 requires that:

A3 - Each lot must be connected to a stormwater system able to service the building area by gravity.

All lots other than for public open space, a riparian or littoral reserve or Utilities are capable of being connected to the public stormwater system and the stormwater system has been designed in the Inner Residential areas to comply with Council standards.

2.6.5 Policies for rodenticide

Use of second-generation rodenticides is recognised as a threat to a number of species, including threatened raptors likely to forage in the area. However, policies regarding their use falls outside matters able to be controlled via a planning permit with the exception of any rodent control undertaken during construction, which can form part of the CEMP.

3. CONCLUSION

The Huntingfield estate has been identified for residential purposes in local and regional strategies and will add significantly to the supply of housing for the Kingston community and it contributes to the delivery of the Tasmanian Government housing reform agenda. Stage 1

represents a key start to the creation of a cohesive, vibrant and desirable liveable community with a mix of housing options.

The Huntingfield Stage 1 Subdivision has been assessed against the provisions of the *Kingborough Interim Planning Scheme 2015* and specifically the Huntingfield Housing Land Supply Order Specific Area Plan F5.0. The proposal has demonstrated compliance to the Acceptable Solutions and Performance Criteria of the Zones and relevant Codes, with the exception of the proposed Shared Zone Access Way (road) associated with the Townhouses (Lots 1-53) and therefore has been conditioned to be a private roadway.

A conditional approval is recommended.

4. RECOMMENDATION

That the Planning Authority resolves that the development application for subdivision creating 218 residential lots, 1 commercial lot, 13 road lots, public open space, and associated infrastructure works (including sewer pump station, stormwater and road works) at 1287 Channel Highway, Huntingfield, CT172716/1; CT134371/1; CT131270/1; CT248218/1; CT151047/1; CT151121/1; CT248218/1; CT223727/1; CT134203/1; CT114677/101; CT114677/102; CT114677/105. for Department of Communities Tasmania 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. DAS-2020-26 and Council Plan Reference No's. P1 submitted on 17 December 2020 and P2 submitted on 15 July 2021 (excluding the Huntingfield Master Plan Version K – refer to Advice Clauses).

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. The Schedule of Easements accompanying the Final Plan of Survey must contain a right for Lots 1 to 53 on the plan and the Balance, being provided with a right of carriageway over the land to be marked "Access Way (Variable Width)" on the Subdivision Proposal Plan prepared by Leary Cox & Cripps dated 20/04/2021 and to be marked "Access Way (Variable Width) (Private)" on the final plan.

ADVICE:

Council will not accept the transfer of the Access Way (Variable Width) to the Council under the provisions of the *Local Government Highways Act 1985* as the area does not comply with the Council standards.

3. Prior to the permit coming into the effect, the owner must enter into a Part 5 Agreement for the Huntingfield Design Guidelines under the *Land Use Planning and Approvals Act 1993* with and to the satisfaction of Council detailing the responsibilities for the developer, nominated authorities and individual landowners, including the requirements that:
 - (a) The agreement will apply to lots with rear access only, single dwelling development restrictions, non-complying design development standards of the relevant Planning Scheme, or other lots as agreed between the Department of Communities and Council;
 - (b) Prior to the lodgement of a development application with the Planning Authority the applicant shall be required to submit plans and information of the proposed

development to the Department of Communities for appraisal under the Design Guideline. The plans and information must have sufficient documentation to demonstrate performance in accordance with the relevant Design Guideline standards. The development application, when lodged with the Planning Authority, shall be accompanied by the Department of Communities' approval. The following specific restrictions must be included:

- (i) Lot No's 77-84, 98-104, 134-139, 177-184, and 185-192 are lots that have a frontage to the rear lane access ways and are required to have vehicle access only from the rear lane access way, unless otherwise approved in writing by the Planning Authority. Any such request is required to be provided prior to the lodgement of a development application (if applicable) with the Planning Authority.
- (ii) Lot No's 1-53 shall be required to obtain the approval of the Department of Communities that a proposed development complies with the 'Design Guidelines'. Where a development application is required to be lodged with the Planning Authority, it must be accompanied by the Department of Communities' approval.
- (iii) Lot No's 78-83, 89-91, 135-138, 142-146, 152-153, 181 and 182 that do not comply with Clause F5.8.1 – Lot Design Acceptable Solution A2.2 of the Huntingfield Housing Land Supply Order SAP, shall be required to obtain the approval of the Department of Communities that a proposed development complies with the 'Design Guidelines'. Where a development application is required to be lodged with the Planning Authority, it must be accompanied by the Department of Communities' approval.
- (iv) Development on Lot No's 54-62, or on lots agreed between the Department of Communities and the Planning Authority, are restricted to a single dwelling.

The Design Guideline document and the Part V agreement must state that the approval of an application complying with the design guidelines by the Department of Communities, will not constitute approval or endorsement by the Planning Authority for any other discretion of the relevant Planning Scheme.

All costs associated with drafting and registering the Part 5 Agreement on the title must be borne by the developer. All terms of this Agreement must be complied with once executed.

The Design Guidelines (as agreed by the Department of Communities and Council) must be a Schedule to the agreement.

This Part 5 Agreement must be lodged at the Land Titles Office and registered on the title prior to the commencement of on-site works.

Please note, planning permits containing a requirement for a Part 5 Agreement are not effective until such time as the Agreement is executed, as specified in s53(6) of the Land Use Planning and Approvals Act 1993. Therefore, the above Agreement must be signed and sealed and registered on the title prior to the Permit coming into effect and commencement of works. A template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.

4. Prior to the permit coming into the effect, the owner must enter into a Part 5 Agreement under the *Land Use Planning and Approvals Act 1993* with and to the satisfaction of Council detailing the management responsibilities for the developer, nominated authorities and individual landowners, including the requirements that:

- (a) the developer (Department of Communities), or the nominated authority, must maintain all lots within Stage 1, and the Stage 1 hazard management area, as low threat vegetation until such time as ownership of the titles is transferred and maintaining the vegetation on each lot becomes the responsibility of the individual lot owners;
- (b) the developer (Department of Communities), or the nominated authority, must maintain the perimeter road (including the verges each side of the carriageway) and the public open spaces, until such a time as ownership/responsibility is transferred, and maintaining the vegetation in these publicly owned areas, becomes the responsibility of the nominated authority;
- (c) the developer (Department of Communities), or the nominated authority, must maintain the Stage 1 buffer as grassland with less than 10% overstorey;
- (d) the hazard management area (HMA) within each lot must be managed by the responsible party in accordance with the recommendations of the bushfire report and perpetually maintained to ensure ongoing compliance with 'low threat vegetation' classification as defined in AS3959-2018 Clause 2.2.3.2;
- (e) future development of lots must be constructed to the specified BAL rating as a minimum, in accordance with the construction requirements in the Bushfire Hazard Report (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021); and
- (f) when landscaping the HMA on both the private allotments and in the public open spaces, measures must be incorporated to reduce bushfire hazard in accordance with the vegetation management recommendations in the Bushfire Hazard Report (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021);

unless the BHMP is superseded by an alternative BHMP certified by an accredited person and only if this alternative BHMP is to the satisfaction of the Tasmania Fire Service and Council and demonstrates that no additional vegetation management on the balance of CT 1727161/1 as shown in the original subdivision BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) is being relied upon and does not compromise the potential requirements for a 100m buffer to forty-spotted pardalote habitat and revegetation of the tributary to Coffee Creek or other mitigation measures required as part of future stages.

All costs associated with drafting and registering the Part 5 Agreement on the title must be borne by the developer. All terms of this Agreement must be complied with once executed.

This Part 5 Agreement must be lodged at the Land Titles Office and registered on the title prior to the commencement of on-site works.

ADVICE:

Please note, planning permits containing a requirement for a Part 5 Agreement are not effective until such time as the Agreement is executed, as specified in s53(6) of the Land Use Planning and Approvals Act 1993. Therefore the above Agreement must be signed and sealed and registered on the title prior to the Permit coming into effect and commencement of works. A template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.

5. Prior to the commencement of on-site works, an urban design and landscaping plan for the proposed road reserves, open space areas, shared paths, stormwater basins and

drainage swales within the subdivision must be submitted to and approved by the Manager Development Services. The plan(s) must include:

A. Open Space Plan

A subdivision open spaces plan (exclusive for the subdivision approved by this permit) that delineates open space for recreational purposes or pedestrian links; areas for Water Sensitive Urban Design (where there are particular engineering design requirements); and other open spaces areas that will be transferred to Council (such as road reservations and footpaths). It is recommended that the plan uses coloured hatching and a key to differentiate the areas.

B. Open Space Infrastructure (including road reservations)

The layout and provision of Open Space infrastructure must provide for a streetscape and road and path network that encourages walkability of an area and active use of the open space areas.

- i) A sealed footpath located adjacent the property boundary to enable landscaping with shrubs, trees and grass providing vehicle separation from footpaths;
- ii) Street lights located at the end or beginning of footways and provided with elongated beams for safety that do not have spill light on neighbouring properties;
- iii) Provision of spaces suitable for future installation of bus stops, in accordance with any requirements of the public transport providers. This may include connection/conduit points for power and communications/NBN;
- iv) Services bundled on one side of the road and sited to allow for the planting of street trees (consistent with the landscaping requirement in Part C of this condition), to ensure a positive walkable local environment;
- v) Where space allows, sites (including paths of passive recreation) should be identified within the road reservation for the provision of seating;
- vi) The shared path widths a minimum of 3m; (in accordance with Council's Footpath Provision and Maintenance Policy);
- vii) Traffic calming methods for pedestrians on roads adjacent public open space to assist with linking of the public open space areas;
- viii) Within the recreational area of public open space the following (but not limited to) must be provided:
 - Connections of services (water and electricity) near the entry point of the open space
 - Vehicle crossover for ongoing maintenance vehicles with removable bollards
 - Water bubbler with base dog drink bowl
 - Seating
 - Playgrounds - designed in accordance with the Kingborough Play Space and Playground Strategy 2020 – 2025 and in consultation with Council

- Fencing as appropriate

C. Landscaping Detail

Subdivision landscaping must enhance the overall quality, appearance, character, and function of new developments and be long lasting. The landscaping detail must include:

- i) All elements of the landscaping requirements in other parts in this condition must demonstrate consistency with the Bushfire Hazard Assessment Report and accompanying BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) in relation to landscaping, including:
 - a) establishing and maintaining road verges, traffic islands, walkways and cycleways as low threat vegetation;
 - b) establishing and maintaining Public Open Space (POS) within Stage 1 as low threat vegetation;
 - c) establishing and maintaining the perimeter road (including the verges on each side of the carriageway) as low threat vegetation; and
 - d) maintaining linear Open Space/50m wide perimeter grassland as grassland; and
- ii) Street Tree Plan; including
 - a) Notation of any existing trees to be retained (including any applicable reference number to arborist or ecology reports) including their species and location.
 - b) Species (species selection is subject to approval and should have low limb failure risk and be drought tolerant).
 - c) one tree per lot is to be provided (or as agreed by Council). Spacing between street tree centres of greater than 20m will not be considered acceptable.
 - d) Street trees are to be supplied in pot sizes that support the establishment of clean trunks to at least 1.5m above finished surface level of any adjoining footpath and/or road pavement (within 2 years of planting), dependant on species selection and availability, with 45ltr being the desired minimum pot size.
- iii) For any landscaping (other than street trees) planting by quantity, genus, species, common name, expected mature height and plant size;
- iv) Notation of any existing trees to be retained or removed (including any applicable reference number to arborist or ecology reports) including their species and location;
- v) Earth shaping proposals, including retaining wall(s);
- vi) Notations of fencing, paths and paving (indicating materials and surface finish); identify the species, diameter, tree protection zone and location of trees identified for retention in the Affected Tree Plan (Council Plan Reference P2,

dated 15 July 2021) and demonstrate that the total extent of encroachment into the tree protection zones of these trees is less than 10%;

- vii) Demonstration that species selection includes the use of endemic and native species and excludes the use of native species not local to Kingborough and the use of declared and environmental weeds as listed in the Weed Management Strategy and Action Plan, Kingborough Municipal Area 2017-2027; and
- viii) Establishment and maintenance program (for the 12 month maintenance period).

All engineering drawings and other related plans submitted for approval must also reflect the above requirements.

Once endorsed the plans will form part of the permit.

6. Prior to the commencement of on-site works a Construction Environmental Management Plan (CEMP) must be submitted to and endorsed by Council. No works are permitted to occur until the Plan has been endorsed by Council. The plan must provide details of the following:
 - (a) The Construction Environmental Management Plan must be in accordance with Section 6 – Erosion and sediment control, The Huntingfield Master Plan and Civil Design, Stage 1 Development – Stormwater Management Plan dated 15 July 2021, including adequate measures to control noise and dust.
 - (b) The construction of all water quality systems including raingardens, bioretention swales and basins must initially be constructed as construction sediment basins and flow channels only as per Section 6 Erosion and Sediment Control of the Huntingfield Master Plan and Civil Design, Stage 1 Development – Stormwater Management Plan dated 15 July 2021.
 - (c) The Construction Environmental Management Plan must incorporate a water quality asset installation plan. The water quality asset installation plan must detail the timeframes for construction and maintenance of all final filter media systems for water quality assets including associated planting/landscaping during the individual lot development housing construction period. The maintenance of the water quality assets must be undertaken in accordance with Section 5.4.1 Maintenance of stormwater quality infrastructure of the above Stormwater Management Plan and for a minimum 12 month period prior to acceptance of assets by Council;
 - (d) Hours for construction activity in accordance with any other condition of this Permit;
 - (e) A Traffic Management Plan showing truck routes to and from the site;
 - (f) Weed management measures in accordance with Condition 10;
 - (g) The specifications and location of tree and vegetation protection measures in accordance with Condition 11;
 - (h) The extent of cut and fill;
 - (i) Storage locations for the stockpiling of fill on site;
 - (j) Demonstration that the stockpiling of fill will not encroach into the Tree Protection Zones of trees identified for retention;

- (k) The location for the disposal of any excess fill off site and demonstration this site is either a certified landfill facility for Level 1 fill or a site that has been approved for the disposal or use of Level 1 fill under a development use permit issued by Council;
- (l) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
- (m) Measures to minimise impacts on threatened species during construction including the collision risk of fencing and use of rodenticides;
- (n) Waste management during construction works;
- (o) Measures to ensure that sub-contractors / tradespersons operating on the site are aware of the contents of the Construction Management Plan;
- (p) Contact details of key construction site staff; and
- (q) A site plan showing the location of site sheds, on-site amenities, parking and other required facilities;
- (r) Measures relating to removal of hazardous or dangerous material from the site, where applicable.

Once endorsed, the Plan will form part of the permit and must be implemented to the satisfaction of Council.

ADVICE:

The water quality asset installation plan may be based on the overall percentage of individual lot dwellings completion or separate zones of the percentage of individual lot dwellings completion on separate road lots.

7. Prior to commencement of on-site works, engineering design drawings and specifications must be submitted to Council for approval. The engineering plans and specifications must be prepared and certified by a professional Civil Engineer. Plans must be to satisfaction of the Director Engineering Services and comply with:
- Tasmanian Standard Drawings;
 - Austroads Standards and Australian Standards;
 - Australian Rainfall and Runoff Guidelines;
 - The Huntingfield Master Plan and Civil Design, Stage 1 Development – Stormwater Management Plan dated 15 July 2021;
 - The Huntingfield Master Plan and Civil Design, Huntingfield Development – Preliminary Design Report dated July 2021, and
 - The Bushfire Hazard Assessment Report and accompanying BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021).

The Plans must include, but are not limited to:

- (a) Design of the internal road network, including junctions, vehicular crossovers to all lots, footways, flood ways, and associated stormwater drainage system.

- (b) Further to the proposed footpath locations as indicated on the submitted drawings, Roads 4, 5, 6, 7, 13 and 2 (between 1 and 11 intersections) must include a 1.5m footpath on both sides of the road to service residential lots on both sides of the road.
- (c) Design (including supporting documentation and hydraulic calculations) of the proposed stormwater infrastructure including:
- i. All lots to be serviced with a minimum 150mm underground stormwater connection to a reticulation main. Kerb connections will not be permitted.
 - ii. Longitudinal section details (the minimum reticulated main size servicing a residential lot is 225mm).
 - iii. A water sensitive urban design system that achieves the acceptable stormwater quality and quantity targets, required in Table E7.1 of the Kingborough Interim Planning Scheme 2015 including MUSIC modelling
 - iv. The reticulated stormwater system sized to accommodate at least the estimated 5% AEP flow based on a future fully-developed catchment
 - v. Overland flow paths sized to accommodate the estimated 1% AEP (Annual Exceedance Probability) flow based on a future fully-developed catchment
- (d) Locate electricity infrastructure underground;
- (e) A Vegetation and Tree Protection Plan which:
- i. identifies the species, diameter, tree protection zone and location of trees identified for retention in the Affected Tree Plan (Council Plan Reference P2, dated 15 July 2021);
 - ii. demonstrates that the total extent of encroachment into the tree protection zones of these trees is less than 10% and including the tree protection measures; and
 - iii. includes the tree and vegetation protection measures required in Condition 11;
- (f) Demonstrate no works encroach into the Waterway and Coastal Protection Area of the tributary to Coffee Creek or within 20m of patches of remnant native vegetation on the Balance lot;
- (g) Demonstrate that any external lighting in proximity to the Reserve boundary is adequately shielded to minimise impacts on conservation values;
- (h) Demonstrate consistency with the Bushfire Hazard Assessment Report and accompanying BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) in relation to access and static water supply, including:
- i. design of public access to comply with Table E1;
 - ii. design of the perimeter road/fire trail is to comply with PD 5.1 Table E3;
 - iii. design of interim turning heads compliant with PD 5.1 Table E1 at the end of the road reserve for Stage 1;
 - iv. ensuring all parts of a building area are within reach of a 120m long hose (measured as a hose lay) connected to a compliant hydrant; and

- v. ensuring public roads serve as hardstand located within 3m of the proposed fire hydrants.

Once endorsed the plans will form part of the permit.

8. Underground power and telecommunication services including NBN must be provided to all lots on the endorsed plan of subdivision in accordance with the requirements of TasNetworks and the telecommunications authority requirements. Services conduits must be provided to the lots proper at the developer's cost. Services conduits must be provided to the service authority requirements. The underground cabling and street lighting design including annual operating costs must be submitted to Council for approval prior to engineering plan approval.
9. Prior to the Council endorsement of submitted Engineering Drawings the Council fee of 2% of the estimated value of the civil engineering construction works (including GST, provisional items and contingencies) for the development or the current minimum engineering plan assessment fee, whichever is the greater must be paid (refer to Permit Note).
10. To prevent the spread of weeds and manage any weeds within the site, the following weed management measures must be undertaken to the satisfaction of the Manager Development Services:
 - (a) Prior to the commencement of on-site works (including but not limited to tree removal, construction, excavations, placement of fill, delivery of construction materials and/or temporary buildings), the following is required:
 - i. a Weed Management Plan by a suitably qualified person must be submitted to and approved by the Manager Development Services for each stage. The plan must include:
 - a list and site plan of all declared weeds under the *Weed Management Act 1999*, environmental weeds and/or weeds listed in the Kingborough Weed Management Strategy present on the site;
 - objectives and identify responsibilities for weed management;
 - provision for a buffer zone adjacent to Peter Murrell Reserve;
 - timeframes and methods of primary, secondary and follow up treatments for these weeds;
 - weed hygiene measures to minimise the spread of weeds to and from the site during on site works, including washdown and management of fill; and
 - an implementation, monitoring and reporting plan (including timeframes and costings for each action).

Once endorsed the plan will form part of the permit and must be complied with to the satisfaction of the Manager Development Services, unless otherwise agreed in writing by the Manager of Development Services.

- ii. Primary treatment of all declared, environmental and/or listed weeds must be undertaken within the footprint of subdivision works, including within areas to be traversed and disturbed during construction.

- (b) During construction – weed management measures must be implemented in accordance with the endorsed plan to the satisfaction of the Manager Development Services.
- (c) Prior to the Sealing of the Final Plan of Survey – a weed management audit must be undertaken by a suitably qualified person verifying weed management actions have been satisfactorily implemented in accordance with the Weed Management Plan. Any outstanding weed management must be implemented or non-compliance with the Weed Management Plan rectified in accordance with the objectives and actions in the report to the satisfaction of the Manager Development Services prior to the Sealing of the Final Plan of Survey.
- (d) Ongoing management – ongoing implementation of the Weed Management Plan and management of weeds on the site is the responsibility of the developer (Communities Tasmania), or the nominated authority, until such time as ownership of the titles is transferred and maintaining the weeds on each lot becomes the responsibility of the individual lot owners.
11. Prior to the commencement of on-site works (including but not limited to tree removal, construction, excavations, placement of fill, delivery of construction materials and/or temporary buildings), temporary barrier fencing must be installed:
- (a) around the tree protection zone of individual trees identified for retention in the Affected Tree Plan (Council Plan Reference P2, dated 15 July 2021) in accordance with AS 4970-2009; and
- (b) along the outer edge of the Stage 1 buffer subdivision BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) and the maximum extent of subdivision works as shown in the endorsed engineering drawings;

to exclude:

- machine excavation including trenching;
- excavation for silt fencing;
- cultivation;
- storage;
- preparation of chemicals, including preparation of cement products;
- parking of vehicles and plant;
- refuelling;
- dumping of waste;
- wash down and cleaning of equipment;
- placement of fill;
- lighting of fires;
- soil level changes;
- temporary or permanent installation of utilities and signs; and

- physical damage to the tree(s).

Evidence of satisfactory installation of this fencing must be provided to the Manager Development Services prior to the commencement of on-site works.

This fencing must be maintained for the duration of the subdivision works unless otherwise approved by Council in writing.

In addition, the following tree protection measures must be adhered to following construction for all areas within the tree protection zone but outside the footprint of the approved works:

- i. the existing soil level must not be altered around the tree protection zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil);
 - ii. the tree protection zone must be free from the storage of fill, contaminants or other materials;
 - iii. machinery and vehicles are not permitted to access the tree protection zone; and
 - iv. development and associated works are not permitted unless otherwise approved by Council in writing.
12. Two blue gum (*Eucalyptus globulus*) trees, identified as Trees 384 and 385 in the Affected Tree Plan (Council Plan Reference P2, dated 15 July 2021), are approved for removal.

No trees are to be removed prior to the Masked Owl survey required under Condition 14 and issue of a 'Start of Works Notice' for the subdivision works required under condition 15.

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

13. To offset the loss of two (2) very high conservation value trees (both *Eucalyptus globulus* trees with a DBH >70cm) an offset of \$500/tree must be paid into Council's Environmental Fund, to be used to manage and conserve the habitat of the swift parrot in the vicinity of Kingston.

This offset must be paid prior to the commencement of on-site works (including but not limited to tree removal, construction, excavations, placement of fill, delivery of construction materials and/or temporary buildings).

14. Prior to the removal of Trees 384 and 385, a survey by a suitably qualified person must be undertaken to determine whether any hollows are being utilised by the masked owl (*Tyto novaehollandiae*) or other hollow dwelling species.

If a habitat tree is determined to be active, advice from DPIPWE must be sought prior to removal, including any relevant mitigation measures and approvals.

The results of the survey and any advice of DPIPWE (if required) must be provided to Council prior to tree removal.

Tree removal may only be undertaken in accordance with the advice of DPIPWE and any mitigation measures and approvals (where required).

15. Prior to the commencement of any on-site works, including but not limited to tree removal, demolition, construction, excavations, placement of fill, delivery of construction materials and/or temporary buildings, a “start works” notice must be lodged with Council.

This notice must be lodged a minimum of 14 days prior to commencement of on-site works and works must not commence until this notice has been approved by the Manager Development Services.

16. The construction works must be undertaken to the satisfaction and approval of the Manager Development Services and in accordance with:
- (a) the approved engineering design drawings;
 - (b) the approved Construction Management Plan;
 - (c) the Huntingfield Master Plan and Civil Design, Stage 1 Development – Stormwater Management Plan’ dated 15 July 2021; and
 - (d) The Bushfire Hazard Assessment Report and accompanying BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021)

The works must be supervised by a professional Civil Engineer in accordance with Council’s inspections schedule.

17. At practical completion and the satisfactory completion of all mandatory audit inspections for the subdivision works the supervising engineer must:
- (a) Request a joint on-site practical completion inspection with the Council’s authorised representative;
 - (b) Provide written confirmation that the works have been substantially completed in accordance with the Council approved plans and specifications and that the appropriate levels of quality and workmanship have been achieved;
 - (c) Provide a copy of relevant documentation that all requirements have been carried out as applicable by the following:
 - a. Telecommunication authorities
 - b. TasNetworks
 - c. TasWater;
 - (d) Provide supervising engineer’s certification that site filling exceeding 300mm has been placed in accordance with AS3798 (guidelines on earthworks for commercial and residential developments). Fill areas must be shown on the ‘As Constructed’ drawings;
 - (e) Provide a signed checklist for ‘As Constructed’ drawings;
 - (f) Submit A1 size ‘As Constructed’ drawings in accordance with Council’s Survey Brief, at a scale of 1:200 or 1:500 as appropriate, unless approved otherwise, certified as correct by a registered land surveyor in accordance with Council’s Survey requirements for subdivisions, developments and capital works projects;
 - (g) Provide CCTV inspection and report (by Council approved contractor) of any new public stormwater infrastructure to be taken over by Council; and

Council will issue a Certificate of Practical Completion including a minor defects list, upon the successful completion of:

- i. All mandatory audit inspections.
 - ii. Provision of acceptable documentation.
 - iii. Practical completion inspection.
 - iv. Provision of Bond and Bank guarantees.
18. Prior to the issue of a Certificate of Practical Completion for each approved stage of the subdivision, the developer must lodge a maintenance bond or bank guarantee equivalent to 10% of the total contract sum (including GST) to cover the satisfactory rectification of all defects and defective works during the statutory 52 weeks maintenance period.

Note: Council will be entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period.

19. Prior to the Sealing of the Final Plan of Survey, all works associated with the subdivision must be completed to the satisfaction of the Director Engineering Services and the Manager Development Services. Quality assured contractors may lodge a notice of intent to Council requesting assessment and approval that security be accepted to cover the completion of any outstanding works to enable the sealing of the Final Plan of Survey. The assessment must be in accordance with Council's policy at the time, is subject to an onsite inspection and report by Council's officers. The following must be confirmed in writing:
- (a) That all sewer, stormwater, water mains and associated house connections are constructed and capable of satisfactory operation;
 - (b) The access and static water supply must be constructed in accordance with the approved engineering drawings, Bushfire Hazard Assessment Report and accompanying BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) and
 - (c) That all requirements of the Electricity and Telecommunication agencies and other relevant service authorities have been satisfactorily completed.

Acceptable "As Constructed" drawings must be provided.

20. The Final Plan of Subdivision presented to Council for approval pursuant to the *Local Government (Building and Miscellaneous Provisions) Act 1993* must show the "Access Way (Variable Width)" as shown on the Subdivision Proposal Plan prepared by Leary Cox & Cripps dated 18/02/2021 as being as being "Access Way (Variable Width) (Private)".
21. Site filling that exceeds a depth of 300mm must be placed in accordance with AS3798 guidelines for commercial and residential developments 1996. Upon completion of the works, the supervising engineer must confirm in writing that the works have been carried out in accordance with AS 3798. The location of fill areas must be shown on the "as constructed drawings" and Final Plan of Survey submitted for sealing.
22. All existing and proposed water, sewer and stormwater pipelines must be provided with all necessary drainage easements and shown on the Final Plan of Survey lodged for sealing.

Specific easements as required by other authorities must also be provided and shown on the Final Plan of Survey lodged for sealing.

23. Prior to the Sealing of the Final Plan of Survey:
- (a) the vegetation within Stage 1 (as shown in DAS-2020-26), and the Stage 1 hazard management area, must be slashed to <100mm max fuel height and that trees and shrubs retained within this area constitute less than 10% overstorey foliage and vegetation within the Stage 1 buffer must be maintained as grassland with less than 10% overstorey; and
 - (b) the extent of the Hazard Management Area and buffer as shown in the subdivision BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) must be demarcated with permanent markers or posts to the satisfaction of the Manager Development Services. These markers must be maintained unless otherwise approved by Council in writing or if superseded by subsequent subdivision approvals.
24. Prior to the Sealing of the Final Plan of Survey, the developer must construct fencing to the satisfaction of the Manager Development Services to preventing uncontrolled access to habitat within the Open Spaced zoned portion of the site and adjacent Peter Murrell Reserve. This fencing must be continuous and located:
- (a) outside the Waterway and Coastal Protection Area of the tributary to Coffee Creek;
 - (b) a minimum of 20m from the closest edge of remnant native vegetation patches; and
 - (c) along the boundary with the Peter Murrell Reserve, with design and material to the satisfaction of the PWS Southern Regional Manager.
- This must be maintained unless otherwise approved by Council in writing or the fencing is superseded by subsequent subdivision approvals.
25. Prior to the Sealing of the Final Plan of Survey, the developer must implement the urban design and landscaping plans required under Condition 5 to the satisfaction of the Manager Development Services
26. The Final Plan of Survey and Schedule of Easements must include Covenants on the title of all lots to the effect that:
- (a) the owner or occupier must not introduce or keep domestic cats, unless otherwise approved by the General Manager in writing. The General Manager will only approve the introduction and keeping of cats where there is sufficient justification and the owner or occupier agrees to and can demonstrate that any cat will be contained within the lot boundary at all times.
 - (b) buildings and structures must not pose an unacceptable risk of bird collision by incorporating design elements and strategies in accordance with the document "Minimising the swift parrot collision threat – Guidelines and recommendations for parrot-safe building design".

Glazing on buildings and structures will be deemed to pose such a risk unless the glazed surfaces do not result in corner windows or sightlines through buildings from window to window and comply with any of the following:

- i. the glazed surface does not have a total surface area of greater than 2m²; or

- ii. the glazed surface is treated to include visual markers or muted reflections, the purpose of which must give them the appearance of an impenetrable surface. Such surfaces may include any one of the following types of treatments: the use of low-reflectivity glass (0-10%); films; coatings; fritted glass; or screens; or
- iii. the glazed surface is installed at a minimum of 20 degrees from vertical, angled in at its base to reflect the ground; and
- iv. there are no sight lines through the glazing surfaces, such as corner windows.

Fencing will be deemed to pose such a risk where it includes chain-link fencing.

27. All Public Open Space lots are to be shown as lots on the Final Plan of Survey and endorsed as "Public Open Space". In accordance with Section 83(1)(a) of the Local Government (Building and Miscellaneous Provisions) Act 1993, these areas must be sold to Council for a nominal consideration. The Final Plan submitted for sealing by the Council is to be accompanied by a signed transfer in respect of these areas together with the payment of applicable Land Titles Office lodgement fees and payment of Stamp Duty.

All road lots must be provided with lot boundaries the satisfaction of the Director Engineering Services and shown as "Road" on the Final Plan of Survey. The applicant must arrange at their expense for the necessary transfer of the road reservation(s) to Council at the time of lodgement of the Final Plan of Survey for sealing.

28. The Final Plan of Survey and Schedule of Easements must include Covenants on the title of all residential lots requiring each dwelling installs a minimum volume 3000L rainwater tank to capture roof water as follows:
- (a) a combined rainwater detention and re-use tank of minimum 3000L must be installed to capture roof water with the following combination; and
 - (b) the tank to include a restricted outlet sized for a minimum detention volume of 2150L and re-use volume of 850L available for re-use on site.
29. The satisfactory completion of all public infrastructure for each stage of the subdivision works will be considered achieved when:
- (a) A Certificate of Practical Completion has been issued.
 - (b) All defects and any defective works have been satisfactorily rectified at the completion of the 52 week maintenance period.
 - (c) Council will be entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period.
 - (d) At the end of the statutory 52 week maintenance period, the supervising Engineer must request a joint onsite inspection with the Council's authorised representative to confirm that all outstanding defects and defective works have been satisfactorily completed.
 - (e) Upon satisfactory completion of all outstanding defects and defective works Council will issue a notice of satisfactory 'Final Inspection' and the public assets will be taken over by Council.
 - (f) After takeover of the works, it will be the responsibility of the supervising engineer or applicant to request Council to release all Bond and Bank Guarantee monies.

30. The conditions as determined by TasWater, and set out in the Attachment 4, form part of this permit.

ADVICE

- A. The Huntingfield Masterplan (Version K) does not form part of the endorsed documents and no endorsement of or approval for Stages 2 and 3 as shown in the Master Plan is provided or is to be inferred by Council as part of this permit.

It is acknowledged that Stage 1 has been designed as an integral part of the Master Plan but also designed to stand alone and does not need other land to deliver infrastructure, services or amenities. However the Master Plan may require further amendment for Stages 2 and 3 in relation to a range of issues including:

- (a) Matters raised in the Significant Impact Assessment (SIA) (North Barker Ecosystem Services, 3/12/2020).
 - (b) Bushfire Hazard Management.
 - (c) Environmental issues including possible referral to the Australian Government Department of Agriculture, Water and the Environment (DAWE) for a decision by the Minister as to whether Stages 2 and 3 are Controlled Actions under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC).
 - (d) Aboriginal Heritage requirements.
- B. A Final Plan of Survey must be submitted to Council for sealing, together with a Schedule of Easements, a copy of the survey notes, and a copy of the balance plan (where applicable). Payment of Council's fee for sealing the Final Plan of Survey and Schedule of Easements must be made upon submission of plans.

Any proposal to stage the proposal is subject to the separate approval of Council.

- C. 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.
- D. The Developer should not allocate any property address numbers for the proposed lots.

New property addresses will be allocated by Council prior to the Sealing of the Final Plan of Survey.

- E. In the event that there are any other major variations to items prescribed in the Bushfire Hazard Assessment Report (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021), including but not limited to requirements for threatened species mitigation measures potentially affecting the vegetation classifications being relied upon for the purposes of the subdivision BHMP for Stage 1, the developer or responsible party must notify the Tasmania Fire Service, Council and the author of the Bushfire Hazard Assessment Report and BHMP to confirm whether these alterations are acceptable and determine whether changes to BALs and/or a revised bushfire assessment and/or any amendments to the permit are required.

F. Aboriginal Heritage

Advice has been received from Aboriginal Heritage Tasmania confirming that, as outlined in Section 4.1.2 of the Stage 1 Planning Report (GHD, August 2021), Aboriginal heritage investigations were carried out on the property in 1995, 2009, and most recently in 2010. The cumulative result of these investigations was the identification and mapping of an extensive stone quarry and associated artefact scatter site (AH 7734) across the southern and eastern portion of the property – in proximity to both Coffee Creek and its unnamed tributary. This site is considered a significant part of the complex of silcrete quarries within North West Bay.

Aboriginal Heritage Tasmania further advise that the development plans indicate there are parts of Stage 1, Stage 2 and Stage 3 which will impact the fringes of AH 7734. Therefore, the Department of Communities are advised that they will require a permit to be issued by the Minister for Aboriginal Affairs under the *Aboriginal Heritage Act 1975* in order to proceed with the current plan for the Huntingfield development.

G. Networks

The application was referred to TasNetworks pursuant to s44L(1) of the *Electricity Supply Act 1995* (the Act) and specifically:

- 1) whether a development or use to which the application relates is, if carried out, likely to adversely affect the relevant entity's operations and, if so, how; and
- 2) whether the relevant entity considers it likely that works would be required to be carried out in order for a development or use to which the application relates to be carried out; and
- 3) if the relevant entity considers that works are likely to be required to be carried out in order for a development or use to which the application relates to be carried out – the contact details of the person, or the unit of administration, that is to be responsible to the relevant entity for ensuring compliance by the relevant entity with section 44N.

TasNetworks has not informed Council of any specific requirements and advised that based on the information provided, and given the nature of the development, that the developer should contact TasNetworks' Early Engagement Team at their earliest convenience to ensure issues relating to electricity infrastructure arrangements are understood.

ATTACHMENTS

1. **Locality Plans**
2. **Plans**
3. **Assessment Checklist**
4. **TasWater Submission to Planning Authority Notice**
5. **Design Guidelines**

Location Plans



Figure 1 -Locality Photo with Huntingfield Land Supply Order Specific Planning Area shown in blue outline.

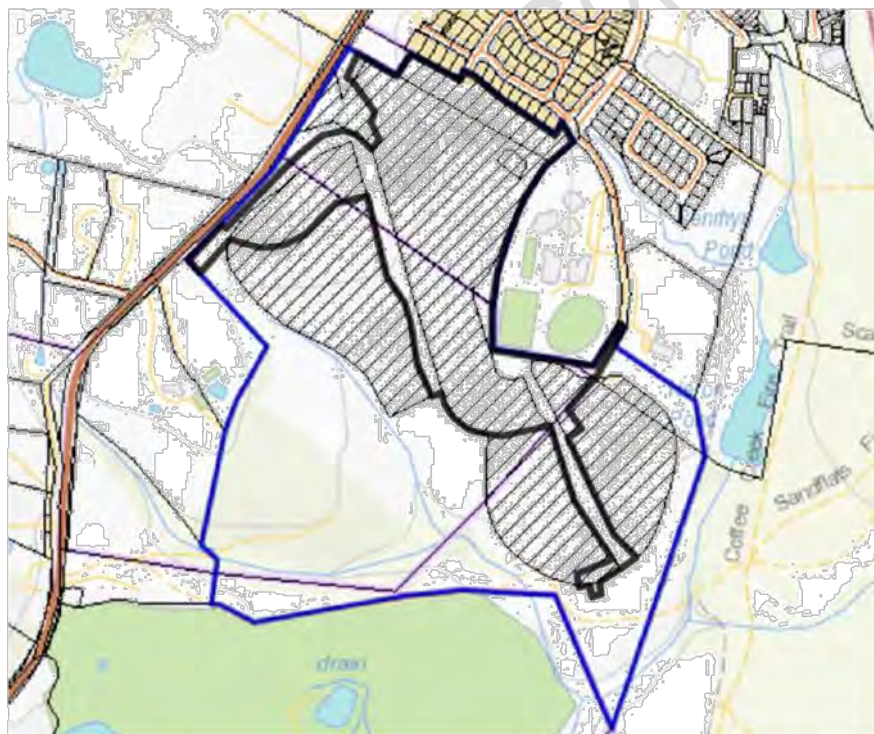


Figure 2 - Huntingfield Land Supply Order Specific Planning Area and Stage 1 indicated with black bold outline.



- KEY FEATURES OF THE DEVELOPMENT**
1. Maintain high quality long views from the site to both North West Bay and Mt Wellington, through establishing a linear open space along the view axis. This also provides powerful sense of arrival to the site from Channel HWY.
 2. All open space to have overlooking lots fronting it to maximise passive surveillance.
 3. Shared use paths to loop around and bisect the site to help promote exercise and healthy living. Minimal road crossings required for entire network to allow safe use.
 4. Lateral roads running east-west follow the contours of the site to allow easier travel for residents wishing to connect to the open space network and the shared use path.
 5. Utilise the natural assets of the site and those adjacent to the site, such as the Peter Murrell Reserve for active recreation and the internal stand of native vegetation for play, nature walks and informal recreation.
 6. The development plan spans 10-20 years. Demand for infrastructure and services as a result of development will occur in response to market forces / demand generated. The Master Plan should be read in conjunction with the Staging Plan.
 7. Aboriginal heritage and environmental assessments guided development patterns.

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Open Space Zone- potential for a wide range of community uses such as community gardens, Men's Shed, recreational uses, natural and cultural values management, to name a few

A 50m buffer of open space is provided in between the Peter Murrell Conservation Area (PMCA) and the proposed development. Potential for new path connections to the existing trail network in the PMCA.

Linear open space, providing connection to circuit exercise loop and view corridor to North West Bay. To include playground, seating & potential local storm water capture and re-use

Proposed 3.0km long and 3.0m wide, sealed shared use path to the perimeter of new development to provide a safe exercise loop for locals that connects local resources like shops, bus, playgrounds and community gardens

Main Shared Use Path to connect to the mountain bike trail network in the PMCA



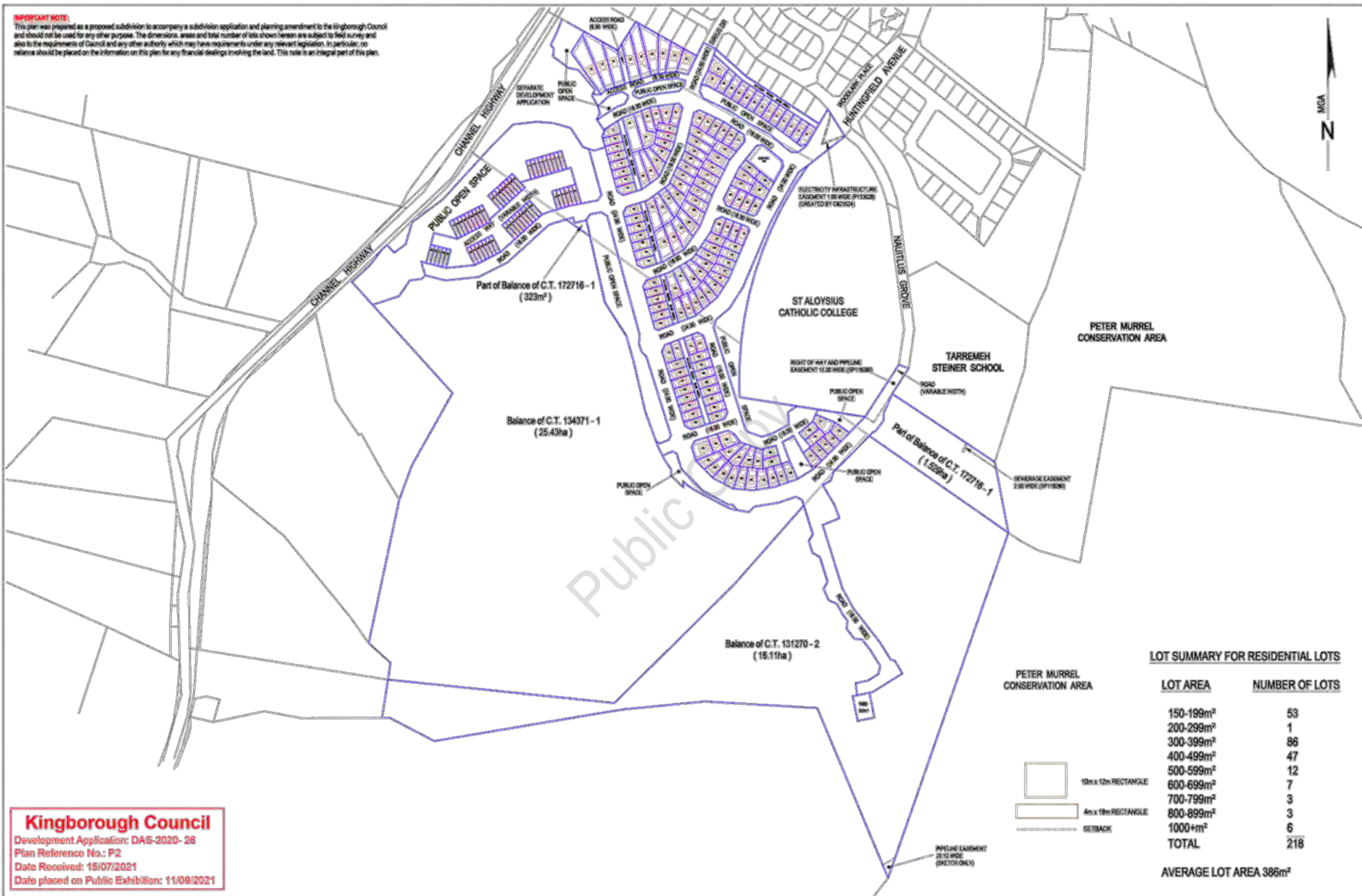
LOT SCHEDULE

Low Density Lots: greater than 500sq.m: 65
Standard Density Lots: 13-12m x 27.5m (350-400sq.m): 162
Medium Density Lots: 10-12m x 27.5m (275-340sq.m): 88
Townhouse Lots: 4.5-6m x 27.5m (an area no greater than 100sq.m): 105
TOTAL LOTS : 468 (inc. retail)
Retail - potential for a corner store with off street parking & outdoor seating facilities: 1

HUNTINGFIELD PROPOSED DEVELOPMENT
 Layout Concept scale 1:2000 @ A1 REV. K MARCH 2021

GHDWOODHEAD
 141 St Albans Rd, St Albans, Vic 3023
 T: 03 9450 1000 F: 03 9450 1001 E: ghd@ghdwoodhead.com.au W: www.ghdwoodhead.com.au

IMPORTANT NOTE:
 This plan was prepared as a proposed subdivision to accompany a subdivision application and planning amendment to the Kingborough Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown herein are subject to field survey and also to the requirements of Council and any other authority which may have requirements under any relevant legislation. In particular, no reliance should be placed on the information on this plan for any financial dealings involving the land. This note is an integral part of this plan.



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LOT SUMMARY FOR RESIDENTIAL LOTS

LOT AREA	NUMBER OF LOTS
150-199m ²	53
200-299m ²	1
300-399m ²	86
400-499m ²	47
500-599m ²	12
600-699m ²	7
700-799m ²	3
800-899m ²	3
1000+m ²	6
TOTAL	218

AVERAGE LOT AREA 385m²

AMENDMENTS		
No.	Description	Date
B	minor lot changes	18-2-2021
C	public open space and road width changes	16-2-2021
D	BALANCE redefined	25-4-2021
E	road width	18-5-2021
F	amend stage 1 boundaries and lot numbers	8-7-2021
G	amend 201 boundaries and change lot number	14-7-2021

LEARY COX & SCRIPPS
 LAND & ENGINEERING SURVEYORS

Unit G04/40 Mole Street,
 HOBART TAS 7000
 P 03 6118 2030
 E admin@lcsurvey.com

Project Name and Address
**1287 CHANNEL HWY
 HUNTINGFIELD TAS 7055**

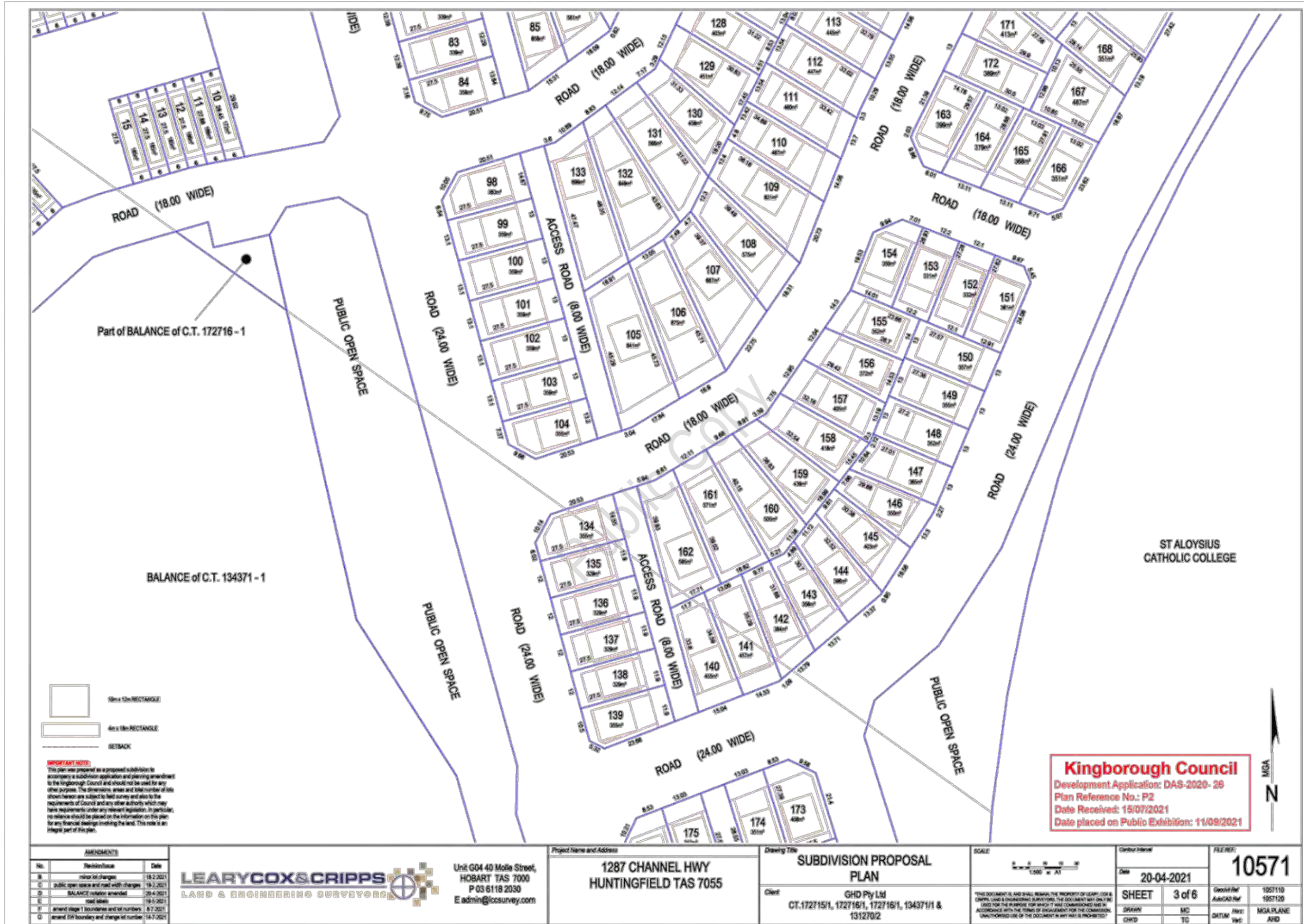
Drawing Title
**SUBDIVISION PROPOSAL
 SITE PLAN**

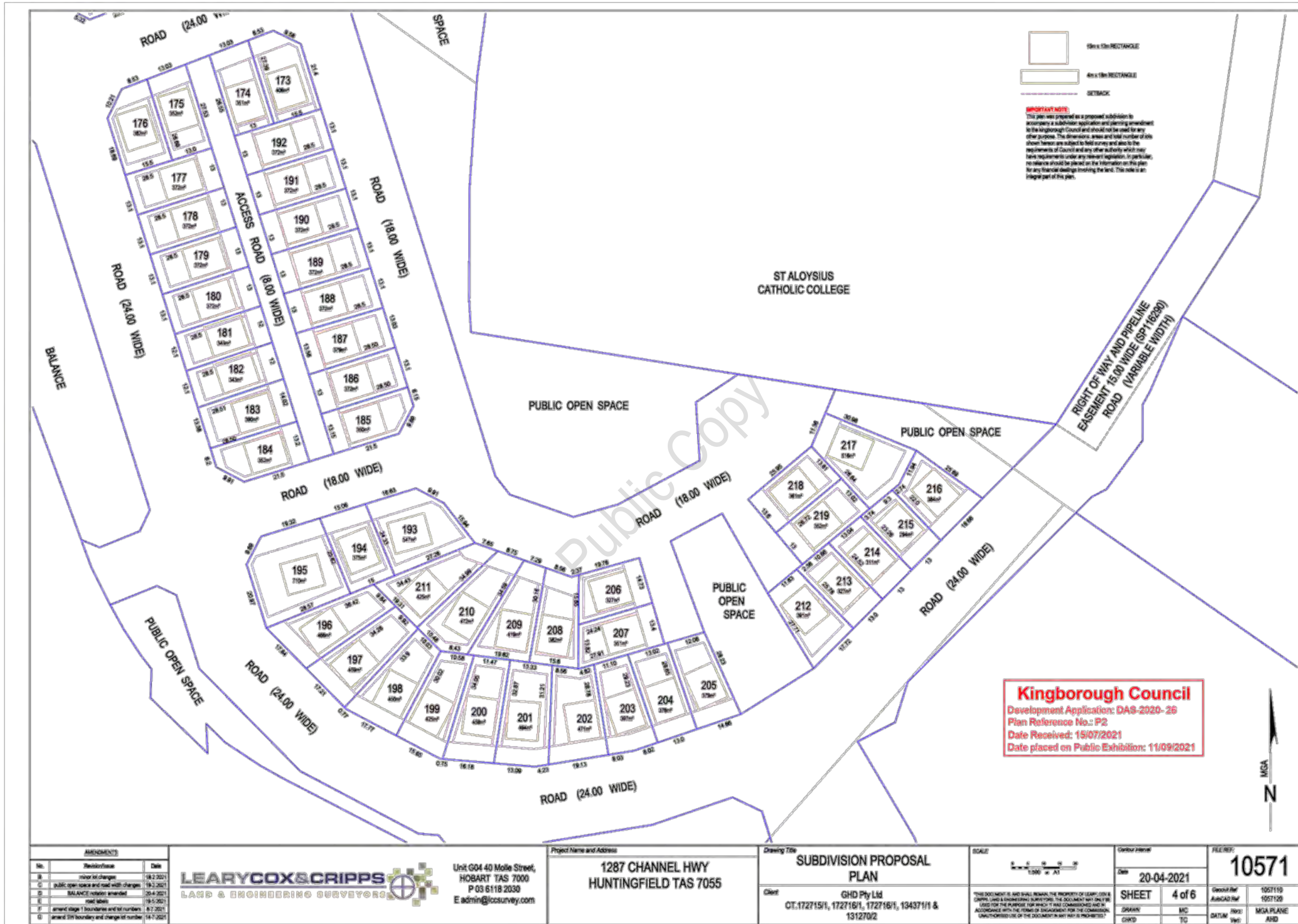
Client
 GHD Pty Ltd
 CT.172715/1, 172718/1, 134371/1 & 131270/2

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Date	20-04-2021	10571	
SHEET	1 of 6	Client Ref	1057110
DRWNR	MC	Author Ref	1057130
CHKD	DC	DATE	18/10/2021
		PROJ	MGA PLANE
		VER	ASD





AMENDMENTS		
No.	Description	Date
B	minor lot changes	18-2-2021
C	public open space and road width changes	16-2-2021
D	BALANCE notations amended	25-4-2021
E	road widths	18-5-2021
F	amend stage 1 boundaries and lot numbers	8-7-2021
G	amend 2/1 boundary and change lot number	14-7-2021

LEARY COX & SCRIPPS
LAND & ENGINEERING SURVEYORS

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HOBART TAS 7000
P 03 6118 2030
E admin@lcsurvey.com

Project Name and Address
**1287 CHANNEL HWY
HUNTINGFIELD TAS 7055**

Drawing Title
**SUBDIVISION PROPOSAL
PLAN**

Client
GHD Pty Ltd
CT.172715/1, 172716/1, 172716/1, 134371/1 &
131270/2

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Date	20-04-2021	Sheet No.	10571/20
SHEET	4 of 6	DRAWN	MC
CHKD	TC	DATUM	MGA PLANE
		PROJ	AND

Kingborough Council
Development Application: DAS-2020-26
Plan Reference No - P2
Date Received: 15/08/2020
Date placed on Public Exhibition: 11/09/2021

Huntingfield Development Landscape Master Plan

April 2021

GHD WOODHEAD

Architecture
Interior Design
Planning
Urban Design
Landscape Architecture





Kingborough Council
Development Application: DAS-2020- 26
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Date Received: 15/08/2020
Date placed on Public Exhibition: 11/09/2021

Public Copy

GHDWOODHEAD

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Kingborough Council

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Plan Reference No.: P2

Date Received: 15/08/2020

Date placed on Public Exhibition: 11/09/2021

1.0 INTRODUCTION

The proposed Huntingfield site will be a new residential development located approximately 15 kms south of Hobart. The existing pasture lands that comprise the site are fringed by existing forest, the Peter Murrell Conservation Area, schools and established residential. High quality long views are afforded from the site to North West Bay and Mt Wellington.

The proposed residential development on this site will be serviced by a network of open space areas connecting into the surrounding reserves and suburbs. The purpose of this document is to detail the overall design approach for these open space areas and provide indicative designs and intended use for each of the main open space areas.

These drawings are intended to provide a clear picture of what level of treatment is proposed for each of the open space areas and will also give a sense of the maintenance required for each going forward.

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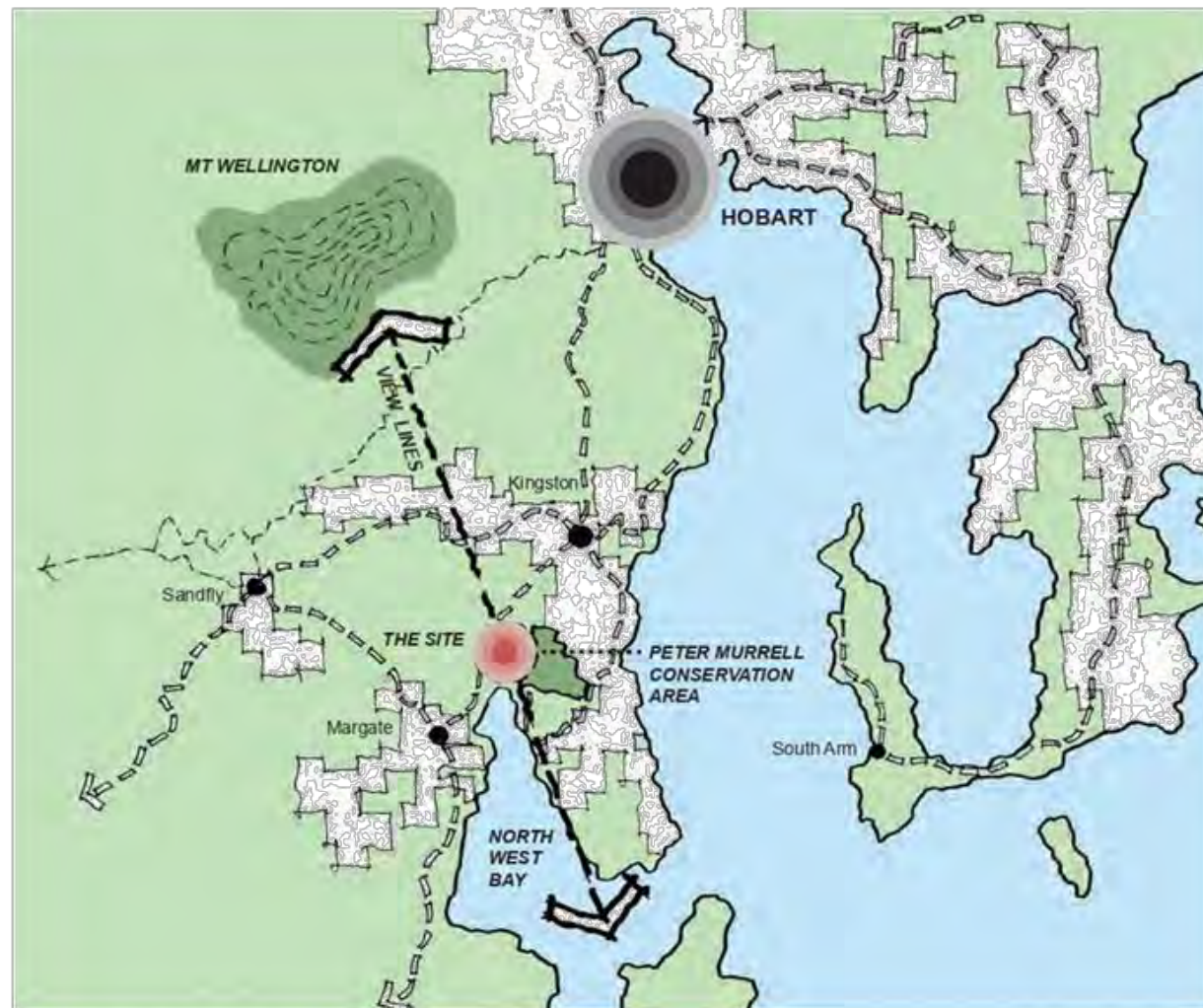


Figure 1: Regional Context and View Lines Diagram



Figure 2: View within the Peter Murrell Conservation Area



Figure 3: View of North West Bay



Figure 4: View of Mt Wellington



Figure 5: View of the Huntingfield site

2.0 MASTER PLANNING & LANDSCAPE DESIGN PROCESS

The urban and landscape design process so far has been an iterative process with feedback from a variety of stakeholders informing a sequence of changes to the original master plan. The original master plan and subsequent changes referenced the following steps and landscape design principles:

- Develop an overall design structure and strategy- which was largely informed by a design axis that connected the very high quality views between North West Bay and Mt Wellington from the site.
- Understand the topography of the site to help make movement of future pedestrians and cyclists easier.
- Develop a circulation strategy that maximises site legibility through the use of a road hierarchy and a loose grid with minimal cul de sacs.
- Promote healthy living, exercise and limit vehicle use through provision of a shared path network around and through the site. Community facilities, schools and small retail offerings are located on the main shared path loop to help encourage this.
- Maximise safety and passive surveillance of all parks by fronting housing along all interfaces between residential and open space areas.
- Utilise linear open space corridors as conduits for stormwater collection, bio treatment and use in passive irrigation. Promote the use of bioretention swales to allow low flows time to infiltrate on site and irrigate local areas of landscaping.
- Connect to the natural assets of the site and those adjacent to the site, such as the Peter Murrell Reserve for active recreation and the internal stand of native vegetation for play, nature walks and informal recreation.



Figure 6: Mastplanning Process Sketch

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3.0 DESIGN PRINCIPLES

The public realm and open spaces areas within the Huntingfield development have been designed with a core of landscape design principles in mind to help deliver a range of functional, safe and maintainable open space types.

These open space types have different levels of activation and facilities proposed but the reference to the common design principles help ensure these spaces can be accessed, used and enjoyed by a wide cross section of the community. These principles are illustrated below.

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WSUD: Utilise open space areas to help treat and store on site stormwater & passively irrigate new open space. Examples could be linear bioretention swales and small retarding basins planted with wetland plants.

RECREATION: Provide a variety of open space types and facilities to cater for different needs, abilities and ages.

LIFESTYLE: Opportunity for shared use path to circle and traverse site to allow links to local retail, schools and open space with minimal road crossings.

LEGIBILITY: Use of different paving materials and widths and a hierarchy of street trees and shared use path planting to help create a logical network for residents and visitors.



Figure 7: Design Principles

BIODIVERSITY: New planting in open space areas to be predominantly native, link to adjacent existing mature reserves and provide a variety of habitat types.

SAFETY: Promote passive surveillance with lot orientation overlooking all open space and shared paths.

HEALTH: Environment around shared use path designed with a high level of amenity and comfort to make it as inviting as possible to help promote walking and cycling for short trips and to leave the car at home.

MAINTENANCE: Design open space areas with a robust and consistent materials palette. Select plants that will tolerate periods of low rainfall and do not require seasonal pruning. All furniture to be locally sourced proprietary products to aid replacement and repairs.

DELINEATION: Create definitive boundaries between and public and private space for safety and clear maintenance responsibilities.

4.0 MASTER PLAN

The current overall master plan for Huntingfield is shown opposite. Using the design principles from the previous section, the open space areas have been strategically designed and located as part of the master planning process rather than being the residual or 'awkward' left over spaces from the arrangement of the residential lots. The key drivers being:

- Maintaining the main visual design axis between Mt Wellington and North West Bay.
- Fronting as many lots as possible onto open space to create high quality views from houses and maximise passive surveillance.
- Strengthen pedestrian cycling connectivity through the whole development and into the surrounding areas, especially the schools and the Pater Murrell Conservation Area.
- Using the open space areas for stormwater management and passive irrigation of the landscape.

The size and the location of the various open space offerings determine their level of development and facilities offered. This hierarchy is explored in the next section.



Figure 8: Huntingfield Master Plan

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5.0 CONNECTIVITY

The diagram opposite illustrates the network of the proposed 3.0m wide shared pedestrian and cycle path within the development and where it connects into the surrounding streets and reserves. These main connections are located at:

- The Channel Highway, both in an easterly and westerly direction from the proposed roundabout.
- The South eastern boundary with the Peter Murrell Conservation Area. The sealed shared path would stop at the development's boundary and connect into the existing trail network of the reserve.
- Nautilus Grove, connecting in with the existing path on the eastern side of the street.
- Huntingfield Avenue, connecting to the existing path on the southern side of the street.
- Sirius Drive, connected by a standard width pedestrian concrete path to the existing path on the southern side of Sirius Drive.

The diagram also shows the standard pedestrian paths within the road reserves that will provide lateral connections between the different arms of the shared use paths.

DRAWING KEY

- ← - - - - New 3.0m wide shared use path links
- ← - - - - New pedestrian footpath links
- ← - - - - Existing footpath/trail connections

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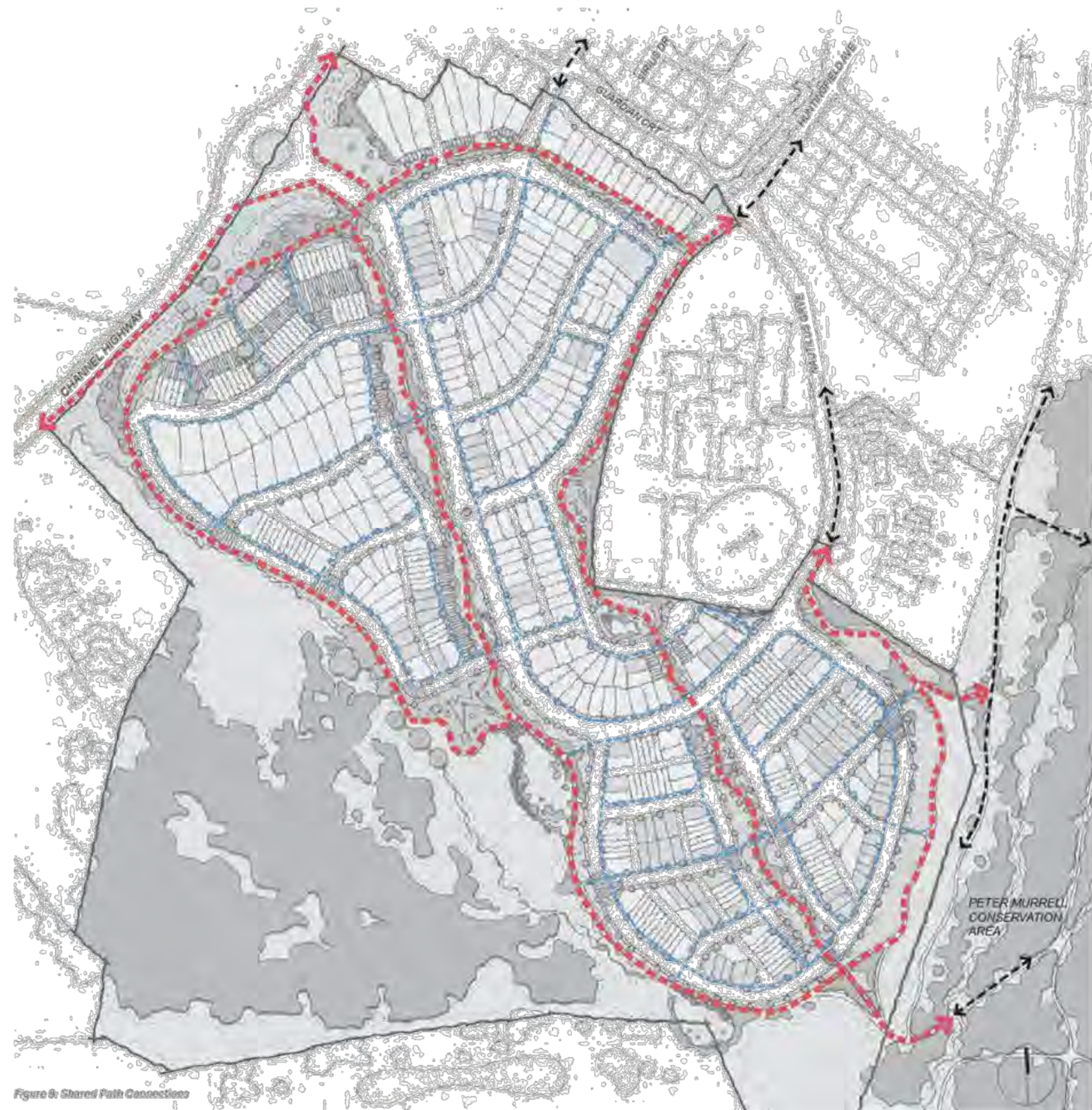


Figure 9: Shared Path Connections

6.0 OPEN SPACE HIERARCHY: OVERALL

The diagram opposite categorises the various open space areas into typologies that reflect the different levels of proposed use, planting and intensity of recreation infrastructure found in each. The more central open space spines contain a higher concentration of activities and equipment compared to the more peripheral open space for reasons around equitable access, passive surveillance, bush fire prone adjacencies and storm-water management.

Typically the proposed types of open space and level of intended use are:

- Type 1: Open Space Spine** - These central areas would typically include:
 - 3.0m wide shared use path along spine with shade trees
 - Smaller network of sealed local paths
 - Stormwater management features, eg: bioretention swales and small, planted retarding basins
 - Play areas for all ages and abilities
 - Open lawn areas for informal recreation
 - Seating
 - Tree planting for shade and amenity
 - Areas of shrub and ground cover planting for feature areas

- Type 2: Nature Play & Forest Walk**- These areas would typically include:
 - Network of small unsealed paths
 - Seating
 - Retention of native vegetation and selective weed removal

- Type 3: Boundary Buffer**- These areas would typically include:
 - 3.0m wide shared use path with scattered shade tree planting
 - 50m buffer to Peter Murrell Conservation Area (PMCA) for bush fire safety
 - Open lawn areas for informal recreation
 - Buffer to school site
 - Local path connections to PMCA

- Type 4: Pocket Parks** These areas would typically include:
 - 3.0m wide shared use path with shade trees
 - Open lawn areas for informal recreation
 - Bioretention swale for local storm water
 - Landscaped areas for both active and passive public recreation
 - Play areas for all ages and abilities

- Type 5: Roundabout Intersection:** This area is covered in a separate development application submission

The locations of these different open space types are shown in the diagram opposite and are also shown in greater detail in the following pages.

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Figure 6.0.1 - Open Space Hierarchy Diagram
 Huntingfield Development Landscape Master Plan

6.1 Open Space Hierarchy: Stage One

The diagram opposite illustrates the various open space types in stage one only. For stage one the proposed types of open space and level of intended use are:

- Type 1: Open Space Spine** - These central areas would typically include:
 - 3.0m wide shared use path along spine with shade trees
 - Smaller network of sealed local paths
 - Stormwater management features, eg: bioretention swales and small, planted retarding basins
 - Play areas for all ages and abilities
 - Open lawn areas for informal recreation
 - Seating
 - Tree planting for shade and amenity
 - Areas of shrub and ground cover planting for feature areas

- Type 4: Pocket Parks** These areas would typically include:
 - 3.0m wide shared use path with shade trees
 - Open lawn areas for informal recreation
 - Bioretention swale for local storm water
 - Landscaped areas for both active and passive public recreation
 - Play areas for all ages and abilities

The locations of these different open space types are shown in the diagram opposite and are also shown in greater detail in the following pages.



Figure 15: Open Space Hierarchy Diagram: Stage One

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7.0 OPEN SPACE AREAS: DETAILED PLANS

The concepts shown in the following pages illustrate the potential layout for the different open space areas within the development. These concepts also help illustrate the different levels of proposed use, planting and intensity of recreation infrastructure found in each of the open space areas as well.

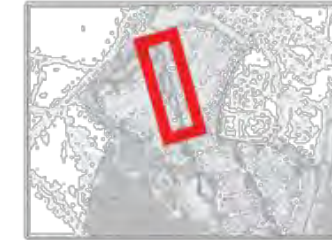
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7.1 Open Space Type 1: Open Space Spine (a)

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Plan connects to page 10

Tree Planting

- Provide shade & wayfinding for path network
- Choose species suitable for local micro-climate and habitat creation
- Feature trees used as points of interest in the landscape



Shared Zone

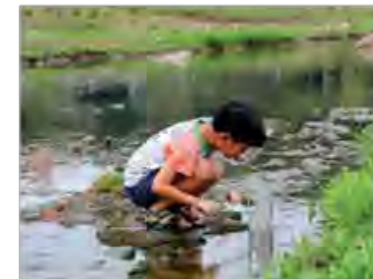
- Unit paving to give sense of restricted access and discourage through traffic
- Opportunities for tree planting, WSUD features and visitor parking
- Even surface, with low traffic provides greater connection between park and adjacent dwellings



Huntingfield Development Landscape Master Plan

Small Retarding Basin

- Manage local large stormwater events
- Safe water edges & transitions designed for public realm
- Opportunities for marginal planting and habitat creation



Drainage Swale

- Linear feature along whole spine to collect stormwater, provide passive irrigation and direct to Retarding Basins
- Opportunities for small pools in high flows and engagement with shallow water
- Informal stepping stone crossing points
- Provides habitat creation



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7.1 Open Space Type 1: Open Space Spine (a)



Shared Path

- 3.0m wide cycle/pedestrian concrete path
- Integral colour to reinforce hierarchy with local footpaths
- Connect to trails within the Peter Murrell Conservation Area

All Ages & Abilities Adventure Playground

- Junior & senior play equipment
- Equipment to suit all abilities and DDA access
- Seating for supervision
- Towers orientated to take advantage of long views to North West Bay



Figure 12: Open Space Spine (a)



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7.2 Open Space Type 1: Open Space Spine (b)

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Figure 14: Open Space Spine (b)

Tree Planting

- Provide shade & wayfinding for path network
- Choose species suitable for local micro-climate and habitat creation
- Feature trees used as points of interest in the landscape



Shared Zone

- Unit paving to give sense of restricted access and discourage through traffic
- Opportunities for tree planting, WSUD features and visitor parking
- Even surface, with low traffic provides greater connection between park and adjacent dwellings



Retarding Basin

- Manage local large stormwater events
- Safe water edges & transitions designed for public realm
- Opportunities for marginal planting and habitat creation



Drainage Swale

- Linear feature along whole spine to collect stormwater, provide passive irrigation and direct to Retarding Basins
- Opportunities for small pools in high flows and engagement with shallow water
- Informal stepping stone crossing points
- Provides habitat creation



Playground and Natural Play

- Small junior playground
- Transition to nature play at margins to swale
- Seating for supervision



Shared Path

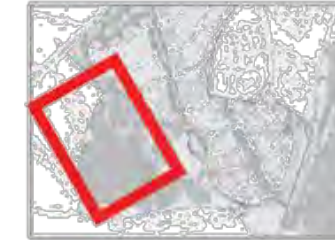
- 3.0m wide cycle/pedestrian concrete path
- Integral colour or exposed aggregate to reinforce hierarchy with local footpaths
- Connect to trails within the Peter Murrell Conservation Area
- Culvert with bridge surface to cross large retarding basin



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7.3 Open Space Type 2: Nature Play & Forest Walk



CREEK

- Potential for sections of the creek to be rehabilitated over time with indigenous plantings, weed removal and local rock for bank stabilisation and habitat
- Informal access and crossings through rock placement

Shared Path

- 3.0m wide cycle/pedestrian concrete path
- Integral colour to reinforce hierarchy with local footpaths
- Connects to site wide network
- Informal indigenous shade tree planted along length for shade



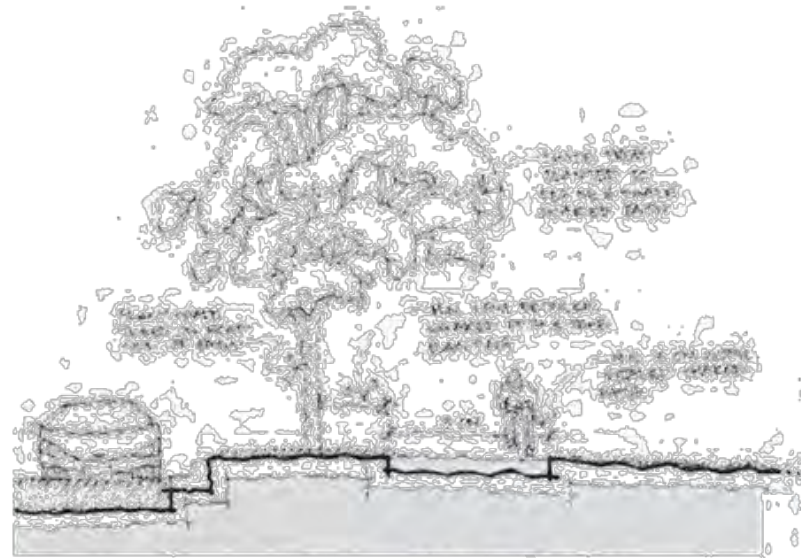
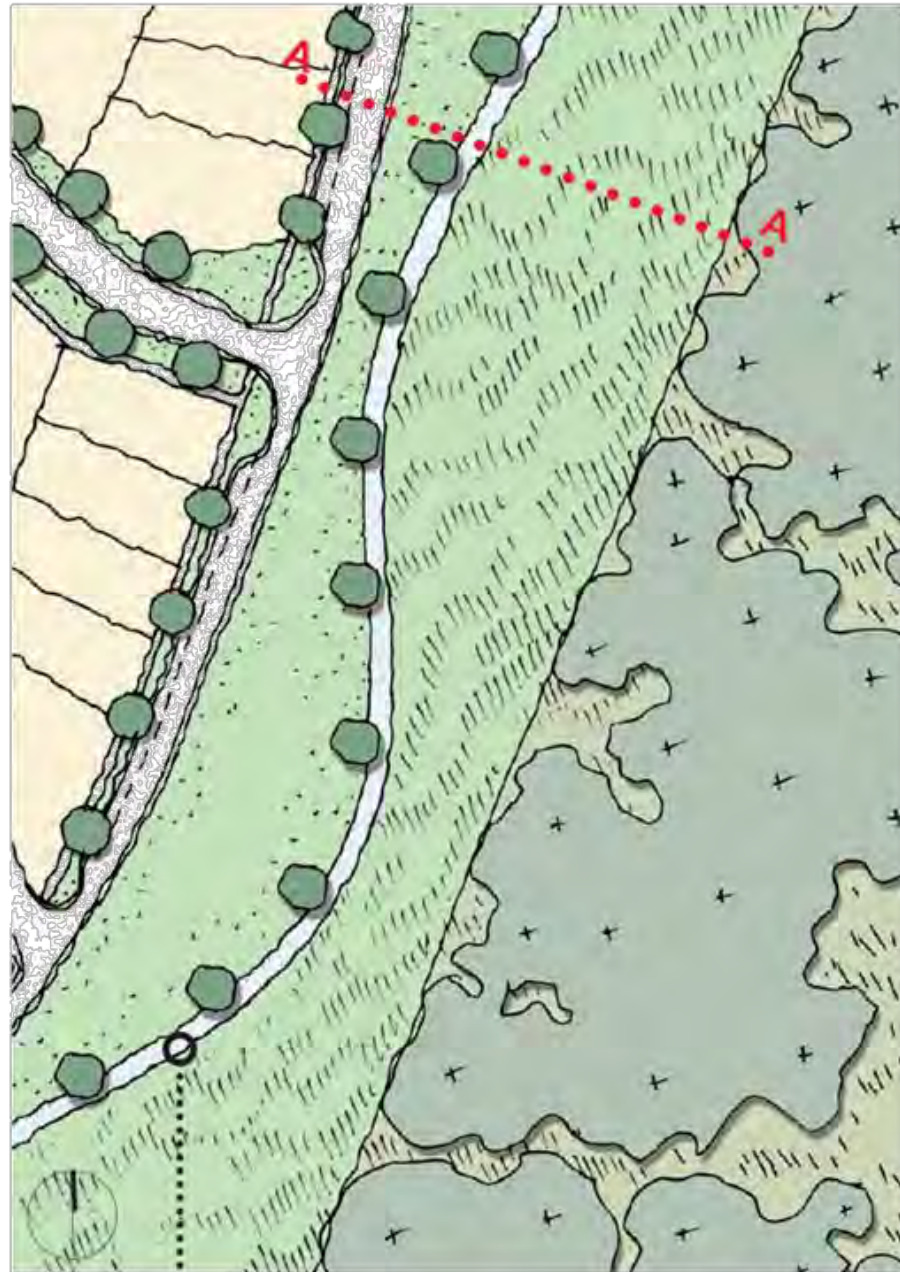
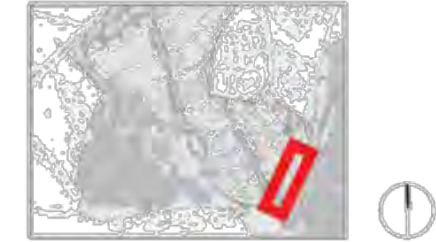
Existing Vegetation

- Retain and protect all native overstorey trees
- Maintain open areas of grasses and Bracken for bushfire management

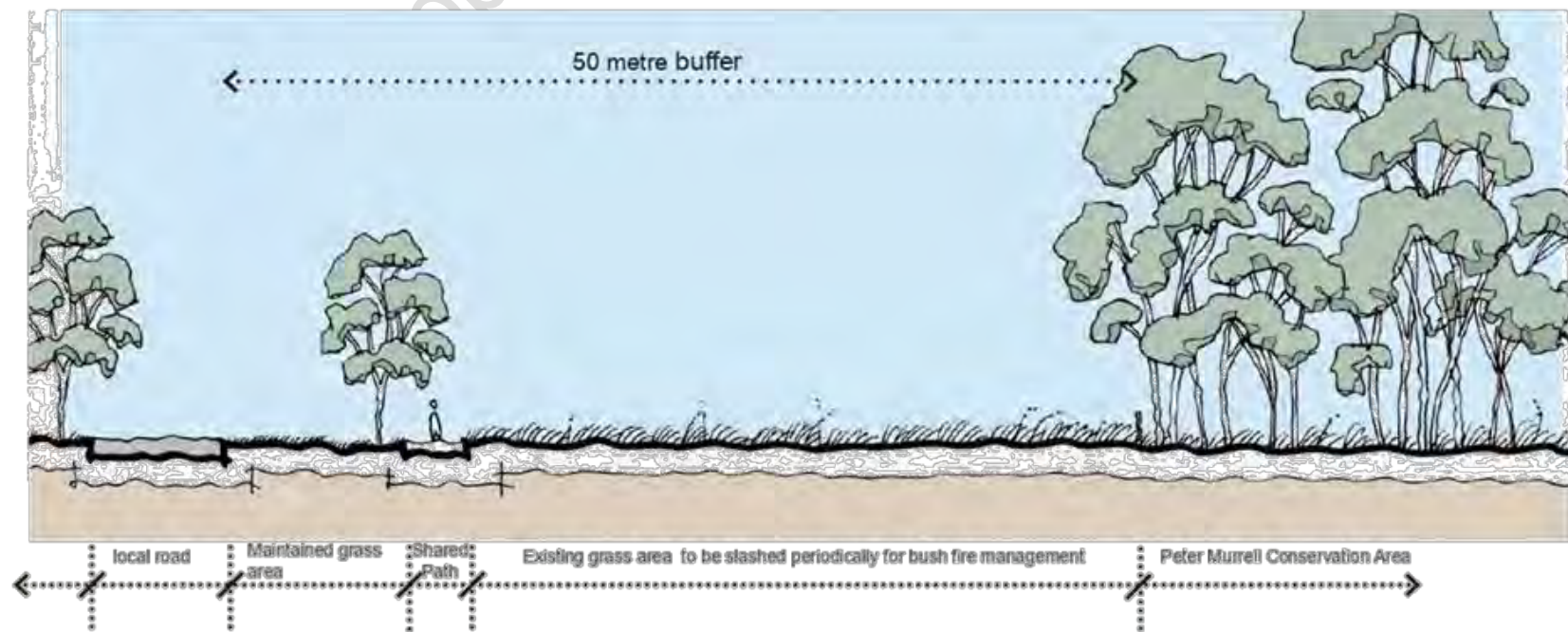
Figure 15: Nature Play & Forest Walk

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7.4 Open Space Type 3: Boundary Buffer



Typical Section Detail



Section A-A

Shared Path :

- 3.0m wide cycle/pedestrian concrete path
- Lined with shade trees
- Connect to trails within the Peter Murrell Conservation Area



Figure 16: Boundary Buffer

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7.4 Open Space Type 4: Pocket parks (a)

Existing Trees

- Retain and protect group of existing trees
- Maintain existing levels and surface treatment through this areas
- Refer to dwg 32-18956-C104 for more detail on existing trees

Area within dashed line to be part of the proposed roundabout works

Pocket Parks

- Opportunity to frame open lawn areas with low native planting and shade trees
- Seating orientated towards long views
- Small, contained lawn areas on relatively flat areas for informal recreation



Entry Feature

- Copse of feature deciduous trees with seasonal colour
- Opportunity to re-use excavated soil from construction on site and create a low mound to help screen intersection from pocket parks
- Base of mound could be faced with rock sourced from on site

Shared Path

- 3.0m wide cycle/pedestrian concrete path
- Integral colour or exposed aggregate to reinforce hierarchy with local footpaths
- Potential to connect direct to adjacent dwellings

Shared Zone

- Different surface treatment to standard road surface to give sense of restricted access and discourage through traffic
- Opportunities for central tree planting, WSUD features
- 90 degree visitor parking to be integrated
- Even surface, with low traffic provides greater connection between park and adjacent dwellings

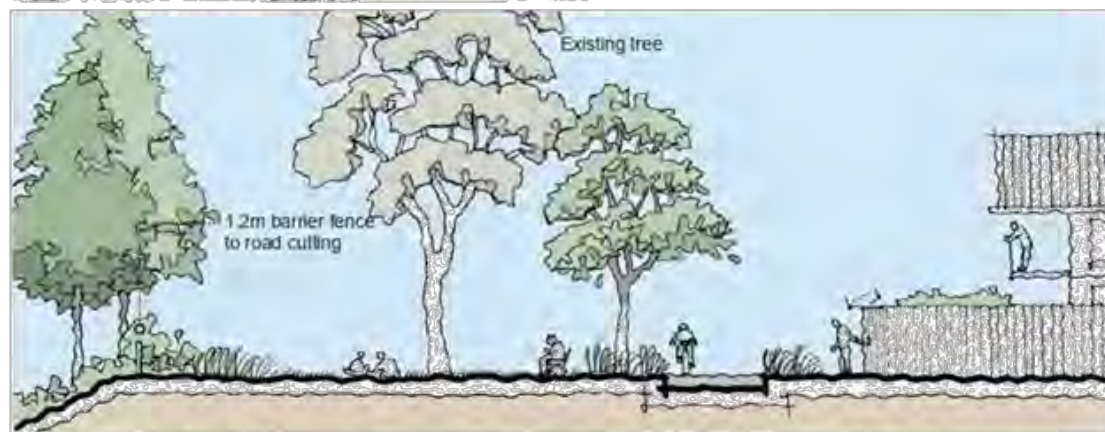
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Figure 17: Pocket Parks (a)

TREE LEGEND

- Existing trees to be removed
- Existing trees to be retained and protected
- Proposed tree planting



Section B-B



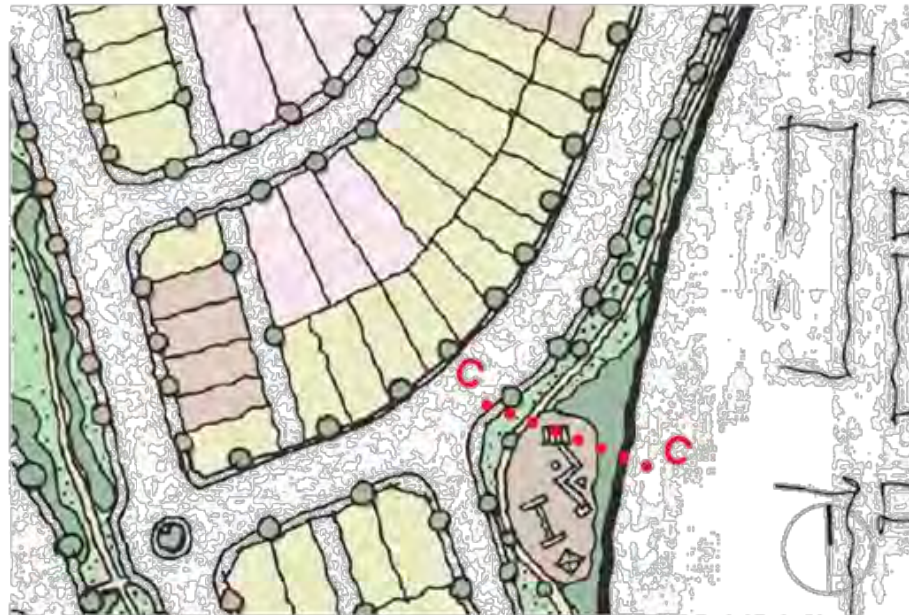
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7.5 Open Space Type 4: Pocket Parks (b + c)

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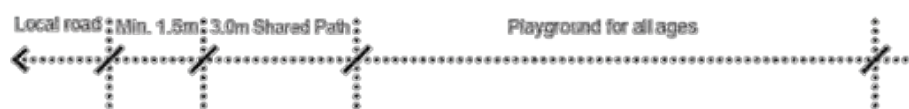
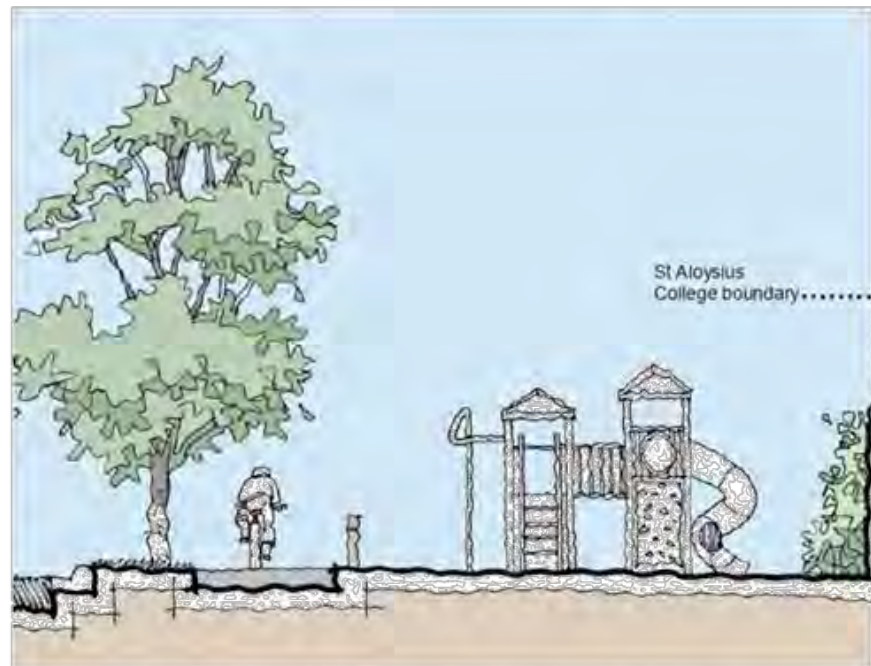
Plan View

Figure 18: Pocket Parks (b)

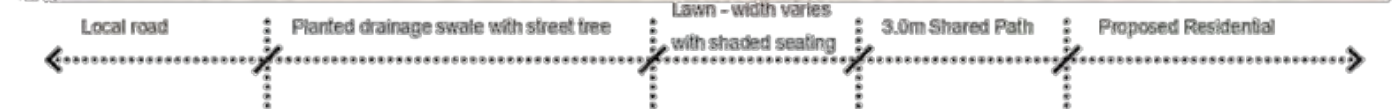
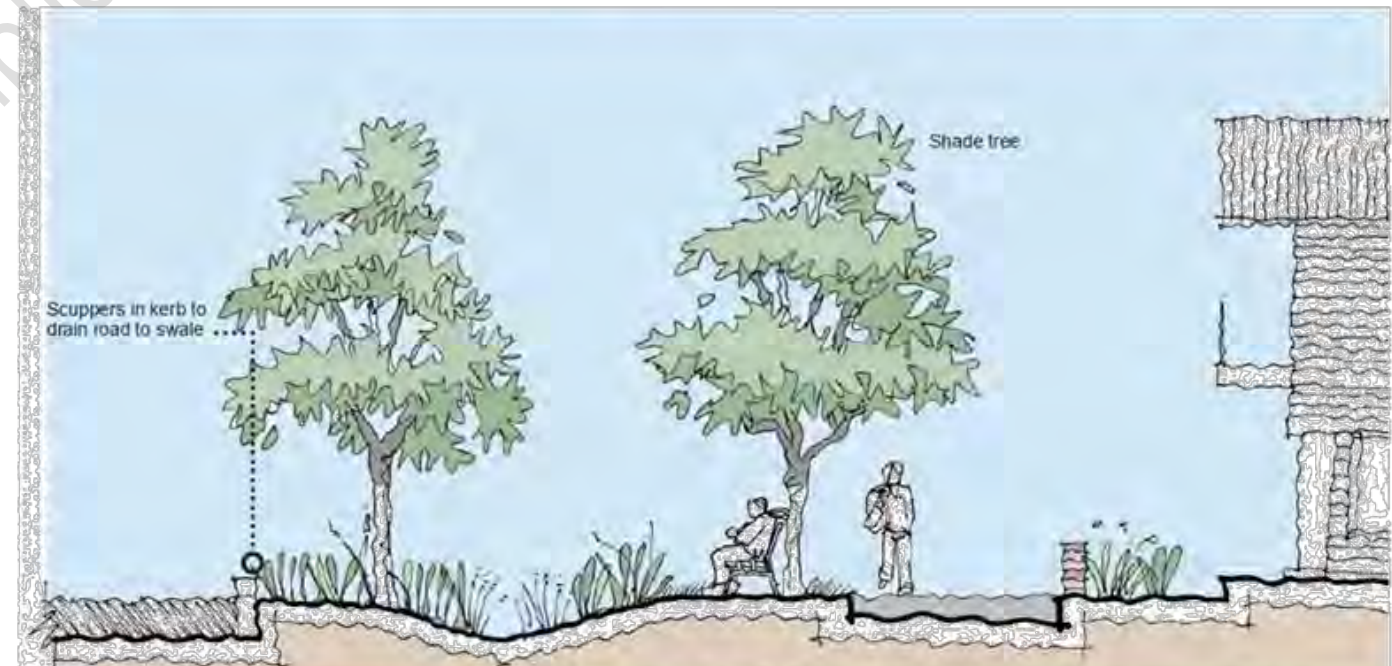


Plan View

Figure 19: Pocket Parks (c)



Section C-C



Section D-D

Huntingfield Development Landscape Master Plan

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8.0 STREET TREE PALETTE

The diagram adjacent illustrates the location and type of street trees proposed throughout the development. The distribution of species types has been used to help reinforce the development's road hierarchy and establish precincts for little sub-neighbourhoods, all in aid of helping legibility for residents and visitors as they move around the development.

The selection of is a mixture of exotic and native trees. The exotic trees provide seasonal interest and important solar access during the colder months into adjacent housing. This is seen of key importance in a relatively dense urban development.

The location of native street trees are located adjacent to the two separate, existing reserves of mature native vegetation to help promote habitat connectivity between the two and provide a transition between the reserves and the more urban environment.

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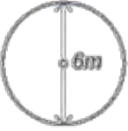

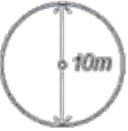




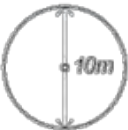



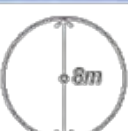


 <p>Maple <i>Acer x freemanii 'Armstrong'</i></p>  <p>mature canopy size</p>	 <p>Maple <i>Acer campestre 'Elsrijk'</i></p>  <p>mature canopy size</p>
 <p>White Peppermint <i>Eucalyptus pulchella</i></p>  <p>mature canopy size</p>	 <p>White Gum <i>Eucalyptus viminalis</i></p>  <p>mature canopy size</p>
 <p>Chinese Elm <i>Ulmus parvifolia</i></p>  <p>mature canopy size</p>	 <p>Black Peppermint <i>Eucalyptus amygdalina</i></p>  <p>mature canopy size</p>
 <p>Ash <i>Fraxinus pennsylvanica 'Urbdel' Urbanite</i></p>  <p>mature canopy size</p>	 <p>Ornamental Pear <i>Pyrus calleryana</i></p>  <p>mature canopy size</p>



Figure 20: Street Tree Plan

Huntingfield Development Landscape Master Plan

9.0 SHRUBS & GROUNDCOVERS PALETTE

The majority of proposed shrub and groundcover planting is proposed within open space areas for the following functions:

- Stabilise slopes and batters through binding the soil with root coverage.
- Definition of path junctions to aid wayfinding.
- Aid water quality by stripping excessive nutrients and filter particular matter out of stormwater through planting in swales and small retarding basins.
- Provide local habitat.
- Provide a high level of amenity through seasonal colour and foliage.

All planted garden beds in the public realm will not include any mid- storey or larger shrubs in order to maintain clear sightlines at the pedestrian level for safety with the open space areas.

Some larger screening shrubs are proposed to be used in specific locations to screen the rear fences of both the adjacent schools.

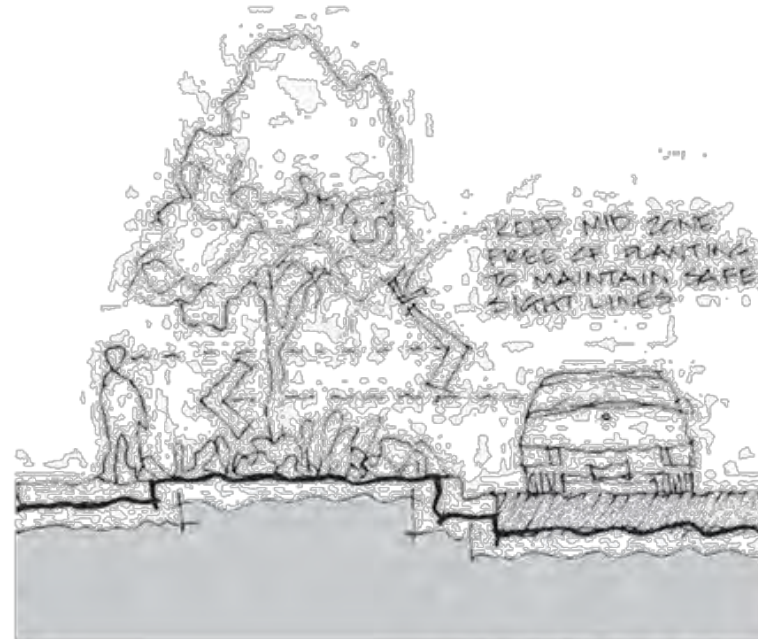


Figure 20: Typical Planting Sketch

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9.1 Shrubs & Groundcovers Planting



Cutleaf Daisy (*Brachyscome spathulata*)



Yellow Buttons (*Chrysocephalum apiculatum*)



Flax Lily (*Dianella revoluta*)



Trigger Plant (*Stylidium graminifolium*)



Parrots Foot (*Goodenia ovata*)



Billy Buttons (*Craspedia glauca*)

9.2 Swale & Retarding Basin Planting



Tall Sedge (*Carex appressa*)



Knobby Club Sedge (*Ficinia nodosa*)



Pale Rush (*Juncus pallidus*)



Sagg (*Lomandra longifolia*)

9.3 Screening Shrubs*

*Proposed for rear fences to adjacent schools only- not in general open space areas



Woolly Tea Tree (*Leptospermum lanigerum*)



Common Tea Tree (*Leptospermum scoparium*)

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Document Status

Rev No.	Author	Reviewer		Authorisation		
		Name	Signature	Name	Signature	Date
A	S.Hansen	M. Coyle	M.Coyle ^o	E. Mohan	E.Mohan ^o	15.12.2020
B	S.Hansen	O.Kelly	M.Coyle ^o	E.Mohan	E.Mohan ^o	13.04.2021



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ZONE PROVISIONS

GENERAL RESIDENTIAL

Pursuant to the *Housing Land Supply (Huntingfield) Order 2020* Clause 10.6: Development Standards for Subdivision of the *Kingborough Interim Planning Scheme 2015* does not apply in relation to the Huntingfield Housing Land Supply Order Specific Area Plan General Residential Zone area.

ISSUE	COMPLIANCE/COMMENTS
10.6 Development Standards for Subdivision	

INNER RESIDENTIAL

Pursuant to the *Housing Land Supply (Huntingfield) Order 2020* Clause 11.5: Development Standards for Subdivision of the *Kingborough Interim Planning Scheme 2015* do not apply in relation to the Huntingfield Housing Land Supply Order Specific Area Plan (SAP) Inner Residential Zone area.

However in relation to Clause 11.5.1. - Lot Design the SAP is silent on tree removal, and Clause 11.5.1 P2 (d) applies.

ISSUE	COMPLIANCE/COMMENTS
11.5 Development Standards for Subdivision	
Lot design (cl.11.5.1) <ul style="list-style-type: none"> • A2 - No acceptable solution 	<p>A2 – Not Complying. No acceptable Solution and must be assessed against Performance Criteria. As the SAP is silent on tree removal, Clause P2 (d) applies. Two trees of high conservation value located within the Inner Residential Zone are proposed for removal (trees 384 and 385).</p> <ul style="list-style-type: none"> • P2 - The design of each lot must contain a building area able to satisfy all of the following: <ul style="list-style-type: none"> (a) be reasonably capable of accommodating residential use and development at a density of no lower than one dwelling unit per 250 m² of site area; (b) meets any applicable standards in codes in this planning scheme; (c) enables future development to achieve reasonable solar access, given the slope and aspect of the land and the intention for density of development higher than that for the General Residential Zone. (d) <u>avoids, minimises, mitigates and offsets impacts on trees of high conservation value.</u>

OPEN SPACE

ISSUE	COMPLIANCE/COMMENTS
19.3 Use Standards	
Landscaping (Cl.19.4.3) <ul style="list-style-type: none"> • A1 - Landscaping along the <u>frontage</u> of a <u>site</u> must be provided to a depth of no less than 2 m. 	A1 – Complies – The Masterplan and Landscape Master plan show extensive landscaping that provides safe and attractive landscaping treatments to enhance the appearance of the site.
Environmental Values (Cl.19.4.5) <ul style="list-style-type: none"> • A1 - No environmental values will be adversely impacted. 	A1 – Not Complying - The proposed subdivision has an impact on environmental values as detailed in the Significant Impact Assessment (North Barker) report lodged with the application and requires assessment against the Performance Criteria.
19.5 Development Standards for Subdivision	
Subdivision (Cl.19.5.1) <ul style="list-style-type: none"> • A1 - <u>Subdivision</u> is for the purpose of providing lots for <u>public open space</u>, a riparian or littoral reserve or <u>utilities</u>. • A2 - The <u>frontage</u> for each <u>lot</u> must be no less than 15 m. • A3 - No Acceptable Solution. • A4 - Services capable of adequately serving the intended purpose must be connected to each <u>lot</u>. • A5 - No trees of high <u>conservation</u> value will be impacted. 	<p>A1 – Complies – The subdivision is for the purpose of providing a lot for <u>public open space</u>.</p> <p>A2 – Complies – The frontage of the lots for open space are greater than 15m.</p> <p>A3 – Not Complying - No Acceptable Solution and must be assessed against the Performance Criteria.</p> <p>The subdivision Stage 1 provides a range of open space including passive recreation and natural/landscape amenity. Approximately 14% of the developable area in Stage 1 is delivered as public open space. The application is supported by a Landscaping Masterplan(GHD Woodhead, Rev A, dated 15 December 2020).</p> <p>A4 – Complies -the public open space lots will be connected to services as appropriate for their intended uses.</p> <p>A5 – Complies –The application is supported by a Natural Values Assessment (GHD, Rev 1 dated 24/08/2021).</p>

LOCAL BUSINESS

ISSUE	COMPLIANCE/COMMENTS
20.5 Development Standards for Subdivision	
<p>Subdivision (Cl.20.5.1)</p> <ul style="list-style-type: none"> • A1 - The size of each lot must be no less than: 300 m². <p>except if for public open space, a riparian reserve or utilities.</p> <ul style="list-style-type: none"> • A2 - The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following; <ul style="list-style-type: none"> (a) clear of the frontage, side and rear boundary setbacks; (b) clear of easements; (c) clear of title restrictions that would limit or restrict the development of a commercial building; (d) has an average slope of no more than 1 in 5; (e) is a minimum of 10 m x 15 m in size. • A3 - The frontage for each lot must be no less than: 15 m. • A4 - No Acceptable Solution • A5 - Each lot must be connected to services adequate to support the likely future use and <u>development</u> of the land. • A6 - No Acceptable Solution • A7 - No trees of high <u>conservation</u> value will be impacted. 	<p>A1 – Complies – the Local Business Lot is 1,640m². There is no maximum size provision in the Planning Scheme and the size of the lot is considered to be sufficient to accommodate development consistent with the Zone Purpose including:</p> <ul style="list-style-type: none"> • To provide for business, professional and retail services which meet the convenience needs of a local area. • To ensure that facilities are accessible by public transport and by walking and cycling. <p>(Note: there are no specific Local Area Objectives or Desired Future Character Statement for the Huntingfield area).</p> <p>A2 – Complies with (a)-(e). The Lot is approx. 53m x 34m.</p> <p>A3 – Complies the lot has three road frontages of 26-35m.</p> <p>A4 – Not Complying - No Acceptable Solution and must be assessed against the Performance Criteria.</p> <p>No roads are proposed within the Local Business Zone. The lot is within the Huntingfield estate and has three road frontages.</p> <p>A5 – Complies - the lot is to be connected to all services to support its likely future use and development.</p> <p>A6 - Not Complying - No Acceptable Solution and must be assessed against the Performance Criteria.</p> <p>The subdivision involves land in the General Residential Inner Residential, Local Business and Open Space Zones. There is over 14% public open space land dedication in Stage 1.</p> <p>A7 - There are no trees of high <u>conservation</u> value impacted. The application is supported by a Natural Values Assessment (GHD, Rev 1 dated 24/08/2021).</p>

F5.0 Huntingfield Housing Land Supply Order Specific Area Plan

ISSUE	COMPLIANCE/COMMENTS
F5.8 Development Standards For Subdivision – General Residential Zone	
<p>Lot design (Cl.F5.8.1)</p> <ul style="list-style-type: none"> • A1 <u>Subdivision</u> of land must be in accordance with a master plan endorsed by the <u>planning authority</u> for the whole <u>site</u> described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2. • A2.1 - Each lot, or a lot proposed in a plan of subdivision, must: <ul style="list-style-type: none"> (a) have an area of not less than 275m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause F5.4.2 A1, A2 and A3, and F5.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; (ii) existing buildings are consistent with the setback required by clause F5.4.2 A1, A2 and A3, and F5.5.1 A1 and A2; and (iii) not be an internal lot; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone. • A2.2 - The average size of all lots within the General <u>Residential</u> Zone under the specific area plan must be not less than 450m², excluding any <u>lot</u> required for public use by the Crown, a council or a <u>State Authority</u> or a <u>lot</u> required for the provision of <u>utilities</u>. • A3 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or 	<p>A1 – Not Complying – Council has not endorsed a Master Plan for the whole site.</p> <p>A2.1 (a)– Not Complying.</p> <ul style="list-style-type: none"> • The proposed lots No’s 54-219 (excluding lot 169 being the lot within the Local Business Zone) are within the General Residential Zone land. • All the lots comply with the minimum lot size of 275m². • All lots comply with the cl.5.4.2 A1 and A2 requirements in that they have sufficient dimensions to be consistent with the setback required being 4.5m from the primary frontage and 3m from the rear frontage boundary. • Of the 165 lots there are 143 that are deemed to comply with sufficient dimensions to be consistent with the side and rear setback requirements. 22 lots* are considered to require a discretion based on side setbacks and require assessment against the Performance Criteria P2. (* Lot No’s 78-83, 89-91, 135-138, 142-146, 152-153, 181182.) • There are no easements or other title restrictions. • There are no Internal lots. <p>A2.2 – Complies – The 165 general residential lots range in size from 294m² to 1552m². The average area is 458m².</p> <p>A3 – Not Complying – 145 of the 165 lots comply with frontage requirement. 20 lots# do not provide a minimum 12m frontage. (# Lot No’s 54, 59, 60, 91, 130, 132, 135-138, 158-160, 208-212, 217.)</p> <p>A4 – Complies – All lots are provided with a vehicular access from the boundary of the lot to a road in accordance with the relevant Australian Standards and Council requirements.</p> <p>A5 – Not Complying – The proposal does not comply with a significant number of lots having the long axis in excess of 30 degrees west of true north and 30 degrees east of true north.</p>

<p><u>Utilities</u>, must have a <u>frontage</u> not less than 12m.</p> <ul style="list-style-type: none"> • A4 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, must be provided with a vehicular <u>access</u> from the boundary of the <u>lot</u> to a <u>road</u> in accordance with the requirements of the <u>road authority</u>. • A5 - Any <u>lot</u> in a <u>subdivision</u> with a new <u>road</u>, must have the long axis of the <u>lot</u> between 30 degrees west of true north and 30 degrees east of true north. 	
<p>Roads (Cl.F5.8.2)</p> <ul style="list-style-type: none"> • A1 - The <u>subdivision</u> includes no new roads. 	<p>A1 – Not Complying – All the proposed lots rely on new roads to be provided. The application is supported by a Traffic Impact Assessment (GHD dated 2 November 2020 Rev. 0).</p>
<p>Services (Cl.F5.8.3)</p> <ul style="list-style-type: none"> • A1 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, must have a connection to a <u>full water supply</u> service • A2 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, must have a connection to a reticulated sewerage system. • A3 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, must be capable of connecting to a <u>public stormwater system</u> 	<p>A1 – Complies - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, is connected connection to a <u>full water supply</u> service.</p> <p>TasWater have issued a Submission to Planning Authority Notice (Ref No. TWDA 2020/02215-KIN) to Council which declares that TasWater does not object to the granting of the permit subject to the inclusion of TasWater conditions.</p> <p>A2 – Complies - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, is connection to a reticulated sewerage system.</p> <p>TasWater have issued a Submission to Planning Authority Notice (Ref No. TWDA 2020/02215-KIN) to Council which declares that TasWater does not object to the granting of the permit subject to the inclusion of TasWater conditions.</p> <p>A3 – Complies - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, is connecting to a <u>public stormwater system</u>.</p>
<p>F5.9 Development Standards for Subdivision – Inner Residential Zone</p>	
<p>Lot design (Cl.F5.9.1)</p> <ul style="list-style-type: none"> • A1 <u>Subdivision</u> of land must be in accordance with a master plan endorsed by the <u>planning authority</u> for the whole <u>site</u> described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2. 	<p>A1 – Not Complying – Council has not endorsed a Master Plan for the whole site.</p> <p>A2.1 – Complies – There are 53 lots in the Inner Residential Zone and they comply as follows:</p> <ul style="list-style-type: none"> • All are identified as Townhouse Lots in the Master Plan with an area greater than 130m². <p><i>townhouse lot - means a <u>lot</u> with:</i></p>

<ul style="list-style-type: none"> • A2.1 - Each lot, or a lot proposed in a plan of subdivision, must: <ul style="list-style-type: none"> (a) have an area of not less than 130m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 12m , or if a <u>townhouse lot</u> contain a minimum area of 4m x 18m, with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause F5.6.2 A1, A2 and A3, and F5.7.1 A1 and A2;; and b. easements or other title restrictions that limit or restrict development; (ii) existing buildings are consistent with the setback required by clause F5.6.2 A1, A2 and A3, and F5.7.1 A1 and A2; and (iii) not be an internal lot; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone. • A2.2 - The average size of all lots within the Inner Residential Zone under the specific area plan must be not less than 200m², excluding any <u>lot</u> required for public use by the Crown, a council or a <u>State Authority</u> or a <u>lot</u> required for the provision of <u>Utilities</u>. • A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have: <ul style="list-style-type: none"> (a) a frontage not less than 3.6m; or (b) if for a townhouse lot, two frontages of not less than 3.6m. • A4 - Each lot, or a lot proposed in a plan of subdivision, must be provided with a: <ul style="list-style-type: none"> (a) vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority; or (b) if for a townhouse lot, vehicular access only at the rear frontage of 	<ul style="list-style-type: none"> a) <i>an area not greater than 199m²; and</i> b) <i>a <u>frontage</u> width of 6.0 m or less and the width of the <u>lot</u> does not exceed the <u>frontage</u> width by more than 10%</i> <ul style="list-style-type: none"> • All the lots include a 4 x 18m building envelope. • There are no easements or other title restrictions. • There are no internal lots. • All the lots are able to provide setbacks required by clause F5.6.2 A1, A2 and A3, and F5.7.1 A1 and A2. <p>A2.2 – Not Complying</p> <p>The average size of the Inner residential lots in Stage 1 is over 200m². The applicant is of the view that this complies to the Acceptable Solution A2.2 however the Standard relates to all the lots in the Inner Residential Zone in the SAP. As the application is only for Stage 1 it is not possible to demonstrate compliance and assessment is required against the Performance Criteria.</p> <p>A3 – Complies – All the lots are Townhouse lots and are to have a frontage of 6m.</p> <p>However as a result of the refusal of the proposed Shared Zone Access Way as a public road the Lots do not comply as they do not have frontage to a road as defined:</p> <p>A4 – Not Complying –The application Planning Study states that the lots comply with A4(a) as they have suitable accesses designed in accordance with the relevant standards and consent is sought from the road authority for those lots where this is required.</p> <p>Townhouse lots 1-9, 25-32, and 33-41 do not have vehicular access only at the rear frontage of the lot. The rear of these lots is not a road and proposed to be Public Open Space.</p> <p>The access from the proposed Shared Zone Access Way for all lots is not supported as Council is not accepting the area as a road under the Highways Act. This is assessed in the report.</p> <p>As a result the proposal does not comply to A4(a) as the vehicular access from the boundary of the lot to a road is not in accordance with the requirements of the road authority.</p>
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<p>the lot in accordance with the requirements of the road authority.</p>	
<p>Roads (Cl.F5.9.2)</p> <ul style="list-style-type: none"> • A1 - The <u>subdivision</u> includes no new roads. 	<p>A1 – Not Complying – All the Inner Residential Lots obtain access from new roads. The application is supported by a Traffic Impact Assessment (GHD dated 2 November 2020 Rev. 0).</p>
<p>Services (Cl.F5.9.3)</p> <ul style="list-style-type: none"> • A1 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, must have a connection to a <u>full water supply service</u> • A2 - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, must have a connection to a reticulated sewerage system. 	<p>A1 – Complies - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, is connected connection to a <u>full water supply service</u>.</p> <p>TasWater have issued a Submission to Planning Authority Notice (Ref No. TWDA 2020/02215-KIN) to Council which declares that TasWater does not object to the granting of the permit subject to the inclusion of TasWater conditions.</p> <p>A2 – Complies - Each <u>lot</u>, or a <u>lot</u> proposed in a plan of <u>subdivision</u>, excluding for <u>public open space</u>, a riparian or littoral reserve or <u>Utilities</u>, is connection to a reticulated sewerage system.</p> <p>TasWater have issued a Submission to Planning Authority Notice (Ref No. TWDA 2020/02215-KIN) to Council which declares that TasWater does not object to the granting of the permit subject to the inclusion of TasWater conditions.</p>

CODE PROVISIONS

ISSUE	COMPLIANCE/COMMENTS
<p>E1.0 Bushfire-Prone Areas Code</p>	
<p>Subdivision: Provision of hazard management areas (Cl. E1.6.1)</p> <p>A1 –</p> <p>(a) <u>TFS</u> or an <u>accredited person</u> certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a <u>subdivision</u>; or</p> <p>(b) The proposed plan of <u>subdivision</u>:</p> <ol style="list-style-type: none"> shows all lots that are within or partly within a <u>bushfire-prone area</u>, including those developed at each stage of a staged <u>subdivision</u> 	<p>A1 – Complies</p> <p>The application is accompanied by a Certificate under s51(2)(d) of the <i>Land Use Planning and Approvals Act 1993</i> certified by an accredited bushfire practitioner which demonstrates that the proposed subdivision meets Clause E1.6.1(A1)(b) in that it provides hazard management areas equal to or greater than that the separation distances required for BAL 19 for all lots.</p> <p>A bushfire hazard management plan (BHMP) (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) was also submitted with the application demonstrating that the proposal complies with A1(b) as follows:</p> <ul style="list-style-type: none"> • The plan shows all lots that are located within a bushfire prone area;

<p>ii. shows the <u>building area</u> for each <u>lot</u>;</p> <p>iii. shows hazard management areas between <u>bushfire-prone vegetation</u> and each <u>building area</u> that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian <u>Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</u>; and</p> <p>iv. is accompanied by a <u>bushfire hazard management plan</u> that addresses all the individual lots and that is certified by the <u>TFS</u> or <u>accredited person</u>, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian <u>Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</u>; and</p> <p>(c) If hazard management areas are to be located on land external to the proposed <u>subdivision</u> the <u>application</u> is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the <u>bushfire hazard management plan</u>.</p>	<ul style="list-style-type: none"> • The plan identifies a compliant building area for each lot; • the bushfire hazard management area for each lot is equal to or greater than the separation distances required for BAL-19; • the application is accompanied by a bushfire hazard management plan certified by an accredited person and showing hazard management areas equal to or greater than the separation distances required for BAL 19. <p>Stage 1 relies on a 50m wide HMA and a 50m wide buffer located on the Balance Lot. The 50m wide HMA is to be maintained as low threat vegetation and the 50m wide buffer is to be maintained as grassland (less than 10% overstorey) until such a time as future stages are implemented.</p> <p>To ensure these bushfire hazard management requirements are satisfied, conditions are recommended for inclusion in any permit issued requiring:</p> <ul style="list-style-type: none"> • the developer (Communities Tasmania), or the nominated authority, to maintain all lots within Stage 1, and the Stage 1 hazard management area, as low threat vegetation until such time as ownership of the titles is transferred and maintaining the vegetation on each lot becomes the responsibility of the individual lot owners. the developer to maintain the perimeter road (including the verges each side of the carriageway) and the public open spaces, until such a time as ownership/responsibility is transferred, and maintaining the vegetation in these publicly owned areas, becomes the responsibility of the nominated authority. • verification that vegetation within Stage 1, and the Stage 1 hazard management area, is slashed to <100mm max fuel height and that trees and shrubs retained within this area constitute less than 10% overstorey foliage and vegetation within the Stage 1 buffer is maintained as grassland with less than 10% overstorey prior to sealing the titles for each stage; • Landscaping plans to demonstrate that: <ul style="list-style-type: none"> ○ Road verges, traffic islands, walkways and cycleways to be maintained as low threat ○ Public Open Space (POS) within Stage 1 to be maintained as low threat vegetation
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	<ul style="list-style-type: none"> ○ The perimeter road (including the verges each side of the carriageway) to be maintained as low threat vegetation ○ Linear Open Space/50m wide perimeter grassland will be maintained as grassland. <p>A Part 5 Agreement detailing the management responsibilities for the developer, nominated authorities and individual landowners, including the requirements that:</p> <ul style="list-style-type: none"> • the HMA within each lot is to be managed by the responsible party in accordance with the recommendations of this report and perpetually maintained to ensure ongoing compliance with 'low threat vegetation' classification as defined in AS3959-2018 Clause 2.2.3.2; and • future development of lots must be constructed to the specified BAL rating as a minimum in accordance with the construction requirements in the Bushfire Hazard Report; and • when landscaping the HMA on both the private allotments and in the public open spaces, measures must be incorporated to reduce bushfire hazard in accordance with the vegetation management recommendations in the Bushfire Hazard Report; <p>unless the BHMP is superseded by an alternative BHMP certified by an accredited person and only if this alternative BHMP is to the satisfaction of the Tasmania Fire Service and Council and demonstrates that that no additional vegetation management on the balance of CT 1727161-1 as shown in the original subdivision BHMP (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021) is being relied upon and does not compromise the potential requirements for a 100m buffer to forty-spotted pardalote habitat and revegetation of the tributary to Coffee Creek or other mitigation measures required as part of future stages.</p> <p>It is also recommended that the HMA and Stage 1 buffer be demarcated through installation of marker posts prior to the sealing of the final plan of survey.</p> <p>Council has received written correspondence from the Tasmania Fire Service (8/10/2021) confirming that they have no objection to Stage 1 of the Huntingfield subdivision proceeding. Rather their concerns relate to the latter stages of the development and can be resolved as part of the future development application/s.</p>
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	<p>The Tasmania Fire Service was also provided with the opportunity to review the draft conditions with respect to bushfire and did not raise any issues.</p> <p>In addition to demonstrating compliance with A1 and being to the satisfaction of the Tasmania Fire Service, the HMAs for factor in the potential for the 100m buffer to forty-spotted pardalote habitat and revegetation of the tributary to Coffee Creek, both of which are identified as a potential mitigation measures in the SIA without requiring a redesign of the lot design for Stage 1.</p> <p>In the event that there are any other major variations to items prescribed in the Bushfire Hazard Assessment Report (Gifford Bushfire Risk Assessment, v4.0, 15/08/2021), including but not limited to requirements for threatened species mitigation measures potentially affecting the vegetation classifications being relied upon for the purposes of the subdivision BHMP for Stage 1, it is recommended that a condition is included requiring the developer or responsible party to notify the Tasmania Fire Service, Council and the author of the Bushfire Hazard Assessment Report and BHMP to confirm whether these alterations are acceptable and determine whether changes to BALs and/or a revised bushfire assessment and/or any amendments to the permit are required.</p> <p>In addition, the bushfire assessment for future Stage 2 and Stage 3 will need to take these mitigation measures into consideration as proposed vegetation retention and rehabilitation may impact the ability of lots along the south-western boundary of Stage 2 and Stage 3 to comply with required setbacks and may necessitate reconfiguration of the lots as shown on the Layout Concept Plan for Stage 2 and Stage 3. However, as previously discussed any implications for and assessment of Stages 2 and 3 is outside the scope of this application.</p>
<p>Subdivision: Public Access (Cl. E1.6.1.2)</p> <ul style="list-style-type: none"> • A1 - <ul style="list-style-type: none"> (a) <u>TFS</u> or an <u>accredited person</u> certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public <u>access</u> in the <u>subdivision</u> for the purposes of fire fighting; or (b) A proposed plan of <u>subdivision</u> showing the layout of roads, fire trails and the location of <u>property access</u> to <u>building</u> areas is included in a 	<p>A1(a) - NA</p> <p>A1(b) – The subdivision complies with A1 (b) as the proposed plan of subdivision shows the layout of public roads, property access to the building areas and proposed fire trails and demonstrates they comply with Tables E1, E2 and E3 and the plan has been certified by an accredited person.</p> <p>A condition is recommended for inclusion in any permit issued requiring the engineering drawings demonstrate consistency with the Bushfire Hazard Assessment Report and accompanying BHMP in relation to access, including:</p>

<p><u>bushfire hazard management plan</u> that:</p> <ul style="list-style-type: none"> i. demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and ii. is certified by the <u>TFS</u> or an <u>accredited person</u>. 	<ul style="list-style-type: none"> • design of public access to comply with Table E1; • design of the perimeter road/fire trail is to comply with PD 5.1 Table E3; • design of interim turning heads compliant with PD 5.1 Table E1 at the end of the road reserve for Stage 1. <p>Prior to the sealing of the final plan, the access must be constructed in accordance with the approved engineering drawings, Bushfire Hazard Assessment Report and accompanying BHMP</p>
<p>Subdivision: Provision of water supply for fire fighting purposes (Cl. E1.6.3)</p> <ul style="list-style-type: none"> • A1 – In areas serviced with reticulated water by the <u>water corporation</u>: <ul style="list-style-type: none"> (a) <u>TFS</u> or an <u>accredited person</u> certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of <u>subdivision</u> showing the layout of fire hydrants, and <u>building</u> areas, is included in a <u>bushfire hazard management plan</u> approved by the <u>TFS</u> or <u>accredited person</u> as being compliant with Table E4; or (c) A <u>bushfire hazard management plan</u> certified by the <u>TFS</u> or an <u>accredited person</u> demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire. • A2 – Unserviced areas – certified signoff provided, BHMP certified or supply demonstrated 	<p>A1(a) – NA</p> <p>A1(b)(c) - The subdivision complies with A1 (b) as proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan and this plan has been approved by an accredited person as being compliant with Table E4.</p> <p>A condition is recommended for inclusion in any permit issued requiring the engineering drawings demonstrate consistency with the Bushfire Hazard Assessment Report and accompanying BHMP in relation to static water supply, including:</p> <ul style="list-style-type: none"> • ensuring all parts of a building area are within reach of a 120m long hose (measured as a hose lay) connected to a compliant hydrant; and • Public roads serve as hardstand located within 3m of the proposed fire hydrants. <p>Prior to the sealing of the final plan, static water supply must be installed in accordance with the approved engineering drawings, Bushfire Hazard Assessment Report and accompanying BHMPA2 – NA.</p>
<p>E3.0 Landslide Code</p> <p>The Huntingfield Land Supply Area contains areas in the Landslide Hazard Area (Low). However there is no Landslide Hazard Area within Stage 1. Therefore the Code does not apply.</p>	
<p>E5.0 Road and Railway Assets Code</p>	
<p>Existing road accesses and junctions (CIE5.5.1)</p> <ul style="list-style-type: none"> • A1 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase 	<p>A1 – NA – The Channel Highway in this location is a Category 3 State road.</p> <p>A2 – Complies</p> <p>The applicant has provided a Traffic Impact Assessment with the application - Traffic Impact Assessment (Department of Communities Tasmania, Huntingfield Master Plan and Civil</p>

<p>by more than 10% or 10 vehicle movements per day, whichever is the greater.</p> <ul style="list-style-type: none"> • A2 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, using an existing <u>access</u> or <u>junction</u>, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater. • A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, using an existing <u>access</u> or <u>junction</u>, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. 	<p>Design Traffic Impact Assessment, GHD, November 2020) - and has been subject to a Peer Review by Council. The Traffic Impact Assessment for this application was also submitted as part of the DA2020-676 Roundabout application for access to the subdivision.</p> <p>The Applications Planning Study advises that this Standard is met through the provision of the new Huntingfield Roundabout connecting the estate to the Channel Highway. The proposed Traffic Growth onto the Channel Highway is less than 10%. The Huntingfield Av approach to the Algona Rd roundabout is greater than 10% however the growth is a significantly smaller proportion of the total intersection traffic and as such complies with the Acceptable Solution.</p> <p>The Traffic Impact Assessment for this application was also submitted as part of the DA2020-676 Roundabout application for access to the subdivision.</p> <p>The performance assessments in the Traffic Impact Assessment are in accordance with the industry standards and the Road and Rail Assets Code standards.</p> <p>The proposed road network of collector and local roads comply with Public Roads standards with the exception of the Access Way servicing the townhouse precinct of 53 lots.</p> <p>A3 – Complies</p> <p>The applicant has provided a Traffic Impact Assessment with the application - Traffic Impact Assessment (Department of Communities Tasmania, Huntingfield Master Plan and Civil Design Traffic Impact Assessment, GHD, November 2020) - and has been subject to a Peer Review by Council The Traffic Impact Assessment for this application was also submitted as part of the DA2020-676 Roundabout application for access to the subdivision.</p> <p>The Application Planning Study advises that this Standard is met through the provision of the new Huntingfield Roundabout connecting the estate to the Channel Highway. All traffic growth is less than 20%.</p> <p>The performance assessments in the Traffic Impact Assessment are in accordance with the industry standards and the Road and Rail Assets Code standards.</p> <p>The proposed road network of collector and local roads comply with Public Roads standards with the</p>
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	exception of the Access Way servicing the townhouse precinct of 53 lots.
<p>Development adjacent to roads and railways (Cl. E5.6.1)</p> <ul style="list-style-type: none"> • A1.1 – Location of development from category 1 or 2 road or area subject to speed limit of more than 60 kmh: at least 50 metres • A1.2 – Buildings located within a row of existing buildings 	<p>A1.1 – NA - The Channel Highway in this location is a Category 3 State road.</p> <p>A1.2 – NA – no buildings proposed.</p>
<p>Road access and junctions (Cl. E5.6.2)</p> <ul style="list-style-type: none"> • A1 – New access or junction to roads in area where speed limit more than 60 kmh • A2 – No more than one <u>access</u> providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. 	<p>A1 – Complies – The proposal does not include a new access or junction to a road in an area subject to a speed limit of more than 60km/hr. The site access to the Channel Highway has been approved by Council by the recent Roundabout Permit (DA 2020-). The current subdivision application proposed to connect into the roundabout access inside of the site where the speed limit is less than 60km/hr.</p> <p>A2 – Complies – No more than one access for entry and exit is proposed for the new lots.</p>
<p>Sight distance at access, junctions and level crossings (Cl. E5.6.4)</p> <ul style="list-style-type: none"> • A1 – Sight distances at access &/or junctions complies with table 	<p>A1 – Complies – The sight distances for the new Channel Highway access (Roundabout) have previously been approved by Council. Other connections to Huntingfield Av, Sirius Dr and Nautilus Grove are in accordance with the Code Standards.</p>
E6.0 Parking and Access Code	
<ul style="list-style-type: none"> • A1 - Number of Car Parking Spaces (Cl.6.6.1) <p>The number of on-site car parking spaces must be:</p> <p>(a) no less than the number specified in Table E6.1;</p> <p>except if:</p> <p>(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.A1 -</p>	<p>A1- NA - Number of Car Parking Spaces Required is determined per Use Class based on the proposed development on a lot - e.g. Residential. The application is for subdivision only with no development proposed on the lots at this time.</p> <p>However the parking requirements dwellings for each lot would require for A1 2 on-site parking spaces. The Shared Zone includes dedicated parking areas for the Townhouse lots with 53 spaces (one for each lot) as it appears these lots would not satisfy the parking requirements of 2 spaces on each lot due to the 6m width. The Design Guide document indicates one on-site parking space.</p> <p>There is no parking plan for the area adopted by Council. Council does not accept the Shared Zone parking as a Public Road as it would be adopted by Council. This is assessed in the report.</p>
<p>Number of vehicular accesses (Cl. E6.7.1)</p>	<p>A1 – Complies – While some of the proposed lots will be accessed by a rear laneway, and having two</p>

<ul style="list-style-type: none"> • A1 – Number of vehicle access points complies 	<p>road frontages, their sole access is to be via the rear laneway. A covenant is to be placed on these lots that will prohibit alternative access.</p> <p>The following lots will be subject to the covenant:</p> <ul style="list-style-type: none"> • 77-84, 98-104, 131-139, 177-184, 185-192. <p>In relation to the Townhouse Lots 1-53 these are subject to a condition on the Permit and possible redesign and they may rely on rear access.</p>
<p>Design of vehicular accesses (Cl. E6.7.2)</p> <ul style="list-style-type: none"> • A1 – Design of vehicle access points complies 	<p>A1 – Complies – All access points to be designed in accordance with the Code Standards.</p> <p>The sight distance requirements for vehicle access points are assessed under this clause in the case of residential lot subdivision. The proposed access locations are indicated on the submitted drawings. The driveways are located to achieve the required sight distance in accordance with AS 2890.1 due to the low speed residential nature of the development and assessment of performance criteria P1 (a-d). The subdivision road layout will allow safe use of the driveways by cars and commercial vehicles without adverse impacts. Some of the lots along the main access Road 1 have rear access from a rear lane road indicated on the submitted drawings. This is also the case for lots on Road 3 & 11. The rear lane access roads are 8.0m wide and fully sealed. These are Roads 8,9,10,11,12 & 14 as indicated on the submitted drawings. These lots will have covenants on the titles to restrict the approval of any additional vehicular access to other road frontages than approved on the submitted plans.</p>
<p>Vehicular passing areas along an access (Cl. E6.7.3)</p> <ul style="list-style-type: none"> • A1 – Vehicular passing complies if necessary 	<p>A1 – NA</p>
<p>Layout of parking areas (Cl. E6.7.5)</p> <ul style="list-style-type: none"> • A1 – Layout and compliance with Australian Standard 	<p>A1 – NA</p>
<p>Surface treatment of parking areas (Cl. E6.7.6)</p> <ul style="list-style-type: none"> • A1 – Parking spaces and vehicular circulation surfaces provided 	<p>A1 – NA</p>
<p>Siting of Car Parking (Cl. E6.7.12)</p> <ul style="list-style-type: none"> • A1 - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner <u>Residential</u> Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the <u>building line</u> of buildings located or 	<p>A1 - NA – The siting of car parking is determined in relation to the <u>building line</u> of buildings located or proposed on a site. The application is for subdivision only with no development proposed on the lots at this time.</p> <p>However when further development applications are made on the Inner Residential Townhouse lots No1-53 they will not comply as the acceptable</p>

<p>proposed on a <u>site</u> except if a parking area is already provided in front of the <u>building line</u> of a shopping centre.</p>	<p>solution requires parking to be located behind the building line of buildings located or proposed.</p> <p>Council does not accept the Shared Zone parking area as satisfying this. This matter is assessed in the report. In summary in accordance with the Local Government (Highways) Act 1982 –Council is able to not accept the proposed Shared Zone Access Way as a Public Road (highway).</p> <p>The conditions of approval include that the proposed Access Way as shown on the subdivision proposal plan to be indicated as Private Road.</p>
<p>Access to a Road (Cl. E6.7.14)</p> <ul style="list-style-type: none"> • A1 – Access meets requirements of the road authority 	<p>A1 – Complies – All Access designs meet requirements of Council.</p>
<p>E7.0 Stormwater Management Code</p>	
<p>Stormwater drainage and disposal (Cl. E7.7.1)</p> <ul style="list-style-type: none"> • A1 – Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure. • A2 – A stormwater system for a new development must incorporate water sensitive urban design principles for the treatment and disposal of stormwater if any of the following apply: <ul style="list-style-type: none"> (a) the size of new impervious area is more than 600 m2; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots. • A3 – A minor stormwater drainage system must be designed to comply with all of the following: <ul style="list-style-type: none"> (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure. 	<p>A1 – Not complying – A Council stormwater system is not yet in place for parts of the Huntingfield Estate.</p> <p>A2 – Complies - incorporate water sensitive urban design principles.</p> <p>A3 – Complies – The minor stormwater drainage systems have been designed to comply a 5% Annual Event Probability (AEP) Storm.</p> <p>A4 – Complies - The application is supported by the Stormwater Management Plan Report (Huntingfield Master Plan and Civil Design – Stage 1 Development Stormwater Manager Plan, GHD, 15 July 2021). The major stormwater drainage system have been designed to comply a 1% Annual Event Probability (AEP) plus a 30% allowance for increase in rainfall intensity due to climate change.</p> <p>The stormwater system incorporates the following key principles:</p> <ul style="list-style-type: none"> a) All stormwater from impervious surfaces will be directed by gravity to the public stormwater system b) The design incorporates Water Sensitive Urban Design principles. c) The design events designed for are: <ul style="list-style-type: none"> a. Minor Storm Event – 5% Annual Event Probability (AEP) storm b. Major Storm Event – 1% AEP plus 30% increase in rainfall intensity allowance for climate change. d) Stormwater run of will be no greater than pre-existing run-off during the minor storm event e) Stormwater quality will be addressed through passive treatment (vegetated swales,

<ul style="list-style-type: none"> • A4 – A <u>major stormwater drainage system</u> must be designed to accommodate a storm with an <u>ARI</u> of 100 years. 	<p>bioretention, etc) where practicable. Treatment target reductions for pollutant concentrations are:</p> <ul style="list-style-type: none"> a. 80-% Total Suspended Solids b. 45% Total Nitrogen c. 45% Total Phosphorous <ul style="list-style-type: none"> f) A drainage network for the minor storm events using underground piping and overland channels. g) Provision of safe overland flow paths for additional “gap flow” (more than the pipe system capacity, during the major storm event. h) Retention of the existing drainage paths were practicable.
<p>E9.0 Attenuation Code</p> <p>The proposed development is not within the attenuation area of the Huntingfield industrial estate as shown in the Planning Scheme maps. This is a drafting error. A portion of the site (proposed lots 57-70) adjacent to Sirius Dr and Guardian Court is shown as located within the Attenuation Code area for the Huntingfield industrial estate.</p> <p>Nonetheless a noise assessment report (Huntingfield Development Acoustic Assessment, Tarkarri Engineering Pty Ltd) has been submitted which found that:</p> <ul style="list-style-type: none"> • Environmental harm from changed traffic noise levels is highly unlikely and roundabout will reduce overall traffic impacts. • Impact of Light Industry area on the subdivision is that no significant noise emissions expected and therefore no noise mitigation considered necessary noise from the industrial estate was not audible at the nearest boundary of the proposed development. 	
<p>E10.0 Biodiversity Code</p> <p>The Huntingfield Land Supply Area contains areas in the Biodiversity Code area. However there is no Biodiversity Area within Stage 1. The area with the Biodiversity Code is located in the southwest of the site in the proposed Public Open Space land in Stage 2. Therefore the Code does not require assessment.</p> <p>Notwithstanding, conditions are recommended for inclusion in any permit issued requiring that engineering drawings demonstrate there will be no encroachment patches of remnant vegetation within the Biodiversity Protection Area and the remnant vegetation patches are fenced prior to sealing of the final plan of survey.</p>	
<p>E11.0 Waterway and Coastal Protection Code</p>	
<p>Subdivision (Cl. E11.8.1)</p> <ul style="list-style-type: none"> • A1 – Subdivision of a lot, all or part of which is within a Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area must comply with one or more of the following: <ul style="list-style-type: none"> (a) be for the purpose of separation of existing dwellings; (b) be for the creation of a lot for public open space, public reserve or utility; 	<p>A1 – Complies – The subdivision complies with A1(d). No works or development is proposed within the Overlay area.</p> <p>A2 – Complies – The zones (General Residential, Inner Residential, Open Space, Local Business) all allow subdivision subject to compliance with the relevant Development Standards.</p> <p>Notwithstanding, a condition is recommended for inclusion in any permit issued requiring that engineering drawings demonstrate there will be no encroachment into the Waterway and Coastal</p>

<p>(c) no works, other than boundary fencing works, are within a Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area;</p> <p>(d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area.</p> <ul style="list-style-type: none"> • A2 – <u>Subdivision</u> is not prohibited by the relevant zone standards. 	<p>Protection Area and this area is fenced off prior to sealing of the final plan of survey.</p>
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E14.0 Scenic Landscapes Code

The Huntingfield Land Supply Area contains an area in the Scenic Landscapes Code area. This is located adjacent to the Channel Highway and within the area of the Huntingfield Roundabout development. There is no Scenic Landscapes Area within the Stage 1 subdivision. Therefore the Code does not require assessment.

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

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Submission to Planning Authority Notice

Council Planning Permit No.	DAS 2020-26	Council notice date	24/12/2020
TasWater details			
TasWater Reference No.	TWDA 2020/02215-KIN	Date of response	11/08/2021
TasWater Contact	Anthony Cengia	Phone No.	0474 933 293
Response issued to			
Council name	KINGBOROUGH COUNCIL		
Contact details	kc@kingborough.tas.gov.au		
Development details			
Address	1287 CHANNEL HWY, HUNTINGFIELD	Property ID (PID)	9171495
Description of development	Subdivision - Stage 1 - Huntingfield		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No.
			Date of Issue
GHD		3218958 Huntingfield Stage 1 Development Application Sewerage Servicing Report	0
			15/07/2021
Conditions			
SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
<ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection and sewerage connection to each lot of the development must be designed and constructed to TasWater’s satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer’s cost. 3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. 			
ASSET CREATION & INFRASTRUCTURE WORKS			
<ol style="list-style-type: none"> 4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 5. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater’s satisfaction. 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All 			



infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.

7. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
8. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
9. The developer must design and construct an additional 32m³ of emergency storage to TasWater's satisfaction which is needed at TasWater's Patriarch Drive Sewage Pump Station (Asset number: BLASP15). The emergency storage must be designed and constructed to allow future augmentation to meet a total external emergency storage of 45.6m³.

Advice: In accordance with TasWater's 'Developer Charges Policy' for developments located outside of Serviced Land where insufficient capacity is available within an existing system, the developer pays the costs of Extension, including connection, to that system and Expansion of the system to the level of capacity required to service the development.

The additional amount of storage has been determined using tables 6.1 & 6.2 of TasWater Supplement to WSA 04-2005 2.1 WSA Sewage Pumping Station Code of Australia Version 3.0

10. The application for Engineering Design Approval must, to the satisfaction of TasWater, include a water model compliant with TasWater's supplement to the Water Supply Code of Australia – Melbourne Retail Water Agencies Integrated Code (WSA 03-2011-3.1 MRWA Version 2).
 - a. The developer must ensure that maximum water service pressures of 80m are not exceeded.

Advice: Generally, the developer will install a network pressure reducing valve to ensure the maximum water service pressure is dropped below 80m.

11. The developer must design and construct a diversion of the existing (sewer) pressure main (asset A3375571) that discharges from Howden Road Sewage Pumping Station No.1 (HOWSP01) into the proposed Sewage Pump Station (SPS).
See Advice Section
12. The developer must apply to TasWater for reimbursement for costs for design and construction of eligible works. To be eligible for reimbursement, costs for which reimbursement is claimed must be determined from a competitive public tender process, with process and reimbursements determined prior to construction, and to the written approval of TasWater.
Applicable reimbursements for eligible works will be the marginal additional cost for design and construction of diverting the sewerage loads from Howden Road Sewage Pumping Station No.1 (HOWSP01) into the proposed sewage pump station (estimated PWWF of 8L/s).
13. After testing to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
14. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and



- specifications and that the appropriate level of workmanship has been achieved;
- b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
15. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
 16. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
 17. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
 18. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.
- FINAL PLANS, EASEMENTS & ENDORSEMENTS**
19. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
 20. Pipeline easements and/or lots, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and/or lot creation requirements.
 21. Prior to the issue of a Consent to Register a Legal Document from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s)/lot(s) to cover existing/proposed TasWater infrastructure as required by condition 20. All costs and expenses related to the transfer of easement(s)/lots to TasWater are to be paid by the developer.
- DEVELOPMENT ASSESSMENT FEES**
22. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,179.68 and a Consent to Register a Legal Document fee of \$154.42 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.



The payment is required within 30 days of the issue of an invoice by TasWater.

23. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

General

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

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

Sewer Servicing

The developer must divert the rising main that discharges from Howden Road Sewage Pumping Station No.1 (HOWSP01) into the proposed Sewage Pump Station (SPS). The estimated PWWF from this SPS is 8L/s.

The downstream SPS "BLASP15 Patriarch Drive SPS" that will take flows from the development currently has insufficient storage to support the proposed development. The total additional storage required at this site without the development is 13.3 kL. The total additional storage required at this site including the development is 45.6 kL. TasWater will hence be responsible for 13.3 kL and the developer responsible for 32.3 kL.

The alignment for the proposed rising main is not as good as our current rising main from Howden to Patriarch Drive that goes past the SPS. They proposal is to pump the sewerage to a much higher level before it goes to Patriarch Drive, at least an extra 10m of pumping. The developer should look at following the eastern boundary of the development and going past the school on the lower side also – this aligns with the WSA Code requirement to determine the best whole of life solution.

The developer may be able to utilise the existing rising main to Patriarch Drive, as the proposed SPS is ~50m from the existing rising main at the closest point. The developer should review the sizing to see if it could work.

Existing ETs into Patriarch Drive SPS = ~317ET

Development ET = 432ET

Total ET to Patriarch Drive = 749ET -> PWWF=31.9l/s

Patriarch Drive SPS has a Flygt CP 3201.180 HT 53-450 which has a duty of ~49l/s

Service Locations

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

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


Further information can be obtained from TasWater

- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies

- (c) TasWater will locate residential water stop taps free of charge

- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.



Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
Authorised by			
			
Jason Taylor Development Assessment Manager			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

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Huntingfield terrace house and medium density lot design guide

August 2020





**ABOVE: Artist's impression of the view towards South West Bay over possible rainwater detention pond.
PREVIOUS PAGE: View from lower linear open space north to kunanyi.**

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Introduction



Views to North West Bay from the top of the site.



Huntingfield is located on a hill with an average fall of approximately 6.4%

Huntingfield

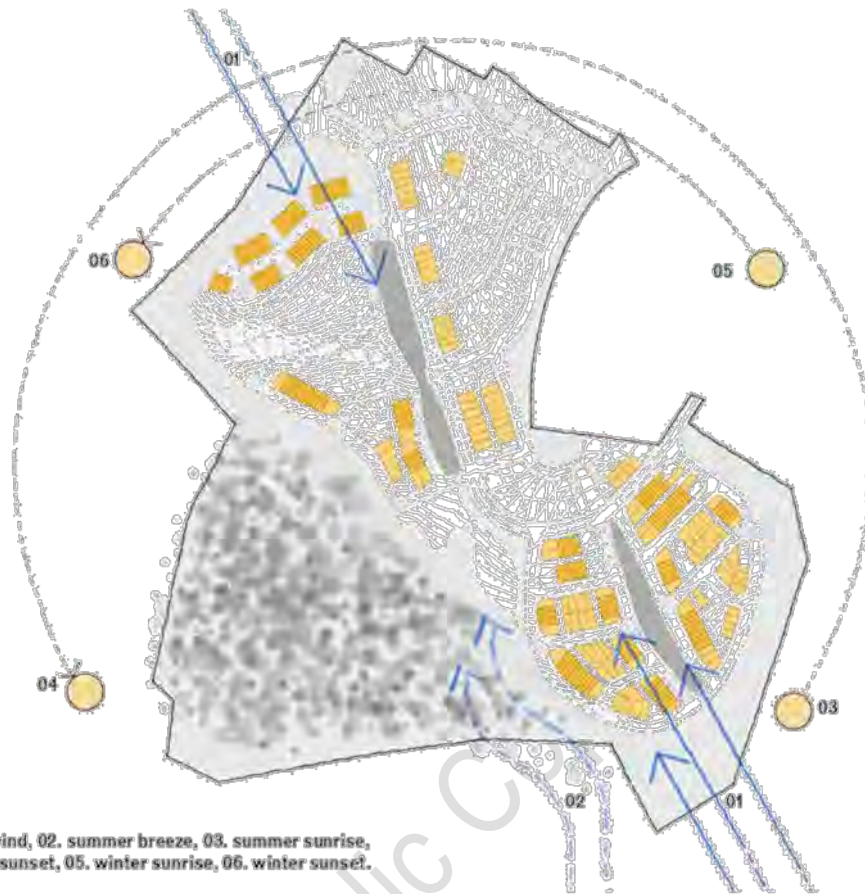
Huntingfield is the first of its kind – an innovative development that will deliver a broad mix of housing options, including dwellings on smaller lots. Providing smaller lot housing is an important step towards improving housing affordability, particularly for young Tasmanians.

Huntingfield’s scenic location and proximity to Hobart makes it a logical development site to support Tasmania’s growing population. The inclusion of smaller lot housing is important for increasing the density of greenfield development for more sustainable urban growth while maintaining high levels of amenity.

Quality, well-designed smaller dwellings can offer young families, retired couples and single-person households all the amenity they would expect from larger houses on larger lots, but within a compact community which enjoys high-quality public domain.

The site

Huntingfield is located 15km from the Hobart CBD and comprises 65.8 hectares of land, 49.2 of which is open pasture and subject to development while the remaining 16.6 is woodland which is to be protected and used for recreation. The site adjoins the Channel highway to the north west, existing housing to the north east, two schools and a conservation area to the east, a golf course to the south west and private land to the west. The site slopes gradually towards the south west from an elevation of 98m to an elevation of 32m with an average slope of 6.4%. There are panoramic views from the site towards North West Bay to the south and kunanyi/ Mt Wellington to the north. The site is currently accessed by Huntingfield Avenue, but primary access will be via a future roundabout on the Channel Highway. The site is exposed to northwesterly winds and southerly busters.



01. Winter wind, 02. summer breeze, 03. summer sunrise, 04. summer sunset, 05. winter sunrise, 06. winter sunset.

The masterplan

The proposed masterplan locates lots of varying sizes, elevations and orientations across the site, accessed by contour-following streets and linking laneways. These streets feed into a central, axial boulevard that terminates at a wetland/retarding basin. Linear parks flank the boulevard and connect housing to the larger outdoor recreation areas.

A site for a small corner-shop/café or for convenience retail is included to reduce trips to Kingston, while an adventure playground overlooking the wetland serves as a central meeting and recreation area for residents.

The development is ringed with landscaped area and frequent paths giving residents access to parks beyond. An abundance of street trees, generous footpath widths and cycle paths further contribute to high levels of amenity in the public domain.

Purpose of this guide

This guide offers general information and broad strategies that will assist designers and stakeholders during the procurement of dwellings on smaller lots. The guide is not intended to be prescriptive, rather, it is intended to present general design principles with illustrative examples.

The guide should be read in conjunction with other planning controls and statutory documents, and considered in the context of detailed site information, procurement policy, financial modeling, stakeholder engagement and other relevant technical guidance and reports.

Technical guidance is intended to be general only. Specific, technical advice should be provided by suitably qualified professionals.

Design studies shown in Section 3 are also intended to be illustrative rather than prescriptive.

Section A: Principles for better smaller dwellings

Small lot developments are fast becoming an important response to the nationwide issue of housing affordability. For councils, buyers and developers, smaller dwellings on smaller lots offer efficiency and value without compromising amenity.

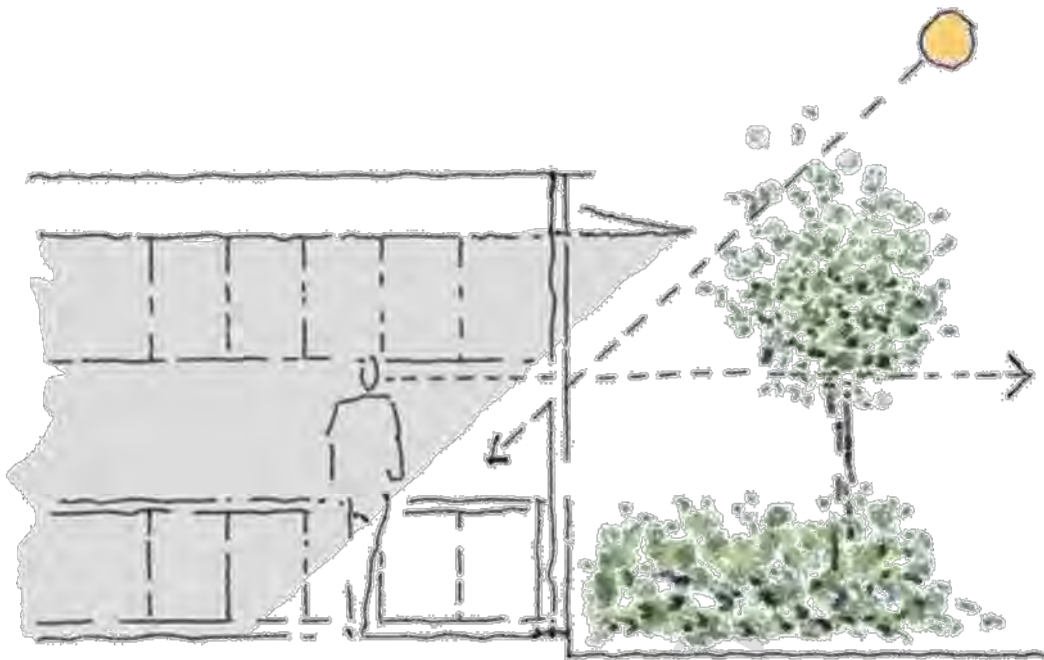
Smaller dwellings are just like conventionally sized dwellings but use space more thoughtfully and efficiently. Greater skill and care must be applied to the design of smaller dwellings – which leave little room for error. The purpose of this section of the guide is to present five key design principles for better smaller dwellings. these are:

- 1 Optimising smaller dwellings for privacy, views and sun
- 2 Clever design to make the most of small spaces
3. Attractive houses for positive local character and desirability
4. Pleasing and productive gardens for leafy courtyards and streets
5. Energy efficient durable and resilient homes for a sustainable future.



Street-fronting courtyards create pockets for activity that spills onto the street.

Principle 1. Optimising smaller dwellings for privacy, views and sun



Simple pleasures: sun into the kitchen, a view out into the courtyard.

1.00 Good qualities

Winter sun, pleasant views and privacy are three fundamentally important qualities Tasmanians seek in dwellings. Winter sun provides warmth to living spaces and improves comfort – particularly important in Tasmania. Pleasant views increase a sense of wellbeing and enables weather observations to be made. Good visual and acoustic privacy enables occupants to go about their daily lives peacefully. These qualities are especially important in smaller houses, by way of compensating for less space, and should be considered at the earliest stages of design.

Building orientation and envelope are key considerations in sharing sun, views and privacy. Getting these considerations right is essential. On smaller lots, where neighbouring dwellings are either very close or adjoining, it is important that each dwelling is carefully configured to optimise sun, views and privacy for its occupants, as well as for those living in adjoining dwellings.

Nearly all the 273 terrace and medium density lots at Huntingfield are different. Each lot varies according to its:

- orientation to north
- lot width and depth
- site cross-fall
- adjacent features (buildings, roads and parks).

This variety means that each dwelling should be specifically designed to suit its lot. Good solar access, views and privacy provisions for each dwelling as well as its immediate neighbours should be verified at concept design stage to ensure good amenity is shared. Verification should involve 3D computer modeling of each proposed dwelling, taking into account the location and size of windows, the design of neighbouring dwellings and should pay particular attention to solar access during winter.



Short views from the living space into an attractive little garden.

1.01 Orientation

Orientation is the positioning of a dwelling and its rooms with respect to:

- the sun's path across the sky during the day
- vistas and view corridors
- the street and other public domain.

In orienting a building, the primary objective is to position the living spaces on the northern side of a dwelling so that they receive plenty of daylight throughout the year, with direct sun into the house in winter. It is good to locate some portion of the living space towards the street for passive surveillance as well as towards scenic vistas. Rarely are the street, views and the sun all found in the same direction and so a balance must be found between these competing objectives. With clever architecture and careful planning, competing interests can be balanced and optimal orientation achieved.

1.02 Building envelope

In this context, building envelope refers to the height, width and depth of a building. A building's envelope contributes to its perceived bulk and scale, as it impacts on:

- adjoining dwellings in terms of overshadowing, privacy and views
- the neighbourhood in terms of visual scale and character.

The building envelope is generally a function of:

- the number of stories and ceiling height for each storey
- the type of roof form
- front, rear and side setbacks.

Permitted building envelopes are normally prescribed by the minimum side, front and rear setback, the maximum height of external walls and a raking line, from the maximum wall height upwards and towards the centre of the block, usually at 45°.



Left: a small courtyard created against a boundary wall brings light and air into the centre of a terrace house.

Right, clockwise from top: Built form set back from northern boundary for winter sun penetration; living spaces at the rear of the house for north-south oriented dwellings; for east-west oriented dwellings, living spaces step back for the northern boundary to receive sun.

This method of prescribing a building envelope works best as a general control for development on larger lots. At Huntingfield, where the design of smaller dwellings needs to be more coordinated, a nuanced approach is required where building envelopes are based on performance rather than prescribed envelopes.

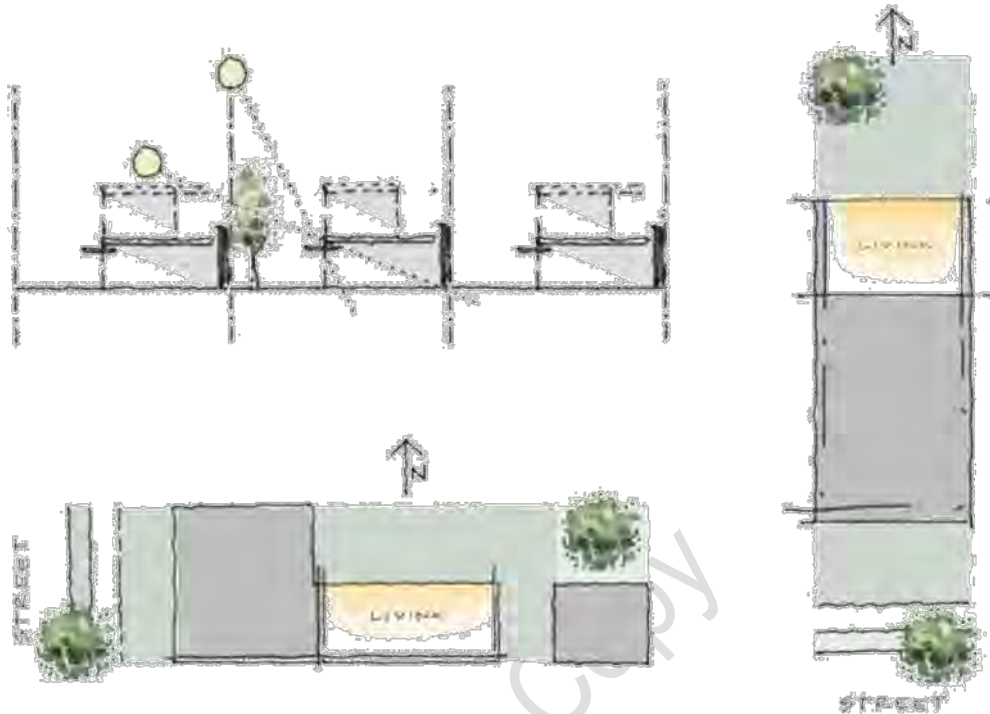
Dwellings should be designed to optimise sunlight to living spaces and private outdoor areas. Main living spaces should be oriented towards north and receive a minimum of 3 hours direct sunlight between 9am and 3pm on the winter solstice (June 21). Huntingfield lies directly on the parallel 43° south. At noon on the winter solstice, the altitude of the sun is only 23.6° from the horizon, meaning a wall casts a shadow 2.3 times its height. While a low winter sun can reach further into living rooms, overshadowing from adjacent dwellings is a greater issue.

Where lots are oriented north-south, overshadowing from neighbouring dwellings is less of a concern. Smaller lots oriented east-west, particularly terraces, risk being unable to access winter sun because of overshadowing from their northern neighbour. This risk is compounded by the fact that the site falls (at an average of 6.5%) towards the south-east.

The following strategies will help east-west oriented gain increased access to winter sun:

- a) create L-shaped buildings with northern-facing courtyards.
- b) locate any two-storey built form towards the street, and reduce building height to one storey at the rear.
- c) create shallow, north facing living spaces with skillion roofs that lift towards the north to trap winter sun.

Principle 1. Optimising smaller dwellings for privacy, views and sun



1.04 Visual privacy and connectivity

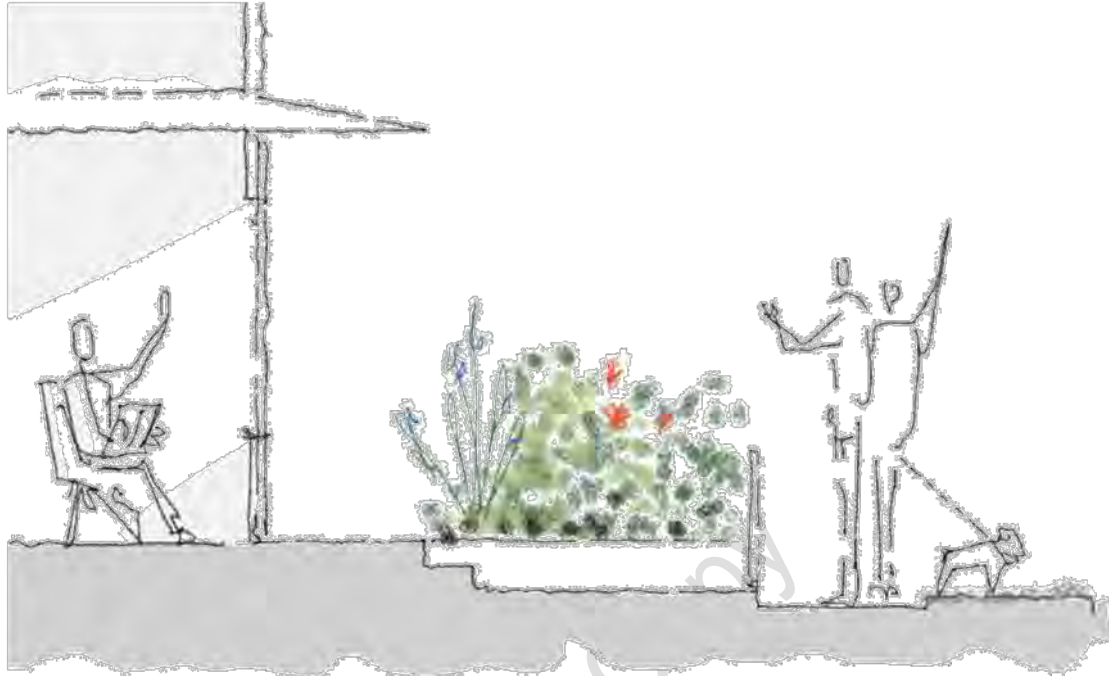
d) locate the southern walls of these living spaces on the southern boundary and keep boundary walls as low as possible. Boundary walls (with no openings) create a pleasant, private courtyard for southern neighbours. Though dwellings will experience overshadowing of their private open space from northern neighbours, they should be able to receive sun indoors, which is more important.

e) avoid parapet roofs as these features increase the bulk and scale of buildings with little benefit.

f) use generous ceiling heights to contribute to a sense of spaciousness and improve daylight penetration and ventilation. Minimum, or close to minimum ceiling heights are acceptable in some parts of small dwellings as a way of mitigating overshadowing, provided windows are large and extend up to the underside of the ceiling and there is good solar access and the ceiling plane is broken up so as not to be severe.

Privacy enables occupants of a dwelling to go about their lives without being observed or disturbed and is particularly important for smaller dwellings where privacy is harder to achieve. Privacy falls into two categories, visual and acoustic. Visual privacy is achieved by:

- planning dwellings so that private rooms – bedrooms and bathrooms – are furthest away from adjoining neighbours and the public domain
- preventing overlooking into private open space by using dense planting and external screening elements as required
- ensuring horizontal or vertical separation between windows of adjacent dwellings
- using obscure glass to portions of windows (but avoiding a completely obscure window)
- avoiding glazing that goes to floor level to the street or in second floor rooms.



Visual connectivity between from inside dwellings to the street are important for community.

1.05 Acoustic privacy

The need for visual privacy should be balanced with the need for visual connectivity between dwellings and the public domain that provides passive surveillance. Passive surveillance is a central principle of crime prevention through environmental design and is the ability for dwelling occupants to see activity in the public domain and for members of the public to discern activity within dwellings. Passive surveillance is not just about preventing crime but is also what enables us to connect with our neighbours for friendly close-knit communities.

The degree of visual privacy required by occupants is naturally a personal preference and may change throughout the day. However being able to see out of and into dwellings during the day and late afternoon enables us to wave to our neighbours, render assistance with unloading shopping and to be reassured that our neighbours, particularly the elderly are OK.

Acoustic privacy is freedom from intrusive noise infiltration to internal and external private spaces. The importance of acoustic privacy for smaller dwellings cannot be overstated as nothing short of wearing earplugs can prevent disturbance from intrusive noise. Common sources of intrusive noise include:

- building plant and equipment such as heat pump condenser units and mechanical exhaust fans
- human voices and coughing
- home entertainment, appliances, power tools.

The loudness of a noise is not necessarily the primary determinant of its intrusiveness. Intelligible speech heard through a wall at low volume may, to some, cause greater intrusion than a louder clothes dryer. Intrusive noise is carried either through the air or the building structure itself and can be mitigated by the following measures:

Principle 1. Optimising smaller dwellings for privacy, views and sun



Acoustic privacy at night enables good sleep for healthy lives.

1.06 Sharing views

i) Separation and orientation

Adequate separation should be created between doors and windows of one dwelling and those of its neighbour. Front doors, car parking and primary living spaces should not face the bedrooms of adjoining dwellings. Dwellings should be oriented such that noise is directed away from neighbouring dwellings.

ii) Walls, floors and ceilings

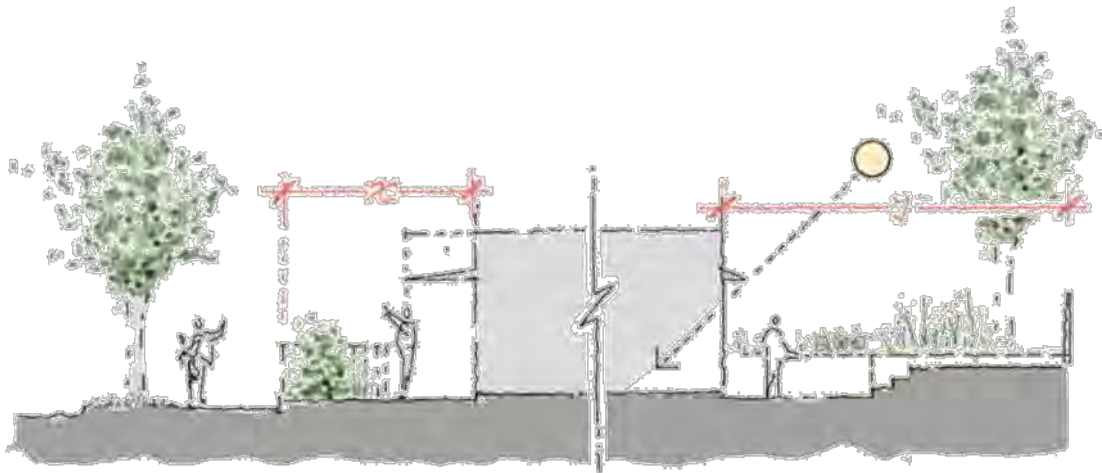
Buildings should be constructed using acoustically rated building materials, systems and techniques, in accordance with advice given in the ABCB Sound Transmission and Insulation in Buildings Handbook.

iii) Plant and equipment

Good quality, acoustically rated plant and equipment should be specified, located away from windows and bedrooms, and be installed and maintained in accordance with manufacturers' instructions.

Pleasant views are usually thought of as panoramic vistas of distant landscape – frequent in Tasmania. However pleasant views can also be of a courtyard garden, tree-lined street, row of charming terraces, or a single deciduous tree as it changes with the seasons. While many dwellings at Huntingfield will be oriented to enjoy panoramic views of North West Bay or kunanyi/Mt Wellington, others will have to find – and share – closer, but no less attractive views of the street, parks and private open space.

It is particularly important that smaller dwellings be designed to seek out and frame pleasant views as compensation for less space. At early design stage, it should be verified that each dwelling has access to some kind of pleasing vista from the kitchen and primary living space (from a seated position) as well as 'view moments' throughout the house. Where building envelopes can accommodate neighbours' access to views, they should.



Front and rear setbacks should be the same as adjoining houses and generous enough for garden, solar penetration and activity.

1.03 Setbacks

Front setbacks play an important role in establishing street character and, together with rear and side setbacks, impact privacy and amenity.

All terrace lots at Huntingfield and around one-third of medium density lots are provided with rear lane access. Rear lane access frees the street frontage from needing to accommodate off-street parking and associated lay-backs and paving.

i) Front setbacks

For lots with rear lane access, street setbacks should be as generous as possible, providing space for a leafy front garden. A leafy front garden creates a privacy buffer between dwellings and the street, creates pleasing and attractive streetscapes and encourages semi-public activity and community interaction. Where lots are oriented with north-facing street frontages, street setbacks should be greater and allow for a generous garden and external, paved

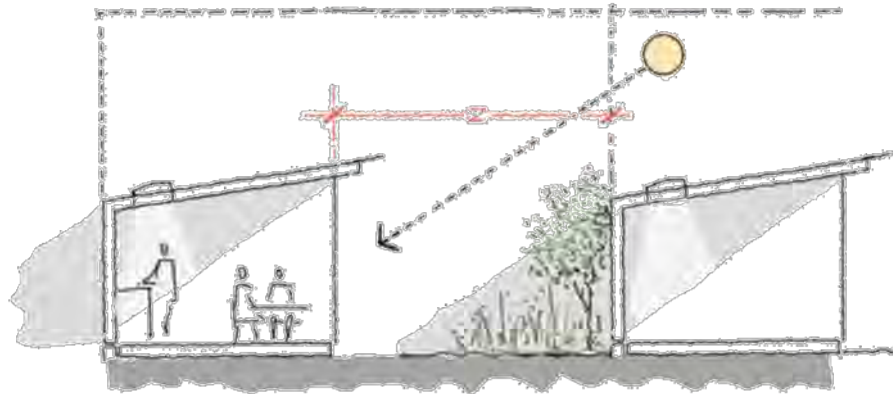
living area or small patch of lawn if preferred. For east-west oriented lots, particularly narrow ones, it may be more important to provide open space to the rear of the dwelling, adjacent to living areas, rather than the front.

Lots without rear lane access will need to provide off-street parking in addition to space for a garden and, if north facing, a place to sit. Street setbacks should allow for an external off-street parking spot, which should be provided either as stand-alone parking or in conjunction with a single-car garage.

ii) Rear setbacks

For lots oriented north-south and with their rear to the north, a generous rear setback should be provided to maximise sunny open space. Where rear lane access is provided, any parking structure or garage should be built to the rear boundary. For lots oriented north-south but with a northern frontage,

Principle 1. Optimising smaller dwellings for privacy, views and sun



Rear building envelopes should ensure good winter sun penetration to southern neighbours.

Public Copy

the rear setback should allow some winter sun to private open spaces, but otherwise prioritise street-facing open space.

Where the rear property boundary adjoins another lot rather than a rear lane, a narrow ancillary building the length of the rear boundary may be a good use of space and improve visual and acoustic privacy to opposite dwellings. The inclusion of this structure in effect, creates an enclosed private courtyard and provides separation between the main dwelling and guest accommodation, or a home office.

iii) Side setbacks

On smaller, narrower lots, side setbacks offer little more than access to rear gardens and separation between dwellings for outward facing windows. Where side setbacks are reduced to 0.9m and standard eave projections of 600mm are used, an uncomfortable condition occurs where the gutters

of neighbouring houses are only 0.6m apart - almost touching over the side fence.

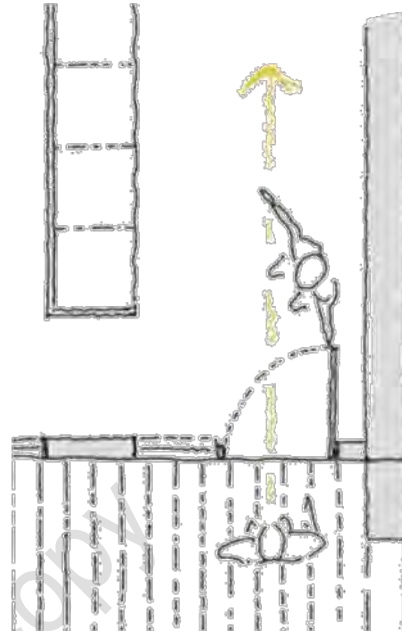
A more efficient use of narrow lots is to build dwellings to one or both of their side boundaries – so long as rooms are able to receive adequate light and cross ventilation and there is rear lane access. Where there is no rear lane access, dwellings should maintain one side offset for access, preferably on the northern side for lots oriented east-west.

Rooms adjoining boundary walls should not be more than 6m deep (measured from front or rear window to internal wall) and should be cross-ventilated. This means that the portion of a dwelling built to both boundaries should be no greater than 12.5m deep. Where a greater depth is sought, a light well should be introduced to bring light and air into the centre of the dwelling. Light wells can be open to a neighbour's boundary wall provided there are no window openings in that wall.

Principle 2: Clever design to make the most of small spaces



A compact kitchen with island bench, view to the garden and good quality solid timber floors.



Generous entry area to greet guests, places to dump shopping and store sports equipment.

2.00 Quality over quantity

Smaller dwellings can be more difficult to design than larger dwellings; every inch of space needs to be thoughtfully considered. There is growing interest in compact and efficient dwellings led by the tiny-house movement where the quality of a dwelling is prioritised over the quantity of space it provides. When designing smaller dwellings, it is important to consider the features needed to support the lives of their occupants and how these dwellings contribute to a sense of wellbeing. Smaller dwellings should be generous and that generosity typically results in higher costs per square metre than larger dwellings. More joinery, larger windows, quality finishes and better-planned spaces compensate for less space. Rather than being considered simply in plan, smaller dwellings should be designed spatially, in three dimensions, with thought given to sun, circulation paths, furniture and joinery layout, views, privacy, storage and 'moments of joy'.

2.01 Dwelling layout and space planning

The layout of a dwelling establishes the location of rooms within the desired building envelope and how the rooms are accessed and interrelate. Space planning considers how each room is likely to be used and arranges windows, doors, joinery, fixtures and fittings accordingly.

Dwelling layout should be the outcome of a more fundamental strategy that takes into account:

- site conditions (cross-fall, solar orientation, views, adjoining buildings, street conditions)
- the anticipated needs of the occupants
- the best part of the site (this should be used for the living/kitchen space)
- the least amenable part of the site (this should be for the cars and laundry)
- how to achieve efficient flow through the dwelling
- how to achieve good daylight, privacy, cross-ventilation and visual connectivity.



A compact kitchen with generous pantry is located in the centre of a combined living, kitchen dining area.

Dwelling layout and space planning is an art more than science, however the following principles are good starting points.

i) Arrival and entry

Create a buffer from the street and an entry sequence with plenty of space to dump things on the way in. The main entry should provide a pleasant sense of arrival, both for occupants and guests.

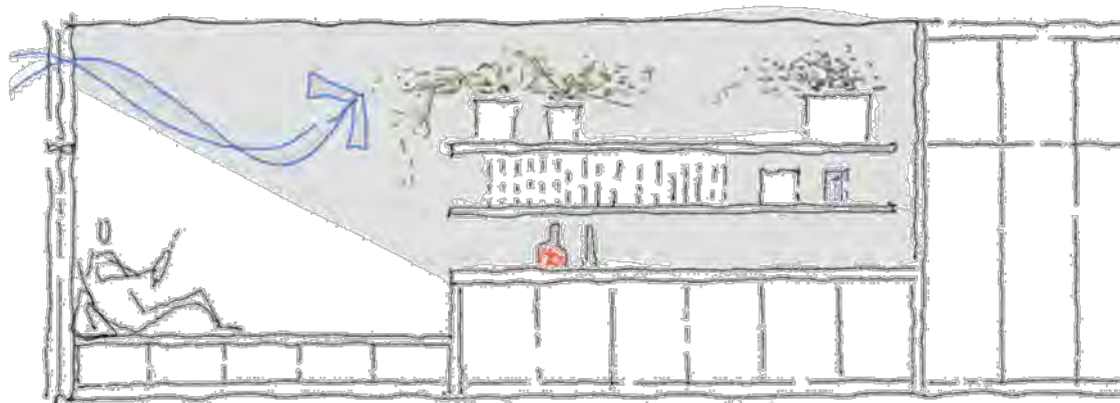
ii) Living space

Put the main living space and kitchen on the northern side of the dwelling adjacent to private open space. Seating under a sunny window with a view outdoors, even onto a small, sunny courtyard is heaven. If there is the choice between locating the living space near the view or in the sun, it should be in the sun. Make sure the living space is generous, with ample room for a variety of furniture to accommodate small and large

groups. Views from primary sitting spaces out to the garden and into the kitchen are just as important as the view of the television. Where the primary living space is away from the street, consider a secondary living space with windows onto the street for good visual connectivity.

iii) Kitchen

The kitchen is the heart of the home and should be generous and located adjacent to the primary living space, with easy access to the garden. There should be good flow with no dead ends. Provide plenty of work surfaces for cooking and homework. Give the kitchen morning sun and a view outdoors. Family can gather around an island bench and is preferable to a galley kitchen. A small walk-in pantry next to the kitchen makes it easy to find things and is preferable to relying on cupboards alone.



Joinery can serve both as storage and as a place to sit.

Public Copy

iv) Private open space

Smaller dwellings do not need lots of private open space, however available space needs to be private, useful and sunny. Good flow from the kitchen and living spaces to private open space is important but in the Tasmanian climate does not require large door openings.

v) Utility spaces

A combined or adjacent toilet, laundry and utility room should be provided downstairs with plenty of storage. This room should receive natural light and lockable natural ventilation. It should be located close to access to the clothesline and car parking.

vi) Circulation space

Circulation spaces is area inside the dwelling set aside for movement. Hallways and stairs are the most recognisable circulation areas, however in

more open-plan dwellings, circulation areas tend to become subsumed into living spaces. It is important to maintain defined and clear circulation paths in open-plan dwellings that are clear of activity spaces rather than cutting through them. This can be achieved, by introducing low joinery units to a space to create storage accessible to the circulation area, for instance.

Circulation through dwellings should be intuitive, direct and ideally straight. Where hall areas are appropriate, they should be widened to incorporate storage rather than simply being for circulation.

vii) Stairs and upstairs.

Many smaller dwellings at Huntingfield will likely comprise two storeys, other than those which offer level access. Upstairs is generally the best place to put bedrooms, using the stair as a transitional device between public and private space. It may make

Principle 2: Clever design to make the most of small spaces



Sunny outdoor terraces with views out onto the public domain.

sense to locate the living spaces on some sites on the second floor, however this has implications for privacy for adjacent dwellings.

Stairs take up a significant amount of space and though necessary, are often a challenge to plan around. Stairs should ideally be configured as a straight run - with an intermediate landing if required, have a generous width and gentle gradient. Stairs should be located in the part of the dwelling that has the least amenity and are a good use of boundary walls. The space beneath stairs should be well used for deep, pull-out storage.

viii) Bathrooms

While luxurious and popular, ensuite bathrooms do not represent particularly good use of space or budget in smaller dwellings. Ensuited are only accessible from the bedroom to which they belong and are typically very tight. A better use of space is

to offer one, very well-appointed bathroom with toilet, bath, shower and a two person vanity to service up to three bedrooms on the first floor, then offer a shower and toilet as part of a utility room on the lower floor.

ix) Bedrooms

Bedrooms should be quiet, well ventilated and with generous built-in storage, but do not need to be large. A centrally located quiet study area may be preferable to desks in bedrooms for children. Ideally, bedrooms would have east-facing windows that enable first light to enter the room and wake occupants naturally.

x) Garages

Garages should be generous enough for storage and internal circulation. Internal doors between garages and living spaces should be avoided to prevent vehicle exhaust fumes from entering the home.



Plenty of storage, in-built desks and places to sit enables the most to be gotten out of small spaces.

2.02 Storage and joinery

In smaller dwellings where space is at a premium, built-in storage is essential for utility and maintaining order. Kitchens, bathrooms and bedrooms of speculatively built dwellings usually include built-in joinery, however occupants tend to need to supplement existing storage with loose storage furniture. While loose storage furniture has the benefit of being mobile, spaces are often not well designed for the bulk of wardrobes, sideboards and open storage shelving.

Smaller dwellings should include more built-in storage than would otherwise be found in larger dwellings. Storage should be integrated in the design of the house such that it appears as 'storage walls' rather than units inserted into spaces. Joinery should be constructed of durable and repairable materials with good quality hardware. In addition to storage, built-in display shelving and a credenza under a sunny window would be welcome features of new dwellings.

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2.03 Windows, doors and thresholds

Windows and doors are arguably the most important parts of dwellings which occupants tend to interact with subconsciously. Doors and windows facilitate entry and exit of people, light and air; the quality of this transfer is important.

The placement of windows on a facade is often the result of an exercise in composition undertaken by an architect as they think from the outside in. Windows should, however, be considered from the inside out, in terms of how the window will be experienced from inside the room. Windows should be used to frame views (excluding things we don't want to see), admit winter sun and exclude summer sun, direct passive airflow in a certain direction and let occupants see out without being seen.

Similarly, internal and external doors should be thought of as thresholds, marking arrival, departure, and transition from public to private, and should be located thoughtfully and built solidly.

Principle 2: Clever design to make most of small spaces



Watching the tree blossom from your desk is a moment of joy.

2.04 Moments of joy

'Moments of joy' might best be described as those occasions when occupants of dwellings become aware of a particularly pleasing experience, brought to them in part by some aspect of the dwelling.

Examples of moments of joy might include:

- sitting comfortably under a sunny window in the middle of winter, reading a book
- arriving home in the dark after a stressful day at work and opening the door to find a warm, gently lit house
- bringing food to friends and family as they sit around a large table in the courtyard, enjoying a BBQ in the late summer sun
- sinking into a hot bath in a quiet bathroom with the window opened a crack to let the wind whip in
- watching the tree blossom through the window in the study

- giving your neighbour flowers cut from your front yard because they previously admired them.

The perfect dwelling doesn't exist. Design compromises are inevitable and architects can only do the best they can to design dwellings that maximise enjoyment and amenity, and minimise sources of friction and frustration.

Contemplating the desires of future occupants of smaller dwellings is important, as is anticipating how they might want to inhabit their homes. Empathy and thoughtfulness are crucial when designing for unknown clients, who come to appreciate the generosity, intelligence and effort of their architect, whom they are unlikely to ever meet. Designing for moments of joy is as important as designing for statutory compliance or energy efficiency.

Principle 3: Attractive houses for positive local character and desirability



Wide, tree-lined streets, articulated building facades, softened with planting.

3.00 Good environment, good community

So far, this guide has looked at principles that contribute to dwellings having privacy, access to winter sun and more cleverly designed internal spaces. Later sections consider landscape and energy efficiency. This section looks at how dwellings can contribute to the desired future character of Huntingfield.

It is reasonable to suggest that if smaller dwellings at Huntingfield are energy efficient, surrounded by quality landscape and feel good to live in, then it shouldn't particularly matter what they look like from the street. After all, houses are for living in not looking at and construction budgets should be directed towards features that provide measurable benefits to occupants. If the two were discrete considerations, the function of a dwelling would be more important than its appearance – at least by the standards of prevailing modernist theory. However, how a dwelling looks is inextricably linked to how it performs. Good looking, aesthetically pleasing

dwellings are often good dwellings to live in and good dwellings to live in generally look good from the street. It further follows that a suburb full of good dwellings to live in is likely to be considered to have good character and therefore develop a reputation for being a desirable place to live.

A dwelling's external appearance should offer promise of what is to be found inside. Large, well-proportioned windows suggest good access to daylight, a leafy front garden probably means good privacy and good quality cladding materials are likely to indicate the presence of good quality internal finishes. A dwelling that is embellished with decorative cladding and overwrought facade articulations on the other hand, might be compensating for average livability.



The built environment should support a visible, vibrant and active community.

3.01 Strategic narrative and future character

Huntingfield’s strategic narrative tells the story of why Huntingfield is being created, who will live there and what its desired future character and community are intended to be. A clear strategic narrative and a vision of the desired future character will inform decisions about the design of individual dwellings that together form the character of the place and help fulfill the strategic narrative.

Huntingfield is intended to be a diverse, sustainable, intergenerational community, providing homes for a broad range of different households. Smaller lots will enable affordable houses for young first home buyers as well as single-person households and social housing. The Huntingfield masterplan offers high levels of urban amenity to smaller lots, with good vehicular and pedestrian access, and close proximity to recreation areas, parkland, shops and cafes. A future public transport hub will offer fast and frequent trips to Hobart.

The desired future character of Huntingfield should ultimately be established through consultation with community, however the desired features and characteristics of Huntingfield might include:

- leafy, garden-filled streets filled with a sense of life and activity in and around dwellings
- movement of people on bikes and foot on their way to and from parks and bush reserves
- a sense of community, familiarity and conviviality among neighbours, a general sense of equity and egalitarianism, optimism for the future, and care for self and others
- attractive, well-kept houses with healthy gardens, set consistently back from the street
- consistency to bulk and scale out of respect for neighbours’ solar access, lightness and openness
- subtle variation in form, generosity, and good proportion, quality materials, and built to last.



Articulated and varied building forms add visual interest. Trees enhance street and soften visual impact of dwellings.

3.02 Front gardens, entries and fences

Generous front gardens are important for softening the visual impact of rows of terrace and townhouses and should be provided for each dwelling.

The entry to each dwelling is for receiving guests or returning home and should be easily identified and somehow made special. Entries can be expressed by a portal or porch, being recessed, having nicer or softer timber cladding, a visually contrasting front door or a step up from the ground onto decking.

The garage should not dominate the street elevation and is ideally limited to a single-car capacity. Garages should ideally be set back from the primary building elevation and treated in a way that reduces their visual prominence.

Fences should be open, no higher than 1.2m, and made from either painted steel bar or timber, with minimal masonry.

3.03 Built form and articulation

'Built form' refers to the shape, proportion and composition of a building when viewed from the outside. Built form is influenced by:

- the height, width and depth of the building
- the proportion of windows and their location on the facade
- the construction system used (for example, masonry, timber or steel-framed)
- the shape and composition of the roof.

'Articulation' refers to the way in which the building elements (roof, windows, awnings, sills, doors, gutters, eaves, etc.) have been expressed, particularly where each element connects to or adjoins another.

Pleasing built form and articulation follows a logic based on providing amenity for occupants and neighbours. Principles that inform the design of pleasing dwellings include:

Principle 3: Attractive houses for positive local character and desirability



A simple materials palette. Alternating timber and metal cladding differentiates dwellings with consistent masonry podium.

i) The fewest number of elements, simply expressed

Less is more. Dwellings with the fewest number of different elements are often the calmest to look at and are easier to build than complex ones.

ii) Clear and logical composition with pleasing elements that draw the eye

Dwellings should possess architectural order and compositional logic. Ground floor masonry will ground a building, while light-weight cladding to the second floor with an expressed roof form with deep eaves will seem to float. A flash of colour incorporated in a deep window reveal or projecting window bay will draw the eye and establish that element as being important. The boundary between dwellings should be expressed in some considered way. Party or boundary walls could be expressed as 'blade' elements, visible to the street, for instance.

iii) Boxes versus expressed roof forms

Box-like or cubic building forms are increasingly being used for dwellings. These are characterised by parapet roofs, continuous cladding in one plane (usually a metal or fibre cement sheet) and windows 'punched' into the external walls. While this type of built form is popular, there are associated design challenges which should be considered. Box-form dwellings do not have eaves to offer protection to windows or cladding from the rain or sun, making the dwelling susceptible to overheating in summer and creates the risk of premature degradation of cladding material. Box gutters used behind parapet walls also increase the risk of water leakage into the house, particularly where there is a build-up of leaf material.

Expressed roof forms are those which can be seen from the street and which commonly extend beyond external walls. They are more common in Tasmania and may be more useful at Huntingfield.



Smaller, two-storey dwellings create a visually appealing edge to public park and offer passive surveillance.

Expressed roofs offer weather protection to windows and cladding and give dwellings a sense of gentle, familiar domesticity. Exposed roofs are likely to be considered more traditional, however this is not a bad thing and they can be used in a contemporary way.

Skillion roofs angled north catch low winter sun through high level windows. Gable roofs with a pitch of around 30 degrees, oriented gable towards the street are charming and reduce the building height to neighbouring dwellings.

iv) Stepped form

'Stepping' is a way of creating articulation to a building's form by breaking facades into smaller elements that 'step' away from the boundary either in plan or elevation. One example of stepping form is a projecting window box, another is a recessed garage opening. Where the dwelling is two storeys, Stepping the second storey back serves to reduce the bulk and

scale of the dwelling when viewed from the street or adjoining dwellings. Houses with stepped elements make for a more interesting and varied streetscape, particularly when trees and shrubs are interspersed in voids

v) Awnings and projections

Awnings to protect doors and windows from rain and sun are an important aspect of the built form and should be well-integrated in the design.

Principle 3: Attractive houses for positive local character and desirability



Good composition of timber elements with window openings, projecting beyond a masonry wall.

3.04 Subtle variation

Variety in built form naturally creates a sense of diversity and an interesting and engaging streetscape. Variety is usually the result of different types of dwellings being built at different times for people with different tastes. A common scale, front setback and fence height usually creates a pleasing consistency to a street full of different types of houses.

For architects designing a whole block or precinct at the same time, the challenge is to create variety in an authentic and honest way. Variation in built form should be the result of buildings being different internally as well as externally, and for a purpose other than simply creating variation. Thoughtless variation for its own sake leads to eerie 'toytown' places. A beautiful, optimised dwelling type should be allowed to be repeated along a street with only the subtlest variation needed.

3.05 External materials and joints

External materials should be chosen for their durability and ability to be maintained over the long lives of these dwellings. Traditional materials commonly found in Tasmania such as dry-pressed brick and painted timber weatherboard are familiar to Tasmanians, well-liked and should be considered. While modern, sheet-based cladding systems are cost-effective and quick to install, thought must be given to how they will be able to be maintained, repaired and replaced over time. For example, replacement components may not be available for proprietary systems, and pre-finished, panelised facade systems may not always possess the durability and colourfastness they are supposed to. Joints between building components should be well detailed; set joints, and large areas of render are prone to cracking and failure and should be avoided. Neutral and natural colour palettes should be considered over bright on-trend colours for a sense of calm and timelessness.

Principle 04: Pleasing and productive gardens for leafy courtyards and streets



Gardens can be a bit wild, particularly as a means of creating privacy for smaller dwellings.

4.00 Green spaces

Well-designed landscape spaces contribute significantly to the quality of smaller dwellings, particularly as a valuable supplement to smaller interior spaces. The approach of 'quality over quantity' should apply to landscaping in the same way it does to the internal spaces of dwellings. Most dwellings have two primary external areas: a semi-public garden facing the street, and a private yard or courtyard to the rear.

As previously discussed, street-facing gardens enhance the street scape, create a leafy buffer between the street and dwellings and encourage social engagement between neighbours. A generous front setback allows for a decent-sized garden.

Private open space located at the rear is unlikely to be large enough to support a traditional turfed backyard and should instead be thought of as a courtyard living space with generous perimeter planting.

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4.01 Planning external spaces

Well-planned external spaces can feel bigger than they are and offer plenty of amenity to households.

i) Privacy, layout and level changes

Landscape areas should be laid out logically, with thought given to privacy, views, sun and access for maintenance. Changes in level should be well thought-out and integrated in the overall design.

ii) Good access

Primary access to dwellings and secondary circulation paths should be easily navigated and well laid out. Steps should be compliant with good top and bottom landings and handrails as required.

iii) Places to sit

Sunny spaces should incorporate flat, paved areas large enough to accommodate outdoor furniture. Low walls and landscape steps can incorporate timber slats as warm, dry surfaces for sitting.



Smaller private outdoor spaces make for great courtyards.

4.02 Soil, plants and planting

The type and quality of soil provided is important. During early civil works, topsoil should be stockpiled and later redistributed to gardens. Compacted soil should be ameliorated and building debris including mortar removed. Soil composition should be appropriate to the types of gardens planned for smaller lots and be well-drained.

Tree and shrub species should be carefully selected with thought given to:

- location with respect to solar orientation and desired sun penetration
- maximum growth height and diameter
- soil type and drainage
- root impact on surrounding structure
- habitat creation for birds and insects
- desired privacy effects
- drought resistance.

Clonal varieties of trees and shrubs with known characteristics are preferable to wild species. Cultivars known for their hardiness, toughness and adaptability should be selected, particularly those tolerant to a range of soil types and shaded areas. A blend of exotic and indigenous plant types should be used with space provided for productive gardens.

Trees and shrubs are important providers of privacy. Foundation plants known to be tough and long-lived should be selected to provide privacy. Fastigate trees — ones that grow vertically with little sideways growth — are good for small gardens and should be considered. Deciduous trees can be used to regulate solar penetration throughout the year, letting light into dwellings in winter, and providing shade in summer. Similarly, deciduous ornamental vines grown across pergolas are also effective.



Public nature strips should be given over to neighbourhood gardening efforts.

4.03 Hard landscaping

'Hard landscaping' describes areas of paving, paths, retaining walls, driveways and fences. Areas of hard paving should be included for a specific purpose - for access or outdoor living, rather than as a low maintenance alternative to vegetation. Paved areas should be softened/concealed by perimeter garden beds. Semi-permeable paving that provides spaces for suckering plants to grow in are attractive, improves storm water absorption are good options for driveways. For less trafficked external pathways, stepping stones are a good alternative to paved pathways.

Terraced garden beds are an attractive way of managing level changes across a falling site and should be incorporated, with raised beds making access to productive gardens easier.

Exposed pre-cast concrete products can be rendered, however paint finishes for retaining walls should be avoided. Natural materials are encouraged.

4.04 Water capture and storage

Rainwater capture and storage is important for irrigation and site-wide storm water management. As discussed again as part of Principle 5, water collected off the roof should be held in a rainwater tank located externally and made available for toilet flushing and garden irrigation.

Good subsoil drainage is important for small gardens and should be incorporated in their design. Rainwater run-off from hard surfaces can be directed into sub-surface retention areas that form part of wicking garden beds – which are particularly useful for productive gardens, but can also be used for ornamental gardens. Where runoff leaves properties and is captured as part of a storm water management system, 'rain gardens' should form the initial part of that system, enabling storm water to be used to irrigate flood-tolerant plant species and street trees.

Principle 04: Pleasing and productive gardens for leafy courtyards and streets



Integrated slimline storage sheds for bin storage and garden equipment.

4.05 Composting, storage & washing lines

Composting facilities are useful for managing organic waste and improving soil and plant growth. Space should be set aside for on-site composting of garden clippings and kitchen waste. Newly developed in-ground worm farms incorporate a permeable plastic waste-collecting chamber buried in a garden bed, with only its lid visible. Worms are free to move into and out of the chamber. Space for conventional compost bins/worm farms should otherwise be provided.

Good garden storage, for garden tools, barbecues, sporting equipment, potting mix etc. Should be provided. While a conventional garden shed would be sufficient. A linear set of 'garden cupboards' with an awning to protect them from weather may be a more efficient way of using space.

Fixed or retractable washing lines should be provided to reduce the reliance on clothes dryers.

4.06 Raised and vertical gardens

Where space is limited, raised planter boxes, vertical gardens and green roofs are good ways of introducing plants to dwellings, however are more involved than ground-level landscape.

Planter-boxes can be located on ground level or on second-floor areas of dwellings and are good for growing herbaceous plants and succulents.

Proprietary vertical gardens are effective at greening boundary walls, however have fairly high initial costs and often require involved maintenance.

Green roofs can be introduced to improve privacy and views from second storey windows. While low-maintenance ground cover and grass species can be selected, access provision, waterproofing requirements and increased structural loading often make green roofs unfeasibly expensive.

Principle 5: Energy efficient, durable and resilient homes for a sustainable future.



High quality glazing saves energy and improves comfort.

5.00 Sustainability for the future

Huntingfield has the potential to become a leading example of sustainable, energy efficient, durable and climate-resilient dwellings. Such dwellings:

- require less electricity to heat and cool than conventional homes
- are more easily maintained, have an extended service life and retain their value
- are more resilient and less affected by the impacts of climate change.

Even seemingly small initiatives to increase a dwelling's performance, durability and resilience will have a significant impact on running costs, comfort and security of its occupants over the lifetime of the dwelling. Smaller dwellings are less able to be renovated or retrofitted and so should be built to the highest possible standard to ensure they meet the needs of generations of residents at Huntingfield.

5.01 Thermal performance

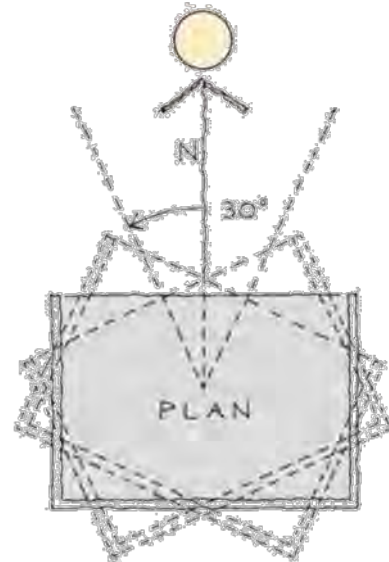
Huntingfield is exposed to north-westerly winter winds, resulting in average minimum temperatures often below 6°C. Measures to improve thermal efficiency will make the most significant contributions to overall energy efficiency. These measures include the following:

- performance modeling and certification
- northern orientation for solar gain
- thermal mass
- insulation
- airtightness
- high performance glazing
- heating systems, heat recovery and dampers
- controlling summer heat gain.

The use of boundary and common walls in terrace or semi-detached dwellings improves thermal performance.



Dwellings at Huntingfield should be certified to achieve a NatHERS 7.0 star rating or higher.



Buildings should ideally be oriented towards north, +/- 15 degrees for good solar access.

i) Performance modeling, inspection and certification

All dwellings at Huntingfield should be built to the highest performance standard possible. The Nationwide House Energy Rating Scheme (NatHERS) is based on the efficiency of a dwelling in terms of the predicted annual energy load for heating and cooling measured in megajoules per square metre per year. While the National Construction Code (NCC) requires a minimum NatHERS energy rating of 6.0 stars for Class 1 buildings, a 7.0 star rating or higher is recommended.

Software based thermal analysis should form part of the initial design stage and be used to certify the thermal performance of dwellings prior to construction. During construction, dwellings should be regularly inspected by an energy efficiency specialist to ensure correct installation of insulation and membranes. A 'blower door' test conducted by the specialist at lock-up and completion should

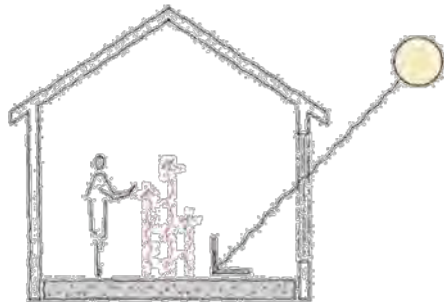
confirm target airtightness has been achieved.

ii) Northern orientation for solar gain

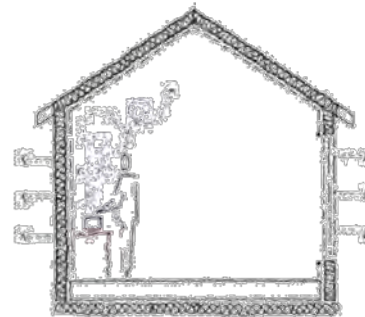
Buildings should be oriented towards the north, +/- 15°, to maximise thermal gain. Windows to the south should be minimised or avoided, while glazing to the east and west should be tinted or shaded to reduce the risk of overheating in the morning and afternoon during summer.

iii) Thermal mass

Thermal mass is the capacity of a material to absorb, store then release heat energy. Bricks, blockwork and concrete have good thermal mass and should be used as building components; exposed internally and insulated from the outside. Thermal mass helps stabilise internal temperatures and should ideally receive direct sunlight during the day in winter for release at night. An insulated dark oxide-tinted concrete slab outside is a great example of thermal mass.



Solar gain through north facing windows. Heat stored in exposed slab and released at night.



Good insulation to ceiling, walls and floors. vapour-permiable membranes prevent condensation.

Public Copy

iv) Insulation and condensation

Bulk insulation creates air pockets that trap warm air that would otherwise escape from the inside of a building through its walls, roof and floor. Bulk insulation takes several different forms though all more or less do the same thing. The space required within walls, below floors or above ceilings to install bulk insulation depends on the mass of the insulation product.

Insulation should be used in conjunction with vapour-permiable membranes and adequate air-gaps to minimise the risk of condensation forming where humid internal air comes into contact with cold surfaces such as the underside of metal roofs.

The key measure of insulation's efficacy is its resistance to the flow of heat or R value. The higher the R value, the better the performance.

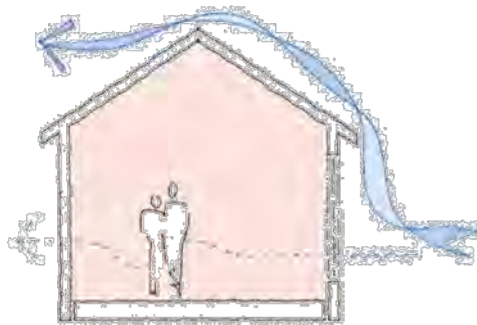
To target a 7 star NatHERS rating, insulation in dwellings at Huntingfield should have the following R values¹:

	6 Star (min.)	7 Star (target)
- Walls	R 2 ^(a)	R 2.7 ^(a)
- Ceiling	R4.0	R7.0
- Floor	R2.8	R3.5
- Slab	R1.8 ^(c)	R1.8 ^(c)

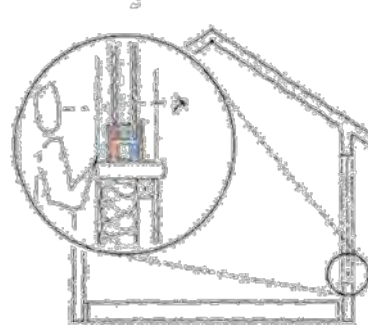
Notes:

- a) achievable within a 90mm stud wall cavity²;
- b) achieved either using high density wall insulation within a 90mm wall cavity. Higher levels of insulation can be achieved if a 140mm stud wall cavity is used³
- c) achieved using 50mm extruded polystyrene foam beneath the slab and against slab edges exposed to atmosphere⁴.

Principle 5: Energy efficient, durable and resilient homes for a sustainable future.



Taped and inspected building wrap for airtightness to retain heat, prevent wind-driven leakage.



Argon filled double glazing units within thermally broken aluminium or PVC frames.

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v) Airtightness

Airtightness is degree to which uncontrolled air movement into and out of a building is prevented. Air leakage occurs through gaps, cracks and porous building materials and is the result of wind or thermally driven differences in air pressure between inside and outdoors. Airtightness is commonly measured in air-changes per hour at 50 Pascals pressure (ACH50) using a ‘blower door test’ administered by an expert. The average airtightness of Australian homes is 15 ACH50. In Tasmania, this should be kept below 5 ACH50 although this can be as low as 0.6 for dwellings with Passive House certification.

Airtightness is greatly improved with the use of an appropriate external building wrap with all penetrations and edges properly taped and inspected.

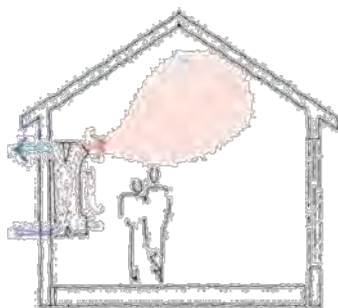
vi) High performance glazing

High-performing European triple-glazed doors and windows are becoming more common in Tasmania. However, a more cost-effective alternative is argon-filled double glazing with thermally broken window frames. These provide significant improvements on more common air-filled double glazing in thermally-unbroken aluminium frames or PVC

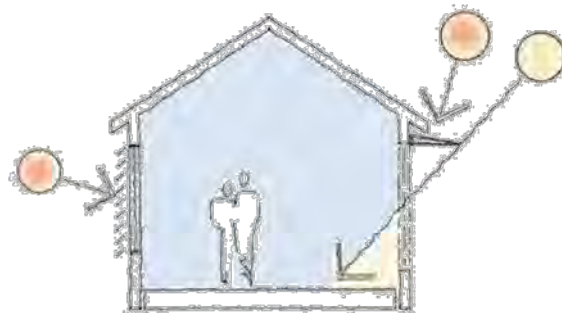
The thermal performance of windows are usually expressed in terms of:

- solar heat-gain coefficient (SHGC) – the amount of solar radiation admitted
- U value – the rate of heat conduction or loss.

Dwellings at Huntingfield should have windows with a U value of less than 3.5 for thermally broken aluminium frames or less than 2.7 for timber or PVC frames. SHGC should be above 0.55 for northern windows.



Heat recovery units enable ventilation while minimising heat loss to atmosphere.



External screening to western windows and fixed awnings to northern windows reduce risk of overheating in summer.

vii) Heating systems, heat recovery and dampers

Heat pumps remain the most efficient source of heating for dwellings. The most efficient heat pumps currently on the market have a Coefficient of Performance (COP) of 6, meaning that 6 units of thermal energy are put into a living space for everyone unit of electrical energy used in the process.

Electric radiators or fan heaters using electrical resistance to generate heat should not be used. Where multiple zones require heating, fan-coil units should be used in each zone rather than ducted systems, which lose energy to cavities through ducting.

Heat recovery units should be considered for fresh-air supply, while solenoid-actuated dampers should be fitted to reduce air leakage from mechanical exhaust systems in kitchens and bathrooms, as passive dampers often fail.

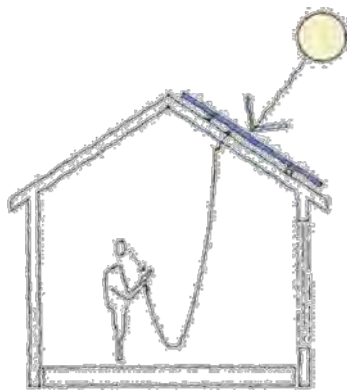
viii) Controlling summer heat gain

Dwellings in Tasmania generally do not require mechanical cooling unless solar heat gain is not adequately controlled. Heat gain can be controlled by:

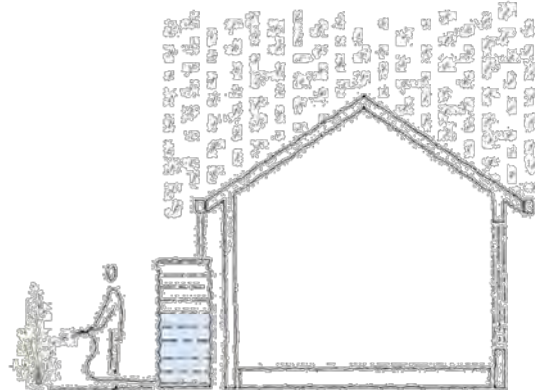
- limiting areas of glazing on west-facing facades
- incorporating operable external louvers to west and east facing windows that are likely to experience overheating
- incorporating fixed, horizontal sun shading on northern windows, deep enough to block sun during summer (between October and April) but shallow enough to admit sun for the rest of year.

When houses do need to be cooled, this should be achievable with cross-ventilation rather than mechanically. There should be good air-paths across all living spaces and secure, operable windows available.

Principle 5: Energy efficient, durable and resilient homes for a sustainable future.



3-5 kW photovoltaic system with provision for future battery storage installation.



3-5kL rainwater storage provided by a slimline tank, used for irrigation and toilet flushing.

5.02 Solar energy collection

Photovoltaics (PV) have become an integral part of domestic energy systems and should be installed on all dwellings at Huntingfield. Separate solar hot water systems should also be considered; however with efficiency gains in heat-pump hot water systems, these may become more practical and efficient. PV systems should be sized according to the energy requirements of each dwelling, with a 3-5kW likely to be sufficient.

Where practicable, roof design should take into account the requirements of PV installation. The optimum tilt angle for PV installation in Hobart is 37° to 42°, pointing as close to north as possible.

At a minimum, provision for future installation of on-site batteries should be made, in anticipation of domestic batteries becoming economically viable (if they aren't already at the time construction commences at Huntingfield).

5.03 Rainwater capture and storage

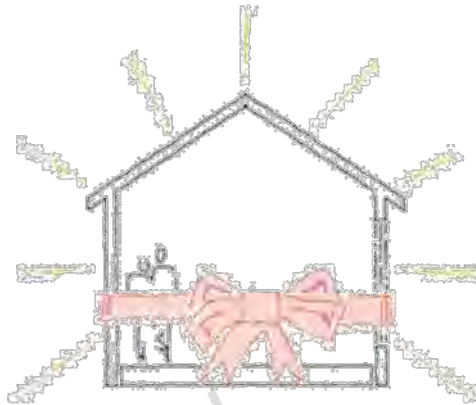
Tasmania has experienced a gradual decline in rainfall over the last 40 years while household demand for water in Hobart and surrounding regions has increased. Rainwater capture and storage improves the resilience of households during weather extremes and service interruptions, and reduces demand on infrastructure.

Rainwater capture and storage should be incorporated in the design of all dwellings at Huntingfield. Hydraulic installations should enable rainwater to be used to flush toilets as well as for irrigation. A 5,000L 'slimline' tank can be accommodated within an area 0.8m wide, 3.3m long and 2.02m high while a 3,000L version requires an area of 0.6m in width.

Rainwater capture and storage will also have a positive impact on stormwater management across the site by providing on-site stormwater detention.



Good indoor air quality from low VOC products.



Durable houses should be robust and always look as good new.

5.04 Indoor air quality

Indoor air quality is an important but often overlooked design consideration with implications for health and wellbeing. While Australia currently has no specific controls on indoor air quality, the Australian Building Codes Board (ABCB) publishes the Indoor Air Quality Handbook which provides information to assist in the design of dwellings with better indoor air quality.

Indoor air contaminants come from a range of sources; some are released by building materials and furnishings while others are the result of mould and the use of household chemicals. Simple measures to ensure good indoor air quality include:

- select low-emission materials for buildings
- measures to prevent condensation forming
- good passive ventilation and mechanical ventilation for bathrooms, kitchen and clothes dryers.

5.05 Durability and serviceability

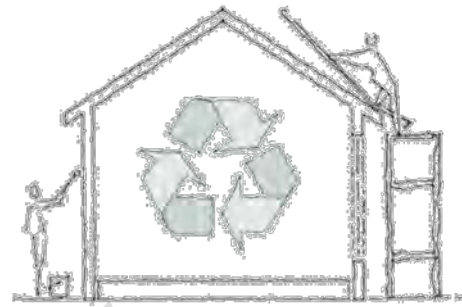
The building industry is under significant pressure to deliver projects with ever-increasing levels of efficiency and productivity. While much of the innovation driving these efficiency gains is beneficial, it is important that cost savings in the short-term are not at the expense of the long-term performance or viability of dwellings.

Dwellings at Huntingfield should be carefully designed and constructed using durable and quality materials to ensure a long service life for generations of happy residents. Systems, components, materials and building techniques should be chosen for their durability and capacity to be maintained, serviced and replaced easily and economically. It is particularly important that smaller dwellings at Huntingfield be designed to be able to be modified and adapted over time in response to the changing needs of occupants.

Principle 5: Energy efficient, durable and resilient homes for a sustainable future.



Internal reconfigurability for changing needs is important.



Design for easy maintenance and repairability extends the service life of dwellings.

i) Sturdiness

The primary structure should be sturdy and capable of enabling the buildings to be modified internally and externally over time.

ii) Accessible services and envelope for maintenance and repair

Electrical and hydraulic services, plant and equipment, roofs, gutters and building envelope should all be easily accessible for servicing and repair. Access hatches enable access to services and plant within walls and ceilings while level ground enables ladder access and scaffolding.

iii) Adaptable interiors

The interior of each dwelling should be able to be modified with relative ease according to the needs of new occupants. Fitted joinery, finishes, and window coverings should be able to be removed and replaced.

iv) Hard-wearing surfaces

Consider using solid timber floors that can be sanded and refinished, rather than pre-finished laminate flooring that cannot be economically repaired once the wearing surface has been damaged. Solid timber door frames and architraves, robust stair nosings and sturdy steel fences all contribute to a sense of quality and durability.

v) Durable, repairable cladding and joints

Avoid pre-finished cladding that cannot be refinished. Painted timber and fibre cement and unfinished masonry last longest. Avoid set joints externally where cracking occurs.

vi) Manuals and spare parts

Provide a service manual and spare parts for new dwellings and their equipment, fixtures and fittings.

SECTION B: Lot typologies at Huntingfield

Even as the open, gently sloping field that Huntingfield is today, it clearly offers potential for a range of different precincts, each with unique orientation, aspect, quality and potential. The Huntingfield masterplan has been formulated in a way that responds to these precincts. It follows the topography carefully and places roads, parks and housing lots where they make most sense. It is intended that future dwellings will respond to these different precincts with unique house typologies that reflect a common approach to the qualities and potential of their site.

For this section, six site typologies for medium density and terrace house lots have been identified and given a working description, in order to explore some of the key design considerations for dwellings on each. Each typology responds to a unique precinct or site condition. These typologies are broadly representative of the different types of lots located within the masterplan however are not definitive or exhaustive.

This section presents simple sketches of site considerations which are not intended to be prescriptive or representative of an architectural form. For each site, there are several different approaches to dwelling design that could be taken. Design experimentation and optimisation is encouraged.

1. Hilltop terraces

Gathered together, close to the highway, north facing, great views, .

2. Boulevard townhouses

Lined up along the main street, west facing, views of the park opposite, rear lane access

3. Parkside terraces

East facing on a gentle slope, on a shared street, opposite the park, rear lane access

4. Gully-view townhouses

South-west facing , looking over the gully, into the treetops, rear lane access.

5. Corner blocks

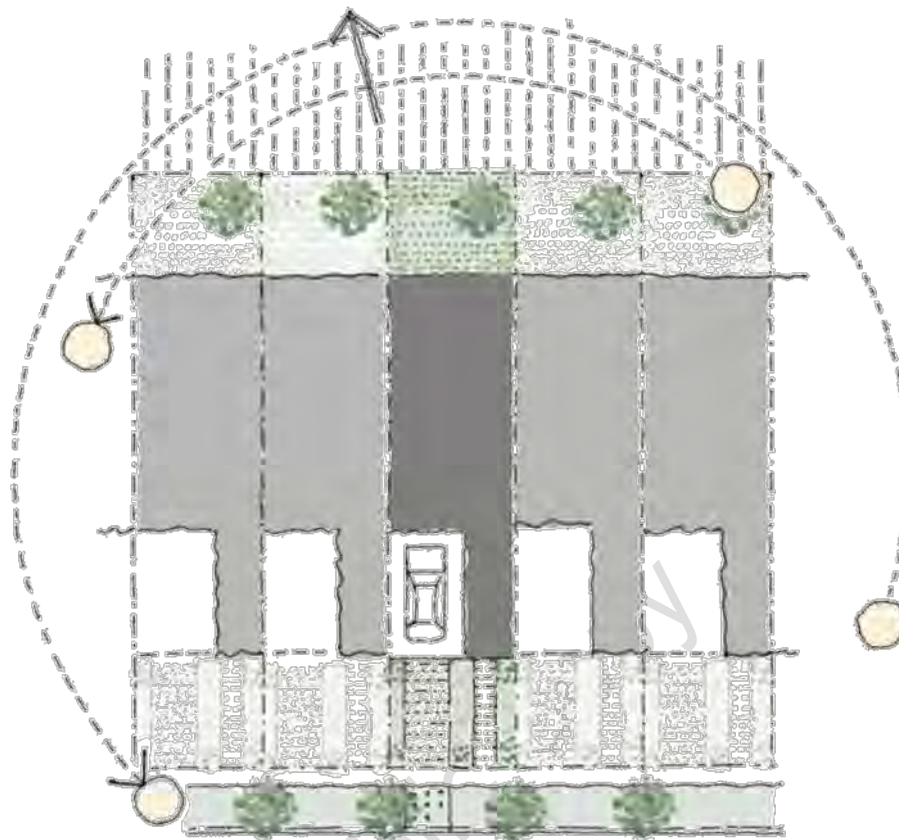
Located throughout the site. Great dual aspect and opportunity for two dwellings, rear lane access.

6. Inner block townhouses

Good solar orientation, oblique views, no rear lane access.



Type 1: Hilltop terraces



Hilltop terraces - Plan

There are 53 hilltop terrace lots, located in the north-western corner of the site, adjacent to the Channel Highway. These terraces are generally oriented west-north-west and are grouped in seven blocks of 5-9 lots. Each lot is 6m wide, 27.5m deep and has an area of 165m². The seven blocks adjoin a central paved shared zone accessed from a secondary road.

Hilltop terraces are located at the highest point on the site and have access to commanding views over North West Bay and over the Channel Highway to kunanyi/Mt Wellington. The orientation of these lots is optimal for receiving sun.

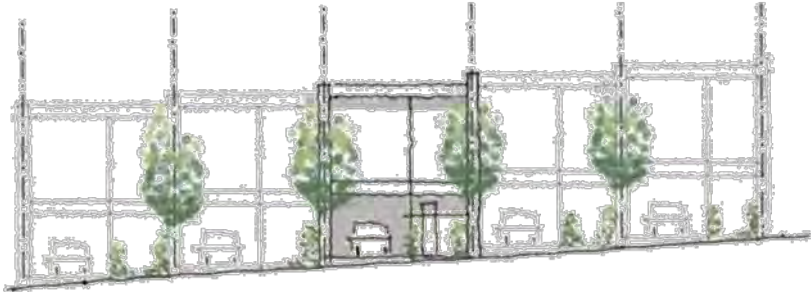
These lots typically have a cross-fall of 0.5m to 2m metres from front to back. Terracing will need to be introduced at the front and rear of these dwellings to deal with the cross-fall. The northern boundaries of these lots are between 45m and 150m from the Channel Highway and are likely to receive, and will be

required to mitigate, significant levels of road noise.

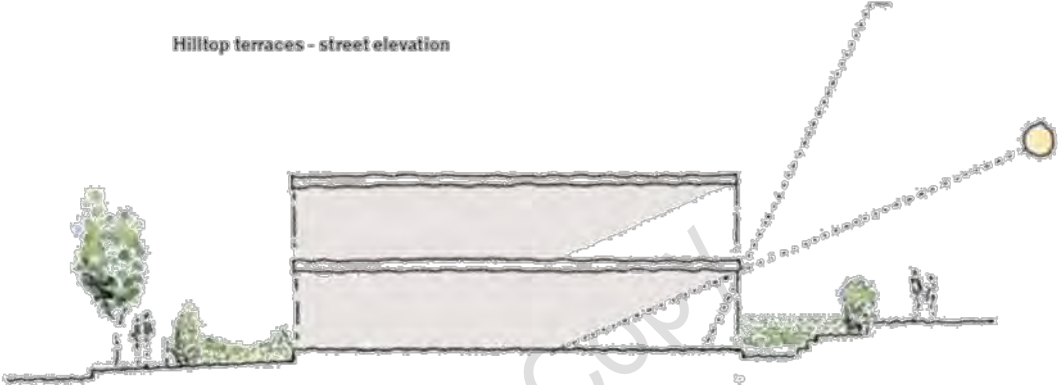
Primary living spaces should be located towards the north of each dwelling with a sunny private courtyard as a privacy buffer to the shared zone or common landscaping.

Two second floor bedrooms can be accommodated – and a third, if adequate light and cross-ventilation can be achieved – with a light well or second floor side setback. End terraces benefit from being able to gain additional windows or side openings.

If off-street parking is required, this should be provided on the southern end of each lot. A southern setback sufficient for a second vehicle to park within the lot should be considered. If this is not required or desired, terraces should be moved southward to provide additional northern outdoor space.



Hilltop terraces - street elevation

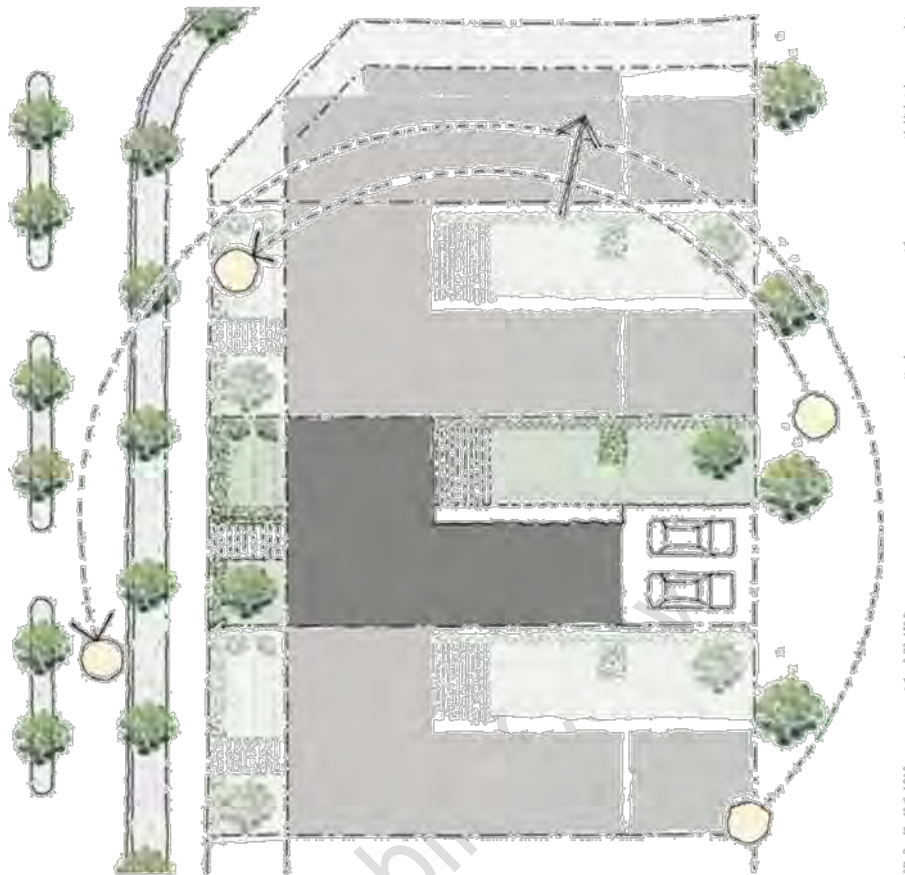


Hilltop terraces - site section



A good example of narrow terrace housing.

Type 2: Boulevard townhouses



Boulevard townhouses - plan

There are 23 boulevard townhouse lots located on the eastern side of the primary axial road. These lots have a west-south-west street orientation and step gently down the hill towards the termination of the design axis. These lots enjoy a prominent address and will likely have water glimpses from western second floor windows.

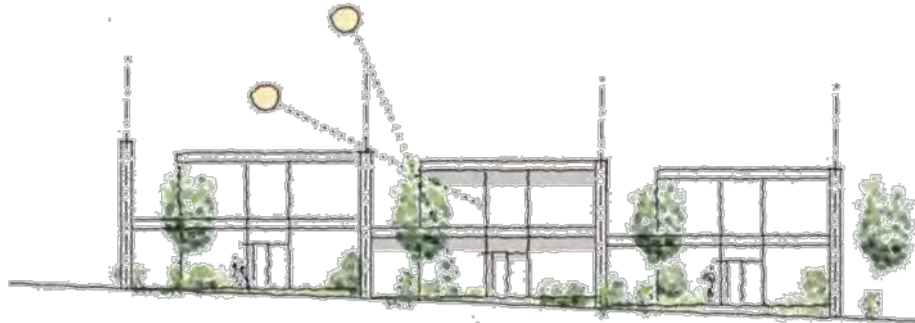
Lots are generally 11m wide, 27.5m deep and have an area of around 315m². These lots benefit from generous street width and rear lane access which can comfortably accommodate two-car garages.

Lots experience a cross-fall of around 2m from front to back and this fall will either have to be accommodated entirely at the front of the lot with a sunken courtyard and split-level access or through steps within the dwelling so as to enable level access from the garage to the rear private open space.

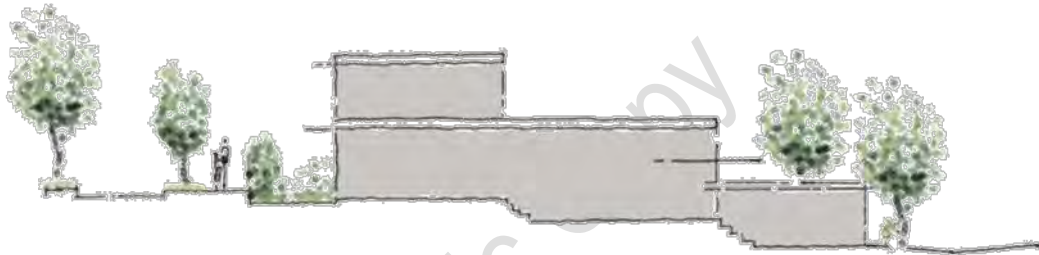
The orientation of these lots creates inherent overshadowing from northern neighbours, however an L-shaped ground-floor plan will enable the dwelling to receive as much winter sun as possible. The L-shape should be formed around a north-north-west facing courtyard, enclosed on two sides by large windows and the third, to the north, by the northern neighbour's single storey southern boundary wall.

Two or three bedrooms can be comfortably accommodated on the second floor, towards the street, but should avoid overshadowing its southern neighbour's private outdoor space.

The street setback should be sufficient to accommodate external stairs from street to front door and an area of decorative, shade tolerant garden. The rear garden would, in this configuration, also receive significant overshadowing in winter but be sunny in summer.



Boulevard townhouses - street elevation

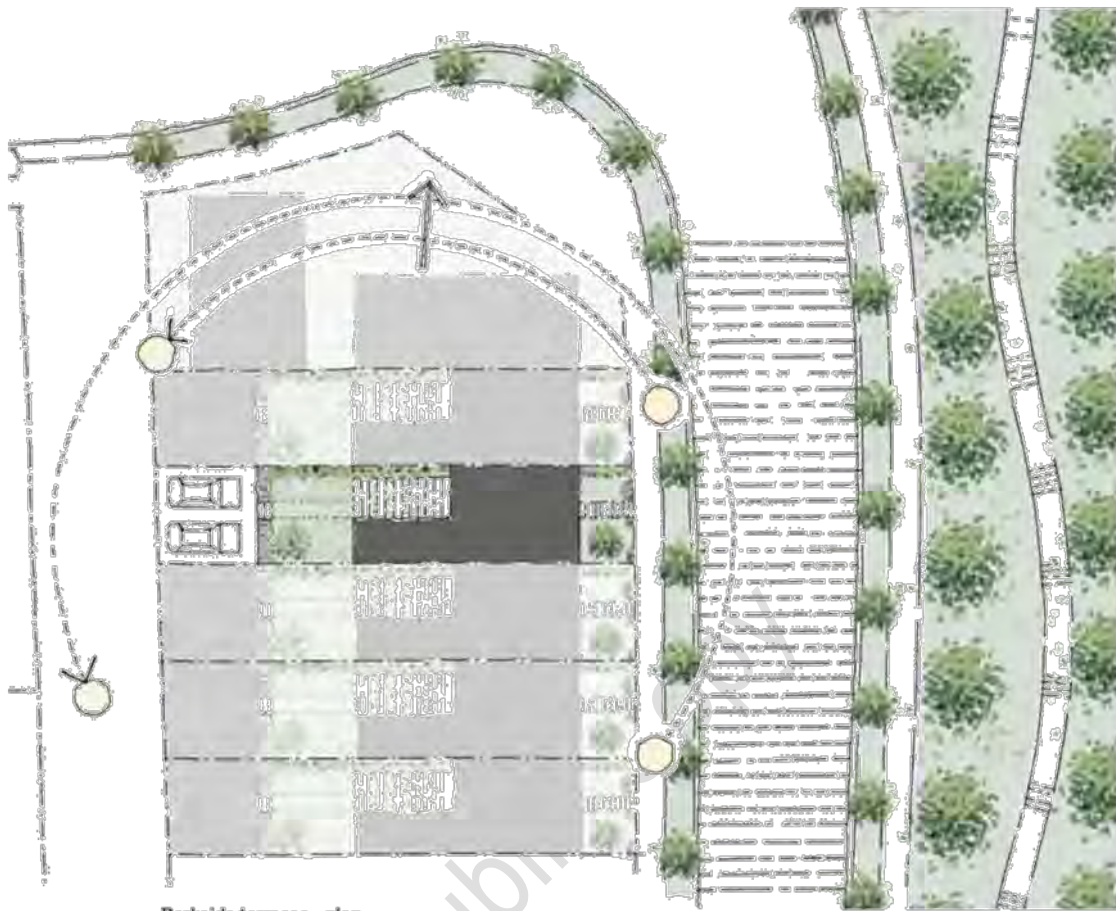


Boulevard townhouses - site section



A good example of townhouses on wider lots and adjacent public open space.

Type 3: Parkside terraces



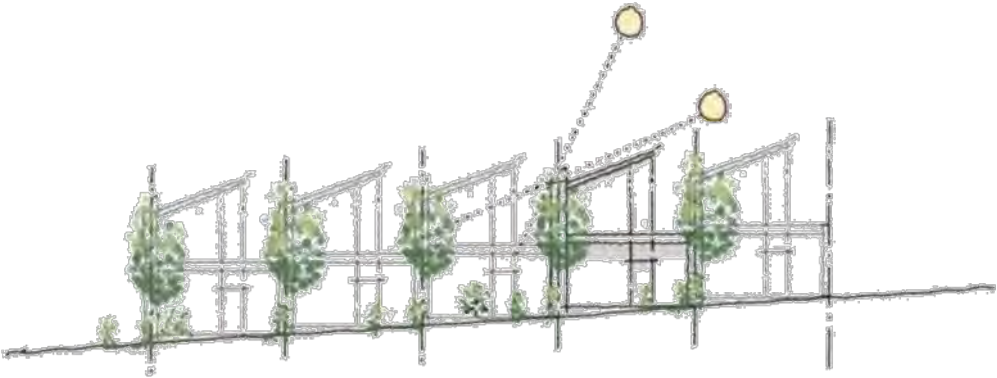
Parkside terraces - plan

There are 41 parkside terraces at Huntingfield; 11 on the western side of the northern linear park, and 30 on the eastern and western sides of the southern linear park. These terraces are good examples of smaller dwellings ‘outsourcing’ their open space to an adjacent area of public parkland. Locating the smallest dwellings around the nicest parts of the site is particularly egalitarian – those with the least space have greatest access to some offset or compensation for their smaller dwellings. Smaller terrace houses with pleasant little front gardens tend to make for better looking streetscapes – the parkside terraces will contribute to a village feel around the parks.

Parkside terraces are 6m wide and 27.5m deep, offering a lot area of 135m² with a cross-fall of 0.5m. Rear lane access means that a full-width double garage would be suitable, leaving the primary, parkside elevation for living spaces.

Parkside terraces are generally oriented east-west, with two-thirds of these lots enjoying an east-north-east street orientation while the remaining third are flipped, with this orientation to the rear. Views from these terraces are likely to be limited to the adjacent park and to their private open space, though these will be no less attractive than distant views enjoyed elsewhere.

Given their east-west orientation and narrow lot width, parkside terraces are likely to receive significant overshadowing from their northern neighbour and receive little winter sun. With a greater reliance on mechanical heating, these terraces should achieve particularly high levels of thermal efficiency. Careful building envelope design should maximise opportunities for solar penetration. Skillion roofs that raise north may capture sun, while low, single storey rear walls and deciduous planting will assist to reduce overshadowing.



Parkside terraces - street elevation



Parkside terraces - cross section



A good example of terraces with setbacks enabling solar access.

Type 4: Gully-view townhouses



Gully-view terraces - Plan

Gully-view townhouses and terraces are those located along the south-western and southern edges of the development. There are only 9 townhouse lots, with 25 gully-view terrace houses to which similar principles apply. See parkside terraces for additional principles specific to terrace housing.

All of these lots benefit from their adjacency to parkland and the peace and quiet this setting affords. Views from the street side of the block are out to trees with possible glimpses of the landforms beyond. Rear-facing private open space is angled towards the north east, creating the potential for good solar penetration to rear-facing living spaces.

Gully-view townhouses range in width from 12–15m and are some of the shallowest lots at 20m deep. These lots have unusual shapes due to the curving road and lane way alignments. They have rear lane access and good lot width which enables off-street

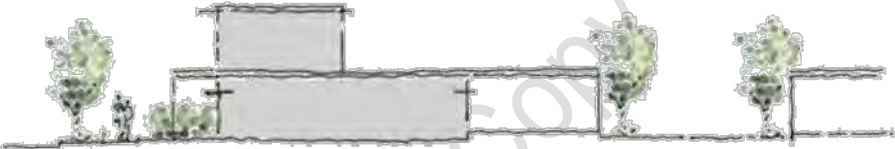
parking for two cars while maintaining direct access to the lane from private open space. The width also means that dwellings do not need to be built to both side boundaries at the front and can instead be pulled back from the northern boundary for additional light and cross-ventilation. This side offset could occur on the southern side of the lot, however the quality of space created may not be as good.

A rearward L-shaped building form on the ground floor maximises sunlight into rear-facing living spaces, while a second-floor mass to the front of the dwelling offers space for bedrooms.

A stepped, front-facing building form breaks up the building mass when viewed from the street and enables the building envelope to better conform to the site. Generous front garden space provides separation from the public domain and enhances the appearance of dwellings from the street.



Gully-view terraces - Street elevation



Gully-view terraces - Site section



A good example of terraces with stepping form.

Type 5: Corner townhouses



Corner townhouses - plan

Corner townhouse lots are those with frontages to two streets and one laneway. There are at least 26 corner townhouse lots indicated on the masterplan as being for medium density development distributed throughout the site.

Corner lots play an important role at Huntingfield. They are highly visible from multiple angles and serve to bookend rows of terrace houses. Because these lots have street frontages effectively on three sides, they are appropriate to be used either for a larger, two storey townhouse or two, smaller dual occupancy dwellings.

The orientation of these lots varies greatly and cross-falls range from 1m to more than 2m. Accordingly, each corner lot should be considered in the context of its individual site constraints and conditions.

As well as being highly visible, these sites have

good visibility to the street. Where a corner lot is to be used for dual occupancy, these smaller dwellings would ideally suit elderly occupants, who typically benefit from social interaction and who spend more time at home, offering passive surveillance to the street.

Because of their prominence, corner townhouses offer great opportunity for visually interesting architecture. Highly articulated building forms with good quality windows and cladding materials can set the tone for the rest of the block. Pockets of street-facing garden soften the built form and creates screening for privacy to rooms otherwise visible to the street. Offstreet parking should be limited to single-car garages on two rather than three frontages. Second storeys should be located in a way that minimises overshadowing to neighbours. Some stepping back from the street may also be appropriate to reduce visual bulk and scale from the street.



Corner townhouses - street elevation

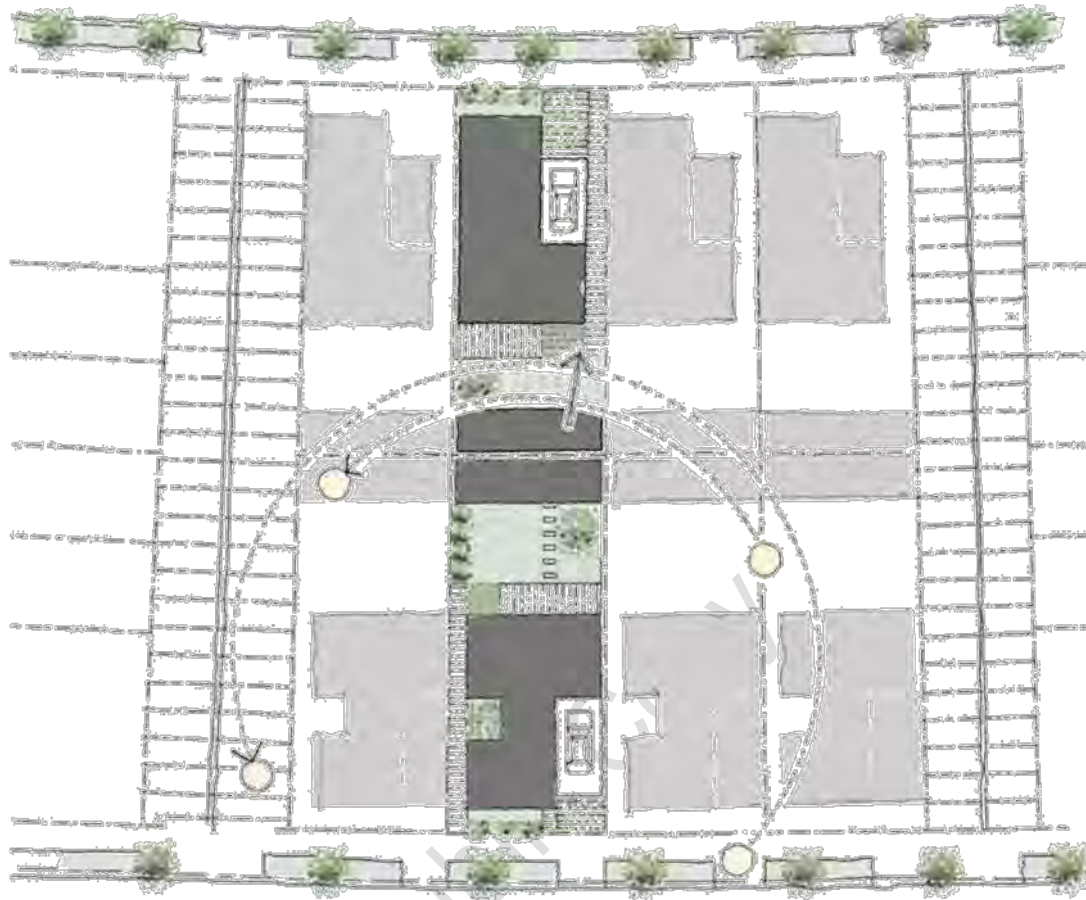


Corner townhouses - cross section



A good example of two townhouses on a corner lot.

Type 6: Inner block townhouses



Inner block terraces - plan

Inner-block townhouse lots is the name given to medium density lots without rear-lane access and are not immediately adjacent to bush or parkland. While these lots appear to have less amenity than better connected lots elsewhere at Huntingfield, they benefit from good solar access and private courtyards, with bushland a short walk away.

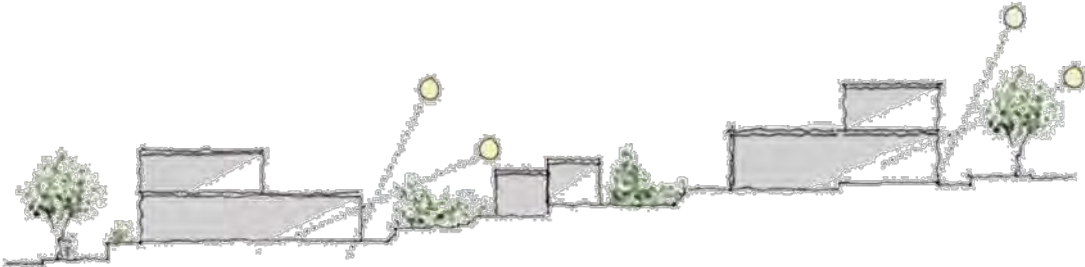
There are 31 of these lots, all located at the south-eastern end of the site. These lots typically have a north to south or north-east to south-west orientation; around half with northern street frontages and half with south.

Without rear lane access, these dwellings are required to accommodate any offstreet parking in the front of the dwelling and this should be limited to a single-car garage. These dwellings should be offset from one boundary, to permit side access to rear gardens for wheelbarrows.

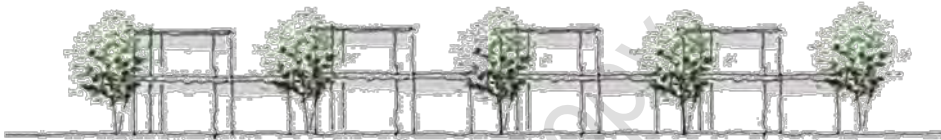
Second-storey built form should be located towards the street, where it does not overshadow private outdoor space. A small light well or courtyard could be introduced on the side of the dwelling already offset. From the boundary, this light well would improve light penetration and cross-ventilation.

Falls from front to back or back to front are between 1.5m and 2.5m, creating an opportunity for attractive terraced garden beds planted with screening vegetation and garden herbs.

To improve privacy to rear-facing open areas and to create more living and working space, small garden studios could be built at the end of the garden with zero or close to zero offsets to rear and side boundaries. Where dwellings have south-facing rear living spaces, these studio structures would face north and offer a sunny place to read a book or work from home.



Inner block terraces - Site section



Inner block terraces - Street elevation

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A good example of terrace housing.

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53	Project: Realm Townhouses, VIC Architect: Rothe Lowman Developer: Cedar Woods
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Revisions:

13.09.2020	Preliminary issue
20.09.2020	Revision A
29.10.2020	Final issue (Revision B)



A place to sit and enjoy the view.

PLANNING AUTHORITY SESSION ADJOURNS

OPEN SESSION

13 NOTICES OF MOTION

13.1 Council Meetings

The following Notice of Motion was submitted by **Cr Westwood**

RECOMMENDATION

That Council agree to hold ordinary meetings of Council on the first and third Monday of each month, with the exception of the first Monday in January, commencing 2022.

Background

The *Local Government (Meeting Procedures) Regulations 2015* stipulate that an ordinary meeting of a council is to be held at least once in each month.

Kingborough Council has historically met on the second and fourth Monday of each month. When this date falls on a public holiday, the meeting is held on the next business day, most often a Tuesday. Scheduling a Council meeting immediately following a public holiday requires both staff and Councillors to make themselves available on an alternate night of the week, when they may otherwise have other commitments scheduled (family, sport, hobbies). Councillors are also required to read and consult on voluminous agenda papers over a long weekend. Interested community members may also miss important meetings when the usual meeting day is changed.

In 2021 meetings have been scheduled to occur on the first and third Mondays of each month. This practice has worked well in avoiding clashes with public holidays and has provided both elected representative and Council staff with breaks over long weekends which has been beneficial for mental health and wellbeing.

Officer's Response

Council decision required.

Gary Arnold, General Manager

13.2 Food Truck Policy

The following Notice of Motion was submitted by **Cr Westwood**

RECOMMENDATION

That Council agree to amend its *Food Truck Policy 4.12* and associated *Food Truck Trading Locations* document to enable food trucks to trade at Osborne Esplanade for no more than three days per calendar week.

Background

On 6 September 2021, Council approved a revised Food Truck Policy 4.12. In revising the Policy the number of trading hours and trading days that food vans are able to trade on Osborne Esplanade was reduced, from three days per calendar week to one day per calendar week. The *Kingborough Food Truck Trading Locations* document is referenced at section 6.2 'Trading Times' of its Food Truck Policy.

A petition titled 'Food Van Trading – Kingston Beach' is currently live on Council's website, with the Petitioner's Statement as follows:

"We object to the unnecessary regulation of food vans on Kingston Beach which has occurred through a decision of Council on 6 September 2021 changing the maximum trading days at Osborne Esplanade, Kingston Beach from 3 days per operator per week to 1 day per operator per week.

We petition the Council to review its decision, consult with the community on this matter and reinstate the maximum trading days at Osborne Esplanade Kingston Beach to at least 3 days per operator per week."

As at Monday 11 October 2021, this petition had 574 signatures. The petition is due to close on 2 November 2021.

While it is noted that consultation with the community on the Food Truck Policy more generally is called for in the petition, this is not considered reason to wait to review the decision relating to the maximum number of trading days at Kingston Beach.

Kingston Beach does not currently experience a high level of competition between food trucks to the extent warranted to impose a one day per week restriction on the number of days that a food truck can operate. This type of regulation may be required in future, however anecdotal evidence is that the market is currently regulating itself with minimal issues.

Council has already agreed the number of trading hours and trading days that food vans are approved to trade on Osborne Esplanade. This amendment does not extend or alter this decision. It simply allows a single food truck operator to trade three days per week rather than one day per week, as was the case prior to 6 September 2021.

Officer's Response

Council decision required.

David Reeve, Director Engineering Services

14 PETITIONS STILL BEING ACTIONED

There are no petitions still being actioned.

15 PETITIONS RECEIVED IN LAST PERIOD

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

16 OFFICERS REPORTS TO COUNCIL

16.1 REQUEST FROM GLAMORGAN SPRING BAY COUNCIL AND CLARENCE CITY COUNCIL TO AMEND THE SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY

File Number: 17.01

Author: Adriaan Stander, Strategic Planner

Authoriser: Tasha Tyler-Moore, Manager Development Services

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. PURPOSE

- 1.1 Glamorgan Spring Bay Council and Clarence City Council have requested amendments to the Southern Tasmania Regional Land Use Strategy (STRLUS).
- 1.2 Requests for amendments to a regional land use strategy must be supported by all councils within the region.
- 1.3 The purpose of this report is to provide Council with a brief overview the requests and to recommend that Council does not support the proposals.

2. BACKGROUND

- 2.1 Glamorgan Spring Bay Council has requested an amendment to the [STRLUS](#) to change Table 3 Growth Management Strategies (on page 89) for Orford as follows:
 - i. Growth Strategy be changed from LOW to HIGH;
 - ii. Growth Scenario be changed from CONSOLIDATION to MIXED; and
 - iii. Add a new footnote to Orford: Note 1: refer to the Triabunna/Orford Structure Plan 2014 and 2021 addendum.
- 2.2 The aim of the Glamorgan Spring Bay request is to facilitate a rezoning of land located at Orford from Rural Resource Zone to General Residential Zone. The Growth Management Strategy of the STRLUS does not allow for the type of densities available under the General Residential Zone. An amendment to the STRLUS is therefore required.

A copy of the request is provided under Attachment 1. A link to the relevant Glamorgan Spring Bay Council report (Item 4.2 on page 23) and supporting information is provided below.

<https://gsbc.tas.gov.au/wp-content/uploads/2016/08/1.-August-Ordinary-Council-Meeting-Agenda-V1.pdf>

- 2.2 Clarence City Council has requested an amendment to STRLUS to change the Urban Growth Boundary (UGB) at 52 Richards Road, Sanford. The proposal is to include 12.1Ha of land in the UGB to facilitate residential development.

A copy of the request is provided under Attachment 2. A link to the relevant Clarence City Council report (Item 11.7.1 on page 125) and supporting information is provided below.

<https://www.ccc.tas.gov.au/wp-content/uploads/2021/09/Clarence-Meeting-Agenda-20-September-2021.pdf>

3. STATUTORY REQUIREMENTS

- 3.1 Under Section 30C(3) of LUPAA the Minister for Planning may declare a regional land use strategy.
- 3.2 Section 30C(4) specifies that the Minister must keep all regional land use strategies under regular and periodic review.
- 3.3 Section 30O(1) of LUPAA (for Interim Schemes) and S.34 - LPS Criteria (for the future Tasmanian Planning Scheme), requires that planning schemes (and any amendments to an existing planning scheme) be, as far as practicable, consistent with the relevant regional land use strategy.
- 3.4 Pursuant to Section 32(ea) [and 30O(1)] of LUPAA, before certifying and publicly exhibiting a draft planning scheme amendment the planning authority must be satisfied that the draft amendment is consistent with the relevant regional land use strategy.
- 3.5 Pursuant to Section 30O(1) of LUPAA, the Tasmanian Planning Commission must be satisfied that a draft planning scheme amendment is consistent with the relevant regional land use strategy before approving an amendment. Similar legislative requirements apply to all future LPSs, and amendments to LPSs that will be in place under the Tasmanian Planning Scheme.

4. DISCUSSION

- 4.1 The strategic directions, policies and actions contained within the STRLUS aim to deliver sustainable settlements that are integrated across the region. The strategy represents the agreed and approved strategic directions for the 'entire' southern region and provides certainty to the broader community, infrastructure providers and governments as to medium and long-term investment decisions.
- 4.2 Despite LUPAA specifying that the Minister must keep all regional land use strategies under regular and periodic review, a thorough review of the STRLUS has not been undertaken since implementation in 2011.
- 4.3 Councils across the state are experiencing increasing development pressure and since the implementation of the STRLUS. There have been significant changing trends in population, housing, transportation and traffic management, infrastructure and other planning issues within the southern region of Tasmania. An urgent review of the STRLUS is therefore required.
- 4.4 The Minister of Planning has indicated earlier in 2021 that a full review of the regional land use strategies will commence in 2022.
- 4.5 There is no formal statutory process for individuals or planning authorities to apply to amend the STRLUS. The Department of Justice, Planning Policy Unit has released an

information sheet '*RLUS1 – Reviewing and Amending The Regional Land Use Strategies*'. It provides guidance on when and under what circumstances the regional land use strategies can be amended. It also sets out the requirements and process for reviewing and considering amendments. In short, any request to modify the Growth Management Strategies contained in the STRLUS, must provide a holistic overview and analysis of current residential land supply and demand for the region in its entirety.

- 4.6 Any requests for amendments to a regional land use strategy must also be supported by all councils within the region.
- 4.7 While the information provided by both Glamorgan Spring Bay Council and Clarence City Council indicate that the amendments to STRLUS may be reasonable to address current residential land supply issues at the local level, the potential impacts on the Growth Management Strategies of the STRLUS and available land supply across the region have not been modelled. The proposals are therefore inconsistent with the guidelines to amend the regional land use strategies.
- 4.8 Ad hoc amendments to the Growth Management Strategies and UGB of STRLUS are likely to compromise the integrity of the document and may impact on the local settlement strategies of the individual municipalities in the region.
- 4.8 Because the impacts for Kingborough and the rest of the region is unknown, is it recommended that Council refrain from providing support for the proposals.

5. FINANCE

- 5.1 There are no financial implications associated with this report and recommendation.

6. ENVIRONMENT

- 6.1 There are no environmental implications associated with this report and recommendation

7. COMMUNICATION AND CONSULTATION

- 7.1 Requests for an amendment to a regional land use strategy must be supported by all councils within the region. As Kingborough Council is one of the southern region councils, the Glamorgan Spring Bay Council and Clarence City Council are seeking Kingborough Council's support for the proposals.
- 7.2 The process to amend the regional land use strategies also requires that the Minister of Planning approach Council directly for comment. If the proposals proceed, Council will have another opportunity to provide comment.

8. RISK

- 8.1 There are no risks associated with this report and the recommendation.

9. CONCLUSION

- 9.1 Glamorgan Spring Bay Council and Clarence City Council have requested amendments to the Southern Tasmania Regional Land Use Strategy (STRLUS). Requests for amendments to a regional land use strategy must be supported by all councils within the region.
- 9.2 While the information provided by both Glamorgan Spring Bay Council and Clarence City Council indicate that the amendments to STRLUS may be reasonable to address current residential land supply issues at the local level, the potential impacts on the Growth Management Strategies of the STRLUS and available land supply across the region has

not been modelled. The impacts for Kingborough and the rest of the region are therefore unknown.

10. RECOMMENDATION

That Council does not provide support for the requests from Glamorgan Spring Bay Council or Clarence City Council to amend the Southern Tasmanian Regional Land Use Strategy (STRLUS).

ATTACHMENTS

- 1. Request from Glamorgan Spring Bay Council to amend the STRLUS**
- 2. Request from Clarence City Council to amend the STRLUS**

Public Copy



Council Office: 9 Melbourne Street, Triabunna
PO Box 6, Triabunna, Tas, 7190
Telephone: (03) 6256 4777
Fax: (03) 6256 4774
Email: admin@freycinet.tas.gov.au
Website: www.gsbcc.tas.gov.au

Enquiries: Planning Department
Planning ref: DA2021/112

5 October 2021

General Manager
Kingborough Council

Email to: kc@kingborough.tas.gov.au

Dear Mr Arnold

REQUEST TO AMEND THE SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY - GROWTH MANAGEMENT STRATEGIES, ORFORD

Council resolved to seek an amendment to the Southern Tasmanian Regional Land Use Strategy (STRLUS) under 5A of the *Land Use Planning and Approvals Act 1993* at its meeting on 24 August 2021.

The amendment seeks to amend Table 3 Growth Management Strategies on page 89 for Orford as follows:

- i. Growth Strategy be changed from LOW to HIGH;
- ii. Growth Scenario be changed from CONSOLIDATION to MIXED; and
- iii. Add a new footnote to Orford: Note 1: refer to the Triabunna/Orford Structure Plan 2014 and 2021 addendum.

The supporting documents identify unprecedented growth over the previous decade has created a situation where a supply problem is expected under the identified growth scenario in the medium to long term. A copy of the agenda report and minutes of the decision and supporting documents is available from https://gsbcouncil.sharepoint.com/:u:/s/Planning/ERe0ksrjohBGvRcPehdl_CYB_rITGgx5rSP9hC859GGpAQ?e=n6HepM.

The Minister for Planning has requested that Glamorgan Spring Bay Council seek endorsement for this amendment to the STRLUS from all councils within the southern region. We ask that you send your respective councils position to planning@freycinet.tas.gov.au by 2 November 2021.

If you wish to discuss this request, please contact our senior planning consultant Mick Purves, on 0418 597 997.

Yours sincerely



Alex Woodward
Director Planning and Development

Public Copy



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City Planning
PDPSAMEND-2020/011424

5 October 2021

General Manager
Kingborough Council
Email: kc@kingborough.tas.gov.au

Dear Sir/Madam

**REQUEST TO AMEND THE SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY 2010-2035 –
URBAN GROWTH BOUNDARY AT 52 RICHARDSONS RD, SANDFORD**

At its meeting of 9 February 2021, Clarence City Council resolved *“to support the proposed expansion of the UGB to include the land at 52 Richardsons Road, Sandford and requests the Minister for Planning to approve the necessary amendment to the Southern Tasmanian Regional Land Use Strategy.”*

A copy of the 9 February 2021 Agenda Report can be accessed here:

<https://www.ccc.tas.gov.au/wp-content/uploads/2021/02/Clarence-Meeting-Agenda-9-February-2021.pdf>

The 9 February 2021 Minutes can be accessed here: https://www.ccc.tas.gov.au/wp-content/uploads/2021/02/m09_02.21.pdf

Following referral to the Minister, the Minister advised that he was unable to progress the request in the absence of a direct response to the Planning Policy Unit’s Information Sheet RLU1 - Reviewing and Amending the Regional Land Use Strategies (RLU1).

In addition, to demonstrate that additional residential land is required beyond that which is already available within the region, the Minister noted that the RLU1 strongly recommends that written endorsement of the proposed amendment be sought from the other councils in the region.

In response to Minister’s letter council requested the proponent to provide council with additional information and a further assessment against the RLU1 requirements. A copy of that letter is attached. A response was received and considered by council at its meeting on 20 September 2021.

A copy of the 20 September 2021 Agenda Report can be accessed here:

<https://www.ccc.tas.gov.au/wp-content/uploads/2021/09/Clarence-Meeting-Agenda-20-September-2021.pdf>

The 20 September 2021 Minutes can be accessed here: <https://www.ccc.tas.gov.au/wp-content/uploads/2021/09/Clarence-Meeting-Minutes-20-September-2021.pdf>

Accordingly, the proposal is now being referred to all councils within the southern region seeking endorsement for this amendment to the STRLUS.

Documentation relating to this amendment request is available to view here:

<https://ccctas.t1cloud.com/T1Default/CIAnywhere/Web/CCCTAS/ECMCore/BulkAction/Get/3f3aaaf5-143a-46b6-9f69-ffa50d715911>

Please advise council's Strategic Planner Dan Ford (6217 9547 or dford@ccc.tas.gov.com.au) whether you foresee any issues with the proposed STRLUS amendment, and when it is likely that this proposal will be considered by your council.

Yours sincerely



Ross Lovell
MANAGER CITY PLANNING

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16.2 DRAFT KINGBOROUGH CYCLING STRATEGY 2021-2030

File Number: 28.250

Author: Anthony Verdouw, Executive Officer Engineering Services

Authoriser: David Reeve, Director Engineering Services

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.2 Infrastructure development and service delivery are underpinned by strategic planning to cater for the needs of a growing population.

1. PURPOSE

- 1.1 The purpose of this report is to present a *Draft Kingborough Cycling Strategy* for Council endorsement to proceed to community consultation.

2. BACKGROUND

- 2.1 On 3 September 2007 Council endorsed the *Kingborough Bike Plan 2006* which was prepared by Cycling South.
- 2.2 At the Kingborough Bicycle Advisory Committee (KBAC) meeting on 8 August 2019 the Committee agreed that the *Kingborough Bike Plan 2006* should be revised and redeveloped.
- 2.3 A KBAC working group drafted a new cycling strategy which was then independently reviewed and reformatted by a professional transport consultant, The Institute of Sensible Transport (IST).
- 2.4 A draft cycling strategy has now been finalised by staff, with endorsement from KBAC and is attached for Council endorsement for community consultation and feedback.

3. STATUTORY REQUIREMENTS

- 3.1 General responsibilities for local highways as per *Section 21 Local Government (Highways) Act 1982*.

4. DISCUSSION

- 4.1 In 2019 KBAC identified that the *Kingborough Bike Plan 2006* was overdue for renewal, and they have subsequently assisted preparing a new cycling strategy and action plan for the municipality.
- 4.2 The draft strategy prepared by KBAC was then independently reviewed and revised by IST, a professional transport consultant.
- 4.3 IST undertook two site visits and met with KBAC and Council staff to inform their review of the strategy and the proposed action plan and cycling network. Their review also incorporated a detailed data analysis, including ABS Census and household travel survey data.
- 4.4 The cycling strategy forms the key aspirations, actions and outcomes for Council over the next ten years to improve cycling culture, safety, infrastructure, and to make cycling a more attractive and feasible transport or recreation option for more people.
- 4.5 The scope of the strategy incorporates the entire Municipal Area but has a stronger focus on the more populated areas in order to provide more opportunities for local cycling.

- 4.6 The strategy includes a proposed cycling network for the municipality that links key destinations and population areas for all types of cyclists incorporating both off-road all-abilities paths and on-road improvements for more confident and experienced riders.
- 4.7 The strategy contains action tables which list the key actions proposed for the life of the strategy to meet the objectives and initiate implementation of the proposed cycling network. The proposed actions and priority of actions will be reviewed annually and are subject to adjustment dependant on available funding opportunities and support from other levels of Government.
- 4.8 The infrastructure actions listed in the strategy will form the basis for annual capital works bids and grant applications, as well as investigation and advocacy where applicable.
- 4.9 Appendix 1 of the strategy provides important background information prepared by IST which outlines different cycling infrastructure typologies and design guidelines as well as transport data and analysis critical to the development of the strategy.

5. FINANCE

- 5.1 There are cost implications associated with the actions and projects recommended in the Draft Cycling Strategy which will need to be considered on a case-by-case basis, with external funding opportunities pursued where possible.
- 5.2 It should also be noted that some actions and projects relate to State Road reservations and would require Department of State Growth endorsement and funding.

6. ENVIRONMENT

- 6.1 Improving cycling infrastructure, advocacy, and culture in Kingborough will assist minimising traffic congestion by providing alternative active transport options. Cycling is also a zero-emission transport option that promotes healthy and active lifestyles.

7. COMMUNICATION AND CONSULTATION

- 7.1 The Draft Cycling Strategy was prepared in partnership with KBAC, and staff across Council provided insight and feedback during the draft period.
- 7.2 The next stage in developing the strategy will be a community consultation period which will be promoted via social media and other media channels. It will involve a webpage where the public can download the draft strategy documents and view an interactive map of the proposed cycling network and provide written feedback.
- 7.3 Community feedback will then be collated and reviewed by staff and summarised for Council along with a revised draft strategy for final endorsement.

8. RISK

- 8.1 There are no risks identified associated with the Draft Cycling Strategy.

9. CONCLUSION

- 9.1 The *Kingborough Cycling Strategy 2021-2030* will form an integral part of the transport, planning and recreational strategies for the future development and capital works program for Kingborough.
- 9.2 Before finalisation the draft strategy will be published and promoted for community review and feedback.

10. RECOMMENDATION

That the attached *Draft Kingborough Cycling Strategy 2021-2030* be endorsed for community consultation.

ATTACHMENTS

1. **Draft Kingborough Cycling Strategy 2021-2030**
2. **Appendix 1 Kingborough Cycling Data and Infrastructure Typologies**

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Draft Kingborough Cycling Strategy 2021 – 2030

Kingborough Council

September 2021

Kingborough

Institute for
Sensible Transport



ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Kingborough Council and the Kingborough Bicycle Advisory Committee acknowledge this region's traditional and original owners, who have walked upon and cared for this land for thousands of years. We pay respect to those who have passed before us and acknowledge today's Tasmanian Aboriginal community are custodians of this land.

Document reviewed and revised by the Institute for Sensible Transport, based on initial work from the Kingborough Bicycle Advisory Committee.

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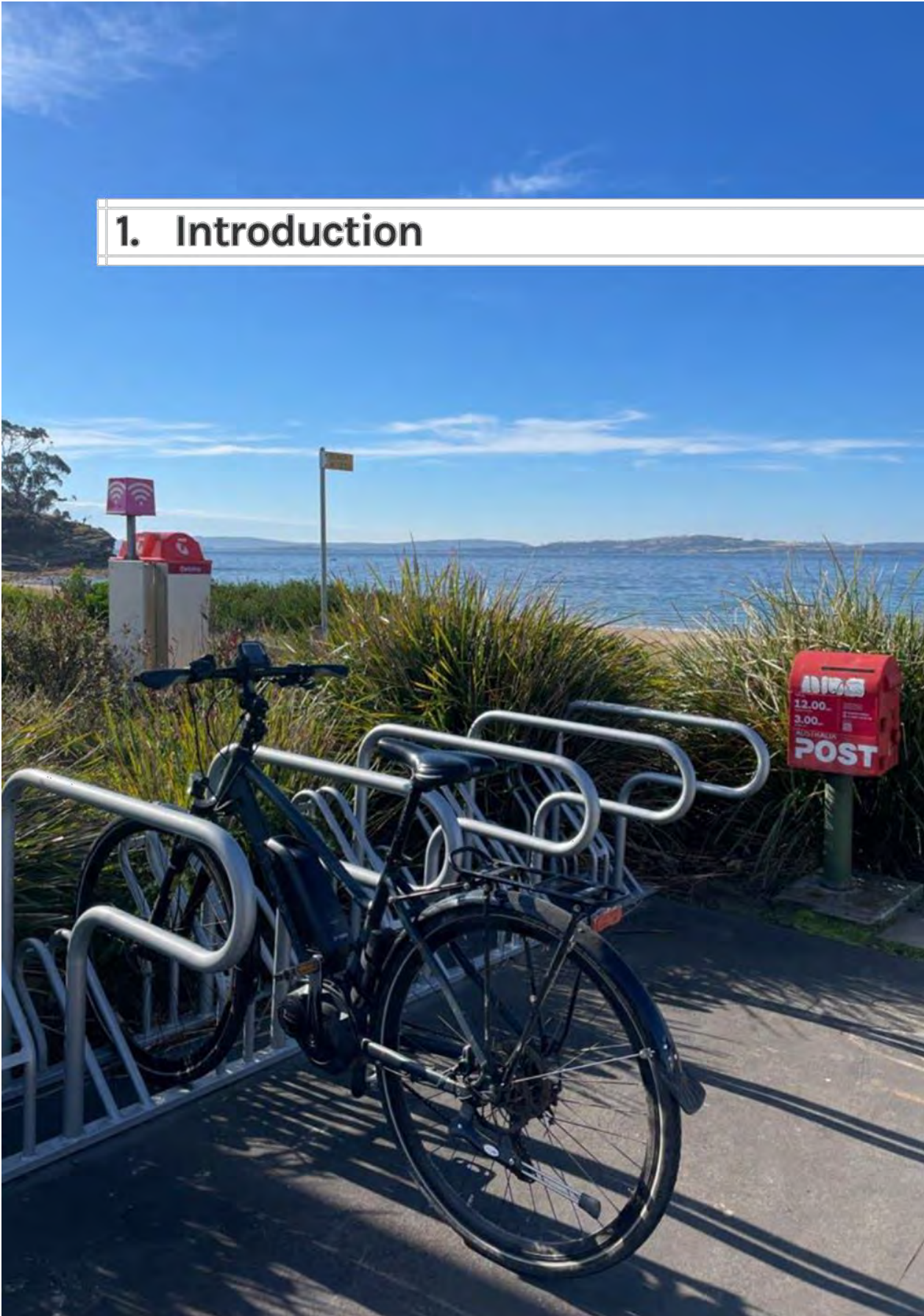
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1. Introduction



The Kingborough Cycling Strategy 2021-2030 seeks to make cycling an attractive choice for more people, whether for recreation or transport. The Strategy identifies a range of infrastructure upgrades, advocacy actions, policies and programs to help make Kingborough an even better place to cycle.

Increasing cycling participation and safety has long formed part of Kingborough and Tasmanian policy objectives. The State Government has

committed to growing cycling participation in Tasmania, including in Kingborough.

The creation of a cycling network across Kingborough supports Council’s aspiration for a safe, healthy and connected community. More opportunities to cycle offers a range of benefits to residents and visitors as shown in Figure 1.

The Kingborough Cycling Strategy is aimed at not only improving conditions for people who already ride, but to make cycling attractive to the 78% of the population who are ‘interested but concerned’ (Figure 10). This group are interested in cycling but require higher levels of separation from motor vehicle traffic before considering cycling.



Figure 1 How cycling makes cities & towns better for everyone

1.1 Vision, objectives and scope

1.1.1 Vision

Kingborough is a great place to live and visit by making bicycle riding for recreation and transport easy, safe and comfortable.

1.1.2 Objectives

This vision will be met by the following objectives:

1. Developing and maintaining a connected network of trails, shared paths, cycleways and bike lanes that connect town centres, schools, residential areas, transport nodes, sporting hubs and adjoining local government areas.
2. Prioritising active travel in planning of all new developments and subdivisions including end of trip facilities.
3. Promote cycling and road safety.

The Kingborough Cycling Strategy will deliver a holistic set of reinforcing actions to make cycling an everyday transport and recreational choice for residents and visitors.

1.1.3 Scope

The scope of the plan includes the entire Kingborough municipal area, but has a stronger focus on the more populated regions. It has a combined focus on both recreation and transport cycling.

This Strategy will be reviewed every five years and the Action Plan will be reviewed annually. The Strategy has been designed for the different types of people cycling shown in Figure 2.

The development of the actions included in this Strategy have used the three key priorities of the Kingborough Strategic Plan 2020 – 2025, namely:

1. Encourage and support a safe, healthy and connected community
2. Deliver quality infrastructure and services; and
3. Sustain the natural environment whilst facilitating development for our future.

Who is this Cycling Strategy for?



Figure 2 Who is this cycling strategy for?

Appendix 1 provides important background information on different cycling infrastructure typologies as well as transport data critical to the development of this Strategy.

1.1.4 Targets

Mode share targets are a helpful way for us to track our progress to increasing bike riding across Kingborough. We have developed mode share targets based on existing travel behaviour while accounting for projected population growth in the next 10 years.

Figure 3 shows the current mode share in 2021, with 82% of all trips by car and 0.5% by bike. The projections assume no change in commuting behaviour by 2031, but includes the forecast population growth for Kingborough. If the business as usual case becomes reality, this will add approximately 11,700 extra car trips onto Kingborough roads by 2031, due to projected population growth.

The *Cycling Strategy* scenario has been developed to offer an indication of how transport decisions change based on the improvement in the cycling network. By achieving these targets, Kingborough will not experience the increase in congestion and parking problems that may occur in the business as usual scenario.

The proposed target seeks to increase the amount of cycling by 2031, from a current low of 0.5% to 2% of all trips. Because of forecast population growth in Kingborough, a mode share of 72% in 2030 will have the same number of cars commuting everyday as there is in 2031 with an 82% mode share.

Due to the large proportion of Kingborough residents working in Hobart, it is expected that the largest travel changes will occur in non-work trips, such as shopping, social, and school trips.

It is important to note that the *Business as Usual* scenario is not a zero-cost option. Accommodating the forecast additional car trips, and cars owned, will likely require significant investment in upgraded and expanded roads and parking facilities. The expenditure to deliver *Business as Usual* will likely be much higher than that required to deliver the infrastructure required to facilitate the mode shift recommended under the *Cycling Strategy* scenario. Should Kingborough's population forecasts become reality, additional travel trips will occur to, from, and through the municipality. The infrastructure built in the next 10 to 15 years will likely dictate how those people will undertake their travel trips, and the modes of transport they use to complete those trips.

By providing more transport choices, including a safe and convenient cycling network, existing and new residents will have a viable alternative to the car for some trips.



Figure 3 Mode share targets as percentage and total trips
 Source: Greater Hobart Travel Survey and Kingborough Council forecasts

1.3 Strategic context

1.3.1 Regional and State-wide

1.3.1.1 Hobart City Deal Implementation Plan – October 2019

One of the main aims of the *Hobart City Deal* is for congestion to be reduced by decreasing the percentage of journeys to work made by car. *Park and Ride* locations have been identified. A grant fund was to be established in 2020 to support the creation of extension of bicycle routes that connect activity areas. The City Deal recommends investment in infrastructure for linkages and access for people on bikes and foot.

1.3.1.2 Channel Highway Corridor Study 2020

The Department of State Growth undertook a corridor study to investigate safety concerns and consider how the Channel Highway meets the current and future needs of the community. The community consultation found strong support for a dedicated cycling/walking pathway, upgrade and sealing of shoulders to 1.5m along the corridor and provision for walking and cycling at the bridge across North West Bay River.

1.3.1.3 Hobart Regional Arterial Bicycle Network Plan 2009

This Plan was developed by the five member Councils of Cycling South – Hobart, Glenorchy, Kingborough, Clarence and Brighton with input from the State Government. It identifies an arterial cycling network in Kingborough incorporating the Channel Highway, Roslyn Avenue, Algona Road, Sandfly Road and Huon Road.

1.3.1.4 Tasmanian Walking & Cycling for Active Transport Strategy 2009 (under review)

The Tasmanian Walking and Cycling for Active Transport Strategy outlines the Tasmanian Government’s plan to create a more supportive and encouraging environment for pedestrians and cyclists. The Strategy recognises that cycling and walking are important transport options and will make our communities more liveable, better connected and healthier. As part of the Strategy, a *Principal Urban Cycling Network* was identified in population centres across Tasmania. In

Kingborough it identified the Channel Hwy corridor between Beach Road, Kingston and Algona Road, Huntingfield.

1.3.1.5 Positive Provision Policy for Cycling Infrastructure, Department of State Growth, 2013

The policy provides a tool for ensuring that provision for cycling is considered and objectively evaluated at the commencement of State Government transport projects, and in the development of maintenance contracts.

1.3.1.6 Southern Tasmanian Regional Land Use Strategy 2010-2035

The strategy is a broad policy document that will facilitate and manage change, growth, and development within Southern Tasmania over the next 25 years. It aims to provide greater opportunities for integrating land use with transport, particularly public transport, and walking/cycling. It encourages walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive and convenient walking and cycling environments.

1.3.2 Kingborough

1.3.2.1 Kingborough Strategic Plan 2020 - 2025

The Plan is based on 3 key priorities:

1. Encourage and support a safe, healthy and connected community;
2. Deliver quality infrastructure and services; and
3. Sustain the natural environment whilst facilitating development for our future.

Projects identified in the Kingborough Cycling Strategy should be included for consideration and review as part of the preparation of the Annual Plan.

1.3.2.2 Kingborough Sports Precinct Plan 2020

The Sports Precinct Plan included a recommendation to *Prepare an Active Transport Plan to improve accessibility and connectivity within the urban area (and KSP)*. This *Kingborough Cycling Strategy* will form a framework for the development of an *Active Transport Plan* for the Sports Precinct. This

includes new shared path connections to and within the KSP.

1.3.2.3 Bicycle Plan 2006

In 2006 Kingborough Council adopted the *Kingborough Bicycle Plan* which identified a network of cycling routes, paths and local links across Kingborough. This Strategy supersedes the 2006 Bicycle Plan.

1.3.2.4 Kingborough Land Use Strategy of 2019

The Kingborough Land Use Strategy is prepared so that it is consistent with the *Southern Tasmanian Land Use Strategy* but examines the local needs and directions in more detail. It encourages increased opportunities for bicycle use - in particular, targeting infrastructure gaps such as walking and cycling links.

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Kingborough enjoys an enviable mix of townships surrounded by a beautiful, unique natural environment of bushland and coast. The Cycling Strategy and proposed bike network capitalise on the opportunity presented by Kingborough’s natural environment and cater to a diversity of different types of riding, detailed below.

2.1 Cycle tourism

Cycle tourism is one of the fastest growing sub-sectors of the tourism industry and has become particularly popular in Tasmania over recent years. By capitalising on Kingborough’s unique environment, the Cycling Strategy can boost the local economy.

Cycle tourism includes multiday trips (cycle touring), which is an activity that has the potential to flourish in Kingborough, as it connects Hobart with Bruny Island and other parts of southern Tasmania with strong attributes for touring cyclists.

2.1.1 Off-road trails

Off-road trail riding is a popular tourist activity across Australia. Kingborough already has large number of trails that are popular for tourist and recreation walking and cycling. Of the 42 existing tracks, 22 are permitted for cycle use as well. The Kaoota Tramway Trail and the recently completed Snug to Margate Trail are some of the more popular cycle trails. The Channel Trail concept that is proposed to run for 20km between Kingston to Kettering has significant tourism potential and if completed would provide a dedicated cycling trail to the Bruny Island ferry terminal.

Figure 4 shows the recently constructed Snug to Margate trail in Kingborough



Figure 4 Snug to Margate Trail

Source: Tassie Trails

Studies consistently show that investing in off-road trails provides significant social and economic returns on its investment. They create new jobs in surrounding businesses that cater to tourism, including food and accommodation businesses. They are also an excellent way for visitors to experience and explore the unique environment, without creating increased demand on road infrastructure. Recent business cases for trails¹ in Victoria found that a Benefit Cost Ratio of 2.19 can be achieved, with close to 80 new full-time jobs generated.

2.1.2 Mountain Bike (MTB) riding

Tasmania has seen an explosion in MTB parks in recent years. It now forms a major tourist and recreation activity for Tasmania. MTB riding is undertaken along trail networks but also more increasingly through purpose-built parks.

The growth of e-Mountain bikes has also driven the popularity of the sport and recreation activity. Figure 5 shows an e-Mountain bike rider in action. This Strategy supports MTB riding by enhancing their access to tracks.

¹ https://www.yarraranges.vic.gov.au/files/assets/public/webdocuments/build-develop/projects-initiatives/yarra_valley_trail_-_economic_impact_assessment.pdf



Figure 5 e-Mountain bike rider

Source: Outside Online

Mountain Bike Park in Kingston

Kingston has an existing, popular MTB Park on the western edge of the sporting precinct. However, there are currently no safe paths for people to ride to the MTB Park, requiring visitors to drive to the Park or ride on an unprotected road. Connecting the MTB Park to the off-road network would improve access to the Park, particularly for younger riders and those not comfortable riding in mixed traffic.

Box 1 Mountain Bike Park in Kingston

2.2 E-bikes

The global electric bicycle (e-bike) market has grown substantially in the last decade. E-bikes are now the fastest growing segment of the booming electric vehicle sector and e-bike owners ride more often, and farther than other people on traditional bikes. The ability to maintain speed with less effort is central to e-bike’s value proposition and holds particular appeal in Kingborough, which can be very hilly.

E-bikes offer the user quicker travel time, with less effort. E-bikes have been found to lessen some of the common barriers to conventional bikes, including the ability to overcome topographical challenges, physical limitations of the rider and arriving at work without perspiring. Moreover, e-bike owners report that being able to ride with greater loads (e.g. children or groceries) opens up greater possibilities for cycling, including for trips that would have been previously made by car. Figure 6 outlines some of the key benefits that e-bikes provide.



Figure 6 E-bike benefits²

E-bike riders ride more frequently than conventional bike users and each trip is significantly longer than conventional bike journeys. E-bike users also report replacing car trips more often, helping to reduce congestion, emissions, parking pressure and other negative impacts associated with car use.

E-bike sales in Australia have been doubling year-on-year recently, with 2020 growing even more rapidly than previous years.

Research suggests that the main barriers to a greater take up of e-bikes relate to a higher purchase price, security concerns of on-street parking, battery range and the safety of riding on streets without adequate bicycle infrastructure.

² https://sensibletransport.org.au/wp-content/uploads/2019/11/E-Bikes-IST-CoM-7.08.18_v2_LR.pdf

Figure 7 provides an image of a modern e-bike. Such bikes are general capable of travelling ~80km between charges. A growing range of e-bike models allow for users to carry cargo, multiple children, as well as dual batteries for extended range.



Figure 7 Modern e-bike

E-bikes have the potential increase the attractiveness of cycling in Kingborough, for both transport and recreation. E-bike touring is growing in popularity, and Kingborough’s location offers a critical connection between central Hobart and tourism hotspots such as Bruny Island.

E-bikes could reduce the perceived distance to reach destinations within the built-up area of Kingston, making trips between Blackmans Bay and Huntingfield to the Kingston CBD a viable and attractive alternative to the car.

Other jurisdictions that have actively sought to boost e-bike ridership have undertaken some or all of the following actions:

- Building a high-quality, separated cycle network
- Increasing e-bike awareness through come-and-try days
- Increasing e-bike ownership via subsidy programs and salary sacrificing
- Increase Council’s e-bike fleet and use.

2.3 Road cycling for recreation/fitness/sport

Kingborough has an active road cycling community. The hilly terrain, relatively quiet roads, and proximity to nature make Kingborough and south-eastern Tasmania popular for road cycling and recreation. Road cycling is often done with specialised clothing and road bikes. Group rides are common in Kingborough. The Channel Highway, Sandfly Road, Howden Road, Tinderbox Road, and Huon Road are some of the more popular road cycling roads within Kingston.



Figure 8 Road cycling – Bonnet Hill, Kingston
Source: Bicycle Network

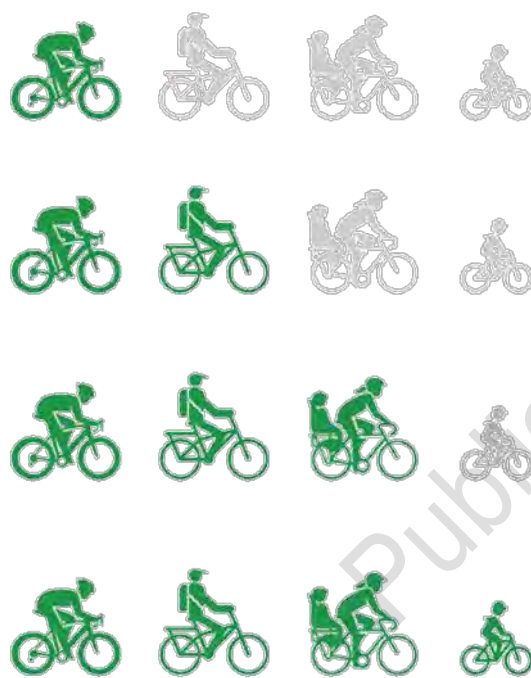
2.4 Developing a network that supports transport cycling

Growing opportunities for Kingborough residents and visitors to make short to medium transport journeys by bicycle is a core objective of this Strategy. New and novice transport cyclists are particularly sensitive to the riding environment provided.

Figure 9 offers a snapshot of how different types of infrastructure influence people's confidence levels.

Only 6% of people say they feel confident riding on a road in traffic without bicycle infrastructure. When provided with protected bicycle lanes, separated from motor vehicles, 83% of people say they feel confident.³ This information has been used to inform the network development recommendations included in this Strategy.

Rider confidence by environment



Midblock



Intersection



Figure 9 Riding confidence - different infrastructure

Only 6% of people say they feel confident riding on a road in traffic without bicycle infrastructure. Infrastructure that improves rider safety to the maximum extent possible should be prioritised, to increase both safety and confidence.

³https://www.researchgate.net/publication/350125778_The_potential_for_bike_riding_across_entire_cities_quantifyin_g_spatial_variation_in_interest_in_bike_riding?fbclid=IwAR0V6_CwdNsxkw7kM3ju8rtgswbg3VOP3mWtOu_sxmEk4IwJTrq2-bf1cnY

2.5 Understanding different types of cyclists

Cycling planning has identified four different types of cyclists, shown below in Figure 10, and outlined briefly below:

- *Strong and fearless* riders are those who are comfortable riding in any road environment, including mixed-traffic environments.
- *Enthusied and confident* cyclists are comfortable in most traffic environments but will seek out separated cycling infrastructure and low-traffic alternative routes.
- *Interested but concerned* make up the majority of the population. They are unlikely to consider riding unless trips can be made along safe and separate cycling infrastructure. They are likely to ride shorter distances than the previous two groups.
- *'No way no how'* are people that are not interested in cycling at all, regardless of the relative ease or safety. They are also people who may not be physically able to ride a bike.

Figure 10 shows the results of recent Australian (2021) research to estimate what proportion of the population aligns with each type.

The results show that only 3% of the population identify as either *'Strong and fearless'* or *'Enthusied and confident'*. Almost 80% of the survey respondents identified as *'interested but concerned'*, while only 16% said they would not consider cycling under any circumstances.

These results align with the infrastructure typologies shown in Figure 9. The majority of the Kingborough population is only likely to consider cycling for transport or recreation trips when separate cycling infrastructure is provided, and where it connects to points of interest. Creating connected and separated cycling network is vital to improving the quality of life in Kingborough, allowing more people to cycle, rather than drive to their destination.

The majority of the Kingborough population is only likely to consider cycling for transport or recreation trips when separate cycling infrastructure is provided, and where it connects to points of interest

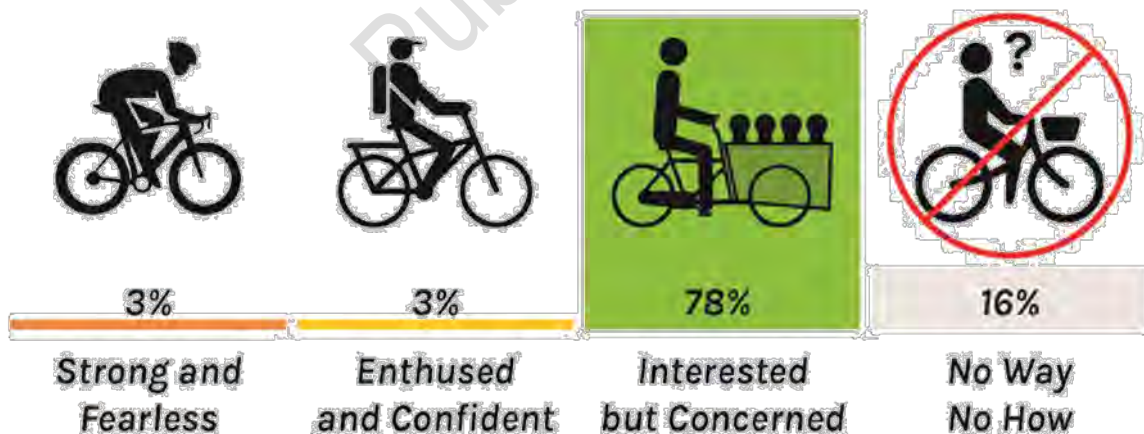


Figure 10 Four types of cyclists

Source: City of Portland (USA) and Pearson et al (2021) <https://doi.org/10.1101/2021.03.14.21253340>

2.6 Cycling typologies

There are a variety of different types of bicycle infrastructure. Each has a role to play in creating a coherent network. Figure 11 offers a guide to infrastructure selection, based on the speed and volume of motorised traffic. When roads carry large volumes of fast-moving traffic, separated infrastructure is recommended. Quiet streets with low-speed limits may not require any dedicated cycling infrastructure, other than some simple wayfinding signage. See Appendix 1 – Infrastructure typologies for more information on typologies.

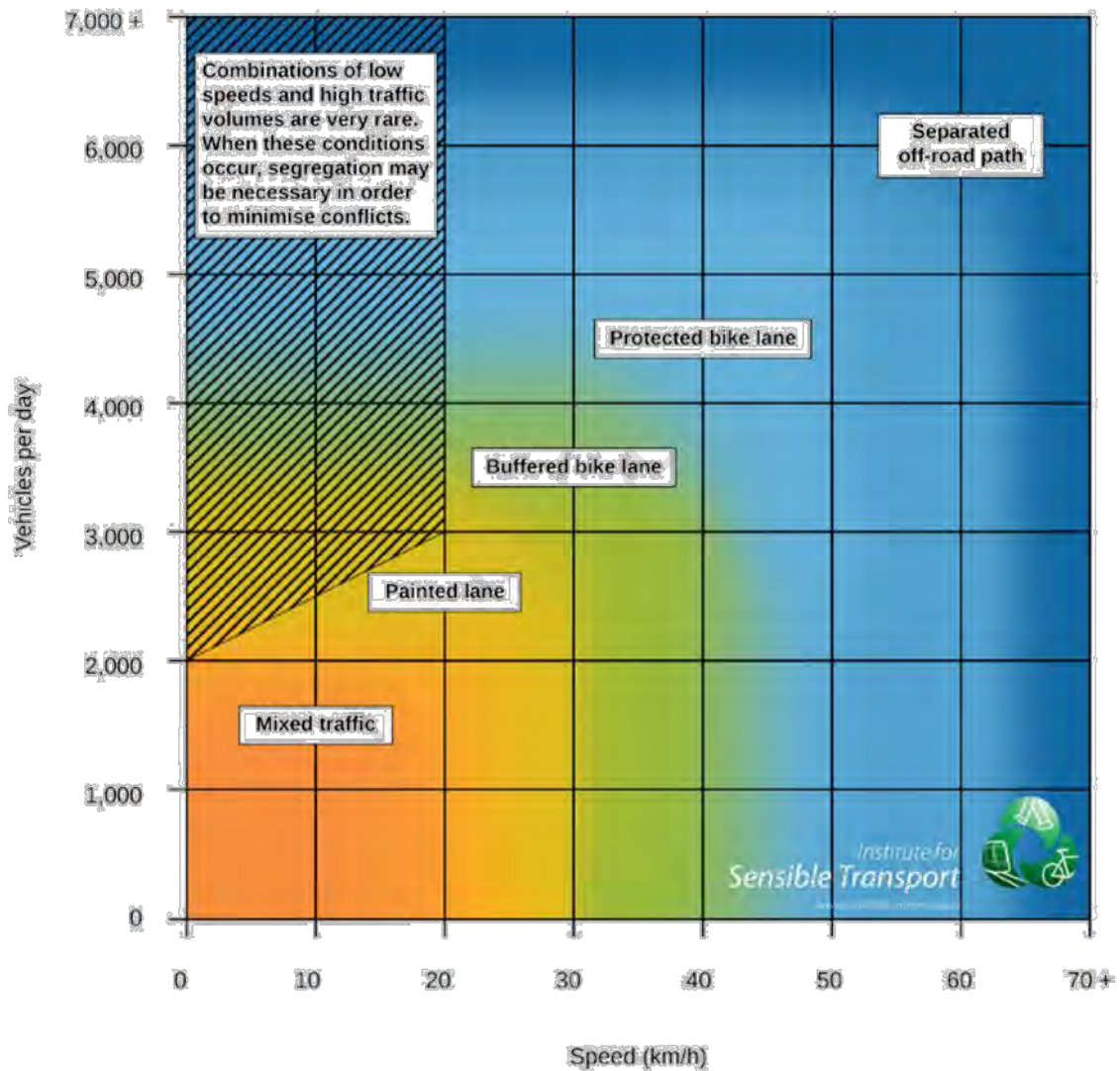
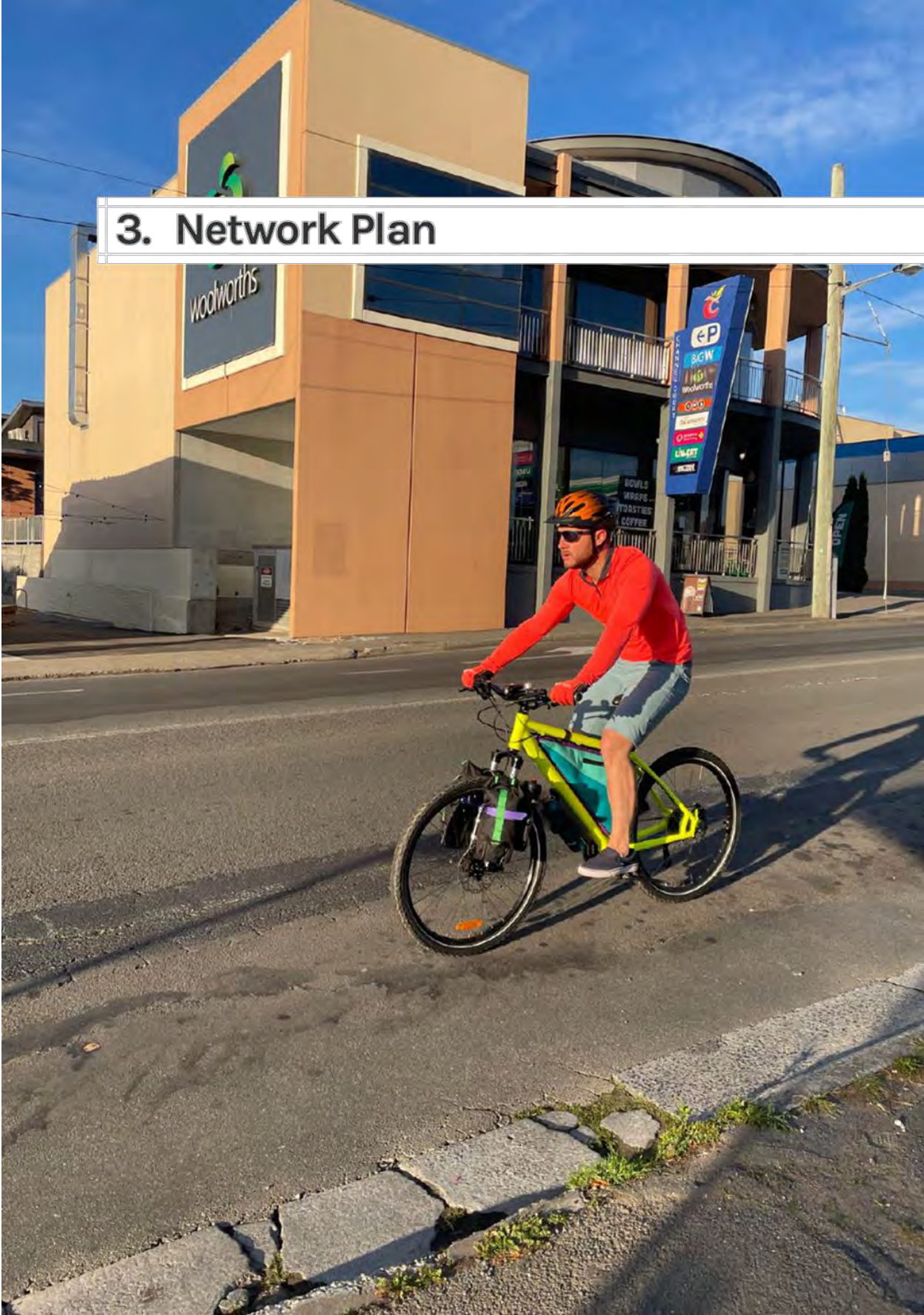


Figure 11 Choosing the right type of bicycle infrastructure

3. Network Plan



This section presents the Network Plan for Kingborough. This Plan was developed via a multi-stage process. Initially, a draft plan was developed by the Kingborough Bicycle Advisory Committee. The network was then independently reviewed by the Institute for Sensible Transport. This review included a detailed data analysis, including ABS Census and household travel survey data.

Two site visits to inspect on-ground conditions were also undertaken. Refinements were made to ensure maximum connectivity to key destinations and the Kingborough residential areas. Consideration was made for technical feasibility, including topography, street width, and budget. Appendix 1 provides critical information on infrastructure typologies and the foundational data upon which the actions have been developed.

3.1 Snapshot of network size and cost

The Network Plan identifies cycling routes that connect to major hubs/destinations. In most cases the routes need to be made safer and more accessible through the upgrade or installation of cycling infrastructure.

Below are general definitions of the basic infrastructure typologies, which are further defined in Appendix 1:

- **On-road:** Ideally on-road bicycle lanes that are no less than 1.4m wide with a white painted line separating motor vehicles from cyclists, and bicycle logos and bike lane signage. On rural roads infrastructure may consist of improved sealed shoulders and linemarking.
- **On-road - protected bike lanes:** Physically separated on-road bike lanes that are built within the road carriageway, with a physical barrier separating cycling lanes and motor vehicle lanes.
- **Off-road shared path:** Shared paths are dedicated off-road infrastructure for pedestrians and cyclists. Cyclists are not the dominant mode and are expected to share the space with pedestrians.

Shared paths should be a minimum of 2.5m, ideally 3m in width.

- **Slow streets:** Slow streets are shared environments where no dedicated space for cycling is required, due to low traffic volume and speed.
- **Shared walking paths:** Paths that already exist that connect two streets, such as at the end of a cul-de-sac, upgraded to facilitate people on bicycles. This might include better signage, widening or pram ramps.

Table 1 – Proposed network distance and estimated costs, provides an overview of the existing network in terms of distance for different infrastructure types, as well as the proposed distance, and high-level costs. Two approaches to cost have been used, heavy and light, which are described below:

1. **Heavy:** A cost approach in which it has been assumed that concrete and other relatively permanent materials have been used in construction, potentially also including more extensive works, such as drainage alterations.
2. **Light:** Lighter, more temporary 'pop up' materials have been preferred. In general, these provide a similar impact in terms of the degree of separation between people on bikes and motor vehicles, but using upright traffic dividers and bollards for protection on road lanes and compacted gravel instead of concrete for shared paths. This approach is both quicker and cheaper.

3.2 Network design

The proposed Kingborough Bike Network is illustrated in Figure 12, with a zoomed in map detailing the proposed network for the more populated areas of Kingston and Blackmans Bay (see Figure 13). This map also shows the locations of the Park and Ride facilities that will be built in the area.

Figure 14 offers a spatial analysis of proximity to cycling infrastructure or a cycling environment when the proposed network is implemented. This indicates many parts of the most populated areas of Kingborough will be near cycling infrastructure or a cyclable environment, mostly within 100m – 200m.

Table 1 – Proposed network distance and estimated costs

Infrastructure type		Existing	Proposed	Total distance	Cost (heavy)	Cost (light)
Cycling infrastructure	On-road	5,945m	31,366m	37,310m	\$15,682,771	\$3,136,554
	On-road protected	0m	1,360m	1,360m	\$2,176,139	\$408,026
	Off-road shared path	13,760m	36,230m	49,990m	\$26,448,188	\$18,115,197
Cyclable environments	Slow street	0m	2,027m	2,027m	\$1,013,415	\$101,342
Total		19.7KM	71KM	90.7KM	\$45,320,512	\$21,761,119

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Figure 12 Proposed bike network for municipality

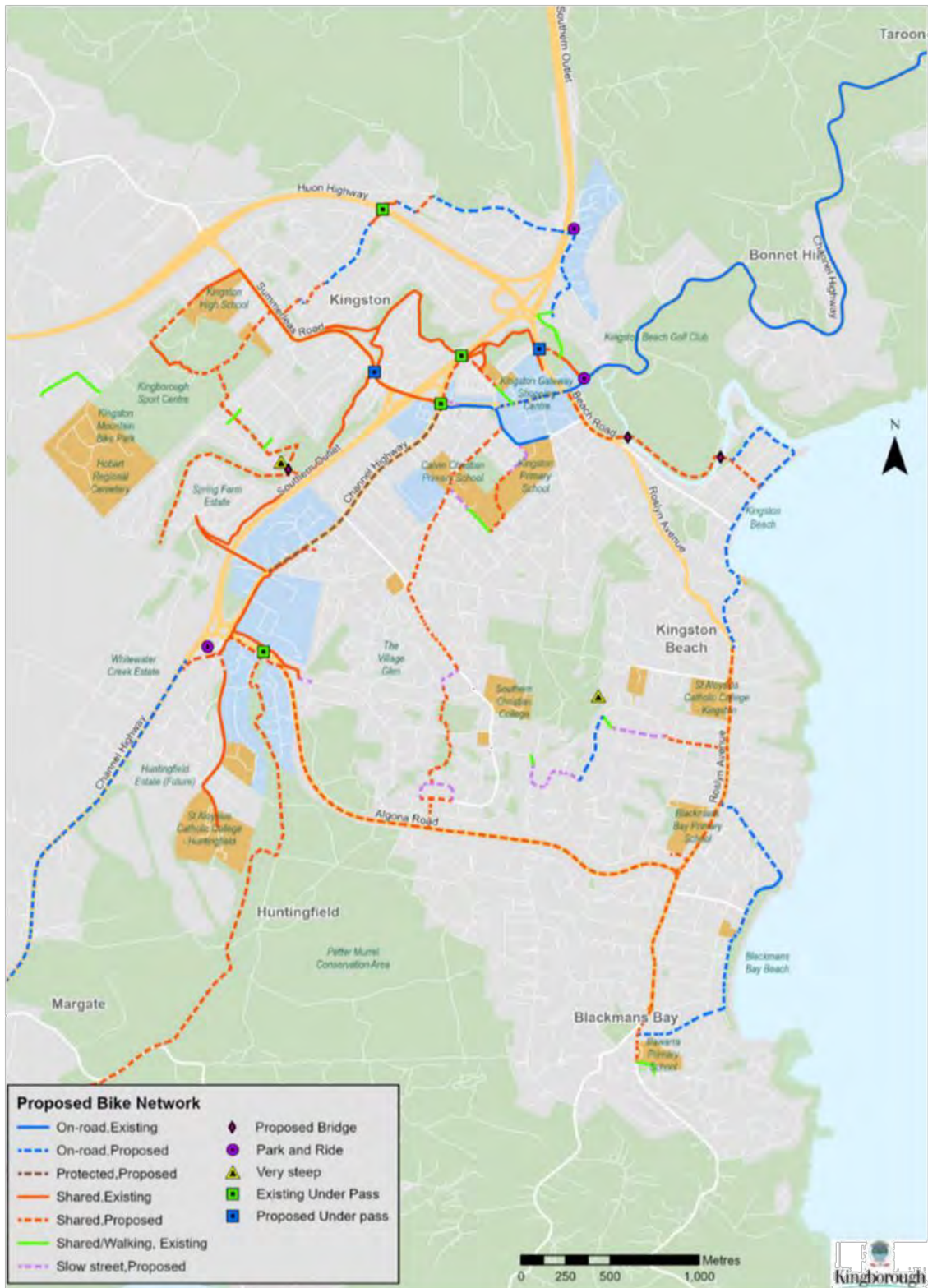


Figure 13 Proposed Bike Network, Kingston

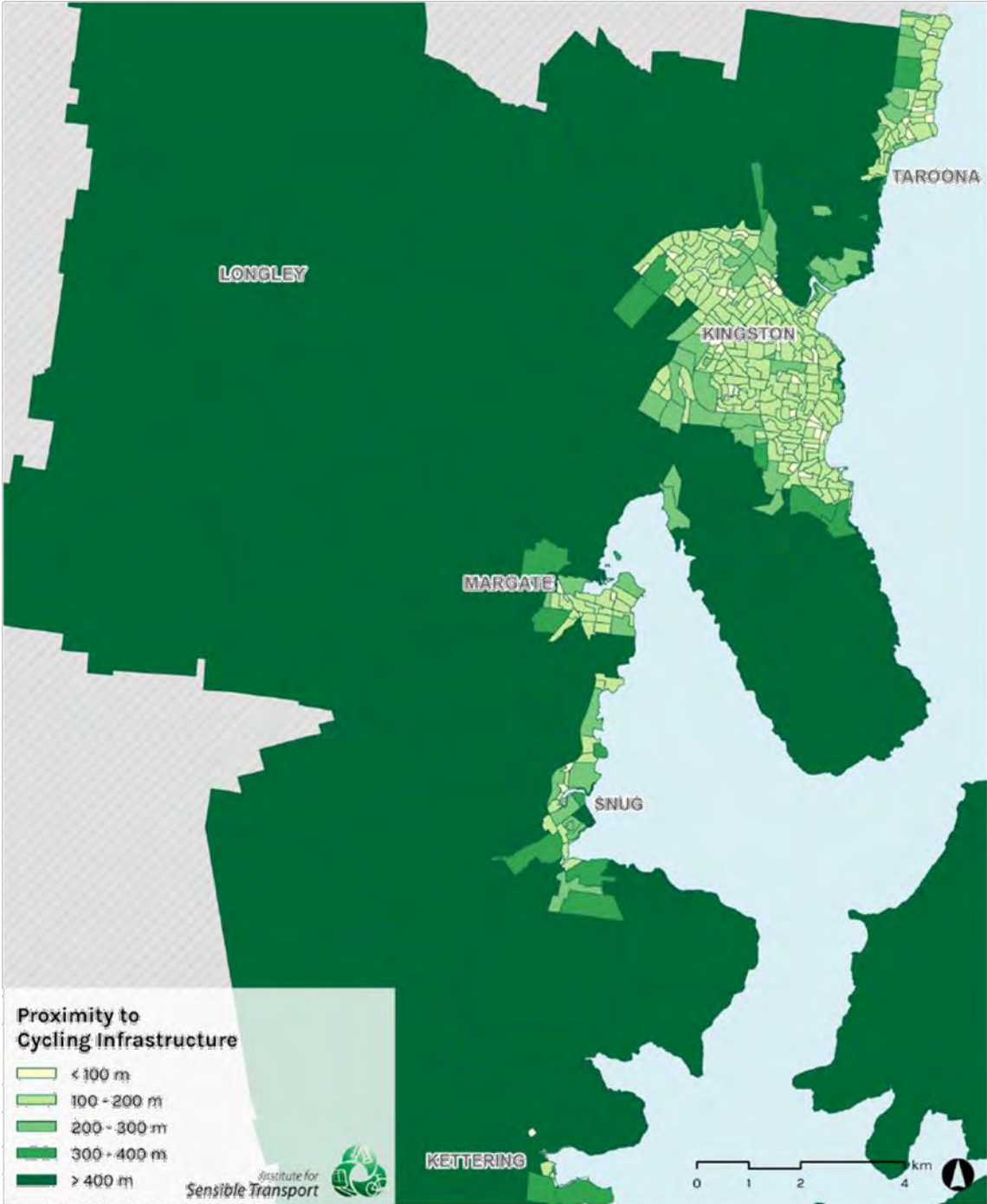


Figure 14 Proximity to cycling infrastructure and cyclable environments



Implementation is often the most difficult aspect of transport planning. Translating endorsed objectives and actions into physical changes can be difficult and few areas of public policy can be as contentious for local government as transport. This section distils the proposed actions from this Strategy, broken down into each objective.

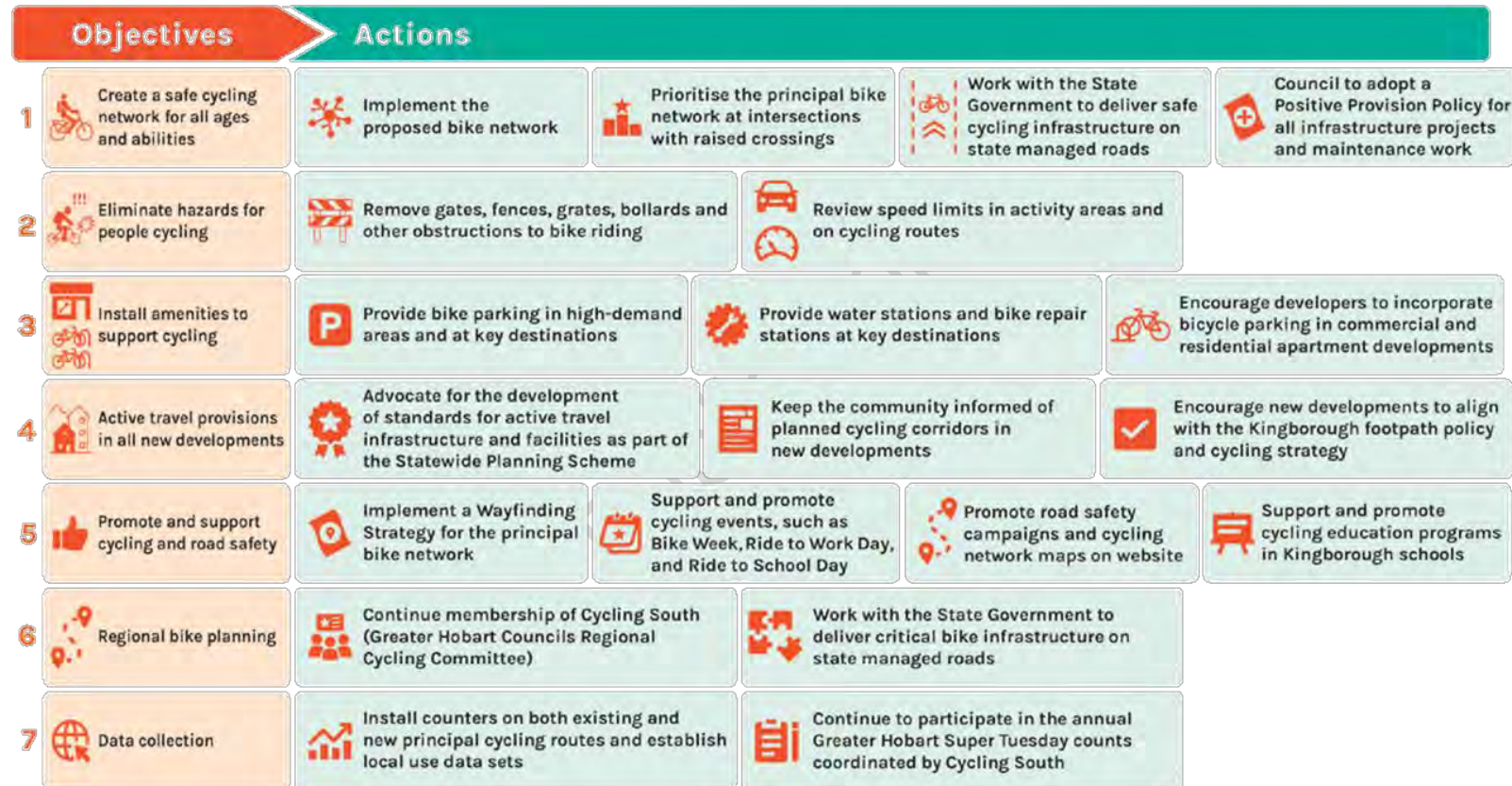


Figure 15 Objectives and actions

Table 2 and Table 3 – Proposed Actions:

The action tables provide a list of the key actions proposed for the life of the Strategy to meet the strategic objectives and initiate the implementation of the proposed cycling network. Actions and priorities are subject to change and adjustment dependant on available funding opportunities and support from other levels of Government. The proposed actions and priority of actions will be reviewed annually.

Suggested timeframes accompany each action, where:

1. Ongoing = an ongoing action for the life of the plan or until the objective is achieved
2. Short = 0 - 5 years
3. Medium = 5 - 10 years
4. Long = 10 or more years.

Suggested costs accompany each action, where:

1. Small = Less than \$100,000
2. Medium = \$100,000 - \$500,000
3. High = \$500,000 - \$1,000,000
4. Very High = More than \$1,000,000.

Proposed funding sources accompany each action, where:

1. Op = Operational expenditure
2. Cap = Future capital expenditure
3. Ex = Externally funded, including grant funding.

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Table 2 - Strategic & Advocacy Actions

The proposed strategic and advocacy actions address the below objectives:

2. Eliminate hazards for people cycling
3. Install amenities to support cycling
4. Active travel provisions in all new developments
5. Promote and support cycling and road safety
6. Regional bike planning
7. Data collection

Action	Project	Description	Time frame	Cost	Lead Responsible Authority	Other Responsible Authority	Funding Source
1	Ride to School Day and Ride to Work Day	Promote National Ride to School Day and Ride to Work Day through Council communication channels. Assess schools for rideability and barriers to greater cycling uptake.	Ongoing	Low	Council		Op
2	Commuter Counts	Continue to collect cycling data by participating in the annual Commuter Counts in March each year.	Ongoing	Low	Council		Op
3	Install usage counters	Install counters to collect usage data on cycling routes and create an active transport data set for the municipality.	Ongoing	Low	Council		Op
4	Bike Week	Support Bike Week events to encourage participation in cycling, such as the Kingborough Treasure Hunt.	Ongoing	Low	Council		Op
5	Road safety audits to eliminate hazards for people cycling	Review road crossings on shared paths and around schools to assess whether safety improvements can be made, such as wombat crossings and pedestrian refuges. Where kerb outstands create 'pinch points' identify options for removing the hazard. Review speed limits in activity areas and on cycling routes.	Ongoing	Low	Council		Op

6	Active travel provisions in new developments	Advocate for the development of standards for active travel infrastructure and facilities. Encourage new developments and subdivisions to align with the recommendations of the <i>Kingborough Footpath Policy</i> and the <i>Kingborough Cycling Strategy</i> endorsed by Council. Where appropriate require a 2.5m wide shared path alongside all collector roads and waterways in new developments. Encourage developers to incorporate bicycle parking in commercial and residential apartment developments.	Ongoing	Low	Council	Tasmanian Planning Policy Unit and Tasmanian Planning Commission	Op
7	Promote safe cycling in Kingborough	Promote road safety campaigns developed by RSAC (Road Safety Advisory Council) and the Kingborough Community Safety Committee. Support and promote cycling education programs run by external agencies to provide bicycle education that increases skills and confidence.	Ongoing	Low	Council		Op
8	Promote cycling routes and places to ride	Promote cycling-related tourism through provision of maps and online information about routes and destinations, such as Bruny Island.	Ongoing	Low	Council		Op
9	Advocate for bike racks on buses	Advocate to MetroTas and the State Government to provide bike racks on buses on all local and regional bus routes.	Short	Low	Council	State Growth	Op
10	Wayfinding Strategy	Develop and implement a Wayfinding Strategy for active travel throughout Kingborough.	Short	Low	Council		Op
11	Positive Provisioning Policy	Adopt a Positive Provisioning Policy to incorporate cycling-friendly design in all Council projects.	Short	Low	Council		Op

Table 3 – Infrastructure Actions

The proposed infrastructure actions address the below strategic objectives:

1. Create a safe cycling network for all ages and abilities
2. Eliminate hazards for people cycling
3. Install amenities to support cycling

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
Ongoing Actions							
12	Maintain existing bike network	Ensure the principal bicycle network is reviewed annually to ensure bicycle infrastructure is safe and surfaces are free of significant bumps, holes, or other impediments. Any issues should be included in road resurfacing or other road maintenance schedules.	Ongoing	Council	State Growth	N/A	Op
13	Bike parking	Install bike parking based on an annual audit and community surveying and at key bus stops.	Ongoing	Council	State Growth	Low	Op
14	Water stations and bike repair stations	Install water fountains and bike repair stations based on an annual audit and community surveying.	Ongoing	Council		Low	Op
15	Channel Hwy sealed shoulders – Kingston to Kettering	Liaise with Department of State Growth to advocate for road upgrades along the Channel Highway that include 1.5m sealed shoulders.	Ongoing	State Growth	Council	Low	Op
16	Mountain bike park improvements	Continue to seek opportunities and funding to upgrade the facilities at the Kingston Mountain Bike Park to bring it to contemporary standards.	Ongoing	Council		Low	Ex
Short Term Actions							
17	Channel Trail – Kingston to Margate	Investigate and advocate for a shared path from Huntingfield to the end of the existing shared path in Margate.	Short	State Growth	Council	Low	Cap / Ex

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
18	Algona Road	Investigate and advocate for a shared path on the southern side of Algona Road between Roslyn Avenue and Huntingfield.	Short	State Growth	Council	Low	Cap / Ex
19	Firthside to Summerleas	Construct a mixed on-road and shared path route between Kingston High School and the Firthside Park & Ride.	Short	Council	State Growth	Medium	Cap / Ex
20	Huntingfield Park & Ride Connections	Construct shared path and safe crossings from existing shared paths to the Huntingfield Park & Ride.	Short	Council	State Growth	Medium	Cap / Ex
21	Taroona – Channel Hwy	Upgrade on-road cycling facilities along Channel Highway through Taroona.	Short	Council	State Growth	Medium	Cap / Ex
22	Spring Farm to Sports Precinct	Construct a shared path from the existing Whitewater Creek path, north to the sporting precinct.	Short	Council		Medium	Cap / Ex
23	Huntingfield to Kingston CBD – Channel Hwy	Advocate and seek funding for protected cycling infrastructure along Channel Highway, between Huntingfield and Kingston.	Short	State Growth	Council	Medium	Ex
24	Roslyn Avenue - Kingston Beach to Blackmans Bay	Investigate a shared path on the western side of Roslyn Avenue, including safe intersection upgrades.	Short	Council		Low	Cap
25	Kingston to Kingston Beach	Investigate options and pursue opportunities for a shared path between Kingston and Kingston Beach.	Short	Council	Private Landowners	Low	Cap / Ex
26	Channel Trail – Snug to Lower Snug	Construct a shared path between Snug and Lower Snug, starting from the existing shared path in Snug.	Short	Council	State Growth	Very High	Cap / Ex
Medium Term Actions							
27	Taroona Safe Route to School	Construct a mixed on-road and shared path route along Flinders Esplanade to Taroona Primary and High Schools, including modal filters and safe crossings.	Medium	Council	Department of Education	Medium	Cap
28	Blackmans Bay Beach Connections	Connect Tinderbox Road and Blowhole Road to Ocean Esplanade with cycling infrastructure.	Medium	Council		Medium	Cap

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
29	Blackmans Bay Shops Connection	Provide a cut-through path from Roslyn Avenue and the Blackmans Bay Shops.	Medium	Council	Private Landowners	Low	Cap
30	Roslyn Avenue – Algona Road to Illawarra	Investigate providing a shared path from Algona Road to Illawarra Primary School.	Medium	Council		Low	Cap
31	Gormley Drive and Kingston View Drive	Link a shared path from Summerleas Road to the Sporting Precinct via the Twin Ovals.	Medium	Council		High	Cap
32	Margate to Dru Point	Investigate a shared path link from Margate to Dru Point.	Medium	Council	Private Landowners	Low	Cap
33	Margate local pathways	Investigate local access pathways and linkages for upgrades and slow street implementation in Margate.	Medium	Council		Low	Cap
34	Snug local pathways	Investigate local access pathways and linkages for upgrades and slow street implementation in Snug.	Medium	Council		Low	Cap
35	Redwood Road to Algona Road	Investigate a shared path from the Maranoa Heights Reserve paths to Algona Road.	Medium	Council	State Growth	Low	Cap
36	Sandfly Road – sealed shoulders	Improve on-road cycling infrastructure along Sandfly Road.	Medium	Council	State Growth	High	Cap / Ex
37	Channel Trail – Lower Snug to Kettering	Investigate a shared path between Lower Snug and Kettering.	Medium	State Growth	Council	Low	Cap / Ex
Long Term Actions							
38	Lower Snug to Coningham	Construct a shared path between Lower Snug and Coningham.	Long	Council		High	Ex / Cap
39	Redwood Road to Kingston CBD	Investigate a shared path from Lorikeet Drive to the Kingston CBD.	Long	Council		Low	Cap
40	Longley to Neika – sealed shoulders	Improve on-road cycling infrastructure on Huon Road between Longley and Neika.	Long	Council		High	Cap / Ex

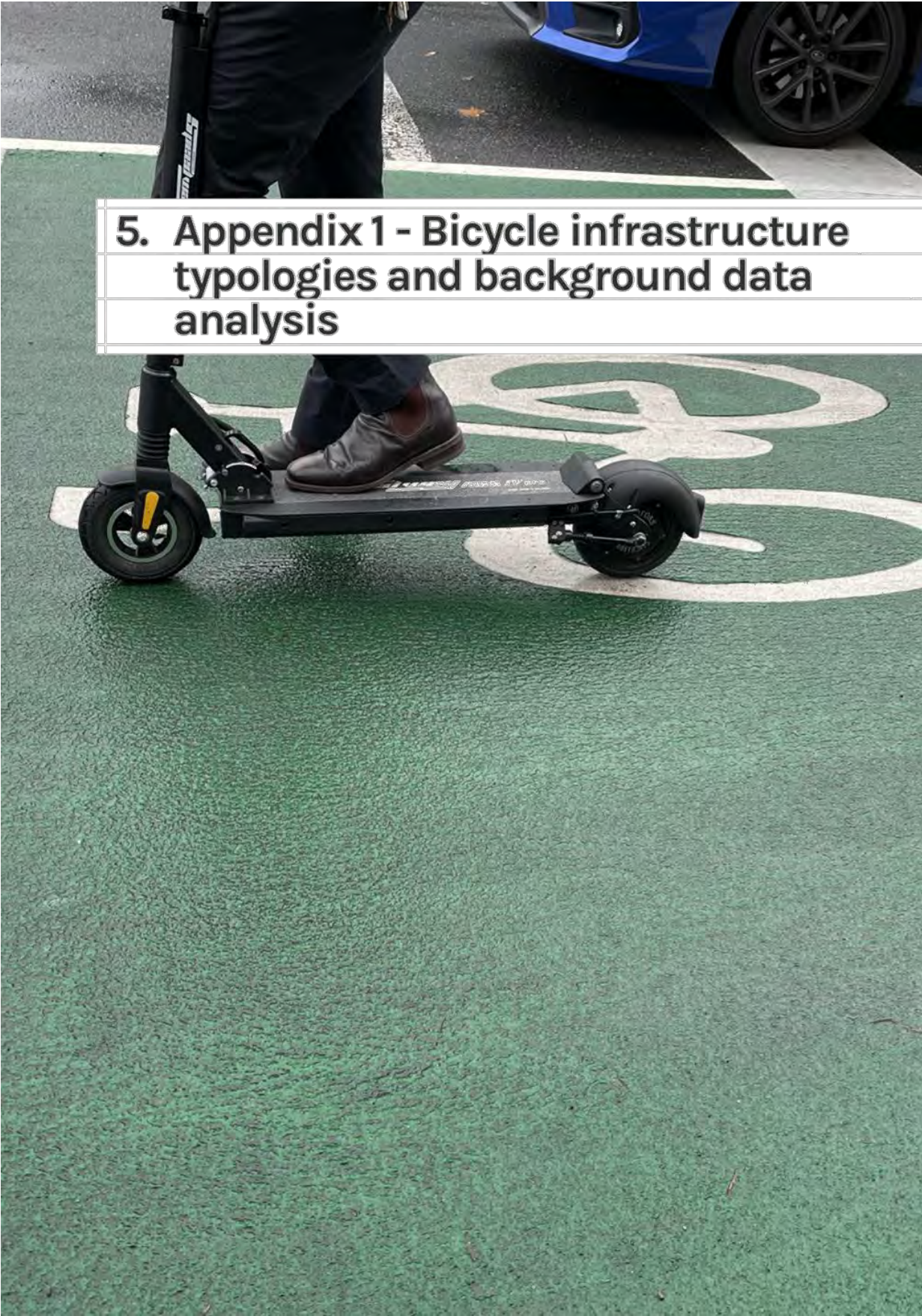
Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
41	Harris Ct to Sherburd Ct path	Construct a path linking Harris Court to Sherburd Court.	Long	Council	Department of Education	Medium	Cap / Ex
42	Tingira Road to Ash Drive link	Investigate a shared path and/or on-road improvements, linking existing local tracks to Roslyn Avenue.	Long	Council		Low	Cap
43	Ferry Road	Investigate improving active transport infrastructure along Ferry Road to Bruny Island Ferry Terminal.	Long	State Growth	Council	Low	Ex

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Figure 16 shows the proposed staging of bike infrastructure across Kingborough.



Figure 16 Infrastructure Priority



Kingborough

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Appendix 1 Bike Infrastructure Typologies and Data Analysis

Developed for the Kingborough Cycling Strategy

September 2021

Kingborough

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1. Infrastructure typologies



The purpose of this section is to provide an overview of different types of bicycle infrastructure, design principles and general guidance on factors to consider when selecting the infrastructure type.

1.1 Design principles

The design principles for each infrastructure type provide an overview of good practise design for developing cycling infrastructure and cyclable environments. These principles are drawn from practitioners' guides, including the *Cycleway Design Toolbox* by Transport for NSW, and provide guideline information for decision makers and designers.

1.2 On-road – mixed traffic

1.2.1 Sealed Shoulders

Sealed shoulders are demarcated road space, on the edge of travel lanes, which cyclists may use, but are not dedicated cycling infrastructure. They may be suitable for cycling when at least 1.5m wide with a maximum 10mm aggregate seal. Where space is limited, and only one sealed shoulder is possible, this should be uphill, to allow slow moving cyclists more space.

On rural roads with posted speeds above 50km/h, wide sealed shoulders offer some safety benefit by allowing cyclists to ride out of the traffic flow. In built up areas, sealed shoulders are not appropriate, as parked cars limit the ability of cyclists to use these shoulders. Figure 1 provides an example of a sealed road shoulder, with rumble strips to warn drifting motorists to keep within the travel lane.



Figure 1 Sealed road shoulder

1.2.2 Sharrows

Sharrows are bicycle stencils painted onto the road surface, with two chevrons above. They are intended to indicate to motorists that the expectation is that motorists share the space with people on bikes. Sharrows are not dedicated bicycle infrastructure, but are useful in certain circumstances where space is not available for dedicated infrastructure and traffic volumes and speeds are low. Additionally, sharrows can be useful for wayfinding. Figure 2 shows an example of sharrows on a quiet residential street.



Figure 2 Sharrows

<http://cyclingchristchurch.co.nz/2014/06/13/adelaide-sharrows/>

1.2.3 Slow streets

Slow streets are shared environments in which all road users are encouraged to negotiate. In general, it is the intention that motorists use the street as a 'guest' with walking and cycling having priority.

Slow streets have become popular in response to the COVID-19 pandemic as a way of providing active transport options with safe physical distancing. They provide a low-cost method of increasing actual and perceived safety. Slow street treatments involve reducing speed limits to 30km/h or less and installing signage indicating that motorists are to provide priority to active modes.

Slow streets are not a recommended treatment for through traffic streets, and they should be reserved for cul-de-sacs and other very low volume streets. In the *Kingborough Cycling Strategy*, slow streets have been recommended for cul-de-sacs and other non-through streets which connect to the existing off-road walking network, enhancing safety and active transport permeability. They have the additional benefit of allowing streets to become part of the public realm for non-transport activity such as sports play (e.g. street cricket) and socialisation. Figure 3 shows the signage appropriate for indicating a slow street and its connectivity to other parts of the cycling network.



Figure 3 Slow street signage

Figure 4 provides an illustration of the sign used in the Netherlands to indicate a shared space environment, which is used on quiet residential streets with very low traffic volumes.



Figure 4 A 'living street' sign, The Netherlands

1.2.3.1 Slow streets design principles

- Slow streets should have a speed limit not exceeding 30km/h.
- Slow streets should have 'watch for cyclists' signs installed at road thresholds.
- Slow streets should have children crossing, or similar, signs installed at road thresholds.
- Slow streets should have 'slow' signs installed at regular intervals of at least every 100 metres.

1.2.4 On-road – painted lane

On-road bike lanes are at least 1.5m wide with a white painted line separating motor vehicles from cyclists, and bicycle logos and bike lane signage. They provide a low level of separation between riders and motor vehicles. Motor vehicles are prohibited from parking in bike lanes. Painted lanes are most suitable for streets with low traffic volumes and speeds below 50km/h. Figure 5 shows a painted bike lane between parking bays and travel lane, which should be avoided where possible, due to the risk of car dooring.



Figure 5 Painted bike lane

1.2.4.1 Painted lane with buffer

Painted buffers can provide a higher degree of separation from motor vehicles. Buffers can be on either or both sides of the painted lane, depending on context. Where kerbside parking is permitted to the left of a painted lane, buffers can provide space so cyclists may ride to the right of the ‘door zone’. Where speeds or traffic flows are higher, buffers between motor vehicle lanes and painted lanes can provide greater space, increasing actual and perceived safety. Figure 6 shows a buffered bike lane, providing safe space between the car door zone and bike lane.



Figure 6 Buffered bike lane

Source: Phillip Mallis (Flickr)

1.2.4.2 On-road bicycle lane design principles

- Speed limits on roads with on-road, painted bicycle lanes should generally not exceed 50km/h.
- On-road bicycle lanes should be 1.5 metres wide, on both sides of the street.
- Where space is insufficient, lanes below 1.5 metres can be acceptable. Narrow lanes still permit safer outcomes than no bicycle lane.
- Parking should not be permitted adjacent to bicycle lanes below 1.5 metres in width, due to the risk of car dooring.
- Where space is insufficient for on-road cycle lanes on both sides of the road, they should be placed on the uphill sections.
- Where space is insufficient for on-road cycle lanes in either direction, but cycling is desired, shared paths should be considered.
- Where space is insufficient for on-road cycle lanes in either direction and shared paths are unfeasible, but cycling is desired, the introduction of design features to lower vehicle speeds should be considered. These include:
 - Lowered speed limits or advisory speeds to 40km/h, especially through corners
 - Install ‘watch for cyclist’, or similar, signs
 - Narrowed general traffic lane width (3 metres or below) with more space on shoulders
 - Paint ‘dragon teeth’ or ‘zig zag’ road markings
 - Rumble strips on outer lane markings.

Intersection design principles

- At signalised intersections, on road cycle lanes should have bike boxes.
- At signalised intersections, advanced start bike lanterns should be installed.

Green painted surface delineating space for cyclists should be applied through intersections and for 10 metres either side.

1.3 On-road – protected

Protected on-road bike lanes are built within the road carriageway, with a physical barrier separating cycling lanes and motor vehicles lanes (either parking or traffic). These lanes are placed kerbside and should be at least 1.5m wide, with 1.8m to 2m preferable, to allow for overtaking. However, narrower protected lanes are still preferable to no physically separated lanes at all. Where parking is provided, the separator should be a minimum of 300mm to provide a buffer for car doors. Physical separation can be either ‘light’, with precast plastic adhered to the road surface, or heavy, with large blocks of concrete or stone embedded into the road.

1.3.1 One way pairs

In a single direction configuration, physically separated lanes are generally positioned on both sides of the road to accommodate travel in both directions. They are placed on the same side of the road as motor vehicle traffic. They are safer at non-signalised intersections than bi-directional cycleways (see Section 1.3.2), as drivers are more likely to anticipate the direction of travel, but they require slightly more road carriageway space. Figure 7 shows an example from Frome Street, Adelaide.



Figure 7 Separated single-direction lane

1.3.2 Bi-directional

Bi-directional bike lanes are more space-efficient than one-way pairs but intersection treatments need careful consideration (and are preferably signalised), due to the risk of drivers not looking for riders coming in the opposite direction. Figure 8 shows an example from Sydney.



Figure 8 Bidirectional lane, Sydney

Source: SydneyCycleways

1.3.3 Protected bicycle lane design principles

- Protected lanes should be a minimum of 1.5 metres wide, although lane widths of 1.8 metres are desirable.
- Protected bicycle lanes need to use a form of ‘vertical separation’ (such as bollards or garden boxes) of at least 100mm wide without parking or at least 300mm wide where parking is adjacent (to act as a buffer between open car doors and oncoming cyclists).
- Protected bicycle lanes on both sides of the road, in the same direction as traffic, is the preferred option (known as one way pairs).
- Where space is insufficient for separated lanes in both directions, bi-directional lanes on one side should be installed. Bi-directional lanes should be at least 2.5 metres. Signage and visual cues for motorists emerging from cross streets must be included to remind the motorist of the presence of cyclists travelling in both directions.
- Where possible, bi-directional protected bicycle lanes should not be adjacent to parking bays, to improve cyclist’s sight lines and visibility for motorists.

Intersection design principles

- Green painted surface delineating space for cyclists should be applied through intersections.
- At signalised intersections, advanced start bike lanterns should be installed.

- At signalised intersections, left turns should have delayed start (e.g., red lights which turn off later in the cycle)

At signalised intersections with bi-directional lanes, all turns from lanes parallel to the bi-directional lane should be fully controlled.

1.4 Off-road – dedicated cycleway

Dedicated cycleways can be installed behind the kerb to provide a protected, off-road cycling path. These are suitable in situations where there is insufficient space within the road carriageway to install a bike lane without moving kerbs. The footpath remains separate and is located adjacent to property boundaries, with a separator (such as plantings or grassed strip) between the two. They offer a higher level of physical separation and safety. Dedicated cycleways can be either one-way pairs or bidirectional. Figure 9 is another Sydney example, noting the kerb and drainage difference from the previous Figure 8.



Figure 9 Bidirectional cycle lane (Bourke Street, Sydney)

Source: SydneyCycleways

1.5 Off-road – shared path

Shared paths are dedicated off-road infrastructure for pedestrians and cyclists. Cyclists are not the dominant mode, and are expected to share the space with pedestrians. Shared paths should be a minimum of 2.5m, ideally 3m in width. They can be sealed with bitumen, concreted, or made of compacted gravel. In all cases, they should be smooth and without tripping hazards and provide easy access for wheeled vehicles (e.g., bikes, mobility aids, shopping jeeps, etc).

There are a large number of walking paths within Kingborough which are potentially very useful for people on bikes and should be reviewed for upgrades for cyclists. In some cases, walking paths have steps or stairs. In order to accommodate bikes, troughing should be installed on one side of the steps, allowing bikes to be wheeled up or down. Figure 10 is an example from Kingston.



Figure 10 Shared path In Kingston

1.5.1 Shared path design principles

- Shared paths should be a minimum of 2.5 metres wide. Where use of the shared path by pedestrians and cyclists is higher, a width of 3 metres is desired.
- Shared paths should go on the side of the road that permits the desired width.
- If both sides permit the desired width, shared paths should go on the side which connects to the greatest number of other cycling or cyclable routes.
- Shared paths, where possible, should avoid running out the front of shops, to minimise conflict with other users.

- Shared paths, where possible, should run to the front of schools.
- Shared paths, where possible, should go on the side of the road which has the least driveways.
- Shared paths should avoid crossing from one side of the road to the other.
- Shared paths should avoid bollards and fenced barriers, as these pose a safety hazard.

1.6 Crossings

Dedicated cycling infrastructure often intersects with other parts of the road network, from local streets to large highways. There are several ways to accommodate cycling safely across the intersection, depending on the relative importance of the intersecting road and the desired level of safety for cyclists.

1.6.1 Refuge islands

Refuge islands provide a central waiting area in the middle of a road. The islands are often constructed out of concrete, providing protection from vehicle lanes. Refuge islands may be used where the cycleway intersects with a major road but where signalised crossing is not desired, due to low cycling and / or traffic volumes. Figure 11 provides an example of a refuge island, with pram ramps on each side leading back to the footpath.



Figure 11 Refuge Island

1.6.2 Continuous footpaths

Continuous footpaths are a design that maintains the footpath height and material across a side street. It maintains priority for pedestrians and bike riders. This type of intersection is ideally used where a footpath or protected cycle lane intersects with a local or residential street. Figure 12 shows an example that includes continuous footpath and separate cycle lanes.



Figure 12 Continuous footpaths

1.6.3 Wombat crossings

Wombat crossings, also known as raised zebra crossings, provide a safe mid-block crossing over a local, or collector road. They are appropriate where traffic speed is 50km/h or less and is located on a local or collector road, or is located within an activity centre. Wombat crossings can be used to provide safe crossings at roundabouts and other unsignalised intersections. Figure 13 shows a wombat crossing in Melbourne.



Figure 13 Wombat crossing

1.6.4 Signalised crossings

Signalised crossings use traffic lights to manage traffic movements and safe pedestrian and bike rider crossings. They are most appropriate where traffic speeds and / or traffic volumes are too high to safely install a wombat crossing, or the area where crossing is desired is too complex or dangerous. Signalised crossings can provide separate pedestrian and cycling waiting zones, as shown in Figure 14.



Figure 14 Signalised pedestrian crossing
Source: nzta.govt.nz

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2.1 Study area and population density

Figure 15 shows a zoomed-in view of the major population and employment areas in Kingborough. The new residential estates are also shown in the south-western edge of the built-up area.

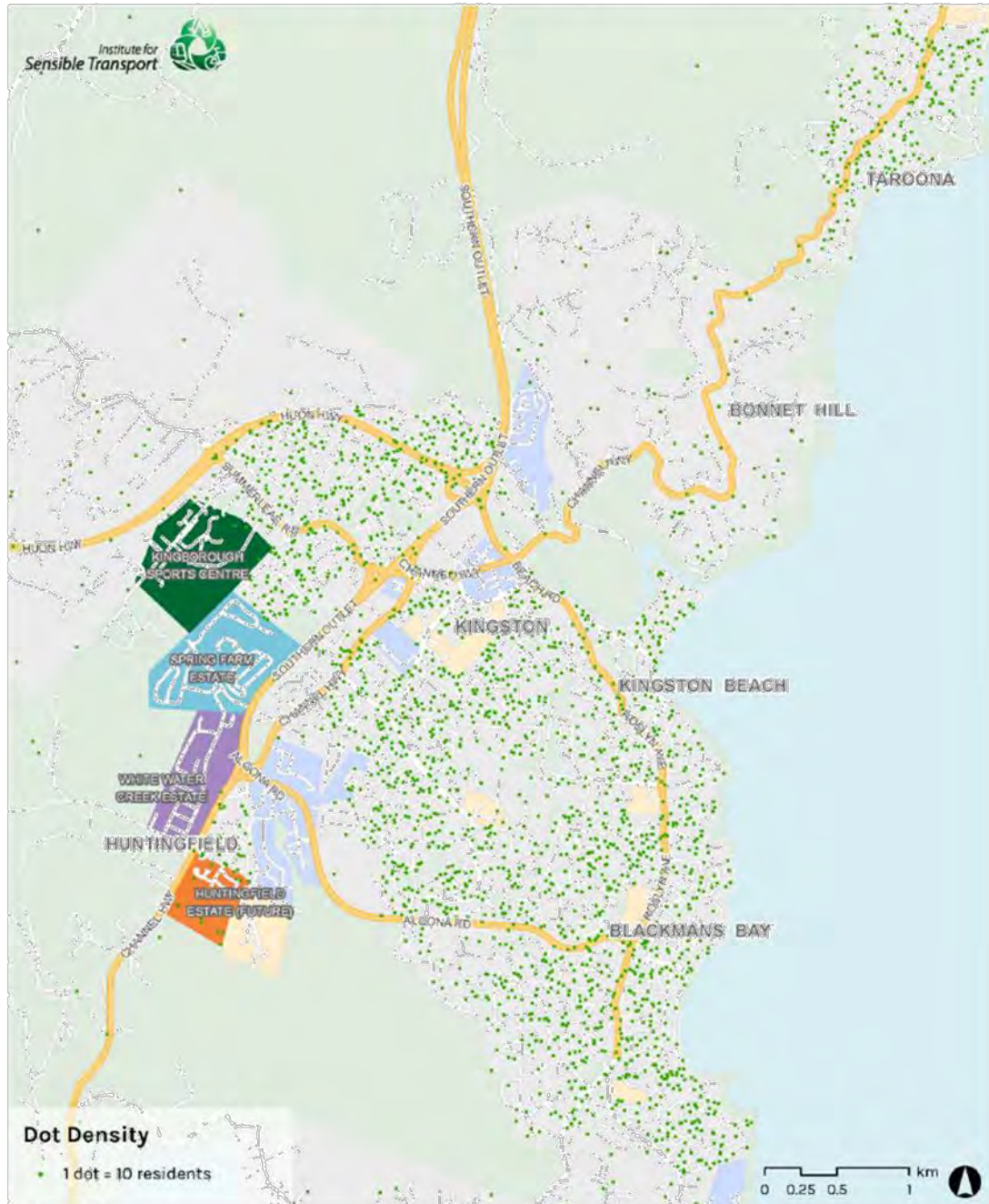


Figure 15 Study area - Built up area

2.2 Land use

Kingborough has a land use structure similar to other parts of Australia. It has a retail and civic CBD area with dispersed, low rise housing residential areas. Several light industrial and commercial precincts exist, separate again from the retail and civic area. For the next 10 years the growth priority areas for Kingborough are Spring Farm, Whitewater Park, Huntingfield and Kingston CBD.



Figure 16 Population density – Built up area

2.3 Journey to work

The *Journey to work* is the most comprehensive dataset of travel movements in Australia, as it is the only transport question included in the Census. We have examined journey to work data collected from the Census to better understand existing travel patterns and the potential for transferring short car trips to cycling.

Our team have interrogated the data available for Kingborough to produce the two graphs shown in Figure 17. The graph on the left is for all work trips (of any distance). It shows that almost 90% of all residents of Kingborough who travel to work do so in a motor vehicle. The most pertinent finding for the Cycling Strategy is that 86% of Kingborough residents drive even when the trip is 5km or less.

One-third of people who live in Kingborough work in Kingborough, while almost half of Kingborough residents work in Hobart.

For people that work in Kingborough, almost two-thirds of them also live in Kingborough.

Approximately 20% of trips to work to Kingborough are 3km or less. About one-third of commutes are 5km or less.

According to the Census, 9 in 10 Kingborough residents travel to work by car, and for trips 5km or less, 86% drive.

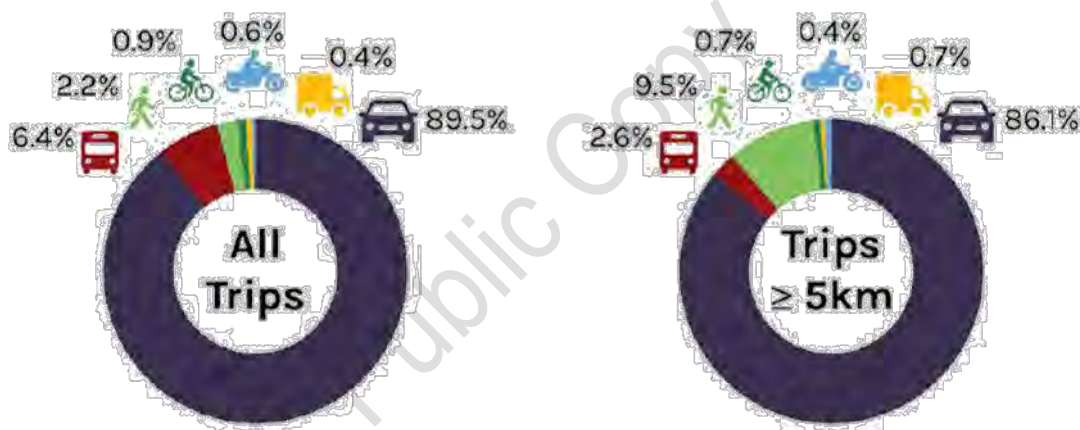


Figure 17 Journey to work for Kingborough residents
Source: ABS Census

2.5 Travel diary

Travel survey data for Kingborough is available via the *2019 Greater Hobart Household Survey of Travel*. Using sample surveys, travel profiles can be constructed for all Councils within Greater Hobart. It provides details regarding mode share for different trip purposes, movement between different Council areas, and how people move throughout the day.

2.5.1 Trips per day

Figure 18 shows the total number of trips taken per day in Kingborough. It shows an average of 3.5 trips per person per day. Kingborough residents spend approximately 1 hour a day travelling, covering 31 km.



Figure 18 Trips per day, Kingborough
Source: Department of State Growth (2019)

2.5.2 Trip Purpose

Figure 19 shows the breakdown in trip purposes for residents of Kingborough. Approximately 20% of all trips are work-related. Education trips constitute 10%, shopping 16%, personal business 8%, pick-up/drop-off 14%, social/recreation 21%, and 10% for other trip purposes.

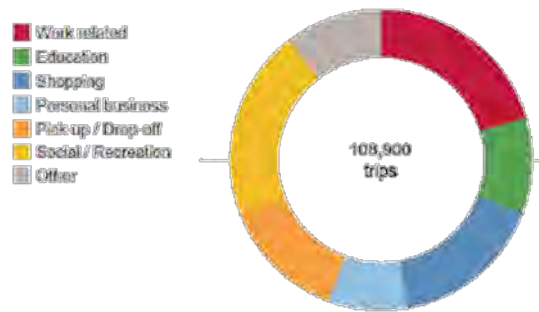


Figure 19 Trip Purpose, Kingborough
Source: Department of State Growth (2019)

This highlights the importance of better understanding non-work travel patterns and behaviour, as they constitute most trips on the transport system.

2.5.3 Mode Share

Figure 20 shows the breakdown in mode share for all trip purposes in Kingborough. Private cars make up most trips and kilometres travelled, however active transport (walking and bike riding) constitute 16% of all trips.

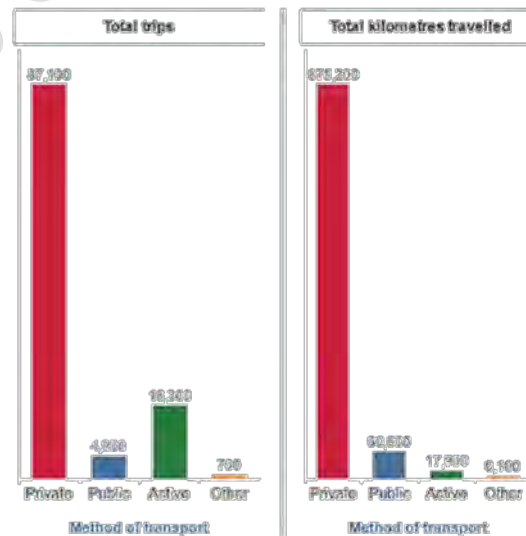


Figure 20 Mode Share for all trips, Kingborough
Source: Department of State Growth (2019)

2.5.4 Destinations

Figure 21 shows the destinations for trips that originated in Kingborough. The vast majority of trips that start in Kingborough also finish in Kingborough, for all times of the day. One-third of AM trips end in Hobart and 20% in the PM. Only a small proportion of trips finish in other Council areas.

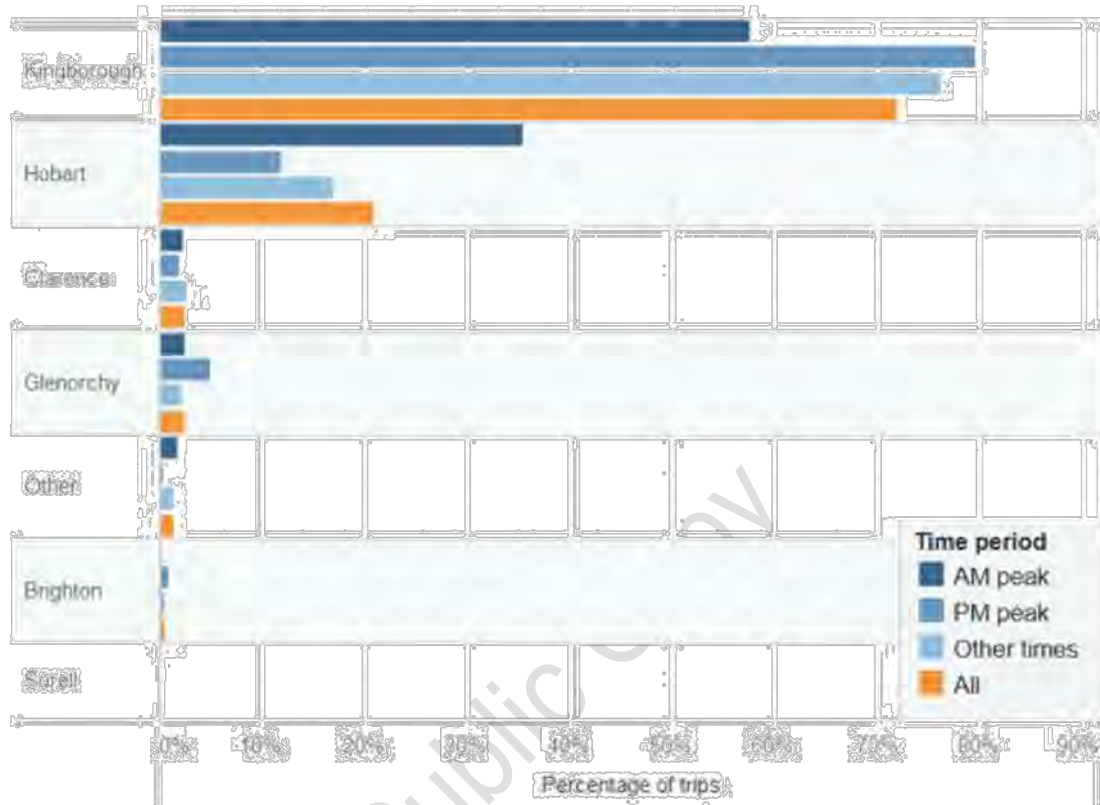


Figure 21 Destinations of trips starting in Kingborough

Source: Department of State Growth (2019)

2.6 Crash statistics

Table 1 shows the location and severity of crashes within the broader Kingston area between 2016 - 2020.

Broader Kingston Area

There were a total of 1,005 crashes recorded during the five-year period, including two fatalities, 21 serious injuries (requiring hospital admission), and 219 'other' or minor injury crashes (see Figure 25).

Excluding property damage and unknown crashes there is a downwards trend of injuries in the last five years (see Figure 22).

Crashes resulting in property damage totalled 763. Crashes were concentrated along the main arterial roads and highways and within the Kingston CBD area.

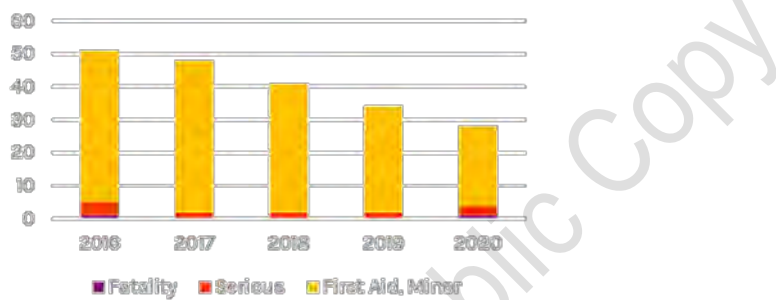


Figure 22 Crash injuries within Broader Kingston in the last five years

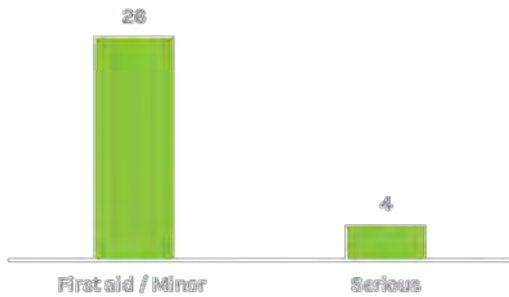


Figure 24 Cycling crash injuries within Kingborough in the last 5 years

Crashes 2016 - 2020	Broader Kingston Area	Kingston CBD Area
Fatalities	2	1
Serious	21	3
First Aid; Minor	219	71
Property Damage; Not	763	388
Total	1,005	463

Table 1 Crashes in last five years



Figure 25 Crashes by severity, Broader Kingston Area

2.7 Topography

Like much of Tasmania, Kingborough consists of a hilly natural form. Many streets and roads have significant gradients. Major roads are often located along flatter valleys, as it affords easier passage and minimises construction costs. Flatter, more direct routes are most conducive to bike riding. Flatter roads, such as Beach Road, Roslyn Avenue, Algona Road, and the Channel Highway may provide an easier and more attractive option for people to ride, compared to hillier and more direct alternatives, such as Redwood and Maronoa Roads.



Figure 26 Topography

2.8 Bike use propensity index

High quality bicycle infrastructure in built up areas can be expensive and government budgets are limited. It is therefore important, when planning a future cycling network, to determine spatial variation in the latent demand for cycling. Through peer reviewed research, a number of Census collected variables have been isolated, in order to provide a heat map of latent demand for cycling, known as the *Bike Use Propensity Index*.

The Institute for Sensible Transport developed the Bike Use Propensity Index to identify spatial differences in latent demand for cycling in a city or region. The Index is based on eight Census collected variables that are statistically significant predictors of bike use (see Fishman, Washington, Haworth, & Watson, 2015). In sum, these maps provide a clear illustration of the spatial variation in propensity to cycle in Kingborough.

The Propensity Index can help guide areas for future investment in cycling infrastructure by identifying the areas where the greatest uptake in cycling is likely to occur. Actions focusing on high propensity areas are likely to include infrastructure projects, but should also consider behaviour change initiatives and other support programs to encourage greater cycling uptake.

2.8.1 Methodology

The Bike Use Propensity Index combines eight variables, all of which are collected as part of the ABS Census. The statistical basis for the Index was developed through the collection of data on riding behaviour and demographic factors. This data was analysed using binary logistic regression in SPSS and STATA. The results, published in Transportation Research Part A (see Fishman, Washington, Haworth, & Watson, 2015) revealed that there are some statistically significant factors for propensity to cycle.

The data that forms the basis of the Index is collected from the following variables, derived directly from the 2016 Census:

1. Residential population density, measured as people per hectare
2. Employment density measured as number of people working per hectare.
3. Density of young adults measured as number of people aged 18 - 34 per hectare.
4. Low motor vehicle ownership measured as number of households with zero or one cars per hectare.
5. Bicycle use - origin measured as number of people riding to work per hectare.
6. Bicycle use - destination measured as number of people riding to work per hectare (weighted x3).
7. City-based employment - people who work within the Hobart CBD SA2 per hectare (weighted x3).
8. Short cartrips- destination measured as number of people driving to work between 0 and 5 km per hectare.

The Bike Use Propensity Index has been designed to show the variation in the relative propensity to cycle, at the highest possible level of spatial detail.

The Index contains more residential-oriented variables than it does employment, or destination, variables. To ensure that employment rich areas that have comparatively lower residential populations are not undervalued, such as the Kingston CBD, the employment variables in the index have been weighted by a factor of 3. Doing this helps ensure important bike destinations, such as employment hubs, are adequately considered in the Index.

Geographic areas that rank in the bottom quintile receive a score of 0.2 for that attribute, while those in the top quintile receive 1.0, as shown in Table 2. The mapped values are aggregates of the attributes' scores.

Table 2 Ranking system and Index categories

Quintile	Index Score
5	1.0
4	0.8
3	0.6
2	0.4
1	0.2

It is also important to recognise that SA1's that receive very high Index scores will have scored highly across all the variables included in the Index. In almost all cases, an SA1 that scores above 4.5 (out of 5) will have been in the top quintile in at least five variables.

2.8.2 Index Creation - Maps

We have used ArcGIS to create individual maps. Each of these maps provide a visual illustration of variation in propensity to cycle, based on the eight factors identified above.

In each of these maps, the Propensity Index has been recalculated. This means that in each map, SA1's can only be compared to other SA1, *in that map*. Scores cannot be compared across maps.

2.8.3 Results

The results for Kingborough's Bike Use Propensity Index are shown in Figure 27. The Kingston and Blackmans Bay areas have the highest levels of latent demand for bike riding. In particular, Firthside and Kingston between the Southern Outlet and Huon Highway were highest, as was Kingston Beach.

Blackmans Bay, particularly south of Algona Road, also scored in the top quintile, as did the residential area surrounding Hawthorn Reserve and Southern Christian College.

The Kingston CBD was ranked in the middle quintile. This is likely due to almost no residential population living within the CBD.

2.8.4 Implications

The Propensity Index has been used to help guide proposed infrastructure/network design. Areas that have a high latent demand for cycling have been prioritised, as they are likely to generate more cycling activities than areas of low cycling propensity.

The bicycle infrastructure opportunities will include how different bike infrastructure typologies (e.g. painted bike lane, separated bike lane) can be used to maximise the appeal of cycling, especially in those areas of Kingborough with higher latent demand.

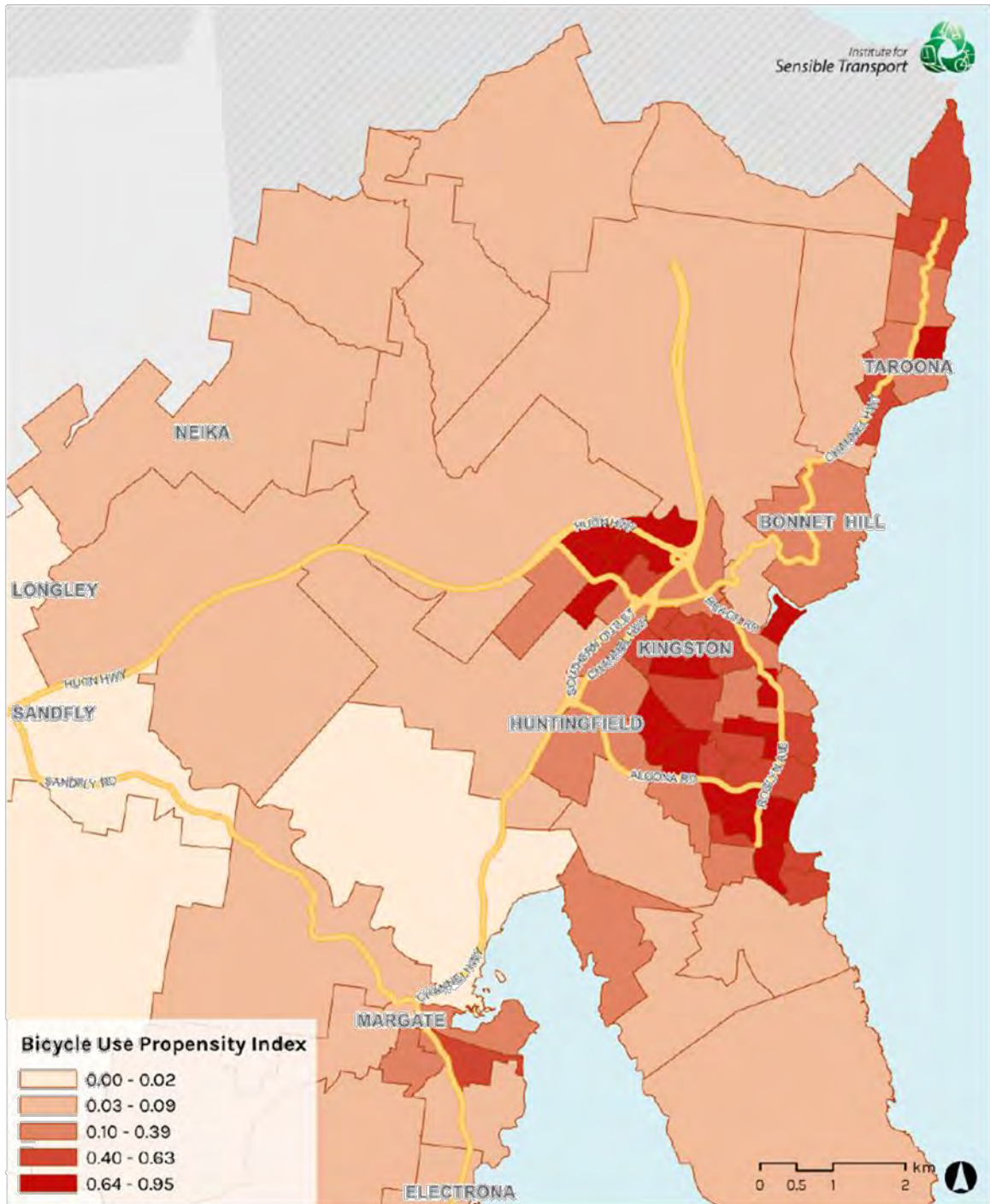


Figure 27 Kingborough Bike Use Propensity Index

Nb. This only provides analysis for adult transport cycling. Recreation, cycle to school for children, and other bike riding propensity may differ and insufficient data is available to integrate non-commute cycling.

16.3 ELECTION CARETAKER PERIOD POLICY

File Number: 1.21

Author: Daniel Smee, Director Governance, Recreation & Property Services

Authoriser: Gary Arnold, General Manager

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.

1. PURPOSE

- 1.1 The purpose of this report is to present a new policy in regard to Caretaker Periods for Local Government Elections.

2. BACKGROUND

- 2.1 At its meeting of 4 October 2021, Council considered a Notice of Motion in relation to Council Caretaker Period arrangements and resolved as follows (Minute C548/20-2021 refers):

That Council officers prepare a report to address the introduction of Caretaker Conventions to guide the actions of Kingborough's elected representatives and Council staff in a 'caretaker role' during the period of a declared local government election, including by-elections.

3. STATUTORY REQUIREMENTS

- 3.1 There is currently no legislation supporting caretaker provisions for local government in Tasmania.

4. DISCUSSION

- 4.1 Caretaker provisions for local government are standard in most mainland states, with Councils required by legislation to assume a caretaker role during election periods and endure that major decisions are not made which would limit the actions of an incoming Council.
- 4.2 There has been increasing support within the Tasmanian Local Government sector for introduction of some form of caretaker provisions, although the design of what this might look like has not been widely tested.
- 4.3 The State Government has proposed the following in relation to the matter as part of the review of the *Local Government Act 1993*:

Electoral Integrity 10:

Introduce caretaker provisions to reduce major policy and contractual decisions that may bind an incoming council and avoid the inappropriate use of ratepayer resources during an election. Caretaker provisions are commonplace in other levels of government and local government in other jurisdictions. Caretaker provisions would apply to all councils from the time candidate nominations open. They would limit councils making major policy or contractual decisions during an election period. The operational business of councils

must still continue and caretaker provisions would provide for this, including where councils have to meet statutory timeframes and obligations. Caretaker provisions would also limit the use of council resources from being used to promote or support candidates, including sitting councillors. This is consistent with the notion that public funds should not be used to unfairly support one or more candidates over others.

- 4.1 The Local Government Association of Tasmania is generally supportive of the proposal, but in its submission to the review of the Act, noted that clarity is required in the drafting of the provisions recognising the statutory responsibilities of councils to make decisions, particularly when acting as a Planning Authority.
- 4.2 The review of the Act has been delayed by the advent of COVID-19 and the associated Premier's Economic and Social Recovery Advisory Council Report that recommended structural reform of local government in Tasmania.
- 4.3 Whilst there is currently no legislative framework to support caretaker provisions in Tasmania, there is nothing preventing Council from developing a policy and associated guidelines in relation to how it will operate in the lead up to a local government general election.
- 4.4 The attached policy has been developed to cover the main issues that may give rise to concern during an election period – namely the making of major decisions that would limit the actions of the incoming Council and the potential for use of Council resources by Councillors or staff to support an election campaign.
- 4.5 The policy draws on examples from Councils on the mainland and it is noted that it only applies to local government general elections and not to By-Elections.

5. FINANCE

- 5.1 Under the proposed policy, no tender or contract would be approved during the caretaker period with a value greater than 1% of Council's revenue as proposed in the forward estimates for the financial year in which the election is to be held.

6. ENVIRONMENT

- 6.1 There are no environmental issues associated with this matter, other than to note that the proposed policy would not allow approval of any environmental policies, major contracts or By-Laws during the caretaker period.

7. COMMUNICATION AND CONSULTATION

- 7.1 The policy will be made available to the public via Council's website.

8. RISK

- 8.1 The policy addresses the potential risk that a Council in caretaker mode will make a decision that unfairly binds the incoming Council. It also addresses the risk of inappropriate use of Council resources during an election period.

9. CONCLUSION

- 9.1 A draft Election Period Policy has been developed in response to a resolution of Council on 4 October 2021.
- 9.2 The policy provides guidance for the organisation, its staff and Councillors in relation to decision making, use of Council resources and expected standards of behaviour in the lead up to an election.

- 9.3 Given the lack of supporting legislation currently in Tasmania, the policy is a standalone document that is not legally enforceable.

10. RECOMMENDATION

That the attached Election Period Policy be endorsed.

ATTACHMENTS

- 1. Caretake Period for Elections Policy**

Public Copy



Policy No:	1.21	Minute No:	TBA
Approved by Council	October 2021	ECM File No:	
New Review Date:	October 2024	Version:	1.0
Responsible Officer:	Director Governance, Recreation & Property Services		

Election Caretaker Period Policy

1. POLICY STATEMENTS

- 1.1 Council is committed to the application of good governance principles and high standards of integrity.
- 1.2 It is an established democratic principle that elected bodies should not unnecessarily bind an incoming government during an election period. Council commits to the principle that it will make every endeavour to avoid making significant decisions that bind an incoming Council.
- 1.3 This policy establishes clear guidelines for the conduct of Councillors and staff in the lead up to a local government general election involving the Kingborough Council and ensures that the ordinary business of Council continues in a responsible, transparent and legally compliant manner in the period leading up to an election.

2. DEFINITIONS

2.1 In this policy:

"By-Election" is an election to replace a councillor after the councillor's office becomes vacant.

"Candidate" is a person standing for election.

"Council" means the Kingborough Council.

"Caretaker Period" is the period from the writ of election through until the close of the polls of the relevant local government general election.

"Electoral Material" means any advertisement, handbill, pamphlet, notice, flyer, letter or article that is intended or calculated to affect the result of an election.

"Local Government Act" means the Tasmanian *Local Government Act 1993*.

"Major Policy Decision" refers to the appointment, remuneration or termination of the General Manager, approval of contracts greater than 1% of Council's net revenue, adoption or renewal of policies, making, amending or repealing of planning schemes and establishment of By-Laws.

3. OBJECTIVE

3.1 The purpose of this policy is to ensure that:

- a) Major policy decisions are not made by Council in the leadup to an election that would prove binding for an incoming Council.
- b) Council resources are not used for the advantage of a candidate in a local government general election.
- c) The requirement to act impartially in relation to all candidates standing for election is clearly understood.

4. SCOPE

- 4.1 This policy applies to elected members and employees of the Kingborough Council for duration of the caretaker period for a local government general election.
- 4.2 This policy does not apply to local government by-elections.



Policy No:	1.21	Minute No:	TBA
Approved by Council:	October 2021	ECM File No:	
New Review Date:	October 2024	Version:	1.0
Responsible Officer:	Director Governance, Recreation & Property Services		

5. PROCEDURE (POLICY DETAIL)

- 5.1 During the Caretaker Period the following provisions shall apply:
- 5.1.1 Tenure of General Manager – Council shall not appoint, dismiss or renew the contract of a General Manager during the Caretaker Period. An Acting General Manager may be appointed in accordance with Section 61B of the Local Government Act, if required.
- 5.1.2 Tenders and Contracts – no tender or contract shall be approved by Council for which the total sum exceeds 1% of the Council's revenue as proposed in the forward estimates for the financial year in which the election is to be held.
- 5.1.3 Planning Instruments – Council will not make, amend or repeal a local planning instrument under the *Land Use Planning and Approvals Act 1993* (i.e. a planning scheme, a temporary local planning instrument or a planning scheme policy);
- 5.1.4 By-Laws – Council will not make a new By-Law during the Caretaker Period.
- 5.1.5 Policies – Council will not approve or renew any Council policies during the Caretaker Period.
- 5.1.6 Distribution of Electoral Material – no electoral material shall be permitted to be displayed or distributed on any Council owned or managed property.
- 5.1.7 Use of Council Stationery – Council letterhead, logos, emblems, business cards or other Council branded material shall not be used by Councillors or staff for electoral activities.
- 5.1.8 Use of Council Equipment – Council funded telephones, computers and vehicles may not be used by Councillors or staff in any manner that supports a candidate's election campaign.
- 5.1.9 Use of Council Contacts – Council telephone numbers and email addresses shall not be used by Councillors as contact points in their election material.
- 5.1.10 Media - Councillors will not use their position as an elected representative, or their access to employees or resources, to gain media attention in support of their, or any other candidate's election campaign.
- 5.1.11 Council Committees and Groups – a Councillor shall not use their membership of a Council Advisory Committee or appointment as a member of an external group to disseminate information or promote their, or any other candidate's election campaign.

6. GUIDELINES

- 6.1 Nothing in this policy prevents the Mayor, Councillors and staff from carrying on the business of the Council during the caretaker period.
- 6.2 Council meetings shall continue to be held during the Caretaker Period and will consider Agenda items that relate to the ordinary business of Council other than those matters identified in Section 5 of this policy.
- 6.3 The General Manager may still exercise all delegations provided by Council during the Caretaker Period, including the appointment of staff.
- 6.4 Capital works as approved by Council as part of the annual budget process, can proceed during the Caretaker Period, regardless of their scale.



Policy No:	1.21	Minute No:	TBA
Approved by Council	October 2021	ECM File No:	
New Review Date:	October 2024	Version:	1.0
Responsible Officer:	Director Governance, Recreation & Property Services		

- 6.5 The Mayor and Councillors will continue to accept invitations to attend community functions and may continue to correspond with constituents on matters related to Council business during the Caretaker Period.
- 6.6 The Mayor shall be the spokesperson for Council in accordance with Section 27 of the Local Government Act and shall carry out the civic and ceremonial functions of the mayoral office during the Caretaker Period.
- 6.7 Council employees shall maintain the normal business activities of Council during the Caretaker Period. Employees shall undertake their duties in an appropriate way and take all steps to avoid any real or perceived support for a candidate in order to protect the organisation's ability to impartially serve any incoming Council following an election.
- 7. COMMUNICATION**
- 7.1 This policy will be made available to all staff, Councillors, customers, members of the public and shall be provided free of charge at the Civic Centre and on Councils Web Site www.kingborough.tas.gov.au
- 8. LEGISLATION**
- 8.1 The following legislation is relevant to this policy:
- *Local Government Act 1993*
 - *Tasmanian Electoral Act 2004*
 - *Land Use Planning and Approvals Act 1993*
- 9. RELATED DOCUMENTS**
- 9.1 Code of Conduct for Councillors
- 9.2 Policy 9.14 – Code of Conduct Employees
- 10. AUDIENCE**
- 10.1 Public document

16.4 COMMUNITY GRANTS 2021/2022

File Number: 10.220

Author: Julie Alderfox, Community Development Officer

Authoriser: Dr Katrena Stephenson, Director Environment, Development & Community

Strategic Plan Reference

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

Strategic Outcome: 1.1 A Council that engages with and enables its community.

1. PURPOSE

1.1 The purpose of this report is to provide Council with recommendations of funding allocations for projects from the 2021/2022 Community Grants program.

2. BACKGROUND

2.1 Council's Community Grants program was advertised in July/August 2021 with a closing date of Monday 6 September 2021. This timeframe was chosen as it enables the assessment process to be completed and recommendations made prior to announcements in late October/early November.

2.2 Council had planned to hold only one grant round in 2021/2022, however recommendations for grant allocations are significantly below the \$35,000 budget allocation, therefore it is being recommended that a second round be held early in 2022.

2.3 The total number of applications in this round was 14 requesting amounts to the value of \$32,263.00. Copies of the applications received are available in the Councillors' room.

3. STATUTORY REQUIREMENTS

3.1 Grants are required to be listed in Council's Annual Report in accordance with section 77 of the *Local Government Act 1993*.

4. DISCUSSION

4.1 In the 2021/2022 budget, Council made an allocation of \$40,000 to fund the Community Grants Program.

4.2 In November 2020, Council approved the recommendation to provide one grant round per year and to allocate 12.5% or \$5,000 to Quick Response Grants to be available throughout the financial year or until funds are expended. To date, the total allocated through the Quick Response Grants is \$1500.

4.3 In accordance with the guidelines ([Community Grants - Kingborough Council](#)), the recommended grant for each recipient totals no more than 50% of the project cost.

4.4 An amount of \$9,560 is recommended to fund projects that meet the criteria of the Community Grants program.

4.5 It will be recommended that remaining funds of \$25,440 be made available in a second round to be conducted in early 2022.

- 4.6 The attached table provides details of each of the grant applications received and subsequent recommendations for Council's consideration.
- 4.7 Successful applicants will be notified as soon as practical following Council's endorsement.

5. FINANCE

- 5.1 An amount of \$40,000 was listed and approved in the 2021/2022 Community Services Operational Budget. \$35,000 is available for the annual grant program and \$5,000 for the Quick Response program.

6. ENVIRONMENT

- 6.1 There are no environmental implications associated with this report.

7. COMMUNICATION AND CONSULTATION

- 7.1 The Community Grants program is widely advertised in the local print media, on social media and information is sent directly to an extensive data base of community organisations.

8. RISK

- 8.1 No risks to Council are identified in relation to this matter.

9. CONCLUSION

- 9.1 A total of 14 applications were received, seeking a total of \$32,363.00. Following assessment against the criteria, grants to the value of \$ 9,560.00 are recommended for funding.
- 9.2 A relatively low proportion of the applications assessed in this round met the criteria and intention of the grants program, thus only a portion of the annual allocation is being recommended for funding.
- 9.3 It is proposed that Council endorses a second round of funding be made available for the remainder of funds. The next round would be organised and promoted in early in 2022.

10. RECOMMENDATION

That Council approves an allocation of \$9,650 for 2021/22 Community Grant funding as outlined in the attached table and endorses a second funding round utilising the balance of funds to be conducted early in 2022.

ATTACHMENTS

1. Recommendations for Funding

	Applicant	Project	Amount requested	Recommendations
1	Don Goff	Underground bushfire retreat shelter	\$3000	Nil
2	Bruny Bowls Club	Purchase of 'Rookie Roller' kits to support participation by young people	\$550	\$550
3	Friends of Library Kingston	'Inclusive Kids' –Provision of sensory-friendly children's programs at Kingston Library	\$3000	Nil
4	Kingston Community Garden Inc	Seed raising /workshops/infrastructure	\$3000	\$520 (partial)
5	South Channel Ratepayers & Residents Association	Firefighting tank Middleton Hall	\$3000	\$3000
6	Tasmanian Multiple Births Association	Community catch-up to bring parents of multiple birth families together	\$525	Nil
7	Summerleas Eagles Cricket Club	Enhancing the playing field at Lightwood Park	\$3000	Nil
8	Kingston Beach Golf Club	New & renovated practice tees	\$3000	Nil
9	Kingston Beach Sailing Club	Access ramp replacement at Sailing Club	\$3000	\$3000
10	Westwinds Community Centre	Support for establishment of community garden at West Winds	\$3000	Nil
11	Woodbridge Life 2022 Events	Support for staging of 'Woodbridge Life' events	\$350	\$350
12	Margate Primary School Parents & Friends	Garden & worm wee project	\$2999	Nil
13	Taroona Football Club	Purchase and installation of scoreboard	\$840	\$840 Conditional on appropriate approvals being granted.
14	Latin American Cultural Association of Tasmania	Assistance with Latino Festival	\$2999.71	\$1600 for Community Hub and surrounding area hire and audio visual equipment hire.
Total			\$32,363.00	\$11,260.00

16.5 FINANCIAL REPORT - SEPTEMBER 2021

File Number: 10.47
Author: John Breen, Chief Financial Officer
Authoriser: Gary Arnold, General Manager

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.
Strategic Outcome: 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.

1. PURPOSE

1.1 The purpose of this report is to provide the September 2021 financial report information to Council for review.

2. BACKGROUND

2.1 The attached report has been prepared based on current information with estimates being used where final information is not available.

3. STATUTORY REQUIREMENTS

3.1 There are no specific requirements under the *Local Government Act* 1993 regarding financial reporting, however best practice would indicate that a monthly financial report is required to enable adequate governance of financial information.

4. DISCUSSION

4.1 The Summary Operating Statement contains several variances to the original budget. The following are the major variances and explanations:

- Statutory fees and fines are \$61k over budget due primarily to recovered legal fees by the Compliance area in relation to matters decided by the courts. Planning fees are \$55k under budget as minimal post approval fees have been generated. Compliance and Environment fees are both over by \$22k each offsetting the planning shortfall.
- User fees are \$85k over budget primarily due to the stronger than expected revenue from Kingborough Sports Centre which was \$39k over budget and Community Hub venue hire income of \$25k over budget from the vaccination program hire income.
- Grants Recurrent are \$366k over budget primarily due to grant income carried forward from 2020/21 under the new accounting standards. This income will be matched with expenditure in 2021/22. In addition, the financial assistance grant for 2021/22 will be around \$150k over budget due to changes in allocation between Councils.
- Contributions – Cash is \$226k over budget due to the contribution to public open space (POS) of \$207k from the Spring Farm subdivision.
- Other Income is \$59k over budget due to additional income from private works and the Government contract on Bruny Island.

- Employee costs are \$91k under budget primarily due to no enterprise agreement increase being paid to date as negotiations are still underway. In addition, the works area is undertaking significant capital works which reduces the level of operational employee costs resulting in a \$101k favorable variance. We are also seeing the same leave trend as in 2020, with minimal leave being used outside of school holidays and the summer period.
 - Materials and Services are \$265k over budget primarily due to maintenance activities undertaken by the works area. \$68k of expenditure relates to grant funds spent on the Bruny Island Coastal Protection project.
 - Other expenses are \$86k over budget due primarily to the cost of the recent Council election of which \$87k was expensed to 2021/22.
 - The dividend from Taswater that was predicted to be received in September will be arriving in October resulting in a \$310k negative variance.
 - Grants Capital is over budget by \$1.35m due to grant expenditure being carried forward from 2020/21, predominately for funds under the city deal grant.
- 4.2 Council's cash and investments amount to \$26.4m at the end of September, which is up \$14.5 from the September 2020 figure. Borrowing of \$22.3 million offset this amount.

5. FINANCE

- 5.1 Council's underlying surplus for September 2021 is \$24.21 million, which is a \$0.19m favourable variance on the budget for 2021/22. The forecast underlying deficit has been reduced by \$0.20m to \$0.39 million for the year.

6. ENVIRONMENT

- 6.1 There are no environmental issues associated with this matter.

7. COMMUNICATION AND CONSULTATION

- 7.1 The financial results for September 2021 are available for public scrutiny in the Council meeting agenda.

8. RISK

- 8.1 There is a risk in continuing to deliver underlying deficits due to diminishing cash reserves. It is important to move to an underlying surplus as quickly as possible and the Long-Term Financial Plan provides a plan to achieve this outcome in 2022/23.

9. CONCLUSION

- 9.1 Council is on track to deliver a result that is better than the forecast budget underlying deficit.

10. RECOMMENDATION

That Council endorses the attached Financial Report at 30 September 2021.

ATTACHMENTS

1. Finance Report September 2021
2. Capital Expenditure Report September 2021



Kingborough

KINGBOROUGH COUNCIL

**SUMMARISED FINANCIAL REPORT
FOR THE PERIOD
1ST JULY, 2021
TO
30TH SEPTEMBER, 2021**

**SUBMITTED TO COUNCIL
20TH SEPTEMBER, 2021**



KINGBOROUGH COUNCIL - September 2021

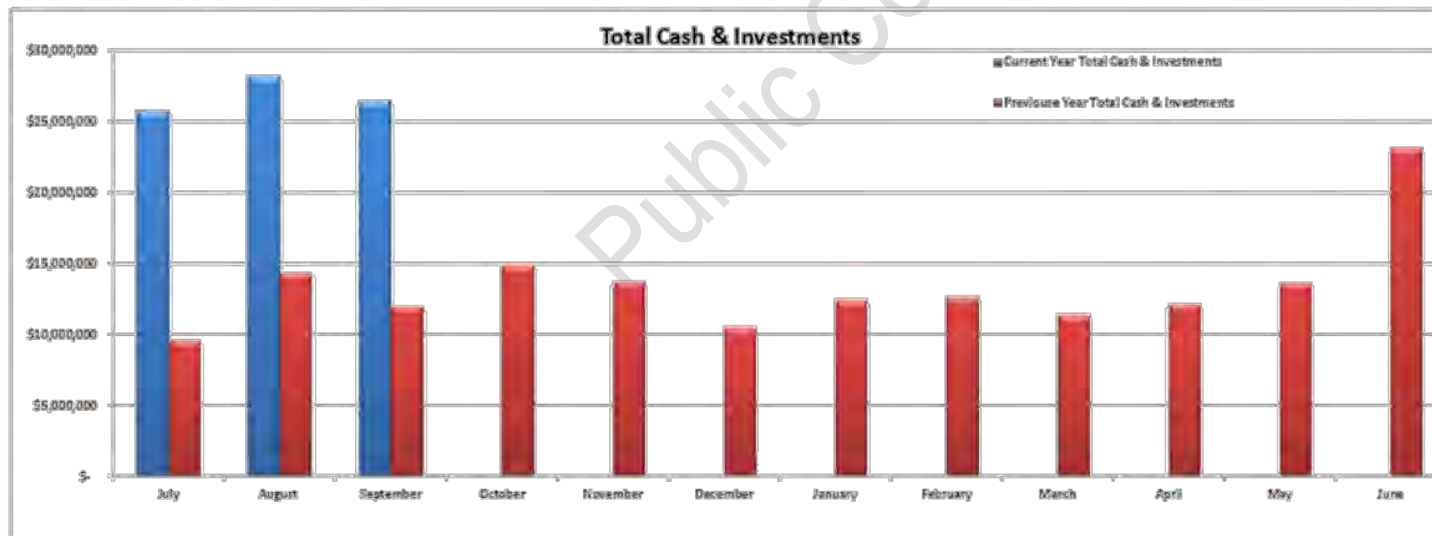
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KINGBOROUGH COUNCIL - September 2021

CASH BALANCES

Balance Type	July	August	September	October	November	December	January	February	March	April	May	June
Reserves	\$ 3,622,695	\$ 2,853,365	\$ 2,614,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Held in Trust	\$ 1,718,472	\$ 1,716,249	\$ 1,717,988									
Unexpended Capital Works*	\$ 454,973	\$ 1,281,233	\$ 2,143,186									
Current Year Total Committed Cash	\$ 5,796,140	\$ 5,850,837	\$ 6,475,439	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Year Total Committed Cash	\$ 6,119,864	\$ 6,207,371	\$ 6,293,636	\$ 6,455,329	\$ 6,956,359	\$ 7,379,163	\$ 8,179,736	\$ 8,644,283	\$ 8,978,092	\$ 9,681,463	\$ 10,154,617	\$ 10,485,817
Uncommitted Funds	\$ 19,927,050	\$ 22,382,710	\$ 19,979,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Year Total Cash	\$ 25,723,190	\$ 28,233,547	\$ 26,455,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Year Total Cash	\$ 9,551,285	\$ 14,307,424	\$ 11,939,006	\$ 14,835,953	\$ 13,676,499	\$ 10,502,790	\$ 12,430,269	\$ 12,599,016	\$ 11,369,278	\$ 12,133,665	\$ 13,630,478	\$ 28,115,909

*Unexpended Capital Works excludes Kingston Park expenditure



KINGBOROUGH COUNCIL - September 2021

CASH, INVESTMENTS & BORROWINGS

CASH ACCOUNTS	Interest Rate	Maturity Date	July	August	September	October	November	December	January	February	March	April	May	June
CBA - Overdraft Account			\$ 2,867,601	\$ 4,861,131	\$ 2,390,325									
CBA - Applications Account			\$ 98,470	\$ 253,479	\$ 46,425									
CBA - AR Account			\$ 465,852	\$ 1,023,596	\$ 36,925									
CBA - Business Online Saver			\$ 8,058,542	\$ 8,059,911	\$ 9,744,280									
Total Cash			\$ 11,488,466	\$ 13,998,118	\$ 12,217,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INVESTMENTS														
Bendigo 4	0.30%	10-Jan-22	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000									
Mystate 3	0.50%	23-Mar-22	\$ 2,021,423	\$ 2,021,423	\$ 2,022,697									
Mystate 4	0.45%	31-Dec-21	\$ 3,000,139	\$ 3,000,139	\$ 3,000,139									
Tascorp HT	0.10%	Managed Trust	\$ 2,115,569	\$ 2,115,549	\$ 2,115,723									
Tascorp Cash Indexed	0.33%	Managed Trust	\$ 2,097,792	\$ 2,098,318	\$ 2,098,880									
Total Investments			\$ 14,234,724	\$ 14,235,429	\$ 14,237,439	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Year Total Cash & Investments			\$ 25,723,190	\$ 28,233,547	\$ 26,455,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Year Cash & Investments			\$ 9,551,285	\$ 14,907,424	\$ 11,939,006	\$ 14,835,953	\$ 13,676,499	\$ 10,502,790	\$ 10,253,798	\$ 12,430,269	\$ 12,599,016	\$ 12,133,665	\$ 13,630,478	\$ 23,115,909
Borrowings														
Tascorp (Grant Funded)	3.43%	22-Jun-23	\$2,700,000	\$2,700,000	\$2,700,000									
Tascorp	3.47%	11-Oct-23	\$2,800,000	\$2,800,000	\$2,800,000									
Tascorp (Grant Funded)	2.13%	27-Jun-24	\$2,400,000	\$2,400,000	\$2,400,000									
Tascorp (Grant Funded)	1.99%	21-Jan-25	\$2,100,000	\$2,100,000	\$2,100,000									
Tascorp	1.32%	16-Jun-23	\$2,900,000	\$2,900,000	\$2,900,000									
Tascorp	1.10%	19-Jun-24	\$9,422,500	\$9,422,500	\$9,422,500									
Total Borrowings			\$ 22,322,500	\$ 22,322,500	\$ 22,322,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

KINGBOROUGH COUNCIL - September 2021

RESERVES

Accounts	July	August	September	October	November	December	January	February	March	April	May	June
Boronia Hill Reserve	\$ 10,733	\$ 10,733	\$ 10,733									
Car Parking	\$ 46,248	\$ 46,248	\$ 46,248									
Hall Equipment Replacement	\$ 70,785	\$ 70,785	\$ 70,785									
IT Equipment Replacement	\$ 54,931	\$ 54,931	\$ 54,931									
KSC Equipment Replacement	\$ 135,070	\$ 135,070	\$ 135,070									
Office Equipment Replacement	\$ 87,024	\$ 87,024	\$ 87,024									
Plant & Equipment Replacement	\$ 618,887	\$ 618,887	\$ 618,887									
Public Open Space	\$ 996,018	\$ 1,005,718	\$ 764,618									
Tree Preservation Reserve	\$ 821,968	\$ 823,968	\$ 825,968									
Unexpended Grants	\$ 781,030	\$ -	\$ -									
Current Year Total Reserve	\$ 3,622,695	\$ 2,853,365	\$ 2,614,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Year Total Reserve	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945	\$ 3,250,945

PUBLIC OPEN SPACE COMMITMENTS

Public Open Space Balance \$ 764,618

Less Projects Committed, yet to be taken from POS

Project	Amount
Spring Farm or Whitewater Park	\$ 195,009
	\$ 195,009

Public Open Space Uncommitted Balance \$ 569,609

Commitments yet to be taken from Public Open Space, to be funded by land sales

Almo Close Park	\$ 220,000	Funded by sale of 281 Roslyn Ave
Donohoe Gardens	\$ 275,000	Funded by sale of 41 Hiern Road

Funds to come to Public Open Space

Sale of 110 Channel Highway Funds already used for Louisa Hinsby Park \$125,000

KINGBOROUGH COUNCIL - September 2021

BUDGET NOTES

RECONCILIATION OF ORIGINAL TO FORECAST BUDGET	
BUDGET UNDERLYING RESULT	(593,408)
Forecast Changes:	
User Fees - KSC	150,000
Grants Recurrent - Carried forward from 2020/21.	150,000
Grants Recurrent - Increase in Financial Assistance Grants	150,000
Cash Contribution - POS Spring Farm	200,000
Materials & Services - Expenditure of Grant Funds	(150,000)
Other Expenses - Council election costs	(100,000)
Other Expenses - Council contribution to Light Wood Park Female Changerooms	(200,000)
FORECAST UNDERLYING RESULT	(393,408)
Adjustments not affecting the Underlying Surplus	
Capital Grants	1,500,000
Net Operating Surplus.	5,106,592

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KINGBOROUGH COUNCIL - September 2021

Summary Operating Statement All

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
Income						
Rates	32,033,985	32,056,888	(22,903)	32,210,000	32,210,000	0
Income Levies	1,786,961	1,799,000	(12,039)	1,799,000	1,799,000	0
Statutory Fees & Fines	763,986	703,140	60,846	2,614,700	2,614,700	0
User Fees	409,832	324,895	84,937	1,299,550	1,449,550	150,000
Grants Recurrent	759,650	393,750	365,900	2,765,000	3,065,000	300,000
Contributions - Cash	277,417	51,780	225,637	207,000	407,000	200,000
Reimbursements	1,124,307	1,120,000	4,307	1,200,000	1,200,000	0
Other Income	295,502	236,660	58,842	1,203,600	1,203,600	0
Internal Charges Income	54,999	54,990	9	220,000	220,000	0
Total Income	37,506,639	36,741,103	765,536	43,518,850	44,168,850	650,000
Expenses						
Employee Costs	4,386,185	4,477,800	91,615	15,876,756	15,876,756	0
Expenses Levies	446,303	449,750	3,447	1,799,000	1,799,000	0
Loan Interest	24,490	24,510	20	98,000	98,000	0
Materials and Services	3,062,023	2,796,855	(265,168)	10,372,023	10,522,023	(150,000)
Other Expenses	2,359,459	2,273,140	(86,319)	4,381,880	4,681,880	(300,000)
Internal Charges Expense	54,999	54,990	(9)	220,000	220,000	0
Total Expenses	10,333,459	10,077,045	(256,414)	32,747,658	33,197,658	(450,000)
Net Operating Surplus/(Deficit) before:	27,173,180	26,664,058	509,122	10,771,192	10,971,192	200,000
Depreciation	3,000,760	2,983,140	(17,620)	11,932,600	11,932,600	0
Loss/(Profit) on Disposal of Assets	(22,672)	0	22,672	400,000	400,000	0
Net Operating Surplus/(Deficit) before:	24,195,092	23,680,918	514,174	(1,561,408)	(1,361,408)	200,000
Interest	14,740	24,510	(9,770)	98,000	98,000	0
Dividends	0	310,000	(310,000)	620,000	620,000	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	100,000	100,000	0
Investment Copping	0	0	0	150,000	150,000	0
NET OPERATING SURPLUS/(DEFICIT)	24,209,831	24,015,428	194,403	(593,408)	(393,408)	200,000
Grants Capital	1,348,945	0	1,348,945	3,000,000	4,500,000	1,500,000
Contributions - Non Monetary Assets	0	0	0	1,000,000	1,000,000	0
NET SURPLUS/(DEFICIT)	25,558,776	24,015,428	1,543,348	3,406,592	5,106,592	1,700,000
Underlying Result						
Grant Received in Advance	0	0	0	0	0	0
UNDERLYING RESULT	24,209,831	24,015,428	194,403	(593,408)	(393,408)	200,000
TOTAL CASH GENERATED	21,209,071	21,032,288	176,783	11,339,192	11,539,192	200,000

KINGBOROUGH COUNCIL - September 2021

Summary Operating Statement Governance

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
Income						
Rates	26,367,970	26,511,160	(143,190)	26,631,000	26,631,000	0
Income Levies	1,786,961	1,799,000	(12,039)	1,799,000	1,799,000	0
Statutory Fees & Fines	0	0	0	0	0	0
User Fees	21,250	21,240	10	85,000	85,000	0
Grants Recurrent	332,066	285,000	47,066	2,420,000	2,570,000	150,000
Contributions - Cash	269,913	31,260	238,653	125,000	325,000	200,000
Reimbursements	1,124,307	1,120,000	4,307	1,200,000	1,200,000	0
Other Income	19,003	13,250	5,753	273,000	273,000	0
Internal Charges Income	0	0	0	0	0	0
Total Income	29,921,469	29,780,910	140,559	32,533,000	32,883,000	350,000
Expenses						
Employee Costs	107,302	107,310	8	401,650	401,650	0
Expenses Levies	446,303	449,750	3,447	1,799,000	1,799,000	0
Loan Interest	0	0	0	0	0	0
Materials and Services	119,059	90,500	28,559	171,000	171,000	0
Other Expenses	1,496,789	1,420,520	76,269	2,241,200	2,541,200	(300,000)
Internal Charges Expense	0	0	0	0	0	0
Total Expenses	2,419,366	2,068,080	(351,286)	4,612,850	4,912,850	300,000
Net Operating Surplus/(Deficit) before:	27,502,104	27,712,830	(210,726)	27,920,150	27,970,150	50,000
Depreciation	57,515	60,000	2,485	240,000	240,000	0
Loss/(Profit) on Disposal of Assets	(22,672)	0	22,672	400,000	400,000	0
Net Operating Surplus/(Deficit) before:	27,467,260	27,652,830	(185,570)	27,280,150	27,330,150	50,000
Interest	0	0	0	0	0	0
Dividends	0	310,000	(310,000)	620,000	620,000	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	100,000	100,000	0
Investment Copping	0	0	0	150,000	150,000	0
NET OPERATING SURPLUS/(DEFICIT)	27,467,260	27,962,830	(495,570)	28,150,150	28,200,150	50,000
Grants Capital	1,348,945	0	1,348,945	3,000,000	3,000,000	0
Contributions - Non Monetary Assets	0	0	0	1,000,000	1,000,000	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
NET SUPRPLUS/(DEFICIT)	28,816,205	27,962,830	853,375	32,150,150	32,200,150	50,000
TOTAL CASH GENERATED	27,409,744	27,902,830	(493,086)	27,910,150	27,960,150	(50,000)

KINGBOROUGH COUNCIL - September 2021

Summary Operating Statement Corporate Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
Income						
Rates	0	0	0	0	0	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	89,310	78,300	11,010	313,200	313,200	0
User Fees	0	0	0	0	0	0
Grants Recurrent	0	0	0	0	0	0
Contributions - Cash	0	0	0	0	0	0
Reimbursements	0	0	0	0	0	0
Other Income	30,717	32,100	(1,383)	128,400	128,400	0
Internal Charges Income	37,500	37,500	0	150,000	150,000	0
Total Income	157,528	147,900	9,628	591,600	591,600	0
Expenses						
Employee Costs	801,042	772,930	(28,112)	2,900,207	2,900,207	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	24,490	24,510	20	98,000	98,000	0
Materials and Services	317,804	312,030	(5,774)	799,000	799,000	0
Other Expenses	601,875	598,930	(2,945)	1,290,800	1,290,800	0
Internal Charges Expense	0	0	0	0	0	0
Total Expenses	1,745,210	1,708,400	(36,810)	5,088,007	5,088,007	0
Net Operating Surplus/(Deficit) before:	(1,587,682)	(1,560,500)	(27,182)	(4,496,407)	(4,496,407)	0
Depreciation	41,191	19,350	(21,841)	77,400	77,400	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
Net Operating Surplus/(Deficit) before:	(1,628,872)	(1,579,850)	(49,022)	(4,573,807)	(4,573,807)	0
Interest	14,740	24,510	(9,770)	98,000	98,000	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
NET OPERATING SURPLUS/(DEFICIT)	(1,614,133)	(1,555,340)	(58,793)	(4,475,807)	(4,475,807)	0
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
NET SUPRPLUS/(DEFICIT)	(1,614,133)	(1,555,340)	(58,793)	(4,475,807)	(4,475,807)	0
TOTAL CASH GENERATED	(1,572,942)	(1,535,990)	(36,952)	(4,398,407)	(4,398,407)	0

KINGBOROUGH COUNCIL - September 2021

Summary Operating Statement Governance & Property Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
Income						
Rates	0	0	0	0	0	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	251,952	163,440	88,512	456,000	456,000	0
User Fees	312,278	262,435	49,843	1,049,650	1,199,650	150,000
Grants Recurrent	134,753	50,010	84,743	200,000	200,000	0
Contributions - Cash	0	0	0	0	0	0
Reimbursements	0	0	0	0	0	0
Other Income	28,432	28,350	82	113,300	113,300	0
Internal Charges Income	0	0	0	0	0	0
Total Income	727,415	504,235	223,180	1,818,950	1,968,950	150,000
Expenses						
Employee Costs	744,860	754,550	9,690	2,831,089	2,831,089	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	406,996	297,840	(109,156)	1,244,460	1,244,460	0
Other Expenses	77,696	55,720	(21,976)	194,400	194,400	0
Internal Charges Expense	0	0	0	0	0	0
Total Expenses	1,229,553	1,108,110	(121,443)	4,269,949	4,269,949	0
Net Operating Surplus/(Deficit) before:	(502,138)	(603,875)	101,737	(2,450,999)	(2,300,999)	150,000
Depreciation	231,679	250,290	18,611	1,001,200	1,001,200	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
Net Operating Surplus/(Deficit) before:	(733,817)	(854,165)	120,348	(3,452,199)	(3,302,199)	150,000
Interest	0	0	0	0	0	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
NET OPERATING SURPLUS/(DEFICIT)	(733,817)	(854,165)	120,348	(3,452,199)	(3,302,199)	150,000
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
NET SUPRPLUS/(DEFICIT)	(733,817)	(854,165)	120,348	(3,452,199)	(3,302,199)	150,000
TOTAL CASH GENERATED	(502,138)	(603,875)	138,959	(2,450,999)	(2,300,999)	150,000

KINGBOROUGH COUNCIL - July 2021

Summary Operating Statement Environment, Development & Community Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
Income						
Rates	0	0	0	0	0	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	422,724	461,400	(38,676)	1,845,500	1,845,500	0
User Fees	49,306	24,690	24,616	98,700	98,700	0
Grants Recurrent	112,895	58,740	54,155	145,000	195,000	50,000
Contributions - Cash	4,750	20,010	(15,260)	80,000	80,000	0
Reimbursements	0	0	0	0	0	0
Other Income	8,197	11,160	(2,963)	44,700	44,700	0
Internal Charges Income	0	0	0	0	0	0
Total Income	597,873	576,000	21,873	2,213,900	2,263,900	50,000
Expenses						
Employee Costs	1,287,455	1,296,030	8,575	4,865,086	4,865,086	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	99,578	285,250	185,672	1,021,000	1,021,000	0
Other Expenses	98,337	120,940	22,603	357,300	357,300	0
Internal Charges Expense	0	0	0	0	0	0
Total Expenses	1,490,120	1,702,220	212,100	6,243,386	6,243,386	0
Net Operating Surplus/(Deficit) before:	(892,246)	(1,126,220)	233,973	(4,029,486)	(3,979,486)	50,000
Depreciation	41,066	43,260	2,194	173,000	173,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
Net Operating Surplus/(Deficit) before:	(933,313)	(1,169,480)	236,167	(4,202,486)	(4,152,486)	50,000
Interest	0	0	0	0	0	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
NET OPERATING SURPLUS/(DEFICIT)	(933,313)	(1,169,480)	236,167	(4,202,486)	(4,152,486)	50,000
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
NET SUPRPLUS/(DEFICIT)	(933,313)	(1,169,480)	236,167	(4,202,486)	(4,152,486)	50,000
TOTAL CASH GENERATED	(892,246)	(1,126,220)	233,973	(4,029,486)	(3,979,486)	50,000

KINGBOROUGH COUNCIL - September 2021

Summary Operating Statement Infrastructure Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
Income						
Rates	5,666,016	5,545,728	120,288	5,579,000	5,579,000	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	0	0	0	0	0	0
User Fees	26,998	16,530	10,468	66,200	66,200	0
Grants Recurrent	179,935	0	179,935	0	100,000	100,000
Contributions - Cash	2,754	510	2,244	2,000	2,000	0
Reimbursements	0	0	0	0	0	0
Other Income	209,152	151,800	57,352	644,200	644,200	0
Internal Charges Income	17,499	17,490	9	70,000	70,000	0
Total Income	6,102,354	5,732,058	370,296	6,361,400	6,461,400	100,000
Expenses						
Employee Costs	1,445,525	1,546,980	101,455	4,878,723	4,878,723	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	2,118,587	1,811,235	(307,352)	7,276,563	7,276,563	0
Other Expenses	84,762	77,030	(7,732)	158,180	158,180	0
Internal Charges Expense	54,999	54,990	(9)	220,000	220,000	0
Total Expenses	3,703,874	3,490,235	(213,639)	12,533,466	12,533,466	0
Net Operating Surplus/(Deficit) before:	2,398,480	2,241,823	156,657	(6,172,066)	(6,072,066)	100,000
Depreciation	2,629,309	2,610,240	(19,069)	10,441,000	10,441,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
Net Operating Surplus/(Deficit) before:	(230,829)	(368,417)	137,588	(16,613,066)	(16,513,066)	100,000
Interest	0	0	0	0	0	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
NET OPERATING SURPLUS/(DEFICIT)	(230,829)	(368,417)	137,588	(16,613,066)	(16,513,066)	100,000
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
NET SUPRPLUS/(DEFICIT)	(230,829)	(368,417)	137,588	(16,613,066)	(16,513,066)	100,000
TOTAL CASH GENERATED	(2,860,138)	(2,978,657)	118,519	(6,172,066)	(6,072,066)	100,000

KINGBOROUGH COUNCIL - September 2021

Governance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
RATES AND FIRE LEVIES						
General Rate	26,367,970	26,511,160	(143,190)	26,367,970	26,631,000	(263,030)
Fire Levy - General Land	362,315	358,000	4,315	362,315	358,000	4,315
Fire Levy - Permanent Brigade	425,361	435,000	(9,639)	425,361	435,000	(9,639)
Fire Levy - Volunteer Brigade	999,285	1,006,000	(6,715)	999,285	1,006,000	(6,715)
TOTAL RATES AND LEVIES	28,154,931	28,310,160	(155,229)	28,154,931	28,430,000	(275,069)
USER FEES						
KWS Corporate Support & Dividend	21,250	21,240	10	21,250	85,000	(63,750)
TOTAL USER FEES	21,250	21,240	10	21,250	85,000	(63,750)
GRANTS RECURRENT						
Grants - Federal	323,382	285,000	38,382	323,382	2,420,000	(2,096,618)
Grants - Other	8,684	0	8,684	8,684	0	8,684
TOTAL RECURRENT GRANTS	332,066	285,000	47,066	332,066	2,420,000	(2,087,934)
GRANTS CAPITAL						
Grants - Federal Capital	(93,690)	0	(93,690)	(93,690)	2,400,000	(2,493,690)
Grants - State Capital	1,434,153	0	1,434,153	1,434,153	600,000	834,153
Grants - Other Capital	8,482	0	8,482	8,482	0	8,482
TOTAL CAPITAL GRANTS	1,348,945	0	1,348,945	1,348,945	3,000,000	(1,651,055)
OTHER INCOME						
Carrying Amount of Assets Retired	0	0	0	0	(400,000)	400,000
Contributions - Capital Works	20,000	0	20,000	20,000	0	20,000
Contributions - Public Open Space	249,913	31,260	218,653	249,913	125,000	124,913
Contributions - Non Monetary Assets	0	0	0	0	1,000,000	(1,000,000)
Initial Recognition of Assets	0	0	0	0	0	0
Interest On Overdue Rates	17,694	12,500	5,194	17,694	50,000	(32,306)
Investment Copping	0	0	0	0	150,000	(150,000)
Motor Tax Reimbursement	0	0	0	0	220,000	(220,000)
Pensioner Rate Remission (State Govt)	1,124,307	1,120,000	4,307	1,124,307	1,200,000	(75,694)
Proceeds of Sale of Assets	22,672	0	22,672	22,672	0	22,672
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	100,000	(100,000)
Sundry Receipts	1,309	750	559	1,309	3,000	(1,691)
Tas Water Dividend	0	310,000	(310,000)	0	620,000	(620,000)
TOTAL OTHER INCOME	1,435,894	1,474,510	(38,616)	1,435,894	3,068,000	(1,632,106)
TOTAL INCOME	31,293,086	30,090,910	1,202,176	31,293,086	37,003,000	(5,709,914)

KINGBOROUGH COUNCIL - September 2021

Governance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
EXPENSES						
TOTAL EMPLOYEE BENEFITS	107,302	107,310	8	109,163	401,650	292,487
MATERIALS AND SERVICES						
By-Law Review	6,756	0	(6,756)	6,756	0	(6,756)
Bruny Island Destination Action Plan	0	1,260	1,260	0	5,000	5,000
Consultancy Services	0	7,500	7,500	(0)	30,000	30,000
Derwent Estuary Monitoring Cont.	27,429	27,000	(429)	27,429	27,000	(429)
Hobart City Deal	68,182	50,000	(18,182)	68,182	50,000	(18,182)
Internal Audit Fees	4,234	0	(4,234)	4,234	40,000	35,766
New Equipment & Furniture	0	300	300	0	1,200	1,200
Plant and Vehicles Costs	3,072	3,990	918	3,072	16,000	12,928
Street Banners	0	0	0	(0)	0	0
Telephone	210	450	240	210	1,800	1,590
Water & Sewerage	9,176	0	(9,176)	9,176	0	(9,176)
TOTAL MATERIALS AND SERVICES	119,059	90,500	(28,559)	119,058	171,000	51,942
OTHER EXPENSES						
Advertising & Marketing	482	5,010	4,528	597	20,000	19,403
Audit Committee (Sitting Fees)	1,190	2,760	1,570	1,190	11,000	9,810
Citizenship Ceremonies	652	1,500	848	1,089	6,000	4,911
Council Elections	87,789	0	(87,789)	87,789	24,000	(63,789)
Council Functions	235	2,490	2,255	876	10,000	9,124
Councillors Allowances	93,452	102,510	9,058	93,452	410,000	316,548
Councillors Conferences	847	1,260	413	847	5,000	4,153
Councillors Expenses	1,499	3,510	2,011	2,039	14,000	11,961
Councillors Expenses - Mayoral Vehicle	645	0	(645)	645	0	(645)
Councillors P.A. Insurance	364	2,000	1,636	364	2,000	1,636
Courier Services	22	60	38	22	200	178
Covid 19 Costs	0	510	510	0	2,000	2,000
Donations	0	2,490	2,490	0	10,000	10,000
K Comm Enterprise Centre	35,000	35,000	0	35,000	35,000	0
Kingborough News & Snapshot	0	3,000	3,000	0	12,000	12,000
Land Tax	12	0	(12)	12	320,000	319,988
Legal Fees	0	2,490	2,490	(0)	10,000	10,000
Mayoral Donations	0	1,260	1,260	0	5,000	5,000
Rate Remissions - Council Other	10,414	12,000	1,587	10,414	12,000	1,587
Rate Remissions - Government	1,131,728	1,076,840	(54,888)	1,131,728	1,160,000	28,272
Rate Remissions - Fire Pensioner	59,631	60,000	369	59,631	60,000	369
Staff Functions	0	570	570	0	4,000	4,000
Southern Metro Bicycle Program Prog	0	12,000	12,000	0	12,000	12,000
Subscriptions - LGAT	64,176	64,000	(176)	64,176	64,000	(176)
Subscriptions - Other	472	3,000	2,528	472	3,000	2,528
Sundry	1,489	1,260	(229)	1,489	5,000	3,511
Tourism	6,692	25,000	18,308	6,692	25,000	18,308
TOTAL OTHER EXPENSES	1,496,789	1,420,520	(76,269)	1,498,522	2,241,200	742,678

KINGBOROUGH COUNCIL - September 2021

Governance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
FIRE LEVIES EXPENSE						
Fire Levy - General Land	90,560	89,500	(1,060)	90,560	358,000	267,440
Fire Levy - Permanent Brigade	106,346	108,750	2,404	106,346	435,000	328,654
Fire Levy - Volunteer Brigade	249,397	251,500	2,104	249,397	1,006,000	756,604
TOTAL FIRE LEVIES EXPENSE	446,303	449,750	3,447	446,303	1,799,000	1,352,697
TRANSFERS EXPENSE						
Public Open Space	249,913	0	(249,913)	249,913	0	(249,913)
TOTAL TRANSFERS EXPENSE	249,913	0	(249,913)	249,913	0	(249,913)
DEPRECIATION	57,515	60,000	2,485	57,515	240,000	182,485
TOTAL EXPENSES	2,476,881	2,128,080	(348,801)	2,480,475	4,852,850	2,372,375
TOTAL SURPLUS/ DEFICIT	28,816,205	27,962,830	853,375	28,812,611	32,150,150	(3,337,539)

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KINGBOROUGH COUNCIL - September 2021

Finance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
STATUTORY FEES AND FINES						
Charges - Certificates	80,136	75,000	5,136	80,136	300,000	(219,864)
Licenses - Fees & Fines	0	300	(300)	0	1,200	(1,200)
Legal Fees & Collection Costs	9,175	3,000	6,175	9,175	12,000	(2,825)
TOTAL FEES AND FINES	89,310	78,300	11,010	89,310	313,200	(223,890)
OTHER INCOME						
Bruny Island PO Commissions	11,749	13,740	(1,991)	11,749	55,000	(43,251)
Commissions	1,115	1,200	(85)	1,115	4,800	(3,685)
Fire Levy	17,852	16,500	1,352	17,852	66,000	(48,148)
Interest - Bank & Investments	14,740	24,510	(9,770)	14,740	98,000	(83,260)
Sundry Receipts	1	510	(509)	1	2,000	(1,999)
TOTAL OTHER INCOME	45,457	56,460	(11,003)	45,457	225,800	(180,343)
ONCOSTS						
Oncost Recovery - Garbage Rates	37,500	37,500	0	37,500	150,000	(112,500)
TOTAL ONCOSTS	37,500	37,500	0	37,500	150,000	(112,500)
TOTAL INCOME	172,268	172,260	8	172,268	689,000	(516,732)
EXPENSES						
EMPLOYEE BENEFITS						
TOTAL EMPLOYEE BENEFITS	327,162	317,390	(9,772)	329,471	1,190,852	861,381
MATERIALS AND SERVICES						
Consultants	1,680	1,500	(180)	1,680	6,000	4,320
Contractors	0	510	510	0	2,000	2,000
New Equipment & Furniture	361	0	(361)	361	0	(361)
Plant and Vehicles Costs	4,926	6,000	1,074	4,926	24,000	13,074
Stationery	4,054	5,490	1,436	4,054	22,000	17,946
Telephone	33,919	20,010	(13,909)	33,919	80,000	46,081
TOTAL MATERIALS AND SERVICES	44,940	33,510	(11,430)	44,940	134,000	89,060
OTHER EXPENSES						
Advertising & Marketing	70	750	680	70	3,000	2,930
Audit Fees (External)	17,000	12,500	(4,500)	17,000	50,000	33,000
Bad & Doubtful Debts Expense	0	0	0	0	0	0
Bank Charges	28,156	24,510	(3,646)	28,156	98,000	69,844
Collection Costs & Commissions	3,015	4,500	1,485	3,015	18,000	14,985
Fringe Benefits Tax	18,227	23,750	5,523	18,227	95,000	76,773
Insurance - Councillors & Officers Liability (Fidelity)	40,299	40,000	(299)	40,299	40,000	(299)
Insurance - Industrial Special Risk	171,722	160,000	(11,722)	171,722	160,000	(11,722)
Insurance - Public Liability	253,836	250,000	(3,836)	253,836	250,000	(3,836)

KINGBOROUGH COUNCIL - September 2021

Finance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Legal Fees & Retainers	0	990	990	0	4,000	4,000
Printing - Finance	965	3,510	2,545	965	14,000	13,035
Printing - Rates	9,763	750	(9,013)	9,763	3,000	(6,763)
Postage	3,437	9,000	5,563	3,437	36,000	32,563
Postage - Rates	20,924	16,500	(4,424)	20,924	66,000	45,076
Post Office Expenses	5,004	3,510	(1,494)	5,779	14,000	8,221
Procurement Expenses	0	6,240	6,240	0	25,000	25,000
Sundry	32	240	208	32	1,000	968
Valuation Fees	15,200	26,250	11,050	15,200	350,000	334,800
TOTAL OTHER EXPENSES	587,650	583,000	(4,650)	588,425	1,227,000	638,575
DEPRECIATION	1,140	1,260	120	1,140	5,000	3,860
LOAN INTEREST	24,490	24,510	20	24,490	98,000	73,510
TOTAL EXPENSES	985,382	959,670	(25,712)	988,466	2,654,852	1,666,386
TOTAL SURPLUS/ DEFICIT	(813,114)	(787,410)	(25,704)	(816,198)	(1,965,852)	1,149,654

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KINGBOROUGH COUNCIL - September 2021

Information Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
OTHER INCOME						
Sundry Receipts	0	150	(150)	0	600	(600)
TOTAL OTHER INCOME	0	150	(150)	0	600	(600)
TOTAL INCOME	0	150	(150)	0	600	(600)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	381,664	361,850	(19,814)	383,780	1,357,986	974,206
MATERIALS AND SERVICES						
Computer - Consumables	2,053	2,580	527	2,223	10,300	8,077
Computer - Hardware Maintenance	6,823	12,510	5,687	21,110	25,000	3,890
Computer - Minor Upgrades	2,399	1,260	(1,139)	2,399	5,000	2,601
Computer - Software Maintenance	243,509	212,010	(31,499)	280,494	424,000	143,506
Digital Imagery Capture	0	6,240	6,240	0	25,000	25,000
Equipment Maintenance	5,635	9,690	4,055	5,635	38,700	33,065
IT Contract Services	5,881	12,750	6,869	28,227	51,000	22,773
New Equipment & Furniture - IT	0	240	240	0	1,000	1,000
New Equipment & Furniture - Customer Service	0	240	240	0	1,000	1,000
Plant and Vehicle Costs	3,921	2,370	(1,551)	3,921	9,500	5,579
Records Storage	5,225	11,010	5,785	5,225	44,000	38,775
Telephone	0	1,830	1,830	61	7,300	7,239
TOTAL MATERIALS AND SERVICES	275,446	272,730	(2,716)	349,294	641,800	292,506
OTHER EXPENSES						
Subscriptions	0	990	990	0	4,000	4,000
Sundry	12	150	138	12	600	588
TOTAL OTHER EXPENSES	12	1,140	1,128	12	4,600	4,588
DEPRECIATION	39,477	17,490	(21,987)	39,477	70,000	30,523
TOTAL EXPENSES	696,599	653,210	(43,389)	772,563	2,074,386	1,301,823
TOTAL SURPLUS/ DEFICIT	(696,599)	(653,060)	(43,539)	(772,563)	(2,073,786)	1,301,223

KINGBOROUGH COUNCIL - September 2021

Organisational Development - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
EXPENSES						
TOTAL EMPLOYEE BENEFITS	92,215	93,690	1,475	93,056	351,369	258,313
MATERIALS AND SERVICES						
Consultants	550	2,490	1,940	550	10,000	9,450
New Equipment & Furniture	0	300	300	0	1,200	1,200
Plant and Vehicles Costs	2,092	3,000	908	2,092	12,000	9,908
Telephone	0	0	0	(0)	0	0
TOTAL MATERIALS AND SERVICES	2,642	5,790	3,148	2,642	23,200	20,558
OTHER EXPENSES						
Advertising & Marketing	0	990	990	0	4,000	4,000
Employee Assistance Service	1,525	1,260	(265)	1,525	5,000	3,475
Legal Fees & Technical Advice	445	3,750	3,305	525	15,000	14,475
Postage	555	0	(555)	555	0	(555)
Printing	0	300	300	0	1,200	1,200
Risk Management	3,210	6,240	3,030	8,061	25,000	16,939
Staff Tea & Coffee	2,240	1,260	(980)	2,240	5,000	2,760
Sundry	1,013	990	(23)	1,013	4,000	2,987
TOTAL OTHER EXPENSES	8,988	14,790	5,802	13,919	59,200	45,281
DEPRECIATION	574	600	26	574	2,400	1,826
TOTAL EXPENSES	104,419	114,870	10,451	110,191	436,169	325,978
TOTAL SURPLUS/ DEFICIT	(104,419)	(114,870)	10,451	(110,191)	(436,169)	325,978

KINGBOROUGH COUNCIL - September 2021

Compliance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
STATUTORY FEES AND FINES						
By-Laws & Other Fees & Fines	30,157	15,000	15,157	30,157	60,000	(29,843)
Pound Fees - Dogs	524	1,500	(976)	524	6,000	(5,476)
Dog Registration Fees	105,635	103,200	2,435	105,635	215,000	(109,365)
Licenses - Fees & Fines	11,117	9,990	1,127	11,117	40,000	(28,883)
Parking - Fees & Fines	38,265	30,000	8,265	38,265	120,000	(81,735)
Recovered Legal Fees & Collection Costs	66,254	3,750	62,504	66,254	15,000	51,254
TOTAL FEES AND FINES	251,952	163,440	88,512	251,952	456,000	(204,048)
OTHER INCOME						
Parking - Other Fees & Fines	1,600	0	1,600	1,600	0	1,600
Sundry Receipts	0	3,000	(3,000)	0	12,000	(12,000)
TOTAL OTHER INCOME	1,600	3,000	(1,400)	1,600	12,000	(10,400)
TOTAL INCOME	253,552	166,440	87,112	253,552	468,000	(214,448)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	173,831	174,660	829	174,755	655,970	481,215
MATERIALS AND SERVICES						
Contractors	150	1,260	1,110	150	5,000	4,850
Fire Hazard Inspection & Abatement	0	750	750	0	3,000	3,000
New Equipment & Furniture	20	750	730	20	3,000	2,980
Plant and Vehicles Costs (Internal)	7,711	6,990	(721)	7,711	28,000	20,289
Telephone	1,214	1,260	46	1,213	5,000	3,787
TOTAL MATERIALS AND SERVICES	9,094	11,010	1,916	9,094	44,000	34,906
OTHER EXPENSES						
Advertising & Marketing	6,506	990	(5,516)	6,506	4,000	(2,506)
Dog Signage	0	240	240	0	1,000	1,000
Feed for Animals	0	300	300	0	1,200	1,200
Insurance Claims	499	0	(499)	499	0	(499)
Legal Fees & Retainers	18,512	7,500	(11,012)	18,512	30,000	11,488
Postage	2,228	750	(1,478)	2,228	3,000	772
Pound Maintenance & Upgrade	0	750	750	0	3,000	3,000
Refund Fees & Charges	334	300	(34)	334	1,200	866
Sundry	2,044	3,240	1,196	2,044	13,000	10,956
TOTAL OTHER EXPENSES	30,123	14,070	(16,053)	30,123	56,400	26,277
DEPRECIATION	820	300	(520)	820	1,200	380
TOTAL EXPENSES	213,869	200,040	(13,829)	214,793	757,570	542,777

KINGBOROUGH COUNCIL - September 2021

Compliance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
TOTAL SURPLUS/ DEFICIT	39,683	(33,600)	73,283	38,759	(289,570)	(328,329)

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KINGBOROUGH COUNCIL - September 2021

Kingborough Sports Centre - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
USER FEES						
Fitness Centre - Casual	2,107	3,240	(1,133)	2,107	13,000	(10,893)
Fitness Centre - Membership	70,731	72,510	(1,779)	70,731	290,000	(219,269)
Fitness Centre - Programs	8,668	7,500	1,168	8,668	30,000	(21,332)
Fitness Centre - School Bookings	545	1,140	(595)	545	4,500	(3,955)
Rental - Kingborough Gymnastics Centre	6,251	6,240	11	6,251	25,000	(18,749)
Rental - indoor Cricket Centre	3,675	2,670	1,005	3,675	10,700	(7,025)
Rental - Other Buildings	881	240	641	881	1,000	(119)
Rental - Telstra Tower	6,050	750	5,300	6,050	3,000	3,050
Sports Centre - General Hire	573	510	63	573	2,000	(1,427)
Sports Centre - Hire Equipment	430	240	190	430	1,000	(570)
Sports Centre - Kiosk Sales	68,473	50,010	18,463	68,473	200,000	(131,527)
Sports Centre - Martial Arts	8,727	5,760	2,967	8,727	23,000	(14,273)
Sports Centre - Sale Sports Goods	223	180	43	223	750	(527)
Sports Centre - Squash	5,296	3,750	1,546	5,296	15,000	(9,704)
Sports Centre - Stadium Basketball	39,637	37,500	2,137	39,637	150,000	(110,363)
Sports Centre - Stadium Netball	13,936	12,510	1,426	13,936	50,000	(36,064)
Sports Centre - Stadium Other	23,436	15,000	8,436	23,436	60,000	(36,564)
Sports Centre - Table Tennis	4,961	2,250	2,711	4,961	9,000	(4,039)
TOTAL USER FEES	264,600	222,000	42,600	264,600	887,950	(623,351)
GRANTS RECURRENT						
Jack Jumpers at KSC (State Govt)	4,295	0	4,295	4,295	0	4,295
TOTAL RECURRENT GRANTS	4,295	0	4,295	4,295	0	4,295
OTHER INCOME						
KSC Advertising	0	750	(750)	0	3,000	(3,000)
Charges Recovered	15,539	14,490	1,049	15,539	58,000	(42,461)
Sponsorship	3,636	5,010	(1,374)	3,636	20,000	(16,364)
TOTAL OTHER INCOME	19,175	20,250	(1,075)	19,175	81,000	(61,825)
TOTAL INCOME	288,070	242,250	45,820	288,070	968,950	(680,880)
EXPENSES						
EMPLOYEE BENEFITS						
TOTAL EMPLOYEE BENEFITS	218,633	236,680	18,047	218,844	887,075	668,231
SPORTS CENTRE EXPENSES						
Advertising & Marketing	0	600	600	0	2,400	2,400
Building Maintenance	9,555	9,990	435	21,810	40,000	18,190
Cleaning	6,039	7,500	1,461	6,561	30,000	23,439
Equipment Maintenance	4,055	2,490	(1,565)	4,055	10,000	5,945
Jack Jumpers at KSC (State Govt)	4,295	0	(4,295)	4,295	0	(4,295)
Kiosk Purchases	42,212	30,000	(12,212)	42,212	120,000	77,788

KINGBOROUGH COUNCIL - September 2021

Kingborough Sports Centre - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Licenses and Subscriptions	10,242	10,900	658	10,242	15,000	4,758
Light & Power	22,943	18,750	(4,193)	22,943	75,000	52,057
New Equipment & Furniture	2,537	2,010	(527)	2,537	8,000	5,463
Master Plan for Netball in Kingborough	0	0	0	49,260	0	(49,260)
Plant and Vehicles Costs (Internal)	3,908	1,740	(2,168)	3,908	7,000	3,092
Purchase Sports Goods	0	240	240	1,708	1,000	(708)
Refund Fees & Charges	0	240	240	0	1,000	1,000
Stationery	0	240	240	0	1,000	1,000
Sundry	1,389	510	(879)	1,389	2,000	611
Telephone	338	240	(98)	338	1,000	662
Waste Disposal	1,417	1,620	203	1,417	6,500	5,083
SPORTS CENTRE TOTAL EXPENSES	108,931	87,070	(21,861)	172,676	319,900	147,224
FITNESS CENTRE EXPENSES						
Advertising & Marketing	0	240	240	0	1,000	1,000
Equipment Maintenance	0	510	510	0	2,000	2,000
Leased Equipment	21,271	15,000	(6,271)	-15,015	60,000	75,015
New Equipment & Furniture	0	240	240	0	1,000	1,000
Subscriptions	711	510	(201)	711	2,000	1,289
Sundry	378	240	(138)	378	1,000	622
TOTAL FITNESS CENTRE EXPENSES	22,360	16,740	(5,620)	-13,926	67,000	80,926
DEPRECIATION	126,917	135,000	8,083	126,917	540,000	413,083
TOTAL EXPENSES	476,842	475,490	(1,352)	504,511	1,813,975	1,309,464
TOTAL SURPLUS/ DEFICIT	(188,772)	(233,240)	44,468	-216,442	(845,025)	628,584

KINGBOROUGH COUNCIL - September 2021

Property Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
USER FEES						
Fees - Burial Plots	1,933	990	943	1,933	4,000	(2,067)
Rental - Adventure Bay East Cove Jetty	590	2,010	(1,420)	590	8,000	(7,410)
Rental - 98 Beach Road Kingston	4,375	5,490	(1,115)	4,375	22,000	(17,625)
Rental - Blackmans Bay Hall	5,484	3,510	1,974	5,484	14,000	(8,516)
Rental - Bruny Other Halls	914	300	614	914	1,200	(286)
Rental - Civic Centre Building	0	30	(30)	0	100	(100)
Rental - Dennes Point Hall	3,353	3,990	(637)	3,353	16,000	(12,647)
Rental - Dru Pt Bicentennial Park	8	600	(592)	8	2,400	(2,392)
Rental - General Halls & Buildings	2,212	900	1,312	2,212	3,600	(1,388)
Rental - General Land (Income)	0	0	0	0	0	0
Rental - Glensyn Units	3,834	2,490	1,344	3,834	10,000	(6,166)
Rental - Kettering South	410	150	260	410	600	(190)
Rental - Kingston Hall	9,534	6,000	3,534	9,534	24,000	(14,466)
Rental - Kingston Tennis Club	0	150	(150)	0	600	(600)
Rental - Margate Hall	1,775	1,380	395	1,775	5,500	(3,725)
Rental - Sandfly Hall	353	390	(37)	353	1,500	(1,147)
Rental - Taroona Fire Station	3,373	810	2,563	3,373	3,200	173
Rental - Taroona Tennis Club	660	150	510	660	600	60
Rental - Twin Oval Pavilion	660	600	60	660	2,400	(1,740)
TOTAL USER FEES	39,466	29,940	9,526	39,466	119,700	(80,234)
CONTRIBUTIONS						
GRANTS						
Community Recovery Grants	127,125	50,010	77,115	127,125	200,000	(72,875)
TOTAL GRANTS	127,125	50,010	77,115	127,125	200,000	(72,875)
OTHER INCOME						
Charges Rcovered	7,595	5,010	2,585	7,595	20,000	(12,405)
Forfeited Deposits	0	30	(30)	0	100	(100)
Sundry Receipts	61	60	1	61	200	(139)
TOTAL OTHER INCOME	7,657	5,100	2,557	7,657	20,300	(12,643)
TOTAL INCOME	174,247	85,050	89,197	174,247	340,000	(165,753)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	169,253	179,910	10,657	169,293	674,104	504,811
PROPERTY MANAGEMENT ACTIVITIES						
CC TV Maintenance	356	1,260	(904)	356	5,000	4,644
Civic Centre & Beach House Cleaning	17,375	12,510	(4,865)	17,375	50,000	32,625
Legal Fees	6,364	5,010	(1,354)	6,364	20,000	13,636
Light & Power	34,123	32,490	(1,633)	34,123	130,000	95,877
Property Surveys	1,726	1,260	(466)	1,726	5,000	3,275

KINGBOROUGH COUNCIL - September 2021

Property Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Recreational Planning	0	2,490	2,490	2,963	10,000	7,037
Transform Kingston	82,128	11,250	(70,878)	93,148	45,000	(48,148)
Urban Design	0	6,870	6,870	0	27,500	27,500
Valuations	750	1,500	750	750	6,000	5,250
Water & Sewerage	62,813	66,250	3,437	62,813	265,000	202,187
TOTAL PROPERTY MANAGEMENT ACTIVITIES	205,635	140,890	(64,745)	219,618	563,500	343,882
OTHER EXPENSES						
Advertising & Marketing	207	750	543	3,170	3,000	(170)
Community Consultation	0	750	750	0	3,000	3,000
Consultancy Services	0	1,500	1,500	0	6,000	6,000
New Equipment & Furniture	655	600	(55)	655	2,400	1,745
Plant and Vehicles Costs - internal	2,835	2,490	(345)	2,835	10,000	7,165
Refund Fees & Charges	2,124	0	(2,124)	2,124	0	(2,124)
Sundry	417	900	483	417	3,600	3,183
Telephone	297	600	303	297	2,400	2,103
TOTAL OTHER EXPENSES	6,536	7,590	1,054	9,499	30,400	20,901
DEPRECIATION	103,941	114,990	11,049	103,941	460,000	356,059
TOTAL EXPENSES	485,365	443,380	(41,985)	502,351	1,728,004	1,225,653
TOTAL SURPLUS/ DEFICIT	(311,118)	(358,330)	47,212	(328,104)	(1,388,004)	1,059,900

KINGBOROUGH COUNCIL - September 2021

Turf Maintenance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
INCOME						
USER FEES						
Rental - Kelvedon Oval	45	0	45	45	0	45
Rental - Kettering Oval	0	0	0	0	100	(100)
Rental - Kingston Beach Oval	68	75	(7)	68	300	(232)
Rental - Lightwood Ovals	0	125	(125)	0	500	(500)
Rental - Margate Oval	0	0	0	0	0	0
Rental - Sandfly Oval	0	0	0	0	0	0
Rental - Sherburd Park Oval	432	125	307	432	500	(68)
Rental - Snug Oval	477	150	327	477	600	(123)
Rental - Twin Oval (1) AFL Ground	3,289	5,010	(1,721)	3,289	20,000	(16,711)
Rental - Twin Oval (2) Cricket Ground	3,010	5,010	(2,000)	3,010	20,000	(16,990)
TOTAL USER FEES	7,322	10,495	(3,173)	7,322	42,000	(34,678)
OTHER INCOME						
Salary Oncost Recovery	67,036	95,580	(28,544)	67,036	355,000	(287,964)
TOTAL OTHER INCOME	67,036	95,580	(28,544)	67,036	355,000	(287,964)
TOTAL INCOME	74,357	106,075	(31,718)	74,357	397,000	(322,643)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	118,274	87,130	(31,144)	118,569	330,600	212,031
TURF ACTIVITIES						
Alonah Oval	412	2,480	2,068	412	10,000	9,588
Gormley park	12,931	11,150	(1,781)	12,941	45,000	32,059
Kelvedon Oval	6,978	11,150	4,172	6,978	45,000	38,022
Kettering Oval	13,472	8,700	(4,772)	13,470	35,000	21,530
Kingston Beach oval	11,768	14,950	3,182	12,450	60,000	47,550
Lightwood Park Oval 1	6,896	13,730	6,834	6,896	55,000	48,104
Lightwood Park Oval 2	2,033	9,950	7,917	2,033	40,000	37,967
Lightwood Park Oval 3	14,499	8,700	(5,799)	14,499	35,000	20,501
Margate Oval	15,075	11,170	(3,905)	17,875	45,000	27,125
Sandfly Oval	1,987	7,470	5,483	1,987	30,000	28,013
Sherburd Park	10,631	12,440	1,809	10,631	50,000	39,369
Snug Oval	20,894	11,200	(9,694)	20,894	45,000	24,106
KSC Sports Precinct	25,934	24,900	(1,034)	24,315	100,000	75,685
Twin Oval 1 (AFL)	31,648	34,880	3,232	31,648	140,000	108,352
Twin Oval 2 (Cricket)	41,380	51,560	10,180	40,995	207,000	166,005
Woodbridge Oval	3,818	6,250	2,432	3,818	25,000	21,182
Non ground specific	8,173	0	(8,173)	7,833	0	(7,833)
TOTAL TURF ACTIVITIES	228,529	240,680	12,151	229,675	967,000	737,325

KINGBOROUGH COUNCIL - September 2021

Turf Maintenance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
OTHER EXPENSES						
New Equipment & Furniture	0	300	300	0	1,200	1,200
Plant and Vehicles Costs - Internal	5,337	6,000	663	5,337	24,000	18,663
Sundry	0	750	750	0	3,000	3,000
Telephone	52	210	158	52	800	748
TOTAL OTHER EXPENSES	5,389	7,260	1,871	5,389	29,000	23,611
TOTAL EXPENSES	352,191	335,070	(17,121)	353,633	1,326,600	972,967
TOTAL SURPLUS/ DEFICIT	(277,834)	(228,995)	(48,839)	-279,275	(929,600)	650,325

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KINGBOROUGH COUNCIL - September 2021

Community Hub - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
USER FEES						
Lease Income - Commercial Tenancy	7,100	7,890	(790)	7,100	31,500	(24,400)
Venue Hire Income - Multi Purpose Hall	35,553	11,250	24,303	35,553	45,000	(9,447)
Venue Hire Income - Meeting Rooms	6,268	5,010	1,258	6,268	20,000	(13,732)
Venue Hire Income - Co Working Space	57	0	57	57	0	57
TOTAL USER FEES	48,978	24,150	24,828	48,978	96,500	(47,522)
TOTAL INCOME	48,978	24,150	24,828	48,978	96,500	(47,522)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	41,292	7,500	(33,792)	42,909	30,000	(12,909)
MATERIALS AND SERVICES						
Building Maintenance	9,117	3,000	(6,117)	23,986	12,000	(11,986)
Cleaning Costs	43	2,490	2,447	943	10,000	9,057
Contractors - Technical	1,438	1,500	62	1,757	6,000	4,243
Equipment Maintenance	0	810	810	1,025	3,200	2,175
Light & Power	8,659	4,500	(4,159)	8,659	18,000	9,341
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant Maintenance	0	750	750	0	3,000	3,000
Replacement Hire Equipment	0	750	750	0	3,000	3,000
Stationery	0	510	510	0	2,000	2,000
Telephone - Charges	0	510	510	0	2,000	2,000
Waste Disposal	43	870	827	43	3,500	3,457
TOTAL MATERIALS AND SERVICES	19,301	15,930	(3,371)	36,413	63,700	27,287
OTHER EXPENSES						
Advertising & Marketing	150	2,490	2,340	1,059	10,000	8,941
Subscriptions	0	300	300	0	1,200	1,200
Sundry	974	2,250	1,276	1,539	9,000	7,461
TOTAL OTHER EXPENSES	1,125	5,040	3,915	2,598	20,200	17,602
DEPRECIATION	33,614	38,760	5,146	33,614	155,000	121,386
TOTAL EXPENSES	95,332	67,230	(28,102)	115,535	268,900	153,365
TOTAL SURPLUS/ DEFICIT	(46,354)	(43,080)	(3,274)	(66,557)	(172,400)	105,843

KINGBOROUGH COUNCIL - September 2021

Community Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
GRANTS						
Community Development	14,898	0	14,898	14,898	0	14,898
TOTAL GRANTS	14,898	0	14,898	14,898	0	14,898
Arts Hub Rental & Commission	329	300	29	329	1,200	(871)
OTHER INCOME						
Programs & Events Charges	4,499	3,300	1,199	4,499	13,200	(8,701)
Sundry Receipts	0	1,740	(1,740)	0	7,000	(7,000)
Volunteer Program	1,355	1,500	(145)	1,355	6,000	(4,645)
TOTAL OTHER INCOME	5,853	6,540	(687)	5,853	26,200	(20,347)
TOTAL INCOME	21,080	6,840	14,240	21,080	27,400	(6,320)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	85,230	116,950	31,720	86,178	439,318	353,140
COMMUNITY SERVICES ACTIVITIES						
Community Projects (Non specified)	2,477	3,240	763	4,407	13,000	8,593
Council Community Grants	1,199	20,000	18,801	1,199	40,000	38,801
Event Support (Outside Workforce)	116	1,260	1,144	116	5,000	4,884
Kids Allowed Program	280	0	(280)	1,260	0	(1,260)
Kingborough Community Story Tellers - DOE	7,175	0	(7,175)	7,175	0	(7,175)
Love Living Locally	0	2,490	2,490	0	10,000	10,000
Positive Ageing	2,150	2,100	(50)	3,451	8,400	4,949
School Holiday Program	2,076	4,290	2,214	2,276	17,200	14,924
Salvaged Art Competition	0	390	390	957	1,500	543
Volunteer Program	1,591	3,000	1,409	1,691	12,000	10,309
Youth Development	1,419	3,750	2,331	1,436	15,000	13,564
Youth Outreach	172	2,040	1,868	292	8,200	7,908
Yspace Operations	0	4,500	4,500	0	18,000	18,000
TOTAL COMMUNITY SERVICES ACTIVITIES	18,656	47,060	28,404	24,259	148,300	124,041
COMMUNITY SERVICES OTHER EXPENSES						
Advertising & Marketing	804	510	(294)	1,190	2,000	810
Consultancy Services	0	1,380	1,380	0	5,500	5,500
Covid 19 Costs	0	0	0	19	0	(19)
New Equipment & Furniture	0	450	450	0	1,800	1,800
Plant & Vehicle Costs - Internal	732	1,500	768	732	6,000	5,268
Sundry	0	120	120	0	500	500
Telephone - Charges	1,025	1,260	235	1,025	5,000	3,975
TOTAL COMMUNITY SERVICES OTHER EXPENSES	2,561	5,220	2,659	2,966	20,800	17,834

KINGBOROUGH COUNCIL - September 2021

Community Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
ARTS ACTIVITIES						
MATERIALS & SERVICES						
Consultants	64	0	(64)	64	0	(64)
Contractors	150	2,490	2,340	430	10,000	9,570
Materials	0	2,640	2,640	0	10,500	10,500
Telephone	100	240	140	100	1,000	900
TOTAL MATERIALS AND SERVICES	315	5,370	5,055	595	21,500	20,905
OTHER EXPENSES						
Advertising & Marketing	0	0	0	171	0	(171)
Channel Folk Museum	10,000	11,000	1,000	10,000	11,000	1,000
Display Art Acquisition	0	0	0	0	5,000	5,000
Kingborough Creative Awards	0	2,490	2,490	0	10,000	10,000
Youth Art Prize	0	1,500	1,500	0	7,000	7,000
TOTAL OTHER EXPENSES	10,000	14,990	4,990	10,171	33,000	22,829
TOTAL ARTS ACTIVITIES	10,315	20,360	10,045	10,766	54,500	43,734
DEPRECIATION	1,361	2,010	649	1,361	8,000	6,639
TOTAL EXPENSES	118,124	191,600	73,476	125,530	670,917	545,387
TOTAL SURPLUS/ DEFICIT	(97,043)	(184,760)	87,717	(104,450)	(643,517)	539,068

KINGBOROUGH COUNCIL - September 2021

Community Resilience - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
EXPENSES						
TOTAL EMPLOYEE BENEFITS	54,832	44,240	(10,592)	54,832	166,288	111,456
EMERGENCY MANAGEMENT ACTIVITIES						
Plant & Vehicle Costs - Internal	0	510	510	0	2,000	2,000
Telephone	101	0	(101)	101	0	(101)
TOTAL EMERGENCY MANAGEMENT ACTIVITIES	14,934	28,710	13,776	14,934	55,400	40,466
Sundry	15	510	495	15	2,000	1,985
TOTAL OTHER EXPENSES	15	510	495	15	2,000	1,985
TOTAL EXPENSES	69,781	73,460	3,679	69,781	223,688	153,907
TOTAL SURPLUS/ DEFICIT	(69,781)	(73,460)	3,679	(69,781)	(223,688)	153,907

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KINGBOROUGH COUNCIL - September 2021

Environment, Development and Community - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
EXPENSES						
TOTAL EMPLOYEE BENEFITS	89,571	99,860	10,289	90,412	373,913	283,501
MATERIALS AND SERVICES						
New Equipment & Furniture	182	510	328	182	2,000	1,818
Plant & Vehicle Costs	0	510	510	0	2,000	2,000
Telephone	0	240	240	0	1,000	1,000
TOTAL MATERIALS AND SERVICES	182	1,260	1,078	182	5,000	4,818
Advertising & Marketing	473	510	37	3,782	2,000	(1,782)
Community Consultation	0	2,490	2,490	0	10,000	10,000
Consultancy Services	0	2,490	2,490	0	10,000	10,000
Subscriptions Other	450	0	(450)	450	0	(450)
Sundry	15	510	495	15	2,000	1,985
TOTAL OTHER EXPENSES	937	6,000	5,063	4,246	24,000	19,754
TOTAL EXPENSES	99,040	107,120	8,080	102,349	402,913	300,564
TOTAL SURPLUS/ DEFICIT	(99,040)	(107,120)	8,080	(102,349)	(402,913)	300,564

KINGBOROUGH COUNCIL - September 2021

Environmental Health - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
STATUTORY FEES AND FINES						
Fees - Approvals	4,747	5,490	(743)	4,747	22,000	(17,253)
Fees - Immunisation	138	2,760	(2,622)	138	11,000	(10,862)
Licenses - Fees & Fines	35,480	11,250	24,230	35,480	45,000	(9,520)
Fees - Sampling	1,936	1,140	796	1,936	4,500	(2,564)
TOTAL FEES AND FINES	42,301	20,640	21,661	42,301	82,500	(40,199)
OTHER INCOME						
Sundry Receipts	0	120	(120)	0	500	(500)
TOTAL OTHER INCOME	0	120	(120)	0	500	(500)
TOTAL INCOME	42,301	20,760	21,541	42,301	83,000	(40,699)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	151,832	155,050	3,218	152,815	581,632	428,817
MATERIALS AND SERVICES						
Energy & Emissions	3,800	3,360	(440)	3,800	13,500	9,700
Environmental Programs	0	5,010	5,010	-2,104	20,000	22,104
New Equipment & Furniture	46	630	584	46	2,500	2,454
Plant and Vehicles Costs (Internal)	3,330	3,510	180	3,330	14,000	10,670
Telephone	987	990	3	987	4,000	3,013
TOTAL MATERIALS AND SERVICES	8,164	13,500	5,336	6,060	54,000	47,940
OTHER EXPENSES						
Analysis Costs	1,514	2,250	736	1,514	9,000	7,486
COVID-19 Expenses	1,847	6,240	4,393	2,855	25,000	22,145
Immunisation Costs	2,443	2,010	(433)	2,443	8,000	5,557
Legal Fees & Technical Advice	0	1,500	1,500	0	6,000	6,000
Refund Fees & Charges	0	390	390	0	1,500	1,500
Retainer - Medical Officer of Health	0	2,760	2,760	0	11,000	11,000
Public Health & Education	0	240	240	111	1,000	889
Sundry	180	240	60	180	1,000	820
TOTAL OTHER EXPENSES	5,983	15,630	9,647	7,102	62,500	55,398
DEPRECIATION	1,898	750	(1,148)	1,898	3,000	1,102
TOTAL EXPENSES	167,877	184,930	17,053	167,875	701,132	533,257
TOTAL SURPLUS/ DEFICIT	(125,576)	(164,170)	38,594	(125,574)	(618,132)	492,558

KINGBOROUGH COUNCIL - September 2021

Natural Areas & Biodiversity - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
CONTRIBUTIONS						
Tree Preservation	4,750	20,010	(15,260)	4,750	80,000	(75,250)
TOTAL CONTRIBUTIONS	4,750	20,010	(15,260)	4,750	80,000	(75,250)
GRANTS						
Bruny Island Cat Management Grant	0	13,740	(13,740)	0	55,000	(55,000)
Regional Cat Management	97,997	45,000	52,997	97,997	90,000	7,997
TOTAL GRANTS	97,997	58,740	39,257	97,997	145,000	(47,003)
OTHER INCOME						
Strategic Weed Control (State Growth)	0	2,490	(2,490)	0	10,000	(10,000)
TOTAL OTHER INCOME	0	2,490	(2,490)	0	10,000	(10,000)
TOTAL INCOME	102,747	81,240	21,507	102,747	235,000	(132,253)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	166,176	185,380	19,204	166,176	696,227	530,489
NRM ACTIVITIES						
Bruny Island Cat Management Project(Grant)	3,160	13,740	10,580	3,160	55,000	51,840
Bruny Island Community Ranger Contribution	0	40,000	40,000	0	40,000	40,000
Bushland Reserves Signage	406	1,290	884	406	5,200	4,794
Caregroup Support Program	96	3,630	3,534	123	14,500	14,377
Council Reserves Bushfire Management	357	16,260	15,903	13,757	65,000	51,243
Environmental Education Program	888	2,580	1,692	1,438	10,300	8,862
Kingborough Cat Control Project	39,045	11,250	(27,795)	39,045	45,000	5,955
Kingborough Environmental Fund	0	27,510	27,510	0	110,000	110,000
NRM Projects	2,818	22,530	19,712	44,080	90,000	45,920
Regional Cat Management (DPIPWE)	10,367	6,750	(3,617)	66,492	27,000	(39,492)
Reserve Management	3,186	5,010	1,824	11,536	20,000	8,464
Revegetation Program	508	3,750	3,242	3,043	15,000	11,957
Strategic Weed Control (State Growth)	0	2,490	2,490	0	10,000	10,000
Tree Management	0	510	510	0	2,000	2,000
Waterways and Coastal Management	0	3,750	3,750	0	15,000	15,000
Weed Control	1,249	9,990	8,741	10,094	40,000	29,906
Wildlife Programs	2,329	1,500	(829)	4,639	6,000	1,361
TOTAL NRM ACTIVITIES	64,409	172,540	108,131	197,814	570,000	372,186

KINGBOROUGH COUNCIL - September 2021

Natural Areas & Biodiversity - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
OTHER EXPENSES						
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant and Vehicles Costs - Internal	2,517	3,510	993	2,517	14,000	11,483
Refund Fees & Charges	0	120	120	0	500	500
Sundry	15	240	225	15	1,000	985
TOTAL OTHER EXPENSES	2,532	4,110	1,578	2,532	16,500	13,968
TRANSFERS EXPENSE	4,750	0	(4,750)	4,750	0	(4,750)
TOTAL EXPENSES	237,867	362,030	124,163	371,271	1,282,727	911,893
TOTAL SURPLUS/ DEFICIT	(135,120)	(280,790)	145,670	-268,524	(1,047,727)	779,640

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KINGBOROUGH COUNCIL - September 2021

Building & Plumbing Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
STATUTORY FEES AND FINES						
Building Fees	50,357	62,490	(12,133)	50,357	250,000	(199,643)
Building Fees - Expired Permits	4,143	1,260	2,883	4,143	5,000	(857)
Plumbing Fees	115,737	112,500	3,237	115,737	450,000	(334,263)
Plumbing Fees - Expired Permits	2,840	2,010	830	2,840	8,000	(5,160)
TOTAL USER FEES	173,077	178,260	(5,183)	173,077	713,000	(539,923)
OTHER INCOME						
Sundry Receipts	2,344	2,010	334	2,344	8,000	(5,656)
TOTAL OTHER INCOME	2,344	2,010	334	2,344	8,000	(5,656)
TOTAL INCOME	175,421	180,270	(4,849)	175,421	721,000	(545,579)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	187,137	175,520	(11,617)	189,302	658,620	469,318
MATERIALS AND SERVICES						
Consultancy Services	0	990	990	0	4,000	4,000
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant and Vehicles Costs - Internal	5,781	6,990	1,209	5,781	28,000	22,219
Telephone	382	300	(82)	382	1,200	818
TOTAL MATERIALS AND SERVICES	6,163	8,520	2,357	6,163	34,200	28,037
OTHER EXPENSES						
Legal Fees & Retainers	3,766	2,010	(1,756)	3,766	8,000	4,234
Refund Fees & Charges	2,170	1,260	(910)	2,170	5,000	2,830
Sundry	227	300	73	227	1,200	973
TOTAL OTHER EXPENSES	6,163	3,570	(2,593)	6,163	14,200	8,037
DEPRECIATION	3,355	750	(2,605)	3,355	3,000	(355)
TOTAL EXPENSES	202,818	188,360	(14,458)	204,982	710,020	505,038
TOTAL SURPLUS/ DEFICIT	(27,397)	(8,090)	(19,307)	(29,561)	10,980	(40,541)

KINGBOROUGH COUNCIL - September 2021

Town Planning - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
STATUTORY FEES & FINES						
Charges - Public Notification	44,221	54,990	(10,769)	44,221	220,000	(175,779)
Fees - Development/Use Application	140,075	140,010	65	140,075	560,000	(419,925)
Fees - Post Approval	23,051	67,500	(44,449)	23,051	270,000	(246,949)
TOTAL STATUTORY FEES & FINES	207,346	262,500	(55,154)	207,346	1,050,000	(842,654)
USER FEES						
Fees - Other	0	240	(240)	0	1,000	(1,000)
TOTAL USER FEES	0	240	(240)	0	1,000	(1,000)
TOTAL INCOME	207,346	262,740	(55,394)	207,346	1,051,000	(843,654)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	502,929	511,530	8,601	504,194	1,919,089	1,414,895
MATERIALS AND SERVICES						
Consultancy Services	9,818	9,990	173	9,818	40,000	30,183
New Equipment & Furniture	0	510	510	0	2,000	2,000
Planning Scheme Review & Maintenance	0	6,990	6,990	2,730	28,000	25,270
Plant and Vehicles Costs - Internal	4,541	5,490	949	4,541	22,000	17,459
Telephone	633	510	(123)	633	2,000	1,367
TOTAL MATERIALS AND SERVICES	14,991	23,490	8,499	17,721	94,000	76,279
OTHER EXPENSES						
Legal Fees & Retainers	0	12,510	12,510	0	50,000	50,000
Refund Fees & Charges	9,235	6,240	(2,995)	9,235	25,000	15,765
Statutory Advertising - Developer	12,160	15,000	2,840	12,990	60,000	47,010
Subscriptions	0	240	240	0	1,000	1,000
Sundry	194	750	556	194	3,000	2,806
TOTAL OTHER EXPENSES	21,589	34,740	13,151	22,419	139,000	116,581
DEPRECIATION	838	990	152	838	4,000	3,162
TOTAL EXPENSES	540,347	570,750	30,403	545,173	2,156,089	1,610,916
TOTAL SURPLUS/ DEFICIT	(333,001)	(308,010)	(24,991)	-337,826	(1,105,089)	767,263

KINGBOROUGH COUNCIL - September 2021

Building Maintenance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
OTHER INCOME						
Salary Oncosts Recovery	13,195	13,470	(275)	13,195	50,000	(36,805)
Sundry Receipts	7,290	150	7,140	7,290	600	6,690
TOTAL OTHER INCOME	20,485	13,620	6,865	20,485	50,600	(30,115)
GRANTS						
Local Roads & Comm Infra - Dept Infrastructure	93,690	0	93,690	93,690	0	93,690
TOTAL GRANTS	93,690	0	93,690	93,690	0	93,690
TOTAL INCOME	114,176	13,620	100,556	114,176	50,600	63,576
EXPENSES						
TOTAL EMPLOYEE BENEFITS	44,456	53,740	9,284	44,456	194,500	150,044
BUILDING ACTIVITIES						
Building Maintenance - General	54,460	33,390	(21,070)	68,796	130,500	61,704
Electrical	11,927	13,150	1,224	24,394	51,400	27,006
Floors	2,950	8,860	5,910	11,300	36,000	24,700
Graffiti Removal	4,055	3,780	(275)	4,829	15,400	10,571
Inspections	12,877	12,310	(567)	61,674	50,000	(11,674)
LRCI K'borough Community Facility maint.	93,690	0	(93,690)	146,925	0	(146,925)
Painting	750	20,200	19,450	16,410	82,200	65,790
Plumbing	25,988	16,430	(9,558)	25,342	66,800	41,458
Public Toilet Cleaning	16,787	71,370	54,583	16,787	290,000	273,213
Roof & Gutter	12,902	7,570	(5,332)	76,204	30,800	(45,404)
Security	8,199	0	(8,199)	19,314	0	(19,314)
Septic Tank Pumping	18,691	8,860	(9,831)	63,208	36,000	(27,208)
Septic Tank Maintenance	9,259	3,780	(5,479)	11,780	15,400	3,620
Standby Callouts	2,577	5,130	2,553	2,577	20,000	17,423
Water Supply Delivery	900	5,290	4,390	11,000	20,600	9,600
Window Maintenance	6,896	3,330	(3,566)	-9,337	13,400	22,737
TOTAL BUILDING ACTIVITIES	282,908	213,450	(69,458)	551,203	858,500	307,297
OTHER EXPENSES						
Covid 19 Expenses	0	0	0	10	0	(10)
Plant and Vehicles Costs - Internal	1,221	6,990	5,769	1,221	28,000	26,779
Sundry	124	240	116	124	1,000	876
Telephone	383	510	127	383	2,000	1,617
TOTAL OTHER EXPENSES	1,728	7,740	6,012	1,738	31,000	29,262
TOTAL EXPENSES	329,093	274,930	(54,163)	597,398	1,084,000	486,602
TOTAL SURPLUS/ DEFICIT	(214,917)	(261,310)	46,393	(483,222)	(1,033,400)	(423,027)

KINGBOROUGH COUNCIL - September 2021

Engineering - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
USER FEES						
DBYD	0	3,750	(3,750)	0	15,000	(15,000)
Fees - Other	15,461	3,540	11,921	15,461	14,200	1,261
TOTAL FEES AND FINES	15,461	7,290	8,171	15,461	29,200	(13,739)
ONCOSTS						
Oncost Recovery - Capital Works Program	0	0	0	0	720,000	(720,000)
Salary Oncost Recovery - Capital Works	107,465	107,690	(225)	107,465	400,000	(292,535)
TOTAL ONCOSTS	107,465	107,690	(225)	107,465	1,120,000	(1,012,535)
TOTAL INCOME	122,926	114,980	7,946	122,926	1,149,200	(1,026,274)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	468,997	404,720	(64,277)	470,811	1,521,863	1,051,052
MATERIALS AND SERVICES						
Consultancy Services	7,225	5,010	(2,215)	7,224	20,000	12,776
Equipment Maintenance	0	120	120	0	500	500
Kingborough Bicycle Plan (G10034)	4,989	0	(4,989)	4,989	0	(4,989)
Light & Power	73,948	90,675	16,727	73,948	310,000	236,052
New Equipment & Furniture	0	240	240	0	1,000	1,000
Pipeline Camera Inspections	1,260	6,240	4,980	6,120	25,000	18,880
Plant and Vehicles Costs (Internal)	19,600	16,500	(3,100)	19,600	66,000	46,400
Road condition assessment	0	9,990	9,990	0	40,000	40,000
Telephone	1,731	1,740	9	1,731	7,000	5,269
TOTAL MATERIALS AND SERVICES	108,752	130,515	21,763	113,612	469,500	355,888
OTHER EXPENSES						
Advertising & Marketing	0	90	90	0	300	300
DBYD Costs	1,500	5,010	3,510	1,500	20,000	18,500
Legal Fees & Retainers	0	510	510	0	2,000	2,000
Road Safety Program	11,037	7,500	(3,537)	11,037	30,000	18,963
Subscriptions	3,190	120	(3,070)	3,190	500	(2,690)
Stationery	0	60	60	0	180	180
Sundry	1,144	300	(844)	1,144	1,200	56
TOTAL OTHER EXPENSES	16,871	13,590	(3,281)	16,871	54,180	37,309
DEPRECIATION	1,870	3,240	1,370	1,870	13,000	11,130
TOTAL EXPENSES	596,490	552,065	(44,425)	603,164	2,058,543	1,455,379
TOTAL SURPLUS/ DEFICIT	(473,564)	(437,085)	(36,479)	(480,238)	(909,343)	429,105

KINGBOROUGH COUNCIL - September 2021

Plant - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
ONCOST RECOVERY						
Hire Charges - Internal Plant & Vehicles	486,613	512,490	(25,877)	486,613	2,050,000	(1,563,387)
Plant & Vehicle Cost Recovery	845	0	845	845	0	845
TOTAL PLANT COST RECOVERY	487,458	512,490	(25,032)	487,458	2,050,000	(1,562,542)
OTHER INCOME						
Reimbursements - Fuel Tax Credits	11,032	6,990	4,042	11,032	28,000	(16,968)
Sundry Receipts	0	150	(150)	0	600	(600)
TOTAL OTHER INCOME	11,032	7,140	3,892	11,032	28,600	(17,568)
TOTAL INCOME	498,490	519,630	(21,140)	498,490	2,078,600	(1,580,110)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	52,638	66,290	13,652	52,638	248,171	195,533
MATERIALS AND SERVICES						
Disposal Charges	784	0	(784)	784	0	(784)
GPS Tracker	1,043	1,200	158	1,043	4,800	3,758
Fuel and Oil	84,832	72,510	(12,322)	84,832	290,000	205,168
Mechanical Workshop Equipment	2,380	3,000	620	2,380	12,000	9,620
Motor Vehicle Registration	0	0	0	2,934	85,000	82,066
Parts	16,022	31,260	15,238	18,721	125,000	106,279
Plant & Vehicle Cost - Internal	4,742	8,760	4,018	4,742	35,000	30,258
Plant & Vehicles Maintenance	30,994	8,760	(22,234)	37,424	35,000	(2,424)
Servicing & Repairs - Inhouse	3,322	6,240	2,918	3,269	25,000	21,731
Tyres and Tubes	5,255	11,490	6,235	6,744	46,000	39,256
Workshop Consumables	3,320	0	(3,320)	3,216	0	(3,216)
Regulatory Expenses	1,289	1,260	(29)	1,288	5,000	3,712
TOTAL MATERIALS AND SERVICES	153,982	144,480	(9,502)	167,376	662,800	495,424
OTHER EXPENSES						
Insurance - Motor Vehicle	52,864	50,000	(2,864)	52,864	50,000	(2,864)
Insurance Claims	1,000	1,260	260	1,000	5,000	4,000
Radio Licences & Repairs	319	990	671	319	4,000	3,681
Sundry	0	240	240	0	1,000	1,000
TOTAL OTHER EXPENSES	54,183	52,490	(1,693)	54,183	60,000	5,817
DEPRECIATION	233,100	221,250	(11,850)	233,100	885,000	651,900
TOTAL EXPENSES	493,903	484,510	(9,393)	507,297	1,855,971	1,348,674
TOTAL SURPLUS/ DEFICIT	4,588	35,120	(30,532)	(8,807)	222,629	(231,436)

KINGBOROUGH COUNCIL - September 2021

Private Works - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
OTHER INCOME						
Private Works Income	32,927	22,500	10,427	32,927	90,000	(57,073)
Reimbursements - State Gov't	157,793	122,010	35,783	157,793	488,000	(330,207)
TOTAL OTHER INCOME	190,720	144,510	46,210	190,720	578,000	(387,280)
TOTAL INCOME	190,720	144,510	46,210	190,720	578,000	(387,280)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	249	750	501	249	3,000	2,751
PRIVATE WORKS ACTIVITIES						
Bruny Main Road	102,048	108,050	6,002	102,745	422,500	319,755
Other Works	44,050	20,010	(24,040)	43,595	80,000	36,405
TOTAL PRIVATE WORKS ACTIVITIES	146,098	128,060	(18,038)	146,340	502,500	356,160
TOTAL EXPENSES	146,347	128,810	(17,537)	146,589	505,500	358,911
TOTAL SURPLUS/ DEFICIT	44,373	15,700	28,673	44,131	72,500	28,369

KINGBOROUGH COUNCIL - September 2021

Recreation & Reserves - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
GRANTS						
Bruny Boat Shed Coastal Protection (State Growth)	86,245	0	86,245	86,245	0	86,245
TOTAL GRANTS	86,245	0	86,245	86,245	0	86,245
ONCOSTS						
Oncost Recovery	169,429	188,470	(19,041)	169,429	700,000	(530,571)
TOTAL ONCOSTS	169,429	188,470	(19,041)	169,429	700,000	(530,571)
TOTAL INCOME	255,674	188,470	67,204	255,674	700,000	(444,326)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	180,717	188,850	8,133	182,938	656,500	473,562
RESERVE ACTIVITIES						
Beach Raking	0	1,570	1,570	0	6,100	6,100
Event Support	229	1,570	1,341	229	6,100	5,870
Garden Maintenance	55,269	74,490	19,221	56,225	283,200	226,975
Graffiti Removal	160	2,660	2,500	160	10,200	10,040
Grass Control	112,332	130,180	17,848	143,031	500,000	356,969
Illegal Dumping of Rubbish	712	1,370	658	712	5,100	4,388
Irrigation Systems - Instal & Maint.	9,853	5,850	(4,003)	9,853	22,300	12,447
Kingston Park Call Outs	420	0	(420)	420	0	(420)
Kingston Park Security	975	0	(975)	7,898	0	(7,898)
KWS Maintenance	0	4,520	4,520	0	17,300	17,300
Litter Bins	3,903	3,340	(563)	3,903	12,800	8,897
Litter Collection	16,402	5,120	(11,282)	16,402	20,101	3,699
Maintenance of Cemeteries	168	3,470	3,302	168	13,301	13,132
Minor Playground Repairs	45,049	40,700	(4,349)	47,250	157,400	110,150
Park Infrastructure Maintenance	63,298	52,080	(11,218)	67,391	201,200	133,809
Reserve Fire Control	0	10,550	10,550	0	40,000	40,000
Reserve Infrastructure Maintenance	45,135	60,490	15,355	45,426	231,200	185,774
Playground Inspections	15,875	15,770	(105)	15,980	60,000	44,020
Storm Damage	5,038	0	(5,038)	5,038	0	(5,038)
Street Furniture Maintenance	10,422	6,010	(4,412)	10,422	23,000	12,578
Track Maintenance	37,938	78,100	40,162	68,637	300,000	231,363
Tree Inspections	650	9,970	9,320	703	38,300	37,597
Tree Maintenance	61,172	77,490	16,318	62,351	296,900	234,549
Tree Stump Grinding	20,754	6,680	(14,074)	20,754	25,501	4,746
Vandalism	280	2,660	2,380	280	10,201	9,921
TOTAL RESERVE ACTIVITIES	506,035	594,640	88,605	583,232	2,280,200	1,696,968

KINGBOROUGH COUNCIL - September 2021

Recreation & Reserves - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
OTHER EXPENSES						
Bruny Island Boat Shed Coastal Protection Grant	67,849	0	(67,849)	67,849	0	(67,849)
Insurance Claims	980	240	(740)	980	1,000	20
Plant & Vehicle	7,468	5,490	(1,978)	7,468	22,000	14,532
Sundry	42	240	198	42	1,000	958
Telephone - Charges	2,537	2,490	(47)	2,537	10,000	7,463
TOTAL OTHER EXPENSES	78,875	8,460	(70,415)	78,875	34,000	(44,875)
DEPRECIATION	175,682	217,500	41,818	175,682	870,000	694,318
TOTAL EXPENSES	941,309	1,009,450	68,141	1,020,727	3,840,700	2,819,973
TOTAL SURPLUS/ DEFICIT	(685,634)	(820,980)	135,346	(765,052)	(3,140,700)	2,375,647

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KINGBOROUGH COUNCIL - September 2021

Stormwater - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
RATES						
Rates - Stormwater Charge	1,417,246	1,420,000	(2,754)	1,417,246	1,420,000	(2,754)
TOTAL RATES	1,417,246	1,420,000	(2,754)	1,417,246	1,420,000	(2,754)
TOTAL INCOME	1,417,246	1,420,000	(2,754)	1,417,246	1,420,000	(2,754)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	11,516	10,516	(1,006)	11,516	22,000	10,484
STORMWATER ACTIVITIES						
Cleaning Gross Pollutant Traps	2,483	7,860	5,377	4,817	30,000	25,183
Creek Maintenance	0	9,990	9,990	0	40,000	40,000
Drainage Easements	137	7,920	7,783	137	30,600	30,463
House Connections	1,852	16,100	14,248	1,852	61,700	59,848
Inspections & Site Checks	5,897	12,050	6,153	5,897	46,300	40,403
Manhole/Pit Maintenance	20,000	20,210	210	20,062	77,600	57,538
Pipe Cleaning	15,876	18,490	2,614	17,092	71,000	53,908
Pipe Repairs	3,940	8,320	4,380	4,297	31,900	27,603
Pit Cleaning	16,056	18,490	2,434	16,056	71,000	54,944
Rain Garden Maintenance - New Developments	2,360	2,670	310	2,657	10,300	7,643
Recreational Water Quality	0	5,220	5,220	0	20,000	20,000
Retention Basin Maintenance	0	6,260	6,260	0	24,000	24,000
Subsoil Drainage Maintenance	2,438	0	(2,438)	2,438	0	(2,438)
TOTAL STORMWATER ACTIVITIES	117,312	179,250	61,938	119,716	690,900	571,184
OTHER EXPENSES						
Insurance Claims	0	990	990	0	4,000	4,000
Sundry	0	240	240	0	1,000	1,000
TOTAL OTHER EXPENSES	0	1,230	1,230	0	5,000	5,000
DEPRECIATION	309,576	306,240	(3,336)	309,576	1,225,000	915,424
TOTAL EXPENSES	438,404	497,230	58,826	440,808	1,942,900	1,502,092
TOTAL SURPLUS/ DEFICIT	978,842	922,770	56,072	976,438	(522,900)	1,499,338

KINGBOROUGH COUNCIL - September 2021

Transport - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
ONCOSTS						
Oncost Recovery	300,512	309,610	(9,098)	300,512	1,150,000	(849,488)
TOTAL ONCOSTS	300,512	309,610	(9,098)	300,512	1,150,000	(849,488)
TOTAL INCOME	300,512	309,610	(9,098)	300,512	1,150,000	(849,488)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	327,735	368,380	40,645	333,142	1,241,842	908,700
ROAD ACTIVITIES						
Carpark Maintenance	0	2,660	2,660	0	10,200	10,200
Crossover Repairs	2,471	3,310	839	2,471	12,800	10,329
Dead Animal Removal	10,494	5,270	(5,224)	10,494	20,400	9,906
Drainage - Easements	99	0	(99)	99	0	(99)
Footpath Inspection	17,152	9,240	(7,912)	17,152	35,700	18,548
Footpath Repair	83,147	66,210	(16,937)	102,621	255,000	152,379
Graffiti Removal	2,615	3,950	1,335	2,615	15,300	12,685
Guide Posts	3,840	13,220	9,380	3,840	51,000	47,160
Handrails & Guardrails Maintenance	11,499	10,560	(939)	11,499	40,800	29,301
Illegal Dumping of Rubbish	7,521	4,050	(3,471)	7,521	15,800	8,279
KWS Site Maintenance	0	2,660	2,660	0	10,200	10,200
Light & Power	90	0	(90)	90	0	(90)
Linemarking	3,088	2,760	(328)	3,300	10,700	7,400
Maintenance Works	110	0	(110)	110	0	(110)
Pedestrian Crossing Maintenance	0	2,660	2,660	700	10,200	9,500
Roundabout Maintenance	0	1,320	1,320	0	5,100	5,100
Roadside Retaining Walls	3,900	3,950	50	3,900	15,300	11,400
Roadside Slashing	0	49,360	49,360	0	190,800	190,800
Rural Culvert Maintenance	7,272	0	(7,272)	9,132	0	(9,132)
Sealed - Asphalt Corrections	25,768	26,130	362	26,523	101,000	74,477
Sealed - Major Repairs	21,291	46,960	25,669	21,291	181,600	160,309
Sealed - Minor Repairs	120,504	71,490	(49,014)	157,198	276,500	119,302
Sealed - Edge Break Repairs	9,102	25,850	16,748	9,102	100,000	90,898
Sealed - Pothole Repairs	7,326	28,470	21,144	7,498	110,200	102,702
Sealed - Shoulder Reinstatement	5,171	41,660	36,489	5,171	161,200	156,029
Sealed - Shoulder Grading	12,577	29,020	16,443	12,577	112,200	99,623
Sealed - Table Drain Maintenance	43,682	37,400	(6,282)	43,682	144,700	101,018
Signage replacement/maintenance	22,580	25,240	2,660	24,174	97,600	73,426
Storm Damage	35,319	13,220	(22,099)	35,569	51,000	15,431
Street Light Repairs	4,245	1,600	(2,645)	4,245	6,100	1,855
Subsoil Drainage Maintenance	502	1,320	818	502	5,100	4,598
Sweeping	26,988	20,870	(6,118)	29,888	80,000	50,112
Traffic Counters	654	3,950	3,296	654	15,300	14,646

KINGBOROUGH COUNCIL - September 2021

Transport - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Traffic Island Maintenance	546	2,660	2,114	546	10,200	9,654
Tree Removal & Maintenance	116,381	46,960	(69,421)	120,501	181,600	61,099
Urban Kerb & Gutter Maintenance	1,322	13,220	11,898	1,465	51,000	49,535
Unsealed - Maintenance Grading	250,985	123,840	(127,145)	282,602	480,000	197,398
Unsealed - Pothole Patching	33,396	33,740	344	33,481	130,600	97,119
Unsealed - Table Drains	116,602	66,210	(50,392)	118,694	255,000	136,306
Unsealed - Road Surface Repairs	14,742	22,150	7,408	17,019	85,700	68,681
Weed Spraying	9,384	13,220	3,836	9,384	51,000	41,616
TOTAL ROAD ACTIVITIES	1,032,364	876,360	(156,004)	1,137,309	3,386,900	2,249,591
BRIDGE ACTIVITIES						
Bridge General Maintenance	6,640	22,910	16,270	6,890	88,700	81,810
Bridge Inspections	4,558	8,030	3,472	21,332	31,100	9,768
Boat Ramps	4,940	9,330	4,390	5,540	36,200	30,659
Jetties Maintenance	6,654	9,900	3,246	6,698	38,300	31,602
TOTAL BRIDGE ACTIVITIES	22,792	50,170	27,378	40,460	194,300	153,840
OTHER EXPENSES						
Insurance Claims	0	1,500	1,500	0	6,000	6,000
Plant & Vehicle Costs (Internal)	2,090	5,010	2,920	2,090	20,000	17,910
Sundry Expenses	4,591	240	(4,351)	4,591	1,000	(3,591)
Telephone - Charges	1,504	990	(514)	1,504	4,000	2,496
Telstra Cable Damage	0	510	510	0	2,000	2,000
TOTAL OTHER EXPENSES	8,185	8,250	65	8,185	33,000	24,815
DEPRECIATION						
Depreciation Roads	1,793,152	1,742,490	(50,662)	1,793,152	6,970,000	5,176,848
Depreciation Bridges	90,197	87,510	(2,687)	90,197	350,000	259,803
TOTAL DEPRECIATION	1,883,349	1,830,000	(53,349)	1,883,349	7,320,000	5,436,651
TOTAL EXPENSES	3,274,425	3,133,160	(141,265)	3,402,444	12,176,042	8,773,597
TOTAL SURPLUS/ DEFICIT	(2,973,913)	(2,823,550)	(150,363)	(3,101,932)	(11,026,042)	7,924,109

KINGBOROUGH COUNCIL - September 2021

Waste Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
RATES						
Rates - Green Waste Collection	700,435	634,880	65,555	700,435	640,000	60,435
Rates - Garbage Collection	2,474,132	2,425,440	48,692	2,474,132	2,445,000	29,132
Rates - Recycling Collection	1,074,202	1,065,408	8,794	1,074,202	1,074,000	202
TOTAL CONTRIBUTIONS	4,248,769	4,125,728	123,041	4,248,769	4,159,000	89,769
USER FEES						
Waste Charges Other	2,797	1,740	1,057	2,797	7,000	(4,203)
Waste Management Charges Bruny	8,741	7,500	1,241	8,741	30,000	(21,259)
TOTAL USER FEES	11,537	9,240	2,297	11,537	37,000	(25,463)
OTHER INCOME						
TOTAL INCOME	4,260,307	4,134,968	125,339	4,260,307	4,196,000	64,307
EXPENSES						
MATERIALS AND SERVICES						
Barretta Transfer Station - Building Maint.	0	990	990	0	4,000	4,000
Barretta/Bruny Transfer Station - Site Maint.	3,043	1,260	(1,783)	3,043	5,000	1,957
Bin Transfer Bruny to Barretta	44,820	34,500	(10,320)	44,820	138,000	93,180
Bruny Transfer Station Operations	50,816	42,240	(8,576)	50,816	169,000	118,184
Environmental Costs Barretta Monitoring	77,907	63,000	(14,907)	70,154	252,000	181,846
Free Greenwaste WE - Barretta/Bruny Charges	0	8,010	8,010	0	32,000	32,000
Kerbside Collection Garbage	199,042	185,010	(14,032)	199,042	740,000	540,958
Kerbside Processing Gate Fee Garbage	166,315	153,000	(13,315)	166,315	612,000	445,685
Kerbside Collection Green Waste	92,751	90,990	(1,761)	92,751	364,000	271,249
Kerbside Green Waste Processing Gate Fee	15,493	47,760	32,267	15,493	238,760	223,267
Kerbside Collection Recycling	106,748	100,260	(6,488)	106,748	401,000	294,252
Kerbside Processing Gate Fee Recycling	81,478	85,500	4,022	81,478	342,000	260,522
Litter Collection - Public Bins Mainland	47,937	38,760	(9,177)	47,937	155,000	107,063
Litter Collection - Public Bins Bruny	45,039	49,260	4,221	45,039	197,000	151,961
Light & Power	613	630	17	613	2,500	1,887
Waste Management Officer - Reimbursement	21,300	21,300	0	21,300	85,200	63,900
TOTAL MATERIALS AND SERVICES	953,302	922,470	(30,832)	945,548	3,737,460	2,791,912
OTHER EXPENSES						
Southern Waste Strategy	9,240	4,500	(4,740)	9,240	18,000	8,760
Sundry	0	510	510	0	2,000	2,000
TOTAL OTHER EXPENSES	9,240	5,010	(4,230)	9,240	20,000	10,760
INTERNAL CHARGES EXPENSE						
Oncosts - Administration	37,500	37,500	0	37,500	150,000	112,500
Oncosts - Works	17,499	17,490	(9)	17,499	70,000	52,501
TOTAL INTERNAL CHARGES EXPENSE	54,999	54,990	(9)	54,999	220,000	165,001

KINGBOROUGH COUNCIL - September 2021

Waste Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
DEPRECIATION	25,182	30,000	4,818	25,182	120,000	94,818
TOTAL EXPENSES	1,042,723	1,012,470	(30,253)	1,034,969	4,097,460	3,062,491
TOTAL SURPLUS/ DEFICIT	3,217,584	3,122,498	95,086	3,225,337	98,540	3,126,797

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KINGBOROUGH COUNCIL - September 2021

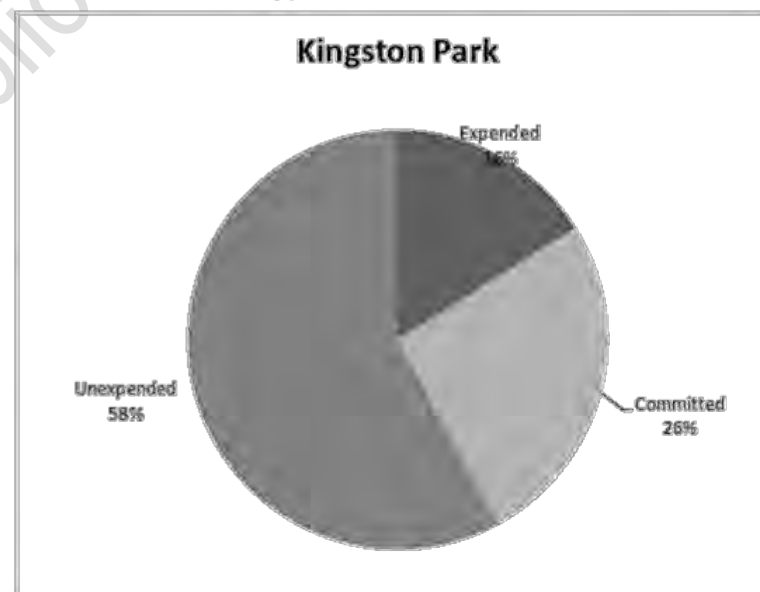
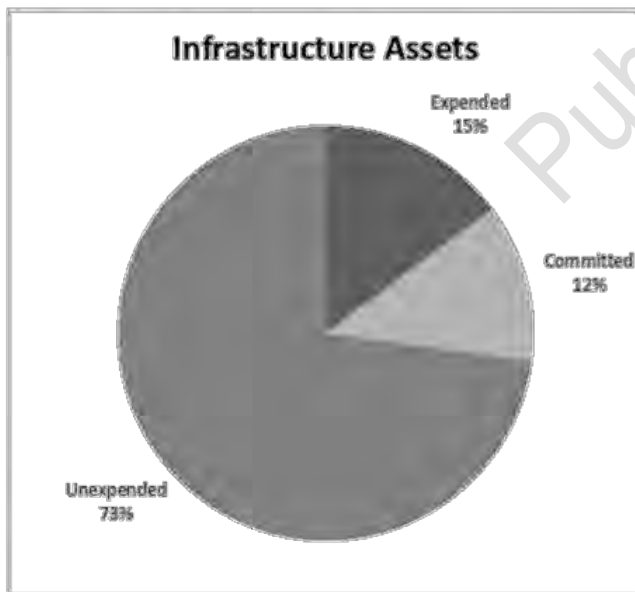
Works - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
INCOME						
CONTRIBUTIONS						
Contributions	2,754	510	2,244	2,754	2,000	754
TOTAL CONTRIBUTIONS	2,754	510	2,244	2,754	2,000	754
OTHER INCOME						
Oncost Recovery - Kerbside Garbage	17,499	17,490	9	17,499	70,000	(52,501)
Sundry Receipts	110	0	110	110	37,000	(36,890)
TOTAL OTHER INCOME	17,609	17,490	119	17,609	107,000	(89,391)
TOTAL INCOME	20,363	18,000	2,363	20,363	109,000	(88,637)
EXPENSES						
TOTAL EMPLOYEE BENEFITS	123,033	105,080	(17,953)	124,385	393,110	268,725
MATERIALS AND SERVICES						
Building Maintenance	0	9,990	9,990	15,550	40,000	24,450
Cleaning	5,870	2,010	(3,860)	6,243	8,000	1,757
Covid Costs	159	0	(159)	159	0	(159)
Equipment Maintenance	0	870	870	0	3,500	3,500
Light & Power	6,421	7,140	719	6,421	28,500	22,079
New Equipment & Furniture	518	990	472	518	4,000	3,482
Plant & Vehicles Costs Internal	9,285	8,490	(795)	9,285	34,000	24,715
Telephone	1,733	1,260	(473)	2,490	5,000	2,510
TOTAL MATERIALS AND SERVICES	23,987	30,750	6,763	40,667	123,000	82,333
OTHER EXPENSES						
Stationery	558	750	192	558	3,000	2,442
Sundry	421	990	569	463	4,000	3,537
TOTAL OTHER EXPENSES	979	1,740	761	1,021	7,000	5,979
DEPRECIATION						
	550	2,010	1,460	550	8,000	7,450
TOTAL EXPENSES	148,549	139,580	(8,969)	166,623	531,110	364,487
TOTAL SURPLUS/ DEFICIT	(128,186)	(121,580)	(6,606)	(146,260)	(422,110)	275,850

**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

	Budget				Actual			Remaining	
	Carry Forward	2020/21	Grants Received	IMG Adjustments	Total	Actual	Commitments		Total
EXPENDITURE BY ASSET TYPE									
Roads	2,501,057	6,981,000	-	30,000	9,512,057	1,829,787	1,031,423	2,861,210	6,650,847
Stormwater	1,040,360	1,720,710	-	5,800	2,766,870	206,891	652,299	859,189	1,907,681
Property	661,905	3,085,500	54,639	-	3,802,044	359,631	234,013	593,644	3,208,400
Other	547,571	-	-	(43,950)	503,621	54,006	124,267	178,272	325,349
Sub total	4,750,893	11,787,210	54,639	(8,150)	16,584,592	2,450,314	2,042,002	4,492,316	12,092,276
Kingston Park	5,396,437	-	-	-	5,396,437	867,481	1,400,251	2,267,732	3,128,705
Bruny Island Tourism	1,256,220	-	-	-	1,256,220	496,838	179,966	676,803	579,417
City Deal Funding	1,495,618	-	-	0	1,495,618	-	-	-	1,495,618
Local Roads and Community Infrastructure to Operational Expenditure	(296,606)	-	203,197	-	(93,409)	70,788	10,011	80,799	(174,208)
Grand Total	12,602,562	11,787,210	257,836	(8,150)	24,639,458	3,885,421	3,632,229	7,517,650	17,121,809

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**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

Closed	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining		
					Carry Forward	2021/22	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments		Total	
KINGSTON PARK															
	1	KP	Overall Project budget	Kingston Park	New	2,000,000					2,000,000	-	-	-	2,000,000
	2	TRUE C00688	KP Boulevard Construction	Kingston Park	New	-	-	-	-	-	-	-	-	-	-
	3	FALSE C00689	KP Pardalote Parade Design & Construction	Kingston Park	New	46,122	-	-	-	-	46,122	-	-	-	46,122
	4	TRUE C00690	KP Community Hub Design	Kingston Park	New	52,343	-	-	-	-	52,343	-	-	-	52,343
	5	FALSE C00691	KP Open Space Design (Playstreet)	Kingston Park	New	41,311	-	-	-	-	41,311	-	-	-	41,311
	6	TRUE C01606	KP Parking Strategy	Kingston Park	New	(2,000)	-	-	-	-	(2,000)	-	-	-	(2,000)
	7	FALSE C03179	KP Temporary Car Park	Kingston Park	New	108,556	-	-	-	-	108,556	-	86,172	86,172	22,384
	8	FALSE C01618	Boulevard Construction Stage 1A	Kingston Park	New	318,096	-	-	-	-	318,096	1,799	419,340	421,139	(103,043)
	9	FALSE C01627	KP Site - Land Release Strategy	Kingston Park	New	(51,227)	-	-	-	-	(51,227)	6,880	-	6,880	(58,107)
	10	FALSE C01628	KP Site - General Expenditure	Kingston Park	New	32,863	-	-	-	-	32,863	45,149	9,240	54,389	(21,526)
	11	TRUE C03068	Kingston Park Operational Expenditure	Kingston Park	New	6,489	-	-	-	-	6,489	-	-	-	6,489
	12	FALSE C03069	KP Community Hub Construction	Kingston Park	New	63,324	-	-	-	-	63,324	4,400	142,253	146,653	(83,329)
	13	TRUE C03175	KP Community Hub Plant & Equipment	Kingston Park	New	(1,824)	-	-	-	-	(1,824)	-	3,837	3,837	(5,661)
	14	FALSE C03173	KP Public Open Space - Playground	Kingston Park	New	331,286	-	-	-	-	331,286	171,254	371,527	542,781	(211,495)
	15	FALSE C03277	KP Public Open Space - Stage 2	Kingston Park	New	2,522,815	-	-	-	-	2,522,815	92,513	329,405	421,918	2,100,897
	16	FALSE C03293	Pardalote Parade Northern Section (TIP)	Kingston Park	New	340,200	-	-	-	-	340,200	201,026	-	201,026	139,174
	17	FALSE C03278	KP Perimeter shared footpath	Kingston Park	New	-	-	-	-	-	-	-	-	-	-
	18	FALSE C03174	KP Public Open Space - Hub link to Playground	Kingston Park	New	(446)	-	-	-	-	(446)	-	-	-	(446)
	19	FALSE C03279	KP Boulevard Construction Stage 1B	Kingston Park	New	(5,354)	-	-	-	-	(5,354)	31,823	-	31,823	(37,177)
	20	FALSE C03306	KP Road F design and construct	Kingston Park	New	(362,183)	-	-	-	-	(362,183)	296,406	38,477	334,883	(697,066)
	21	FALSE C03280	KP Stormwater wetlands	Kingston Park	New	(43,934)	-	-	-	-	(43,934)	16,231	-	16,231	(60,165)
	22					-	-	-	-	-	-	-	-	-	-
	23					5,396,437	-	-	-	-	5,396,437	867,481	1,400,251	2,267,732	3,128,705
	24														
	25														
	26														
	27	BI	Bruny Island Tourism Grant	Bruny Tourism	New	150,000	-	-	-	-	150,000	-	-	-	150,000
	28	FALSE C03282	Alannah footpath - BI Tourism Grant	Bruny Tourism	New	388,923	-	-	-	-	388,923	460,072	41,528	501,599	(112,676)
	29	FALSE C03283	Dennes Point public toilets - BI Tourism Grant	Bruny Tourism	Upgrade	94,012	-	-	-	-	94,012	609	138,438	139,047	(45,035)
	30	FALSE C03284	Adventure Bay Road road safety measures - BI Tourism Grant	Bruny Tourism	New	113,623	-	-	-	-	113,623	-	-	-	113,623
	31	FALSE C03285	Waste disposal sites - BI Tourism Grant	Bruny Tourism	New	43,676	-	-	-	-	43,676	3,262	-	3,262	40,414
	32	FALSE C03286	Visitor information - BI Tourism Grant	Bruny Tourism	New	105,830	-	-	-	-	105,830	32,363	-	32,363	73,468
	33	FALSE C03287	Mavista Falls Track and picnic area - BI Tourism Grant	Bruny Tourism	New	290,520	-	-	-	-	290,520	-	-	-	290,520
	34	FALSE C03288	Nebraska Road road safety measures - BI Tourism Grant	Bruny Tourism	New	69,636	-	-	-	-	69,636	533	-	533	69,103
	35														
	36					1,256,220	-	-	-	-	1,256,220	496,838	179,966	676,803	579,417
	37														

**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

Closed	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining	
					Carry Forward	2021/22	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments		Total
38	CITY DEAL FUNDING													
39														
40	G10034	City Deal Funding (Funding \$7,900,000 to come \$5.9m - paid 2020/21 \$2.0m, 2021/22 \$2m, 2022/23			954,322				(3,058,703)	(2,104,381)	-	-	-	(2,104,381)
41	Place	Place Strategy development			-				-	-	-	-	-	-
42	CD1	Kingston Interchange improvements			800,000					800,000	-	-	-	800,000
43	CD2	Other initiatives to be determined			-					-	-	-	-	-
44		Whitewater Creek Track - construct			-				250,000	250,000	-	-	-	250,000
45		Channel Highway - Design			-				50,000	50,000	-	-	-	50,000
46		Channel Highway - Construct			-				600,000	600,000	-	-	-	600,000
47		Pardalote Parade Walkway - design			-				50,000	50,000	-	-	-	50,000
48		Bus interchange - design			-				250,000	250,000	-	-	-	250,000
49		John Street Roundabout			-				600,000	600,000	-	-	-	600,000
50		Property Purchase			-				1,000,000	1,000,000	-	-	-	1,000,000
51	G80001	Transform Kingston Program		in Operational expenditure	(253,715)				253,715	(0)	in Operational expenditure			
52	G80002	Kingborough Bicycle Plan		in Operational expenditure	(4,989)				4,989	(0)	in Operational expenditure			
53					-				-	-	-	-	-	-
54					1,495,618				0	1,495,618	-	-	-	1,495,619
55														
56	LOCAL ROADS & COMMUNITY INFRASTRUCTURE Phase 1													
57														
58	G10036	Total grant \$598,102, \$80,420 funds still to come			(283,617)		203,197			(80,420)	-	-	-	(80,420)
59	OpExp	Kingborough Community Facility maintenance (Act 5030)			(125,272)					(125,272)	-	-	-	(125,272)
60	FALSE	C03409 Jenkins St, pedestrian refuge			62,722					62,722	56,896	5,742	62,638	84
61	TRUE	C03410 Morris Ave pedestrian crossing and refuge			(1,045)					(1,045)	-	-	-	(1,045)
62	FALSE	C03412 Tower Court reconstruction			51,699					51,699	13,891	4,269	18,160	33,539
63	TRUE	C03413 Woodbridge Hall, replace roof and front porch			(1,093)					(1,093)	-	-	-	(1,093)
64														
65					(296,606)		203,197			(93,409)	70,788	10,011	80,799	(174,208)
66														
67	LOCAL ROADS & COMMUNITY INFRASTRUCTURE Phase 2													
68														
69	G10044	Grant for \$1,404,450			-					-	-	-	-	-
70	LRC12	Expenditure in C03277 in Kingston Park above			-					-	-	-	-	-
71														
72														
73														
74	FALSE	C03222 Wash down facility for twin ovals workshop	Property	New	43,276					43,276	4,855	3,950	8,805	34,471
75	FALSE	C03265 Cat holding facility Bruny Island fit out	Property	Renewal	6,466					6,466	-	-	-	6,466
76	FALSE	C02373 Kettering Hall Disability Access	Property	Upgrade	7,000					7,000	-	-	-	7,000
77	FALSE	C03429 Dru Point slide renewal	Property	Renewal	34,230					34,230	-	36,985	36,985	(2,755)
78	FALSE	C03324 Civic Centre - Office Accommodation Design	Property	Upgrade	7,699	110,000				117,699	6,886	3,176	10,062	107,637
79	FALSE	C03325 Kettering Community Hall Public Toilets Upgrade	Property	Upgrade	45,000	160,000				205,000	805	2,500	3,305	201,695
80	FALSE	C03326 Kingston Beach Oval Changerooms Upgrade	Property	Upgrade	98,999					98,999	-	-	-	98,999
81	FALSE	C03329 Light Wood Park 2 Female Changerooms	Property	Upgrade	200,000					200,000	200,212	-	200,212	(212)
82	FALSE	C03331 Light Wood Park 3 training lights	Property	Renewal	25,268					25,268	10,353	-	10,353	14,915
83	FALSE	C03332 Light Wood Park 3 Fencing	Property	New	10,000					10,000	14,022	-	14,022	(4,022)
84	FALSE	C03314 Silverwater Park Upgrade	Property	Upgrade	-					-	12,861	-	12,861	(12,861)
85	FALSE	C03330 Light Wood Park 2 cricket nets	Property	Upgrade	-		34,639			34,639	18,090	-	18,090	16,549
85	FALSE	C03340 Christopher Johnson Park Toilet Upgrade	Property	Upgrade	10,000	200,000				210,000	203	-	203	209,797
86	FALSE	C03341 Woodbridge Hall Toilet Upgrade	Property	Renewal	110,000					110,000	-	118,182	118,182	(8,182)

**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

Closed	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining	
					Carry Forward	2021/22	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments		Total
87	FALSE C03420	Suncoast track protection works investigation	Property	New	6,107	20,000	-	-	-	26,107	1,328	-	1,328	24,779
88	FALSE C03421	Conningham to Snug Shared path feasibility	Property	New	29,860	-	-	-	-	29,860	4,378	14,123	18,500	11,360
89	FALSE C03422	Park Furniture upgrade	Property	Renewal	-	-	-	-	-	-	343	-	343	(343)
90	FALSE C03430	Demolition of old Conningham Beach Toilet Block	Property	Renewal	28,000	-	-	-	-	28,000	-	24,712	24,712	3,288
91	FALSE C03432	Kingston Beach Oval Lighting major repair	Property	Renewal	-	-	Potential Insure	-	-	-	47,500	-	47,500	(47,500)
92	FALSE C03454	Adventure Bay Hall Electrical Upgrade	Property	Upgrade	-	11,000	-	-	-	11,000	-	-	-	11,000
93	TRUE C03455	Alamo Close Play Space and Parkland Works	Property	New	-	220,000	-	-	-	220,000	-	-	-	220,000
94	FALSE C03456	Boronia Beach Track Refurbishment	Property	Renewal	-	116,000	-	-	-	116,000	-	5,240	5,240	110,760
95	FALSE C03457	Kingston Hub Auditorium Mechanical Curtian	Property	New	-	40,000	-	-	-	40,000	-	-	-	40,000
96	FALSE C03458	Works Depot Toilet & Washroom Facilities	Property	Renewal	-	10,000	-	-	-	10,000	-	-	-	10,000
97	TRUE C03459	Donohoe Gardens Playground Upgrade	Property	Upgrade	-	275,000	-	-	-	275,000	-	-	-	275,000
98	FALSE C03460	Dru Point Playground Upgrade	Property	Upgrade	-	495,000	-	-	-	495,000	-	-	-	495,000
99	FALSE C03461	Kelvedon Oval Fencing	Property	New	-	27,500	-	-	-	27,500	-	-	-	27,500
100	FALSE C03462	Kingston to Margate Shared Path Feasibility Study	Property	New	-	40,000	-	-	-	40,000	-	-	-	40,000
101	FALSE C03463	KSC Solar PhotoVoltaic and Battery System	Property	New	-	232,000	-	-	-	232,000	4,253	4,123	8,375	223,625
102	FALSE C03464	Leslie Vale Oval Clubroom Demolition	Property	New	-	20,000	-	-	-	20,000	-	12,752	12,752	7,248
103	FALSE C03465	Longley Hall Upgrade	Property	Upgrade	-	20,000	-	-	-	20,000	-	-	-	20,000
104	FALSE C03466	Louise Hinsby Park Playground Upgrade	Property	Upgrade	-	125,000	-	-	-	125,000	-	8,160	8,160	116,840
105	FALSE C03467	Margate Clubrooms Plumbing	Property	Renewal	-	60,000	-	-	-	60,000	150	-	150	59,850
106	FALSE C03468	Margate Hall Disability Toilet	Property	Upgrade	-	110,000	-	-	-	110,000	-	-	-	110,000
107	FALSE C03469	Margate Hall Access Ramp	Property	New	-	16,000	-	-	-	16,000	-	-	-	16,000
108	FALSE C03470	North West Bay River Multi-Use Trail - Stage 1	Property	New	-	188,000	-	-	-	188,000	-	-	-	188,000
109	FALSE C03471	Reserves furniture up cycling project	Property	Upgrade	-	45,000	-	-	-	45,000	4,476	111	4,587	40,413
110	FALSE C03472	Taroona Hall Upgrade	Property	Upgrade	-	110,000	-	-	-	110,000	4,030	-	4,030	105,970
111	FALSE C03473	Taroona Foreshore Toilet Upgrade - Design Only	Property	Upgrade	-	25,000	-	-	-	25,000	-	-	-	25,000
112	FALSE C03474	Twin Ovals Carpet Replacement	Property	Renewal	-	67,500	-	-	-	67,500	-	-	-	67,500
113	FALSE C03475	Willowbend Park Playground Upgrade	Property	Upgrade	-	137,500	-	-	-	137,500	-	-	-	137,500
114	FALSE C03476	Public Place Recycling - Blackmans Bay Beach	Property	Upgrade	-	45,000	-	-	-	45,000	-	-	-	45,000
115	FALSE C03425	Whitewater Creek Track Rehabilitation - Stage 1	Property	Renewal	-	150,000	-	-	-	150,000	2,392	-	2,392	147,608
116	FALSE C03477	Margate Oval Fence Extension	Property	New	-	10,000	-	-	-	10,000	-	-	-	10,000
117	FALSE C03506	Middleton Hall Upgrade	Property	Renewal	-	-	20,000	-	-	20,000	22,493	-	22,493	(2,493)
118					-	-	-	-	-	-	-	-	-	-
119					-	-	-	-	-	-	-	-	-	-
120					661,905	3,085,500	54,639	-	-	3,802,044	359,631	234,013	593,644	3,208,400
121					-	-	-	-	-	-	-	-	-	-
122	FALSE C03130	Multi-function devices - CC, Depot, KSC etc	IT	New	66,720	-	-	-	-	66,720	-	-	-	66,720
123	FALSE C00613	Purchase IT Equipment	IT	New	-	-	-	-	-	-	24,132	9,331	33,463	(33,463)
124	FALSE C00672	Digital Local Government Program	IT	New	60,406	-	-	-	-	60,406	-	-	-	60,406
125	FALSE C01602	Financial Systems Replacement	IT	Renewal	163,962	-	-	-	-	163,962	-	-	-	163,962
126	FALSE C03070	Desktop PC Replacement	IT	Renewal	-	-	-	-	-	-	-	1,273	1,273	(1,273)
127	FALSE C03403	Replace two way system in vehicles	IT	Renewal	130,000	-	-	-	-	130,000	-	-	-	130,000
128	FALSE C03404	Core Server replacement	IT	Renewal	68,000	-	-	-	-	68,000	-	96,448	96,448	(28,448)
129	FALSE C03405	Wireless networking	IT	Renewal	26,763	-	-	-	-	26,763	-	17,215	17,215	9,548
130					-	-	-	-	-	-	-	-	-	-
131					515,851	-	-	-	-	515,851	24,132	124,267	148,399	367,452
132					-	-	-	-	-	-	-	-	-	-
133	TRUE C90003	Design/survey for future works	Design		-	100,000	-	-	-	100,000	-	-	-	100,000
134			Design		-	-	-	-	-	-	-	-	-	-
135					-	100,000	-	-	-	100,000	-	-	-	100,000
136					-	-	-	-	-	-	-	-	-	-
137	FALSE C03453	Taroona Park 12 new seats	Reserves	New	31,720	-	-	-	-	31,720	24,470	-	24,470	7,250

**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

Closed	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining	
					Carry Forward	2021/22	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments		Total
138														
139					31,720	-	-	-	-	31,720	24,470	-	24,470	7,250
140														
141	TRUE C03107	Channel Highway John St to Hutchins St	Roads	Upgrade	-	-	-	-	-	-	556	-	556	(556)
142	FALSE C03205	Leslie Road widening	Roads	Renewal	-	-	-	-	-	-	14,444	-	14,444	(14,444)
143	FALSE C03276	Upgrade Street Lighting to LED	Roads	Upgrade	-	-	-	-	-	-	28,100	4,826	32,926	(32,926)
144	FALSE C03342	Pelverata Road (vic 609) Reconstruction - Design	Roads	Upgrade	-	-	-	-	-	-	931	-	931	(931)
145	FALSE C03096	Adventure Bay Road (vic 334) Realignment	Roads	Upgrade	132,617	-	-	-	-	132,617	54,438	17,106	71,545	61,072
146	TRUE C03193	Barnes Bay Jetty Replacement	Roads	50% R / 50% N	-	-	-	-	-	-	480	-	480	(480)
147	FALSE C01183	Beach Road (vic 2-14)Footpath	Roads	Renewal	51,284	-	-	-	-	51,284	28,679	11,777	40,456	10,828
148	TRUE C03344	Browns-Proctors Road Sealing of Approaches to Brov	Roads	New	2,823	-	-	-	-	2,823	-	-	-	2,823
149	FALSE C03311	Browns Road (vic 1-51) Rehabilitation - Stage 1 Des	Roads	New	84,740	710,000	-	-	-	794,740	6,001	-	6,001	788,739
150	FALSE C03312	Groombridges Road (vic Oxdeys Rd-99) Sealing	Roads	Renewal	981,145	-	-	-	-	981,145	460,726	243,962	704,688	276,457
151	FALSE C03315	Kingston Beach Sailing Club Carpark Upgrade	Roads	new	241,583	-	-	-	-	241,583	154,256	52,656	206,912	34,671
152	FALSE C03313	Margate Oval Carpark Upgrade	Roads	New	65,096	-	-	-	-	65,096	91,472	564	92,036	(26,940)
153	FALSE C03349	Nubeena Crescent Pedestrian Refuge	Roads	New	60,953	-	-	-	-	60,953	58,498	1,330	59,828	1,125
154	FALSE C03316	Osborne Esplanade (vic 25a) Pedestrian Crossing	Roads	Renewal	260,635	-	-	-	-	260,635	121,656	100,841	222,497	38,138
155	FALSE C03416	Kaoota Tramway Track Parking	Roads	New	14,354	-	-	-	-	14,354	-	3,081	3,081	11,273
156	FALSE C03418	Missionary Road coastal works	Property	New	297,209	-	-	-	-	297,209	128,450	123,625	252,076	45,133
157	FALSE C03427	Beach Road Footpath - Church St to Roslyn Ave	Roads	New	62,280	-	Grant to come	-	-	62,280	285,097	133,565	418,663	(356,383)
158	FALSE C03489	Adventure Bay Road Upgrade vicinity No. 290	Roads	Upgrade	-	535,000	-	-	-	535,000	228	-	228	534,772
159	FALSE C03490	Aliens Rivulet Road Sealing of Approaches to Platypu	Roads	New	-	30,000	-	-	-	30,000	-	-	-	30,000
160	FALSE C03491	Burwood Drive Gravel Footpath	Roads	Upgrade	-	180,000	-	-	-	180,000	-	-	-	180,000
161	FALSE C03492	Cades Drive Rehabilitation	Roads	Upgrade	-	165,000	-	-	-	165,000	-	-	-	165,000
162	FALSE C03493	Endeavour Place Junction Sealing	Roads	New	-	62,000	-	-	-	62,000	32	-	32	61,968
163	FALSE C03494	Haryey Road Sealing	Roads	New	-	280,000	-	-	-	280,000	5,156	-	5,156	274,844
164	FALSE C03495	Lockleys Road Junction Resealing	Roads	Renewal	-	62,000	-	-	-	62,000	-	-	-	62,000
165	FALSE C03417	Snug River Pedestrian Bridge Replacement	Roads	Renewal	-	227,000	-	-	-	227,000	162	9,800	9,962	217,038
166	FALSE C03199	Snug Tiers Road Reconstruction vic 42-120	Roads	Renewal	-	1,100,000	-	-	-	1,100,000	28,468	-	28,468	1,071,532
167	FALSE C03496	Taroona Crescent Footpath Replacement No. 1 to 58	Roads	Renewal	-	160,000	-	-	-	160,000	3,021	115,160	118,181	41,819
168	FALSE C03497	Village Drive Entrance Reconstruction	Roads	Renewal	-	100,000	-	-	-	100,000	-	-	-	100,000
169	FALSE C03498	Wells Parade Reconstruction between Carinya Street	Roads	Renewal	-	370,000	-	-	-	370,000	5,466	-	5,466	364,534
170	FALSE C03499	Wyburton Place and Clare Street Reconstruction	Roads	Renewal	-	35,000	-	-	-	35,000	32	-	32	34,968
171	FALSE C03431	Gemalla Road Reconstruction	Roads	Renewal	-	1,230,000	-	-	-	1,230,000	25,393	455	25,848	1,204,152
172	FALSE C03501	Van Morey Road Safety Improvements	Roads	New	-	-	Grant to come	-	-	-	171,205	8,040	179,245	(179,245)
172	FALSE C03508	Pelverata Road Slope Failure Repair	Roads		-	-	-	30,000	-	30,000	-	-	-	30,000
173			Roads		-	-	-	-	-	-	-	-	-	-
174	TRUE C90006	Access ramps	Roads	New	-	20,000	-	-	-	20,000	-	-	-	20,000
175														
176	TRUE C90002	2020/21 Resheeting Program	Roads	Renewal	-	615,000	-	(615,000)	-	-	-	-	-	-
177	FALSE C03398	Old Bernies Road - Resheet	Roads	Renewal	70,028	-	-	-	-	70,028	3,105	59,880	62,985	7,043
178	TRUE C03399	Snug Falls Road - Resheet	Roads	Renewal	-	-	-	-	-	-	1,841	-	1,841	(1,841)
179	FALSE C03400	Dulcia Road - Resheet	Roads	Renewal	22,696	-	-	-	-	22,696	-	4,281	4,281	18,415
180	FALSE C03484	Lawless Road - resheet	Roads	Renewal	-	-	-	107,000	-	107,000	4,792	34,434	39,226	67,774
181	FALSE C03485	Moodys Road - resheet	Roads	Renewal	-	-	-	74,000	-	74,000	-	22,956	22,956	51,044
182	FALSE C03486	Thompsons Road - resheet	Roads	Renewal	-	-	-	76,000	-	76,000	-	22,956	22,956	53,044
183	FALSE C03487	Cox Road - resheet	Roads	Renewal	-	-	-	125,000	-	125,000	13,776	40,173	53,949	71,051
184	FALSE C03488	Whittons Road - resheet	Roads	Renewal	-	-	-	233,000	-	233,000	73,335	15,761	89,096	143,904
185			Roads	Renewal	-	-	-	-	-	-	-	-	-	-
186														
187	TRUE C90001	2020/21 Resealing Program	Roads	Renewal	-	1,000,000	-	(1,000,000)	-	-	-	-	-	-

**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

Closed	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining	
					Carry Forward	2021/22	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments		Total
188	FALSE C03392	Sandfly Road - Huon Hwy to Allens Rivulet Rd	Roads	Renewal	-	-	-	-	-	-	811	-	811	(811)
189	FALSE C03478	Channel Hwy - Orana Place to HN 227 - reseal	Roads	Renewal	-	-	-	-	32,000	32,000	2,516	-	2,516	29,484
190	FALSE C03434	Kunama Drive - Jindabyne Rd to Dorset Drive	Roads	Renewal	16,206	-	-	-	33,508	49,714	15,203	4,012	19,215	30,499
191	FALSE C03433	Nolan Cres - Freesia Crt to Willow Bend Rd	Roads	Renewal	15,217	-	-	-	99,783	115,000	20,300	-	20,300	94,700
192	FALSE C03479	Willowbend Rd - Summerleas Rd to Olivia Crt - re	Roads	Renewal	-	-	-	-	200,000	200,000	-	-	-	200,000
193	FALSE C03480	Foley Road - reseal	Roads	Renewal	-	-	-	-	51,000	51,000	-	-	-	51,000
194	FALSE C03435	Hutchins St - Auburn Rd to Dorset Drive	Roads	Renewal	5,000	-	-	-	85,000	90,000	11,124	-	11,124	78,876
195	FALSE C03481	Wells Parade - Roslyn Ave to Derwent Ave - reseal	Roads	Renewal	-	-	-	-	96,000	96,000	-	-	-	96,000
196	FALSE C03482	Wells Parade - Persall Ave to Nyuna Rd - reseal	Roads	Renewal	-	-	-	-	122,000	122,000	-	-	-	122,000
197	C03509	Welbor Road junction sealing - reseal	Roads	Renewal	-	-	-	-	10,000	10,000	-	-	-	10,000
198	FALSE C03436	Dayspring Drive - Van Morey to No. 19	Roads	Renewal	(388)	-	-	-	42,388	42,000	-	-	-	42,000
198	FALSE C03502	Parkdale Drive - Leslie Rd to HN 49 - reseal	Roads	Renewal	-	-	-	-	58,000	58,000	-	-	-	58,000
199	FALSE C03437	Culbara Rd	Roads	Renewal	(4,921)	-	-	-	37,921	33,000	-	82	82	32,918
200	FALSE C03438	Slattery's Rd Junction	Roads	Renewal	9,000	-	-	-	14,000	23,000	10,036	100	10,136	12,865
201	FALSE C03483	Manuka Road - reseal	Roads	Renewal	-	-	-	-	64,000	64,000	-	-	-	64,000
202	FALSE C03439	Dulcia Road	Roads	Renewal	33,000	-	-	-	13,000	46,000	-	-	-	46,000
203	C03510	Honeys Road junction sealing - reseal	Roads	Renewal	-	-	-	-	2,400	2,400	-	-	-	2,400
204	C03511	Rainbirds Road junction sealing - reseal	Roads	Renewal	-	-	-	-	2,600	2,600	-	-	-	2,600
205	C03512	Risby Road junction sealing - reseal	Roads	Renewal	-	-	-	-	3,400	3,400	-	-	-	3,400
206			Roads	Renewal	-	-	-	-	-	-	-	-	-	-
207	FALSE C03395	Prep works 2021/22	Roads	Renewal	80,500	-	-	-	-	80,500	-	-	-	80,500
208	TRUE C90015	Various heavy patching and junction sealing - res	Roads	Renewal	-	-	-	-	33,000	33,000	-	-	-	33,000
209														
210					2,501,057	6,881,000	-	-	30,000	9,412,057	1,829,787	1,031,423	2,861,210	6,550,847
211														
212	FALSE C03161	Community Road Safety Grant - Driving Simulator	Other	Renewal	-	-	-	-	-	-	5,404	-	5,404	(5,404)
213														
214					-	-	-	-	-	-	5,404	-	5,404	(5,404)
215														
216	FALSE C03026	Algona Road Stage 1 SW Upgrade	Stormwater	50% R / 50% U	-	-	-	-	-	-	145	-	145	(145)
217	TRUE C03163	Stormwater Regional Flood Gauge Network	Stormwater	New	-	-	Funding to come from GCC	-	-	-	21,847	-	21,847	(21,847)
218	FALSE C03241	Burwood Drive stormwater upgrade	Stormwater	50% N / 50% R	38,786	-	-	-	-	38,786	182	-	182	38,604
219	FALSE C03242	Leslie Road Stormwater Upgrade	Stormwater	New	79,801	-	-	-	-	79,801	-	-	-	79,801
220	TRUE C03250	Algona Road Stage 2 SW Upgrade-design only	Stormwater	50% N / 50% R	12,842	-	-	-	-	12,842	-	-	-	12,842
221	FALSE C03251	Hillsade Drive Stormwater Upgrade	Stormwater	50% N / 50% R	15,562	235,000	-	-	-	250,562	3,542	-	3,542	247,020
222	TRUE C03354	Pit replacement & upgrade 2021/22	Stormwater	50% N / 50% R	-	50,000	-	-	-	50,000	1,163	-	1,163	48,837
223	FALSE C03355	Algona Road Stage 2 Stormwater Upgrade - Re-line	Stormwater	Renewal	378,411	-	-	-	-	378,411	76	284,541	284,616	93,795
224	FALSE C03357	Boronia-Sherburd-CBD Stormwater Survey	Stormwater	New	54,416	-	-	-	5,800	60,216	21,848	24,325	46,173	14,043
225	FALSE C03361	Flinders Esp Stormwater EXTENSION	Stormwater	New	21,903	-	-	-	-	21,903	607	15,510	16,117	5,786
226	FALSE C03362	Flowerpot Outlet Improvements	Stormwater	New	-	26,000	-	-	-	26,000	-	-	-	26,000
227	FALSE C03363	Harpers Road Stormwater Upgrade - ROAD ONLY	Stormwater	New	146,362	-	-	-	-	146,362	2,305	131,944	134,249	12,113
228	FALSE C03364	Leslie Road (viz 48) Stormwater Upgrade	Stormwater	50% R / 50% U	61,029	-	-	-	-	61,029	60,892	6,650	67,542	(6,513)
229	FALSE C03365	Margate Rivulet Hydraulic Assessment	Stormwater	New	37,017	-	-	-	-	37,017	15,177	-	15,177	21,840
230	FALSE C03367	Pear Ridge, Margate Stormwater Upgrade	Stormwater	New	21,947	-	-	-	-	21,947	9,813	780	10,593	11,354
231	FALSE C03374	Timbertop Drive Stormwater Upgrade	Stormwater	New	47,871	-	-	-	-	47,871	697	53,908	54,605	(6,734)
232	FALSE C03419	Bishop Davies to Kingston Green Stormwater link	Stormwater	New	115,677	-	-	-	-	115,677	305	92,860	93,165	22,512
233	FALSE C03451	Andersons Rd Culvert Upgrade (intersect with Huon	Stormwater	New	-	-	-	-	-	-	5,317	5,541	10,858	(10,858)
234	FALSE C03452	Andersons Rd (vic 127) Culvert Upgrade	Stormwater	New	-	-	-	-	-	-	954	-	954	(954)
235	FALSE C03442	Flinders Esplanade - vic 35-35A - Construct Only	Stormwater	New	1,000	51,000	-	-	-	52,000	17,146	-	17,146	34,854
236	FALSE C03443	Bundalla Catchment Investigation	Stormwater	New	1,000	38,000	-	-	-	39,000	965	19,800	20,765	18,235
237	FALSE C03450	Denison Street Wetlands Upgrade	Stormwater	Upgrade	736	30,000	-	-	-	30,736	659	-	659	30,077

**KINGBOROUGH COUNCIL
CAPITAL EXPENDITURE TO 30/09/2021**

Closed	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining	
					Carry Forward	2021/22	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments		Total
238	FALSE C03093	Garnett St Stg 1 SW Upgrade	Stormwater	Upgrade	-	374,000	-	-	-	374,000	10,368	4,150	14,518	359,482
239	FALSE C03449	Kingston Depot Wash Down Bay	Stormwater	New	1,000	40,000	-	-	-	41,000	622	12,290	12,912	28,088
240	FALSE C03448	Kingston Wetlands Upgrade	Stormwater	Upgrade	1,000	200,000	-	-	-	201,000	-	-	-	201,000
241	FALSE C03424	Meath Avenue, Tarooma SW Upgrade	Stormwater	Upgrade	-	468,000	-	-	-	468,000	16,703	-	16,703	451,297
242	FALSE C03444	Roslyn-Pearsall-Wells Catchment Investigation	Stormwater	New	1,000	37,040	-	-	-	38,040	-	-	-	38,040
243	FALSE C03445	Van Morey-Frosts Road	Stormwater	New	1,000	15,000	-	-	-	16,000	-	-	-	16,000
244	FALSE C03446	Victoria Avenue Erosion Risk Assessment	Stormwater	New	1,000	35,000	-	-	-	36,000	149	-	149	35,851
245	FALSE C03447	Woodlands-View-Hazell Catchment Invest incl Surve	Stormwater	New	1,000	76,670	-	-	-	77,670	14,722	-	14,722	62,948
246	FALSE C03500	Allens Rivulet Road Footway Improvements	Stormwater	Upgrade	-	45,000	-	-	-	45,000	686	-	686	44,314
247			Stormwater		-	-	-	-	-	-	-	-	-	-
248					-	-	-	-	-	-	-	-	-	-
249					1,040,360	1,720,710	-	-	5,800	2,766,870	206,891	652,299	859,189	1,907,681
250	B00000	Capital Balancing Account	Other						(43,950)	(43,950)	-	-	-	(43,950)
251	OC	On costs on capital project												
TOTAL CAPITAL EXPENDITURE					12,602,562	11,787,210	257,836	-	(8,150)	24,639,458	3,885,421	3,632,229	7,517,650	17,121,809

	Budget	Actual Incl Commitments
Renewal	8,075,108	2,241,349
Upgrade	4,419,201	434,106
New	4,060,283	1,816,860
	16,554,592	4,492,315
Kingston Park New	5,396,437	2,267,732
Bruny Island Tourism grant New	1,256,220	676,803
City Deal funding	1,495,618	-
Local Roads and Community Infrastructure	(93,409)	80,799
	24,609,458	7,517,649
ERROR		

NOTE: Classification is an estimate at the start of a project and may change on completion of job.

**KINGSTON PARK
CAPITAL EXPENDITURE TO 30/09/2021**

	Budget & Carried Forward Expenditure	Actual	Commitments	Total	Variance
Overall Project budget (yet to be allocated)	2,000,000				2,000,000
C00688 KP Boulevard Construction	0	0	0	0	0
C00689 KP Pardalote Parade Design & Construction	46,122	0	0	0	46,122
C00690 KP Community Hub Design	52,343	0	0	0	52,343
C00691 KP Open Space Design (Playstreet)	41,311	0	0	0	41,311
C01606 KP Parking Strategy	(2,000)	0	0	0	(2,000)
C03179 KP Temporary Car Park	108,556	0	86,172	86,172	22,384
C01618 Boulevard Construction Stage 1A	318,096	1,799	419,340	421,139	(103,043)
C01627 KP Site - Land Release Strategy	(51,227)	6,880	0	6,880	(58,107)
C01628 KP Site - General Expenditure	39,352	45,149	9,240	54,389	(15,037)
C03069 KP Community Hub Construction	63,324	4,400	142,253	146,653	(83,329)
C03175 KP Community Hub Plant & Equipment	(1,824)	0	3,837	3,837	(5,661)
C03173 KP Public Open Space - Playground	331,286	171,254	371,527	542,781	(211,495)
C03277 KP Public Open Space - Stage 2	2,522,815	92,513	329,405	421,918	2,100,897
C03293 Pardalote Parade Northern Section (TIP)	340,200	201,026	0	201,026	139,174
C03278 KP Perimeter shared footpath	0	0	0	0	0
C03174 KP Public Open Space - Hub link to Playground	(446)	0	0	0	(446)
C03279 KP Boulevard Construction Stage 1B	(5,354)	31,823	0	31,823	(37,177)
C03306 KP Road F design and construct	(362,183)	296,406	38,477	334,883	(697,066)
C03280 KP Stormwater wetlands	(43,934)	16,231	0	16,231	(60,165)
Total	5,396,437	867,481	1,400,251	2,267,732	3,128,705

17 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

RECOMMENDATION

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

Confirmation of Minutes

Regulation 34(6) *In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.*

Applications for Leave of Absence

Regulation 15(2)(h) *applications by councillors for a leave of absence*

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

RECOMMENDATION

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

Item	Decision
Confirmation of Minutes	
Applications for Leave of Absence	

CLOSURE

Public Copy

APPENDIX

- A Mayoral Diary 28 August 2021 - 30 September 2021
- B Kingston Park Implementation Report October 2021

Public Copy

A MAYORAL DIARY 28 AUGUST 2021 - 30 SEPTEMBER 2021

Date	Place	Meeting/Activity
30 August	Civic Centre & Kingston	Raising of Legacy Flag at Council Chambers and collected donations for Legacy at Channel Court Shopping Centre with Deputy Mayor, Cr Jo Westwood.
30 August	Civic Centre	In company with the Deputy Mayor, Cr Jo Westwood, hosted a visit from Illawarra Primary School students
3 September	Kingston	Attended the opening of the Hobart Headache Clinic, Channel Court Shopping Centre, Kingston
6 September	Civic Centre	Met with Mr White and Ms Smith of Circular Economy Huon re: the Southern Outlet
8 September	Kingston	Met with Mr Chris Keen at the Kingston community Garden
		Attended Bruny Island Tourism Association Annual General Meeting
13 September	Civic Centre	Met with representatives of the Blackmans Bay Community Association
15 September	Kingston	Met with representatives of Scouts Tasmania at The Lea
18 September	Taroona	Opened the 2021 season for the Taroona Bowls Club
	Huntingfield	Met with Mr Matt Jones and walked through proposed Huntingfield development, accompanied by Cr's Glade-Wright and Bastone.
19 September	Margate	Opened the 2021 seasons for the Kingborough Bowls Club
20 September	Kingston	Met with the Manager of the Kingston Neighbourhood House, accompanied by Cr Midgley.
21 September	Hobart	Attended Greater Hobart Mayors Forum.
22 September	Civic Centre	Meeting with Minister Michael Ferguson, Minister Jacqui Petrusma and Nic Street MP with Councillors.
23 September	Kingston	Attended meeting of the Confederation of Greater Hobart Businesses
24 September	Kingston	Attended Council's Citizenship Ceremony
	Kingston	Met with Mr Colin Riley of the Police Association of Tasmania
27 September	Civic Centre	Met with representatives of the Kingston Golf Club
28 September	South Hobart	Attended meeting of SOS Hobart re proposed fifth Lane on the Southern Outlet
29 September	Civic Centre	Met with Ms Susan Curry, Hobart Legacy

B KINGSTON PARK IMPLEMENTATION REPORT OCTOBER 2021



**KINGSTON PARK
IMPLEMENTATION
REPORT
October 2021**



This report is regularly updated and released for public information

1. INTRODUCTION

This report has been prepared as a quarterly update on the progress of the Kingston Park project. It is Council's way of regularly reporting to the Kingborough community. Such reports have been produced since August 2017.

Although this project has been underway for several years, it was not until early 2018, that significant construction commenced on the site. It is important that a reporting mechanism such as this explains what this construction entails and what will happen in the future. It is also important that the financial status of the project is described – bearing in mind that, although large up-front costs are necessary to provide the initial public infrastructure, these are more than outweighed by the subsequent direct and indirect economic and social benefits for Kingborough.

Council is providing this report every three months for general public information. Within it there is a description of the background to the project (2) – as there will always be many people who are not aware as to why it is so critically important for Kingborough. The subsequent sections describe the main construction projects (3) that are being managed by Council – these currently are the Community Hub, Goshawk Way Road, Pardalote Parade, the Public Open Space (including a large children's playground). Following this there is a section on the land release strategy (4) for the site – how land is to be subdivided and developed over time. There is then a financial report (5) consisting of the expenditure to date, the amount of project borrowings and future short-term expenditure. The section on communications (6) reports on the latest news about the project and how this has been or will be more broadly communicated and the final section deals with project governance (7) and administration.

The main updates each quarter will be made to sections (3), (5) and (6). It is these sections that should be focused on by those who have been regularly reading these reports and following the project's ongoing progress. An Appendix to this report also includes a timeline that briefly summarises what has been achieved to date.

Council is interested in obtaining any comments or thoughts about the project. There is an opportunity to do this by emailing the Kingston Park Project Team at: kingstonpark@kingborough.tas.gov.au There will of course be many good ideas that could be incorporated within the project as people become more informed and enthusiastic about it. The detailed aspects of the Kingston Park Development Plan continue to evolve and it is important that everyone has an open mind to future opportunities.

2. PROJECT BACKGROUND

Kingston Park is the former Kingston High School site and is located immediately to the north of the Kingston Central Business District. The redevelopment of this site constitutes the most important development opportunity within Kingston and how it is developed will be critical in determining the future viability of the whole Kingston CBD. It is the most critical single project for the economic future of the Kingborough municipality. The subject land is shown in the figure below.



Figure 1 – Site Boundaries

The future development of the 11.3ha Kingston Park site can only be considered within the context of this CBD. Its primary objective is to encourage and complement the future sustainable development of the whole of central Kingston and Kingborough more generally. A great deal more private and public investment will occur within Kingston if the whole central area is progressively developed in a cohesive and attractive manner.

Development that occurs on the site will provide local recreational and cultural attractions and fill gaps in the services that the local community needs. If Kingston is to be the main commercial centre south of Hobart, then this will depend on how this Kingston Park site is developed. It has been often stated that this is a once in a lifetime opportunity for Kingborough, in that its development will really improve the public amenity and facilities within central Kingston. It is a truly unique development opportunity and care must be taken to obtain the optimum result.

Kingborough has, for the last 20 to 30 years, had a greater increase in population than any other municipality in Tasmania and this is expected to continue to grow at a similar rate in the next few decades. Kingborough's close proximity to Hobart, the availability of suitable land, good transport routes and the area's inherent natural attractions as a coastal municipality have all been major drawcards for new residents. However, 60% of all Kingborough's employed people travel north to Hobart or beyond to work. There should be many more local services and employment opportunities to reduce this daily traffic out of Kingborough – making it more convenient for local residents and reducing travel times and congestion in Hobart. It is within this context that building a strong, sustainable CBD is so important.

A Development Plan for the Kingston Park site was prepared during 2012-2013 (a copy is on Council's website) and it described the proposed development that is to occur on the site. It contains an urban design framework that enables new forms of development and the planned delivery of infrastructure to support that development. There is to be a mix of commercial and residential uses, together with public open space and community and cultural facilities. About one-third of the site's area is utilised by each of these generic land uses – that is, one third is to be sold for residential or commercial use, one third is retained for public open space and one third is for community uses and public infrastructure.

Although a great deal has occurred since that Development Plan was prepared, it still forms the basis for most of the current and future site development that is occurring.

For Council, this project also needs to be economically feasible. The brief for the original Development Plan required that a proposal be developed that addressed local land use needs, was well designed and broke-even financially. This is a stand-alone project that is not being implemented at the expense of other scheduled

public infrastructure projects in the municipality. Land is to be sold (for purposes that will further activate the CBD) so that there is revenue to pay for the public and community facilities that are to be provided on the same site.

The urban design provides for a vehicular ‘boulevard’ (Goshawk Way) that passes through the site – from the former school’s entrance through to a new junction with Beach Road. A pedestrianised ‘promenade’ (Fantail Parade) extends from Channel Court, through the existing Council parking area on John Street, past the new Kingston Health Centre and Community Hub through to the walkway under the Southern Outlet. Figure 2 below provides an overview of what is proposed. Apart from a few detailed design changes, this layout is essentially still consistent with what was proposed in the original Development Plan.



Figure 2 – Site Development Plan

Council has previously commissioned independent economic assessments of this project and they have determined that the project will make a significant contribution to the Kingborough economy. The economic benefits of the project were found to be during both the construction phase and on an ongoing basis within Kingborough. During construction, many jobs will be created – then determined to be about 67 jobs per year over a 10-year construction period (worth almost \$80M per annum) – and \$90M worth of development will occur on site

(generating \$205M worth of multiplier impacts). The eventual redevelopment of the site will generate well in excess of 600 new jobs and increase the ongoing retail expenditure by about \$3.7M per annum within Kingston.

It is worth noting that these figures were determined in 2015, and the current Project Development Agreement (with the contracted private developer) predicts that about three times as much future development will in fact occur on this site, with commensurate increases in economic benefits. It is envisaged that a more up to date independent economic assessment (or cost-benefit study) will be commissioned in the near future.

While these economic benefits are significant, there will also be a stimulation of additional investment on other nearby private properties within central Kingston. An early investment by Council will build local confidence – and there is some recent evidence that this is in fact occurring. It is also worth noting that there will be future increased rate revenue benefits from this project for Council, within both the Kingston Park site and central Kingston more generally. Some of this additional revenue to Council will need to cover the future costs associated with the ongoing management and maintenance of the playground, parklands, streetscape and maintaining the Community Hub facility. It is proposed that the project (including the private development on site) will be fully completed within about 10 years.

The economic benefits for Kingston are complemented and enhanced by the many social and community benefits that this proposed site development will provide. The future growth in demand for services is inevitable (as a consequence of an increasing population) and this project is primarily about preparing the Kingborough community for this growth. Future generations will judge us on how well we have taken the opportunity to utilise this land to develop a truly sustainable and viable central business district.

The social benefits of the project include the availability of a new and expanded Kingston Health Centre; a new multi-purpose Community Hub facility that will provide spaces for a variety of community and cultural activities (the future “heart” of central Kingston); a large area of public open space with a children’s playground and other landscaped features and spaces for outdoor events; the inclusion of higher density residential areas that will bring increased activity into central Kingston, making it a safer and more attractive place to visit; and the potential for commercial entertainment and more things to do that encourage social interaction and community well-being.

A high quality of urban design is also an important component of this project. It is intended that Kingston Park will be a showpiece and an example for other private developments throughout the municipality. It will provide attractions that are creative and innovative to generate increased visitor levels and community pride – and so help to sustain the long-term future of central Kingston and the Kingborough municipality.

3. PROJECT DEVELOPMENT COMPONENTS

3.1 Goshawk Way

Goshawk Way is to be the main through road within Kingston Park and will provide the main vehicular access to all the main parts of the site. Its first stage of construction has initiated the site development and enabled the inclusion of the Community Hub and the State Government’s Kingston Health Centre (both now constructed) – and will then facilitate the further subdivision and development of the rest of the site. An important aspect of this road construction is that the main reticulated services and other related infrastructure are being provided to facilitate the overall redevelopment – such as stormwater, water, sewerage, power and telecommunications.

This through road provides an additional traffic option that will assist in taking the pressure off other roads such as John Street and the Channel Highway. This will have an impact on the final design and upgrade of that part of the Channel Highway between John and Hutchins streets. Its relationship with these other roads is shown in Figure 3 below.

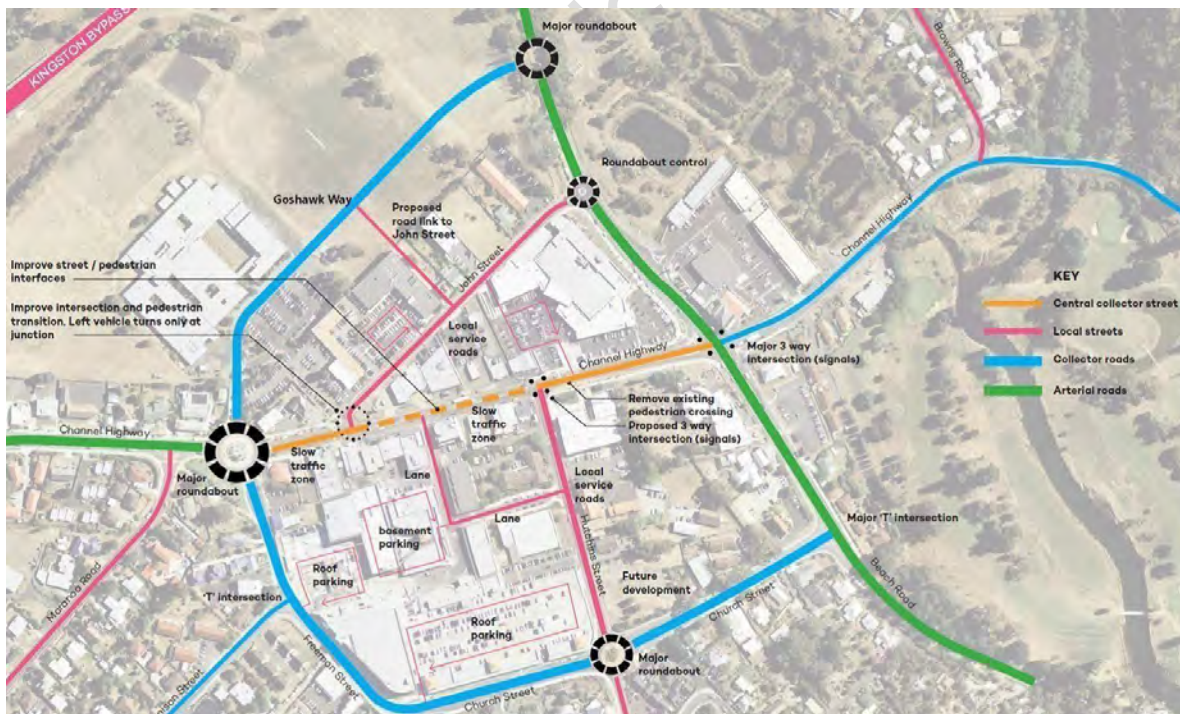


Figure 3 – Future traffic management within central Kingston

It should be noted that decisions are yet to be made regarding some of the detailed proposals shown in this figure. Council commissioned GHD consultants to undertake a major traffic study of the central Kingston area (completed in 2019).

Traffic impacts across the whole of the CBD (and beyond) were considered and recommendations made for the necessary road and junction upgrades to ensure efficient traffic flow and public safety. This has informed the design of roadworks around the periphery of Kingston Park and a future works program for road upgrades across the whole CBD. Council also obtained further traffic modelling advice in late 2020 that will assist in upgrading a number of road intersections within the CBD (improving traffic flow and making them safer for pedestrians). Further consideration from a pedestrian perspective has also been provided within the Kingston Place Strategy 2020-2050 prepared by Place Score consultants.

The completed construction of the first stage of Goshawk Way is consistent with the alignment shown within the original Site Development Plan. It involved the construction of the road from the Freeman Street roundabout through to just beyond the northern corner of the Health Centre site, as well as the link road through to John Street (Skipper Lane). This provides the necessary access to adjoining properties, facilitating their future development. The road was widened by a few metres to accommodate some roadside parking and wider footpaths. Goshawk Way will extend through to the Huon Highway where a new roundabout will be constructed. Figure 4 below shows the extent of the proposed roadworks (together with draft Channel Highway and John Street upgrades – the latter having been completed at the beginning of 2020).

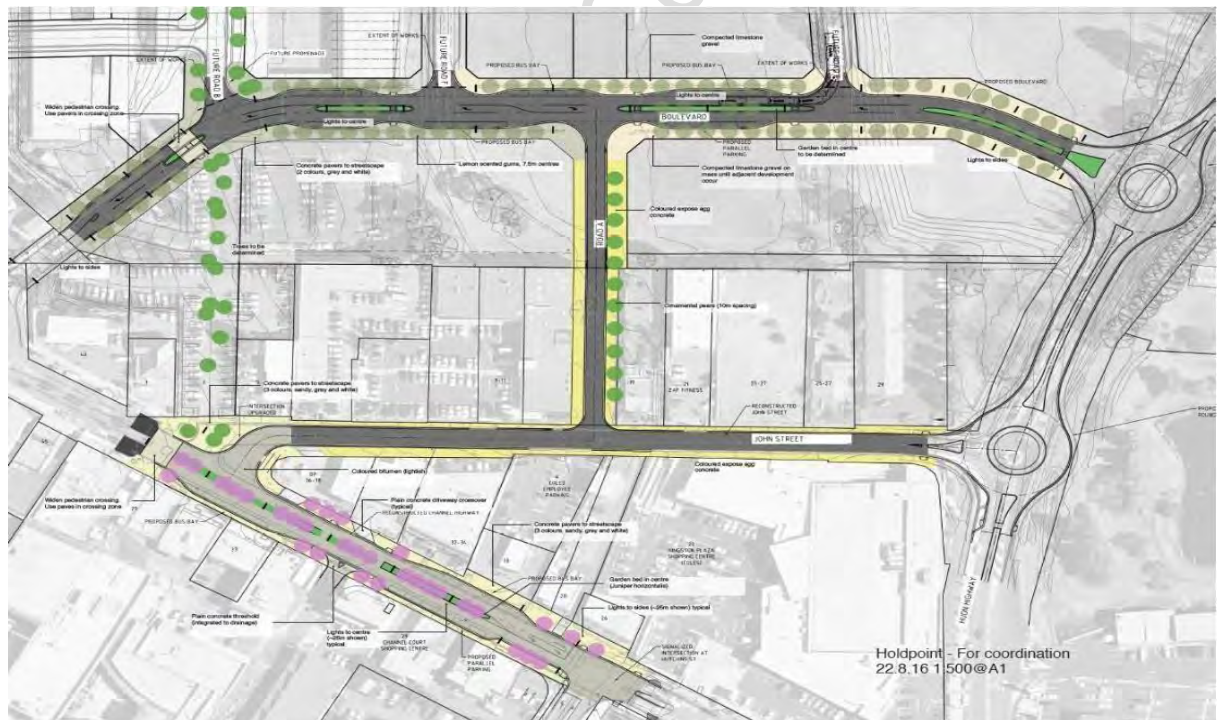


Figure 4 – Road construction within Kingston Park and proposed upgrade of Channel Highway

The second stage of construction is proposed to be carried out in 2022 and will involve the completion of Goshawk Way through to, and including, the new Huon Highway roundabout (the Huon Highway commences just after the John Street roundabout on Beach Road). The aerial photograph below shows the current situation on site.



Figure 5 – Site in February 2020 (Goshawk Way will connect to Huon Highway)

3.2 Community Hub

The Community Hub provides for a variety of community uses and will encourage increased social interaction in Kingston. It will be complemented by the adjoining landscaped areas, public open space and children's playground. Following the completion of an architectural design competition, March Studio Architects were appointed project architects. A detailed design of the facility was then completed and a planning permit issued.

In 2017 Council was successful in obtaining a grant of \$2.8M for the construction of the Community Hub under the Australian Government's Building Better Regions Fund and this grant was more than matched by Council funds. Tenders were called for its construction and a contract awarded to Hutchinson Builders. Construction commenced in early April 2018 and was completed in March 2019 with a formal opening occurring at that time.

During 2019, Council transitioned the Hub to its full capacity and reviewed the future operational requirements that are needed to ensure the facility is fully operational.

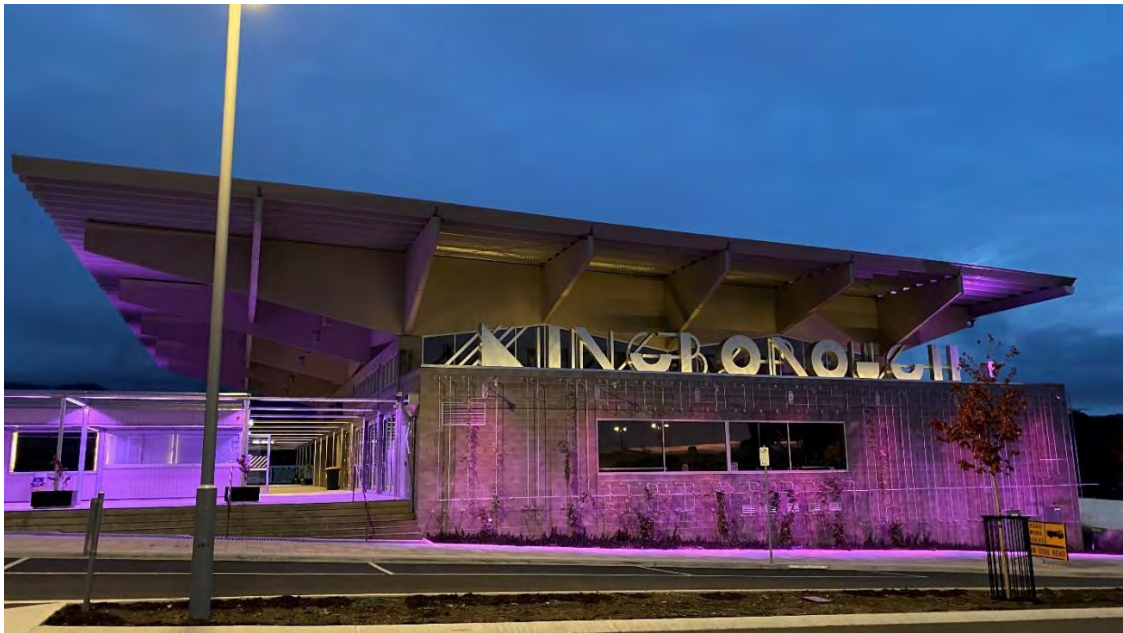


Figure 6 – Community Hub front entrance

The following is a description of what the Community Hub includes. Upon entering the proposed building there is an internal corridor that takes the visitor past a **reception area** (with Council staff there during normal business hours). **Public amenities and storage** within such a facility are obviously essential and their locations are indicated in the floor plan in Figure 7 below.

The **Auditorium** provides a larger indoor space to be hired or generally used for displays, presentations, performances, workshops, exhibitions etc. The **Terrace** is the break-out publicspace from the multi-purpose hall – separated by a large door that is lowered from the ceiling and to which a cinema screen is attached. It is an area where other functions can be held – either in conjunction with the hall or separately. The design provides for all-abilities access, good acoustics, the incorporation of audio technology, power for community events, free Wi-Fi, solar water heating and security.

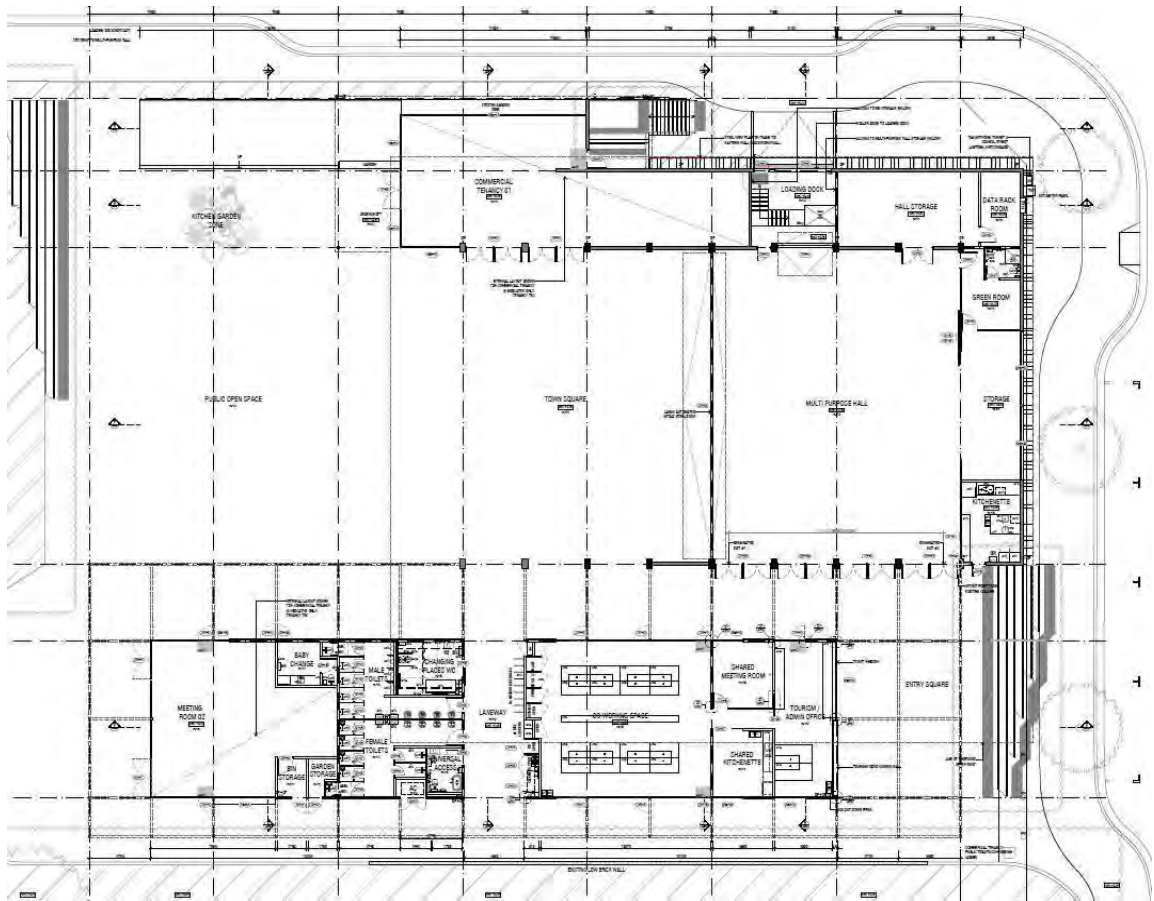


Figure 7 – Community Hub floor plan

A **café** will be located alongside the town square and this will be leased out by Council. Before a tenant is sourced for this purpose, the Kingston Park private developers (Traders in Purple) have leased this area as their sales office for a short term – including a small public coffee bar that recently opened to the public. At the conclusion of the tenancy agreement with Traders in Purple, a lessee for the café will be obtained and it will be fully fitted out for commercial use.

There is a room that was originally provided as a designated **co-working space** plus a larger **meeting room**. The use of this room as a co-working space was reviewed, post the COVID-19 pandemic, and it was determined to be more suitable as a meeting room for local groups, training, or small conferences. There is the capacity to add future modules and features to the building, plus there is a good connection to the **adjoining public open spaces** – particularly in relation to the children's playground and outdoor spaces for community events.

Public activities within the Hub were put on hold in March 2020 as a consequence of the COVID – 19 pandemic. In the last half of 2020 rectification work occurred at the Community Hub and the affected areas were closed to the general public. Some of the large concrete slabs were replaced. The work was done entirely at the contractor's cost. Council has now resumed full community access and usage of the Hub.



Figure 8 – Photos are courtesy of Alex Beem

3.3 Pardalote Parade/Fantail Parade

Fantail Parade is the main pedestrian spine that connects the Channel Court retail precinct with Kingston Park. As you cross over Fantail Parade, the connection

continues along Pardalote Parade through the centre of the site to the pedestrian underpass at the Southern Outlet. It links the Kingston Health Centre, Community Hub and recreational areas to nearby residential and commercial precincts.

Pardalote Parade is partly built, up to the northern end of the Community Hub building. **The remainder of the road is currently being constructed by Traders in Purple** who will be building houses and townhouses on the land adjacent to Pardalote Parade. This road will provide vehicular access (and wide footpaths) to the playground and the medium density residential areas being developed.

Fantail Parade, which is south and east of Goshawk Way, will be for pedestrians only and passes through the existing John Street car parking area (part of which will be retained for public parking).

Council has commissioned the landscape architecture consultants Playstreet, to design the pedestrian component and an earlier version of this is shown in Figure 10 below. A more detailed design is awaiting the redesign of the Channel Highway and John Street intersection

– so as to ensure there is a consistent interface. It is envisaged that construction of Fantail Parade will commence in 2022/2023. Part of this land has been sold to the John Street Medical Centre to cater for the future parking needs of that business.

The tender for the construction of Pardalote Parade was advertised and awarded to Batchelor Civil contracting in June 2021. The works have commenced and include the construct of the road and kerbside parking which is funded by Council and installation of services, footpaths and landscaping which is funded by Traders in Purple. The works are scheduled to be completed in October 2021 with a Council contribution of \$420K.

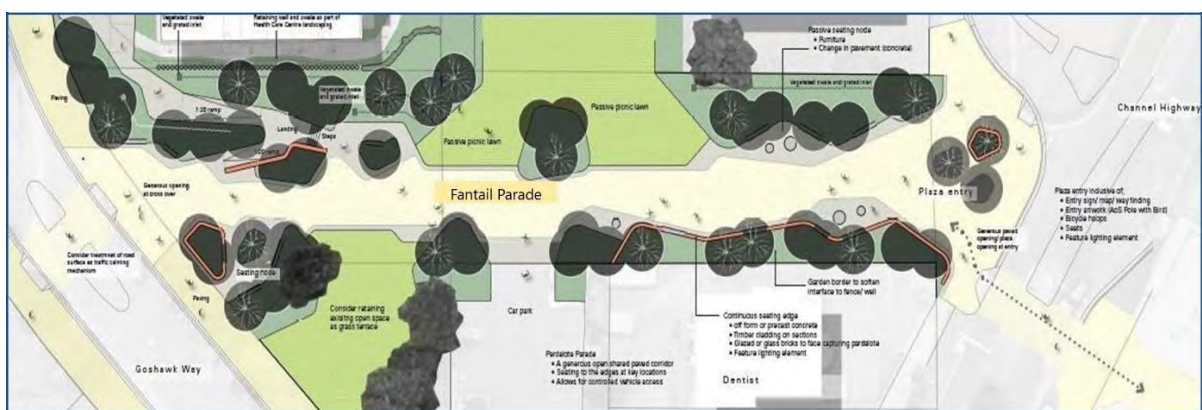


Figure 10 – Fantail Parade (conceptual framework by Playstreet)

Fantail Parade will be constructed to a high quality with spaces for resting, outdoor eating, vegetation, public art and shelter. Its design will need to be sensitively considered to encourage the activation of adjoining developments. Specific consideration will be given to safe pedestrian and bicycle access along the whole

length of Fantail/Pardalote Parades.

3.4 Public Open Space

The design of the public open space area is an important stage in the future development of the overall site. The original Site Development Plan delivered a basic description of what would be provided, and this has been used as the starting point for the current design – see Figure 11 below.



Figure 11 – Public Open Space concept design by Playstreet

The Playstreet design work commenced at the end of 2018 and the main design components were completed by late 2019. The consultants conducted an extensive public engagement program as part of this process and Council subsequently consulted further (during June 2019) on how the construction might be financed. Strong public support for both the proposed design and the taking out of interest-free loans was obtained.

The broader public open space area will include a wide range of recreational components in addition to the children’s playground – such as BBQ shelters, spaces for public events and performances, pedestrian and bike trails (including a learn-to-ride track for children and a beginner’s pumptrack), exercise nodes, grassed areas for general play, scattered seats and benches, trees for shade and gardens for aesthetic appeal, natural areas, and quiet rest areas. Designated parking is to be provided in certain locations and on adjoining roads. **The contract for the construction of the second stage of the public open space was awarded in September 2021, with construction to commence in October 2021.**



Figures 12a &12b – Playground concept design images by Playstreet

Figure 13 below shows the construction stages for the public open space. In the first instance, area 1 was constructed so that the whole playground was able to be delivered by early 2021. The adjoining road and parking area (area 2) was also constructed by this time. The parking includes more than 60 spaces on either side of the access road, with a temporary cul-de-sac at the northern end.

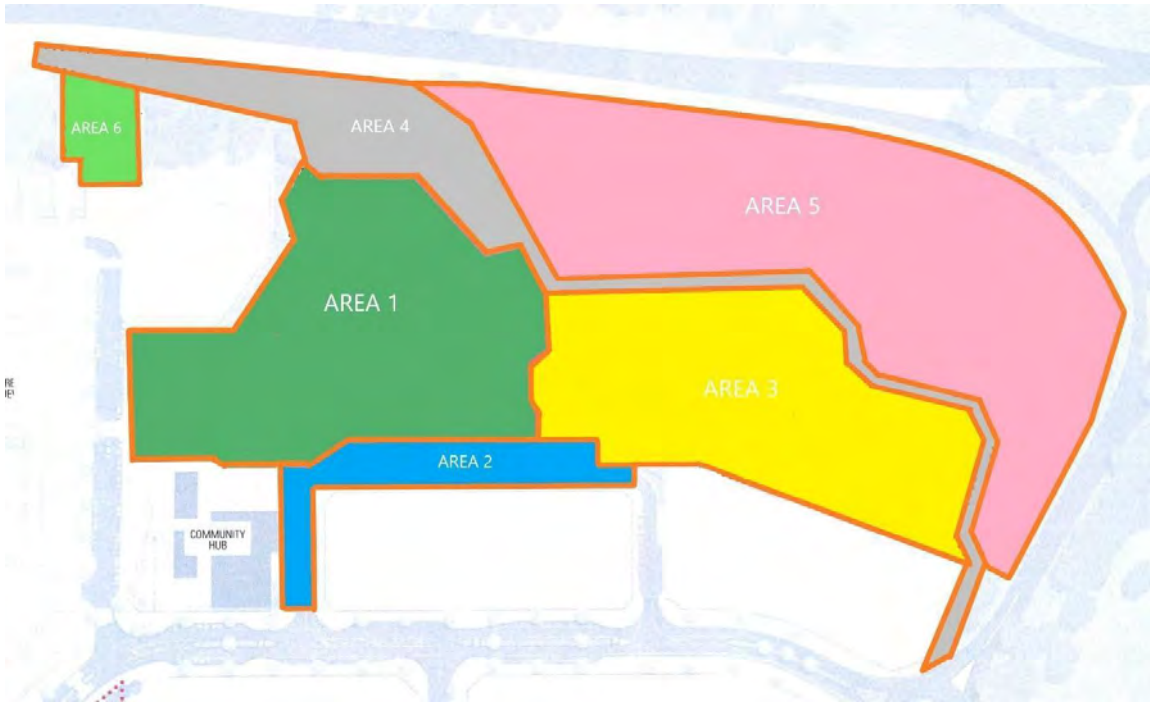


Figure 13 – Stages of public open space construction

For many people, Kingston Park will be best known for the recreational attractions it offers and the spaces for community events and family gatherings. The exciting and unique nature-based playground is located immediately to the west and north of the Community Hub – encouraging creative and inventive play for all children. Construction of the playground commenced in February 2020 and was opened to the public in March 2021. The image at Figure 14a and 14b show the playground on opening day.

With the playground now completed, Kingston Park will become a much more popular destination – particularly for families with small children. This will also help in activating the Community Hub and improving the viability of its component parts. This will be a significant milestone for the Kingston Park project and prepare it for the next stages of development.



Figures 14a & 14b – Kingston Park Playground on Opening Day

3.5 Public Parking

Public parking is currently provided within Kingston Park. This is on a temporary basis while construction is occurring, although it is not expected that such free all-day public parking will 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 within a CBD. 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. It is proposed that an appropriate regime for all-day public parking within the CBD will be implemented once sufficient alternative park-and-ride facilities are available elsewhere.

Sparrowhawk Street was opened at the same time as the playground and provides 66 x 3hr limited parking spaces. This road runs off Goshawk Way and provides entry to the playground. The previous temporary parking area (on the school's old concrete slab) has been replaced by a new parking area just north of Skipper Lane – as from late February 2020. The former parking area is to be developed as part of a new residential precinct (stages 1 and 2) within Kingston Park. The new parking facility will have a life of about 5 years before this land too is developed. It will be replaced by additional on-street public parking and additional spaces within a private multi-storey parking facility.

New public parking areas will be provided to meet the internal needs of Kingston Park. In a general sense, it is proposed that there be a total of 150 spaces within Kingston Park – 80 of which are required for the Community Hub (its planning permit requires 77), about 30 spaces for the users of the public open space and 40 spaces made available to replace that lost from the existing John Street car park. Private developments will need to provide parking for their own needs.

It is acknowledged that, with the further development of the CBD, the demand for all-day parking will increase. This has been witnessed in recent years by the rapid take-up of the temporary parking that was provided within Kingston Park. It will however still be important not to duplicate the recent experience where community expectations have been raised by providing what is an excessive amount of all-day parking within the CBD. This discourages a change in behaviour with people travelling by car into the centre of Kingston rather than using other travel alternatives or parking on the fringes.

It is particularly important that there are good bus services (both into Kingston and Hobart), in order that people will choose to catch the bus rather than drive their car. This is particularly the case for those people that work in Kingston, who will in future find it increasingly difficult to find a convenient all-day parking space. Good bus services into Kingston enable residents to shop and visit other services, as well as reducing traffic and parking needs more easily. A new bus interchange is to be constructed as part of the Channel Highway upgrade. A convenient and good

quality bus service will be an important part in ensuring a sustainable and viable CBD.

More Hobart commuters should also be catching the bus closer to their residences – but this will require more frequent bus services within suburban areas. Those commuters that currently park at Kingston Park may in future need to utilise park-and-ride facilities dispersed around the greater Kingston area (such as at the Huntingfield roundabout with express routes into Hobart). Council is working closely with the Department of State Growth in facilitating these changes and this is being done in conjunction with a range of other initiatives associated with the Hobart City Deal and funding allocated to the Kingston Congestion Package.

During 2019 Council commissioned GHD consultants to prepare a Parking Plan for central Kingston to identify the actual parking needs, future works programs and as a basis for assessing future development applications that generate the need for additional parking. It builds on the previous work done in 2016 when a Central Kingston Parking Strategy was prepared (copies of both the Parking Strategy and Parking Plan are on Council's website).

4. LAND DISPOSAL

The future development of land within Kingston Park for private residential and commercial purposes is based on a Land Release Strategy that ensures revenue is obtained to pay for the public infrastructure and facilities that Council must provide. The future disposal of land will essentially stay true to the original Site Development Plan – acknowledging that it will need to be adapted to take advantage of favourable development opportunities. It was important that the land release process is attractive for potential investors, while also meeting other needs such as preventing land banking and meeting community expectations.

In 2017, the consultancy firm NAVIRE was appointed as Council's Principal Property Advisor. A Land Release Strategy was subsequently prepared, and this was supported by detailed financial modelling that forecasted all the project's costs and revenue. The complexities of such urban renewal as this are acknowledged – "it is full of challenges and takes time – time that typically traverses political and property market cycles".

Council does have an opportunity to effectively create a new market for a higher density of residential development within Kingston Park. This is the most viable financial option for Council (based on local market analysis) and will also help in reinvigorating central Kingston. New residents will be attracted by being so close to the CBD and the services on offer (healthcentre, community hub, cafes, public open space, playground etc).

Council’s guiding principles for urban renewal at Kingston Park are:

- (1) Developing a shared vision
- (2) Delivering supportive infrastructure
- (3) Facilitating seed/catalyst projects
- (4) Having land control
- (5) Managing market conditions

These principles are embedded within the Kingston Park project – by way of providing the essential public infrastructure and some early catalyst developments (e.g., Community Hub, Health Centre, playground) – rather than relying on future private developers to do this. This was an early decision of Council and was supported by expert property advice.

The Land Release Strategy produced by NAVIRE provided 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. To achieve this, it was necessary for Council (with the assistance of NAVIRE) to convince prospective developers of the value and unique opportunity that Kingston Park represents.

The land parcels that were identified as being potentially suitable for private development (in accordance with the original Site Development Plan) are shown in Figure 15 below.



Figure 15 – Shown in red, grey and blue are parcels of land potentially available for private development

An Expression of Interest package was released in March 2018 and responses obtained from potential developers in May 2018. This provided an indication of the level of interest that exists and informed Council of the type of development that is most viable and for which the highest return can be obtained. The potential developers were then shortlisted and were provided with a 'Request for Proposal' brief. More detailed submissions were received in August 2018, after which a preferred developer was selected, and a Project Delivery Agreement negotiated (and signed by both parties).

In November 2018, it was announced that Traders in Purple (TiP) would be the developer for the entire site (except for lots 1, 4, 7 & 7a) shown in Figure 15 above). Traders in Purple have completed 60 projects in the Sutherland, Illawarra and Moreton Bay regions over nearly 40 years. They have also purchased and are developing two major properties in northern Tasmania. Their proposed development is shown by the early concept diagram in Figure 16 below. It consists of a mix of residential types (small lots, townhouses and apartments), retail, other commercial uses, cinema and parking.

The southern precinct is to be developed as the first stage and is to consist of 80 townhouse style residences within a strata development that will also contain a small local community club facility. The subsequent stages will include residential apartments (Lot J) and apartment blocks with ground floor commercial and internal private parking (lots K and M). The later stages include the commercial components (lot N) and additional apartment blocks (lot L).

The initial proposal from Traders in Purple flagged the potential for an Aged Care Facility on Lot J. However, discussions with a number of aged care operators did not result in a viable proposition for this particular style of development. TiP subsequently engaged Knight Frank to undertake an Expression of Interest process for all of the retail and commercial components of the site, including retirement living and aged care. This process also failed to produce a feasible proposal for an aged care development on the site. As a result, TiP considered alternate uses for Lot J and settled upon residential apartments as the most suitable alternative. The development of aged care facilities may still be considered in the later stages of the project providing there is sufficient market demand, and it is financially viable.



Figure 16 – Proposed Traders in Purple site development (early concepts)

The residential components provide for a total of almost 400 dwellings. The whole project is anticipated to be implemented over a period of about 8-10 years and will evolve and changeslightly over time. The future commercial development aims to maximise employment opportunities (e.g., office development) and to provide for local entertainment attractions.

It is also important that the planning scheme requirements for Kingston Park align with the proposed development of the site. The current planning scheme includes specific provisionsthat facilitate the implementation of the Development Plan, as well as reducing developer riskand community uncertainty. This existing Specific Area Plan (SAP) within the planning scheme has been reviewed and a final draft prepared so that an updated version can be included within the planning scheme (following the normal statutory assessment and approval process). The new SAP was advertised and consequently approved in January 2021. It was necessary to amend the scheme (by way of the new SAP) to ensure that future property boundaries align accurately with Zone boundaries. The proposed subdivision of the whole site is shown in Figure 17 below.



Figure 17 – Proposed land subdivision

In future years, there will inevitably be risks associated with any normal market driven process. Market conditions will fluctuate over time, and this will require a degree of flexibility and for Council (and Traders in Purple) to take the best opportunities as they arise. There is a risk that unexpected issues will get raised and proposals put forward that will test Council's resolve. However, there is also a good possibility that the private components are more successful and popular than expected and Council is able to achieve outcomes and land prices that are beyond what is currently anticipated (the contract with the developer guarantees a minimum price for the purchases of the respective land parcels).

This private development that is to occur within Kingston Park is particularly critical in revitalising the central Kingston area and addressing the need for additional community services and employment opportunities within the municipality.

5. FINANCIAL MANAGEMENT

5.1 Financial Situation

Council is closely monitoring all the financial affairs relating to this project. All actual costs are attributed to the project – including project management, internal loan repayments and staff time/costs. Council now has more information on the revenue expectations now that a Project Delivery agreement has been signed with the contracted developer. This will become even clearer once the project evolves further and private development stages are delivered.

A series of financial scenarios based on many different assumptions has been developed. Council has chosen the most likely and most advantageous scenario as being the basis for moving forward. This took into account:

- the economic and market reality over the long term;
- catalyst project and infrastructure delivery timing;
- Council's peak debt (borrowing facility) capacity;
- Council's final net financial position; and
- the proposed land uses described in the Development Plan (accommodating some relatively minor changes).

This chosen scenario is being constantly updated as further expenditure occurs and tender information becomes available. The current (and initial) expectation is that the final net result, by the end of the project (say, by about 2028), is that Council is likely to incur a financial loss of about \$5M. Such a loss however needs to be seen in the context of it having provided for the revitalisation of the Kingston CBD, a new Community Hub facility, a major playground, extensively landscaped public open space and increased rate revenue for Council over the longer term.

As noted above, the project expenditure also includes the amount of staff time and other related project costs (including an interest charge for internal borrowings) on top of the actual construction costs for each component. Additional income is expected from the future land sales, and this is to be received from the end of 2019 onwards.

The following table indicates the project expenditure and income that has been incurred to date (up until 30 June 2021) – all figures in \$'000's.

PROJECT COMPONENTS	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	TOTAL
EXPENDITURE											
Site Planning	290	73	37	32							432

Land Purchase		144						1,324			1,468
Site Preparation		47	1,076	85	60						1,268
Comm Hub Design				39	170	184	29				422
Comm Hub Const'n						1,579	6,074	137	74	5	7,869
Comm Hub Equipment							218	19	2		239
Parking Strategy				41	5		41	2			89
Parking Construction								385	368	296	1,049
CBD Road Design				113	64	46					223
Goshawk Way Const'n					12	1,529	1,438	30		33	3,042
Stormwater								3	44	16	63
POS & PP Design						19	218	219	5		461
POS Items/Const'n							429	1,240	3,384	465	5,518
Land Disposal					57	132	109	37	104	7	446
Governance/Admin			9	8	6	39	118	158	180	45	563
TOTAL	290	264	1,122	318	374	3,528	8,674	3,554	4,161	867	23,152
INCOME											
Govt Grants	220					219	2,301	280			3,020
DHHS contribution					377			288			665
NET COST	70	264	1,132	328	(3)	3,310	6,375	2,995	4,161		19,467
Internal interest	2	11	47	54	54	162	129	50	86		595
PROJECT COST											
Borrowings						2,700	6,100	2,900			11,700
CURRENT COST											8,362

Most of the costs to date can be attributed to the construction of the Community Hub, the Playground (P.O.S -stage 1) and Goshawk Way, the demolition of the old school buildings and the land purchase from the Crown (which was finalised in 2019). The cost to construct the Community Hub has exceeded expectations. This was mainly due to the challenges of the architectural design and the subsequent contractual variations that resulted, together with external assessments of these

variation requests.

Now that the land is owned by Council, it will be further subdivided into lots that are to be retained and sold. The original land value was significantly reduced to account for the fact that the land will be developed in accordance with the Development Plan – that is, almost half of the total area would be developed for public or community-based purposes (compared to what might have been the case if the land had been sold to a private developer with no obligations to provide such community facilities). An initial subdivision application has been lodged over the Council owned property and is currently under assessment.

5.2 Borrowings

Up until June 2018, all borrowings for the project have been internal loans – against Council's existing cash reserves. These loans (plus interest) will be repaid by the project to Council. Since then, expenditure has reached a point where external loans are required to fund the project.

Council has an approval from Treasury to borrow \$10M as part of the Local Government Loan Council Allocation. Council has now borrowed \$2.8M (of this \$10M) to help fund the construction of the Community Hub. This matched the grant from the Australian Government (under the Building Better Regions Fund) for the same amount.

As well as this, the State Government will provide an additional interest free loan of \$6M (which will need to be repaid within 5 years). This is being provided under the State Government's accelerated local government capital program (ALGCP) and is on the basis that a number of construction projects are brought forward – these being the Pardalote footpath/road, the stages 2 & 3 of the public open space and the second stage of the Goshawk Road construction. This will enable a higher priority to be given to the construction of these roads and services, so that the Kingston Park project can generate income from land sales and repay these loans. It is expected that the interest free loan will be repaid from the settlement of the first stage of the land sales in 2022/23.

Borrowings of \$2.7M and \$1.2M under the ALGCP have been previously drawn to fund some of the current works. Recent consideration has been given to taking out an interest free loan to fully fund the construction of the playground. Of the above mentioned \$6M interest free loan, \$2.1M was allocated for this playground and a loan has now been taken out for this amount – meaning that the full \$6M allocation from the ALGCP has now been borrowed.

The full cost of this playground is estimated to be in the order of \$5M. An additional \$2.9M in interest free loans would be required to fully fund this work. Public consultation was conducted in this regard and there was a very strong level of support for Council to borrow the additional money for this purpose. Council has subsequently approved that additional

\$2.9 million be borrowed from the ALGCP (over and above the existing \$6 million) to fully fund the construction of the proposed Kingston Park playground. State government approval has been granted for this additional loan. It will need to be added to the table in the previous section.

The impact of the additional borrowings is that Council will finish the project with around \$8 million in borrowings that would be repaid over a ten-year period. The additional interest expense on the \$2.9 million loan, would be approximately \$100K from 2025/26 onwards. This can be comfortably accommodated within Council's Long-Term Financial Plan.

5.3 Anticipated Expenditure in 2021/22

During the 2021/22 financial year it is anticipated that the following Council related activities (and estimated total expenditure, including in-house Council costs) will occur:

GOSHAWK WAY	Design and construct the final stage of Goshawk Way including the roundabout on the Huon Highway.
STORMWATER TREATMENT	Design of stormwater disposal alongside the Kingston Wetlands and prepare everything ready for its staged construction.
PARDALOTE PARADE	Design and construct the road section of Pardalote Parade.
PUBLIC OPEN SPACE	Design and construct the second stage of the Public Open Space.
LAND SUBDIVISION	Arrange for and complete the subdivision of the balance of the Kingston Park site.
OTHER COSTS	In-house project management, public engagement, liaison with private developer and advice from principal property consultant.
TOTAL	\$4.8M

There have been some ongoing delays because of the coronavirus outbreak. In particular, those infrastructure components associated with the private developer have been delayed – such as the construction of Pardalote Parade (road section), the final design of stormwater treatment (which is also subject to TasWater negotiations) and finalising the public open space design. These activities will occur during the current year.

The list above provides an indication of what is now proposed to be done this year. All of this expenditure will be paid for from the abovementioned borrowings.

6. PUBLIC COMMUNICATIONS

To date, public information about the project has been provided by way of the following:

- Public surveys and seeking public comment – preparing the Development Plan, the naming competition, input into the public open space design and comments on the proposed borrowings for the playground construction.
- Public exhibition of draft documents – including master plans, Development Plan, proposed community hub design and proposed playground and open space designs.
- Displays of proposals at the Civic Centre.
- Advertised development applications for proposed site works.
- Newspaper articles, media releases and information on Council’s Facebook page.
- Copies of relevant documents placed on Council’s website.

A Communications and Community Engagement Strategy was prepared for Kingston Park a few years ago and is still relevant as it is consistent with Council’s recently approved Communications and Engagement Framework 2020. The objectives of this Strategy are:

1. To provide information about the project and to seek input and suggestions as the project is being delivered.
2. To facilitate a broad understanding about the social and economic benefits that this project will deliver to the Kingborough community.
3. To enhance Kingborough Council’s reputation as a council committed to providing accurate and up-to-date information, as well as consulting with and meeting the expectations of the Kingborough community.
4. To proactively identify and manage media interest in this project so that key messages are broadcasted to the public and other stakeholders.
5. To promptly respond to concerns about the project and to address any issue that requires clarification or immediate action.
6. To provide for an effective two-way dialogue that will achieve positive community and developer feedback and will enhance the overall delivery of the project.

The key messages within the Strategy are that:

- Council is committed to informing and consulting with the community regarding the future development of the Kingston Park site.

- Council is acting in the best long-term interests of the municipality in the way it is managing the future development of this site. This project will improve the liveability of central Kingston and enable the creation of a sustainable central business district that can support the local needs of the Kingborough community.
- This is a particularly complex project with several on-ground components being delivered in a concurrent manner at different stages – including design, negotiation, approval, construction and maintenance phases. Each component supports the delivery of others and is being managed in a coordinated way.
- This project is self-funding in that the community facilities are to be funded from the sale of land within Kingston Park (with a Land Release Strategy to maximise revenue) and external grants. Loans will be taken out to fund project management and construction, and these will be repaid from external sources to the maximum extent possible with any Council ‘subsidy’ kept to a minimum.
- Council has already carried out many investigations – in regard to previous public consultation, economic feasibility studies, the Site Development Plan, Land Release Strategy, engineering designs etc – and these will continue to be refined and new ones done as the project progresses.

The delivery mechanisms include:

- Regular and established Council media releases – quarterly Council News and monthly Snapshots.
- The Kingborough Council website providing up-to-date information and background documents that detail particular aspects of the project – <https://www.kingborough.tas.gov.au/development/kingston-park/>
- Media releases – for all southern Tasmanian media.
- Digital and social media – information on Facebook, Twitter, Instagram and YouTube.
- Paid Advertising – mainly in print media but also potentially on local radio/television.
- Signage and branding – the project has been ‘branded’ (see below) and signage has been placed at the entrance to the future pedestrian section of Pardalote Parade.
- Meetings – briefings and consultation with stakeholders, State and Federal politicians, developers, interested groups and individuals.
- Public displays – provided as needed in the Civic Centre or other public places.
- Public information – by way of public forums (open two-way dialogue) or as written information (brochures, reports and correspondence).

The brand that has been developed represents a lively and dynamic representation of what the proposed development of Kingston Park represents. It is used (for example) on the information sign on John Street – shown below:



7. PROJECT GOVERNANCE

The implementation of the Development Plan is Council's responsibility. As previously indicated, Council has decided to retain direct control of the site development – including the initial provision of the core public infrastructure (Goshawk Way, Pardalote Parade, Community Hub, Playground and Public Open Space) and the subsequent subdivision process that will enable the release of land parcels to the private developer.

The benefits of this more direct approach are that it allows Council to exert a greater control over the desired site development; ensure there is consistency in the standard of public infrastructure construction (e.g., high quality streetscapes); achieve an optimum revenue stream and to facilitate the site development as early as possible (without land banking).

This requires a more hands-on management style within Council. An internal steering committee has been established to closely monitor the project and it meets monthly. This is an extremely complex project that has many different dimensions and requires many different specialist skills. There is a full-time Project Manager appointed to oversee the implementation of the on-ground works and support staff includes a part time Project Officer and Project Administrator. A Probity Advisor from the consultancy firm Wise Lord & Ferguson is an observer on the steering committee and provides procurement and governance advice. Reports

to Council are provided whenever major decisions must be made and to provide regular updates on general progress.

Council is conscious of a perception that it may have a conflict of interest – in that Council is effectively both the developer (to a certain extent) and the regulator for this site. However, the mitigating factors in this regard are that this dual role is already provided for in the legislation; the existing Kingston Park Specific Area Plan within the planning scheme leaves Council with little discretion; Council's construction work that would require planning permits is limited to public infrastructure and facilities; the underlying objective of the Development Plan is to support and encourage other commercial developments in central Kingston; and that this project is so important to the Kingborough community that its management cannot be delegated to any other body.

Bearing in mind the above points, the project will continue to be overseen by Council and the existing internal steering committee. This Implementation Report will form the main communication mechanism for updating the general community on the project's progress.

The internal Project Plan for Kingston Park considers governance and strategic requirements, project benefits, reviews and reporting, project definition and objectives, success criteria, constraints and assumptions, stakeholder impacts, implementation timeframes, project cost and revenue (both to date and in the future), communications, functionality, risk management and project completion.

A formal relationship exists with Traders in Purple as the sole private developer for Kingston Park. A partnership arrangement is defined by a Project Delivery Agreement. This is a legal document that protects the interests of Council and guarantees a minimum revenue from the sale of land (with the potential for increased amounts). Formal Project Control Group meetings are held every two months and other fortnightly meetings are held with the Traders in Purple local project manager. This arrangement has been operating smoothly for the last few years.

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APPENDIX

KINGSTON PARK TIMELINE

DATE	ACTIVITY
July 2007	Heads of Agreement between Council and the Tasmanian Government to relocate the Kingston High School.
June 2008	Completion of Kingston Central Area Master Plan and Heads of Agreement between Council and the Government for cooperative implementation.
January 2011	Kingston High School vacates the site.
July 2011	Public consultation completed on future use of site – strong community pressure to create a place that will be the future “heart” of Kingborough.
September 2011	Council expresses an interest to Government in purchasing the land – subsequent investigations by Treasury on disposal options and briefing of Council.
October 2011	Temporary public parking provided on the old school parking area.
December 2011	Council applies for Liveable Cities grant from Australian Government to conduct investigations into the best use of the site and grant (\$200K) approved for Site Development Plan in April 2012.
May 2012	Sale offer of \$8.3M made by Government but rejected by Council with deferment sought until after a Site Development Plan was completed.
July 2012	Appointment of consultants (following open tendering process) to prepare Site Development Plan. Subsequent public consultation and preparation of several interim reports.
May 2013	Site Development Plan completed and subsequently endorsed by Council in July 2013.
December 2013	Government decision to sell land to Council at reduced price (based on the implementation of the adopted Site Development Plan). Council decides to purchase and Sale Agreement and Licence to Occupy site issued, with 10% deposit on land paid. July
July 2014	Council decision to directly manage the future development and disposal of the site itself
September 2014	Approvals obtained and tenders called for demolition of former high school buildings, with demolition commencing in February 2015
November 2014	Project steering committee formed (including external probity advisor) and has met every month since.
October 2015	Demolition of former high school buildings completed (except for gymnasium as it was retained for likely inclusion within future community hub facility)
October 2015	Council decision to conduct architectural design competition for Community Hub
May 2016	Central Kingston Parking Strategy completed by consultants and endorsed by Council

June 2016	Completion of Community Hub architectural design competition – winning entry from March Studio architects
July 2016	Conclusion of public naming competition with successful “Kingston Park” entry
October 2017	Building Better Regions Fund grant of \$2.8M obtained for construction of Community Hub
November 2017	Appointment of NAVIRE consultants to develop a Land Release Strategy and to advise Council on its subsequent implementation
December 2017	Appointment of Spectran contractors to construct Goshawk Way stage 1 and subsequent commencement of construction
January 2018	Council adopts Land Release Strategy, market process and associated governance arrangements
March 2018	Expressions of Interest sought from prospective developers (closed May 2018). Requests for final proposals closed in August 2018.
April 2018	Community Hub construction commences (following approvals and tender process)
September 2018	Council decision to award contract to Traders in Purple with final Project Delivery Agreement signed in November 2018.
October 2018	Playstreet consultants appointed to design public open space, including Pardalote Parade and children’s playground and subsequent public consultation on the design (over the following six months)
February 2019	Kingston Health Centre opens
March 2019	Community Hub construction completed and official opening held
October 2019	Playground design finalised and subsequent planning permit granted in January 2020
November 2019	Planning permit granted for stage 1 residential development to Traders in Purple
December 2019	Balance of land (former high school site) transferred into Council’s ownership
February 2020	Parking area (150 spaces) constructed and closure of temporary parking to enable proposed residential development
February 2020	Playground construction commences and due to be completed by March 2021
May 2020	Final Kingston Place Strategy 2020-2050 from Place Score consultants endorsed by Council
November 2020	Construction commences of the road servicing the playground including parking spaces and due to be completed by February 2021.
March 2021	The Kingston Park playground is opened and construction of Sparrowhawk Street (the road servicing the playground) is completed.
March 2021	Design work commences for Stage 2 of the Public Open Space
July 2021	Construction of the second stage of Pardalote Parade
October 2021	Construction of Stage 2 of the Public Open Space
Jan 2022	Construction of Stage 2 Goshawk Way
Jan 2022	Upgrades to Kingston Wetlands