



Kingborough

KINGBOROUGH LAND USE STRATEGY

May 2019

The revised Kingborough Draft Local Provisions Schedule (Version 2) that is currently exhibited is not entirely consistent with the outcomes anticipated by the Kingborough Land Use Strategy; however, the objectives of the strategy are still relevant, and the broader strategic intentions have been used in a manner to inform the content of the revised Draft LPS as directed by the Tasmanian Planning Commission.

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EXECUTIVE SUMMARY

This Strategy is an updated version of the December 2013 version that supported the preparation of the Kingborough Interim Planning Scheme 2015. This March 2019 version supports the preparation of the Local Provisions Schedule and the new planning scheme that is being prepared in accordance with the Tasmanian Planning Scheme legislation. It is prepared so that it is consistent with the Southern Tasmanian Regional Land Use Strategy (STRLUS) but examines the local needs and strategic land use issues in much more detail. It aims to provide for Kingborough residents a pleasant living environment, opportunities for local employment and the protection/enhancement of local environmental values.

In a broad sense the Strategy aims to implement Council's policy agenda of attracting more local services and investment and reducing the dependence on central Hobart. A more self-sufficient municipality benefits those that live in Kingborough and reduces the excessive pressure on road and parking infrastructure within Hobart.

Most new residential development is to occur within (as higher density infill) or on the fringes of the existing urban areas of Kingston and to a lesser extent, Margate and Snug. Places like Blackmans Bay and Taroona have reached the limit of their potential outward expansion and there are very limited opportunities available for other smaller settlements to extend beyond their current footprint. Residential intensification is generally encouraged, though provisions are made to protect the existing residential amenity, character and skyline features.

Commercial and industrial development is essentially contained within existing developed areas with only limited expansion accommodated. The focus is mainly on the redevelopment of these existing areas rather than on outward expansion or the establishment of new commercial and industrial areas. Kingston Park is a major redevelopment initiative that aims to stimulate a great deal more private investment within the commercial centre of Kingston and so provide local entertainment, employment, health, retail and community based opportunities. Proactive action is required in order to achieve such important outcomes.

Within Kingborough's rural areas, residential subdivision is discouraged in accordance with the STRLUS. Most rural areas possess important coastal and environmental values and these need to be protected from inappropriate land uses. Existing settlement patterns, physical constraints and the extent of native vegetation, all limit the potential for the viable agricultural use of land, though such a use is encouraged.

This Strategy provides the justification for the way that land is to be zoned in the planning scheme and provides the necessary background to assist in the assessment of future planning scheme amendment applications. It also supports the need for particular Specific Area Plans or site qualifications that are required to deviate from the State Planning Provisions. It is a document that, like the STRLUS, will need to evolve over time. Experience indicates that a thorough review (which is likely to require many changes and additions) is needed every five years. It will need to be updated as more information becomes available, further planning studies are completed and new development occurs.

This Strategy should be seen in this context, as well as that there are still many knowledge gaps and that there is an almost endless opportunity to expand on particular issues. This is primarily a resource document that records a great deal of relevant information that would not otherwise be so readily available.

1. INTRODUCTION

The existing Interim Kingborough Planning Scheme 2015 (KIPS2015) came into effect in mid-2015 and replaced the previous Kingborough Planning Scheme 2000 (KPS2000). Both schemes were the result of detailed planning processes that explored the land use needs of the Kingborough municipal area at those times. The planning scheme effectively put into effect the land use strategy that was developed during 2000-2003 and the then Kingborough Land Use Strategy (December 2013). This current Land Use Strategy (March 2019) updates and replaces the previous version. Further reviews of this Strategy will be regularly required in future in order that it is as relevant as possible.

Statutory land use planning in Tasmania has changed a great deal in recent years. The State Government has been actively pursuing a major planning reform agenda and legislative change has occurred that will now pave the way for the establishment of what is being referred to as a Tasmanian Planning Scheme. State Planning Provisions have been mandated and will be included in all of the individual planning schemes (based on the municipal areas overseen by planning authorities), whereas a Local Provisions Schedule will be largely determined by the Councils (acting in their role as planning authorities). This Land Use Strategy aims to perform a number of functions, but will be primarily used to support the Local Provisions Schedule and to provide direction for subsequent planning scheme amendments. The new Kingborough Planning Scheme will come into force once these local provisions have been finalised and this will then replace the existing KIPS2015.

The Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS) sets the broad regional planning directions that influences the preparation of the planning schemes being developed by the 12 affected Councils in southern Tasmania. The previous version of the Land Use Strategy (December 2013) was prepared so that it was consistent with the STRLUS. This Regional Land Use Strategy is still current and the *Land Use Planning and Approvals Act 1993* (LUPAA) requires that it be adhered to (see section 2.2). This current updated version of the Kingborough Land Use Strategy has been prepared so that it is consistent with both the STRLUS (albeit noting that it is due for review) and the State Planning Provisions.

For Kingborough, the previous changes to the planning scheme have been particularly significant. The earlier Kingborough Planning Scheme 2000 was a performance based scheme with only six zones and the translation into a scheme with 22 zones has resulted in most properties being rezoned with quite different development opportunities and constraints. The planning scheme must be in accordance with a standard template – as defined by Planning Directive No.1 (see section 2.3). This, in itself, generated the need for a strategic re-think of future land use and settlement issues within the municipal area.

This Kingborough Land Use Strategy is prepared so that it is consistent with the STRLUS but examines the local needs and directions in much more detail. To a large extent, it is purpose driven (with respect to the need for the Local Provisions Schedule that needs to be part of the new planning scheme) and it is also acknowledged that there are still many aspects of the issues described within section 4 that require more detailed investigation. However, this will always be the case, as such issues will change over time and land use strategies need to be constantly updated.

In preparing this strategy, existing information sources are relied upon. For example, a great deal of valuable and relevant information came out of the 16 public meetings that were held as part of an earlier review of the KPS2000 in 2006/07. Extensive public consultation was conducted and many amendments were made to that scheme as a result of that review. The amendments at that time particularly related to the desired future character statements in the scheme. Although this consultation was quite some time ago it has proven to be still relevant – however it is noted that the State Planning Provisions greatly reduce the opportunities for local area objectives and desired future character statements to influence development control. Additional public consultation has occurred since then in regard to proposed planning scheme changes – in July 2011, March 2012, November 2012, June 2013 and August 2015 (with further public consultation anticipated in 2019 in regard to the draft Local Provisions Schedule). As

a result, Council has a reasonably good appreciation of what the community expects in regard to land use and development in Kingborough.

Most people have typically expressed a strong desire for the planning scheme to protect (and/or enhance) the existing character of their local area. This then leads to such questions as – what makes us feel good about living where we live and what should we aspire to? – what are the characteristics for which Kingborough should be known? – what type of new development could occur that would actually enhance this desired local future character? – and can we develop a broader vision for future development within the municipality? This land use strategy explores such questions and interprets them in a manner that is reflected in both the broader planning directions (section 4) and the urban structure plans (section 5); and to the extent that is likely to be possible within the confines of the Tasmanian Planning Scheme.

In a broad sense, the planning scheme should be able to provide the necessary degree of certainty for both prospective developers and the Kingborough community. There should be confidence in the fact that the planning scheme contains the necessary land use planning controls to both encourage appropriate development and to prevent inappropriate development. Residents and businesses should be able to establish themselves within the municipality confident in the knowledge that the planning scheme protects their amenity and, to the extent possible, ensures that public infrastructure and services are made available.

Another factor that drives the need to make significant changes to the planning scheme would be recognised by any Kingborough resident. This is that the population continues to grow quite rapidly and a great deal of new development has occurred and continues to occur within the municipality. It is expected that this will continue into the future, both in a commercial and residential sense. This puts the planning scheme under pressure to maintain its relevance.

The character of areas change as they get developed, there is a need for zoning changes to enable development, environmental values come under threat and local communities have higher expectations on the performance of development control outcomes. In fact, the level of development within Kingborough in the last 20-30 years has been such that available residential, commercial and industrial zoned land is now very limited and, if further urban development is to occur, then different land zonings must be considered. Such rezonings need to be supported by an integrated “whole-of-municipality” view about land use, within the context of the strategic regional directions. This strategy attempts to take these factors into account in a strategic sense and then propose the necessary directions and related provisions that must be built into the new planning scheme.

2. POLICY CONTEXT

2.1 Tasmanian Resource Management and Planning System

The planning system within Tasmania is determined by a suite of planning laws, known collectively as the Resource Management and Planning System of Tasmania (RMPS). The *Land Use Planning and Approvals Act 1993* (the Act) contains the relevant provisions that determine the preparation of planning schemes. The Act requires planning authorities, when preparing planning schemes, to take into account such matters as:

- (1) Furthering the objectives of the RMPS and the Act.
- (2) Ensuring that the planning scheme is in accordance with State Policies and any planning directives issued by the Minister.
- (3) Furthering the objectives and outcomes of the regional land use strategy.
- (4) Having regard to the use and development of the region as an entity in environmental, economic and social terms.
- (5) Including any mandatory common provisions and considering the need to include any optional common provisions.
- (6) Being consistent and coordinated with adjacent planning schemes.
- (7) Having regard to the strategic plan of the Council at the time the planning scheme is prepared.

The objectives of the RMPS are set out within Schedule 1 of the Act and are:

- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*
- (b) *to provide for the fair, orderly and sustainable use and development of air, land and water; and*
- (c) *to encourage public involvement in resource management and planning; and*
- (d) *to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*
- (e) *to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

The planning processes established within the Act are to support these objectives and these are (as also set out within Schedule 1 of the Act):

- (a) *to require sound strategic planning and coordinated action by State and local government; and*
- (b) *to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*
- (c) *to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*
- (d) *to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*
- (e) *to provide for the consolidation of approvals for land use or development and related matters, and to coordinate planning approvals with related approvals; and*
- (f) *to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and*
- (g) *to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*
- (h) *to protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community; and*
- (i) *to provide a planning framework which fully considers land capability.*

This Kingborough Land Use Strategy has been prepared so that the abovementioned objectives are addressed. A fundamental requirement is that any new planning scheme must further the objectives of the State planning system and the *Land Use Planning and Approvals Act 1993*. As well as this three State Policies have been adopted in regard to the protection of agricultural land, water quality management and the coast. National Environmental Protection Measures are also considered to have the same status as a State Policy. This Land Use Strategy takes into account the need to retain good agricultural land, and the protection of both natural waterways and the coast.

The legislation has been amended to accommodate State Planning Policies. These policies provide the necessary state-wide planning direction for the three regional land use strategies and that development controls (within the State Planning Provisions and Local Provision Schedules) are effectively implementing the intended Tasmanian Planning Policies. These policies will in future provide the necessary planning framework that has been missing and should over time build an integrated and more coherent State planning system. The initial thoughts in regard to the State Planning Policies are that they would be as follows:

Economic Development Tasmanian Planning Policy – industry, commercial and business; agriculture; tourism; and extractive industries.

Settlement and Liveable Communities Tasmanian Planning Policy – urban development; community open spaces; housing; and community and social infrastructure.

Cultural and Natural Heritage Tasmanian Planning Policy – Aboriginal heritage; historic cultural heritage; and natural heritage

Hazards and Risks Tasmanian Planning Policy – natural hazards; risks to water and soil quality; and emission, hazardous uses and contaminated land.

Transport and Infrastructure Tasmanian Planning Policy – integrated transport and land use planning; road and rail networks; ports and inter-modal hubs; passenger transport; energy; waste and resource recovery; water supply, wastewater treatment and urban drainage; and telecommunications.

Draft policies have been prepared in each instance and they will now need to be reviewed and finalised. The Tasmanian Planning Policies can in future be compared with the conclusions in this Kingborough Land Use Strategy to ensure that it is being implemented in a consistent manner.

The Act provides the legislative framework and broad operational requirements for the implementation of the planning scheme. Significant legislative change has occurred in recent years with the introduction of the Tasmanian Planning Scheme. Legislation requires that any new Kingborough planning scheme will also need to consider the consistency with adjacent planning schemes – in this case, the planning schemes for the City of Hobart and the Huon Valley municipal areas are most relevant. The need to comply with the regional land use strategy and the inclusion of the State Planning Provisions will facilitate this need for consistency. As well as this, there will be a need to compare the way land is being zoned along the municipal boundaries (as part of the Local Provisions Schedule).

The final RMPS requirement relates to the need to consider the Council's Strategic Plan. For Kingborough Council, this relates to the Kingborough Council Strategic Plan 2015-25. Land use and development related issues are well represented within the final strategic plan. The relevant "strategic outcomes" and "strategies" are listed below:

(2.1) Strategic plans provide the necessary guidance to manage future development and infrastructure needs.

(2.1.1) Ensure sound strategic land use planning and asset management provides the basis for sustainable future development and infrastructure investment.

(2.1.2) Ensure the form and layout of settlement provides an attractive, convenient, safe and healthy living environment for future residents, workers and visitors.

(2.1.3) Assess long term accommodation needs within the community and support housing diversity and choice.

(2.1.4) Protect agricultural land that has the capacity for local food production.

(2.3) Development is of a high quality, with due consideration given to public amenity, heritage, landscape, easy access, sustainable design and efficient approval processes.

(2.3.1) Ensure an efficient approval and regulatory system is in place that provides for sustainable development and certainty for both developers and the potentially affected local community.

(2.3.2) Provide visitor-friendly commercial centres with attractive streetscapes, parking and pedestrian connectivity.

(3.4) Proactive measures address the adverse impacts of natural hazards on the potential use and development of land.

(3.4.1) Identify and address natural hazards through appropriate planning, public awareness and on-site management measures.

(4.3) Vibrant central and local business districts

(4.3.1) Facilitate the further development of central Kingston so that it consolidates Kingston's function as Kingborough's civic, commercial and community centre.

(4.3.2) Develop the former Kingston High School site and promote the broader economic and social benefits of this development.

(4.3.3) Encourage commercial investment within suburban and town centres so that convenient local services are available.

(6.3) Legislative obligations are met

(6.3.1) Ensure that Council's statutory and regulatory obligations are met and that this assists in related activities occurring in a safe and orderly manner.

This Land Use Strategy will develop the more detailed strategic directions that are consistent with these outcomes. These strategic directions will then be mainly implemented by the new Kingborough planning scheme.

2.2 Southern Tasmania Regional Land Use Strategy

A key component of the current reform of the State's planning system has been the preparation of three regional land use strategies. The Southern Tasmania Regional Land Use Strategy (STRLUS) was released in November 2013. The preparation of the three strategies was a joint initiative between State and Local Government and, for Southern Tasmania, the process was managed by the Southern Tasmanian Councils Authority. The agreed outputs from this project included the development of a regional land use strategy; a regional infrastructure investment plan; a model planning scheme for the region; draft planning schemes for each Council area based on the regional model; and legislative change that gave interim effect to the new suite of draft planning schemes. These outputs have now been achieved and the reform process has moved on to the further development of the Tasmanian Planning Scheme.

The STRLUS is a broad policy document that facilitates and manages the change, growth and development within Southern Tasmania into the future. To do this it will need to be regularly reviewed and updated to ensure that it is current and accommodates the latest information as it becomes available. As previously stated, this STRLUS provides the basis for Kingborough's own land use strategy. The coordination of land use and infrastructure planning at a regional level provides the necessary strategic framework within which local land use planning can take place. Throughout this Kingborough Land Use Strategy, frequent reference will be made to the equivalent work that has been done at a regional level.

From Kingborough's perspective, it appears that the proposals within the regional strategy that are of most relevance are as follows:

A limited expansion of rural living opportunities – to the extent that there should be no new rural residential areas created, though there may be some limited in-fill subdivision opportunities.

The establishment of an urban growth boundary for the main urban settlements, within which there are nominated "immediate residential land release" areas (in the Huntingfield and Spring Farm areas) and "urban infill areas" (in central Kingston and along the Channel Highway).

There is a clear direction to intensify the existing residential areas across the Greater Hobart area and to accommodate increased residential use within inner urban areas. An additional 6,000 dwellings (through infill and redevelopment within Greater Hobart) is nominated before there could be any extension of the urban growth boundary. Residential densities of 15 dwellings per hectare in suburban areas and 25 dwellings per hectare for inner urban areas are being targeted.

Kingston is nominated as one of the region's three "Principal Activity Centres" outside of central Hobart – resulting in the need to accommodate an increased level and range of services and facilities, including a strong focus on the retail and commercial sector. This also includes the need to accommodate government services, public open space, in-centre residential development and a range of dining and entertainment uses.

Margate is regarded as a "Major Satellite of Greater Hobart" and Snug is a "Minor Satellite of Greater Hobart". These settlements have designated urban growth boundaries within the Greater Hobart Residential Strategy. Outside of Greater Hobart, the "Villages" within Kingborough are nominated as being Adventure Bay, Kettering and Woodbridge – with each having a "Low" future Growth Strategy (being a mixture of infill and greenfield opportunities).

The regionally significant industrial hubs in the region are nominated as being in the Brighton, Glenorchy and Cambridge areas. Most industrial growth will occur in their vicinity. There are no new regional industrial areas nominated for Kingborough.

The Infrastructure Investment Plan for the region nominates a number of projects within Kingborough – most of which have been subsequently implemented. These included the Kingston Bypass, additional power supply, wastewater upgrades for Tarooma, Blackmans Bay, Margate and Electrona, a Margate water supply upgrade, the new Kingston High School and a government housing development at Huntingfield (71ha).

Regional policies that may also be of particular interest to Kingborough relate to native vegetation protection, identifying high risk coastal areas, mapping bushfire prone areas, assessing landscape and heritage values, reviewing the 5% public open space contribution scheme, a coordinated framework for developer charges, higher residential densities adjacent to public transport, encouraging walking and cycling, local area plans to protect urban character, protecting agriculturally productive areas, coordinated car parking strategies and detailed analysis of future industrial, retail and residential demand.

These strategic directions contained within the regional strategy are now accommodated within the Kingborough Land Use Strategy. They will be expanded upon in the relevant subsequent sections.

There is a need for a much more coordinated and proactive regime of urban planning in the Greater Hobart area. The regional strategy itself should provide most of the essential information in this regard. There are good reasons to consider a more detailed level of land use and infrastructure planning for the Greater Hobart area than is currently provided for by the STRLUS. A cooperative effort that better coordinates the efforts of the affected councils (by way of a 'strategic alliance') and the State Government could be utilised to address issues relating to such current problems associated with traffic congestion,

tourism accommodation, a hierarchy of retail centres, commuter parking, decentralised health services, light industrial development, sewerage treatment improvements, the need for higher density residential areas (supporting greater public transport use), plus recreational and sporting facilities. This would encourage the most efficient expenditure on the necessary public infrastructure to support broader objectives.

In May 2011, the Australian Government released a National Urban Policy. Both it, and the earlier discussion paper entitled “Our Cities – a national strategy for the future of Australian cities”, provided an indication of the issues that were then felt to be particularly relevant at a national level – and it is assumed that this is likely to also be the case for future Australian governments – although there has been little tangible progress made in urban policy development since then at either Federal or State government levels. The following points summarise the broad objectives or directions outlined within the discussion paper that appear to be relevant to Kingborough and the development of our own land use strategy.

- There are three fundamental challenges that must be faced in the coming years – the ageing of the population, population growth in general and climate change, together with the associated environmental impacts.
- Future planning reforms need to ensure that the capital cities are well planned to manage population and economic growth, address climate change, improve housing affordability and alleviate urban congestion.
- Australian cities need to be more productive, sustainable and liveable.
- An undersupply of housing is evident and such a shortfall puts unreasonable pressure of housing affordability. Future planning must provide for additional housing stock and take into account the needs of an ageing population (such as through design, transport and improvements in the public domain).
- The planning system must accommodate the right balance between public and private rights. It will be necessary to reduce regulation, while at the same time maintain certainty and community participation.

Planning issues are increasingly being debated within the community and many issues are being identified that could eventually have an impact on Tasmanian planning reform and which may be able to be seriously considered within Kingborough.

During 2019, the Greater Hobart City Deal is expected to stimulate a renewed interest in reviewing the STRLUS as it will require the implementation of a more strategic approach to transport and housing issues. A thorough review of the STRLUS would be an obvious requirement and, once completed, this will have repercussions for other dependent strategies such as this particular Kingborough land use strategy.

2.3 Preparing a new planning scheme

While the Kingborough Land Use Strategy will serve a number of useful functions in a more general sense, its most important function will be to support the preparation and review of the planning scheme for the Kingborough municipality. This new scheme will replace the existing KIPS2015 and be based on the new Tasmanian Planning Scheme format. This Land Use Strategy will be mainly utilised to support the Local Provisions Schedule. It will therefore provide the justification for the allocation of Zones and the inclusion of other provisions within the ordinance, such as Specific Area Plans. The Strategy will also provide information that can be used to support potential future changes to the scheme and to identify where more detailed investigations are necessary.

The State Planning Provisions will ensure there is consistency between planning schemes and is a critical component in the State Government’s broad planning reform agenda. A more efficient and streamlined development approval process is being sought. All Tasmanian councils are now preparing new planning schemes to replace their Interim Planning Schemes. While the basic template itself (as per Planning

Directive No.1) is essentially policy-neutral – in that it determines that all of the new planning schemes will be administered the same way, have common terms and be recognisably similar – that is not the case with the State Planning Provisions. Those provisions are underpinned by a set of policy assumptions that are only partly defined and articulated by the accompanying Explanatory Document.

The KIPS2015 is essentially an adaptation of the existing KPS2000 into the format of PD1 template and is consistent with the STRLUS. Other “active” rezonings were not made. The interim scheme therefore maintained the status quo in relation to development opportunities. The 6 existing zones were interpreted in a manner that best redefined how the subject land should be zoned according to the 23 new zones in the template. Further “active” rezonings will need to occur by way of the normal planning scheme amendment process and (to a limited extent) by the development of the new scheme as part of the Tasmanian Planning Scheme.

The State Planning Provisions (SPP) now define the development controls that apply to each of these zones. These same development controls will apply to every planning scheme in the State and will also form the basis for how the individual planning authorities will carry out their zone mapping within the Local Provisions Schedule. The spatial zoning of land and the way that the planning scheme defines what uses are permitted, discretionary or prohibited in each zone (the “table of uses”), is the main way that the planning scheme implements the regional and local land use strategies.

The SPPs provide for the inclusion of Local Area Objectives that must then be considered as part of the future development assessment process. These “clauses provide for specific objectives, outcomes or desired character statements for individual localities having regard to strategic plans, local area plans, master plans, structure plans, development plans and the like”. However in reality it will be quite difficult to translate the KIPS2015 character statements across to the new scheme. The focus in future will need to be on developing more proactive local strategies and Specific Area Plans. The existing character statements will become obsolete as they are often contrary to the new zoning requirements.

The statements within the State Planning Provisions and the accompanying Explanatory Document and Zoning Guidelines that are relevant to the zone mapping process include the following:

ZONE	ZONE APPLICATION FRAMEWORK
General Residential	This applies to residential areas where they are predominantly residential use or they are existing residential areas developed to suburban densities which are not targeted for higher densities (having full range of services such as reticulated water and sewer, or targeted to have these services within 10 years) or are future residential areas that have been identified for greenfield development (where detailed structure/precinct plans have been developed and approved by the Council). For future residential areas, avoid land highly constrained by hazards, natural values (eg threatened vegetation communities) or other impediments to developing the land to suburban densities.
Inner Residential	This applies to urban residential areas that are targeted for higher density development where there is a full range of reticulated infrastructure services or areas of intense residential activity or they are in proximity to activity centres with a range of services or facilities, or along high frequency public transport corridors. Avoid land that is highly constrained by hazards, natural or cultural values or other impediments to developing the land to higher densities.
Low Density Residential	This applies to residential areas where there are large lots that cannot be developed to higher densities due to infrastructure, landscape or environmental constraints (where such constraints are unlikely to be removed in future) or small residential settlements without the full range of reticulated services or existing un-serviced low density residential areas characterised by a pattern of subdivision specifically planned to provide for such development and where there is no desire to encourage development at higher densities. The Zone should not be applied to land that is targeted for greenfield development unless constraints (eg infrastructure, landscape or environmental) have been identified that impede the area being developed to higher

	densities.
Rural Living	This applies very large lot residential areas, where existing and desired use is a mix between residential and lower order rural activities (hobby farming) but in a way that priority is given to the protection of residential amenity. The Zone should not be applied to land that is suitable or targeted for greenfield urban development, covered by large areas of native vegetation or identified for commercial agricultural production. The Zone provides for two minimum lot size options – these being Rural A at 1ha and Rural Living B at 2ha. These options should be chosen based on strategic work undertaken to support certain densities or as a reflection of the existing settlement pattern within a Rural Living area.
Village	This applies to land where there is an unstructured mix of residential and business uses in a town or village. The full range of reticulated services may or may not be available. The Zone may cover either an entire settlement (where it is relatively small and there is no clear town centre) or part of a settlement where there is a high degree of use mix in the centre (the remainder of the settlement would then be residentially zoned). The Zone should not be applied to settlements where a genuine mix of uses does not exist or is not desired.
Urban Mixed Use	This applies to urban areas where there is a genuine mix of uses and neither residential nor commercial activity predominates and where there are full reticulated infrastructure services and they are along high frequency public transport corridors. The Zone should not be applied to areas where commercial retail activity is dominant or residential use is dominant.
Local Business	This applies to land that provides or is desired to provide for the commercial, business, community and administrative functions within local shopping strips or town centres for smaller settlements such as activity centres classified as Local Centres (eg Margate). This Zone should not be used for groupings of local shops in residential areas or isolated local shops.
General Business	This applies to land that provides or is desired to provide for the commercial, business, community and administrative functions within Tasmania's main suburban and rural activity centres such as activity centres classified as District Centres and lower order Urban Centres.
Central Business	This applies to land that provides or is desired to provide for the concentration of the higher-order commercial, business, community and administrative functions within Tasmania's primary activity centres such as Regional Centres and the higher order Urban Centres (eg central Kingston).
Commercial	This applies to land that provides or is desired to provide for the retail service industry, warehousing or other commercial use needs of the community where requiring large floor or outdoor areas and high levels of vehicle access and car parking for customers. The spatial application of this Zone must ensure that use and development does not compromise the viability of the Activity Centre hierarchy. The Zone should not be applied to land identified for industrial purposes.
Light Industrial	This applies to land in discrete areas within towns or urban environments that predominantly provide for service based industries servicing local or regional needs where there are minimal off-site impacts.
General Industrial	This applies to land that provides or is desired to provide for a range of medium and higher impact processing, manufacturing, servicing, storage and distribution uses. These are likely to include industrial operations with real or potential impacts within and outside of the immediate area. Ideally, this Zone should not directly adjoin land zoned for residential purposes unless separated by physical buffers such as a major road. Land must have good access to major freight transport routes and other infrastructure (eg electricity, ICT, water, sewerage).
Rural	This applies to land in non-urban areas where agricultural use is constrained or limited due to topography, environmental or other site characteristics, and where residential use and development is not always desirable. The Zone should not be applied to land that is identified for commercial agricultural production or land with significant

	environmental values.
Agriculture	This applies to land identified for commercial agricultural production irrespective of land capability. It included Tasmania's farming estate. This Zone is to capture the agricultural land subject to the <i>State Policy on the Protection of Agricultural Land 2009</i> . Guidance will be provided by statewide mapping.
Landscape Conservation	This applies to bushland areas with significant landscape or biodiversity values where some small scale use or development may be appropriate. Land within this Zone should contain large areas of native vegetation which is not reserved (but identified as desirable for protection and contributes to overall biodiversity or landscape values), or contain significant constraints on development (based on Codes such as Bushfire Prone Areas, Scenic Protection, Natural Assets, Coastal Erosion Hazards, Coastal Inundation Hazards or Riverine Inundation Hazards), or where a low level of residential development (and associated minor impacts) would be acceptable in existing cleared areas.
Environmental Management	This applies to land that contains significant natural, cultural or aesthetic values (including public reserved land under the <i>Nature Conservation Act 2002</i> , significant riparian or coastal reserves or land seaward of the low water mark excluding areas more relevant to other Zones) or with a significant risk from natural hazards (eg coastal erosion, storm surge, landslip, flooding) or public land owned by Council for the conservation or protection of natural, cultural or aesthetic values.
Major Tourism	This applies to land that is used or identified for major tourism developments which contain a range of facilities which, due to their scale and complexity, are best managed through a specific tourism zoning. It should not be applied to single use sites (eg visitor accommodation) or small scale sites more appropriately managed through an alternative zoning.
Port and Marine	This applies to land that is used for major port and marine activity.
Utilities	This applies to land that is used for major utilities infrastructure including major local and State roads, future road corridors for major local and State roads, power stations and major substations, sewerage treatment plants, water storage facilities, rail corridors and airports. Minor and underground utilities should be accommodated within the surrounding Zone in which they are located.
Community Purpose	This applies to land that provides or is desired to provide for key community facilities, services and social infrastructure, including schools, tertiary institutions, medical centres, hospital services, community halls and emergency services where located outside of Activity Centres or where the preservation of such land for long term community use has local strategic importance. Community facilities and services within the activity centres can be included within the relevant business zoning where appropriate.
Recreation	This applies to land that is or desired to be used for active or organised recreational purposes such as sporting grounds and facilities and golf courses. It can be applied to public or privately owned land.
Open Space	This applies to land that is intended to meet the broader community's open space needs by providing for predominantly passive recreational opportunities, but may also have other natural and cultural values. The Zone should not be applied for land with significant natural values, nor should it be applied to land with formal recreational facilities. The Zone will generally be applied to public land, although land that has been identified strategically for open space purposes may also be within this Zone.
Particular Purpose	This applies to land that provides major facilities or sites which require a unique tailored approach to both use and development standards (such as UTAS, Royal Hobart Hospital etc).
Particular Purpose – Future Urban Growth	This applies to land identified within either a declared Regional Land Use Strategy or a Council endorsed local land use strategy for future urban development in order to protect the land from use or development that may compromise its future development. The Zone should be applied to sites or areas that require further structure or master planning before its release for urban development.

The SPPs include standard development controls that must be applied uniformly across Tasmania within the proposed 22 Zones and the 15 Codes (some of which will be quite different to those within the KIPS2015). The most important issue in this regard is that the application of such consistent provisions will inevitably create anomalies or problems for local areas. Such an approach assumes that the character of all land that is similarly zoned will be the same. This of course is not the case and the provisions should be able to accommodate the real need to protect local character. The proposed approach may well result in inappropriate developments that adversely impact on this desired local character, though in many cases, it is acknowledged that most of these impacts cannot be predicted and will become apparent over time as development proposals emerge.

There is little capacity to include local objectives in the new schemes – and no capacity to include desired future character statements. As indicated above, such provisions have been a major part of previous Kingborough planning schemes so this will be a major change for this municipality as many local communities having strong views on how the planning scheme can best protect the character (and the values they hold dear) of their local area.

The SPPs provide for local objectives to be considered when assessing discretionary uses in the business, commercial and industrial zones. Kingborough's experience is that local communities focus more on the protection of character within residential areas – noting that this needs to be also supported by complementary development standards (eg lot sizes and building height restrictions along coastal frontages). There appears to be some capacity to include local objectives for the residential and rural zones but it is very unclear as to how they can be utilised. This greatly reduces the ability to guide future development in a particular direction that suits a local area's desired character. Some limited opportunities may be possible to protect desired future character within Specific Area Plans (the provisions of which override the development controls for Zones and within Codes).

Following the approval of the SPPs, Council will be preparing the Local Provisions Schedule – which will consist of the zoning maps, Specific Area Plans, site-specific qualifications, overlay maps and a list of places that have local heritage significance. This Kingborough Land Use Strategy is to provide the necessary background information for this Local Provisions Schedule.

3. LAND USE PRINCIPLES AND OBJECTIVES

3.1 Existing planning policy directions

This Land Use Strategy (KLUS2019) should provide for a pleasant living environment, opportunities for local employment and the protection/enhancement of local environmental values. Such broad objectives were embodied within both the previous KPS2000 and the current KIPS2015. Some of the main land use policy directions that have been applied in recent years can be broadly summarised as being:

- Most new residential development is to occur within or on the fringes of the existing urban areas – particularly at Kingston and to a somewhat lesser extent at Margate and Snug. There are only very limited opportunities available at other smaller settlements to extend beyond their current footprint and places like Blackmans Bay and Tarroona have reached the limit of their potential outward expansion.
- Residential intensification is generally encouraged, though there are some standards that aim to protect surrounding residential amenity and some settlements currently have larger minimum lot sizes that protect existing character. A common response from many land owners has been to redevelop residential lots for small unit style developments.
- The type of settlement or new residential development that does occur should not be out of character with other surrounding existing development. Within the previous schemes there have been desired future character statements to give effect to this intention.
- Rural residential subdivision is discouraged. There are very few opportunities within the KIPS2015 zoning regime with only the occasional larger lot being capable of further subdivision. This was an intentional result of the transition from the KPS2000 with the new zones being selected to reflect the existing settlement pattern (in compliance with legislation and the STRLUS) – most often resulting in new houses only being able to be developed on existing vacant titles.
- Commercial and industrial development is essentially contained within existing developed areas with only limited expansion accommodated. The focus is mainly on the redevelopment of these existing areas rather than on outward expansion or the establishment of new commercial and industrial areas.

These policy directions are quite conservative. This latest version of the Land Use Strategy will review these original directions and some of the underlying assumptions.

In a broad sense Kingborough Council has been pursuing a policy agenda that is based on attracting more local services and investment and reducing the dependence on central Hobart. A more self-sufficient municipality benefits those that live in Kingborough and reduces the excessive pressure on road and parking infrastructure within Hobart.

Kingborough has, for the last 20 to 30 years, had a greater increase in population than any other municipality in Tasmania. Kingborough's close proximity to Hobart, the availability of land, good transport routes and the area's inherent natural attractions as a coastal municipality have all been major draw-cards for residents. Kingborough's population is expected to grow by almost 40% by about 2040. Despite this, central Kingston, as the "Principal Activity Centre" south of Hobart, lacks the same level of access to community services and facilities when compared to similar centres to the north and east of Hobart.

As such, there is a strong community perception that central Kingston does not effectively meet community aspirations for job opportunities, services or retail facilities. The Journey to Work analysis conducted by DIER (based on the 2011 ABS data) concluded that 60% of all Kingborough employed people travelled north to Hobart or beyond for employment. There should be many more local

employment opportunities in order to reduce this daily traffic out of Kingborough – making it more convenient for local residents and reducing travel times and congestion in Hobart. A regional perspective needs to be adopted in regard to journeys to work and the provision of local decentralised services.

The abovementioned population growth only makes this a more important consideration. Existing concerns about traffic congestion in Hobart and struggling retail areas in Kingston will only be exacerbated if action is not taken to proactively develop central Kingston and other local commercial and industrial areas within Kingborough. This is an important objective embodied within this strategy. It also raises questions about the longer term sustainable development of the municipality and the potential limits on further growth.

3.2 Issues influencing future principles and objectives

There are many issues which will need to be considered in determining the future land use principles and objectives. Some of the questions that need to be asked include the following:

- Kingborough is dominated by residential land use in both urban and rural settings. Should this continued residential expansion continue unabated? What are the constraints that should be placed on more residential development? Do we anticipate that there will be a limit to future population growth? What environmental values need to be protected? Does commercial agriculture have a future within the municipality, to the extent that it is one such constraint?
- It is expected that the “sea change” migration into the municipality will continue. Accordingly, there will be a demand for additional living areas – based on the municipality’s existing natural attractions and convenience to Hobart. What areas might be targeted for future residential subdivisions? Should the focus be on in-fill development within existing settlements or on further outward development on the edges of existing settlements? Should rural residential or hobby farm development be encouraged in order to meet the demand for more residential land?
- How influential are infrastructure and environmental constraints on future growth? Has Bruny Island reached or exceeded its capacity to accept more tourists and new residents? Is the current congestion on the roads into Hobart reached a point where it imposes limits on residential growth within Kingborough? How much should residential development be delayed until appropriate upgrades to local roads (eg Channel Highway) and sewerage treatment occurs?
- What sort of time frame should any settlement strategy focus on? There is a need to plan for the relatively long term due to the potential impact of climate change and a desire to state what future urban footprints should be – within which there is to be continual redevelopment. Is it possible to plan for the longer term or should we focus only on the short term of say, 5 to 10 years in order to maintain a more flexible response? Can we do both?
- How much encouragement should be given to the establishment of new businesses and for commercial areas to expand and so encourage local employment? There is a strong desire to reduce the dependence on Hobart and be economically more self-sufficient? What priority should be given to increasing local services and employment opportunities and how is this best reflected within a planning scheme?
- Most of the town centres or central business districts within the municipality are quite poorly presented. How can these areas be improved through private investment and public infrastructure? How can good urban design be realistically implemented and what standards should be imposed?
- How much allowance should be made for the current economic conditions and the market demand for particular types of development? In recent years the demand for residential land has

grown significantly. What is the appropriate approach that needs to be taken with how land is zoned in the planning scheme?

- The State Planning Provisions will have a major impact on how the land is to be zoned in order to meet the desired land use objectives. The implications of the new zoning regime will need to be well understood, including whether certain values are able to be protected by the Code provisions. A more conservative zoning may be necessary in order that land is not developed to an extent that visual, environmental and social values are not adversely impacted upon to an excessive extent.
- The proposed Tasmanian Planning Policies will inform the Regional Land Use Strategies, which will in turn inform the Kingborough Land Use Strategy that then informs any future review of the Kingborough planning scheme. This Kingborough Land Use Strategy will need to be thoroughly reviewed in the light of any amended STRLUS (and/or Tasmanian Planning Policies) and all necessary changes made to the text and strategic directions herein.

Some of these issues will be influenced by the STRLUS and it has an important role in articulating regional planning directions that will need to be interpreted down to local levels. The regional land use planning framework includes 16 core decision making principles. A number of these principles are directly applicable to local land use strategies. The full set of these principles are as follows:

- (1) the development of the framework will be a consultative process with an agreed long term vision;
- (2) settlement will be planned in a manner that integrates input from all levels of government and aims to achieve sustainable environmental, social and economic outcomes;
- (3) both metropolitan and rural settlement needs will be addressed;
- (4) the metropolitan settlement strategy will define 10 and 25 year urban growth boundaries, together with the preconditions that will enable this future urban land to be rezoned;
- (5) the rural settlement strategy will identify a hierarchy of activity centres and set guidelines to determine growth boundaries around rural settlements (including protection of agricultural land);
- (6) existing Council land use strategies and State agency strategies will provide the basis to develop the regional strategy, with changes only made if there are clear regional benefits;
- (7) the strategy will ensure that future public infrastructure is provided in a fair, orderly and sustainable manner – ensuring that longer term needs are accommodated and development occurs in sequence;
- (8) sustainable transport modes will be encouraged by favouring public transport (including increased densities around major nodes), walking, cycling and better access to employment, services and recreation;
- (9) provide for adequate housing choice across full range of socio-economic groups;
- (10) identify and strengthen local sense of place by protecting local values;
- (11) aim to maintain and improve quality of life by providing for housing choice, different lifestyle opportunities, liveable environments, increased accessibility and safer/healthier communities;
- (12) minimise land use conflict by not siting incompatible land uses close together, protecting agricultural land use, preventing off-site industry impacts and not allowing inappropriate development on areas of significant historic, architectural, aesthetic, scientific and cultural values;
- (13) recognise strategically important industrial land;
- (14) generally aim to protect high value natural and cultural assets, recognise development constraints, reduce the need for cross-region travel and increase certainty for investors, community and decision makers;
- (15) adopt a risk management approach that avoids or minimises hazards when identifying opportunities for use and development; and
- (16) provide regional planning policies and strategies to guide effective local decision making.

These same principles also apply to the Kingborough Land Use Strategy. The approach that this strategy has taken is to first explore the relevant issues and to then develop local plans for each of the main settlements. The results of past public consultation exercises will be incorporated – particularly in regard to urban structure planning. The main conclusions within this land use strategy are then directly transferred to the planning scheme itself – in whatever form is appropriate. There will of course be other opportunities to implement these conclusions – such as through more detailed precinct plans or other municipal strategies (eg recreation, open space, transport etc).

This work occurs within the context of global influences emanating from the impacts of climate change, an increased use of renewable energy and demographic changes. Similarly, there are also many current and emerging problems associated with waste management and loss of biodiversity (as reflected in the rapid decline of insect and bird numbers). During this period, transport technology and telecommunications will also continue to change in a radical manner.

These are all “cross-cutting” issues that need to be considered as part of the development of any broad strategy. They will be particularly important over the next 20-30 years as it will be necessary for local communities like Kingborough to respond in potentially very dramatic ways. What will be the implications for future settlement patterns? This timeframe is longer than the current local planning considerations, but it is important to consider the longer term major environmental, social and economic impacts, particularly in future reviews of this strategy. All of the abovementioned issues now warrant further consideration and this should preferably be done at a regional level in cooperation with other councils and levels of government.

For example, the planning scheme is often seen as being a crucial regulatory instrument in addressing the future impacts of climate change. This mainly relates to sea level rise and the need for new buildings to be more energy efficient. It is necessary to assess the potential levels of risk and to adopt the necessary adaptation strategies – although it has to date been the case that cities and urban communities are managed, administered and planned without considering such future crises. Indeed the transition from fossil fuel dominated cities to an urban future marked by an evolving renewable-energy based infrastructure requires new tools and new planning and decision-making paradigms.

Another significant issue in this longer term context is the ageing of the population. An appropriate land use response is somewhat difficult to determine, but opportunities need to be provided for aged housing, better local services, improved access and public open space for recreational and social activities.

3.3 Proposed principles and objectives

Vision

It is proposed that an overall vision for the Kingborough Land Use Strategy is:

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

A diverse range of relatively autonomous urban and community-based services are needed, rather than regarding this municipality as just being a residential extension of Hobart. There is a need to develop the necessary commercial and social services within the municipality and so reduce the need for local residents to have to travel elsewhere to obtain these services. The benefits of this approach relate to reduced travel times and costs, greater convenience, encouraging local investment and employment, and improving the viability, liveability and long term future for the municipality as a whole.

The land use strategy should look to the future and help to prepare the Kingborough community for the future changes that will need to be faced. The land use and settlement pattern that is being proposed should be relevant to these future changes. This particularly relates to the need for more local employment, traffic congestion, climate change, energy efficiency and the ageing of the population.

Objectives

Consequently, the broad objectives of this Land Use Strategy are:

- **to enable adequate land supplies to be made available for urban development to meet anticipated population and business growth;**
- **to ensure that infrastructure is capable of servicing the areas that are available for future urban development;**
- **to ensure that economic, environmental and social factors are considered appropriately in the development assessment and approval process; and**
- **to accommodate future needs and help to prepare the Kingborough community for changes associated with climate change, energy efficiency and an ageing population.**

These then raise issues in regard to local urban character, urban design, transport linkages, natural environment, open space and public recreation, community services, commercial development, residential expansion and limits, etc – all of which are matters that are addressed within the existing planning scheme objectives and are discussed within this report. Larger questions relate to how much population growth can the municipality sustain – or, how much more urban spread, medium/high density housing and hobby farms is acceptable.

Guiding Principles

Together with the abovementioned objectives, the guiding principles for the Land Use Strategy are proposed to be:

- **the amenity and individual characteristics of the existing settlements should be protected and enhanced wherever possible;**
- **compact urban centres are favoured over continued outward urban expansion in order to protect rural and coastal landscapes – and so the identity and separateness of existing settlements should be enhanced;**
- **the local area's natural setting and cultural assets should be protected from inappropriate development;**
- **a variety of housing opportunities should be provided for and there should be an appropriate balance between having more multi-unit housing development and having additional housing development on the urban fringe;**
- **multi-unit housing development should be encouraged to locate close to central commercial areas;**
- **future development should provide for improved streetscape conditions, local open space and recreational linkages;**
- **sustainability criteria should be referred to when designing new residential and commercial projects and innovative solutions encouraged; and**
- **there is a need to reinforce the commercial opportunities within each settlement and generally encourage quality tourism development initiatives.**

These guiding principles form the basis of this Strategy. They should effectively integrate environmental management issues, development policies, infrastructure availability and community needs/desires – as well as being able to be interpreted within individual urban structure plans for each of the settlements.

These urban structure plans, outlined in Section 5, are possibly the most critical component of this land use strategy and future reviews of this strategy. They are based upon current identified community issues, plus the directions set within the existing planning scheme and other relevant studies. They

include a description of the main issues and the planning directions that should be taken. They describe in fairly general terms how future urban development is to occur. It is not intended that they be detailed master plans in themselves, but that they provide the necessary information to justify any subsequent zoning or other inclusions within the new planning scheme.

While it is acknowledged that a great deal more detailed future investigations will be necessary, it is intended that ultimately these urban structure plans should:

- provide for the acceptable and necessary urban land uses within each settlement;
- have the capacity to incorporate best practice sustainability principles;
- create balanced and affordable communities with a mix of housing types and densities;
- sit well within the natural landscape and integrate well with surrounding environments;
- identify the development constraints including environmental hazards and values as well as the limits placed on future urban growth
- provide for integrated transportation and access networks that meet anticipated demands;
- identify and preserve infrastructure, open space and conservation corridors;
- provide for community, civic, recreational and cultural facilities; and
- ensure that future development occurs in an appropriate sequence and that public infrastructure has the capacity to service this anticipated development.

There will always be the need to conduct more detailed planning “precinct planning” or “local area planning”. A “precinct plan” or “local development plan” might be:

- the detailed planning necessary to guide the future development of “green field” sites such as a sequenced release program of new residential areas, or
- the preparation of Specific Area Plans for local areas that require special attention (such as a local heritage area or a commercial area that may be redeveloped), or
- the preparation of local “master plans” to guide the on-ground work necessary to improve local streetscapes, recreation reserves, access and parking facilities, conservation corridors or walking trail development.

The results of this more detailed level of planning within Council may or may not need to be incorporated within the planning scheme. It will depend upon the issue being considered and whether a statutory or regulatory outcome is required. An example of this is the Specific Area Plan prepared for the former Kingston High School site (‘Kingston Park’).

It is enough to recognise here that this more detailed level of planning is necessary and often provides the most practical and useful form of forward land use planning and dealing with the specific growth pressures that Kingborough is experiencing. However it needs to be based upon the directions set by the higher levels of structure planning and municipality-wide planning (as embodied within this land use strategy and the planning scheme). The whole set of such planning documents constitutes an integrated framework that guides Council’s future land use decision making.

FUTURE ACTIONS – LAND USE PRINCIPLES AND OBJECTIVES

- The land use principles and objectives described within this section need to be continually compared against those that have been developed at regional and State levels to ensure consistency.
- These land use principles and objectives provide a reference point against which future land use decisions are made and will assist in the justification of future planning scheme amendments. Keeping the KLUS2019 up to date will also assist in this and regular reviews will be necessary.
- The land use planning issues and local structure plans contained within this strategy need to be regularly updated. The structure plans in particular would benefit from more detailed investigations, local consultations and an improved presentation of the final information. (eg

better maps, diagrams etc).

- As part of future reviews of the strategy, it will be necessary to reflect upon the impact of broader global issues associated with climate change, the increasing use of renewable energy and demographic changes, waste management, biodiversity loss, plus further developments in transport technology and telecommunications.
- Council will need to participate in and encourage the regular review of the STRLUS.
- This Kingborough Land Use Strategy will need to be thoroughly reviewed in the light of the updated STRLUS and all necessary changes made to the text and strategic directions herein.
- Continue to undertake local land use planning investigations that resolve particular issues and, if necessary lead to future planning scheme amendments.
- Continue to review and prepare, where necessary, Specific Area Plans within the planning scheme.

4. LAND USE ISSUES

4.1 Natural resource management

4.1.1 Regional context

The Regional Land Use Strategy for Southern Tasmania (STRLUS) contains a number of regional policies that pertain to natural resources within the region. Relevant chapter headings within that Strategy include:

- (5) Biodiversity and Native Vegetation
- (6) Water Resources
- (7) The Coast
- (8) Managing Risks and Hazards

The regional strategy identifies that the quality of the natural environment is important in defining the region's "sense of place". There is a wide diversity of natural environments within the region and this is certainly the case within the Kingborough municipality. The following statements from the strategy have been extracted as they particularly relate to the situation within Kingborough (noting this is only a selection to provide general indicators of relevant policy directions):

... the region, while retaining high levels of native vegetation cover is often fragmented and degraded, restricting ecosystem connectivity, biodiversity and habitat. Decreasing vegetation cover arising from changing land uses and urban development affects the region's capacity to adapt and mitigate the effects of climate change and can also affect broader landscape values, which contribute to the region's desirability as a place to live and visit.

With the lack of strategic land use and growth management planning in the past, consideration of the values of our native vegetation has often been left to the development assessment stage of the planning process. Notwithstanding the protection of some threatened values as well as uncertainty and costs for land owners and developers a proactive planning approach to the protection of biodiversity, habitat and native vegetation is needed. This will only occur if known natural values such as threatened vegetation communities, threatened species sites and habitats, EPBC listed ecological communities and biodiversity corridors are taken into account in the planning of urban growth and land use zoning.

BNV1.1 – Manage and protect native vegetation at the earliest possible stage of the land use planning process (rezoning).

BNV1.2 – Implement a planning assessment approach that follows the "avoid, minimise, mitigate, offset" hierarchy of actions.

BNV2.1 – Allow the clearance of threatened vegetation communities only: (a) in exceptional circumstances; (b) where the use and development requiring the clearance will result in a net conservation benefit; and (c) where the clearance will not detract from the conservation of that community or conservation values in the vicinity of the vegetation to be removed.

Water quality is important for the maintenance of healthy ecosystems and human consumption.

WR1.2 – Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning to minimise stormwater discharge to rivers (particularly subdivision).

WR1.3 – Include setback requirements in planning schemes to protect riparian areas relevant to their classification under the Forest Practices System.

WR2.2 – Provide public access along waterways via tracks and tails where land tenure allows, where there is management capacity and where impacts on biodiversity and native vegetation can be kept to acceptable levels.

WR3.1 – Reduce barriers in the planning system for the use of rainwater tanks in residential areas.

The coast and surrounding environment has the highest concentration of settlement for the region as well as containing large numbers of places of cultural heritage significance. It also provides significant habitat for native fauna species, including specifically listed threatened species ...

The coastal environment is the most dynamic and changeable of all landforms and is particularly sensitive to potentially damaging use and development including – ribbon development, removal of native vegetation, invasive weeds, certain recreational activities, wastewater disposal, septic leachate and rubbish dumping vehicle usage, access paths, camping and tourism activity.

Land use planning is an important tool in managing competing interests within the coastal environment and assisting in managing risk arising from climate change. ... will require consolidation of residential development and prevention of any further residential development outside of established settlements, particularly ribbon development. The number of existing small coastal settlements within the region that are unserviced in low lying exposed areas is large. Further development within these settlements will need to be minimised in order to reduce further impact upon the natural values of the coast ... and to reduce the long term social and economic risks arising from climate change.

C1.2 – Maximise growth within existing settlement boundaries through local area or structure planning for settlements in coastal areas

C2.1 – Include provisions in planning schemes relating to minimising risk from sea level rise, storm surge inundation and shoreline recession and identify those areas at high risk through the use of overlays.

C2.3 – Identify and protect areas that are likely to provide for the landward retreat of coastal habitats at risk from predicted sea level rise.

Land use planning, which takes into account hazards and risks, has been identified as the single most important mitigation measure in preventing future disaster losses in areas of new development.

MRH1.1 – Provide for the management and mitigation of bushfire risk at the earliest possible stage of the land use planning process (rezoning or if no rezoning required, subdivision) by the identification and protection (in perpetuity) of buffer distances or through the design and layout of lots.

MGH1.5 – Allow new development (at either the rezoning or development application stage) in bushfire prone areas only where any necessary vegetation clearance for bushfire risk reduction is in accordance with the policies on biodiversity and native vegetation.

MRH3.3 – Allow use and development in areas at risk of land instability only where risk is managed so that it does not cause an undue risk to occupants or users of the site, their property or to the public.

These regional planning directions are (or should be) accommodated within the development standards that are included within the Codes in the State Planning Provisions. The next few sections focus on the same types of issues from a local Kingborough perspective.

4.1.2 Environmental values

Kingborough's Natural Environment

Kingborough has diverse and scenic landscapes, including highly valued coastal, upland and rural areas. The terrestrial ecosystems can be broadly grouped as open dry forests and grasslands to the north and east and tall wet forests with shrubby understorey to the south and west. Other important ecosystems include alpine, coastal, wetland and riparian communities. There are a number that are of critical conservation significance that support threatened birds such as swift parrots, forty-spotted pardalotes and wedge tailed eagles. The main pressure on these is the direct loss, fragmentation or degradation of habitat through development and land clearing activities. Weeds are sometimes also a serious threat, as are feral animals, pests and diseases. Threats to the integrity of soils include soil erosion and landslips.

The numerous freshwater waterways in Kingborough are mostly relatively short in length, with small steep catchments. Such waterways include North West Bay River, Browns River, Margate Rivulet, Snug River, Oyster Cove Rivulet and Coffee Creek. Riparian vegetation in the upper reaches is often in a good condition, but the lower reaches tend to be badly impacted by weeds and land clearing. Such waterways and their riparian zones provide important habitat for invertebrates, insects, fish, birds, platypus and other aquatic fauna. There is little information available on the extent and condition of these riparian ecosystems. The main pressures on such ecosystems include riparian habitat loss and fragmentation, water quality degradation, diversion of flows and invasion by weeds. As catchments become more developed, there is increased erosion and sedimentation, largely due to increased peak flows resulting from the increased extent of hard surfaces within the catchment (Coffee Creek south of Kingston is a particular example of this).

Environmental Pollution and Control

One of the main responses to this issue of potential erosion and sedimentation is the requirement for soil and water management plans to be implemented on construction sites. The control of sediment through the management of soil loss is the most effective means of reducing blockages in natural watercourses (with subsequent flooding, erosion and vegetation damage) and man-made stormwater structures, plus their pollution by nutrients, heavy metals and bacteria. It is critical that soil loss is minimised from building sites, subdivision development and civil infrastructure works.

There are standard guidelines and codes of practice available for soil and water management and planning authorities routinely require compliance with these as standard conditions on planning permits. In this regard, the assessment of new development applications will refer to the relevant Codes in the planning scheme – although the current approach is that most of the soil and water management issues are to be dealt with during the building approval/compliance stage of a development. This presents some very real risks that developments are inappropriately sited and designed – particularly as there is no provision for a Stormwater Code. There may also be an increased risk of inadequate enforcement. In general, the Codes themselves appear to only deal with environmental pollution in a peripheral manner (eg Coastal Erosion Hazard and Attenuation Codes) and it appears that such concerns may in future have to be dealt with more reactively than has been the case previously – due mainly to the State Planning Provisions having deleted the relevant controls and a deliberate reliance now being placed on enforcing the environmental nuisance provisions of the *Environmental Management & Pollution Control Act 1994* (EMPCA). This is obviously more difficult than having had the initial controls being imposed in the planning permit, through such measures as hours of operation, noise limits, pollution controls etc.

Noise emissions and air quality are often major issues in urban areas in regard to both public amenity and natural values. Development proposals need to include measures that ensure that local environmental nuisances are not created. Local government is responsible for the control and enforcement of noise and air quality regulations and this is primarily achieved by way of the EMPCA provisions. Ideally it is the planning scheme (in applying it when assessing development applications) that ensures that environmental nuisances will not occur as a result of particular developments. However as noted above the State Planning Provisions do not contain the same Use requirements to protect against noise and air quality impacts – there being an assumption that such nuisances can be dealt with retrospectively under the EMPCA provisions – rather than safeguards being incorporated in the design of the development proposal.

Development occurring on a contaminated site has the potential to release a stored pollution source in to the natural environment or it might form an ongoing threat to human health. Land will become contaminated from its past use and the fact that the site was not cleaned up once that past use ceased. Examples of sources of contamination include underground storage tanks, chemical spills during transport or storage, waste disposal on the site, the presence of asbestos, the past use of heavy metals (eg lead, cadmium, mercury), agricultural activities that utilised herbicides and pesticides, former service stations or fuel depots and a wide range of past industrial practices.

The Environmental Protection Authority (EPA) is responsible for the regulation of contaminated sites and has produced a number of information bulletins. The assessment of contaminated sites must be in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure, 1999* (NEPM) which is also a State Policy. Section 6(5) of the NEPM states that "Planning Authorities should ensure a site which is being considered for a change in land use, and which planning authorities should reasonably have known to have a history of use that is indicative of potential contamination, is suitable for its intended use".

The planning authority is responsible for determining whether a contaminated site is suitable for the proposed use. The EPA may be consulted and a full site history is required. It may be necessary to obtain a "sign-off" from the Director, EPA that appropriate works and investigations have been undertaken by a suitably qualified and experienced consultant and that it is reasonable to rely upon the consultant's recommendation that the land is suitable for its intended use.

Council has its own contaminated sites register and, together with the EPA's site register, this will be used to check against development proposals. The development applications themselves will be assessed against the Potentially Contaminated Land Code within the planning scheme.

Biodiversity

One of the most important and significant grouping of environmental values within Kingborough relates to biodiversity and the associated management of native vegetation. Kingborough is recognised as containing a very high proportion of significant biodiversity values relative to many other local government areas, particularly threatened vegetation communities and threatened species habitat. Due largely to the scale of past development and the correlation between the location of significant values and urban growth, the remaining natural areas possess a higher need for future protection and in many cases consist of critical remnants that must be retained to protect rare or threatened species and threatened vegetation communities.

As well as the planning scheme itself, there are various other statutory responsibilities that Council must take into account. Consideration of new developments should be consistent with the requirements of the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999*, and the Tasmanian Government's *Forest Practices Regulations 2007*, *Threatened Species Protection Act 1995* and the *Nature Conservation Act 2002*. The planning scheme's requirements (as contained within the Biodiversity Code and the future Natural Assets Code) complement these other statutory requirements and assist in ensuring that development proposals comply.

The existing KIPS2015 includes a Priority Vegetation Schedule that lists the high priority vegetation communities and threatened species habitat within Kingborough – essentially those vegetation types that are listed as being threatened under Schedule 3A of the *Nature Conservation Act 2002*. The Natural Assets Code in the new planning scheme does not have an equivalent list but relies on a mapped overlay.

This Natural Assets Code reduces the capacity to protect environmental values compared to the current Biodiversity Code in the KIPS2015. The Natural Assets Code does not apply to any of the residential zones (except for subdivision) and also allows for up to 3,000m² of vegetation clearance in the Rural Living zone without the need for a permit. The Commercial and Industrial Zones are also exempt.

Kingborough has utilised the Low Density Residential Zone as a means of protecting environmental values within existing settlements (plus skylines, coastal areas etc). Under the new provisions there will be limited capacity to protect these values and an increased level of development is also likely (due to the smaller minimum lot size and ability for multi-unit housing). It is also not evident how the application of this Code will be consistent with its own Purpose Statement or Schedule 1 Objectives of LUPAA, given its ability to adversely impact on existing significant vegetation and habitat values.

The Code only provides limited protection to high priority vegetation and does not enable consideration of other biodiversity or natural asset issues including geo-conservation or threats to threatened species not involving vegetation clearing (such as collision risk and disturbance during breeding seasons). It also does not acknowledge that tracts of high priority vegetation are likely to be surrounded by low priority vegetation that remains unprotected. This leads to an erosion of the high priority vegetation through development encroachment and results in smaller isolated pockets of high priority vegetation becoming even more vulnerable.

The inclusion of only high priority values combined with a reliance on mapping means that any determination of value, and therefore what will be considered under the Code, is reliant on desk-top data not what actually exists on the ground. This may result in many high priority values being lost without consideration, particularly when relying on TASVEG v3.0 which is notably unreliable. For example, TASVEG v3.0 identifies 4,530ha of threatened vegetation within Kingborough, whereas additional ground-truthing has established that there is well over 7,300ha.

The Natural Assets Code does contain offset provisions, but these are quite limited and do not follow the mitigation hierarchy, are not consistent with the use of offsets by other regulators and do not reflect current accepted best practice. All development should have to demonstrate it avoids and minimise impacts to the extent practicable and offsets should only be a last resort, not as a justification in their own right for a development proceeding. The application of offsets should be consistent with the guidelines prepared by the Department of Primary Industries, Parks, Water and Environment. Achieving a net conservation benefit should be a requirement of any impact on a priority vegetation area.

The Code does not integrate well with the Forest Practices System. While it is appropriate that clearance and conversion of native vegetation, including threatened vegetation, should not be regulated by planning schemes where it is dealt with in other statutes (including the *Forest Practices Act 1985*, the *Water Management Act 1999* or *EMPCA*), the way in which the exemptions and provisions are worded within the SPPs is problematic and creates jurisdictional uncertainty by allowing clearing associated with developments regulated under LUPAA to be assessed under the Forest Practices system (particularly when the Forest Practices Regulations requires local government to manage the impact on biodiversity by certain forms of development). Ensuring a planning scheme does not duplicate the Forest Practices System (or other statutes) is supported, however the proposed exemptions within this Code go well beyond this. The jurisdictional ambiguities need to be resolved by confirming that a proposed development will be subject to the Code where clearing is for non-forestry purposes (consistent with the intent of the Forest Practices Regulations).

All of these concerns with the existing Natural assets Code will be monitored over time in order to assess their real impact.

The following biodiversity values are recognised as being particularly under threat, largely as a result of new residential subdivisions and developments in urban growth areas or from developments on existing titles:

- black peppermint (*Eucalyptus amygdalina*) on sandstone (Chaostola skipper habitat and poorly reserved)
- *Eucalyptus viminalis* forest and woodland, including coastal viminalis (forty-spotted pardalote habitat and poorly reserved)
- Communities dominated by black gum and Tasmanian blue gum (swift parrot habitat and poorly reserved)
- white peppermint with >20% white gum, black gum and Tasmanian blue gum (threatened species habitat)
- silver peppermint on sandstone or mudstone (poorly reserved)
- gully remnants (important for vascular plants)
- riparian vegetation
- coastal vegetation including heath, scrub and *Allocasuarina* forests
- hollow dwelling species habitat, including vegetation containing old growth trees

The following flora and fauna species are also acknowledged as being under pressure:

- the forty-spotted pardalote
- swift parrot
- Chaostola skipper
- Orchids, particularly those with a restricted distribution
- white-bellied sea eagles and wedge-tailed eagles
- Little penguin

Of these communities and species, many are listed under State legislation, placing obligations on Council to ensure their conservation wherever possible. In particular, the Chaostola skipper, forty-spotted pardalote and the swift parrot are in decline and are under threat from incremental habitat loss. Proposed developments that are within the vicinity of identified Chaostola skipper, forty-spotted pardalote colonies or vegetation that may support these species, should be designed to maintain or enhance the existing habitat.

All of the remnant vegetation within the identified urban growth area of Kingston is identified as being of very high significance for biodiversity, which creates a clear dilemma for biodiversity and future urban development. Development control within this area needs to balance the need for future urban growth with the protection of significant remnant vegetation patches.

There are some particular circumstances within Kingborough (and particularly within the general Kingston area) that create problems in this regard. Certain properties have been zoned Residential in the past, but also contain stands of native vegetation of high conservation value. Ideally these properties would now be simply rezoned to reflect their existing environmental value, but this would be contrary to long-held past development expectations and would greatly reduce land values. The planning scheme needs to include the capacity to allow some balanced solution in these instances (hence the need for biodiversity offsets or equivalent).

It is because of these circumstances that the Biodiversity Code (like the Schedule 10 before it) needs to be applied to all urban zones within Kingborough. This will not be the case for the new Natural Assets Code and, as such, it means that biodiversity is not valued or able to be protected in such areas. This is quite contrary to the existing character of most urban areas within Kingborough. This issue relating to the existing residential zones is essentially a legacy from the previous KPS2000 (and earlier schemes). The appropriate zoning of land will be more critical in this regard as there may be inadequate protective Code measures available.

There is also the potential for biodiversity values to be degraded within rural areas by both new development and existing activities. Maps are now available for the whole municipal area that show the distribution of native vegetation identified as having a high or very high biodiversity significance. The key threats to these values include land clearing, weeds, pests and disease, soil erosion and bushfire.

The particular features of the ecological communities that are important include:

- native vegetation with old growth characteristics, including nesting hollows;
- native vegetation providing key landscape linkages or buffering significant values;
- native vegetation with potential threatened species habitat but threatened species not necessarily recorded as present;
- threatened vegetation communities, which are poorly reserved and/or have a very limited distribution; and
- riparian vegetation.

The loss of these features is often incremental in nature rather than involving the wholesale clearance of vegetation across a large area. Nevertheless, the loss is still significant as it results in a substantial cumulative loss of vegetation of high biodiversity significance. A particular example is the clearing for bushfire management and how this highlights the tensions between protecting people and assets in a

bushfire prone area and maintaining the natural values across the landscape (generally speaking, a proposed new development would need to satisfy both bushfire and conservation requirements, rather than one at the expense of the other).

The assessment of vegetation clearing applications in order to enable a development application is particularly complex. The current Biodiversity and future Natural Assets Code are designed to ensure that appropriate factors are taken into account and in the most reasonable manner possible. The complexity is due to the fact that not all land or all vegetation has the same biodiversity value. Historic clearance levels, the current extent of reserved land, the quality of the vegetation and interconnectivity are also factors that must be considered.

When assessing whether land is suitability for development, such questions as the following need to be asked:

- Is the vegetation recognised as a priority due to its rare or threatened status?
- Does the land contain threatened flora or fauna, including threatened ecological communities and threatened species habitat?
- Is the vegetation on that land of good quality?
- Does the vegetation form part of a viable patch or a corridor linking viable patches of habitat?
- Is the land adjacent to or does it include sensitive environmental values, e.g. a waterway, wetland or coastal environment?
- Is the development proposed for that area likely to result in significant encroachment into a vegetated area, including for bushfire protection?
- Is the development located in the place of least impact and designed to minimise impact?
- Is it possible to create a buffer between the development and the good quality vegetation or aquatic environment through the planting of additional vegetation and/or restriction of the development?

Most of this attention is focused on private land. Within Kingborough there are a number of public reserves that have been set aside for the protection of the natural values that they contain. There also are Council owned properties and scattered parcels of Crown land that provide important environmental and habitat functions. Some particular examples in this regard include the Peter Murrell Nature Reserve, the Wellington Range Protected Area, the Coningham State Recreation Area, the Dru Point Bicentennial Park, the Bruny Island Neck State Reserve and the South Bruny National Park. There are many small parcels within and adjoining the main urban areas and there are extensive coastal and riparian strips of Crown land.

Actually identifying the vegetation communities with significant biodiversity values is often not straight forward and mapping that has been done in the past has not been ground-truthed to confirm the identified species. Council has therefore seen the need to update the mapping work in various areas and did commission a very detailed study for that area in the vicinity of Kingston, Huntingfield and Margate – the area that is most likely to be subject to the most development pressure.

The report entitled “A Regional Ecosystem Model for prioritising the planning and management of biodiversity in the Kingborough Council and NRM South ‘Mountain to Marine’ project areas” was completed in August 2012. It undertook a more intensive assessment within the urban growth area around Kingston and Blackmans Bay and “is a comprehensive spatial system for storing data on the biodiversity of an area, for examining the relationships between them, and assigning Level of Concern classes to assist prioritising their management”. The spatial analysis of urban vegetation indicates that all of the native vegetation within the urban growth area is of a very high priority for protection and management from future changes in land use and management. Of this vegetation, about 40% of native vegetation is already considered to be in a Very High threat class due to its susceptibility to disease, fire, weeds and the density of development in the vicinity.

Areas under most threat adjoin the main urban areas, as well as peri-urban locations such as the Tinderbox Peninsula, at Snug-Margate and around Adventure Bay. More than half of the municipality

needs to be protected from future threats and a very large proportion of this is habitat for threatened or priority species. The urban growth area around Kingston has particularly important needs for conservation and management. It is dominated by the threatened vegetation community *Eucalyptus amygdalina* on sandstone and almost its entire area is identified as threatened species habitat for 14 species. *E. Amygdalina* on sandstone is indicated as having the highest level of risk on the urban vegetation threat index.

This vegetation mapping is a tool that will assist in future decision making processes, both at the strategic level in terms of zoning and as part of planning scheme related assessments and the initial design and consideration of development proposals. The complexity of the natural environment and the many interrelationships that need to be considered ensures that there will never be simple answers or solutions. The planning scheme (via the Biodiversity Code and the future Natural Assets Code) aims to both reflect this complexity but to also provide a relatively simple set of development standards that can provide the appropriate level of certainty (in regard to process, from the developer's perspective and to ensure the most important values are not lost).

As indicated in the abovementioned report, "an important consideration in the approach to planning for priority species is that species data is inevitably incomplete and will change over time with the discovery of new sites, redefinition of species habitat or management requirements, and changes to the lists of priority species. Any approach to planning for priority species needs to incorporate flexibility to deal with such changes" (Knight, May 2012).

Ideally, a precautionary approach would be adopted because of the current gaps in our knowledge and that development proposals cannot be easily predicted – in that invariably a development will result in unforeseen consequences that result in an environmental impact that must be accommodated. The preferred response will be to avoid this likely impact. If that is not possible then the impact should be minimised and if necessary off-set provisions should be invoked to ensure there is no net loss of biodiversity value. There will be limits of course and if the level of impact is unacceptable the proposed development may need to be refused, or redesigned to bring the impacts back to what is regarded as either acceptable or able to be accommodated by an offset package. These are the options that are available to developers if vegetation clearance is proposed as part of their development.

The Biodiversity Code and the Natural Assets Code (to a much lesser extent – see earlier comments) provide an opportunity to utilise offsets to enable appropriate levels of development. An offset is regarded as a "last resort" measure. Preference is given to avoiding the impact entirely and to make design adjustments to minimise the impact. An offset would be approved by way of an approval condition on the development and will vary considerably depending upon the circumstances relating to the land in question. It may include the permanent protection and ongoing management of similar vegetation on site or on another area of land, remediation measures may be carried out (eg revegetating a larger area than was cleared) or a cash contribution made to carry out remediation works elsewhere. The offsets must deliver a net benefit for biodiversity conservation, they should aim to be "like for like" (what is lost is being replaced) and onsite offsets are generally preferred. These principles are now embodied within the current version of the Southern Tasmanian Regional Land Use Strategy.

Every opportunity should be taken to preserve or enhance the important biodiversity values, whether they occur within urban or rural areas. The sheer extent of development within urban areas makes this more difficult and the quality of the natural environment will inevitably suffer. For example large native trees are less suited to more densely built-up areas. However it is still possible to preserve bushland remnants and corridors within urban areas and the Kingston area is certainly a good example of this (eg Denison Street, Whitewater Creek, Boronia Hill, Hawthorn Drive, Coffee Creek).

Larger lot sizes will also encourage the retention of native vegetation. This can be assisted by the use of the Low Density Residential Zone within existing built-up areas where the lot sizes are already quite large and there is native vegetation present.

Ultimately the planning scheme will assist in protecting natural values through the way that it zones land and in the manner by which development proposals are assessed against the various development control standards within the scheme. These standards will be mainly located within the Codes (acknowledging the impact of the Natural Assets Code not applying within urban areas) and they will reflect consistent approaches that are being adopted across both the region and the State. The particular development controls for each of the various Zones and Codes in the State Planning Provisions (and their capacity to increase the risk of biodiversity loss) will influence how land will be zoned. Those areas that do have biodiversity values that warrant protection will need to be zoned in a manner that limits the possibility of vegetation clearing (such as might be caused by further subdivision or an increased density of development).

As mentioned previously, the identification and protection of important environmental values is complex and requires regulatory approaches that can adequately respond to the particular characteristics of both the affected land (and surrounding areas) plus the type of use or development that is being proposed. The decision making process will need to adapt to change as more information becomes available and a better understanding of these environmental values is obtained.

4.1.3 Coastal management

Coastal Values

Kingborough is renowned for its coastal scenery, for the sheltered waters suitable for recreational boating and fishing and for the marine water quality. The coastal and marine ecosystems of the D'Entrecasteaux Channel and the lower Derwent River support a diversity of marine habitats (rocky reefs, coastal cliffs, seagrasses, sandy beaches, dunes etc) and a range of iconic species such as whales, dolphins, sea eagles and penguins.

There are some particularly sensitive foreshore areas that warrant protection. Coastal estuarine, wetland and saltmarsh communities are relatively common but very sensitive to development pressures. The most significant seagrass communities occur in the areas of Cloudy Bay Lagoon, Simpsons Bay, Great Bay and North West Bay. Some areas have suffered a significant decline in recent decades, such as on the coastline south of Birchs Point and within North West Bay. This may have been caused by stormwater runoff from developed areas, including wastewater and agricultural impacts.

The marine area of the D'Entrecasteaux Channel is home to a number of threatened species and plays an important role in the feeding and breeding cycles of a range of marine animals. The D'Entrecasteaux Collaboration Project was initiated in 2011 and has made significant progress in developing important partnerships (with the support of the Derwent Estuary Program, Tassal, Huon Aquaculture, Southern Water, DPIPWE, NRM South and Huon Valley Council) and gathering data. The project won the 'Delivering Excellence in Natural and Built Environments' category at the Local Government Association of Tasmania 2013 Awards for Excellence.

A comprehensive State of the D'Entrecasteaux Channel and the Lower Huon Estuary 2012 report was prepared and has been the basis for the development of more proactive management programs. The report highlights the important environmental attributes and values present within the Channel. In regard to existing and potential impacts it states that the "studies that have been done indicate that anthropogenic inputs of organic matter and nutrients are currently the most significant threat to the ecological functioning of the waterway. Catchment runoff and fish farms are the primary sources, but are supplemented by inputs from sewage treatment plants, boat wastes, seafood processing plants, stormwater and leaking septic systems. Additional and, in some cases, related key management issues include recurrent toxic algal blooms, degradation of sediments, foreshore modification, declines in native marine and coastal species, increasing densities of marine pests, and vulnerability to sea level rise and ocean warming". More recently the D'Entrecasteaux & Huon Collaboration Report Card 2015 has been published and this provides an updated summary of the condition of this waterway.

Managing the Coast

The coast has been and will continue to be the focus for most development within the municipality. People want to visit and live close to the coast. It is however the most sensitive and changeable of all landscapes and requires particular attention in regard to public access, natural resilience, visual amenity and environmental quality. The coast and the off-shore marine waters are arguably Kingborough greatest asset. Long term protective measures need to be in place.

Most of the foreshore is in Crown ownership. Council holds licences from the Crown for those foreshore reserves that are most actively used by the public and where recreational assets are located and need to be maintained. Some areas are very heavily used and periodically get quite congested. Significant investment is required and management plans need to be reviewed on an ongoing basis. There are a number of community groups that are specifically involved in the management of their local public foreshore lands. The future management of the coastline is of great interest to most people.

As a result, specific attention is required within the planning scheme so that appropriate longer term strategies and safeguards are in place to protect coastal values important to the community. The coast is most susceptible to inappropriate development and the planning scheme standards will need to ensure that new development does not jeopardise these values or is allowed on sites that are potentially at risk to coastal processes.

The State Coastal Policy 1996 provides the broad policy direction for a number of relevant coastal issues. The planning scheme must be prepared in accordance with this Policy. The State Government commenced a review of this Policy (during 2013/14) as part of a proposed new Coastal Protection and Planning Framework. A consultation draft of a Tasmanian Coastal Policy Framework was released in July 2013 and it was proposed that this part of the review would determine the main policy directions and the roles and responsibilities of the main stakeholders. The second phase would then give further consideration to how the coast is defined, identify the policy gaps and provide the implementation details. However this review was never completed.

Since then, the priority has been that future development within the coastal zone must be carried out in a manner that does not adversely impact on natural processes. This particularly applies to development that occurs on the foreshore itself or below high water mark (eg reclamation, jetties, boat ramps etc). The planning scheme accordingly zones most of these areas as being Environmental Management.

The existing planning scheme includes a number of Codes that will need to be referred to in relation to development proposals in the vicinity of the coast. These include in particular the Waterway and Coastal Protection Code and the Coastal Erosion Hazard Code. The latter Code deals with the likely future impacts of sea level rise, amongst other potential threats to the coast. Sea level rise caused by climate change is a major concern within Kingborough – due obviously to the long length of potentially affected coastline. Within the State Planning Provisions, the relevant Codes are the Coastal Erosion Hazard Code and the Coastal Inundation Hazard Code.

Climate Change Impacts

For Kingborough, the future impacts caused by climate change are most likely to be felt on the coast and, in fact, there is evidence in recent years of increased rates of coastal erosion that are likely to be related to climate change (for example, dunal vegetation has retreated 5-10 metres along the length of the southern Adventure Bay beach in the last 5 years).

A description of the general impact of climate change on Kingborough is available (ACE 2012). It states that there has been a decline in average rainfall and a lack of very wet years since the 1970s. Long term average temperatures have also risen. Under a higher emissions scenario, temperatures in the municipality are expected to rise by an average of 2.6°C – 3.3°C by the end of the century (it is 1.3°C – 2.0°C under a lower emissions scenario). This is similar to the rest of Tasmania but lower than the global average. Rainfall will stay within the historical range but there will be seasonal changes (increasing

slightly in autumn, winter and summer and decreasing slightly in spring). There will be a tendency for heavier rainfalls interspersed by longer dry periods. Average runoff should not change markedly, but extreme events that may lead to erosion or flooding are projected to increase.

On the coast, sea level has been recently rising at a rate of about 3.3mm/year. Sea level rise for Tasmania is projected to be close to the global average. A rise of up to 0.82m is anticipated by 2100 under a high emissions scenario – though a specific study of Kingston Beach has predicted a rise of 1m by 2100. In south-east Tasmania, the sea level (0.9 – 1.4m above MHW) currently experienced under rare very high tide conditions (and accompanying coastal surge) and which is defined as a 1 in 100 year event will be much more common. The current 1 in 100 year event will be a 1 in 2-6 year event by 2090.

The impacts of climate change are already being felt and, although mitigation efforts may lessen these impacts, further change is inevitable and all levels of government need to adapt. Climate change adaptation is a high priority at national and State levels. It is essential that sufficient knowledge is available to make the best decisions in future, that information is freely available, that appropriate emergency responses are in place and that the risks are well managed. The capacity of local government to adapt to climate change impacts is critical and this sector is involved in many related projects throughout Australia. Kingborough is no exception in this regard and is participating in various projects that will help in identifying, understanding and responding to the future impacts.

The areas that have received the most attention have been at Kingston Beach, Snug and Adventure Bay. The local communities have been consulted in each instance and it is evident that longer term plans will need to be developed and planning scheme changes made to accommodate future risks.

A report on inundation control works for the Kingston Beach area (Pitt & Sherry, Sept. 2012) concluded that some properties will be affected by inundation in the present day when there is a 100 year ARI high tide event combined with a storm surge. Many more properties will be affected if there is river flooding and, over time, as sea levels rise. Major inundation is likely by the year 2100. The flooding of Browns River combined with sea level rise is expected to increase the extent of inundation. It is this 'coincident' flooding that has attracted the greatest concern for Kingston Beach and has been the subject of some detailed modelling and mapping by Council. Careful consideration needs to be given to the future management of riparian areas in the lower catchment. If measures were taken to prevent the inundation of existing low lying areas (such as within the golf course and on Council land alongside Balmoral Road), then it is likely that increased inundation will occur within the suburban areas of Kingston Beach. It may be that some form of defensive sea wall and river barricade will be necessary, but before then it will be necessary to carry out thorough feasibility studies in order to investigate other less intrusive options.

The Regional Councils Climate Adaptation Project (a collaboration of all 12 southern Councils) was a broader project that identified (in 2012) all potential climate change associated risks and vulnerabilities for each Council. It developed a regional adaptation strategy, a land use community adaptation plan for each municipality and a corporate adaptation plan for each Council. This provided the background to Council's other investigations – particularly dealing with a corporate risk assessment methodology, estuarine impacts at Kingston Beach, coastal vulnerability at Coningham and a case study of community adaptation responses at Snug. Council commissioned a "Triggers for Change" report that provided an overview of all of this previous work from a Kingborough perspective and identified the priority actions that need to be pursued.

Responding to Coastal Hazards

A project that does need to be referred to as part of any planning scheme review is the relatively detailed assessment within the "Responding to Coastal Hazards: A First Pass Coastal Hazard Assessment for Kingborough Local Government Area, Tasmania" report (Sharples, 2012). This "first pass" assessment identifies the landforms most susceptible to erosion or inundation – it examines the inherent susceptibility of the area to the erosion and flooding hazards.

The following table summarises the results from this report:

LOCALITY	GENERAL DESCRIPTION	KEY HAZARDS
Taroona: Cartwright Point – Hinsby Beach	Shores backed by 'soft-rock' boulder-clays and cohesive clayey sandstones, forming cliffs in parts and gentler sloping shores elsewhere.	High susceptibility to coastal erosion and slumping in parts, particularly between Dixons Beach and Cartwright Point. Residual boulder shores are more resilient, for example around Crayfish Point. Flooding hazard is negligible.
Alum Cliffs; Hinsby Beach – Kingston Beach	Dominantly hard-rock sea cliffs.	Some potential for localised rock-falls and cliff instability.
Kingston Beach and Browns Rivulet	Low sandy barrier and estuarine embayment infilled with soft alluvial sediments.	Significant flood hazard, especially from co-incident coastal and river flooding events. The beach will be increasingly susceptible to erosion and loss with rising sea-levels.
Between Kingston Beach and Blackmans Bay	Hard-rock sloping shores and cliffs towards the south.	Mainly resilient shores with little erosion or flooding hazard, but some potential for cliff instability and rock-falls in southern parts.
Blackmans Bay Beach	Sandy beach backed by narrow zone of low-lying soft sediments in northern part, but backed by hard rising bedrock slopes in the south.	Limited areas backing the northern half of the beach may be susceptible to coastal erosion and flooding, but these hazards are less significant behind the southern part of the beach.
Between Blackmans Bay and Tinderbox Bay	Dominantly a steep to cliffed hard-rock coastline, with a small sandy beach backed by soft sediments at Tinderbox Bay.	A mostly resilient shore with little flooding and erosion hazard although some cliffs are susceptible to sporadic rock falls and slumps. Tinderbox Bay beach is susceptible to erosion and flooding over a small area.
Tinderbox Bay to Stinkpot Bay	Mainly hard-rock sandstone shoreline.	Generally minimal flooding and erosion hazard although there is localised susceptibility to sporadic rock-falls and flooding in some small embayments.
Margate region: Coffee Creek (Howden) to Snug Beach	Shoreline dominated by soft clayey sandstones and conglomerates, with muddy saltmarsh flats and low-lying coastal areas in and near North West Bay Rivulet estuary.	Much of this shoreline is highly susceptible to erosion, which is already threatening a road. Significant flooding hazard around North West Bay estuary and Dru Point area.
Snug Beach and Snug River Estuary	Sandy beach between rocky headlands, backed by low-lying soft-sediment estuarine floodplains around Snug River mouth.	Large areas of low-lying ground susceptible to flooding (especially when co-incident coastal and river flooding occurs). The same area is potentially susceptible to shoreline erosion and recession.
Snug Bay to Snug Point (east of Legacy Beach)	Rocky sandstone shore with some narrow sandy shores backed by rising sandstone slopes with large proportions of mudstone interbeds in parts.	Rocky shore largely resilient but softer sandstones behind Coningham Beach are susceptible to slumping and erosion.
Snug Point to Simmonds Point	Mainly a hard rock sandstone shoreline with some low cliffs.	Mainly a resilient shore with minimal flooding hazard, but some softer erosion-prone sections may be present.
Oyster Cove to Fleurty's Point	Mixed shoreline with hard rocky headlands and some embayments with soft sediment and clayey 'soft-rock' backshores.	Some embayments highly susceptible to flooding and erosion, but the headlands are mostly resilient low-hazard shores.

Fleurty's Point to Middleton	Moderately sloping shores dominated by soft erodible clayey sandstones, with some hard sandstone sections.	Flooding hazard generally minimal, but large sections of this shore are highly susceptible to shoreline erosion (some existing sea-walls have already been built in response to this hazard).
Gordon: McKays Rivulet to Pensioners Bay	Partly a hard sandstone shore, but with soft sediment shoreline terraces in parts.	Rocky shoreline sections have minimal hazards, but low sediment terraces are highly susceptible to flooding and erosion (erosion and ongoing shoreline recession is already problem in some areas).
Between Pensioners Bay and Ninepin Point	Dominantly moderately-sloping hard rocky shores with some cobble beaches.	Mostly a resilient shore with minimal susceptibility to erosion or flooding.
Eastern North Bruny Island: Kelly's Point to Cape Queen Elizabeth	Dominantly a cliffed to moderately-sloping hard rock swell-exposed shore, with a small sandy beach at Trumpeter Bay.	Mostly a resilient shore with little erosion or flooding hazards, although sporadic rock-falls on cliffs are a localised hazard. Erosion and flooding hazards are significant only at a small beach in Trumpeter Bay.
Adventure Bay: Neck Beach and Moorina Bay	Long swell-exposed sandy beach, most backed by dunes, low-lying soft sediment plains and sandy isthmus (neck), but with hard-rock backshores towards the north.	Beach and foredune currently stable, but with risk of future erosion and breaching of the neck with ongoing sea-level rise. Low-lying areas behind the northern and southern ends of the main beach are susceptible to future flooding with sea-level rise, but currently are largely protected from inundation by dunes.
Adventure Bay Neck to Quiet Corner	Dominantly hard-rock cliffed shoreline with some sandy beaches and soft-sediment infills in small embayments.	Mainly a resilient rocky shoreline with low flood risk although with some susceptibility to cliff instability. Some sandy embayments towards the south susceptible to erosion and backshore flooding.
Southern Adventure Bay: Quiet Corner to East Cove	Several partly swell-sheltered sandy beaches backed by low-lying sediment-infilled embayments, separated by rocky headlands.	Beaches currently stable but dominant longshore drift combined with ongoing sea-level rise may increase susceptibility to shoreline erosion in future. Low-lying backshore areas are susceptible to flooding, particularly with co-incident coastal and catchment flooding.
Fluted Cape to Cloudy Bay	Spectacular swell-exposed high-energy hard-rock cliffs with large areas of potentially-unstable bouldery talus.	Flooding hazard is negligible; however this high cliffed coast is susceptible to cliff instability (slumps and rock falls).
Eastern Cloudy Bay: Cloudy Corner to Whalebone Point	Highly swell-exposed sandy beach backed by dunes and wind-blown sand deposits mantling a rising backshore bedrock slope.	Large erosion scarp currently present on dune-front but uncertain whether significant shoreline recession has occurred to date. Some future shoreline (dune-front) recession is likely in response to ongoing sea-level rise, but rising bedrock slope beneath dunes is likely to limit potential for landwards retreat of shoreline.
Western Cloudy Bay and Cloudy Bay lagoon	Large sandy barrier fronting extensive tidal lagoon with mixed rocky and soft-sediment shores.	Northern lagoon shoreline currently eroding and shoreline recession here is likely to accelerate with ongoing sea-level rise. Extensive areas north of lagoon are susceptible to flooding. Sandy barrier will become increasingly susceptible to erosion

		and shoreline recession with ongoing sea-level rise.
Cloudy Bay to Cape Bruny to Partridge Island	Highly swell-exposed hard-rock cliffs with sub-ordinate embayed sandy beaches backed by rising bedrock slopes.	Flooding hazard is mostly negligible but this coast is susceptible to cliff instability and some limited beach erosion in embayments.
Partridge Island to Mickeys Bay	Swell-sheltered sloping hard-rock coast with some sandy shores backed by hard bedrock slopes.	Generally a resilient shore with minimal susceptibility to flooding or erosion; some sandy shores are susceptible to erosion but there is generally little potential for shoreline recession.
Mickeys Bay to West Taylors Bay	Dominantly a sloping hard rocky shoreline with some embayed sandy shores backed by rising bedrock backshores.	Generally a resilient shore with minimal susceptibility to flooding or erosion; some sandy shores are susceptible to erosion but there is generally little potential for shoreline recession.
Central Little Taylors Bay	Short sheltered sandy shore backed by low-lying soft sediment plain.	Backshore area is susceptible to flooding, and despite sheltered location the soft sandy shore is likely to erode and recede with ongoing sea-level rise.
East Taylors Bay to Alonnah	Dominantly a sloping hard rocky shoreline with some sandy shores backed by rising bedrock backshores.	Generally a resilient shore with minimal susceptibility to flooding or erosion; some sandy shores are susceptible to erosion but there is generally little potential for shoreline recession.
Alonnah	A short sandy shore backed by a small plain of soft sediments and 'soft-rock' deposits.	Shoreline susceptible to erosion, with potential for future shoreline recession to threaten roads and buildings. Some limited areas susceptible to flooding.
Alonnah to Simpsons Creek (Simpsons Bay)	Mostly a sloping hard rock shoreline with some low hard rock cliffs.	Resilient shoreline with generally low susceptibility to erosion or flooding, although limited cliff instability (rock falls and small slumps) may occur in cliffed sections
The Neck (Isthmus Bay side)	Sandy swell-sheltered shoreline backed by narrow sandy isthmus (the Neck) and some low-lying sediment plains including saltmarsh at southern and northern ends.	The northern and southern backshore areas are susceptible to flooding. Progressive shoreline erosion and recession is currently evident at the northern end of the Neck which has more exposure to westerly wind-waves at high tide than the southern end. There is a risk of future erosion and breaching of the Neck with ongoing sea-level rise.
The Bluff: Fancy Bay to Sadgrove Point (Ford Bay)	A complex sloping hard rocky shoreline with embayed sandy beaches backed by a mix of rising hard rock and soft (erodible) rock backshores.	Dominantly a resilient sloping hard rock shore with little susceptibility to erosion and flooding; however some limited areas in shoreline embayments may be susceptible to shoreline erosion and flooding.
Great Bay: Sadgrove Point to Adams Bay	An embayed sandy shoreline backed by low-lying areas underlain by cohesive clayey and sandy 'soft-rock' and sediments, with some protruding hard bedrock bluffs.	A large section of this shore is susceptible to flooding, erosion and shoreline recession which will be increasing risks with ongoing sea-level rise. Some localised shoreline sections on protruding hard bedrock highs are more resilient with low erosion and flooding risks.
Adams Bay to Woodcutters Point	Mainly a moderately sloping hard bedrock shore with a few	Mainly a very resilient shore with negligible flooding and erosion or shoreline recession

	very localised soft-sediment shoreline sections backed by low ground.	hazards. Only a couple of very localised shoreline sections are susceptible to flooding or erosion within this coastal stretch.
Killora	A dominantly hard rocky (sandstone) shoreline backed by rising bedrock slopes with some wind-blown sand veneers. A bedrock-backed beach is present at Killora Bay.	Mainly a resilient shore with negligible flooding and erosion or shoreline recession hazards. Some beach erosion may occur at Killora Bay, however the bedrock backshore means little shoreline recession is likely.
Dennes Point: Bligh Point to Kellys Point	Hard rocky shores and sandy beaches backed by sloping hard rock backshores with some wind-blown sand veneers.	Flooding hazard is minor except at the very low-lying extremity of Dennes Point. The sandy beaches are susceptible to erosion but little shoreline recession is likely due to hard rising bedrock backshores.

A subsequent report was commissioned from Chris Sharples that identifies and reviews the particular coastal hazard hotspots considered to be the most critical on the Kingborough coast from the perspective of risks to people and infrastructure, and identifies key actions and studies that are recommended as part of undertaking a 'Third Pass' level hazard assessment for each 'hot spot'.

The following hot spots were identified and further investigations are required in order to develop appropriate responses for most of these:

- Taroona: Cartwright Point to Dixons Beach (soft rock slumping hazard)
- Kingston Beach – Browns Rivulet: Tyndall Beach (beach lowering and loss); Kingston Beach and Browns Rivulet shores (storm surge and coincident estuarine flooding); Kingston Beach (coastal groundwater issues)
- Margate – Electrona: Margate Esplanade to Barretta (progressive recession of soft-rock shores); Margate, Dru Point and Margate Esplanade (storm surge and coincident estuarine flooding)
- Snug Beach – Coningham: Snug Beach (erosion and recession hazards); Snug Beach, Snug River estuary and backshore plain (inundation hazards including coincident storm surge and river flooding); Snug Beach township (coastal groundwater issues); Snug Bay highway crossing (inundation hazards including coincident storm surge and river flooding); Snug Bay Old Station Road (inundation and seawall erosion hazards); Coningham Beach (erosion and inundation hazards)
- Oyster Cove to Fleurty's Point: multiple locations (erosion and recession hazards, plus storm surge and coincident river flooding)
- Fleurty's Point to Middleton: several areas (progressive recession of soft rock shores)
- Gordon: (shoreline erosion and recession, plus storm surge inundation)
- Bruny Island Neck: (storm surge inundation, plus erosion and breaching of neck)
- Southern Adventure Bay: Adventure Bay Beach (shoreline erosion and recession); Adventure Bay township (storm surge and coincident river flooding, plus coastal groundwater issues)
- Eastern Cloudy Bay: Northern half of East Cloudy Bay Beach: (shoreline erosion and recession)
- Western Cloudy Bay and Cloudy Lagoon: Western Cloudy Bay beach barrier (erosion, recession and landward translation); Cloudy Lagoon (inundation and shoreline recession)

- Central Little Taylors Bay: Little Taylors Bay (inundation and shoreline recession)
- Alonnah: (shoreline and recession risk)
- Great Bay: (soft rock shoreline erosion and recession, plus storm surge inundation)
- Nebraska Beach (Dennes Point area): (shoreline erosion and recession, plus storm surge and coincident river flooding) – note that some landowners are erecting protective structures here in an ad hoc manner in order to protect against the erosion that is occurring

The report includes (for each of the above locations) conclusions and recommendations and groups them into High Priority (near term risks to significant assets – Taroona, Kingston Beach, Margate, Snug and Alonnah), Medium Priority (medium term risks or less significant assets) and Low Priority (longer term risks).

Towards the end of 2013, Council completed the Triggers for Change project (Burton, 2013). It provides an implementation plan for Council's climate change adaptation responsibilities. The "triggers for change" refers to the information that is necessary for Council to initiate certain actions (eg prior to an extreme event or updated climate data becoming available). This was a comprehensive review and considered current policies, past studies and other relevant information, insurance and risk assessment, legal and liability aspects, available resources and the need to mainstream this work within Council's activities. High risk areas were identified as bushfire and sea level rise.

The flow on from these risks results in uncertainties across a range of issues, including exposure to legal risk, asset depreciation and the need for future asset expenditure. The final report included over 40 recommendations, the most fundamental one being the need to create a Climate Change and Energy Policy for Kingborough – which was subsequently prepared and adopted by Council.

In regard to land use planning, the Triggers for Change report identifies that the best low-risk areas for future development need to be identified. It also provides examples of different planning mechanisms for climate change adaptation – being the use of zones and overlays to guide future land use, restrictive land use easements along eroding shorelines, greater elevation or lateral setbacks from foreshores, development requirements that respond to particular events (eg a certain inundation level being reached), landowners to produce hazard risk management plans, indemnity statements (indemnifying local government against future legal action) and broader adaptation response plans.

The other relevant recommendations in the Triggers for Change report include the need to monitor adherence to bushfire management plans, consider climate change in all future planning studies, ensure consistent climate change information is being used within development assessments and to conduct a pilot study of a particular location (eg Kingston Beach) that explores risks and adaptation options.

It was also noted that Council is ultimately guided by the policies and requirements of the State Government in regard to statutory land use planning and further State guidance is necessary. In that regard, the State has developed principles that define the roles of government in regard to hazards and risk mitigation. A threshold for sea level rise takes into consideration the fact that sea level rise allowances will need to be at least 0.2 metres by 2050 and 0.8 metres by 2100 (DPAC, 2012).

The investigations at Kingston Beach have now been carried out and they included flood modelling that predicts the impact of coincident inundation under different coastal and riverine flooding scenarios. It is proposed that a Specific Area Plan (SAP) be prepared for Kingston Beach and that this be included within the new planning scheme (as part of the Local Provisions Schedule). Alternatively the Codes could be used to apply the up to date information by way of appropriate overlays within the scheme, however this may not be able to accommodate the coincident flooding. This detailed flood modelling information needs to be utilised when assessing the future risks associated with potential developments within the affected area. Further information is contained in section 5.3.

In approving developments on the coast, the planning authority must be aware of the risks involved. There are future liability risks from a number of perspectives (that not only relate to climate change). These risks need to be identified and there need to be appropriate regulatory measures in place (such as within the planning scheme). Decisions need to be made on the basis of the most current information available and the general public needs to be kept informed.

Change is inevitable and adaptation strategies must be employed. These will be different for different locations. In some cases, a retreat from the coast will be necessary, whereas in others, protective measures can be taken. Future decisions will need to be guided by good local information and adopted management plans will need to be implemented in a coordinated fashion. Coastal management has always been very challenging and this will only increase as coastal processes become more threatening under future climate change scenarios.

4.1.4 Natural hazards

In assessing any future development sites, it is necessary to identify the relevant environmental hazards and conservation values. These constraints limit the areas that are capable of accepting new urban development. Where urban development is allowed to occur, then it should not increase the likelihood of such hazards or result in additional adverse off-site impacts. Natural hazards are essentially geological or meteorological phenomena that have the potential to create emergency or disastrous situations for local communities. They are also likely to be extremely costly and have dire personal implications.

Some of these hazards may be beyond any human control, but it is still necessary to plan ahead and mitigate potential impacts. Land use planning has an important role to play in this regard in that it should promote development that does not give rise to unacceptable risks to life or property. In order to do this, future development control decisions will need to be informed by the best available information on natural hazards. This includes an ability to adequately assess the risk from natural hazards, including the need to avoid development on areas that present an unacceptable risk to life and/or property. Future development applications will either be refused due to this unacceptable risk or will need to incorporate appropriate features that deal with this risk.

An ongoing program of work will be needed to better understand the natural hazards that do exist and, as further information becomes available, this better understanding needs to be fed into the decision making process – which is mainly via updated planning scheme provisions. Such a work program is more likely to occur at a State or regional level and this will require a high level of coordination and cooperation.

Coastal related hazards were dealt with in the previous section. This section will deal with more land-based hazards – essentially bushfire, land instability and flooding. There are many other natural hazards, such as acid sulphate soils, dispersive soils, soil erosion, contaminated land, and salinity. Some of these are not major problems within Kingborough. In some cases, further details specific to Kingborough will be included in future versions of this Strategy. They are all to be dealt with by the standard Codes that will be included within the planning scheme.

Bushfire Hazards

Bushfire hazards are a significant issue within the municipality. The disastrous impact of the 1967 wildfires is still remembered by many and the area has a long history of many smaller bushfires. There will be future bushfire incidents in Kingborough and measures will need to be in place to improve on existing development situations and to better assess development proposals.

Fire is a naturally occurring feature of the Australian environment and is part of sustaining many natural ecosystems. Prior to European settlement, it was used to manage the landscape and ecological processes adapted to a fairly regular burning regime. This has changed entirely in the last 200 years and

increased fuel loads have the potential to create much larger bushfires. The focus now from a land use planning perspective is to reduce risk exposure through the siting and design of new developments.

Kingborough (apart from the greater Kingston area) is essentially a rural community and it is a popular place for people to live within a bushland setting reasonably close to Hobart. The physical proximity of bushland to houses greatly increases the threat of bushfire damage, and this is exacerbated by the fact that many properties have little bushfire protection, are difficult to access and do not have adequate water supplies for fire suppression.

A number of years ago, the Tasmanian Fire Service produced the “Guidelines for Development in Bushfire Prone Areas in Tasmania”. These focus on the need to create a defensible space around buildings (through a reduction of nearby fuel), requiring good vehicular access for emergency use and site access, providing adequate water supplies and ensuring buildings are designed and constructed to maximise safety. The existing planning scheme provisions effectively implement these guidelines.

A major review of the recent Victorian bushfires led to a number of recommendations that will have implications for land use planning within Tasmania. It is necessary to better define what constitutes a “bushfire prone area”. A new standard Bushfire Code has been inserted into all planning schemes that deals with applications for developments in such “bushfire prone areas”.

It is acknowledged that the physical extent of bushland within the municipality means that avoiding bushfire risk entirely is not an option. The first priority in assessing future residential development proposals is to ask whether this bushfire risk can be appropriately managed. This will require quite specific information on the site in question and an accompanying bushfire management plan. A related issue includes the need to clear significant native flora or habitat for threatened fauna. The inherent conflict between clearance to minimise bushfire risk and the retention of natural values should be avoided through the appropriate siting of future development.

The Bushfire Prone Areas Code includes provisions that requires the prior certification from the Tasmanian Fire Service (or another accredited person), usually in the form of a bushfire hazard management plan – which deal with the proposed subdivision of land, new habitable dwellings or extensions to pre-existing habitable buildings (in regard to hazard management areas, access and water supply). In the absence of mapped bushfire prone areas, guidelines have been produced for determining what constitutes a bushfire prone area on a site by site basis. The Bushfire Prone Areas Code focuses on the subdivision of land and does not address issues relating to the development of existing properties. It assumes that the Building Regulations address the relevant bushfire hazard issues. This appears to be short-sighted and the Code needs to provide the necessary guidance in assessing bushfire-prone habitable development.

The Code also needs to complement other development controls in the scheme – such as the assessment of a proposal against environmental standards within the Natural Assets Code. For example, unless a Bushfire Hazard Assessment (BHA) is provided at the planning assessment stage, there is no way to quantify the area of clearance and conversion of priority vegetation required to carry out a proposed development. If approvals are given without this information, then the risk is that further planning approval may be required for the development once the BHA is carried out and identifies the extent of clearing required. This risk is borne by the developer as it is their responsibility to ensure that they have valid planning approval for all aspects of the development. The BHA may also identify that other development is necessary for which further planning approval is required. For example, the BHA may identify that the provision of vehicular access on land other than the subject property is required. The BHA could also require that clearing on another property is necessary. The developer would not have planning approval for either the access or for clearing on adjoining land if these issues are not identified at the planning assessment stage.

Bushfire hazard management is best accommodated within planning schemes. The changes to building controls for bushfire prone buildings that make construction requirements for such buildings mandatory are relatively recent. Ensuring compliance with these construction requirements is clearly a matter best

dealt with at the Building Permit stage of the development process. However determining what these requirements should be (i.e. determining a Bushfire Attack Level [BAL] in accordance with the relevant Australian Standard *Construction of Buildings in Bushfire Prone Areas AS3959:2009*) is a matter best dealt with via a planning assessment. To suggest otherwise is to ignore the financial and environmental impact of bushfire hazard management.

If the BHA for a habitable building is only required at the Building Permit assessment stage then a developer is likely to be faced with a choice between two undesirable outcomes – either seek further planning approval to relocate the development to reduce the BAL or to wear the additional costs associated with complying with construction requirements that increase exponentially and commensurately with the BAL.

The BHA should inform the initial siting of habitable development on a bushfire prone site as this is often the determining factor in establishing its BAL. This information should be available to the developer from the outset to allow informed decisions to be made regarding the siting of the development and to reduce costs associated with bushfire hazard management. It is inappropriate to assume that any issues associated with bushfire hazard management can be resolved by simply increasing the BAL for a development and the subsequent building costs.

Land Instability Hazards

The land on which future development might occur must in itself be capable of accepting that higher level of use and development. Land instability refers to a number of hazards that affect the stability of land. Landslides are the most common hazard. They can have a dramatic impact, resulting in the loss of houses, roads or services. This mass movement occurs on slopes under the influence of gravitational stress and is usually initiated following heavy rainfall. New development involving excavations can hasten this mass movement. Land stability and landslide hazards need to be considered in a number of locations within Kingborough. A particular example of this is at Tarooma where there is evidence of past landslides.

Mineral Resources Tasmania (MRT) has mapped those areas at risk of land instability. The *Mineral Resource Development Act 1995* deals with the declaration of Landslip Areas. Building in declared landslip areas is covered within the building regulations and they stipulate the special requirements that are additional to normal approval processes. Outside of these declared landslip areas, it is essentially the responsibility of the planning authority and building permit authority to ensure that buildings are constructed safely in regard to any underlying land instability risk. Land instability assessments are sometimes required as part of a development application. The MRT maps are used to assess development applications and to avoid unstable areas. They however only provide general guidance and site specific studies are often needed. A new Landslide Code has been included in all planning schemes to stipulate the particular assessment criteria.

The Tarooma landslide is a large, extremely slow moving landslide. It is located within an area that encompasses the two Tarooma schools and a number of surrounding houses (< 100). The landslide is very old and the area was developed well before it was recognised. There has been a history of land instability in the Tarooma area since the 1970's.

In 2002 Council received a land stability report from MRT that attempted to understand the scale and extent of the landslides that had occurred or may occur within the affected area. Since then, the State Emergency Service (SES), MRT and local government have been involved in a series of studies associated with landslide hazards and debris flow risks in the greater Hobart area and specifically on the outer slopes of Mount Wellington. In 2009 Council, together with the SES, MRT and the Department of Education, developed a joint initiative that involved undertaking a thorough validation study of the Tarooma landslide. This would also develop a long term management plan for the affected area.

The study did identify that there are a number of “uncertainties” or difficulties in being able to have a clear understanding of the landslide risk – largely due to the very slow and intermittent rate of movement,

together with very few locations where real movement can be directly attributed to landslide activity. Additional work was carried out to clarify various matters and a final report was prepared in 2014. This included planning advice that would form the basis of any subsequent planning scheme amendment. This is to now take the form of changes to the Landslip Code overlay – that is by increasing the rating of the most affected areas which will impose greater restrictions on future development. This was accommodated in the KIPS2015 overlay and will be transferred through to the Local Provisions Schedule for the new scheme.

Flooding Hazards

Riverine flooding is often a significant natural hazard within any municipality. In many parts of Australia it is a relatively common problem. This is not necessarily the case for Kingborough as there are few settlements located on floodplains. Catchments tend to be relatively small and the impact of flooding is quite localised. The particular watercourses of most interest in this regard include Browns River, North West Bay River, Margate Rivulet and Snug Rivulet. There also are some known localised flooding problems within Blackmans Bay along an old watercourse just to the south of Wells Parade and flooding does occasionally occur in many other areas (as was the case in May 2018).

A knowledge of flood risk is usually attained from a combination of catchment modelling and local knowledge. At this stage, the only area which has been studied in any detail is the downstream impact on Browns River at Kingston Beach – particularly in regard to coincident flooding together with coastal storm surges. Some limited groundwater investigations have been carried out at Kingston Beach and Adventure Bay and Council staff are examining and modelling the likely flooding of urban stormwater systems – in order to design necessary upgrades. Other than these examples, there is little reliable flood mapping available in the municipality and this is an area that is now the subject of ongoing investment.

Flooding in itself is not a problem unless it causes threats to human life, buildings or infrastructure. The flood maps that could be prepared would indicate the extent of any such hazard. The maps typically show 1 in 100 year frequency flood levels, plus more frequent events (such as 1 in 20 year flood levels). These flood levels are based on past experience (the flood history) and previous rainfall regimes.

There will be future changes due to climate change and if there is significant development within the catchment. Past assumptions may need to change and detailed flood modelling will be prepared by Council for critical areas. For example, if climate change results in more intense rainfall events in future, then what was once a 1 in 100 year event, may now be a 1 in 20 year event. A similar result may occur as the catchment becomes more developed (less absorption and increased peak volumes of runoff). Acceptable flood levels will need to be raised and prospective development further restricted.

Urban stormwater issues are complex and the impacts will change over time as the catchment becomes more developed and rainfall regimes change (see 4.2.2). In fact, the limited capacity of urban stormwater systems may restrict the future density of development or alternatively, developers will need to make significant financial contributions that enable the upgrade of these systems. Council's stormwater rate funds are also being used for this purpose.

It is difficult to impose a “one size fits all” approach to flooding hazards. Rivers are natural features that change over time and each watercourse has its own hydrological characteristics. Each locality also has different settlement attributes and different responses to a flooding threat. Generally speaking though, development would be restricted so that it only occurs outside of a flood plain and that only appropriate “flood compatible” activities would be permitted to occur within areas prone to occasional flooding.

Code Provisions

There are a number of Codes and associated overlays (defining where the Code applies) that seek to address the impact natural hazards on potential development, plus other related coastal and natural values. These are all summarised as follows.

Coastal Erosion Hazard Code:

This Code is applied where land is subject to erosion due to sea wave impact – essentially where there are sandy or soft-rock shorelines. The mapping for the overlay has been provided on a state-wide basis and it does not appear that any local amendments can be justified at this stage. Clause C10.2(b) allows for further information to be requested if there is evidence that the proposed development is on an actively mobile dune.

Coastal Inundation Hazard Code:

This Code is applied where land is subject to inundation as a result of storm surges, particularly at times of high tide – essentially where the foreshore area is flat and a low elevation. Some of the high risk areas are at Kingston Beach (though mitigated by the sea wall), Snug and Adventure Bay, though there are many other smaller areas that are equally at risk but do not have so much development. The mapping for the overlay has been provided on a state-wide basis and it does not appear that at this stage any local amendments can be justified – though a more detailed review would appear to be warranted as the mapping is quite generic. Coastal inundation can often occur in combination with riverine flooding – see below.

Flood Prone Areas Hazard Code:

This Code is applied where land is subject to potential inundation, primarily from riverine or catchment based sources. No State mapping is available in this regard and it is necessary to apply this Code based on information available within Council, including any existing flood mapping. For Kingborough, detailed mapping has been conducted for Kingston Beach which examines the coincidental relationship between riverine and coastal flooding at Kingston Beach. Similar mapping is also being completed for Snug and Adventure Bay. In each case, it is likely that a Specific Area Plan will be needed to use this mapping most effectively (mainly due to the fact that the Coastal Inundation Code takes precedence over the Flood Prone Areas Hazard Code). Where mapping is not available then local information and the history of past floods needs to be relied upon. This Code allows Council to request further information from an applicant in order to properly assess the potential flood risk.

Such catchment based flooding can be due to natural watercourses overflowing their banks or because the existing capacity of stormwater infrastructure is inadequate. Heavy rainfall events can create both situations to occur. There are a number of locations within urban areas where localised flooding does occur (eg Wells Parade, Blackmans Bay). Stormwater infrastructure has been designed in the past to cope with expected rainfall events – with the reasons for this infrastructure then becoming inadequate being due to heavier rainfall or increased development within the catchment. It will be necessary over time for Council to develop an informative database that identifies these areas where localised flooding will occur. Such vulnerable locations will be in both natural and developed landscapes.

Bushfire Prone Areas Code:

This Code is applied where land is subject to bushfire risk. The Tasmanian Fire Service is preparing the overlay which dictates when this Code will apply.

Landslip Hazard Code:

This Code is applied where land is subject to landslip risk. The mapping for the overlay has been provided on a state-wide basis and it does not appear that any local amendments can be justified at this stage.

ACTIONS – NATURAL RESOURCE MANAGEMENT
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- Complete the compilation and availability of a contaminated sites register for Kingborough.
- Identify where more detailed vegetation mapping is required and review the need to further identify the location of rare or threatened flora and fauna species. .
- Promote a state-based cooperative approach to coastal management and the impact of climate change and relate this to a further review of the State Coastal Policy and any associated coastal management framework that provides for a more coordinated and cohesive approach to sustainable decision-making within the coastal zone.
- Review the outcomes of the report on Responding to 'Coastal Hazards: A First Pass Coastal Hazard Assessment for Kingborough Local Government Area, Tasmania' and subsequent follow-up reports by Chris Sharples – in order to determine their appropriate application in assessing future development proposals. Progressively implement the recommended key Actions for each of the identified “hot spots”.
- Review the outcomes of climate change related projects conducted within Kingborough in recent years, particularly in regard to Kingston Beach. Specific attention should be given to the translation of the completed investigations (eg inundation modelling and mapping) so that appropriate development control standards can be applied within the planning scheme – either by way of SAPs or adjustments made to overlays that ensure the relevant Codes are applied to affected areas.
- Monitor the further work that is being conducted at State and regional levels into better understanding the nature of natural hazards, as they might apply to Kingborough.
- Map bushfire prone areas within Kingborough.
- Continue to model and map stormwater problems within urban areas and Identify opportunities to better understand and/or map other flood prone areas within Kingborough.
- Review the zoning and Code overlay maps and planning scheme provisions as more information becomes available across all natural resource management fields of study. As more information becomes available, a better understanding is obtained about the connections between environmental quality, public safety and the potential for development. The planning scheme itself will need to reflect this improved awareness and knowledge, and to be consistent with this up to date information.

4.2 Physical infrastructure

4.2.1 Regional context

The Regional Land Use Strategy focuses on the need to coordinate the delivery of infrastructure services in a more timely and efficient manner. This delivery should be consistent with other strategic land use decisions. Ad-hoc decisions can be wasteful or create expensive or far-reaching problems. The infrastructure (roads, water, sewerage, energy, telecommunications etc) should be provided to support earlier settlement planning decisions.

The Regional Strategy itself was supported by “Background Report no.9 – Infrastructure” and it canvassed all of the main issues. Within the Implementation Report (“The Process Forward: Implementing and Monitoring the Regional Land Use Strategy for Southern Tasmania”) there was an Infrastructure Investment Plan. It identified the infrastructure investment required to support and deliver the objectives and policies of the Regional Land Use Strategy. It was a first iteration only and was prepared a number of years ago. Since then infrastructure has been constructed and new projects come on line. It is now largely obsolete

Most of the projects were identified at the time (2011) as being “short term” projects to be implemented in the next 5 years. Most projects have now been completed (by mid-2018), while a few will not meet their target dates.

The Regional Land Use Strategy also highlights the importance of a more coordinated relationship between land use planning and infrastructure provision. The Investment Plan notes that “good infrastructure investment provides years of opportunities for future generations. Poor infrastructure planning can hamper an area’s ability to prosper and leaves governments in a position of playing catch- up, often with limited resources and increasing development pressures. Crucially it has been identified that efficiencies within the planning system are important in achieving efficient and coordinated delivery of infrastructure across the State and this is an area where considerable improvements can be made.”

The regional approach has been to utilise the existing infrastructure to the maximum extent before new large infrastructure projects would be proposed. “This was to recognise existing infrastructure capacity and avoid creating unnecessary demand for new infrastructure. Adopting this approach ensures efficiency of existing infrastructure is maximised and infrastructure cost minimised. This is particularly important given that many new infrastructure projects are cost-prohibitive in Tasmanian circumstances.”

4.2.2 Local infrastructure services

It is critical that any future urban development is able to be appropriately serviced. The capacity of public infrastructure – water, sewerage, stormwater, electricity, telecommunications and roads – offers a direct constraint or opportunity for the future development of particular areas. The capacity of particular treatment plants or reticulated infrastructure needs to be well understood. TasWater is responsible for the water and wastewater systems within Kingborough and their future plans will need to be considered as part of any local settlement strategy.

Reticulated Water and Sewerage

When assessing development proposals, Council consults with TasWater on the capacity of existing reticulated water and sewerage systems to accept the development in question. The existing systems do have significant constraints and headworks contributions may be necessary – although there are significant exemptions currently in place with TasWater now not requiring headworks contributions from developers. TasWater has a program to upgrade existing systems to accommodate future urban growth.

The current situation in regard to water supply is that a number of local upgrades are underway or planned in the near future. Existing residences on the outer fringes of the settled area tend to experience water pressure problems and the whole system is essentially operating at capacity. Additional local storage capacity will be required in order to ensure long term adequate water supply and water pressure. The main trunk main has been increased and in future new reservoirs will be needed to accommodate residential growth (eg at Huntingfield).

Water supply does not constitute a major constraint in relation to the further development within the designated urban growth boundaries. The necessary infrastructure can be provided to meet future needs and associated funding can be sourced through appropriate charges. The situation in regard to wastewater treatment is more complex.

The current situation in regard to wastewater treatment plant (WWTP) capacity can be summarised as follows:

- Former Tarroona WWTP – the current average flow was well within the existing licence for the former plant (about half of licensed capacity), though some major works would have been required to improve performance. Rather than carry out these works, TasWater closed this plant and now pipes all wastewater generated by Tarroona to its Self’s Point treatment plant in Hobart (as from late 2013).

- Blackmans Bay WWTP – this plant services all of the urban areas within the “greater” Kingston area. The current average flows are within the existing licence (4.125ML/day) and this plant meets its license requirements about 95% of the time. However, it hasn’t performed as well as it should have and it is also proposed that future loads will dramatically increase (following the closure of the North West Bay plants). This plant has now been replaced (in 2019) in order to both increase capacity and performance. The new plant’s capacity is to be increased to 8.5ML/day (about double its existing capacity). The outfall at this plant has been previously extended to meet any future increased loading requirements.
- Howden WWTP – this is a small plant that has been generally operating satisfactorily with treated effluent being used to irrigate the North West Bay Golf Club’s golf course. TasWater has reported that high stormwater infiltration does lead to this plant being occasionally overloaded. It otherwise operates at about half of the design flow. It is to now be closed and the effluent to be piped and treated at Blackmans Bay.
- Margate WWTP – this plant has not been operating satisfactorily and only operates within its license requirements about 80% of the time. Previous upgrades to this lagoon system have improved performance but these were only temporary measures and the plant is to be closed. TasWater is now arranging for all wastewater to be transferred to the new Blackmans Bay WWTP (in 2019). In the meantime, the plant at Margate is unable to accept any significant increase in effluent flow. This in turn meant that the previous reviews of the planning scheme did not advocate any major new residential development opportunities within Margate, other than what essentially exists in accordance with existing zoning. This will no longer be the case from 2019.
- Electrona WWTP – the current average flow is at the design and licensed limit and in fact it only meets its licensed requirements about 60% of the time. This plant mainly services the Snug township. TasWater will close this plant (at about the same time as Margate) and transfer all wastewater to the new Blackmans Bay WWTP. In the meantime, the plant at Electrona is unable to accept any significant increase in effluent flow. Like Margate, this means the planning scheme did not accommodate any major new development opportunities, other than what essentially exists in accordance with existing zoning. This will no longer be the case from 2019.
- Woodbridge WWTP – current average flows are about half of the plant’s designed flows due to there being various operational problems that limit its capacity. Some major works (relative to the size of the plant) are required to resolve these and, in the meantime, the plant is unable to accept any significant additional effluent flow. TasWater is reviewing the future options for this plant and it may well be eventually replaced. The plant was only ever designed to accommodate the existing development footprint of Woodbridge. This plant does not provide an opportunity for increased development opportunities within Woodbridge and domestic wastewater treatment needs to be accommodated on-site.

TasWater is currently completing the construction of the new wastewater treatment plant at Blackmans Bay and the pipelines necessary to transfer all North West Bay wastewater to this plant. This construction work is to be completed by mid-2019. The upgraded Blackmans Bay WWTP will be able to accommodate about 20-30 years population growth and includes the existing Howden, Margate and Electrona catchments. As indicated above, each of these three plants will be decommissioned before 2020. This level of certainty enables further consideration to now be given to the potential future extension of sewerage reticulation in Kingston, Margate and Snug. This will have a significant impact on the ability to extend the residential zones on the fringes of these settlements.

In assessing the capacity required for the upgraded Blackmans Bay WWTP, a review was conducted into the future loadings as a result of expected population growth. It was estimated that the existing catchment for the Blackmans Bay WWTP could account for an additional 2,500 tenements (which includes houses as well as other commercial developments or “equivalent tenements” in the Kingston, Blackmans Bay areas). The existing WWTP had serviced about 9,000 connected tenements. If its

capacity is doubled then it should have a total capacity that is in the vicinity of about 18,000 equivalent tenements. This capacity to service an additional 9,000 tenements will accommodate the envisaged Kingston growth (at Huntingfield, Spring Farm and infill), plus the North West Bay settlements. In regard to these latter settlements, there are about 1,000 connected tenements in Margate and TasWater has projected an additional 800 (over the next 20 years), plus Snug/Electrona would contribute an additional 700 tenements. Adding all those figures together results in the total equivalent tenements being connected to the Blackmans Bay WWTP being less than 14,000 in about 20 years' time. That is still well below the 18,000 capacity figure.

The need to only allow development that is capable of being supported by public infrastructure must be reflected in the planning scheme provisions. Future development needs to be properly sequenced so that existing infrastructure is optimised (eg in-fill development) and instances of "leapfrogging" (where infrastructure must be provided across undeveloped land) are minimised.

Increasing the capacity of water and sewerage infrastructure at certain locations provides obvious opportunities for new development to occur. Land development opportunities and water/sewerage infrastructure go hand in hand. The infrastructure must be in place to allow the development to occur and spare infrastructure capacity should be taken up to optimise its efficient use. Land use and infrastructure planning should be done together. This is the intention at a regional level, where the Regional Land Use Strategy and the Infrastructure Investment Strategy are aligned (as should also be the case at a local level). The future longer term upgrade of the wastewater services provides the best opportunity for additional development to occur in the Huntingfield and Margate areas in particular. Most of this additional development should occur after the infrastructure has been upgraded during 2019.

On-site Wastewater Treatment

Outside of those areas that have reticulated services, other residences and businesses have on-site wastewater disposal systems. In each case there needs to be sufficient available land to effectively dispose of the wastewater that is generated. Council follows up each instance where this is not the case and requires the installation of new wastewater treatment technology or works with the land owner to develop an appropriate alternative. Older septic tanks are often being replaced by newer systems that require less land. There are many failing systems that are potentially causing local environmental nuisances. It is an ongoing task to identify these and to arrange for their repair/replacement.

The wastewater system failures that do occur can be attributed to a number of causes. In many cases, the old septic systems were inadequately designed or installed in the first place, or they have been inadequately maintained since. Many of the soils in the municipality have poor absorption capabilities. In some cases, the loading within individual residences has significantly increased. This may be because town water supply has become available (increasing the volume of wastewater discharged) or the dwellings that were used as a shack have evolved into permanent dwellings.

Council officers assess all new applications for subdivision or development in regard to the capacity and suitability for wastewater treatment and disposal. The planning scheme provides the necessary development controls in this regard. In the new planning scheme there will not be an On-site Wastewater Management Code that will include all of the necessary development standards. This means that an assessment of a development application (except for subdivision) will not include assessing the capacity of the land to meet essential wastewater requirements for a particular on-site wastewater generating activity. Within unserviced areas, the wastewater must be able to be effectively treated and disposed of within the affected property. This assessment will occur as part of the building approval process by Council in its role as the Plumbing Permit Authority (as per the new *Building Act 2016*).

The treatment and disposal of wastewater has been the most significant environmental health issue in recent years when assessing development proposals for new dwellings and land subdivisions in unsewered areas. The need to follow up complaints and/or deficient systems already involves considerable staff time in Environmental Health. Particular problems occur where an area has reticulated water resulting in increased water usage and there not being sufficient land to disperse the wastewater.

Kingborough has some particularly challenging unsewered areas with significant site limitations for wastewater. Under the KPS2000 there were six specifically listed areas due to concerns and constraints with on-site wastewater (Ferry Road Kettering, Lynden Road Bonnet Hill, Taronga Road Taronga, Channel Highway Bonnet Hill, Channel Highway Barretta and Electrona, and Snug Tiers Road Snug). There are a number of unresolved cases where systems have failed and there are disputes between the land owner and the installer. Such examples will be an ongoing challenge and the prevention of these issues from occurring through appropriate development control in the future is critical.

Most of the relevant zones do include a wastewater development standard for subdivision, identifying that each new lot “must be capable of accommodating an on-site wastewater treatment system”. However there are no on-site wastewater provisions in the development standards under any of the zones in the TPS. This could lead to situations where a dwelling (or addition) or commercial development is approved, only to later discover (at the Plumbing Permit stage) that it cannot proceed due to on-site wastewater constraints. Early consideration is needed in order to protect public health and prevent off-site pollution and nuisances to neighbours. Appropriate wastewater standards within the planning scheme provide a pathway for an efficient approval process for landowners and developers.

Stormwater Management

Stormwater management is a major issue in both urban and rural environments. Development activities usually result in a redirection of stormwater flow and an intensification of that flow (due to the increased hard surfaces). As a result, stormwater management plans are required to describe how these adverse impacts will be mitigated. A common solution is the use of water sensitive urban design techniques that aim to slow down, filter and disperse the stormwater flows. In some cases detention basins are required to store peak flows. Council has applied such measures at the Browns River Wetlands. These constructed wetlands are able to temporarily hold the peak stormwater flows that come from the Kingston CBD area.

Stormwater issues are not so significant for development within rural areas. Peak flows are more easily dispersed and the changes are not as great as are likely to occur in urban areas. Where development does occur there is an opportunity to store water for future use (eg fire-fighting capacity). Often the main impacts relate to earthworks associated with roads or access tracks that have the potential to collect significant amounts of water and to then release it in locations that did not previously have concentrated flows.

The fact that most of the urban footprint is sealed has the greatest potential to increase stormwater flows and this often has significant downstream impacts – as occurred in May 2018. Stormwater flow is increased in volume (by less absorption) and is intensified in relation to the timing of the peak flows. As more of the catchment is sealed, the problems get worse. The stormwater infrastructure is designed to accommodate these impacts, but there are still many benefits and cost savings if other measures are taken to reduce stormwater volumes (such as through water collection, detention or dispersal). Stormwater also generates downstream pollution as it will pick up and carry animal faeces, litter, oil/petrol and sediment – and this has resulted in poor water quality in local watercourses and some beaches (eg southern end of Kingston Beach). Gross pollutant traps are used at the end of pipes to filter out the larger items and these are often required as a component of an urban development approval.

The relatively ad hoc planning of urban areas does ultimately cause problems for stormwater infrastructure. If the pipes are only sized to accommodate the stormwater from the immediate development areas, then later development higher up in the catchment cannot be accommodated. The pipe diameter or capacity of the built infrastructure is inadequate to cope with the additional loads created by the later development and local flooding will occur.

The same type of impact will ultimately also occur due to climate change, in that future rainfall is predicted to increase in intensity. A more strategic approach is required to better manage urban stormwater across whole catchments and to anticipate future development impacts. This may also require the implementation of a headworks regime that requires developers to contribute to the downstream financial

implications caused by their development. Council is now implementing this more strategic approach and stormwater modelling is being carried out for the most affected areas. This is supported by the subsequent on-ground works which are assisted by revenue from the stormwater rate that was introduced in 2016. This revenue has enabled Council to accelerate a much needed program of stormwater improvements in the municipality.

Within Kingborough there are a number of known locations that have existing stormwater issues – either in regard to localised flooding or impacts on the natural environment – examples include the low lying area between Wells Parade and Pearsall Avenue at Blackmans Bay (flooding problems occur within residential backyards); a major outfall is located at the southern end of Kingston Beach (creates water pollution problems); and sediment has been deposited in Coffee Creek at the Peter Murrell Reserve (damaging native vegetation and habitat).

The planning scheme needs to include provisions that enable development applications to be assessed on the basis of the potential for downstream stormwater impacts created by the development proposal. The State Planning Provisions do have some shortcomings in this regard, with only some Zones including development standards that require the assessment of stormwater impacts – and these being limited to subdivisions only. Accordingly such developments that create large sealed surfaces (eg parking areas and large buildings) cannot be properly assessed for the potentially adverse downstream impacts that they may create.

Electricity and Telecommunication Infrastructure

Electricity requirements are being addressed at a regional level. From the planning authority's perspective, the availability of power is not usually a constraint that needs to be considered. A general comment however is that alternative forms of power generation are encouraged and that these should be incorporated into development proposals whenever possible. There will be planning issues when these alternative forms of energy (eg wind turbines) are likely to cause noise, visual or environmental (eg bird strike) concerns. The appropriate studies will need to be done that address such aspects.

The availability of telecommunication services throughout the municipality changes as there is a greater take-up of mobile phone and internet capability. There are mobile telephone problems in some more remote areas (eg far south of Bruny Island) but these are being remedied. Telecommunications in itself is rarely an issue in constraining the development opportunities within the region, although improved internet access will greatly improve the opportunities for businesses to operate remotely from rural or residential locations. This may have a significant impact on the types of development that will occur in future (eg home based businesses). The roll-out of the National Broadband Network is the most significant initiative in this regard and is likely to have widespread social and economic impacts.

New proposals for built telecommunication infrastructure are often quite contentious. This is particularly the case for mobile telephone and NBN towers which usually need to be located close to areas of greatest use. This puts them in conflict with local residential areas and local communities have expressed concerns in relation to health and visual impacts. The towers themselves are necessary to service the increased use of broadband internet and mobile phone technology (including access to internet) but need to be located in the best location – taking into account these local views.

Initial consultation is necessary to determine optimum locations prior to development applications being prepared. The carriers (or the relevant Federal agency) need to also attend to the health concerns that have been raised and provide information to explain the situation – noting that such health issues are not part of the development application assessment and are dealt with in accordance with national standards. Development applications for telecommunication towers are assessed under the Telecommunications Code in the planning scheme unless the proposal constitutes a 'Low Impact Facility'.

The main service providers that are likely to install telecommunication towers are NBN Co Ltd and the mobile phone companies of Telstra, Optus and Vodafone. NBNCo has deployed its high speed broadband network within Kingborough which consists of a combination of optical fibre, fixed wireless and

satellite technology. The fixed wireless service is delivered from a radio network base station to an antenna at the individual residence or business. The first preference is to co-locate this base station on an existing tower, or to utilise existing buildings or infrastructure.

Within Kingborough, NBNCo initially identified that 12 new base stations would need to be installed. Subsequently three of these have been co-located on existing towers and another 4 were not necessary as satellite technology will be utilised instead. The remaining 5 involved the erection of new towers. The focus for the NBN is to provide total coverage that is accessible to everyone. For example, this should still be able to be achieved if a tower within that network is destroyed by bushfire. The mobile phone companies however have a more commercial focus and will locate their base stations (which potentially include new towers) in locations that suit their own business priorities and in regard to how well they can best meet market demand. There is a more flexible and competitive approach and most of their future intentions are confidential.

4.2.3 Integrated transport

Regional and Local Transport Strategies

Up until recently there were two important background documents that would help in shaping an integrated transport strategy from a land use perspective. The first is important at a regional level and is the Southern Integrated Transport Plan 2010 (SITP). It was published by the then DIER, and was prepared in conjunction with the Southern Tasmanian Councils Authority. The second was important at the municipal level and is the Kingborough Integrated Transport Strategy (KITS). This was adopted by Council in June 2010. Although both of these strategies are somewhat dated (as is the STRLUS which was also prepared in 2010), there have been no more recent coordinated investigations at a regional or municipal-wide level.

From a Kingborough perspective, the SITP included measures that provide for:

- The improvement of known infrastructure weaknesses along strategic routes – such as the Southern Outlet, where peak-hour traffic originating from Kingston causes congestion when entering Hobart – this has worsened in recent years.
- Providing a safe road environment on those routes from rural areas into Hobart – such as the Huon Highway, where there are some known intersections that can be improved, including Summerleas Road and Sandfly Road – noting that a major upgrade of the Summerleas Road intersection was completed in 2018.
- Improving travel time reliability on key urban transport corridors – with the examples quoted being the Southern Outlet and the Channel Highway between Margate and Kingston – the latter having since been addressed by the construction of the Kingston Bypass, although the highway south of the Algona Road roundabout is still often quite congested in the morning peak hour.
- Managing travel demand and influencing travel choice in peak periods – largely by encouraging the greater use of public transport, multiple occupancy car trips, cycling and walking – with commuter use of public transport being encouraged through the provision of all-day car parking in Kingston.
- Improving the tourism experience on the transport network – through visual amenity upgrades, roadside facilities and working with the tourism industry and in conjunction with tourism strategies – other than the upgrade of Ferry Road at Kettering, only limited activity has since taken place in this regard, though there are a number of related improvements being proposed on Bruny Island.
- Improving public transport services – by improving urban fringe bus services, improving priority bus stops to meet DDA standards, improving public information services, implementing pricing incentives and providing local park-and-ride facilities – a major review of the Metro services has since occurred though it is fair to say that this did not result in many changes within Kingborough..
- Creating increased opportunities for bicycle use and for pedestrians – in particular, targeting infrastructure gaps such as walking and cycling links – there have been some ongoing

improvements in this regard (eg pedestrian paths in the Huntingfield, Mertonfield, Whitewater Creek area and road widening over Bonnet Hill) and this is expected to continue.

- Ensuring there is a preferred sequence for future residential, commercial and industrial development with respect to logical extensions of existing transport networks and public transport services.

The SITP identified the (then) traffic volumes coming into Hobart from the south, east and north. The Channel Highway at Snug increases from 4,000 vehicles a day to 11,800 on the Channel Highway south of Algona Road and the Huon Highway carries 7,000 vehicles a day. All these flows contribute 32,000 on the Southern Outlet. This is one of three main entry roads into Hobart – the other two being the Tasman Bridge and the Brooker Highway, which carry 62,600 and 48,000 respectively. By 2031 the traffic flow on the Southern Outlet was estimated to grow to 42,500. Peak traffic problems on the Southern Outlet already exist, so such a marked increase in future will need to be accompanied by other mitigation measures.

More recent studies have included the Department of State Growth's 'Hobart Congestion Traffic Analysis 2016' and 'Hobart Traffic Origin-Destination Report June 2017'. In regard to the former, it was reported that the Southern Outlet experienced weekday traffic growth across all analysis years (2014, 2015, 2016). All main road entrances into Hobart (Tasman Bridge, Brooker Avenue, Southern Outlet, Sandy Bay Road) are at or are close to capacity. In regard to the latter, about 75% of vehicles travelling on the Southern Outlet have central Hobart as their destination or are returning from central Hobart. Council has commissioned a new Traffic Plan for central Kingston to be completed by about the end of 2018.

The KITS provides a means by which Council can plan for the long term implementation of sustainable transport initiatives – linking infrastructure design, land use planning, community development and environmental protection. The strategic outcomes of the KITS are:

- A reduced use/dependence on private motor vehicles through the encouragement of other forms of access and transport.
- An increased use of public transport that is convenient, accessible, safe and clean.
- An attractive and user friendly network of footpaths and trails for both pedestrians and cyclists.
- A community which is demonstrating increased use of park & walk and park & ride and car-pooling opportunities.
- Efficient transport facilities servicing Bruny Island.

It includes actions that will (with updated information included):

- Provide input into the regional land use planning process so that Kingborough's transport requirements are accommodated (this has been actively pursued as opportunities arise).
- Further investigate potential park-and-ride sites (this was done as part of the Central Kingston Parking Strategy prepared in 2016 and will be further explored within a Parking Plan to be completed by mid-2019).
- Explore the opportunities to develop a Greater Hobart Parking Strategy (there has not yet been an opportunity to pursue this though it may be an outcome of the current investigations into congestion problems in Hobart that are part of the City Deal funded investigations).
- Assess the traffic conditions after the construction of the Kingston Bypass (this has been occurring as part of the current investigations into congestion problems in Hobart and will also be considered within the recently commissioned DSG review of the Channel Highway between Margate and Kingston).
- Implement promotion and education programs regarding sustainable transport (this has not been pursued in any active sense and would need to be done as a partnership with DSG and Metro).
- Progressively increase the frequency of urban bus services (this was advocated during the recent Metro review but will need to be more actively pursued in the future, particularly if congestion on the Southern Outlet is to be reduced, noting the current City Deal proposal to create a fifth lane for bus travel).

- Improve access facilities at the Bruny Island ferry (this has been mainly addressed following the upgrade of Ferry Road and is being pursued as part of the new ferry contract and in regard to future improvements at both Roberts Point and Kettering).
- Improve the intersection at the Huon Highway and Summerleas Road (this major project was completed in 2018).
- Improve the cycling conditions on the Channel Highway in the vicinity of Bonnet Hill (this has been completed for those sections that were most feasible for widening).
- Develop a parking strategy for central Kingston and the municipality in general (the Central Kingston Parking Strategy was prepared during 2015/16 and Council has commissioned a new Parking Plan for central Kingston to be completed by about mid-2019 – further consideration will need to be given to other parking issues such as at Kingston Beach, Margate and Snug).
- Provide a multi-criteria framework for assessing the merits of potential transport initiatives (this has not been done in any formal sense).
- Include proactive provisions within the planning scheme so that new developments provide for cycling, pedestrians, efficient vehicle circulation and community transport (this has occurred to some extent though the State Planning Provisions limit Council's capacity to design any particular solutions which are different to other municipalities).
- Develop a traffic management strategy for central Margate (this has not yet been done as there is still some uncertainty about the final design and land use within the private shopping centre development – noting that the extension of Dayspring Drive will need to form an integral part of this development).
- Prepare "travel plan" requirements for major development proposals (this is done to some extent through the standard requirements for individual Traffic Impact Assessments).
- Implement a principle cycle network for Kingborough that incorporates cycle parking facilities (such a coordinated plan is being considered by the Kingborough Bicycle Users Group).
- Prepare a plan for bus services to cover future residential growth areas (this was noted during a recent Metro review and is being monitored – particularly in regard to the future proposals in the Spring Farm area and the results of the Metro review that occurred in late 2018).
- Support further development in locations that will improve the viability of public transport services and other community transport facilities – such as within the main built-up areas and with higher densities close to activity centres (infill development is occurring within urban areas and this will increase the viability of public transport, however expanded park-and-ride facilities will be required on the fringe of the urban area, such as at the Algona roundabout and the Sports Centre).
- Manage the road space to support the principal cycling, walking and public transport routes (this is being done as opportunities arise with minor upgrades also occurring as needed).
- Implement various road improvements – such as at Ferry Road, on Bruny Island (where DSG funding is now available), within older areas of Kingston and Blackmans Bay, and connecting Spring Farm Road to Kingston View Drive (these are occurring as and when it is possible to do so with the Spring Farm Road connection being a particularly major task and which will need to be coordinated with the further development of the Sports Centre precinct).

During 2016-17, a number of meetings were held in Hobart to consider the increasing congestion problems that were occurring in central Hobart and on the main roads leading into the city (Brooker Highway, Derwent Bridge and Southern Outlet). These discussions were facilitated by the Minister and DSG and the greater Hobart Councils (including Kingborough) participated. Further consideration also occurred as part of the Greater Hobart City Deal and this will continue over the next few years. From Kingborough's perspective, our opportunity to contribute to reducing Hobart's congestion is primarily by encouraging a greater use of public transport and in reducing the need for Kingborough residents to have to travel into Hobart.

It is this latter point that goes to the heart of this Land Use Strategy and this is expanded on in the next section. Kingborough should not be seen as a dormitory area for Hobart but should strive to create many more local employment opportunities and provide local services and public facilities for Kingborough residents. A strong contra-flow of traffic on the Southern Outlet should be generated. This means more

local industries, local shops and entertainment, local health services etc – and this in turn means that significant investment needs to be made to expand the existing commercial and local business districts, particularly within central Kingston (and as encouraged by the Kingston Park development). Further regional discussions are also being held in regard to other options to reduce road traffic such as ferry transport.

Reducing Traffic and Car Dependency

The general objective is to encourage people to use alternative forms of transport wherever this is possible and to facilitate this within the future design of residential subdivisions and commercial developments. There are many benefits in doing this, including the health benefits gained from exercise, reducing traffic congestion, reducing fuel use and infrastructure cost savings (eg reduced parking areas). As well as this, there are some overall benefits in reducing the need to travel in to Hobart. By reducing the amount of traffic travelling into Hobart, congestion is reduced and cost savings are made. This land use strategy has a general policy position that Kingborough should be as self-reliant as possible in regard to essential services, a good retail sector and having plenty of employment opportunities. If these objectives can be achieved then much of the traffic remains “local” and does not generate problems elsewhere.

For the establishment of more employment opportunities and local services within Kingborough to occur, there will need to be more opportunities for new businesses. These opportunities are provided by ensuring there is adequately zoned land available, the necessary infrastructure is in place, there is the capacity to work from home, suitable incentives are available and supporting businesses are nearby.

Better public transport is often mentioned as an essential component in reducing traffic and parking problems, both within Kingston and Hobart. It also provides an essential service for those who do not have access to a car, noting that these people should not be isolated. Public transport however does have significant cost constraints and can only operate where there is sufficient patronage. If the settlement pattern is dispersed and has a low density then the viability of public transport is reduced. In most cases public transport services are limited to the major urban areas or only operating during peak commuter periods. Increasing the density of the settlement pattern increases the viability of the service. Ideally, the Metro services should also receive greater government support in order that more local services are able to be provided.

“Park-and-ride” facilities encourage a greater use of public transport and would resolve problems and costs associated with having to find all day parking spots. There is an existing park-and-ride facility on Council’s property at Denison Street in Kingston and commuters have been using a variety of other places that have not been so formally designated as park-and-ride (eg the old parking area within Kingston Park and alongside the Kingston Wetlands). An opportunity exists to improve and expand the existing park-and-ride facility at the Huntingfield roundabout on the Channel Highway and to create a major park-and-ride facility at the sports Centre. Both of these facilities are ideal for express bus routes into Hobart (as an incentive for greater patronage) via the Kingston Bypass and the Huon Highway respectively.

The Kingston Parking Strategy identifies a number of other sites that are worthy of further investigation as potential park-and-ride sites. These are located opposite Browns Road on the Channel Highway, at the Sports Centre, and as part of the Kingston Park redevelopment. It is not possible in the longer term to provide free all day public parking within central Kingston. This is an expensive option for Council or any other owner of land. The option of charging for such parking will also need to be investigated.

The Kingston Parking Strategy (2016) is being updated by a new Parking Plan (to be completed in mid-2019). This Plan will need to be implemented and reviewed over time. The car parking problems within Kingborough (primarily central Kingston) will need to be continuously addressed in a strategic manner. Each town or settlement should have sufficient public parking available. The planning scheme provides for this in regard to individual developments but there is a need to develop a more strategic response so that cash in lieu of parking is able to be used for more efficient public solutions.

In general, the transport and access systems within the municipality need to be upgraded to ensure that they operate efficiently and are safe to use. The levels of traffic have increased markedly with the increased population and some roads are now subjected to more traffic (at peak times) than they can handle. This is particularly the case around Kingston, although the completion of the Kingston Bypass has greatly alleviated congestion during the peak commuting periods. Some road junction improvements are still necessary within the CBD (eg John Street, Hutchins Street, Church Road etc).

The Bypass has encouraged Blackmans Bay traffic to use Algona Road, rather than Roslyn Avenue. This has subsequently alleviated some previous peak time problems in Beach Road Kingston. It has helped to reduce the traffic in other streets and removed most of the through traffic from central Kingston. It has also assisted in improving the viability of future residential development areas further south – such as at Huntingfield, Margate and Snug.

Despite the improvements provided by the Bypass, there will remain some local traffic issues in Kingborough. It is both costly and time wasting for people to have to travel longer distances than should be necessary and for there to be traffic hold-ups at certain times. Road networks are not as efficient as they necessarily should be and certain intersections block the free flow of traffic during peak periods. Some local roads were not designed to accommodate the levels of traffic that are now occurring or are likely to do so in the future.

There have in the past been suggestions for a regular ferry service to run between Kingston (Kingston Beach) and Hobart or from Bruny Island (Dennes Point or maybe Roberts Point) to Hobart. There are a number of practical issues that will need to be overcome before such services could be viable, including the construction of sufficient on-shore infrastructure (a suitable jetty, passenger facilities and sufficient car parking). A business case is yet to be prepared that can justify such services.

Road and Parking Upgrades for New Development

New policies are required that will guide the design of future commercial developments. The past tendency for private car parking (usually also available to the public) to front the street and then for the business to be located to the rear, will need to be avoided. Such a design ruins the streetscape and the amenity of the central business area as a whole. The design of parking facilities should also consider other aesthetic aspects (eg landscaping), safe and convenient traffic flow, accommodating the needs of people with a disability and other personal safety and security needs.

The Central Kingston Parking Plan will take into account some of these design issues, but further work is necessary in translating this into more explicit policies and development standards. The existing and future car parking needs and how much car parking is necessary, as well as the merits of limiting car parking in the central area, all need to be further considered – in an effort to encourage public transport use and pedestrian access. There are other measures that can be taken to reduce the demand for car parking in future and these will need to be further investigated as part of the implementation of this Strategy.

This central area of Kingston should essentially be a pedestrian precinct with public car parking on the fringe rather than within the centre. Parking policies are also required to accommodate developer contributions. Council has adopted a cash in lieu of parking contribution policy. Common car parking areas are required rather than each property having to provide for its own car parking needs. Other related issues include regulating or enforcing parking controls, managing peak demands (providing for overflow parking), all day parking for employees in central Kingston, designing on-street parking allocations (loading zones, taxis, buses, short stays) and the location and funding of future public car parking areas. These issues are all part of the implementation of the Central Kingston Parking Plan.

Within central Kingston, it is proposed that there will be some road layout changes, some of which are associated with the Kingston Park redevelopment – including access roads on to John Street and Beach Road and the increased pedestrianisation of the Channel Highway between Hutchins Street and John

Street. These latter works will finish off the upgrades that have occurred at either end of the existing road and will be designed to provide for wider footpaths and a high standard of streetscape landscaping.

Traffic modelling has been done to predict the future traffic behaviour in this central Kingston area, based upon the expected levels of development in the next few years. Further modelling will be done to update this work as part of the Traffic Plan to be completed in mid-2019. A number of junction improvements will be necessary such as traffic lights at the Church Street/Beach Road junction, a permanent roundabout at the John Street/Beach Road junction and significant realignments of the John Street and Hutchins Street junctions on the Channel Highway. The recommendations from the traffic studies done as part of the Kingston Park Development Plan will be relevant in this regard, together with the impact of the new Boulevard (Goshawk Way) road – which will carry more traffic and facilitate the increased pedestrian amenity of the Channel Highway (between John Street and Hutchins Street).

There are ongoing congestion problems associated with the Huntingfield roundabout. As traffic levels increase during peak hours there are long delays on certain roads and, as an example, more Blackmans Bay traffic is deflected along Roslyn Avenue than is desirable. It will be necessary to bring forward the construction of the additional leg to the roundabout, as proposed in the original design (possibly as a result of DSG investigations into the Channel Highway corridor between Margate and Kingston).

Traffic issues may also be alleviated through other road connections – such as another road entrance on to the Channel Highway from the future development of land immediately south of Huntingfield – and an extension of Spring Farm Road through to Kingston View Drive (enabling a connection on to the Sports Centre, High School and the Huon Highway). This latter construction is a major project that involves a new road (up a steep incline with some environmental constraints) and the upgrade of Kingston View Drive (dealing with through traffic past the Sports Centre and the High School) and an upgrade to the Summerleas Road intersection. This road connection and improvements should alleviate traffic congestion within Kingston.

The identified transport problems throughout the municipal area can only be effectively addressed through a broad range of integrated strategies that include local road maintenance and improvements (eg traffic calming), car parking requirements, the construction of some major link roads, improved public transport, increased bicycle use and walking conditions, plus other related actions dealing with public education, land use change and local employment generation. In future the focus should be on accessibility and connectivity.

Effective and efficient transport systems have important social implications – in that they are critically important for those who are the least mobile (young people, the aged and infirm), assist community cohesion, can improve public health – plus they can also generate economic and business development opportunities and reduce the potential environmental impact of road use.

Bicycle and Walking Infrastructure

Cycleways and pedestrian paths need to be provided where they are most needed. Roadside cycleways need to be incorporated within existing and future roads. Similarly, there are areas where pedestrian paths need to be constructed or improved. This may be in the commercial or residential areas or there may be opportunities to provide for walking trails within rural, bushland or coastal areas. Improved pedestrian amenity is critically important within the Kingston central area. Each of these aspects should be considered as part of future development approvals as appropriate.

The Kingborough Bicycle Users Group (KBUG) has been active for a number of years and has investigated opportunities to improve local bicycle conditions. The Kingborough Bicycle Plan has been prepared by Cycling South for KBUG and includes the following recommendations:

- as cyclists range from young children to semi-professional riders, there is a need to provide a variety of bicycle infrastructure as one type does not suit all

- trails and paths need to be developed into a network that links up and connects to destinations such as schools, activity centres, shops workplaces and parkland
- a network of bike lanes and sealed shoulders should be developed to complement the off-road network – as cyclists potentially use every road, any road works or upgrades should take into account the impact on bike traffic and endeavour to improve conditions for cyclists
- the planning scheme should incorporate requirements to consider and accommodate cyclists and pedestrians in all proposed building and subdivision development proposals

There is an extensive network of public walking trails within Kingborough and they are much appreciated and heavily used. Some of the most popular trails (in the vicinity of the more heavily built up areas) include the Taroona Foreshore Track and the Alum Cliffs Track, Whitewater Creek Track, Boronia Hill Flora Track, Boronia Beach Track, Blowhole track, Suncoast Headlands Track, Dru Point Track, Snug River Track etc. Council has also identified the opportunity to link up some of these trails to create a long distance trail from Hobart to the Huon Valley.

These are primarily recreational trails rather than ones that local residents use for general accessibility (as an alternative to using motor vehicles). The use of roadside footpaths is important from that perspective. It is important that footpaths provide a convenient and pleasant walking experience to encourage as much use as possible. In some cases there are opportunities to create new links that reduce walking times. Council has promoted the use of these footpaths and trails as a means of accessing shops and recreational facilities rather than driving – such as by way of the Kingborough Local Links project (see Council's website). A Kingborough Tracks and Trails Strategic Action Plan 2017-2022 provides a framework for future priorities, community involvement and on-ground work.

The other major piece of infrastructure is the recent completion of the bicycle/pedestrian trail between Snug and Margate. This safe off-road route is popular with local residents. A potentially even more successful route would be a similar trail between Margate and Kingston. The feasibility of such a trail is being investigated as part of the DSG investigations into the Channel Highway corridor between Margate and Kingston.

Bruny Island Ferry

Another significant transport issue within Kingborough relates to the Bruny Island ferry. The ferry itself is operated by a private business under contract to the State government. The main infrastructure problems relate to the two ferry terminals, the public facilities that are provided and the congestion that often occurs during peak holiday periods. Ferry Road at Kettering has been upgraded to accommodate most of the traffic impacts that it is subjected to. At Roberts Point on Bruny Island, there is the potential for a number of improvements, particularly in regard to increasing the parking capacity and the quality of the public amenities for waiting motorists and their passengers. There are evidently also some problems in the connectivity between public transport at Kettering and these ferry services.

The current ferry contract commenced in mid-2018 and SeaLink will be operating the service for at least the next 10 years. They are increasing the number of ferries and reducing the loading and off-loading times, enabling more vehicles to be transported. DSG have commenced a program to improve the on-shore facilities at both of the ferry terminals.

Any increase in the ferry capacity could have a significant impact on Bruny Island as a whole. It could increase the number of visitors, the resident population and development activity levels. There would be some obvious benefits relating to the reduction of congestion, waiting times and long queues in peak periods, the ongoing viability of Bruny Island businesses and the availability of a back-up service if the main ferry breaks down. However it is also likely that the increased popularity of Bruny Island will mean that any increased capacity will be quickly taken up and previous congestion problems could re-occur.

FUTURE ACTIONS – PHYSICAL INFRASTRUCTURE

- The Infrastructure Investment Plan within the Regional Land Use Strategy needs to be updated by deleting projects that are now completed and adding new Kingborough projects in their place. New infrastructure projects of regional significance within Kingborough need to be identified.
- Monitor the capacity and performance of TasWater’s Blackmans Bay WWTP (and the decommissioning and future use of the Margate and Electrona WWTPs).
- Monitor the performance of domestic wastewater treatment systems, particularly where there is the potential for off-site impacts – noting the changed responsibilities under the new Building Act 2016.
- Identify known stormwater problem areas (eg as a source of contaminated beach water quality at Blackmans bay and Kingston Beach) and investigate appropriate measures to rectify the problems. Investigate any strategic implications of this issue such as a headworks regime that apportions the true costs of stormwater impacts from new developments.
- Implement the Central Kingston Traffic Plan, including the upgrade of critical road junctions.
- Implement the Central Kingston Parking Plan, including the development of a cash-in-lieu arrangement that is accommodated within the planning scheme and which provides for more efficient public parking solutions, such as ‘park-and-ride’. Within this context, more specific parking solutions will need to be developed for Kingston Park.
- Complete the design of the final stage of upgrading the Channel Highway within central Kingston, including a much improved bus interchange and detailed discussions with adjoining landowners and other stakeholders.
- Design and cost the proposed road link across Council land from the proposed end of Spring Farm Road through to Kingston View Drive. Scope out the nature of this project and assess the traffic impacts that its eventual construction will have on surrounding areas (including the public access to the Sports Centre from parking areas and any impact on the Kingston High School).
- Develop traffic management and parking strategies for Kingston Beach, Margate and Snug.
- Review the opportunities for “park-and-ride” infrastructure throughout the municipality and schedule construction of the most potentially useful sites – specifically those at the Algona roundabout and at the Sports Centre (subject to the rescheduled and increased bus services).
- Identify cycling and walking links that require improved maintenance or to be upgraded so that more people will use them as an alternative to using private vehicles – particularly a link between Margate and Kingston.
- Continue to support the Kettering and Bruny Island communities in seeking an improved quality of ferry infrastructure (parking, toilets, kiosk, shelter, lighting etc).

4.3 Population and demographic change

4.3.1 Current population characteristics

The 2016 Census results indicate that Kingborough’s population was 35,853. This is normally regarded as an under-estimate of the true population and the ABS also provides an Estimated Resident Population (including an estimate of the number of people who didn’t fill in a Census form) – which for Kingborough was 36,544 in 2016. Based on this, by mid-2019, Kingborough’s actual population is likely to be about 38,000.

Of the 35,853 persons living in Kingborough in 2016, 32,837 lived in North Kingborough (from Taroona to Lower Snug) and 3,016 in the Channel (Oyster Bay south) and Bruny area. In the 20 years from 1996 to

2016 North Kingborough added 7,177 persons to its population of 25,660, a growth rate of 28%, while Channel and Bruny added 586 to its 2,430 persons, a growth rate of 24%.

The rate of population growth in the last five years (up to 2016) was 5.8%, or 1.2% per annum. The rate of population growth within Kingborough declined during the 1990s – from there being an additional 650 persons each year at the beginning of the decade (2.5% growth rate), down to there being only about 140 additional persons by the end of the decade (0.5% growth rate). There was then a period of relatively rapid growth in the 2002-2004 period with an additional 550 persons per annum (1.8% growth rate), and since then the population increase has slowly grown each year but the growth rate has gradually diminished (from 1.8% to 1.2%) up until 2016.

The 2016 Census has provided population figures for Kingborough localities as follows and comparisons are provided with previous Census results (note that there do appear to be some anomalies, probably due to changes in statistical boundaries in previous years):

LOCALITY	POPULATION (2016)	POPULATION (2011)	POPULATION (2006)
Taroona	3,010	3,001	2,981
Bonnett Hill	505	502	465
Kingston	10,409	9,760	8,537
Kingston Beach	1,990	2,004	2,024
Huntingfield	428	414	455
Blackmans Bay	7,145	6,728	6,343
Tinderbox	394	354	680
Howden	676	658	462
Leslie Vale	351	366	465
Neika	198	217	
Longley	234	248	327
Lower Longley	279	131	323
Margate	3,920	3,625	3,395
Sandfly	310	156	
Allens Rivulet	487	469	347
Kaoota	202	364	
Barretta	41	474	122
Electrona	364		
Snug	1,199	856	880
Lower Snug	442	322	
Coningham	253	253	185
Oyster Cove	319	185	226
Kettering	803	984	1,176
Birchs Bay	93	194	
Flowerpot	73		
Woodbridge	503	446	271
Middleton	252	239	496
Gordon	199	159	
Bruny Is. (north)	246	237	218
Bruny Is. (south)	567	534	449

The localities that appear to have had the greatest population growth rates are Kingston, Blackmans Bay, Margate and Snug. Over 90% of the population lives in that quarter of the municipality north of Oyster

Cove. The Kingston and Blackmans Bay urban area alone has about 55% of Kingborough's total population.

Bruny Island

Bruny Island's population data may be of particular interest because of its unique features and the impact of tourism. It does appear to have fluctuated in recent years, though this may be indicative of the Census timing (in mid-winter). The population at the 2016 Census was 813, compared to 771 in 2011. There was a significant increase since 2006, when the population was 665, although this had dropped from the 2001 figure which was 691. Most of the recent population growth has occurred in South Bruny. While there has been a noticeable growth in the 5-14 age group, the most dominant characteristic of the Bruny population is its older age structure – much older than the rest of Kingborough.

In 2016, 552 people lived on South Bruny (70%) and 245 lived on North Bruny (30%). This compared to 2011, when there were 534 people on South Bruny (69.3%) and 237 on North Bruny (30.7%) and in 2006, when there were 449 on South Bruny (67.5%) and 216 on North Bruny (32.5%).

The following table breaks the population down into age categories. The figures indicate the results of both the last three Census to show changes over time. It indicates that there are relatively few younger people under the age of 25 and the number of people over the age of 65 has increased markedly.

AGE	NORTH BRUNY			SOUTH BRUNY			TOTAL BRUNY		
	2006	2011	2016	2006	2011	2016	2006	2011	2016
0-4	11	9	17	14	16	18	25	25	35
5-14	20	24	7	33	57	44	53	81	51
15-19	0	5	3	15	13	10	15	18	13
20-24	4	3	0	6	5	3	10	8	3
25-34	20	12	17	23	20	36	43	32	53
35-44	29	23	21	66	60	33	95	83	54
45-54	31	34	24	79	90	72	110	124	96
55-64	51	67	63	126	135	134	177	202	197
65-74	31	39	58	63	99	150	94	138	208
75-84	19	14	25	17	26	48	36	40	73
85+	0	7	10	7	10	4	7	17	14
TOTAL	216	237	245	449	534	552	665	771	797

The main demographic characteristic for Bruny Island is that it has a much older population than the rest of the Kingborough municipality and Tasmania in general. About 74% was older than 45 years of age and 37% percent was older than 65 years of age. For the rest of Kingborough these same figures were about 46% and 19% respectively. The median age for Bruny Island is 58.8 (it was 55 in 2011), compared to 42 for Kingborough (it was 40 in 2011).

This ageing of the population on Bruny has been recorded at each of the recent Census and will continue to have major implications in regard to the provision of community services and the development of any social or economic strategy for Bruny Island.

The other major demographic feature of Bruny Island is that only about one third of the residences are permanently occupied. There are a very high number of holiday homes or "shacks". There are many property owners that do not reside permanently on Bruny but do spend time living there – whether this be on weekends, holidays or for longer periods.

On Census night in 2016 there were 358 occupied dwellings (343 in 2011) and 684 unoccupied dwellings (699 in 2011). This equates to only 34% of the dwellings on Bruny being permanently occupied, compared to 86% across Tasmania as a whole. The distribution of all private dwellings in 2016 was 353 in North Bruny (343 in 2011 and 301 in 2006) and 689 in South Bruny (699 in 2011 and 660 in 2006). The highest proportion of holiday dwellings occurs in Dennes Point, Adventure Bay and Lunawanna.

As well as the “shack” owners, there are many tourists that visit Bruny Island and this has been increasing quite dramatically in recent years, as indicated by the following figures (showing estimated numbers of international and interstate visitors).

	2008– 2009	2009– 2010	2010– 2011	2011– 2012	2012– 2013	2013– 2014	2014– 2015	2015– 2016	2016– 2017	2017– 2018
Number of international & interstate visitors	75,500	75,100	69,000	71,799	77,389	84,701	101,190	129,762	147,807	160,630
Percent increase on previous year	23%	-0.5%	-8%	4.1%	7.8%	9.5%	19.5%	28.2%	13.9%	9.1%
Percent total Tasmanian visitors	7.8%	8.2%	8.0%	8.4%	8.0%	8.0%	8.8%	11.1%	11.6%	12.4%
Total visitors who stayed overnight	23,000	21,700	21,200	22,681	27,281	28,418	32,666	43,185	45,634	55,967
Total number of visitor nights	63,900	69,800	52,200	62,419	74,441	75,492	83,466	107,115	119,908	157,127
Average overnight stay (days)	2.8	3.1	2.4	2.8	2.7	2.7	2.6	2.5	2.6	2.8

SOURCE: TASMANIAN VISITORS SURVEY (TVS) – TOURISM TASMANIA

4.3.2 Population trends and future projections

Since 1986 the population of Kingborough has grown by almost 16,500 (by end of 2016). There were relatively rapid periods of growth between 1986 and 1994 and then from 2002 till the present time. During this time, Kingborough has always had a rate of growth that is well in excess of the Tasmanian average. By 2021, Kingborough’s population is likely to be about 40,000. This rate of growth for the next 5 years will add about the same number of additional residents to the population as has occurred in almost the last 10 years.

The following table shows how Kingborough’s population has grown within the various age groupings. There has been an increase across all groups but it is clearly seen that the greatest increases are in the over 55’s – noting in particular the percentage increases in the last column. In the last five years there has been a slight reduction in numbers within the 0-4 years and 15-24 years categories. Based on these current trends and as indicated below, all of the future population growth within Kingborough will be in the over 55 age groups.

AGE	2001	2006	2011	2016	Change 2001 - 2016
0-4 years	1,782 (6.4%)	2,063 (6.7%)	2,268 (6.7%)	2,176 (6.1%)	394 (22.1%)
5-14 years	4,634 (16.6%)	4,380 (14.2%)	4,755 (14%)	4,948 (13.8%)	314 (6.8%)
15-24 years	3,588 (12.9%)	3,862 (12.5%)	4,014 (11.9%)	3,829 (10.7%)	241 (6.7%)
25-54 years	11,945 (42.9%)	12,496 (40.5%)	13,035 (38.5%)	13,188 (36.8%)	1,243 (10.4%)
55-64 years	2,642 (9.5%)	3,795 (12.3%)	4,680 (13.8%)	5,078 (14.2%)	2,436 (92.2%)
Over 65 years	3,285 (11.8%)	4,246 (13.8%)	5,141 (15.2%)	6,636 (18.5%)	3,351 (102%)
TOTAL	27,876 (100%)	30,842 (100%)	33,893 (100%)	35,853 (100%)	7,977 28.6%

(Sourced from ABS on-line Demography data (Census QuickStats))

By 2001 Kingborough had almost twice as many young people (under 25), than older people (over 55). By 2016 this had changed significantly and there are now more older people compared to younger categories. It does appear that, in recent years, less younger families have moved into Kingborough, though this may change as new residential subdivisions are being developed south of Kingston.

Some of the other population and social characteristics for Kingborough (based on both recent and previous Census information and compared to other Tasmanian municipalities) that are expected to continue into the future include:

- Relatively high proportion of people born overseas and moved from inter-State
- Relatively high median household income
- Relatively low unemployment rates
- Relatively high school retention rates
- Relatively high education standards
- Relatively high internet use
- Relatively more affluent socio-economic profile
- Relatively high “professional” component in the workforce
- Relatively high commuter characteristics (less local jobs)
- Relatively high number of building approvals

A comparison with other municipalities is as follows:

Year	Kingborough	Hobart	Glenorchy	Clarence	Huon Valley	Brighton	Sorell
2006	30,836	47,698	43,414	49,638	14,001	14,122	11,926
2011	33,892 (10%)	48,706 (2.1%)	44,655 (2.9%)	51,852 (4.5%)	15,140 (8.1%)	15,460 (9.5%)	13,196 (10.6%)
2016	35,853 (5.8%)	50,439 (3.6%)	46,253 (3.6%)	54,819 (5.7%)	16,199 (7%)	16,512 (6.8%)	14,414 (9.2%)

All of the municipalities have grown in population to a significant extent over the last 10 years – although the higher growth rates are on the fringes of the Greater Hobart area. The three fastest growing municipalities in the last 10 years, within the Greater Hobart area, have been Sorell, Brighton and Kingborough. Over the last 10 years, Clarence has had the largest population growth (5,181), then Kingborough (5,017), followed by Glenorchy (2,839) and Hobart (2,741).

The population growth in Kingborough is experiencing the same demographic structural changes as elsewhere. Kingborough’s median age has matched that of the Tasmanian average in recent years – 39 in 2006, 40 in 2011 and now 42 in 2016.

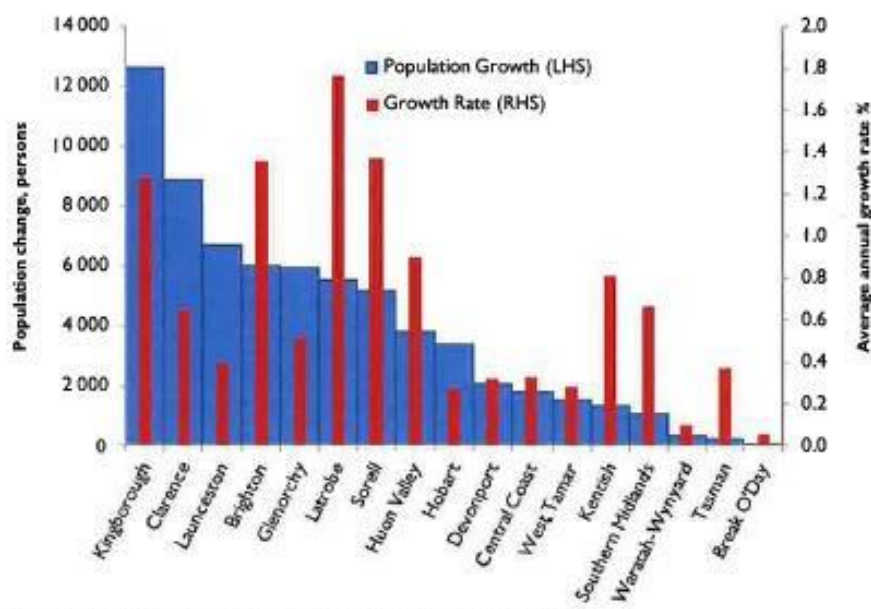
The trends that have occurred in population growth are shown in the following table. The figures compare Kingborough with other councils within the greater Hobart area.

Year	Kingborough	Hobart	Glenorchy	Clarence	Brighton	Sorell
1991	25,441	46,681	43,578	49,379	12,190	8,518
1996	28,096	46,893	44,440	49,550	12,753	10,624
2001	29,379	47,446	44,003	49,594	12,915	11,004
2006	31,706	49,556	44,179	50,808	14,329	12,131
2011	33,893	48,703	44,656	51,852	15,460	13,194
2016	35,853	50,439	46,253	54,819	16,512	14,414
1991 - 2016	10,412 (41%)	3,758 (8%)	2,675 (6%)	5,440 (11%)	4,322 (35%)	5,896 (69%)
2016 (actual)	36,544	52,018	46,722	55,465	16,669	14,482
Proj'd						
2041 (actual)	43,973	62,425	54,687	65,292	22,710	19,575
2016 - 2041	7,429 (20%)	10,407 (20%)	7,965 (17%)	9,827 (18%)	6,041 (36%)	5,093 (35%)

(Sourced from 2016 ABS data and 2018 Population Projections: Tasmania and Local Government Areas, November 2018 – Medium Series Projection)

It is interesting to note the population increase that was experienced by Kingborough (and other council areas) in the past, compared to what is projected to occur in the future – particularly note the significant increased growth expected in Hobart and Glenorchy. The projected growth of the different municipalities has apparently changed in the last few years – according to the State Department of Treasury and Finance's figures. For example, the following bar chart shows the projected growth as estimated in 2013.

Chart 3a: Projected population growth for growing LGAs, Medium Series, 2013 to 2037



Source: Department of Treasury and Finance projections.

At that time, it was projected that by 2037 Kingborough's population would be 48,300 (at a growth rate of 38% over the previous 25 years), with Hobart being 53,944 (7%), Glenorchy being 51,566 (14%) and Clarence being 62,450 (18%).

However the most recent projections (from the Department of Treasury and Finance 2018 Draft Population Projections, released in November 2018) have now significantly reduced the Kingborough's growth rate (from 38% to 20% - or an expected population increase over 25 years from about 13,000 to about 7,400). Compared to this Hobart's growth rate is now expected to be about 20% (same as Kingborough and previously thought to be only 7%).

It is not clear what assumptions have driven this change, though one would assume that Hobart is now expected to experience a lot more high density infill housing. Kingborough's expected growth is still very substantial – an increase of 7,429 over 25 years is 300 per year – which could be equated to a demand for at least 150 new dwellings each year. This however is less than the rate of new dwelling construction in previous years.

Therefore the first impression is that this Kingborough projection is too low, particularly bearing in mind the many new dwellings that are currently being built and will be built just in the Spring Farm, Whitewater Estate and Huntingfield developments (about 800 dwellings are expected in the 10 years from 2016). It is expected that over time normal market conditions may well prove this most recent population projection to be lower than what actually occurs.

4.3.3 Planning Implications

The planning implications of Kingborough's population growth are that there is a strong demand for the supply of suitably zoned residential land. This then raises questions about where such suitable land can be found or where should these new residents live – should we be focusing on continued suburban expansion, in-fill development at higher densities or encouraging more development in rural areas? The solution will probably be a mix of these but it does raise the spectre of there being limits to future growth.

The existing and future population growth within the municipality also generates a need for:

- Additional and improved recreational facilities such as parks, public open space, pedestrian paths, sporting facilities and playgrounds.
- Improved and larger commercial areas and town centres that provide a greater range of retail services, parking areas and local business opportunities (noting that Kingborough's population will soon match other municipalities and will expect similar facilities as exist in those other places).
- Improved transport networks, particularly in regard to safe and efficient travelling options as local roads are subjected to many more vehicles.
- Additional and improved social and community services relating to health needs, meeting halls, education, library and community centres.
- Environmental protection in that natural areas are placed under additional threat from urban expansion, weed incursions, rubbish dumping, vehicular access and loss of landscape amenity.
- The availability of a variety of housing forms to cater for future needs such as might relate to an ageing population or the need for more affordable housing.

Another, somewhat hidden feature of the municipality's population growth is that there are many properties that are owned as holiday residences. There are seasonal spikes in the population and a demand exists for properties to be used as weekenders or "shacks". Over time, these shacks often become permanent residences. These changes then also impact on the provision of local services (including public infrastructure) and on the character of such local areas.

The population projections will inform the land use planning directions that need to be taken. They should not however dictate these directions because they are in turn influenced by the availability of land for

future development (eg new areas zoned for residential development) and external influences (eg “climate change” migration and cheaper land located elsewhere). It is necessary to develop a range of population scenarios that use the currently available high, medium and low projections and analyse what this should mean for the land use planning strategy.

There may well be a sustainable limit on Kingborough’s population – as might be determined by physical constraints as defined by urban growth boundaries and on the capacity of infrastructure to accept a much higher population. The traffic congestion levels on the Southern Outlet are an indicator of whether population has exceeded a certain desirable level. As well as this, there could be unacceptable environmental impacts or residential amenity is being affected.

The planning scheme needs to accommodate the fact that the Kingborough’s population will continue to grow – acknowledging that there are limits to continual growth and that such limits may be based on environmental, economic and social constraints. The most obvious response is to ensure that there is an appropriate land “bank” of suitably zoned land to accommodate future residential growth. This also needs to take into account there should be a commensurate increase in areas allocated to commercial, recreational and community based land uses. The critical locations for these other supporting land uses need to be identified within the structure plans for the most affected settlements.

The ageing of the local population should if possible be accommodated within the provisions of the planning scheme. One response is that smaller residences are needed and that these be located more conveniently to shops, public transport and community facilities. Medium or higher density living needs to be encouraged in particular areas. The planning scheme should also encourage improved community facilities – such as outdoor recreational opportunities, urban open space, community halls or meeting places, more shops and aged care facilities. There needs to be an appropriate mix of suitably zoned land that can provide a variety of housing forms. These may potentially be for new residential subdivisions with a variety of lot sizes, as infill development or for multi-unit housing.

As the net population growth is to occur within the over 60 age group, it is likely that a greater emphasis on aged housing developments and/or independent living units will be necessary. Land needs to be appropriately zoned with the most suitable locations being reasonably close to the central commercial areas within Tarooma, Kingston, Blackmans Bay, Margate and Snug.

FUTURE ACTIONS – POPULATION & DEMOGRAPHIC CHANGE

- Continue to monitor the ABS figures as they are updated each year and continue to further examine and analyse the population data to better understand how to respond to future demographic trends.
- Utilise this information to inform any future review of this land use strategy and to assist in the future development of economic strategies and social or community plans for the Kingborough municipality.

4.4 Urban design and residential development

4.4.1 Regional context for residential growth

The Southern Tasmanian Regional Land Use Strategy addressed the relevant issues in regard to the need for new residential growth across the region. It was supported by Background Papers on “Dwelling Yield Analysis” and “Providing for Housing Needs”.

The Dwelling Yield Analysis investigated the potential dwelling yields of existing residentially zoned land for the Greater Hobart area. The Demographic Change Advisory Council and the Residential Advisory Council of Australia indicated that over the next 25 years, an additional 30,000 houses will be required in the Greater Hobart area due to population growth. This analysis provided an indication of the capacity of the existing zoned areas to meet the required additional dwellings. It found that for the Greater Hobart region the total number of potential dwellings is 34,619 (in 2010) – of which about half were in Brighton and Glenorchy, and most others were in Clarence, Kingston and Sorell.

This information is now outdated (having been prepared in 2010) and needs to be included as part of a long overdue review of the STRLUS. Such a review may well result in some significant changes in the regional Settlement Strategy – with anecdotal evidence pointing to more people moving to Kingborough than may have been previously predicted.

For Kingborough (the Greater Hobart component), the previous analysis identified 9,338 existing dwellings and that there was the potential to establish an additional 5,037 dwellings within the life of this strategy (by 2035). This rate of growth is roughly equivalent to 200 new dwellings each year – which is reasonably close to the actual rate of dwelling construction for Kingborough (that is, the Greater Hobart component).

What was not acknowledged at the time of this analysis is that there were many constraints on existing residentially zoned land – to the extent that much of it could not be developed for this purpose (eg the need to protect high priority vegetation communities that border many existing residential areas). Some large areas of previously residentially zoned land were so constrained that they needed to be back-zoned in the KIPS2015. Ideally, land which is zoned Residential should be able to be developed for that purpose without any significant constraints impeding this future development.

This however has been more than balanced by the fact that more recently other land at Spring Farm and Whitewater Farm has been zoned for residential purposes (and is currently being developed) and other land at Huntingfield, Margate and Snug has been earmarked for future residential development. There is now more land available for residential development than at the time of preparing the STRLUS.

Based on local knowledge and a more up-to-date assessment of the situation, it is felt that there is the potential for about 1,200 dwellings based on land that is currently zoned for this purpose. Based on the current rates of land development and dwelling construction, these opportunities should be almost fully taken up by within about 6-8 years – say, just after 2025. This is still well short of the 2035 STRLUS time frame and so new residential areas (and/or infill) will need to be identified in the meantime. As noted elsewhere, these are to be located at Huntingfield, Margate and Snug.

It is therefore necessary to identify and progress such Future Growth areas in order to comply with the targets set within the STRLUS. This previous regional analysis identified the market segments and where different growth potential might occur. It stated that the area in the south around Kingston was one of the areas with the most potential for growth in the middle/lower market segment. Blackmans Bay and coastal villages south of Kingston (Margate and Snug) demonstrated potential growth in the middle/upper market segment. Rural living locations did not show a large potential for growth in any market segments.

The regional background paper on “Providing for Housing Needs” included the background to the relevant issues from a regional perspective – such as the relationships between housing demand, supply and affordability. It discussed issues relating to the balance required between greenfield and infill residential development and the respective merits of each type. In other major Australian cities, infill objectives are in excess of 50%. In the Greater Hobart area, only about 15% of housing stock is provided through infill development, and although this may have increased since it was estimated in 2010, it would not have reached the targeted 50% figure.

This regional background paper for the STRLUS made the following points (which are still relevant):

- Residential development has been occurring in southern Tasmania in an ad hoc manner for decades and this is not sustainable into the future considering the contemporary imperatives of climate change, peak oil and changing demographics.
- There should be a move to consolidate and strengthen existing settlements rather than expanding further outwards. This will result in a number of listed economic, social and environmental benefits.
- Both infill and greenfield development options should be provided for. A proportional balance will respond best to the population's emerging housing needs by providing a range of housing options, locations and levels of affordability. A 50/50 greenfield to infill ratio is advocated (and this ratio will vary considerably across different municipalities).
- Development sites in close proximity to major transport corridors should be developed as a priority. Urban consolidation in such areas (with existing social and physical infrastructure) will maximise economic, environmental and social benefits.
- Government needs to plan for and provide incentives for appropriate infill development and take into account that the response rate from the market to increased residential densification will be gradual.

The regional settlement strategy, as contained within the Southern Tasmanian Regional Land Use Strategy, is based upon the points that are made above. The implications for Kingborough are expanded upon in section 4.4.3.

4.4.2 Existing residential land supply

It is necessary to know how much land is currently available for residential development within the areas already zoned Residential. From this an estimate can be made as to how long this land will last – based upon current and envisaged “take-up” rates. It is also necessary to know which areas are likely to be developed soon and to know which of those areas that, although zoned Residential, are unlikely to be developed in the short to medium term. This knowledge assists in determining the extent of any land that needs to be rezoned to Residential.

A local assessment has been conducted to make a comparison with the results from the abovementioned regional Dwelling Yield Analysis. The following information is a summary of the current situation for potential new dwellings on approved subdivisions or developed land:

- Kingston – about 650 dwellings
- Kingston Park – about 300 dwellings
- Blackmans Bay – about 30 dwellings
- Margate – about 10 dwellings
- Snug – about 10 dwellings

TOTAL = 1,000 lots

The figures above do include the Spring Farm development and the adjoining Whitewater Farm development which are being constructed from 2018 onwards. It is obvious that these two large residential developments on Kingston's southern edge dominate the municipality's supply of readily available housing land. Some allowance is also made for infill opportunities and this includes, in particular, the Kingston Park development proposals.

The figures below list the potential yield from currently undeveloped residentially zoned land:

- Kingston – about 60 dwellings
- Blackmans Bay – about 40 dwellings
- Howden – about 10 dwellings
- Margate – about 70 dwellings

- Snug – about 20 dwellings

TOTAL = 200 lots

It is acknowledged that some of the abovementioned lots in the second group may be doubtful due to the fact that they rely upon the owner wanting to develop their land. Some of the affected parcels may remain undeveloped for many years or not be developed to their greatest potential. There may also be some unanticipated environmental or servicing constraints.

In addition to these figures, Future Growth areas have been identified at Huntingfield, Margate and Snug. These areas have the real potential to provide for another 800 dwellings from about 2025-2035.

Up until recently, there had been a significant land supply shortage. The supply of affordable housing will rely upon there being plenty of choice for the purchaser. The municipality had almost run out of developed residential land – bearing in mind that it takes longer than three years to design, obtain approvals and construct a residential subdivision. There are now some substantial residential subdivisions at Spring Farm and Whitewater Farm, but new areas will need to come on line if STRLUS targets are to be met. The supply of suitable land is a major issue for such a rapidly developing municipality as Kingborough and consideration has been given to where such land can be appropriately located in future.

4.4.3 Identifying areas for residential growth

The municipality's future population growth will be accommodated within residential areas that are a mixture of greenfield development sites within the urban growth boundary (new suburban type residential areas), infill development within the existing urban areas and within rural areas on a limited number of vacant lots or where the zoning allows some limited subdivision.

As stated earlier, the STRLUS provides the lead in identifying suitable areas for future residential growth in Kingborough. It proposed that the main greenfield growth areas south of Kingston would be:

- The Spring Farm property – off Spring Farm Road, north of Huntingfield and east of the Kingborough Sports Complex and now zoned as residential (totalling about 400 dwellings, including units).
- The Whitewater Farm property – to the south of Spring Farm and north of Maddocks Road and now zoned as Residential (totalling about 200 dwellings).
- Communities Tasmania land immediately south of Huntingfield – though only a relatively small part of this (43 lots) has been appropriately zoned to date, the balance area will add another 400 – 500 dwellings.

These greenfield sites above total at least 1,000 lots. It is likely that in the next few years most new dwellings will be constructed within these areas, though there will also be a significant component of residential infill. The STRLUS advocates a 50/50 ratio of greenfield to infill for the southern Tasmanian region. The STRLUS states that for the 25 year planning period it is expected that Kingborough would contribute 5% of the region's total infill – the equivalent of 662 dwellings (see SRD 2.7). This is significantly less than other municipalities (eg Clarence and Brighton are to contribute 15% of the total infill each) and reflects the fact that most of Kingborough's future growth will be greenfield – rather than infill.

Based on the fact that Kingborough is likely to be receiving more growth than other municipalities then the STRLUS ratio of greenfield to infill for Kingborough is more likely to be about 90/10 (noting that over 5,000 dwellings are likely to be constructed over this 25 year period in Kingborough). That is, it is likely that, under normal market conditions, Kingborough is likely to receive more infill development than was expected in 2010 when the STRLUS was prepared.

A reasonable scenario is that the future production of residential lots within the abovementioned new greenfield sites should provide for an average of about 100 new dwellings each year for the next 10 years. This reflects an existing pent up demand (due to a current shortage of land and the delays involved in bringing these areas on to the market). All of these areas are very desirably located and those stages that have been completed have been very popular with purchasers to date.

It is appropriate that there should be sufficient land available to meet the demand for residential development for at least the next 10 years – as will now be the case with the staged development of these three major subdivisions, plus other projects such as Kingston Park that provide other options or choices for the purchaser. The Spring Farm property is being developed prior to the Whitewater Farm property, though each can be developed independently. Both rely initially on access from Spring Farm Road and the 'Bunnings roundabout' on the Channel Highway and both need to protect the rural and natural landscape as much as possible in order to optimise their appeal, recreational use and to protect environmental values. These new release areas have been chosen because of their specific identification within the STRLUS as being included within the Urban Growth Boundary (as defined by the Regional Settlement Strategy).

Communities Tasmania has indicated that it is willing to allow the Spring Farm and Whitewater Farm development to progress first before bringing their Huntingfield development on to the market. A new master plan for this Huntingfield property is being prepared during 2019. The final zone boundaries will also be defined once further information is provided in regard to local conservation values (such as the need to protect priority vegetation or a buffer area alongside the Peter Murrell Reserve), heritage needs (eg presence of Aboriginal relics), recreational corridors and natural hazards.

It is not appropriate for land that is targeted for more intensive development to be zoned Low Density Residential or Rural Living. This would only encourage the subdivision of that land into blocks that would compromise their further subdivision down to residential allotments. Where such zones do adjoin existing residential areas then it can be mostly assumed that this will be the outer limit of any further residential growth that is of a suburban nature. In the Kingston area, it is noted that the abovementioned areas (Spring Farm, Whitewater Farm and Huntingfield sites) are the only significant greenfield development sites proposed in the foreseeable future. It appears that, with the development of these sites, the urban growth boundary for Kingston and Blackmans Bay will have reached its outer limit.

An extension of Spring Farm Road through to Kingston View Drive is critically needed. The design of the Spring Farm development and the bridge over the Kingston Bypass (constructed by the State Government) assumes this connection will proceed, plus it provides an alternative traffic option and reduces pressure on Summerleas Road. It connects the Huntingfield, Blackmans Bay and Margate areas to the Kingborough Sports Centre and the Kingston High School. Complementary pedestrian and cycling routes also need to be provided. The implications of through traffic on Kingston View Drive will however need to be seriously assessed (such as in regard to adverse impacts on the Sports Centre and the High School).

The next most likely future residential development areas are at Margate and Snug. In the past the wastewater treatment limitations have not allowed for any significant areas to be rezoned at Margate and Snug. There currently exist some significant areas at Margate that are zoned Residential and which could be developed during the next few years. This infill development alongside the commercial district needs to be encouraged

Margate also requires some other infrastructure improvements (such as at road junctions) and additional investment is required in the central commercial area (though this may be stimulated by further residential development and an increased local population). With the upgrade of sewerage infrastructure, a medium term residential expansion opportunity exists on the current Meredith properties immediately south of Margate. Such land (on both sides of the Channel Highway) has been zoned Rural Resource (to reflect existing use and as a 'holding zone'). With the removal of the sewerage constraint, this land is proposed to be zoned as Future Urban and the Urban Growth Boundary in the STRLUS will need to be similarly

adjusted. The development of this land will effectively be the only remaining future greenfield residential subdivision opportunity for Margate. Consideration should then be subsequently given to a Low Density Residential Zone, bearing in mind the adjoining industrial and rural activities, distance from the town centre, watercourses and hilly topography.

Snug is in a similar situation to Margate. It too has been constrained by past wastewater treatment constraints and future residential expansion will have to wait until there is sufficient capacity – noting that there is still some infill capacity for residential development. Future fringe development is most likely to be on the Pitt property on the southern edge of the town (a former poultry farm and an extension of an existing subdivision of this property). This will also require an expansion of the Urban growth Boundary as defined in the STRLUS.

The other smaller villages (Kettering, Woodbridge etc) will rely upon on-site wastewater disposal and all residential land has been zoned as Low Density Residential. There are only very limited expansion opportunities for this zone within these smaller villages.

Within the rural areas (outside of the main settlements), future subdivision and the creation of new lots will be occasionally facilitated by the new Rural Living Zone where it includes larger parcels of land. This is not expected to generate many new lots as the new Zone will have minimum lot requirements that match the existing settlement pattern. It is not proposed to create new hobby farm type development areas that are in addition to those that already exist.

In summary, the areas that have been identified for most short term residential growth are those urban fringe areas to the south of Kingston within the Urban Growth Boundary. The Spring Farm and Whitewater Farm areas have been targeted for residential growth over the next 5 years. Other opportunities also need to be provided in order to ensure market choice. This will be partly provided for by further urban infill development and other scattered small subdivisions throughout the municipality. Beyond the next 5 years, the next larger residential developments are likely to occur on the Communities Tasmania land at Huntingfield, at Margate and to a lesser extent, at Snug, each of which can be zoned as Future Urban. All of this future residential growth will meet the needs of the municipality for the next 15 years – the original planning period for the STRLUS.

All of these residential opportunities will satisfy the government's population projections and help in addressing the need for the supply of affordable housing and providing a choice of different forms of housing, all in attractive and accessible locations. It is also anticipated that these areas will contain a mix of residential densities, plus support future local commercial or business investment. As well as this, such growth will drive forward the further development of the Kingston CBD (in conjunction with Kingston Park proposals) and commercial investments within central Margate.

The Kingston Park development can also take the pressure off the need for infill development in what are often relatively remote suburban areas. It is proposed that about 300 new dwellings (townhouses and apartments) are to be included within the final Kingston Park development. This will provide a different type of living experience and a higher density than previously available within Kingborough – reflecting the close proximity to a wide range of CBD services and ample public open space.

There are of course constraints in allocating new areas for residential growth. These limits are primarily defined by the Urban Growth Boundaries (UGB) indicated within the STRLUS. They are defined for urban areas within the Greater Hobart area. The UGBs for the areas within Kingborough are indicated on Map 11 within the STRLUS and specifically relate to Tarooma, Kingston/Blackmans Bay, Margate, Electrona and Snug. It is not proposed to significantly deviate from these (other than at Margate and Snug) as it is acknowledged that uncontrolled urban sprawl or ribbon development along highway corridors should be avoided and there needs to be limits imposed on the continuous expansion of residential areas into the adjoining countryside.

The advantages in defining the eventual growth limits are that landowners know what the future situation is and there is some certainty for long term land use practices and zoning within rural areas. Where land

is not zoned Residential, but is within the UGB, then the landowner can also be aware of the future intentions of Council and can plan accordingly. Speculation is reduced and rural landscapes are protected. Once a physical limit to growth has been defined it is much easier to plan for the future provision of public infrastructure, such as roads, water supply, sewerage capacity and other community services. The strategic design and development of infrastructure can be better linked to the prospective urban development. Appropriate infill development can be accommodated.

The urban structure plans within this Kingborough Land Use Strategy will determine the UGBs for other urban areas outside of the Greater Hobart area and this will be subsequently reflected within the zoning boundaries in the Kingborough planning scheme. These structure plans will indicate the limits to future urban growth and will take into account the local circumstances in each case. Justification will be provided in the structure plans so that the reasoning is clearly understood. This Strategy also provides the justification for when future extensions to the UGB are proposed (such as the future need for a southern expansion at Margate).

The larger “greenfield” areas that are earmarked for residential subdivision are zoned in a manner that is either for this residential purpose or as a holding zone (either “Particular Purpose – Urban Growth” or “Rural Resource”) and will be zoned as Future Urban in the LPS. Such holding zones would remain in place until such time as the developer is able to come forward with a more specific development proposal for the subject land. It is likely then that a combined rezoning and subdivision application (including a detailed development plan) would be submitted.

The demand for more affordable housing will increase in the future. Having an ample supply of different types of housing stock (or land on which housing development might occur) should be able to meet this demand. It is important that there is a variety of housing options for purchasers to consider. The redevelopment of existing developed sites is also encouraged – whilst maintaining any local heritage and amenity values that are present. Continuous urban renewal is preferred to the decline of existing areas while new development moves ever outward. Existing public infrastructure is better utilised, although community concerns about the loss of suburban character due to uncontrolled intensification of built up areas need to be taken into account.

4.4.4 Sustainable urban design

The future sustainable design and the “liveability” of urban areas should be encouraged through the application of appropriate planning scheme provisions, plus any other measures that council is able to take. An urban area that is pleasant to live in will provide for a variety of outcomes. It will provide a healthy environment (environmental integrity), a strong sense of community (social well-being), employment (economic opportunity) and recreation (cultural vitality).

Social Inclusion

In 2009 the State Government released “A Social Inclusion Strategy for Tasmania” (Adams, 2009) that included a specific strategy that stressed the importance of planning (land use planning, urban planning and statutory planning) to social inclusion. Social inclusion is essentially “the idea that everyone should have access to the resources and relations that make life healthy, happy and productive”. It is closely tied to the fundamental objectives of good planning in that the end result of both is to create places where people are happy to live – where places become very “liveable”.

Although this document is now 10 years old, the messages it sends are still relevant as is evident from the following statements:

Social inclusion starts with land use planning. The use of land, the built environment, use of open space and associated planning instruments are absolutely critical to shaping opportunities for inclusion or exclusion. (p72)

What needs to happen is that a parallel process of population settlement strategies needs to be developed – strategies that are likely to attract and retain a diverse mix of talented people to help create inclusive communities. (p73)

Planning has for too long been seen as primarily about regulation and attracting investment. Planning can also enable or disable the conditions for affordable housing, for accessible transport, for green spaces and buildings, for safety, for identity and for resilience. (p.74)

The STRLUS has gone some way in meeting these expectations (and its further review may expand on them). As well as this, the social and community issues that need to be considered in the planning system include connectivity and access to essential services, accessible open spaces, the joint use of facilities (such as schools and other public infrastructure) and inclusion of public spaces in private commercial developments.

TasCOSS has previously released its own report on “Social Inclusion Principles for Spatial Planning in Tasmania” (TasCOSS, 2012). The planning outcomes for social inclusion were listed as being affordable housing; health and well-being; affordable, accessible transport; access to basic services; employment opportunities; climate change adaptation; and community sector involvement. Many of the suggested inclusions within the planning scheme are broad objectives that aim to achieve these types of outcomes, however there are other suggested provisions that relate to improved design criteria, walking access routes, housing variety, encouraging smaller houses near public transport (reducing parking requirements), increasing residential densities, providing public open space, requiring high quality walking and cycling infrastructure (eg wider footpaths), encourage community gardens and vegetative landscaping, create spaces for social interaction, etc.

There are of course limits on how much a planning scheme can achieve in meeting these types of outcomes. It is a reactive legal mechanism. Many people see the planning scheme as a way of resolving various social and community needs, but it will often fall short in this regard. It consists of development standards that usually need to be defined in a specific way that can be measured in order to avoid different interpretations. It doesn't always create the types of outcomes that are listed in the TASCROSS report. Whether the planning scheme can provide some opportunities in ensuring that such outcomes are achieved will depend on how well the development standards are drafted. This involves considerable skill and effort. The current State Planning Provisions will need to be assessed on the basis of how well they may be able to meet social inclusion objectives.

Kingborough Council has in the past conducted various local community based exercises in relation to a number of urban design issues. Particular examples in this regard relate to the future development of the central Kingston area, Blackmans Bay, Kingston Beach, Margate, Snug, Kettering, Woodbridge and Dennes Point. The local community usually has very strong opinions on what is wrong with the current standard of urban development and how it might be improved – particularly within the public realm and along main streets – where there continue to be many shortcomings and room for improvement. A broad engagement with the community is necessary.

There is a great deal of material internationally on “child friendly cities”, and local consultation in Kingston has emphasised the need to have wide footpaths, safe places to cross the road and slow moving traffic; providing things to do (play, watch, touch, smell, hear, climb); providing shade, seating, drinking fountains and toilets; having natural areas or parks with grass, trees, flowers and water; providing places to meet and interact (friendly places for families); and ensuring that children have an input into future design. Youth comments usually highlight the need for improved and more interesting playgrounds. A focus on such matters has been given to the Council's public infrastructure proposals within Kingston Park.

Many of these issues will need to be addressed in a manner that is parallel with the planning scheme. Council needs to conduct separate strategic planning exercises that can be implemented more proactively through the provision of public open space and infrastructure programs. Where possible, the planning scheme should complement this work and should be amended accordingly where possible.

Health, Safety and Accessibility

There are a range of health benefits in moving to higher residential densities (Giles-Corti, 2012). Compact cities promote physical activity by encouraging more walking, cycling and public transport use, and to decrease sedentary behaviour. Conversely, suburban sprawl is associated with less walking, more sedentary behaviour and increased vehicle miles travelled. The design of the residential area and the buildings can influence mental health and neighbourhood satisfaction. Green spaces within higher density areas are very important.

The success or otherwise of implementing policies to increase population density will depend upon building design and location, the views of the local community and the amenity or quality of the existing neighbourhood environment. This is not to exclude the obvious benefits of there being a suburban housing choice of larger allotments with backyards for children to play in and for there to be space for gardens and vegetation (see next section).

A critical component of good urban design is the need to provide for public safety. This can be mainly done by building in crime preventative measures (passive surveillance), constructing safe footpaths, providing for ample disabled access and to design for safe road crossings. The areas that deserve particular attention in this regard are the main commercial areas in each settlement. Central Kingston is the prime example and new development proposals should be placed under greater scrutiny – not only in regard to internal access, but in relation to the interconnections between developments. Crime Prevention Through Environmental Design (CPTED) principles should be applied to the design of all public areas.

Public areas need to be designed to provide for universal access, with the National Construction Code's disability access provisions constituting a minimum standard. The reliance on the Code may in some cases be inadequate and it must be recognised that, with an ageing population, higher standards will often be necessary. In fact, future commercial and community-based developments should be encouraged to provide additional facilities for the aged and infirm – even if this is only motivated by a desire to attract additional patrons.

It is intended that the design of all urban areas should encourage walking as much as possible and maximise the amenity and enjoyment of pedestrians.

Vegetation and Gardens

Trees in the streetscape benefit residents, commuters and visitors emotionally and physically by defining and softening the urban environment. Street trees, well-kept gardens, civic parks and the like within the built-up area are important elements in making a valuable contribution to general amenity and public enjoyment. They make streets more pleasant to walk down, improve real estate prices, reduce the effect of wind, hide less desirable developments, and reduce air pollution, temperature and runoff levels.

There is therefore a need to provide for as much vegetation as possible within the urban landscape for both environmental and aesthetic reasons. This then raises issues in regard to maintenance, public safety, enhancing or obstructing views, choosing the correct species and identifying the best locations. Potential problems to be addressed relate to impeding driver vision, disrupting underground services, vandalism and the additional attention required to establish the plants. Species need to be selected that are most suitable for the specific site.

Increasing residential densities does not have to preclude the opportunities for local urban parks and even the ability to provide for urban agriculture. Future residential areas need to be designed to include open space and/or access to nearby existing walking trails, bushland reserves and parks. Most existing residential areas in the municipality are reasonably well provided for in this regard and future planning controls need to ensure that this continues to be the case, as well as providing for opportunities to enhance the current situation. Urban residents should also be encouraged to grow their own food, either

in their own yards or on public land (such as community gardens). There are many positive dimensions to this type of activity from social, economic and environmental perspectives.

Sustainability and Amenity Criteria

Sustainability criteria need to be considered during both design and assessment stages for all types of development proposals. These criteria include such elements as renewable energy and energy efficiency, water conservation and water sensitive urban design, biodiversity and open space, sustainable access and transport, home-based businesses and food production, and providing for community interaction and support. New subdivision proposals should be designed with such criteria in mind. There is also much greater scope for similar tangible improvements to be made in the future design of public infrastructure and public open spaces.

Residential subdivision design has traditionally focused on the need to maximise lot yield and minimise infrastructure costs. Too little thought is often given to the future liveability or sustainability of the subdivision and the amenity of future residents. These aspects might be difficult to incorporate if the available land is relatively small and can really only be developed as an extension of the existing residential settlement. Nevertheless, it raises questions about what sustainability criteria should be applied to the urban design of new residential areas and the benefits of having the best possible pre- planning done that effectively guides future development proposals.

Larger subdivisions should ideally indicate how such criteria as these have been incorporated into the original design. The onus would be on the developer to clearly explain the design choices that have been made. Again, ideally, the developer should be able to show how sufficient investigations and pre- planning has been carried out to optimise the quality of the design of the proposed development. A thorough site analysis is the essential first step.

However there is a tendency for new residential subdivisions in Kingborough to be designed according to very traditional and similar approaches. Planning scheme requirements could require that developers show how they have incorporated the site constraints and opportunities within their design and how the future residents are able to enjoy their residential environment. In the latter case, the design and size of land parcels (and title restrictions) should consider the need for views, on-site activities (play, food production, gardens), privacy, aspect, tree retention, nearby facilities and building space. The application requirements within the planning scheme include the need for a detailed site analysis and, if buildings are proposed, a detailed layout plan. Further investigations are necessary in order to determine how Council can obtain this information within the development application or as part of the pre-planning process. The 'head-of-power' that requires such information (and possibly the extra costs incurred by the developer) still needs to be clarified.

In designing future subdivisions it is important to consider the orientation of roads and allotment design if the development is to maximise opportunities to orient internal living areas and private open spaces and so best capitalise on solar access from the north. South sloping allotments need to be larger than north sloping allotments. The narrower and smaller allotments should be facing the east-west streets and the north-south streets will need to have wider allotments to allow internal living space with a northerly orientation and to reduce overshadowing of adjacent dwellings. Rectangular shaped allotments better facilitate solar access. Roads should generally follow the contours and natural vegetation should be retained as appropriate.

The planning scheme deals with only a few of these criteria, such as solar access and overshadowing. There are obvious opportunities for improvements and additional provisions that better deal with other sustainability criteria. Standards are included within the planning scheme to protect critical amenity issues, but there should also be sufficient freedom for architectural flair and innovation. The design of sustainable and energy efficient buildings is to be encouraged. This is also the case with the design of urban spaces and the provision of public infrastructure. The planning scheme should be an enabling or facilitating instrument that encourages both sustainability and high quality design. This is an important

element in the future development of all existing settlements in the municipality and could be considered in future reviews of the State Planning Provisions or as part of SAPs for critical areas.

Such opportunities have been explored in other states as part of the review of their planning systems, with proposals to “elevate the role of design” when considering the built environment. Changes are proposed that ensures the “planning system delivers well-designed urban areas, including streets, parks and recreation spaces, to meet the needs of a growing population”. Such initiatives as this do need to be monitored in order to gauge if any good measures can be developed for local application.

Urban Design Guidelines

It will in future be necessary to develop some general urban design principles for both the new and existing communities within Kingborough. Residential neighbourhoods and commercial districts should be designed and landscaped with underlying themes and consistencies in mind, such as has been done for Kingston Park. Neighbourhood centres should provide a range of facilities to service the daily needs of residents and be well located for easy safe access (including walking and cycling). A range of residential densities should be encouraged with higher housing densities being located closer to the neighbourhood centres. This encourages people to walk, increases public transport usage and provides for greater choice and social diversity.

Both residential and commercial areas must become living communities with a local distinctiveness that builds upon the existing place and setting. The eventual urban pattern would essentially consist of a series of compact urban centres, surrounded by suburban areas out to an urban growth boundary. Beyond this point the focus will be on maintaining productive living landscapes with environmental values protected. In order to achieve such objectives as these, it is clear that more investigations, community consultation and planning studies will need to be carried out. The planning scheme itself is the regulatory instrument that can control certain aspects, but most of these objectives will require more proactive action – both as part of Council’s (and State Government’s) capital works program and through the education and guidance provided to prospective developers and local communities.

Much can be learnt from what has occurred elsewhere and it is proposed that a future work program be developed to meet the high priority needs within Kingborough. Suggestions in this regard include the preparation of “style guides” for each major settlement, precinct plans that include much more detail than the town structure plans within this strategy and manuals that explain Council’s future expectations for public infrastructure.

FUTURE ACTIONS – URBAN DESIGN & DEVELOPMENT

- Update the figures for the potential housing yield from existing developed and undeveloped Residential zoned land in the municipality.
- Complete a more detailed analysis of the future take-up rates of developed residential land and the likely availability and demand for new house sites. This should provide sufficient information to prepare an overall land release program for Kingborough.
- Urban design guidelines are needed for a number of different purposes. Broad policy guidelines or “style guides” can indicate the types of designs that best suit particular circumstances. More detailed guidelines are to be prepared for particular areas on an as-needed basis – such as for a locality or a significant development site.
- Monitor the progress of work being done in how good urban design is incorporated within the planning system at a national level and assess whether any aspects have particular relevance to places or projects within Kingborough.
- Clarify ‘head-of-power’ in regard to more detailed urban design information being required as part of the development application or a pre-planning process.

4.5 Rural land use

4.5.1 Regional context

The STRLUS includes many policies that will be relevant to how rural areas in southern Tasmania will be managed in regard to land use and development. Relevant issues relate to biodiversity and native vegetation, water resources, the coast, managing risks and hazards, cultural values, recreation and open space, social and physical infrastructure, transport, tourism and productive resources.

Primary industry is considered under “productive resources” and covers such activities as agriculture, mineral resource extraction, forestry and aquaculture. Within Kingborough, agriculture and aquaculture are the most dominant primary industries and they are covered in section 4.5.3. The regional policies state that even non-agricultural land should still be managed and protected in a manner that recognises its production potential. Subdivision standards (such as minimum lot sizes) should take into account the main agricultural enterprises in the municipality.

The alienation of land from a future productive purpose should not be justified on the basis of the potential viability or otherwise of the land for particular agricultural enterprises (such as by stating that a single property is too small to conduct a viable grazing enterprise). The long term agricultural potential of land should not be lost and the development of nearby land should not fetter such a use. Such objectives are built into the proposed application of the Agriculture Zone in the SPPs and the mapping that has been done is background information to assist in the application of this Zone. Downstream processing of agricultural products should be encouraged provided they do not create off-site impacts.

The potential for the rural subdivision of land is not encouraged by the STRLUS. It focuses on the consolidation and strengthening of rural towns and villages and discourages the creation of new residential uses in productive rural areas. Rural living opportunities should minimise detrimental impacts and new residences should not be in areas at risk from natural hazards, such as sea level rise, flooding and bushfire. The existing distinctive rural landscape character should be protected.

Accordingly, the STRLUS does not specifically encourage the further subdivision of rural land. It includes such objectives as:

- Encouraging the consolidation and strengthening of rural towns and villages
- Discouraging the disbursement of new residential uses not associated with rural activity in productive rural areas
- Planning for rural living opportunities to minimise detrimental impacts

The STRLUS has a clear goal to increase infill development within urban areas (with “a greater proportion of the population living in proximity to services and employment opportunities”). Urban Growth Boundaries are defined and only limited residential development opportunities should exist outside that growth boundary (except for in other smaller rural towns). The STRLUS also makes it very clear that the success of this infill policy will require the “control of low density, rural and environmental living opportunities outside of the Urban Growth Boundary, particularly where within commutable distance” to Hobart.

There is not a lot of commentary in the Strategy about rural residential development and the following Regional Policies are relevant:

- SRD1.3 Support consolidation of existing settlements by restricting the rural living and environmental living footprints to the existing overall land area
- SRD1.4 Increase densities in existing rural living areas to an average of 1 dwelling per hectare, where site conditions allow

- SRD2.9 Investigate redevelopment of rural residential areas close to the main urban extent of Greater Hobart

There also are some Regional Policies directed towards the retention of productive rural land (Chapter 16 within the Strategy) that seek to prevent the alienation of such land by its conversion to residential use. A long term view is taken in regard to productive land use, in that it is felt that even relatively small parcels of land (of only a few hectares) will be increasingly used for productive purposes in the future.

A somewhat precautionary approach in relation to agricultural production and landscape protection is adopted. That is, future agricultural options are retained and the local rural visual amenity is not irretrievably lost. Future rural residential development (via the further subdivision of existing land parcels) should only occur where it is consistent with the surrounding settlement pattern and where it can occur in a sustainable manner (such as in the clustering of lots to protect nearby natural values).

4.5.2 Rural residential and related uses

Potential Subdivision of Rural Land

The previous KPS2000 scheme did not allow for any new rural residential subdivision and this potential remains quite limited in the current KIPS2015 scheme. This is because the minimum lot sizes in the respective rural zones are usually greater than the size of most of the existing land parcels. This will be the case in the future Tasmanian Planning Scheme as the current zone allocation is similar. In that scheme, the only rural residential zone is Rural Living and four minimum lot size categories have been provided for in the State Planning Provisions.

The Rural Living Zone in the KIPS2015 applies to large-lot or residential “hobby farm” type areas, where no reticulated services are available and the land is mainly cleared (there being no significant tracts of native vegetation). There is an emphasis on residential amenity, rather than on farming activities and the zone is generally applied to areas that are already subdivided in the 5000m² to 5ha lot size range and will have a minimum lot size of 2.5ha for most areas and 5ha for other more remote areas in the municipality. The existing Environmental Living Zone has been omitted from the State Planning Provisions and is effectively accommodated within the additional Rural Living categories or the Landscape Conservation Zone.

Whereas the existing Rural Living Zone in the KIPS2015 has two categories of 2.5ha and 5ha, the new categories in the SPPs will be as follows:

- 1ha (Rural Living A);
- 2ha (Rural Living B);
- 5ha (Rural Living C); and
- 10ha (Rural Living D).

Within the SPPs, the Rural Living Zone is intended primarily for residential use on land in a rural setting, located outside urban settlements and where infrastructure services are limited or existing natural and landscape values are to be retained. A conversion of the existing KIPS2015 will mean that these new categories of the Rural Living Zone may need to accommodate some areas of land that are currently zoned Low Density Residential (because of its now reduced minimum lot size) or areas currently zoned Environmental Living (where the predominant use is residential). It is to be expected that all areas of existing Rural Living zoned land will remain as Rural Living and the decision will then be as to which category it falls under.

There is a quite common demand from rural land owners to subdivide their land. Most of the submissions received by Council during public consultation (when the planning scheme is being reviewed) deal with this type of request. Spot rezonings are often being sought to enable individual properties to be subdivided in order to meet the personal needs of the land owner. In such cases, little regard is given to

the surrounding zones or property sizes. There is usually little strategic justification to support such requests, plus the KIPS2015 did not allow for such “active” rezonings. It should also be noted that local infrastructure (roads, bridges, stormwater drainage, reticulated water etc) is usually not of a sufficient standard to cope with significant development (more houses, more vehicles etc).

As has been stated earlier, the STRLUS has directed that no encouragement should be given to new rural residential subdivisions and population growth should be directed mainly towards urban areas where existing services and infrastructure is available. Increasing population in rural areas (to any significant degree) creates problems in regard to the capacity of local roads, bushfire hazards, environmental impact, landscape (coastal and skyline) protection and loss of agricultural productivity. That said, there may in future be opportunities to identify new areas that could be rezoned to Rural Living (for example) on the fringe of existing settlements where these concerns can be addressed. This however requires quite specific investigations that compare different options in this regard, rather than ad hoc proposals by individual land owners.

Peri-Urban Land Use

The rural residential type zones are particularly applicable to Kingborough and have been applied to relatively large areas of land in the KIPS2015 (and will be in the future scheme), as they reflect the existing settlement pattern – though in future they will essentially be limited to Rural Living (and Landscape Conservation). This is consistent with the type of land use that has been referred to as being “peri-urban”. A “peri-urban area” refers to that transitional area between town and country. Conceptually, it is a means of describing and further investigating the complex relationships that exist between the urban area and the outlying rural, farming or natural areas.

A peri-urban area is a distinct settlement pattern, neither urban nor rural but an interface, a transitional zone. This particular concept is described in more detail here as it appears to be particularly appropriate for the Kingborough municipality and might assist in the further development of settlement strategies that must accommodate change and the blurring of urban and rural activities. Griffith and Latrobe Universities have previously investigated the relevant issues in some detail and the following material is drawn from this work.

Peri-urban issues can generally be described as follows:

- Change is endemic to peri-urban areas. This can be regarded as occurring in an orderly or chaotic manner – it may be threatening or opportune. Areas may be being transformed from rural to urban and such change is usually irreversible. Conflict between land uses is also widely regarded as a key characteristic of peri-urban regions.
- Peri-urban areas are within the sphere of influence of adjacent larger urban areas (such as Hobart) and cannot be understood without appreciating this relationship. This influence may vary greatly and include the effect of cities on the productivity of land, land prices, habitat and the maintenance of biological diversity, landscapes, and commuting patterns. Many peri-urban areas are undergoing a form of gentrification based on a promotion of lifestyle.
- All suburban development begins as peri-urban development. Many peri-urban areas also contain small and larger towns. Increased development in such areas may result in urban sprawl, discontinuous and dispersed development, design features which promote relatively low accessibility and connectivity, and often the maintenance of strong social and economic connections with the metropolitan area, rather than with the new locally developed areas.
- Rapid population growth is perhaps the most common characteristic of peri-urban regions. The growing population may be residents whose low incomes lead to their relocation to less expensive housing on the urban fringe. Alternatively, the new residents may be free agents such as retirees, professionals and alternative life-stylers. This population increase may be at the

expense of the core urban regions, with one explanation being that it reflects the preference for rural small town life.

- Landscape features are among the most important structural elements of peri-urban areas and are highly regarded by residents. The environmental values of countryside are many and diverse. Outer urban development is affecting agricultural land and natural environments at an increasing pace. It consumes, fragments and degrades natural habitats, isolates remaining natural areas and lowers water and air quality.
- Development conflicts, including those associated with the trend towards closer subdivision, are a continuing feature of Australian peri-urban areas. Conflict also occurs between people who hold different values. Many newcomers to peri-urban regions bring new expertise, energy and economic power. However, the changes they bring can lead to culture clashes with many existing residents.
- Development control within peri-urban areas is usually applied through the zoning of land within planning schemes. This may be a weak form of control if it is permissive or facilitative, and it may be utilised to intentionally promote development. Alternatively, the planning controls within zones may be very prescriptive and severely restrict urban land uses and subdivision. Zoning may be used to protect non-urban land through the creation of either an urban growth boundary (UGB) or a “green belt”. A UGB is a defined and enforced limit to urban growth, while a green belt is a defined non-urban or rural belt of land extending around the edge of the urban area. The clearer the demarcation and the more land that is reserved for urban purposes, the more successful a UGB is likely to be in preventing urbanisation of rural land.
- A very significant impact of peri-urban population growth is the progressive shift away from traditional production-based full time agriculture to a new multi-functional land use pattern. Few farmers remain who are earning a primary income from their properties. Traditional farmers who have left full time agriculture have been replaced by many sub-commercial and hobby farmers. Urban values are imposed and a higher quality of residential amenity is expected. Nevertheless agricultural production in peri-urban regions remains important. In peri-urban areas, the land use shifts from being a productive activity carried out by a limited number of people, to one of a broad range of activities, resources and services.
- There is often confusion over whether land use planning regimes should be flexible and adaptive or protective and controlling in peri-urban areas. A countryside with a multi-functional land use pattern is harder to manage because demands for competing uses can make planning and prediction difficult. Planning has not responded well to demands for environmental protection in peri-urban areas. Attempts to protect productive agricultural land may be assisted by positioning agricultural land so that it can deliver a wider set of rural planning objectives.

These are the general issues that are regarded as commonly applying to peri-urban areas across Australia. However, it can be easily seen that they describe situations that exist in Kingborough and planning problems that our own community needs to address.

Multiple Uses of Rural Land

The rural areas within Kingborough generally exhibit a multi-functional land use pattern and there are not many properties that are commercially viable farms in their own right. The planning scheme effectively provides for the rural lands to deliver a wider set of rural planning objectives beyond the traditional or former agricultural scenarios. Nevertheless, it is necessary to encourage the continued or increased production of food within the municipality – even within areas that are regarded as semi-urban in nature. This encourages healthier communities and is much more sustainable in the longer term than entirely relying on imported goods. Larger agricultural properties need to be protected, but provision should also be made to ensure that sufficient space is provided to facilitate such activities as “farmers markets”, urban plots, backyard gardens, school vegetable patches etc.

This multi-faceted use of rural land is regarded as being the most likely future use of the rural residential land within Kingborough. The peri-urban issues described above will be ongoing and various regulatory and proactive techniques will be required to control or guide future development that is appropriate to these areas. The planning scheme is of course a critical legal instrument in this regard and is prepared in a manner that considers the issues raised here.

It is acknowledged that there will be innovative or different development proposals advocated for particular rural properties in the future. A previous example of this was a proposed master plan for the Brookfield Farm property just north of Margate (Inspiring Place, July 2012). This property is one of the largest (336ha) farms in the municipality and is strategically located on the highway between Kingston and Margate. It contains a mix of gently undulating open pasture and steeper forested slopes. It is a productive farm that also serves as a rural buffer between existing urban areas.

The proposal was to develop the property according to a new model that combines residential, recreation, agri-business and environmental outcomes. It sought to address an emerging market that desires a rural residential lifestyle (“residential clusters”), while at the same time providing a series of new public recreational trails and community facilities, making the most of the agricultural productive capacity of the property and incorporating a range of economic opportunities, including tourism and value adding of agricultural products (i.e. a “regional produce and agricultural enterprise hub”). It failed to gain approval – essentially because it was not accommodated within existing regional and local land use strategies and was considered an over-development of the site from a residential perspective.

These types of proposals are occasionally put forward (another example was a retirement village proposal in a rural area) and there should be prior strategic considerations and subsequent flexibility within the planning scheme to at least consider some of them. Because they often sit outside the existing land use and zoning constraints, a Specific Area Plan would be necessary. Even this though would need to be consistent with the over-riding relevant local and regional land use strategies. Such proposals as this within both rural and urban areas are treated on their merits and they may well require changes to the planning scheme to be made. Such changes go through a statutory process, in that the public has an opportunity to comment and they must be justified (in terms of regional strategy, public benefit and the containment of adverse impacts).

Rural Settlements

The various smaller rural settlements within Kingborough that are outside of the Greater Hobart Area require particular attention. These settlements have historical origins and have grown and prospered due to the desire of people to live in rural settings but without the land management responsibilities of larger properties. In some cases, they provide a range of local convenience retail and community support functions and in some cases this has reduced over the years as farming production has reduced and new residents look towards larger centres for their main support services. Some of the more remote settlements are primarily “shacks” or holiday homes and they usually have quite a different character to other places.

Within the KIPS22015 scheme, the zones reflect the actual settlement pattern itself and in most cases the smaller settlements are zoned Low Density Residential – including those that were included in the KPS2000 Isolated Settlements Schedule (Bonnet Hill (3 parts), Tinderbox (Fergusson Ave), Longley, Sandfly, Barretta (and Derwent Ave), Coningham, Gordon, Killora, Barnes Bay, Great Bay, Alonnah (a small southern part) and Lunawanna). More appropriate development standards are now applied for that type of land use and this is a significant improvement on the past situation. The other larger rural settlements include Kettering, Woodbridge, Middleton, Dennes Point, Alonnah and Adventure Bay. Each of these has a residential area that is zoned as Low Density Residential in the KIPS2015 scheme and in some cases has central areas zoned for more intensive commercial uses. This will generally be the case in the new scheme.

Most of these rural settlements have little capacity for growth. Some structure planning work has been initiated for a few of the larger settlements (see section 5) and individual situations are expanded upon. The main constraints are usually because of the absence of reticulated services, the natural topography and the surrounding settlement pattern – surrounding rural land is usually not suitable for more intensive subdivision. In some cases there is also little demand for more residences close to the central area of the village and the more popular residential areas are located on the larger lots nearby. As a result, the usual approach here has been to maintain the status quo. The current zones reflect the existing settlement patterns and the needs of each individual settlement have been accommodated accordingly.

In most of these settlements there will always be a blurring of uses between rural and urban activities. In some cases this unfortunately manifests itself in farming activities impinging on residential amenity, new residents wanting improved services to be provided (urban standard services in a rural area), there being heightened concerns about heritage and environmental quality, conflicts over proposals for the closer subdivision of land, new development causing adverse impacts on views or visual amenity, and the inappropriate use of public facilities or recreational land. These types of concerns and conflicts appear to occur more often in these smaller rural settlements and development control provisions and assessment processes will need to treat such matters thoroughly and sensitively.

4.5.3 Productive resources

Existing Rural Resource Activities

Kingborough is not a significant farming or forestry area. Productive farms contain fruit orchards, cattle and sheep grazing, vineyards, plant nurseries and a commercial egg producer. There are many hobby farms and these also produce a wide variety of commodities – often mainly for domestic use but there are a number of specialist or boutique type produce emanating from quite small rural properties. The area has a long farming history, though this has given way to rural residential land uses in recent decades.

Forestry has been a significant activity on Bruny Island in the past (eg State Forests) but nowadays has been limited to locations on private land. There is also some occasional forestry activity on private land in the south Channel area. The main extractive resources are essentially limited to quarrying, with a large rock quarry at Leslie Vale being the most significant.

Land Capability

The DIPWE Land Capability Reports (De Rose, 2001 and Musk & De Rose, 2000) indicate that there are small areas of Class 3 land on Tertiary Basalt just south of Kingston. There is an area north of Margate, either side of the Channel Highway at Brookfield and just south of the Howden turnoff. These are well drained fertile soils that are limited in their productive capacity by low rainfall, stoniness and soil depth. There are two other areas, one located either side of the Huon Highway in the vicinity of the Mt Pleasant subdivision and the Sports Centre, and another area north and south of Maddocks Road and including the land acquired long ago by the State government south of Huntingfield. The first has already been developed and the second (where it is located within the Urban Growth Boundary) is largely committed for future urban development. For these two other areas, “the Class 3 land occurs where Red Ferrosols have developed on the sloping ridge crests of basalt flows near Kingston. These are well drained and fertile loam textured soils in which the main limitations are stoniness and soil depth. These areas are of limited extent and consequently have not been used for cropping despite their high capability” (Musk & De Rose, 2000).

In 2010, the STCA commissioned a study into agricultural land in the southern Tasmanian region. It sought to identify land that would be suitable for diversification and/or intensification. It found that Kingborough only has a few small or fragmented areas of good agricultural land. There is very little opportunity for vegetable cropping or perennial horticulture. There are some areas that would be suitable for grazing, orchards, stone fruits or viticulture – but commercial viability is compromised by property size.

The only potential sites identified for perennial horticulture are located just north of Margate (Brookfield), on some of the valley floors near Woodbridge and just north of Cloudy Bay.

In late 2016 a state-wide agricultural mapping exercise was conducted in order to assist councils in mapping land that should be included in the new Agriculture Zone as described within the State Planning Provisions. The extent of land identified as being suitable however is not particularly helpful for Kingborough as it essentially only covers the land which is zoned as Rural Resource. This results in large parcels shown as “unconstrained” by the mapping but which is extensively covered in native vegetation and/or has significant topographical constraints – resulting in such land being categorised as Class 5 land capability or higher.

Despite most of Kingborough having significant land capability constraints, many rural areas within the municipality do have considerable long term potential for food production. Most existing properties will never be commercially viable in their own right (due largely to their relatively small property size) but they can still produce a wide variety of commodities for domestic use and local sales (eg farmers markets, local value adding or limited boutique varieties). Such local capacity may well be much more viable over time as transport costs increase and local opportunities (such as local markets and tourism interest) increase. The potential for future local production should not be lost.

This has been promoted by the Community Nutrition Unit within the Department of Health and Human Services. An Information Sheet was produced on Food Sensitive Planning (DHHS, Sept 2011) that describes how Tasmanians should have access to food that is safe, healthy, acceptable and affordable. It is stated that the land use planning system needs to ensure that places are created that make it easy for people to meet their food needs. It can significantly improve community food security by preventing productive land being used for non-food uses; encouraging local food systems (community gardens, farmers markets, food cooperatives, backyard growing); providing for local retail outlets; and allowing local decision making. Planning strategies are needed to influence the food supply and access issues that enable people to access local produce.

Potential Land Use Conflicts

There are often land use conflicts within rural areas between productive farming activities and residential amenity. Environmental nuisance complaints are registered with Council in regard to noise, spray drift, animal odours, stormwater discharge, dogs, stock damage and weed infestation. The new residential use of land adjoining a working farm can often fetter or constrain that traditional farming activity.

These types of conflict frequently occur when an area is in transition (from a farming community to a more residential one) or where there is a mix of activities within a hobby farm type community. In some cases there are misunderstandings about what is the purpose or character of the local district – particularly when new residents expect a semi-suburban type lifestyle. The rural areas of Kingborough certainly experience such conflicts and the development approval process has a role to play in both avoiding future incidents and in fettering appropriate rural activities.

In regard to local aquaculture activities, the on-land components are essentially industrial in nature and will need to be confined to suitably zoned areas such as at Margate and Electrona. The on-water activities are outside of the planning scheme’s jurisdiction, though it is acknowledged that they do have the potential to adversely impact on nearby land owners and residents (eg noise, lights).

Zoning Productive Farms

There will be an Agriculture Zone within the new Kingborough planning scheme. This will need to be based on the state-wide mapping that has been completed in late 2016 (the Agricultural Land Mapping Project), but will also be tempered by other knowledge about the land’s true agricultural land capability. This existing mapping has some significant flaws and cannot be accepted on face value only.

Within Kingborough, the good agricultural land that does exist is not regionally significant and it is in relatively small, discrete parcels. For this reason, there was no land included in the Significant Agriculture Zone in the KIPS2015. The new Agriculture Zone however has a much broader application. It is to include land currently supporting agricultural uses or with the potential to support agricultural uses, taking into account the significance of the land for agriculture at a local, regional and State level. This Zone provides for land with varying soil and climatic characteristics and provides for a broad range of agricultural enterprises. In addition to the existing mapping (“Land Potentially Suitable for Agriculture Zone” mapping), regard should be given to any other more detailed analysis or mapping, on-ground features, any anomalies or inaccuracies in the mapping, other data sets published on the LIST or in fact other strategies (such as potentially this KLUS2017). Titles that have been identified as being “potentially constrained” in the mapping may need to be further considered in regard to existing land uses on and around the land, whether it is isolated from other agricultural land, and its true agricultural potential. Existing native vegetation cover may be considered in determining the suitability of land for the Agriculture Zone – and in this regard the land would need to have significant natural values in order for it to be considered for an alternative zone.

The application of the Agriculture Zone will be based on the criteria described above. Further consideration will also be given to the following:

- While the existing local agricultural production might in some cases be relatively minor, it is still an important contributor to the local economy and should not be further constrained.
- The existing smaller rural lots are likely to still sustain a single agricultural enterprise if soils and water supply lend themselves to intensive agricultural practices.
- Agricultural land should be protected for the future. As a result of climate change and peak oil, land that is not so productive now, may be in future.
- The visual values associated with the rural landscape should be protected.
- Sensitive residential uses should not be exposed to local land hazards or the day to day impacts from agricultural production. Smaller lots contain less of a buffer between neighbouring activities. Potential land use conflict should be avoided and setback provisions need to be considered.
- There are many environmental values within rural areas that would be adversely impacted upon if a higher intensity of development was encouraged.

Care needs to be taken in how land is zoned within the rural or farming areas. If possible it is best if there is a gradual transition from a suburban residential environment to a productive farming one. A Rural Living Zone would ideally act as a buffer between the higher densities within the town (eg the Low Density Residential Zone) and the larger more productive properties (eg the Agriculture and Rural zones). This will be largely dictated by the existing settlement pattern and through the minimum lot size requirements that are set for each Zone.

The STRLUS makes it clear that decisions to convert rural land to non-rural use (such as large lot residential) should not be driven by the current productive capability of the land. Future productive options should not be closed off. Any increased residential development within rural areas should be determined by a proactive settlement strategy that can be justified at the municipal level. Appropriate zoning, attenuation distances and town growth boundaries should all be used to assess land with agricultural potential. The specific policy statement is to “utilise the settlement strategy to assess conversion of rural land to residential land through rezoning, rather than the potential viability or otherwise of the land for particular agricultural enterprises” (PR2.3).

The approach that has been adopted in Kingborough is that the new Zones have been allocated to local areas in a manner that reflects the existing use. That is, only minimal opportunities have been provided for the further subdivision of land. Such subdivision would only occur if it is consistent with the existing

settlement pattern for surrounding lands and local infrastructure has sufficient capacity to cope with additional traffic. A long term view is also taken, in that the future productive use of land should be protected.

FUTURE ACTIONS – RURAL LAND USE

- Further explore opportunities to encourage increased agricultural production throughout the municipality and the establishment of local outlets for the produce (eg farmers markets).
- Monitor land use conflicts within rural areas and improve processes and procedures that assist in reducing impacts – both in terms of fettering agricultural use and in regard to residential amenity.
- Provide public information on the subdivision potential of rural land so that land owners have a clear understanding about what is possible and what process is required if changes to the scheme are desired.

4.6 Community and cultural values

4.6.1 Heritage protection and landscape values

Kingborough Heritage Survey 2006/07

In 2005 Council commissioned a detailed Heritage Survey for the entire municipality. This was completed in July 2006 and a Stage 2 report prepared in December 2007. The final series of reports represent a thorough assessment of the municipality's heritage. This information is still relevant and, together with more recent investigations, can now assist the preparation of a new Local Historic Heritage Code. The Heritage Survey also provides a great deal of valuable background information that will inform broader settlement strategies and other future heritage studies in regard to landscapes and local heritage precincts.

Stage 1 of the Heritage Survey was a thematic history of the Kingborough municipality that provided the background to further historic heritage place research. Stage 2 of the Heritage Survey included the detailed Inventory and a review of management issues and provisions for historic heritage conservation that might be included within the Kingborough planning scheme. The Executive Summary of the Kingborough Heritage Survey Stage 2 (McConnell, A. Knaggs, M. & Scripps, L. (December 2007)) includes the following statements:

The Heritage Survey "has presented all the heritage data acquired by the project (ie the Inventory), rather than listing only those places which are considered to have sufficient significance for listing on the Kingborough Planning Scheme Heritage Schedule or the Tasmanian Heritage Register. Significant places listed in the Inventory however are recommended for listing. This approach has significant advantages which allow the project outcomes to be used as a broad management tool and as a community resource. The project has also strived to recognise and identify the range of historic heritage places in the Municipality (ie movable objects, plantings, archaeological sites, structures, built heritage, and heritage areas such as streetscapes, precincts and cultural landscapes.

. Heritage from all periods of the European settlement history (and prior exploration) have been identified, but the degree of preservation of the different types and periods of the heritage is variable, with earlier places being less common and intact. This relative preservation effect is due to a combination of the small footprint of earlier activities, early over-exploitation of natural resources followed by abandonment, redundancy and replacement as technology and markets

changed, loss over time with natural degradation, and most recently and of high impact, the 1967 bushfires and recent rapid subdivision and growth in the Municipality.

..... heritage places from the late 1700s to mid 1800s are mostly archaeological remains or completely destroyed and there is also extremely limited historical information for these places. The extant, largely intact places identified from this period are restricted to the homes of early settlers (including many ex-Norfolk Islanders) and a few cottages related to a pilot station and a shipyard. Other places largely reflect early resource exploitation (eg convict sawing stations, and sealing and whaling sites) and communications related places (eg, jetties and signal stations).

There is slightly better preservation of heritage places relating to the mid-1800s to c.1900, although again, the extant, intact places are almost exclusively residences, although in this case scattered throughout the rural areas (mainly as farmsteads) as well as being in the earlier settled now urban areas and usually still part, or at least part, of original farms.....

The bulk of the identified heritage in the Kingborough Municipality dates to between c.1900 and 1950. This heritage is very diverse, but is predominantly residences. Although a rare style in most of the Municipality, the Taroon area has a significant number of fine examples of Interwar dwellings with contemporary gardens, mainly in the Californian Bungalow and Art Deco/Functionalist style. Communications and transport in the Channel were still strongly water based with significant development and use of the coastal margins during this period, and this is reflected in much of the heritage which includes places as diverse as suburbs such as Kingston Beach scattered beach shacks, boat sheds, jetties, ferry terminals and quarantine stations. Other heritage of this period includes buildings in the small rural villages; widespread isolated plantings, gardens and boundary plantings; hop fields; apple orchards; small fruit farms and sites related to key primary industries (timber getting, coal mining, fishing

. the rural areas, particularly the farms and orchards, suffered extensively in the 1967 bushfires with considerable loss of buildings and crops (orchards) combined with a period of economic downturn

The more significant categories of historic heritage in the Municipality which are considered most deserving of long term protection and conservation (reflected in the recommendations for listing on the Kingborough Planning Scheme 2000 and the Tasmanian Heritage Register) include the following:

Coastal Areas

- Aboriginal contact sites and those representing the later years of colonial policy towards Tasmanian Aboriginal people,
- early (pre 1804) explorer landing and related activity sites,
- early-mid 1800s marine related places (pilot stations, whaling stations, signal stations,
- World War II defence installations
- industrial places (quarries, scallop splitters sheds, shipyards)
- intact, authentic pre-c.1950s jetties, boatsheds, high integrity coastal shack/cottage enclaves,
- pre-mid 1900s rural coastal roads built around foreshores.

Urban areas

- streetscapes of homes (including grounds) of particular periods that have no or limited unsympathetic alteration and/or infill,
- pre-c.1950 houses with contemporary gardens that have not had unsympathetic alteration,
- corner stores and shopping streets (pre-c.1948),
- historical plantings and gardens.

Rural areas (including in coastal locations)

- *heritage (including archaeological sites) relating to early development (eg old roads and tracks, bush inns, quarries)*
- *convict sites, in particular probation stations*
- *pre-c.1950s farm complexes that are intact,*
- *all pre-c.1900 built elements, particularly farm sheds*
- *specialised farm buildings (eg barns, stables, dairies, pickers huts)*
- *isolated historic plantings and rural boundaries (particularly conifer and poplar tree rows and hedgerows)*
- *pre-c.WWII community amenities (eg village shops, schools, halls, churches, cemeteries & recreation grounds),*
- *pre-1900/1920s industrial places (eg quarries, sawmills & tramways, packing sheds, factories, workers huts), World War II defence installations.*

As well as individual places, a small number of fine examples of different types of heritage area and historic landscape have been recognised in the Municipality. They include:

- *streetscapes – of inter-war or earlier period suburban residences and gardens;*
- *heritage precincts – of small rural villages, former small rural villages with high archaeological and social values, beachside holiday enclaves, suburbs and industrial areas;*
- *historic heritage landscapes – all of a general rural nature with one relating to orcharding (Flights Creek – Trial Bay), one to hop growing (North West Bay River Mouth) and one to more pastoral farming in a visual significant area (Vince's Saddle): and*
- *two cultural landscapes – the Woodbridge rural coastal cultural landscape and the greater Adventure Bay early exploration associative cultural landscape.*

A number of areas with a strongly historically derived and socially valued character, but not considered to have sufficient value to warrant designation as cultural landscapes have also been identified and character statements have been developed to guide retention of the key characteristics of these areas through planning> Landscape characteristics that are particularly significant include:

- *the essentially rural coastal character of the Municipality,*
- *the undeveloped coastline that is largely unrestricted public access,*
- *the essentially natural coastal viewscales,*
- *the essentially natural forested mountains and ridge viewscales,*
- *the small, low density rural villages with limited commercial and no industrial development,*
- *the simple and unobtrusive nature of both the rural and urban development, in particular the modest, plain, single storey, largely timber houses that are dominant throughout the Municipality.*

The Kingborough Municipality overall has a strongly historically imposed character and key elements of this character are also identified and recommended for retention where possible.

In all some 800 places have been identified in the Inventory. Of these, 250 are recommended for listing on the Kingborough Planning Scheme 2000 Heritage Schedule and 57 are recommended for listing on the Tasmanian Heritage Register (these include already listed places). In addition 33 historic heritage areas have been recognised. These include 8 streetscapes, 11 heritage precincts, 3 historic heritage landscapes, 3 cultural landscapes (more extensive areas) and 3 essentially natural landscapes. Twenty two of these are recommended for listing on the Kingborough Planning Scheme 2000 Heritage Schedule (including 2 already listed precincts) and 3 are recommended for listing on the Tasmanian Heritage Register.

It will be a significant challenge for the Kingborough Council and, to a lesser extent, Heritage Tasmania and the Tasmanian Heritage Council to manage to conserve these values for present and future generations.

Since this Heritage Survey was completed, a Heritage Code has been included within the KIPS2015 planning scheme. This Code includes all those places that were within the previous KPS2000 Schedule but in future it will need to have a much different focus and should focus on those sites that are of “local” heritage significance. Places that are of “State” significance will be protected under State legislation. For the LPS it is proposed that the existing list be included, but that a separate local heritage list be developed and included as part of a subsequent planning scheme amendment.

Local Heritage Significance

For a place to be listed on the Kingborough Heritage List (as contained within the Local Historic Heritage Code in a future Kingborough Planning Scheme) it should have one or more of the following local values:

- (1) Importance in demonstrating the evolution or course of the local area’s cultural or natural history.
- (2) Possession of uncommon, rare or endangered aspects of the local area’s cultural or natural history.
- (3) Potential to yield information that will contribute to the knowledge and understanding of the local area’s history.
- (4) Importance in demonstrating the principal characteristics of a particular type of cultural or natural places or environments.
- (5) Importance in exhibiting particular aesthetic, design or construction characteristics of significance to the local area.
- (6) Importance in demonstrating a high degree of creative or technological achievement at a particular period.
- (7) Strong or special association with the life or work of a particular local community or cultural group for social, cultural or spiritual reasons.
- (8) Special association with the life or work of a person, or group of persons, of importance in the local area’s history.

The above criteria have been adapted from the “Model criteria for identifying heritage places” within the Australian Government’s Guide to Heritage Listing in Australia.

Council is utilising the specific recommendations within the Kingborough Heritage Survey, plus other more recent investigations (acknowledging that the Survey was completed almost 10 years ago), to compile a local heritage list for the Local Historic Heritage Code. These other investigations are being conducted (including site inspections and researching other documented sources) and this will result in some additional places being listed.

The Local Historic Heritage Code aims to recognise and protect the local historic heritage significance of local heritage places, heritage precincts, historic landscape precincts and places or precincts of archaeological potential, as well as significant trees, by regulating development that may impact on their values, features and characteristics. This Code will enable the Planning Authority to assess development proposals that may have a detrimental impact on the listed local heritage values. The heritage significance of local areas needs to be accommodated within any plan to develop land for a more intensive use.

As noted within the Heritage Survey, it is also important to protect the heritage significance of areas, precincts and landscapes. The 33 historic heritage areas (or precincts) referred to in the above excerpt are:

Streetscapes

- Beach Road, Margate
- 209-229 Channel Highway, Taroom
- Belhaven Ave, Taroom

- Dallas Ave, Taroom
- Oakleigh Ave/Delta Ave/Nightingale Ave Taroom
- Stewart & Elandra Crescents, Taroom
- Taroom Crescent, Taroom
- Winmarleigh Ave, Taroom

Heritage Precincts

- Kingston Beach and Browns River Precinct
- Woodbridge Village Precinct
- Adventure Bay (re early exploration and early contact) Precinct
- Taroom High School & Grounds
- Tinderbox Bay Precinct
- Historic Longley Village Precinct
- Snug Beach Foreshore Recreational Precinct
- Crisp & Gunns Sawmill (Adventure Bay) Precinct
- Electrona Carbide Works Industrial Precinct
- Blackmans Bay Cottage (Shacks) Precinct
- Barnes Bay Foreshore Precinct

Historic Heritage Landscapes

- North West Bay River Mouth Rural Landscape
- Trial Bay (Flights Creek) Orchard Landscapes
- Vinces's Saddle Rural Landscape

Cultural Landscapes

- Greater Adventure Bay Cultural Landscape
- Woodbridge (Rural Coastal) Cultural Landscape

Natural Landscapes

- Alum Cliffs (and vegetated cliff top) at Taroom
- Taroom Beach
- Taroom Skyline
- Boronia Hill Reserve
- Allens Rivulet Cliffs
- Margate Volcanic Neck
- Snug Falls and Environs
- Gordon-Ninepin Point Coastal Fringe
- Cloudy Bay Natural Landscape
- Killora Grasstree Landscape
- Southeast Bruny Coast Natural Landscape

All of these places are described in the Heritage Survey's Inventory. Many of them (particularly the natural features) still require more research in order to better understand the values and how they should be managed.

Protecting the Visual Landscape

Protecting the visual landscape is closely associated with the protection of Kingborough's heritage values. The visual landscape is an important factor in identifying with and appreciating a place. The protection of the visual landscape is also commonly regarded as being an important function of land use planning. Residents want to protect their views and visitors come to Kingborough because of the attractive visual landscapes. Inappropriate development has the potential to adversely impact upon views and the visual landscape more generally.

The KPS2000 essentially protected the important landscape values through the widespread use of the Environmental Management Zone. That Zone was closely aligned to the more heavily vegetated areas, which also included ridgelines and coastal and riparian corridors. The current KPS2015 includes a Scenic Landscapes Code and all land that is above an elevation of 50 metres is subject to this Code. A specific mapping exercise has not yet been conducted and this criteria of 50m is somewhat arbitrary in that it provides for some added protection for the more elevated areas only. Unlike the previous KPS2000, the zoning of land is not specifically used as a means of protecting landscape or visual values.

This will be different in the next version of the planning scheme, as the State Planning Provisions provide for the inclusion of a Landscape Conservation Zone and the Scenic Protection Code. This Code aims to protect the scenic values for specific areas and along key road corridors. It applies to land shown within a scenic protection area overlay or scenic road corridor overlay. The Code provides for scenic values and management objectives to be identified that will then allow for greater guidance in the assessment of discretionary applications against the Code. Council will be conducting a more detailed mapping exercise to determine a suitable overlay to define where the Code will apply.

One aspect of landscape protection relates to areas within and on the edge of existing urban areas. These are usually elevated or coastal areas that have significant vegetation. In some cases it will be appropriate to zone land on the fringe of such suburban areas in order to prevent a higher density of subdivision. An example of this is the use of a low density residential zoning on the hills around Blackmans Bay. For example the Burwood Road area is zoned Low Density Residential in order to encourage a reasonable amount of tree cover on the larger lots. In future this will not be sufficient as the minimum lot size in the SPPs has been reduced and the Scenic Protection Code does not apply in this zone. A Specific Area Plan will be required to protect important landscape or scenic features (while also dealing with associated catchment, biodiversity and local character issues).

This type of solution is not always very satisfactory. A certain amount of clearing will always be necessary on sloping land to prepare a building site, reduce fire hazard and establish access roads. For example, during the last 30-40 years there have been some major changes to the vegetated condition of Boronia Hill within Kingston as more housing development has occurred on its fringes.

A particular issue that needs to be addressed within the planning scheme is the avoidance of reflective materials or, in some cases, the use of inappropriate colours. A building with a reflective surface (or even a light coloured concrete driveway) can be seen from many kilometres away and be particularly destructive in terms of landscape amenity.

Some of the more natural landscapes (such as on Bruny Island) need to be afforded particular attention. These landscapes have a higher priority because of the associated tourism and heritage values. For example, the backdrop to Adventure Bay must be protected in order to retain a natural view-field that retains some semblance of the views from the ocean that were experienced by the early maritime explorers. In other places, the landscapes need to be protected because of their connections with the national park, popular walking trails or other important heritage settings.

More generally, the two most important features that need to be protected from a visual landscape perspective are the skyline (including the upper slopes of the ridge) and the coastal edge. Some local examples of such prominent hill-sides include the hills above Tarooma, the Tinderbox Peninsula, Shephards Hill at Coningham, the Woodbridge Hills etc. While all coastal areas are important, there are some iconic locations on Bruny such as the Neck, Adventure Bay and Cloudy Bay that are particularly important.

In determining what landscape values are most important, there will always be a subjective element that will result in people having varying opinions. What is visually attractive to one person will not be the same for another. Some objectivity or certainty needs to be introduced into the decision-making process and it is best that proposals are not determined on a case by case basis. The new planning scheme will, in the first instance provide for some measure of protection through the development standards and the Scenic Landscape Code that is included within the scheme – with scenic landscape areas or corridors being

defined that is based on a local landscape analysis to be conducted which ranks the landscape quality of the whole Kingborough municipality.

This is a project that is proposed to be completed during 2020. The analysis will need to examine such aspects as heritage and cultural values, the views from particular vantage points, how vegetation complements the nearby cleared or developed areas (eg skyline protection), landscape condition, slope, the presence of water bodies, the activities being carried out and other more subjective elements (variety, harmony and quality). The landscape analysis model that is chosen will need to give practical results and be credible enough to gain broad community acceptance – thus it should also be relatively easy to use and apply, and not be too subjective. A regional state-based approach will be adopted to ensure consistency across planning schemes.

During 2012 Council compiled a Significant Tree Register and this is referred to in Council's Health & Environmental Services By-law No.3 and is provided the necessary head-of-power within the Significant Trees Code in the KIPS2015. There is no equivalent Code in the SPPs and so it will be necessary to review how such significant trees can be incorporated within the provisions of the Heritage Code. The listed trees have been compiled following public nominations, independent assessments and reference to the aforementioned Heritage Survey. Any proposal to lop or remove the listed trees will be closely scrutinised and Council does have the capacity to refuse the application if necessary.

The Scenic Protection Code in the State Planning Provisions replaces, and is quite different to, the existing Scenic Landscapes Code that is included in the KIPS2015. It will apply to a "scenic protection area" that is mapped as an overlay – protecting those areas that have high landscape or scenic values. The existing overlay in the KIPS2015 includes all land above the 50m contour. This has only ever been a temporary arrangement and Council will need to complete the necessary landscape studies that determine those specific areas that are worth protecting.

This new Code only applies to the rural zones and excludes for example the General Residential and Low Density Residential zones. This means that landscape and scenic values will not be protected within these zones as it currently is under the Scenic Landscapes Code. It will not be feasible to zone existing urban areas that are on or close to the skyline as Landscape Conservation.

Southern Tasmanian councils are currently proposing to apply a coordinated assessment of scenic values based on guidelines prepared by consultants Inspiring Place and Geoscene International. A report entitled "Guidelines for Scenic Values Assessment: Methodology and Local Provisions Schedules for the Scenic Protection Code" has been prepared and will form the basis for the preparation of local Code overlays and inclusion within future amendments to the planning scheme (if not prepared in time for inclusion in the initial LPS). "This assessment methodology provides a procedure and criteria for setting management objectives that will frame and clarify assessments of the potential visual impact of alterations proposed to councils through development applications. Such management objectives may be incorporated into the LPS tables. Additional analysis terminology and tools may be considered for the future incorporation within the Scenic Protection Code, or as part of the SPC Guideline No.1, as a separate scenic Assessment and Planning Bulletin or Manual."

It is likely that, under the circumstances, the only option will be to zone such areas as Low Density Residential, though the new provisions for this Zone will not be as effective in protecting the existing skyline or landscape values as is currently the case in KIPS2015. This will be the situation for those areas that form a backdrop to Blackmans Bay and Kingston Beach (including the surrounds of Boronia Hill). A SAP will be required to ensure the visual features are protected.

The existing Environmental Living Zone has been deleted in the SPPs and has to some extent been replaced by the Landscape Conservation Zone. The zone purpose statements for the Landscape Conservation Zone aim to protect significant natural and landscape values – whether these occur on larger or smaller parcels of land. The permitted minimum lot size has increased significantly compared to that currently allowable under the Environmental Living Zone (from 10ha to 50ha) and there may be some

issues in applying the Landscape Conservation zone to smaller parcels of land that have self-evident environmental values.

Replacing the Environmental Living Zone with the Landscape Conservation Zone does seem to imply that smaller parcels of land with important environmental values should be ignored and the values allowed to be eroded. There are many smaller residential bush blocks in Kingborough that have been zoned Environmental Living. The objectives and development controls for the Rural Living and Rural zones do not suit such properties and the Natural Assets Code cannot be relied upon to protect these values in the Rural Living Zone (as it allows up to 3,000m² of vegetation clearance regardless of its value). Again, there appears to be a “gap” in the proposed new zoning regime.

Extensive areas have been zoned as Environmental Living and they will need to be rezoned as either Landscape Conservation or Rural Living. This will result in significant zoning changes across the municipality and some community unrest, in that the Environmental Living Zone was previously quite well received and understood. It provided a good description of what the land was actually being used for, whereas the replacement options do not. These “bush blocks” are predominantly residential, however the Landscape Conservation Zone discourages residential uses and the Rural Living and Rural zones discourage environmental protection. These issues will be addressed as well as possible in the rezonings in the Local Provisions Schedule.

4.6.2 Tourism activities and visitor management

Like most of regional Australia there is a strong need to accommodate and provide for tourism opportunities. Tourism provides a broad range of benefits for the municipality, from both economical and social perspectives. It attracts external money into the area and stimulates economic activity and employment opportunities. It also provides local recreational activities, stimulates infrastructure investment and promotes the area to the wider world. How the area is promoted is often very important to the local community and the way it identifies with and perceives the place where they live.

The tourism attractions within Kingborough are primarily located within the rural areas of the municipality (such as on Bruny Island). However many visitors are also attracted to places such as Kingston Beach or stay in and use the facilities within Kingston or smaller towns, such as in the lower Channel area. There are many reasons why visitors will come to Kingborough, whether they are “tourists” on holidays or not. The natural attractions are one of the primary reasons and it is important that the land use planning system protects these into the future. It is also important that provision is made for the establishment of new tourism-related businesses that can take advantage of the area’s natural assets while still providing for their ongoing protection.

The Kingborough municipality has up until recently been promoted in conjunction with the Huon valley under such brands as the Huon Trail and the Southern Trove – and as facilitated by Destination Southern Tasmania. Visitors to the area south of Hobart are not interested in municipal boundaries and a more holistic and cooperative approach has long been adopted for tourism marketing by both councils and the local tourism industry. There are four sub-regional destinations – Bruny Island, the Channel, Huon Valley and the Far South.

There is a need for increased investment and the development of more accommodation options. There is a reasonable amount of bed and breakfast style accommodation, but there is a need for three or four star hotel/motel/resort varieties. Visitors are inclined to stay in Hobart and they treat the area as a day-trip only destination. This in turn limits the time in which visitors can spend in the area and experience the many local attractions. Most of their time is spent travelling and there is a regional objective to encourage longer, overnight stays. Previous marketing plans have emphasised that “sustainable tourism development will depend on the region’s ability to move away from a generic destination to one that is based on immersive, brand-aligned experiences. New and revitalised visitor product should leverage off the current visitor hot spots – such as the high profile signature experiences and the major townships”.

For Kingborough the most popular tourism destination in recent years has been Bruny Island. Tourism visitation to Bruny has increased significantly in recent years (by an average of about 10% each year for the last five years) at a rate that is much more than that for Tasmania as a whole (up to date figures of visitor numbers can be obtained from the Tourism Tasmania corporate website). Bruny Island has received national and international media exposure for the quality of its tourism product. It is also a popular destination for Tasmanians and many people have holiday houses. In fact, two-thirds of the dwellings on Bruny are holiday houses and the permanent population (of about 800) reside in the other third. The resultant traffic generated by the many visitors, residents and “shack” owners creates ongoing infrastructure problems, particularly at peak holiday times at the Bruny Island ferry terminals.

Council’s Bruny Island Tourism Strategy stresses the need to improve the quality of public infrastructure. It also emphasises the need to promote Bruny Island as being much more than a day-trip only destination. If visitors stay longer on the Island, they will be able to visit more attractions, spend more and better support local businesses. This higher yield (from each visitor) will allow the tourism industry to grow without necessarily having to rely solely on increasing numbers – which is really not an option during peak periods because of the ferry constraints. Increased expenditure on the Island results in local services becoming more viable which benefits both visitors and permanent residents alike. To support the promotion of such longer stays, more accommodation options will be needed.

Like most areas of Tasmania, tourism is already a significant economic driver and also provides great potential for future expansion. Kingborough has many accessible and enjoyable natural attractions. Future tourism development is to be encouraged, provided it is designed to suit the natural surroundings, plus local heritage and character. The Australian Government’s “National Tourism Planning Guide: A best practice approach” provides an appropriate framework for considering the links between the statutory planning approval system and the specific needs for tourism development proposals. There is a focus on facilitating tourism investment. Tourism Tasmania also provides a “Tourism Investment Guide for Tasmania”.

Some of the planning implications from a tourism and visitor management perspective that specifically apply to Kingborough, include the following:

- The local character and sense of place needs to be protected or enhanced. Visitors want an authentic experience, including one that involves the local community, environment, culture and heritage. Future development should facilitate this type of experience.
- Similarly, each destination’s character and distinctiveness should be developed and valued. For example, tourism offers opportunities to revitalise local heritage and provide improved interpretation. Old buildings can be better protected if they are being used and cared for.
- The natural and cultural experiences that visitors seek are core to the Tasmanian brand. Appropriate access for investment to locations close to these attractions needs to be provided. Thus eco-tourism (with accompanying environmental experiences) or agri-tourism (with accompanying food, wine or farm experiences) type opportunities are worth exploring.
- Tourism often provides the opportunity for quite new and innovative developments in unusual locations. They can often lead the way in introducing new designs and technology and this should be encouraged as it often leads to other indirect social, environmental and economic benefits in the local area. The planning system should be sufficiently flexible to allow the tourism industry to respond to demand.
- The protection of significant visual landscapes is an important consideration if the Kingborough area is to continue to attract visitors. The existing coastal and rural landscapes are major assets. Any potential adverse visual impact of a development proposal should be minimised. This includes such matters as roadside advertising signs, reflective surfaces, the siting of buildings and access roads, clearing of vegetation and other more sensitive design issues.

- The planning system is the primary means by which tourism accommodation is approved – whether this is for camping, campervans, B&Bs, self contained cottages, motels, etc. The quality of such accommodation is an important issue that requires constant monitoring and any examples of unlicensed premises need to be brought into compliance.
- The planning scheme needs to be reasonably flexible in the way that it allows smaller tourism developments to occur. Most of the tourism attractions are in rural areas and can often be in quite isolated locations which then attract unusual numbers of visitors. The most popular locations for holiday accommodation can similarly be in relatively unusual locations. Provided the potential adverse impacts are anticipated and mitigated in the design of the development proposal, then the planning scheme should not be overly restrictive.
- Larger, more complex tourism developments are often difficult to accommodate within planning schemes. The somewhat strict zoning approach is rarely able to predict or cater for the unique, market-driven design of these very specific “one-off” type developments. The planning legislation does provide a process (Sec.43A) and the planning scheme could be amended to include a Specific Area Plan or specified departure if necessary.
- Tourism is a key economic activity that generates many direct and indirect benefits. Ultimately though, any development proposal must be able to establish that it can be carried out in an environmentally responsible and sustainable manner and that off-site impacts can be reasonably accommodated.

These all need to be considered as part of the strategic directions and detailed provisions of the Kingborough planning scheme.

4.6.3 Recreation and public open space

It is vital that sufficient areas of easily accessible public open space are provided across the whole municipality. Such areas provide for a variety of recreational experiences and public access to natural areas that are in public ownership. It is also important that a broad range of developed public open space is provided within existing settlements and newly developing areas. These might include different types of facilities (walking trails, picnic facilities, boat ramps, roadside rest areas, sporting fields, playgrounds etc) that can accommodate a range of both passive and active recreational uses.

In most cases, the affected land is in public ownership and will be zoned in the planning scheme for either an Open Space or Recreation purpose. An Open Space zoning is essentially limited to passive uses or more casual recreational activities with minimal development. A Recreation zoning indicates that the land has a more active recreational or sporting use and is usually characterised by development that tends to dominate the site (eg a sporting arena or playing field).

The dominant natural features within Kingborough (particularly coastal foreshores, beaches, parks and bushland) encourage outdoor activities and many local residents and visitors use the public open spaces on a very regular basis. Some built playgrounds and sporting facilities are also immensely popular. Local examples of very popular areas include the Kingborough Sports Centre, Dru Point Bicentennial Park, Kingston Beach (including the “dog beach”) and Blackmans Bay Beach, the Taroona foreshore walking trail, Snug and Coningham Beaches, Trial Bay, Alonnah Pontoon and Adventure Bay Beach.

At a State level, the Tasmanian Open Space Policy and Planning Framework (Inspiring Place, 2010) was prepared for Sport and Recreation Tasmania. This project came up with a vision for the Tasmanian open space system that was:

Tasmania will have a diverse, comprehensive and sustainable open space system, providing health and well-being, environmental, sport and recreation and social benefits. The Tasmanian

open space system will be developed and managed in response to the needs of the community and visitors, whilst respecting our unique environment.

The key requirements that were stated as being required to implement a state-wide open space policy and planning framework were:

establishing clear and improved governance in relation to open space planning and provision;

adopting a suite of planning tools to assist implementation of the state-wide open space policy and the planning framework; and

developing sufficient capacity and commitment to ensure effective and sustainable open space planning, provision and management.

While this may not have been subsequently implemented in full by the State government, individual councils have been progressively preparing their own public open space strategies. Each of these do in part rely on the statutory land use planning system. Planning schemes should include provisions that provide for the identification of future public open space (POS) needs. For Kingborough, this can be best achieved if an open space strategy is prepared for this municipality. Such an open space strategy was completed in 2019 and will be partly implemented by complementary provisions within the Kingborough planning scheme. This strategy reviewed Council's existing land holdings plus others that it is responsible for (such as land held under a Crown licence). It has also identified future needs and how the POS financial reserves should be expended.

The STRLUS itself notes that planning for a regional system of recreational and open space has many benefits. Such open space is often thought about as being local parks and reserves that are in public ownership. They can however also include private land (such as within commercial precincts, golf courses and private reserves). Not all open space needs to be zoned as Open Space – indeed the zone- based system may create difficulties for the broader multi-purpose function of many open spaces.

A regional approach to how the more heavily used areas of open space or sporting facilities would be beneficial. It could ensure that unnecessary duplication of facilities is avoided and could consider access and transport factors, particularly in regard to major sporting events and the potential disturbance to surrounding areas. A regional hierarchy of recreational, sporting and open space areas would be developed. At a local planning level, a Kingborough Sport and Recreation Facilities Strategy has been adopted by Council that prioritises the development and upgrading of sport and recreational facilities across the municipality.

One of the most important considerations for Council will be whether there are sufficient open space areas to service local communities. The Kingborough open space strategy has dealt with this issue, but it is a consideration when assessing any new development applications that ultimately involve the establishment of many new residences (eg a large new residential subdivision). Such development proposals will need to incorporate their own open space to provide for local needs and demands. A related issue will be how well both new and existing open space areas are linked together and whether good pedestrian and cycling access is available (eg the Whitewater creek track linking the new residential areas in the Spring Farm area to the Kingston CBD). The design of these open space areas (and the surrounding development) should be consistent with the principles outlined in 'Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania'.

Kingborough Council is implementing a tracks and trails strategy and this provides the necessary direction for a coordinated program of upgrading the existing public tracks and trails network, and constructing additional tracks where necessary. These trails usually provide connections to larger areas of public open space and greatly assist in encouraging local residents and visitors to enjoy an outdoor experience. Future development proposals should also provide for these connections and linkages within their design and ultimate construction. This is one aspect that needs to be incorporated within the assessment of future development applications as appropriate.

The future consideration of open space needs and access linkages is an ongoing task. Whether sufficient open space has been provided for within existing built up areas and whether there are areas that require additional areas of public open space may change over time. Council may need to take retrospective action to address local community needs with respect to existing residential areas. On the edge of the urban areas (particularly along the coast) there will be the need to protect the “green spaces” that reach right up to and into the urban areas. They provide important conservation and recreational linkages between parks, creeks and landscaped areas. Private land can still be utilised for these purposes (via rights of way) though public open space provides for a greater variety of use.

The benefits of enhancing access to open space areas are many and include the opportunities for physical exercise, encouraging healthy lifestyles, creating spaces for social interaction and events, providing utility services (drainage, access, water quality, clean air) and generally contributing to the liveability for local communities. The land use planning system should be utilised to achieve these benefits wherever possible.

4.6.4 Community support infrastructure

This type of infrastructure relates to all the services, facilities and buildings that are intended to support the well-being, safety, health, education and amenity of the community. As the population of Kingborough grows there is a commensurate increase in need for these types of services. Suitable land and buildings needs to be made available and appropriately located and zoned within the planning scheme.

Within Kingborough, typical examples include schools, community halls, community health centres, medical centres, library, on-line access centres, adult education, cultural centres (eg performing arts centre, public art gallery), child care centres, fire stations, police stations, emergency recovery centres, youth centres, aged care and nursing homes, senior citizen centres, etc.

The STRLUS notes that this type of social infrastructure faces many challenges. Demographic change within local areas results in changing needs with respect to health and education in particular. This sometimes influences the future viability of local schools – though within Kingborough this is not a major issue. The health sector needs to respond to an ageing population and a desire to access local services as much as possible. The new Health Centre that is being built within central Kingston has the potential (within future stages) to address many of the health needs within Kingborough.

These types of community support infrastructure need to be reasonably flexible in regard to how they are managed over time and how they are able to respond to changing demands. Most of the facilities provide a range of functions and there are often activities taking place in them that were never originally envisaged. Sometimes these activities can result in adverse impacts on neighbours if located close to residential areas. This is usually because of traffic, parking or noise problems. The possibility of these problems occurring is considered during the planning assessment process when new applications are being considered. Where there is an increase in the levels of activity (or intensification of use), then a development application may be required to further assess the new impacts. In most circumstances, these types of uses occur in the centre of the town or village and they have complementary development surrounding them, plus reasonable parking and access arrangements.

They may occur within a number of different Zones in the planning scheme. Where the activity is likely to be located on a property in the long term, then it may be appropriately zoned Community Purposes. For example, schools will most commonly be zoned for this purpose. If the facility is located within the town centre then it may fall within one of the Business Zones, or alternatively within a Village Zone or Urban Mixed Use Zone.

The cultural activities that do take place are critical to the broader health and cohesiveness of the Kingborough community. Council’s own Arts and Cultural Strategy provides the basis for further work in

this area and it aims to foster an innovative and creative community that enables everyone to participate in the cultural life of our diverse and vibrant community.

Council has created a community hub within the existing Kingston Beach community hall. The hall itself will be a focal point for increased participation in arts and cultural related activities as part of the Kingston Beach “experience”. Other community halls are similarly used for local artistic and cultural activities (eg Adventure Bay, Dennes Point, Kettering) and there are some very keen local communities that are promoting these activities. The Performing Arts Centre at the Kingston High School is also a valuable community resource. Importantly, Council has constructed a new Community Hub within Kingston Park (opened on 29 March 2019 – see photo below). This facility was designed by way of an architectural design competition and partly funded by a Commonwealth grant.



The Community Hub is the community heart of the municipality, providing both indoor and outdoor areas for a multitude of community activities. Included in the Hub is a multi-purpose hall, meeting rooms, flexible working space and premises for a café. The venue is purpose built for community events such as markets, festivals and exhibitions and can also be used for conferences and expos.

FUTURE ACTIONS – COMMUNITY & CULTURAL VALUES

- Review the Kingborough Heritage Survey (bearing in mind that it was prepared in 2006 and 2007) and monitor all heritage related reports and studies that have been completed since that time, in preparation of the Local Historic Heritage Code.
- Complete a Landscape Study for Kingborough in order to accommodate the Scenic Protection Code. This will require the selection of an appropriate landscape analysis model that provides practical and credible results.
- Regularly update the tourism strategies for both Bruny Island and the Channel. The review and updating of the Bruny strategy will be done on a regular basis with the assistance of the Bruny Island Advisory Committee.
- Complete an Open Space Strategy for Kingborough that includes a policy framework, plus an analysis of all relevant issues (current availability, gaps, condition, connections, needs, public demand, opportunities, funding, governance etc). This will be linked to the planning scheme so that new development can take into account the overall strategic priorities.

- Further develop the relationship between the Kingborough Community Hub and the adjoining playground precinct and the general Kingston CBD. Utilise opportunities to promote effective pedestrian linkages and convenient car parking to encourage maximum public usage of the public facilities.

4.7 Commercial development

4.7.1 Regional and local commercial hierarchy

The STRLUS provides for a hierarchy of “Activity Centres” across southern Tasmania. “Activity Centres provide the focus for services, employment and social interaction in cities and towns. They are much broader than just retail and commercial centres. They are also community meeting places, centres of community and government services, locations for education and employment, settings for recreation, leisure and entertainment activities and places for living through new forms of higher density housing with good levels of amenity, in mixed use settings”. While such centres certainly do have multi-functional purposes, this chapter will be focusing on the commercial and retail aspects. They are the main economic drivers and are often the main attractors for local residents.

Within the regional Activity Centre Network or hierarchy, the Hobart CBD and the immediate surrounds is the Primary Activity Centre. There are then three Principal Activity Centres, these being the Glenorchy CBD, Rosny Park and Kingston – to the north, east and south respectively. The Principal Activity Centre provides “for a range of services and facilities (including offices for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sector” From a commercial perspective, it would include “sub-regional shopping facilities with a range of major supermarkets, department stores and a range of speciality shops”. It should also have a “catchment of regional significance across at least two Local Government Areas”.

For Kingborough, the next level in the Activity Centre Hierarchy within the Greater Hobart area is the Minor or Neighbourhood Centre. There are some intervening levels such as a Major Activity Centre and a Rural Services Centre, but Kingborough does not have any other centres substantial enough. Margate is regarded as a Minor or Neighbourhood Activity Centre in the regional strategy.

How the land is zoned within the commercial centres of these settlements reflects the Activity Centre hierarchy. The various Zones and the respective local commercial areas are as follows:

- Central Business Zone – Kingston
- General Business Zone – Westside (Kingston), Kingston Town
- Local Business Zone – Margate, Tarooma, Blackmans Bay, Kingston Beach
- Commercial Zone – Mertonvale
- Village Zone – Snug, Kettering, Woodbridge

Each of these centres have their own unique character and provide a different range of services that should ultimately reflect the particular needs of that local or extended community. Over time, the centres will change as new commercial activities start up and they continue to evolve.

The STRLUS also includes a regional settlement strategy and a Greater Hobart residential strategy. Both are directly applicable to Kingborough, with the Greater Hobart area extending as far south as Snug. The rural settlements are included within a regional hierarchy and, for Kingborough, Margate is listed as a Major Satellite of Hobart, Snug is a Minor Satellite of Hobart, Alonnah is a Township (moderate growth strategy) and Adventure Bay, Kettering and Woodbridge are Villages (all with low growth strategies). All other settlements are also included.

An excerpt from the STRLUS is included below, as this information is particularly relevant as a basis for the individual urban structure plans and how land is to be zoned (particularly for the very smaller settlements).

TABLE 3: GROWTH MANAGEMENT STRATEGIES FOR SETTLEMENTS

SETTLEMENT	PROPOSED REGIONAL FUNCTION	GROWTH STRATEGY**	GROWTH SCENARIO
Greater Hobart	Primary urban centre for the region, providing for significant housing and employment opportunities for the broader region.	See Map 10	See Map 10
Sorell	Major Satellite of Greater Hobart		
Brighton			
Margate			
Lauderdale			
Midway Point	Minor Satellite of Greater Hobart		
Seven Mile Beach			
Snug			
Collinsvale, Fern Tree, Dodges Ferry	Dormitory Suburb	Low	Consolidation
Carlton Beach, Clifton, Cremorne, Lewisham, Primrose Sands, Opossum Bay, South Arm,	Dormitory Suburb	Very Low	Consolidation
New Norfolk	Major District Centre	High	Mixed
Huonville	Major District Centre	High	Mixed
Oatlands	District Town	Moderate	Consolidation
Triabunna	District Town	Moderate	Consolidation
Bicheno	Township	Moderate	Consolidation
Bothwell	Township	Moderate	Consolidation
Alonnah	Township	Moderate	Consolidation
Cygnets	Township	Moderate	Mixed
Dover	Township	Low	Consolidation
Franklin	Township	Low	Consolidation
Kempton	Township	Low	Consolidation
Geeveston	Township	Low	Consolidation
Nubeena	Township	Moderate	Mixed
Orford	Township	Low	Consolidation
Swansea	Township	Moderate	Consolidation
Ouse	Township	Low	Consolidation
Hamilton	Township	Low	Consolidation
Richmond	Township	Moderate	Consolidation
Dunalley	Township	Low	Consolidation
Adventure Bay, Alonnah, Bagdad, Buckland, Campania, Colebrook, Coles Bay, Eaglehawk Neck, Ellendale, Gretna, Kettering, Maydena, Mienna, Murdunna, Pontville, Port Arthur, Taranna, Tarraleah, Westerway, Woodbridge	Village	Low	Mixed
All other settlements	Other Small Settlements or Locality	Very Low	Consolidation

19.5.2 Regional Growth Management Strategy

The growth management strategies for the settlements across the region are divided into four categories as follows (the percentage growth is calculated as the percentage of the number of dwelling existing at the declaration date that can occur across the 25 year planning period):

- High Growth - 20% to 30% increase in no. of potential dwellings.
- Moderate Growth - 10% to 20% increase in no. of potential dwellings.
- Low Growth - less than 10% increase in no. of potential dwellings.
- Very Low Growth - no new potential dwellings except single dwellings on existing lots or where there is existing low density subdivision potential subject to demonstrating that:
 - there will be no off-site impacts from on-site waste water disposal;
 - there is adequate provision of potable water either through reticulation or tank water; and
 - hazard and natural values constraints are adequately addressed.

The growth strategies also need to be considered against the growth scenario. The growth scenarios are categorised into

Mixed and Consolidation. A mixed growth scenario indicates that residential growth should come from a mix of both greenfield and infill circumstances and that expansion of the residential zone may be required dependent upon an assessment of the yield capacity and vacancy of existing zoned land. A consolidation scenario indicates that growth should be predominantly from infill development which can involve development of existing subdivided lots, subdivision of existing zoned but vacant or developed residential, construction of additional dwellings on existing developed lots, redeveloping existing developed lots.

This information provides an important reference for how each settlement is dealt with in respect to residential zoning and the capacity this allows for residential growth. This in turn places opportunities or constraints on the respective business districts.

Central Kingston itself should provide a range of services that would constitute a “destinational” shopping type experience. Visitors should be able to visit Kingston for an extended period of time in order to do comparison shopping, to carry out private business or receive personal services, and/or to have an enjoyable recreational, cultural or social experience. It would not necessarily provide the convenience function that other local centres specifically cater for. This “convenience” shopping would be located at such centres as Margate, Blackmans Bay or Kingston Beach. It is important that the various centres develop complementary relationships to each other and that they function as viable entities because they provide much needed services to the Kingborough community.

The main area of interest for this strategy lies in the relationship between the various centres in the vicinity of central Kingston. The construction of the Kingston Bypass has had a major impact in that most

of the through traffic has been removed from the Channel Highway. This provides an opportunity to review how this whole (now bypassed) precinct from the Summerleas Road roundabout to the Huntingfield roundabout can be used in future.

Rather than being seen as a congested through road as it has been in the past, the whole area now has scope for more commercial development that is not suited to being located within the central Kingston precinct – such as the recent establishment of the large Bunnings hardware store and new service station. An extension of the type of development that occurs within the Mertonvale Crescent area might be possible, together with increased residential densities (consistent with the regional strategy’s proposal for an urban infill area or “densification area”), improved public transport, pedestrian and cycling access, and the existing wide road reserve can now be more attractively utilised and landscaped.

A range of commercial and retail services are able to be provided from Huntingfield right through to Kingston Beach. The types of land uses will differ, according to the land’s respective suitability for different types of development and this will be reflected in the zoning. There would be convenient local business services within or adjoining residential areas (eg Huntingfield and Kingston Beach), larger areas for commercial “bulky goods” type developments (eg the Huntingfield, Mertonvale and Spring Farm Road areas) and the more destination services contained within the central Kingston precinct – together with the complementary retail areas located at Kingston Town and the Westside “fast food” area near the Summerleas Road junction.

This extended commercial spine would ultimately form the main commercial area of the municipality and will require detailed site planning to ensure that there is good convenient access – for deliveries, motor vehicles, buses, cyclists and pedestrians. All of the facilities can be regarded as an integrated package of (mainly retail) services that work together for the benefit of the Kingborough community. They occupy a variety of locations that would best meet the needs of particular businesses. Those that require large floor areas (warehouse type structures), large open parking areas and relatively short visits are best located outside of central Kingston.

The CBD area would attract businesses that cater for more social interaction, comparison shopping and community/civic services. Kingston Park has a particularly important role to play in this regard. The overall aim within this extended Kingston area is for there to be an extended but integrated commercial precinct that contains all the necessary services required by the Kingborough community for many years into the future.

This area, together with others, should be part of a more proactive approach in creating new development opportunities that provide for increased local employment and local services. This objective is emphasised throughout this Land Use Strategy as it is so important in enabling Kingborough to become a more economically and socially sustainable community.

4.7.2 Activity centre design principles

The planning scheme is an important instrument in facilitating how commercial development will occur within the municipality. Additional and appropriate commercial development has many benefits, in that it provides local employment, local services, reduces travel into Hobart (with less peak traffic loads, fuel consumption and time savings) and creates a more sustainable rate base for the whole community. It is not desirable nor sustainable in the longer term for Kingborough to be simply seen as a dormitory area south of Hobart. The existing and future population base warrants the establishment of new businesses (that provide local services and employment opportunities) and consequently there is a need to ensure that there is sufficient and suitable land that is zoned for that purpose.

Each of the Activity Centres within Kingborough has their own unique character, based on their physical setting, the history of the surrounding area and the quality of the built environment. In most cases there is considerable room for improvement. This is often because the current buildings are tired, poorly built or not suited to that urban centre’s commercial area. These town, village or suburban centres should be

destinations of choice. They should be attractive places to visit and for the local community to congregate and socialise. They should not necessarily just be for convenience shopping, though this element must not be lost. Public amenity must be the priority, otherwise the car will dominate. As much social activity as is reasonable should be encouraged in these main town and neighbourhood centres. Margate is an example of a central area that warrants particular attention in regard to all of these concerns.

The planning scheme does assist in encouraging or facilitating the private investment that is needed to revitalise or enhance the existing commercial areas. While the planning scheme has limited scope in actually stimulating new investment and is mainly applied as a controlling influence, it can identify where new commercial development is needed and where some priority future development locations might be. For example, in some centres there is a real need to facilitate an expansion of commercial development (together with civic and community services) to address existing community demand and to take up some clear future opportunities.

Urban areas are never “finished” in the sense that evolution and change must be accommodated. Developed areas go through changes and renovation and this is clearly evident in such a place as the Kingston CBD. This very transience provides opportunities that might be restricted if we regarded our urban form as being the finished product. It will in fact be always undergoing a process of regeneration.

Most of the town and neighbourhood centres have shortcomings in regard to streetscape, car parking, unsafe road junctions, pedestrian amenity, public furniture or infrastructure. Better urban design is often needed and this needs to be built into the private and public developments that occur in future. This is mentioned in the structure plans within chapter 5 of the strategy and the planning scheme should be utilised as a means by which desired directions are achieved.

Ultimately, a more proactive strategy will need to be developed that includes the development of urban master plans or urban design guidelines for each of the town centres – which are then implemented through complementary provisions within the planning scheme (possibly by way of Specific Area Plans), Council’s own capital works and maintenance programs and through local community effort.

This ongoing improvement should be guided by urban design guidelines and these will need to take into account such issues as:

- the natural setting – terrain, preservation of views, climatic factors
- vegetation – themes, species, location of plantings
- pedestrian routes and pathways
- road design – junction design, cross sections, footpaths, cycle lanes
- parking design – location, on or off street, commuters, workers, visitors
- public transport – routes, stops, main transit area, park and ride
- public spaces design – amenity, safety, access
- streetscape – lighting, furniture, paving materials, public art
- stormwater management – water sensitive urban design
- building design – height, style, bulk, overshadowing, overlooking

There also are opportunities to utilise software that models the existing and potential urban landscape. This might be useful in gaining a better understanding of such issues as future building or streetscape appearance, bulk, shape, overshadowing etc. It might also assist in designing prospective developments, in assessing development proposals and in public consultation.

It is important to incorporate critical sustainability elements as part of the urban design guidelines. The urban form will be influenced by a need for greater energy efficiency and alternative transport opportunities. Design principles should seek to “future proof” the main social and economic centres and it should be made quite clear as to how this is to be done. An integrated package of measures needs to be prepared that has considered all of the relevant factors – such as:

- public transport use being encouraged

- creating a more heavily vegetated central area
- provide for easy walking both within and around urban centres
- being bicycle friendly – bike lanes and storage
- having a compact and accessible town centre
- streetscapes that provide for a vibrant and diverse street culture
- provide clean, attractive and welcoming public spaces
- public spaces that provide sufficient space and amenity for relaxation
- there being space for cultural events and markets (eg farmers markets, festivals)
- constructing energy efficient buildings (possibly even being net producers of energy)
- optimise the use of alternative energy forms (solar, wind, geothermal)
- use local building materials
- building in water sensitive urban design measures for stormwater management
- including sufficient learning and educational facilities
- providing for community meeting places – both informal outdoor and formal indoor
- separate motor cars from pedestrians
- including a complementary mix of uses (eg residential use within the town centre)

The development of such master plans and urban design principles will be an essential ongoing task for Council. The new planning scheme will only provide a statutory background for this work, and as a result it is envisaged that the need for this type of more proactive planning will only increase in the future.

4.7.3 Central Kingston

During the last 30 years there has been a great deal of residential and commercial development within the greater Kingston area (including Blackmans Bay, Kingston Beach and the Huntingfield area). Despite this, the central Kingston CBD area has, for much of this time, remained quite under-developed (apart for a few years around 2008-2010) when a number of large commercial developments occurred. In the past, Council has sought to address this by preparing a number of master plans to guide and encourage the desired commercial development within the Kingston Central Area. Master plans were prepared in 1990, 1995, 2003 and 2008.

A fundamental desire in this proactive planning work was the need to provide for sufficient commercial and civic/community “floor space”, commensurate with the local population growth. Calculations had indicated that there was an under-supply of such floor space within central Kingston and that the municipality was overly dependent upon the services provided within Hobart.

Council encouraged private commercial development to occur in a manner consistent with these earlier master plans and this culminated in the initial redevelopment of Channel Court in 2005. Some guidance was also provided through the previous KPS2000. Nevertheless, a major constraint was the limited area of suitable land for redevelopment. This changed in 2006, when the State Government announced that it would relocate the Kingston High School and make available its existing site for development. As a consequence of this, the Kingborough Council, in conjunction with the State Government, commissioned the preparation of a master plan for central Kingston which was subsequently completed in early 2008 and reviewed (January 2009) following public consultation.

Subsequent Council decisions in relation to land acquisition and road upgrades have been consistent with this review – as well as discussions with State agencies on the potential development of Crown land (including the Kingston High School property). The review of the 2008 Master Plan also addressed the need for its implementation and how this could actually be achieved in a practical sense. It identified that this implementation would primarily be achieved through further detailed urban design investigations, Council’s own capital works program and appropriate amendments to the planning scheme. It is clear that the objectives of the Master Plan cannot be achieved unless there are matching development control mechanisms within the planning scheme.

The 2008 Kingston Central Area Master Plan did identify that during the next 25 years the Kingborough population will require about twice as much business/commercial and civic/community related floor space as then existed. The Master Plan also advocated the need to create a genuine town centre within Kingston that can work efficiently and present a pleasant venue for a wide range of community activities. It identified that the relocation of the Kingston High School would present the main opportunity to achieve the design of a true town centre and trigger sufficient new development to provide the necessary floor space for a sustainable central business district. The alternative would be a dispersed and disjointed series of small commercial areas with difficult traffic and parking scenarios.

In reviewing the opportunities in central Kingston, it is also necessary to take into account the nearby commercial areas at Browns Road, Kingston Town and Mertonvale Circuit. To these could be added the areas at the Summerleas Road roundabout and the Australian Antarctic Division/Huntingfield precinct, the existing shopping centres at Kingston Beach and Blackmans Bay, and potential new centres within the future residential areas of Huntingfield and Spring Farm.

A longer term view needs to be taken in considering how these various areas relate to central Kingston and this was canvassed in the previous section 4.7.1. The impact of the Kingston By-pass was fundamental in understanding the future relationships between the abovementioned commercial areas. As described in 4.7.1, central Kingston is to remain the prime civic and retail centre for the Kingborough municipal area and this is to be supported by the complementary functions of the outlying areas.

Although the 2008 Master Plan is now quite dated (and much of the detail is obsolete), the objectives are still relevant, these being:

- To create a viable and sustainable town or sub-regional centre south of Hobart – to complement population growth and meet long term community needs.
- For central Kingston to be the primary focus for civic, commercial, administrative, entertainment and public transport facilities in Kingborough.
- To meet the future community and commercial needs for additional land or “floor space” within an expanded town centre.
- To build on past master planning efforts and best utilise the existing public infrastructure.

It is still essential that central Kingston should be a mixed use area that provides a vibrant and socially friendly space based upon a contemporary urban design. The mix of land uses would reflect the needs of a major sub-regional centre or Principal Activity Centre as described in the Regional Land Use Strategy.

This means that there would be many smaller retail businesses, sufficient to enable comparison shopping, and these would in turn be complemented by a few larger supermarkets and specialist stores. It would continue to be the civic centre of the municipality with a wide range of government services, including the Council offices, public Library and a new large Kingston health care centre. There would be cultural and entertainment activities and these would be complemented by a number of outdoor recreational spaces, including parks, walkways and gardens. Most of the professional offices within Kingborough would be located here. This is also the public transport hub for the municipal area. There would be a strong café and restaurant scene, and this would be complemented by centrally located accommodation, for both tourist and permanent residents. This would facilitate the development of a vibrant and active streetscape that is an attraction for all who visit the Kingston central area.

In 2012/13 Council commissioned the preparation of a Development Plan for the former high school site and, in conjunction with this, consider the future development opportunities of the surrounding central Kingston area. The former school site is 11ha in area, which is about 40% of the Kingston CBD. The background studies for the Site Development Plan included such outputs as a site analysis, an economic evaluation, site development layout, divestment strategy, governance arrangements, urban design guidelines, transport plan and planning scheme provisions. This work was completed in mid-2013.

The main outputs of the final Development Plan entailed:

- *A review of potential urban design, land use and development options, together with a site analysis and extensive community and stakeholder consultation.*
- *An urban design plan for the whole site, including road layout and future land subdivision plan, urban design and public open space guidelines and associated planning scheme amendments.*
- *Access and transport related strategies for central Kingston, dealing with car parking, public transport, pedestrian access, traffic modelling and streetscape plans.*
- *An economic evaluation to guide the divestment strategy – economic feasibility, including likely development costs and generation of revenue.*
- *A land divestment strategy for the KHS site, including a development staging plan, methods of disposal, processes for private investment to fund/provide public infrastructure and interim or temporary uses of the site/buildings.*
- *Ongoing governance and collaborative arrangements involving all relevant stakeholders and dealing with potential conflicts of interest.*
- *A project appraisal report, which describes the journey that took place during the previous year, with learnings, community/stakeholder consultation results and an assessment as to how successful the exercise has been.*

In 2016, following a public competition, the name of the project to redevelop the former high school site was changed to Kingston Park. The Development Plan is evolving since its adoption by Council and Kingston Park will eventually be a distinctive precinct or urban “heart” for the Kingborough community.

A summary of the Development Plan is provided in section 5.1. The site was rezoned in the KIPS2015 and a Specific Area Plan included to ensure that future development would be consistent with the Development Plan. An initial zoning of the former school site is a mix of Central Business, Community Purpose, Urban Mixed Use and Open Space. This is consistent with the recommendations of the Development Plan and retains sufficient flexibility to enable the mix of envisaged uses (from public open space through to retail commercial) to occur. The main CBD area of Kingston is zoned Central Business, to reflect its role as a Principal Activity Centre.

Central Kingston will need to have a set of urban design principles or guidelines that are different to other local commercial centres. The future development of Kingston Park is an opportunity to lead the way in regard to a new style of development and to set higher standards. Some examples of such urban design principles that could be considered in a general sense include:

- future development should respect and work with the existing natural setting (eg optimising views of Mt Wellington), ensure a high standard of public amenity and provide for complementary building, streetscape and open space design
- good mixed use development is important for sustainability (supports public transport, better social and economic performance, reduced vehicle kilometers travelled, reduced environmental impacts etc
- all buildings must contribute positively and collectively to the streetscape, by facing the street and having entries directly from the street or other public place
- all retail stores are to be entered from the street – with exceptions made for larger supermarkets or department stores if there are stores placed between them and the street
- buildings should be placed adjacent to streets with car parking to the rear (or above or below) of buildings
- all buildings at the ground floor to be robust and adaptable (not designed for a single purpose)
- create convenient pedestrian connections throughout the commercial area and link in with existing pathways within public reserves and on roadsides – provide for good pedestrian links to the health/medical related activities in the vicinity of John Street and Kingston Park – as well as extending out into surrounding residential areas
- buildings should improve/increase the capacity for mixed use activity in the town centre

- buildings should be designed to conform with the street typology and complement existing development nearby
- wider street reserves (with good pedestrian amenity) should encourage the development of taller buildings, whereas narrower streets should be bounded by lower buildings
- residential use should only occur on the first floor or above – all ground floor use must be devoted to commercial purposes
- street trees should be planted as appropriate and wherever possible with species chosen in accordance with predetermined guidelines
- the parking strategy (as completed in 2016) will be implemented that enables the use of common car parking areas that are conveniently located and whereby individual developments do not have to provide their own individual public car parking spaces
- there needs to be a number of high quality public spaces that are developed in conjunction with the main pedestrian links and which provide opportunities for resting and other social activities – focusing on Kingston Park (other smaller public spaces on private land should also be utilised)
- the internal road network is to be improved so as to ensure efficient traffic circulation, safe pedestrian access and good public transport opportunities
- a substantial town park is proposed within Kingston Park and this will provide a high quality public open space and a “green belt” bordering the CBD and a break-out space for community activities, plus enhancing the development prospects of adjoining areas and provide pedestrian links to outlying areas
- the built form is to be multi-level to ensure a compact town centre, a diverse range of uses and ready access to nearby open space areas – providing for a diversity of complementary functions – retail, civic and administrative, hospitality services, entertainment, professional and commercial
- within Kingston Park, there will be a significant residential component which at this stage is envisaged to be mainly 2 storey townhouses or apartments above commercial establishments.

Such principles as these are intended to facilitate a collection of buildings that will work together to create a townscape. They should also encourage design innovation rather than prescribing a limiting style. They provide a context within which architecture is applied.

In late 2018 Council formed a partnership with the private developer, Traders in Purple, to provide the commercial and residential components of Kingston Park. It is expected that there will be some deviations from the original Site Development Plan to reflect the market realities and the passing of over 5 years since that Plan was finalised. This will in turn require some significant changes to be made to the Specific Area Plan – with the SAP being thoroughly reviewed and a new version prepared that better reflects the contemporary situation and not so reliant on the now somewhat outdated 2013 version of the Development Plan.

4.7.4 Local commercial business districts

The previous sections have focused on the likely future development of central Kingston and have made reference to the associated outlying commercial areas along the by-passed section of the Channel Highway. While these precincts will be redeveloped in the coming years (including the expansion of commercial development in the vicinity of the Spring Road roundabout), it is also likely that significant redevelopment of other commercial areas within the municipality will occur as a result of the continued population growth throughout Kingborough.

The local centres that are most likely to experience this commercial redevelopment in the near future appear to be Kingston Beach and Margate. For Kingston Beach, the trigger for further development is the increasing visitor popularity, whereas Margate previously experienced a rapid increase in population – for example, its population grew by 42% between the 2001 and 2006 Census – and a future rapid increase would again occur if suitable land was residentially rezoned.

Kingston Beach is an area that has always been a popular recreational destination. The beach itself is the major attraction, but visitors also come to the area as it is popular for walking (such as on the coastal

walking trails), community events, sport, children's playground, the surf club, and the fact there is one of the region's most popular off-leash dog areas. Future commercial development is likely to build on its beach-side attraction. It would still cater for local residential convenience needs, but its main focus would be on servicing the needs of visitors to the beach. This will continue to evolve as the public infrastructure of the foreshore area is improved (for which Council is currently implementing a major ongoing program) and the area becomes more popular as a recreational destination. The further redevelopment of the hotel site and other Beach Road and Osborne Esplanade properties are probably the best opportunities to revitalise Kingston Beach and to encourage further development investment. Land banking of prime development sites should be discouraged. In future it may be possible to expand the existing Local Business Zone but the availability of sufficient public car parking will increasingly be an issue to be addressed.

The Margate CBD suffers from being on a main through road and that the quality of development within the commercial area is relatively poor. The streetscape is poorly presented, though this is as much due to the standard of the neighbouring private development as the capacity for improvements within the relatively narrow road reserve are limited. Commercial development is spread out along the Channel Highway without any cohesiveness – there is poor pedestrian amenity, a lack of suitable parking, buildings are diverse and irregular, there are few public spaces and there is an inconsistent mix of uses.

For Margate, the major commercial development opportunity lies between the hotel and the BP service station. A new shopping centre development has been approved and construction has commenced within this area and, in future, this could provide a focus for the commercial heart of Margate – one which currently does not exist. It is yet to be seen whether this development can achieve this objective and be able to stimulate a revitalisation of the surrounding commercial areas (the proposed development has suffered major delays and the vacant site has blighted the town centre). The Local Business Zone was expanded in the KPIS2015 in order to cater for an expanded retail area that would cater for the town's expanding population. There will still need to be a more concerted effort in planning and determining the type of development that should occur in central Margate. Margate's recent population growth warrants a major increase in local commercial and community services, but this needs to be matched by greater care being given to how these services are designed and developed.

Some of the other towns that have some particular commercial or local business issues include Taroona, Snug and Kettering. For Taroona, the existing shopping centre has long been underutilised and there is still an opportunity for further entrepreneurial development to take advantage of a community that requires more local services. This site should retain its existing zoning (and the associated development opportunities) so that it is available for a suitable redevelopment. Embedded within this zoning should be the flexibility to develop the site for a mix of uses that makes it more attractive to an investor.

For Snug, there is continued residential growth, both within the town and within the rural hinterland. Many young families have moved into the area. There will be a need for additional commercial establishments to cater for local residential convenience needs. The village centre is based around the school and the few shops to the north and south of the Beach Road intersection. Sufficient land needs to be commercially zoned (such as Village) in order to cater for current and future population growth.

For Kettering, the popularity of Bruny Island and the marina/hotel developments will continue to attract many visitors. Future commercial development will need to be sensitively dealt with, as there are a variety of physical and infrastructure constraints. The upgrade of Ferry Road has only partially addressed congestion problems and improved pedestrian amenity. A significant issue is that there is no commercial centre to the village with three nodes being located at the service station on the highway, the hotel and the ferry terminal. It is likely that this separation will continue into the future and so the need for safe, convenient walking and parking facilities will be a strong focus for future planning efforts within Kettering.

These same issues are further expanded upon within the urban structure plans included within chapter 5.

FUTURE ACTIONS – COMMERCIAL DEVELOPMENT

- Investigate the future strategic commercial development possibilities within the broad precinct along the now by-passed section of the Channel Highway together with associated road, streetscape and public transport improvements.
- Implement the Kingston Park Development Plan in conjunction with the contracted private developer and, in doing so, review its relevance and make any adjustments over time as necessary.
- Develop coordinated planning strategies and associated infrastructure upgrades for the balance of the central Kingston area. Subsequent amendments to the planning scheme may need to be made and implementation will be ongoing and will evolving.
- Prepare a retail strategy for Kingborough that is based on the activity centre hierarchy. This will need to determine future demand and floor space requirements and state where different forms of retail are best located. Work with Kingston businesses to stimulate investment and the provision of improved public services within the CBD. Develop associated marketing strategies and encourage businesses to improve public amenity, access and streetscape presentation.
- Over time, local streetscape and town centre plans should be developed for most activity centres within Kingborough. Individual development plans and urban design guidelines (that are focussed on the town centres compared to the broader structure plans within this strategy) should be developed for Kingston Beach, Margate, Snug, Kettering and Woodbridge. This work will require considerable public consultation and probably the allocation of considerable resources.
- Review Council's own capital works program in the light of the recommendations that come from town development plans. These plans should be informed by Council's own asset management program, as well as by the future intentions of the relevant State Government agencies.
- Explore the opportunities to utilise new computer software that models the existing and potential urban landscapes. This would assist in formulating new streetscape plans, facilitating public consultation and ultimately in reviewing prospective development applications.
- Prepare improved standards or guidelines that can be provided to prospective developers that assist them in understanding Council's statutory requirements and the more general style of development that is envisaged for particular areas. Such design principles are proposed to help in "future proofing" the local commercial areas in particular.

4.8 Industrial development

4.8.1 Regional context and future demand

The STRLUS stresses the need to establish a strong regional approach in determining where future industrial activity should occur. Ongoing analysis will be necessary to support a coordinated regional approach that can deliver the most efficient solutions – particularly in regard to transport and physical infrastructure, adjoining land uses and the clustering of businesses. There appears to be a shortage of suitably zoned industrial land across the region and future development should be more targeted to the best sites.

The regional strategy identifies the need to provide a 15 year supply of suitable industrial land and to zone it accordingly so that it is not developed in the meantime for alternative uses. A 30 year supply should also be identified for longer term needs. The aim is that there should always be fully developed (subdivided and serviced) land available for short term (next 5 years) needs.

Following the completion of the regional strategy, the STCA commissioned further investigations into the need for industrial land in southern Tasmania. This work was done in 2011-12 by SGS Economics and Planning consultants and should be integrated into the next iteration of the regional strategy (when that review is eventually conducted). The SGS reports indicate that there are significant shortfalls in local industrial land supplies in order to meet demand.

SGS reported that the current trend in Tasmania is that there has been a gradual loss in employment as more manufacturing is outsourced to Asia. Nevertheless local production and productivity has continued to increase. Compared to the national employment profile, the southern Tasmanian region has relative strengths in food and beverages, manufacturing, wood and paper processing and the textile and clothing industries. Glenorchy continues to be the industrial centre in the region with key competitive industries being manufacturing, electricity, gas, water and waste services, construction, wholesale trade and transport, postal and warehousing. Brighton has developed to be the transport and warehousing hub and is experiencing significant growth with the relocation of the Hobart rail yards. Clarence has a mixed industrial base and it, together with Kingborough, is experiencing a strong shift to service industries. Hobart has a high concentration of public administration and advanced business services and industry is being pushed outwards to the fringes of the metropolitan area. Resource based industries (agriculture, aquaculture, forestry) and associated value-adding activities dominate the surrounding rural municipalities.

In assessing the demand for industrial land the SGS report (SGS 2011) identified the following four main types of activity:

- Local service industries – which are population driven
- Export oriented industries – which are driven by external market opportunities
- Transport, warehousing and wholesale – intermediate industries driven by both population and export growth
- Bulky goods retailing – driven by population growth and sector specific characteristics

High and low growth scenarios were modelled and comparisons made with the available supply of existing vacant industrially zoned land. It was found that, in about 15 years, there would be significant shortfalls in some municipalities. There is very little existing land available in Hobart, Glenorchy, Kingborough and Sorell. Hobart has the largest shortfall (about 14ha) and it is estimated that Kingborough currently needs to provide an additional 2ha at least. There is an overall shortfall across these four municipalities of about 27ha, though Clarence may have sufficient land stocks to address this.

For Kingborough in particular, it was noted (SGS 2011) that there were then 11 vacant lots comprising 3.7ha at Huntingfield and Firthside. Most of this land is now developed or has constraints that limit its potential. At Electrona and Margate there is still significant capacity for further industrial expansion on the existing vacant (or only partly developed) areas of industrially zoned land (totalling about 20ha). The main constraints here are that most land parcels adjoin residential and environmentally protected land, and this places significant constraints on their future suitability. The conclusion was then clear that new industrial and commercial sites would need to be found in Kingborough as soon as possible.

The State Planning Provisions include an Attenuation Code that only applies to certain zones within the new planning scheme. This Code does not apply to land that has been zoned as Light Industrial, General Industrial or Port and Marine. However the assumption that these zones have only been applied to land that is sufficient to contain off-site impacts is frequently false. All of the existing Light Industrial areas in Kingborough are bounded by existing residentially zoned properties. It is concerning that new industrial development could occur which will have an adverse impact on the amenity of existing residents. This is an historical situation that cannot be easily remedied.

Within the SPPs there are use standards that restrict the external impact of the industrial use of the land. They include limiting the operational hours (on a site within 50m of residential type zones), lighting restrictions and movement of commercial vehicles. Some limitations are also imposed on height and setbacks and noisy machinery where residential areas are close by. Such constraints however only apply

within the Light Industrial Zone and do not apply for uses within the General Industrial Zone. As previously mentioned, all of the existing industrial areas within Kingborough are relatively close (or adjoin) residential areas and have been zoned as Light Industrial in the KIPS2015.

4.8.2 Existing industrial activity

The Kingborough municipality is not known for its industrial development and does not have a history of heavy industry (other than the Electrona Carbide Works which closed in 1991). That which does exist is restricted to a few small pockets and is mainly light industry with little off-site impact. Nevertheless, it is important that the planning scheme provides for an expansion of such a land use so that any future demand is catered for and local business and employment opportunities are encouraged. The main types of existing industrial activity include warehouses, factories, workshops, builder's yards, depots, food processing, self-storage and wrecking yards.

The existing areas that are zoned Light Industrial (the General Industrial Zone is not included in the KIPS2015) are located at:

- Browns Road, Kingston – almost 100% developed
- Huntingfield – almost 100% developed
- Gemalla Road, Margate – about 70% developed
- Channel Highway, Electrona – almost 100% developed
- Pothana Road, Electrona – about 80% developed

Most of the land that is zoned Light Industrial has already been developed and that which hasn't is either being considered for alternative non-industrial uses by its owners, is constrained because of nearby residential or conservation areas or is likely to be developed in the relatively near future. There are virtually no new opportunities for light industrial development close to Kingston. The Margate and Electrona areas do have some capacity for further development within the medium term. The more degraded Electrona site does have the potential to be redeveloped for industrial purposes and does have the advantage of a deep water port.

Industrial type activities do occur in other zones. Downstream processing or value adding of rural products has occurred in the Rural Resources zone and this is expected to continue into the future (within the new Rural Zone). An example of such an "industrial" use is the HBMI quarry at Leslie Vale.

4.8.3 Future industrial opportunities

In accordance with the regional studies that have been completed, Kingborough's future industrial opportunities will primarily be Light Industry, with minimal off-site impacts being required that reflects the fact that most industrial areas are located quite close to sensitive residential uses. Therefore, where suitable land is identified in Kingborough it will most likely be zoned as Light Industry – with another option being Commercial.

A General Industrial Zone is at this stage unlikely as it accommodates industrial uses that have off-site impacts (noise, fumes, pollution) and it is envisaged that this would not be so acceptable to the Kingborough community in the future. This is further confirmed by the increasing residential population and the fact that most people who choose to live here do so because of lifestyle reasons and the area's natural attractions (views, waterways, coast, bushland, etc). This strategy is not advocating any new "heavy" industry sites within the municipality. The opportunities for a future General Industry zoned area is not out of the question as more isolated locations may be able to be identified (for example, see the suggestion below for utilising the HBMI site at Leslie Vale).

Development within existing industrial areas should be in character with the low-impact quality of those areas, while still providing for additional local employment opportunities. The planning scheme needs to encourage such opportunities at appropriate locations. This is consistent with the broader objectives associated with the establishment or expansion of businesses that provide for local employment rather than forcing residents to commute to Hobart for work. An example of this is the former Vodafone call centre site at Huntingfield. The changes that have occurred to the planning scheme (a reduced number of potential uses within the Light Industrial Zone compared to previously) now limit the potential use of this property, with its purpose-built facility and large carpark. It would be quite appropriate for this property to be subject to a planning scheme qualification that allows the “Business and Professional Services” use class to be a discretionary use (it is otherwise prohibited in the Light Industrial Zone). Such a specified departure could be justified on the basis of its location on the edge of the industrial area (and adjoins a residential area) and that the existing large building provides a major employment opportunity but is not necessarily suitable for a light industrial purpose.

In zoning the existing areas as Light Industry, it is acknowledged that they already do have some significant development constraints. At both Margate and Electrona, these constraints will limit development to the extent that the industrial land will need to incorporate its own buffers to nearby sensitive uses. In theory, this land should be enough to provide for Kingborough’s short term industrial needs, however it may be poorly located for many potential businesses. It also needs to be considered that most of this undeveloped industrially zoned land (at Margate and Electrona) is on the coast and is reasonably close to residential areas. There are limits to the type of industry that could be located at what are relatively sensitive locations. Such coastal sites are visually sensitive and there is the additional potential for adverse environmental impacts on water quality in the adjacent North West Bay.

Ideally, these waterfront areas should only be developed for purposes that are dependent upon their coastal location (such as boat building). In fact, they should be promoted as a marine and aquaculture industrial hub and local infrastructure upgraded accordingly (eg road sealing and junction upgrades on the Channel Highway). Industrial land should also be located in areas that minimise the movement of heavy vehicles through residential areas. From these perspectives, it does not appear appropriate that additional Industrial zoned land should be provided for in the Margate area or further south – that is, on North West Bay or the Channel.

The opportunities for additional light industrial land are therefore very limited. Ideally, such land would be located close to a major access road (for easy transport of freight) and be far enough away from other sensitive land uses (such as private residences). The land itself would also need to be suitable – in that it needs to be fairly level, serviced and free from environmental constraints. Meeting all of these criteria may be quite difficult. In 2012, SGS Economics & Planning prepared a Stage 2 Report on industrial land in southern Tasmania (Southern Tasmania Industrial Land Strategy). The conclusions within this strategy with respect to Kingborough will need to be reviewed. Council has not yet carried out any specific investigations into new industrial sites to date and this will be a task that will need to be completed.

This report (SGS, 2012) built upon the Stage 1 report that assessed the projected demand for industrial land over the next 5, 15 and 30 years against the existing supply of industrial land. In determining suitable sites for future industrial activity, the following principles were followed:

- the supply of industrial land should not outpace demand (which may result in inefficient land use);
- conservation and heritage values of land must be properly considered;
- sensitive uses, such as residential, should not be significantly adversely impacted;
- industrial land should be used efficiently and effectively; and
- the usage of existing infrastructure should be optimised before expanding the capacity of roads, power, water, sewage and telecommunication infrastructure.

The investigations carried out by SGS indicated that the available industrial land within Kingborough would meet the future demand (for the next 15 years) for local service industries – it indicates the current shortfall is only about 1 to 2.5 hectares. For Kingborough, the Stage 2 report identified two potential new industrial areas. These were at:

- (1) Leslie Vale – within the property associated with the existing HBMI quarry
- (2) Huntingfield – land to the north of and fronting Maddocks Road

The first option was estimated as having 37 hectares of developable land. The components of the land which were considered suitable have been cleared, are flat to undulating and most already have an existing industrial type activity (with this land having been degraded by this past use). The land is currently zoned Rural Resource. The land does have a future potential to be used for a range of industrial uses and is advantaged by the fact that there are no adjoining or affected private residences and it fronts a main road into Hobart (the Huon Highway). It therefore has the potential for a future General Industrial zoning and this would increase its potential for a variety of future industrial uses.

However the land is not serviced (reticulated water and sewerage) and this is unlikely to change in the foreseeable future. The highway junction would also require a major upgrade and it is a site that is some distance from existing settlements and does not support a condensed settlement pattern (refer to STRLUS criteria). The lack of services (and the costs associated with future connections) means that this site can only be considered as a long term industrial option. The SGS report designates it as a “long term holding” and no action be taken for some time yet.

The second option was estimated as having about 3.5 hectares of developable land. This is an area of land on Maddocks Road. The SGS report identifies a site that is about 200 metres up from the junction with the Channel Highway, just before the large TasNetworks sub-station. This area is bounded by the road and the substation and the existing native vegetation. It is flat to undulating land. The SGS report identifies it as being suitable for a mix of light industrial uses in the longer term (in 15 to 30 years).

This is part of a larger landholding, known as Whitewater Farm, which is now being developed for residential purposes. It is within the STRLUS Urban Growth Boundary which is about 300 metres wide extending north from the Maddocks Road and Channel Highway junction, through to the Spring Farm property. It is part of almost 20 hectares of developable land (cleared with services nearby and road access from Maddocks Road) that is now to be developed for residential purposes. It is therefore no longer available for an industrial use as was identified in the SGS report.

An earlier draft of the SGS report indicated that some land on the other side of the TasNetworks substation (also within the Whitewater Farm property) could be suitable for a future industrial use. This was a larger area of about 6ha that is outside of the Urban Growth Boundary. It is substantially cleared and traversed by a power line easement. Its future development for such a purpose would be reliant upon further investigations, including such aspects as upgrading Maddocks Road, environmental and neighbour impact and the ability to amend the STRLUS and planning scheme. It would need to limit any impact on the neighbouring native vegetation which may in fact serve as a quite effective buffer and natural backdrop. At this stage, it does appear that this site may be the only opportunity for a new industrial precinct which is reasonably close to Kingston and a main road that does not pass through residential areas (Channel Highway and By-pass).

It is proposed that the new planning scheme would only zone the existing industrial areas as Light Industry. In doing this, it is acknowledged that there will be a short to medium term reliance on the future industrial opportunities at Margate and Electrona. This is unsatisfactory but, in the absence of any more detailed investigations, this Land Use Strategy is not able to recommend any specific sites for rezoning. The HBMI and Maddocks Road sites could be investigated further, plus there may be others that can be identified. It is recommended that a broad study be conducted into this issue.

Further industrial development of the existing industrial zoned land is to be encouraged, subject to the necessary safeguards being in place to protect local residential amenity, the impact on public infrastructure (mainly local roads) and the quality of the natural environment. Ultimately, new industrial sites will need to be found and this will require the further abovementioned investigations. Local businesses within Kingborough should have a variety of industrial sites to choose from and this choice should extend to different lot sizes, quality of services, access needs etc.

In summary, it is important that there be a reasonable amount of industrially zoned land within the municipal area. With an expanding resident population, there must be the capacity for local employment growth opportunities. A sustainable community should have land available for local business opportunities and not have to require local residents to travel to other municipalities to gain employment. The planning scheme must be able to accommodate the need for new businesses of an industrial nature to become established within Kingborough.

FUTURE ACTIONS – INDUSTRIAL DEVELOPMENT

- Conduct a new industrial (and commercial) study for Kingborough that reviews previous reports, future opportunities for new development and how suitable sites could be rezoned for this purpose. The regional studies into the demand for industrial land need to be refined further to examine the Kingborough situation more closely. More detailed investigations are required into identifying new areas that could be used for light industry. Most of the areas that have been zoned Industrial are already developed and the opportunities for new industrial development are limited. This constrains future economic activity within Kingborough and local employment prospects. This would include a feasibility study to examine the merits in encouraging more industrial activity in the vicinity of Maddocks Road and the HBMI quarry at Leslie Vale. The existing industrial areas on the outskirts of Margate and Electrona should also be reviewed in order to determine their optimum industrial use and long term potential bearing in mind the proximity of residential land uses.
- Develop a strategy to optimise the coastal industrial areas at Margate and Electrona that promotes their utilisation as a marine and aquaculture hub and plan for the upgrade of local road infrastructure, including the upgrade of junctions on the Channel Highway.

5. URBAN STRUCTURE PLANNING

The following “urban structure planning” sections constitute brief discussions of the main planning issues that relate to each of the municipality’s main settlements. The future planning issues are reviewed within the context of any regional or municipal influences.

5.1 TAROONA

5.1.1 Background

5.1.1.1 Study Area

Taroona is a relatively mature or older residential suburb which has the natural attractions of its coastal environment, the many native trees and the relatively steep hilly timbered backdrop. Taroona is essentially an outer suburb of Hobart and adjoins Lower Sandy Bay. It is predominantly a residential area with quite limited shopping and community services. The STRLUS shows Taroona as being within the Urban Growth Boundary that continues south from Sandy Bay and Hobart. It is not otherwise mentioned in the document. The northern municipal area boundary is located north of Grange and Oakleigh Avenues. Its southerly extent is in the vicinity of the Shot Tower just beyond Baringa Road – with the next neighbourhood area to the south being Bonnet Hill.

Taroona has a population of about 3,000 people (2016 Census) – which has declined slightly since 2011. The median age is 45 – just above that of Kingborough and Tasmania’s median age (both being about 40). The population is not changing a great deal over time. This is a popular suburb to live in but there are few opportunities for new homes to be built – either on the outer limits or as infill. Taroona remains a suburb that predominantly consists of detached single dwellings.

There is a primary and high school, a relatively large recreation area (Taroona Park containing community hall, tennis courts, bowling club, community garden etc) and a small shopping centre that has not been particularly viable in recent times. The foreshore walking trail is a popular public facility and there are a few popular beaches. The Channel Highway winds through this suburb and is the main transport spine with residential streets on either side.

5.1.1.2 Strategic Context

The Taroona community mainly looks north towards Sandy Bay and Hobart for almost all shopping and community services. The Taroona High School draws its students from as far afield as North Hobart and West Hobart. There are few employment opportunities within Taroona itself and most working people travel north each day to Hobart. Socially, Taroona has closer links to Hobart than to Kingston. There is an almost seamless extension south from Lower Sandy Bay, with only subtle changes in character.

Taroona is a very popular residential area due to its attractive location and proximity to Sandy Bay and Hobart. Older houses may give way to newer more expensive residences as land values increase. In this regard there are a number of development control constraints that will need to be accommodated – such as slope (Taroona has significant landslip issues), the natural vegetation (much of which is of high conservation value), heritage (a number of heritage precincts exist), landscape values (both coastal and the timbered backdrop) and the physical infrastructure (a single narrow windy road being the only entry/exit to Taroona). As a result, it is expected that the overall form and function of the existing Taroona neighbourhood is likely to remain much the same into the future.

5.1.1.3 Community Consultation and Desired Future Character

The strongest character statements or directions for Tarooma that came out of the public meetings held in 2006 were that:

- Tarooma should be maintained as a residential community, without multi-storey medium density type development allowed throughout.
- Tarooma should be promoted as a green suburb with lots of trees and wildlife corridors.
- Vegetated hillsides and coastal views should be protected by constraining the extent and height of development.
- The appropriate re-development of a few critical sites such as the shopping centre and hotel should be encouraged.
- A network of walking trails throughout the local streets, and adjoining hills and foreshores should be provided.

Since then, the issues that have appeared to be of most public interest have included coastal management, improvements to foreshore walking trails and the Alum Cliffs Walk, the impact of traffic along the Channel Highway, the condition of local roadside footpaths and cycleways, pedestrian crossings for the Channel Highway, the protection of public open space (such as Tarooma Park and within the school property), and the limited availability of local shopping facilities and services within Tarooma.

The Desired Future Character Statements (within Schedule 14 of the KPS2000) were as follows:

Tarooma is a seaside suburb that is characterised by predominantly single detached dwellings on large lots with well-established landscaped gardens. This low-density living is a desired character for the area and any significant change to higher densities is to be avoided.

The natural landscape and setting is an important issue when considering new development. Urban growth limits should be restricted to the lower more developed slopes of Tarooma, wildlife corridors should be protected and native vegetation retained on residential properties.

Multi-unit type housing is to be discouraged other than in the general vicinity of the Tarooma shopping centre.

The redevelopment of some larger sites such as the former Tarooma Hotel and the Tarooma Shopping Centre should be encouraged in order to better provide services for local needs. This may include small local retail, medical or community type facilities.

Recreational opportunities and local residential amenity can be enhanced by providing for an improved network of walking trails and pathways throughout the local streets, as well as on adjoining hills, bush land and coastal foreshores.

The only significant change since these Statements were drafted, is that the former Tarooma Hotel has been redeveloped. The shopping centre site remains a key site for future redevelopment.

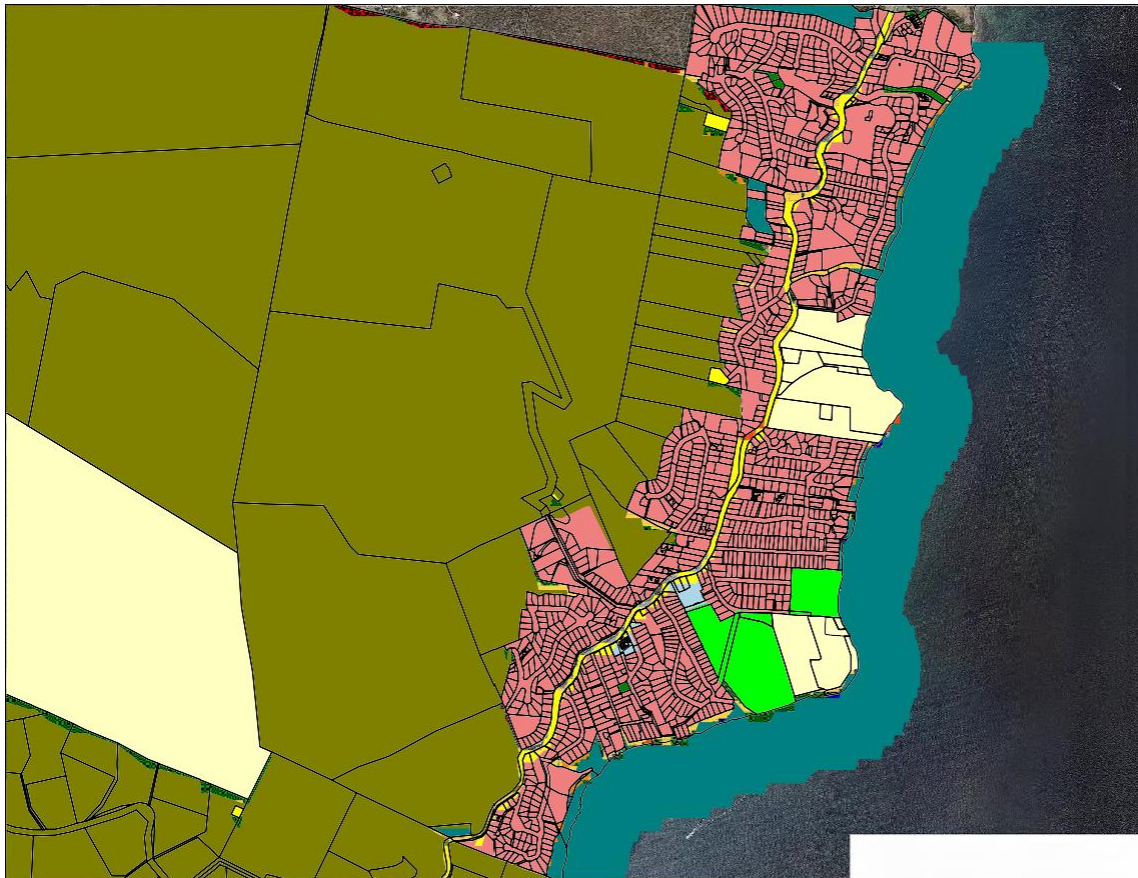
5.1.1.4 Current Planning Scheme

The Zones within the planning scheme reflect the existing land uses. No anticipation was made for any outward expansion of the Residential Zone – although there have, in the KIPS2015, been some detailed adjustments that corrected previous mapping/boundary anomalies. There may in future be some other similar anomalies that need correction or where additional development can feasibly occur. There has been minimal zoning change from KPS2000 to the KIPS2015. Existing KIPS2015 zones are as follows:

- Most of the area has been zoned **Low Density Residential** (Area C – which has a minimum lot size of 1,000m²). This zoning is a translation of the previous residential zone in the KPS2000 – acknowledging that the previous zone also accommodated low density land uses, the Desired Future Character Statements required a lower density and most importantly the minimum lot size was much

larger than what is required in the General Residential Zone. A few of the larger fringe parcels are zoned in the Area A category of this Zone (minimum lot size of 2,500m²) – such as at Wandella Avenue, Churchill Road and Rowan Court.

- The shopping centre site was zoned Business and Civic and is now zoned **Local Business**. This zone's purpose is to provide for retail, business, food and community services which serve a local area. The former hotel site has also been zoned as **Local Business**. This was the result of a Planning Commission decision and the previous version of this Land Use Strategy had recommended zoning it as Urban Mixed Use to better reflect its residential use.
- The properties occupied by the two schools have been zoned **Community Purpose**, together with the State Government facilities (TAFI and DPIPWE research centres) on Nubeena Crescent (Crayfish Point). In the case of the latter, it is acknowledged that this zoning may not be ideal but there was little to choose from within the suite of available zoning options.
- The Tarooma Recreation Area and Kelvedon Park are zoned **Recreation**. The coastal strip and beaches are zoned **Environmental Management**.
- The bushland areas behind the Tarooma residential area are zoned **Environmental Living**. These large properties are privately owned and have significant environmental and landscape values. Further subdivision of such properties is not appropriate.



KIPS2015 ZONING MAP OF TAROOMA

5.1.2 Current Situation

5.1.2.1 Natural Environment

Taroona is essentially a 'bushland' suburb and the Taroona community highly values this existing character and quickly reacts if there are any significant environmental threats. The suburb is a relatively narrow coastal strip clinging to the side of a reasonably heavily forested hillside. It is therefore to be expected that the environmental constraints on future development will be significant. There are fingers or corridors of native vegetation (primarily Eucalyptus globulus dry forest) that extend from the adjoining hills into the residential areas – usually down gullies and sometimes on private land. The protection of priority vegetation is embedded within the planning scheme and this will continue to limit the extent of future development. There is a need to protect coastal access and amenity and the sloping topography up from the foreshore provides water views for most residences. Objections to the water views being blocked by new housing development have been common in the past.

There are some significant parks, public reserves and bushland areas within and surrounding Taroona. These provide valuable recreation and biodiversity resources that are greatly valued by local residents. The local community based Taroona Environment Network is very active and promotes the protection of local environmental values and implements various on-ground conservation works. Their website summarises the native flora and fauna that occurs within Taroona (including such threatened species as the Eastern Barred Bandicoot, Forty Spotted Pardalote and Swift Parrot). The coastal walks and beaches are major attractions that need ongoing protection and maintenance and the access and associated public amenities should be enhanced where possible.

Localised landslide problems have been evident for many years in Taroona. The most serious risk of landslide occurs in the vicinity of the Taroona Primary and High Schools and the residential area immediately to the south. A retaining wall has been constructed on the boundary of the school and the highway as a result of previous landslide activity, and there is visual evidence of ground movement along the Channel Highway. The Taroona Landslide Risk Assessment and Mitigation Plan has been prepared to address this issue and more information is included in 4.1.4. The impact of this hazard on development is accommodated within the planning scheme's Landslide Code.

5.1.2.2 Water, Sewerage and Stormwater Infrastructure

TasWater is responsible for the reticulated water and sewerage services within Taroona. The former Taroona wastewater treatment plant site has been removed and all sewerage from Taroona is now sent northwards to Selfs Point in Hobart. There is sufficient capacity to cope with existing demand and there are no outstanding issues in regard to water and sewerage other than implementing normal asset maintenance and replacement regimes.

Kingborough Council is responsible for stormwater management. The existing system has been in place for many years and requires replacement in many places. This is partly done in conjunction with road upgrades, but the upgrade of the existing ageing system will be an ongoing burden for years to come. More intensive development higher up in a stormwater catchment (including additional hard surfaces) has the potential to overload the older smaller stormwater pipes downstream.

5.1.2.3 Access, Traffic and Parking Issues

The main road feature in Taroona is the relatively narrow winding Channel Highway that stretches from north to south through this suburb. This road is owned and maintained by the Department of State Growth (DSG), with Council responsible for the adjoining footpaths. All of the residential roads within Taroona are owned and maintained by Council. These residential streets are often in themselves winding, narrow and on quite steep topography. This sloping topography has created a local street pattern that restricts rapid traffic movement and, in itself, places restrictions on significant increased development.

The ageing public road infrastructure within Taroona requires constant upgrading. Council has recently been reconstructing whole streets in Taroona – usually about one every second year. Local residents are particularly concerned about the need to upgrade footpaths throughout Taroona, especially alongside the Channel Highway, together with other road safety measures being implemented. In that regard, it is necessary to provide safe road crossings for school children – bearing in mind the many bends and sight distance constraints along the highway.

5.1.2.4 Commercial and Industrial Uses

There is no industrial activity in Taroona. The commercial activity is limited to a number of businesses that operate within the former shopping centre and a café at the former service station (the Taroona hotel restaurant closed in 2017). There is also a medical practice. The University of Tasmania and the State government DPIPW both operate research establishments at the end of Nubeena Crescent (though some changes are proposed for how these properties are to be used).

5.1.2.5 Existing Residential Land Supply

The existing residential profile is almost entirely detached single dwellings. There is one large aged housing complex (Mary's Grange) at the northern end of Taroona. Other than this, there is very little unit development. The relatively small, sloping house blocks and the extent of native vegetation has limited the likelihood of unit development or the potential for increased residential densities.

5.1.2.6 Community Facilities and Public Recreation

Most of the local community facilities are located in the vicinity of Taroona Park off Nubeena Crescent and Batchelor Way, where there is a community hall, playgrounds, community garden, bowls club, tennis club, volunteer fire fighting facility, Scout hall, skate park, picnic and BBQ area, community cottage, dog exercise area and access to Taroona Beach and foreshore walks. Nearby is the Kelveden Park sporting ground (a soccer field). All of these facilities are very well used and this general area is the centre of most local community activity. The land (and many facilities) is owned and maintained by Council.

The Taroona Primary School and Taroona High School are also an important focus for community activity and provide important cultural, sporting and social values. The relatively extensive property provides local recreational opportunities, particularly as it also links the highway on to the foreshore and via walking trails to local beaches. The most popular beaches are Hinsby Beach and Taroona Beach.

As previously mentioned the foreshore walking trail is particularly popular. To the south of Taroona, the Alum Cliffs Walk has only recently been extended through to Taroona. It can now be accessed from Wandella Avenue, where the trail heads south to the Shot Tower and then on to Taronga, Bonnet Hill and Kingston Beach. To the north of Taroona, the Truganini Track heads up from the Cartwright Reserve to Mount Nelson.

5.1.2.7 Heritage Values

Taroona has some significant historic buildings and precincts and these have been included within the planning scheme and listed in the Heritage Code within KIPS2015.

Being a coastal environment, the area would have seen significant Aboriginal activity for thousands of years. European occupation dates from the very early nineteenth century. The existing heritage list is being reviewed as part of the preparation of a new Local Historic Heritage Code – with the focus on “local significance” as places with “state significance” are protected by the Heritage legislation.

The KIPS2015 contains the following listed places in Taroona as having heritage significance:

- Browns River Probation Station, Taronga

- Alum Cliffs
- Churchill Road Tunnel
- Old Public Hall, Tarroona Crescent
- Stone Trough, Channel Highway
- St Pius X Catholic Church
- "Tarroona Tea House"
- Shot Tower
- "Acton" house
- "Hillgrove"
- "Winmarleigh" house
- Former "Winmarleigh" stables
- James Nairn's house
- Stones steps to waterfront (original Grange property)
- Tarroona State High School
- Batchelors Grave
- "Tarroona House"

The Heritage Precincts are centered on such streets as Tarroona Crescent, Seaview Avenue, Bellhaven Avenue, Winmarleigh Avenue, Oakleigh Avenue and the Tarroona High school precinct.

5.1.2.8 Surrounding Land Uses

Tarroona is bounded by the foreshore of the Derwent River and the timbered steep hills located behind the built-up area. The foreshore is predominantly Crown land, though there are parts that are privately owned down to the high tide mark. The timbered backdrop is privately owned with private vehicular access sometimes only available from the Mount Nelson and the Lea, off the Southern Outlet.

To the north, the Tarroona boundary is at Cartwright Reserve, beyond which is the Hobart council suburb of Lower Sandy Bay. This adjoining residential area is steeper than at Tarroona and therefore is a narrower residential strip with less adjoining streets. It is a ribbon type development along the main road and has a slightly different character to that of Tarroona. To the south, the Tarroona boundary is the most southerly extent of residential dwellings just before reaching the Shot Tower. This is essentially a steep bushland area below Albion Heights that extends through to the coast.

5.1.3 Development Opportunities

5.1.3.1 Residential Demand and Growth Opportunities

There is very limited available or suitable land for further urban expansion on the edge of the existing Tarroona settlement. Further subdivision opportunities may exist on a few larger titles with existing houses within the residential area. There are only a few opportunities for multi-unit development or the redevelopment of existing sites to provide additional housing. Where this can occur, future unit development or higher density residential use should ideally be on a few central sites that would then not adversely impact upon local residential amenity elsewhere.

Residential areas are zoned as Low Density Residential. This is consistent with the adjoining zoning within Lower Sandy Bay (as per the Hobart based planning scheme). This zone acknowledges the existing larger lot sizes, infrastructure constraints, coastal values and the need to retain the existing native vegetation (that has identified conservation values). Some changes were made on the basis that zoning boundaries needed to follow property boundaries as much as possible.

The key site that is most suitable for redevelopment is the existing shopping centre. It has the potential to be a mixed use commercial development and could possibly incorporate a multi-unit housing component

(see key site description below). While this is ultimately a private commercial decision, the planning scheme should encourage the further redevelopment of this site.

Similarly, the former hotel site has been redeveloped for apartments. Therefore, while it has been zoned as Local Business, a suitable alternative may well be Urban Mixed Use or General Residential, possibly in conjunction with neighbouring properties. This would focus the higher density residential activity within the centre of Taroom and encourage further commercial development within the remaining Local Business Zone (which is a desired outcome).

The other development opportunities for Taroom should focus on improving the quality or upgrading existing public infrastructure, community facilities and the encouragement of improved housing standards (eg energy efficiency). The future maintenance of the ageing infrastructure is primarily an asset management issue for Council, TasWater and government agencies such as DSG.

5.1.3.2 Commercial and Industrial Opportunities

There are limited further commercial opportunities beyond that which is currently zoned as Local Business – that is, the former Taroom shopping centre, together with adjoining properties at 150, 152 and 158 Channel Highway, plus a café at 176 Channel Highway. There are no opportunities for any industrial activity within Taroom.

The former Taroom Hotel property at 178 Channel Highway is also zoned as Local Business but has been solely developed for residential apartments. The restaurant has closed and the owner has sought to convert this space into two apartments. This, together with the long term reluctance to utilise the former shopping centre, indicates that retail opportunities in Taroom are currently limited – although acknowledging that the café at 176 Channel Highway is very popular. Most residents do their convenience shopping in Sandy Bay.

KEY SITE

TAROONA SHOPPING CENTRE SITE

The existing Taroom shopping centre consists of a parcel of land that is approximately 6,000m² in size – of which almost half consists of the building containing the shops and the other half is the parking area. The site has not been fully utilised for many years with only a few of the former shops usually occupied – such as by a current cat clinic. This has been a particular concern within the Taroom community as it remembers when the centre was much more active and essential convenience services were being provided. A shopping centre such as this is a social focal point for the community and its current limited use and community patronage is concerning. Such a site should be viable as there are many other local shopping centres that exist in similar situations. The site is well located, being surrounded by suburban residences, close to a large park, on the main road and in the centre of Taroom.

The current KIPS2015 planning scheme zones the site as Local Business and offers little impediment to the site being redeveloped for different types of uses if that was felt to be an option. This zoning is consistent with its current and past use. The initial hope is that the shopping centre can be revitalised and important local services be provided to the Taroom community. In the future it may be appropriate to consider an alternative zoning that would facilitate the site's redevelopment. It may be more feasible for local services (shops, professional offices, health services etc) to be provided in conjunction with a residential component, such as apartments or units. An Urban Mixed Use Zone might then be more appropriate.

The current view however is that a Local Business Zone is still most appropriate and in fact it is recommended that the use of this Zone within Taroom should be restricted to this site and a few adjoining properties in order to focus this type of activity on to this location.

5.1.3.3 Public Utilities and Infrastructure Development

The situation in regard to reticulated services is as previously described. For water, sewerage and stormwater it is essentially a matter of maintaining, upgrading and replacing this infrastructure as necessary, without any significant expansion. The ongoing management of other public utilities (roads, footpaths, power, telecommunication etc) is much the same. This assumes that there is not going to be any major increases in the residential density or population within Taroom. The future focus would then be on improving the quality of the infrastructure so that it can best meet current needs.

5.1.3.4 Public Amenity and Recreation

It is similarly a status quo situation in regard to other community based infrastructure with respect to future land use planning. Council is reviewing public open space needs for the whole municipality and this may well identify some issues or shortcomings in regard to Taroom. For example, it may be necessary to prepare a management plan for the whole Taroom Park precinct in order to identify any site improvements or rationalization of uses. There have in the past been investigations into a walking trail connection from Mount Nelson through to the Alum Cliffs track, though this does not appear to be feasible. The improvement that is likely to provide the greatest benefit is a coordinated upgrade of local footpaths, cycleways and streetscapes.

5.1.4 Planning Scheme Response

5.1.4.1 Future Urban Growth

It is not proposed that there be any further urban growth beyond that which is currently provided by the existing zoning within the KIPS2015. There are a few opportunities for infill, but they too are in fact quite limited – mainly as a result of the relatively small size of most existing land titles.

The main issue in regard to infill residential development within Taroom is the change in the minimum lot size for the Low Density Residential Zone. The current minimum lot size in the KIPS2015 is 1,000m². Within the new scheme, this will change to 1,500m² (as per the State Planning Provisions). The alternative is to zone areas of Taroom as General Residential – with a minimum lot size of 450m². There are no other options. A General Residential zone would create unacceptably high residential densities for most of Taroom – bearing in mind the topography, environmental constraints, desire for water views and a strong community wish to retain the area's existing character – and that it would be inconsistent with the previous zoning within both KPS2000 and KIPS2015.

It is therefore proposed that almost all of the residential areas be zoned as Low Density Residential in the new scheme. This can accommodate unit development but at a lower density. The small increase in the minimum lot size restriction will reduce the potential for infill subdivision than is currently the case under the KIPS2015 (though this would affect very few properties).

A future option may be to zone those properties between the former shopping centre and the former hotel site (and including that site) on the southern side of the highway as General Residential – to facilitate a higher residential density within the centre of Taroom and encourage further commercial development within the Local Business Zone around the shopping centre. The difficulty in doing this is that the topography, road pattern and cadastre is ill suited to such a higher living density. Such a change is not being advocated at this stage and further investigations would be necessary to justify a change from the existing/proposed Low Density Residential Zone.

5.1.4.2 Responding to State Planning Provisions

Following on from the discussion above, it is not expected that the State Planning Provisions will trigger a change in the existing zoning of land within Taroom. The change in the minimum lot size for the Low Density Residential Zone (from 1,000m² to 1,500m² for Taroom) will have a minimal impact – compared to any potential impact if land was changed to a General Residential Zone which could change the existing residential character within Taroom very significantly and lead to considerable community conflict. The other change is that unit development will in future be allowed within the Low Density Residential Zone, however this will be at a density that is commensurate with that of equivalent single dwellings, so again the impact should not be too adverse (units are currently prohibited in the Low Density Residential Zone in the KIPS2015).

These changes are not likely to facilitate any significant new residential infill subdivision or unit development. The main constraint in this regard is the fact that most titles in Taroom are relatively small, plus there are other access, topographical and environmental issues that will need to be considered. There are some areas of Low Density Residentially zoned land that is Area A (minimum lot size of 2,500m² - such as at the top of Churchill Road, at the end of Wandella Avenue and south of Rowan Court). The retention of the LDR Zone for these properties will result in some new subdivision opportunities due to this reduction in minimum lot size (from 2,500m² to 1,500m²) – acknowledging that the alternative of a Rural Living Zone is not appropriate in such locations.

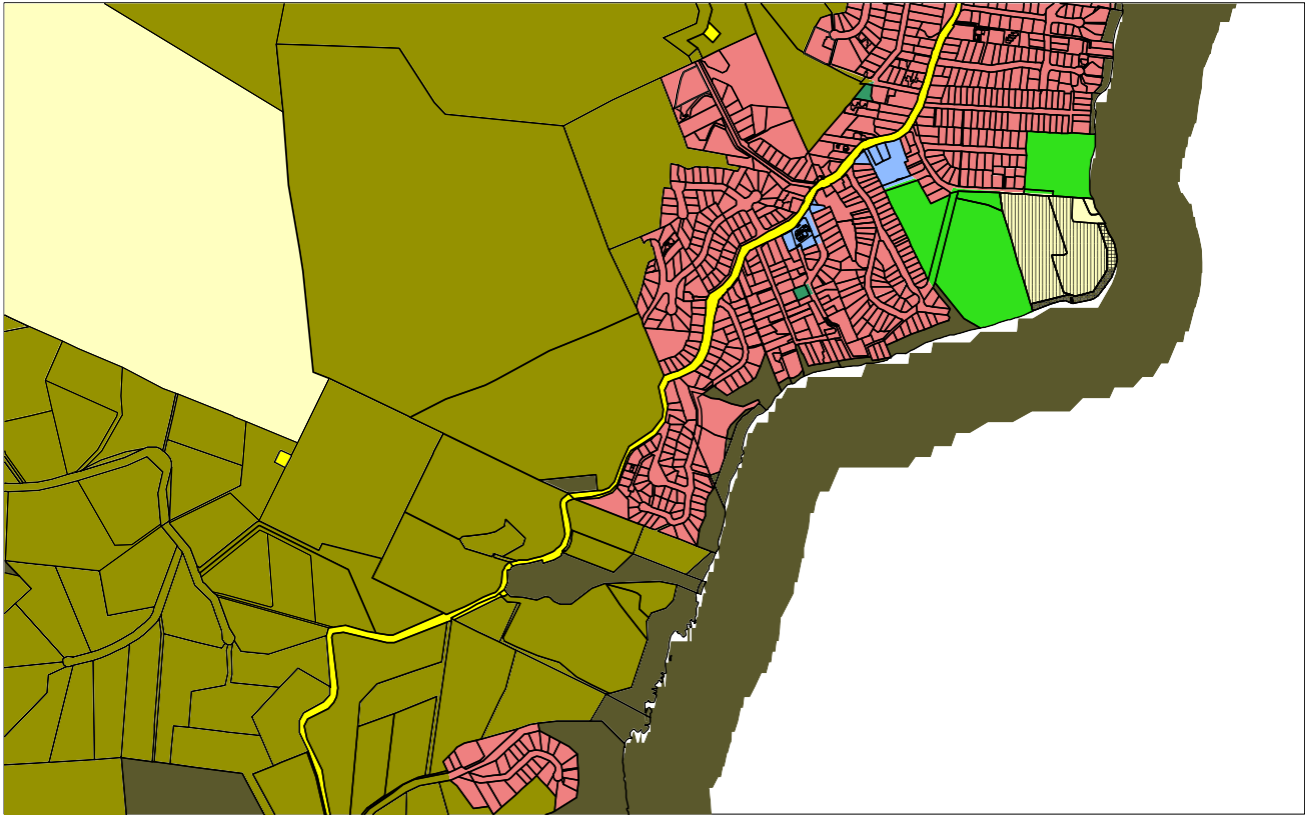
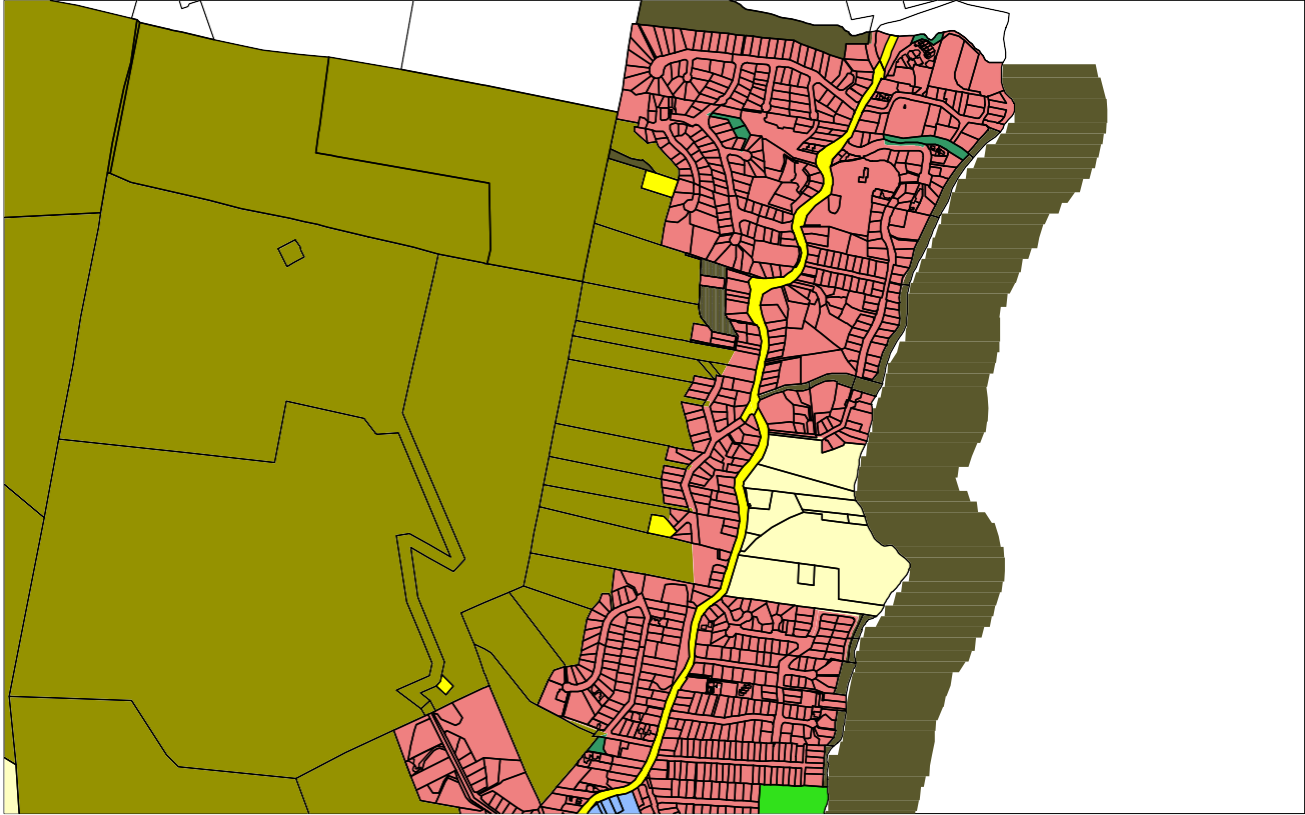
The existing Local Business zoning of the former Taroom Hotel site is now obsolete. It now appears that this property is better suited to either an Urban Mixed Use or General Residential zone. The former is preferred as this still retains the option of a commercial use occurring within the existing building.

The other KIPS2015 zones within Taroom should also be able to be transferred across to the new scheme. The only exception to this is the use of the Community Purpose Zone for land being used as research establishments by the University of Tasmania and the State government DPIPWE at the end of Nubeena Crescent. The use class for the DPIPWE facility would probably be 'Natural and Cultural Values Management' and that for the UTAS facility would probably be 'Research and Development (though this excludes an educational use which falls under 'Educational and Occasional Care'). The Community Purpose Zone allows for the DPIPWE use (no permit required), but not necessarily for the UTAS use – and so it is necessary for an appropriate qualification to be included. This is the subject of a planning scheme amendment application which would allow part of the land (the southern bushland component) to be rezoned as Environmental Management and for the other part (the northern occupied component) to allow commercial aquaculture for research purposes.

Land to the west of Taroom is currently zoned Environmental Living. This has been replaced to some extent by the Landscape Conservation Zone and this is the appropriate zone for these properties – due to their hilly, well vegetated condition. They are not suitable for residential development, have a high bushfire risk and are an important visual resource. The topography is frequently quite steep and the area generally has considerable biodiversity value.

5.1.4.3 Proposed Zoning and Local Area Objectives

The proposed zoning for Taroom is as shown on the maps below:



PROPOSED ZONING – Taroona

As indicated above, the conversion of the KIPS2015 to the new planning scheme for Taroom is proposed to be fairly consistent with the existing zones. All of the residential areas are proposed to remain as **Low Density Residential**.

Consideration could be given to the introduction of a precinct of higher density living closer to the shopping centre – with such land to be zoned as **General Residential**. This is not being advocated at this stage as the existing settlement pattern to the south of the shopping centre does not lend itself to such a rezoning. Any such use of this zone would in future need to be on the eastern side of the Highway and could encompass the properties that front Nubeena and Taroom crescents. However there does appear to be little to gain from such a rezoning as the land parcels are already quite small and unit development would be out of character and very constrained.

The town centre area (encompassing the shopping centre and a few adjoining properties) will be zoned **Local Business** (same as existing). The former Taroom Hotel property should be rezoned as **Urban Mixed Use**.

All of the remaining parts of Taroom will retain their existing zoning – which is a mix of **Low Density Residential, Community Purpose, Recreation and Environmental Management**.

The western fringes are currently zoned Environmental Living and they will now be zoned **Landscape Conservation**.

The Local Area Objectives for Taroom could potentially be as follows (as based on past desired future character statements):

Taroom should continue to be characterised by lower density living, with predominantly single detached dwellings on larger lots with well-established landscaped gardens.

The natural landscape, biodiversity and coastal setting are of prime importance within Taroom and the associated values should be protected when considering new uses and development.

Commercial development catering for local needs should be encouraged within the immediate vicinity of Taroom's former shopping centre and a higher density of residential living accommodated on nearby properties.

A network of walking trails and pathways throughout Taroom and along the coast should be provided in order to provide recreational opportunities and enhance local residential amenity.

5.2 KINGSTON

5.2.1 Background

5.2.1.1 Study Area

Kingston constitutes the largest urban area within Kingborough and is the civic and commercial hub for the municipality. It is the place where the greatest urban growth has occurred in recent years and it continues to provide most of Kingborough's services and public facilities. Central Kingston is the largest retail centre and most of the civic, health and professional services are located there. It provides a destination shopping and service centre opportunity, compared with other smaller more convenience based commercial centres. The municipality's main roads and public transport emanate from here.

Kingston Beach and Blackmans Bay are essentially coastal suburbs of Kingston. These three areas together are where just over half of the people within the municipality live. Kingston itself contains the largest population and land area, as it stretches from Firthside in the north to Huntingfield to the south. It includes a number of discrete smaller communities that have been created by way of the local road patterns (eg Maranoa Heights). Kingston also includes commercial and light industrial areas – such as at Huntingfield, Mertonvale Circuit, Browns Road and west of the Summerleas roundabout.

This Kingston study area is bounded by Browns River to the north, the Huon Highway to the west and Huntingfield to the south. To the east, the Kingston Beach and Blackmans Bay residential areas have been treated separately in the next few sections of this report.

5.2.1.2 Strategic Context

The STRLUS nominates Kingston as a Principal Activity Centre. This is one of three such Principle Activity Centres in the Region – the others being at Rosny Park and Glenorchy. The Hobart CBD is the Primary Activity Centre for southern Tasmania. This regional role is expanded upon in section 4.7.1. A more detailed discussion on the commercial role of the Kingston Central Area is covered within 4.7.3. The regional strategy also contains a Greater Hobart Residential Strategy that has important implications for Kingston (see 4.7.1). Significant “greenfield development precincts” are identified on the south- western fringe of Kingston and the future planning directions for these areas are expanded upon later in this structure plan section.

The regional strategy also notes the presence of an “urban infill area” within Kingston. This includes central Kingston and then includes an area to the south east of the Channel Highway (about 500m in depth) through to the Kingston Green development site opposite the Mertonvale commercial properties. The regional strategy describes this urban infill area as one that can sustain increased residential densities. It is the only designated urban infill area within the Kingborough municipality.

Within the regional strategy there is a goal that normal residential zoned land should be developed at a minimum of 15 dwellings per hectare (net density). Infill growth for Kingborough is aimed at being 5% or an additional 1,325 dwellings. This would be spread out across all residential areas, however the designated urban infill area within Kingston should be a focus for these higher densities. The regional strategy estimates that a housing density of at least 25 dwellings per hectare should be achieved in such an area. In this regard, it is noted that the existing Kingston Green and Redwood Village developments have existing densities of about 20 dwellings per hectare and that traditional suburban housing densities are rarely above 10 dwellings per hectare.

The Huntingfield and south-west Kingston area has been previously targeted and is currently experiencing some significant development growth. It already consists of an industrial area (Patriarch Drive), some commercial retail (eg large hardware stores), a large commercial precinct (Mertonvale Circuit – bulky goods, warehouses, entertainment, hardware etc), the Australian Antarctic Division Headquarters, two schools (Tarramah and St Aloysius High School) and residential areas (Huntingfield, Kingston Green and Redwood Village), plus some retained natural areas (north of Algona Road and along Whitewater Creek). The Spring Farm and Whitewater Farm properties are currently being developed for residential purposes and should provide for another 600 dwellings in Kingston over the next ten years.

The STRLUS identifies this area as being the only significant “greenfield development precinct” within Kingborough. An Urban Growth Boundary has been defined that is bounded by the Kingborough Sports Centre, the western boundary of the Spring Farm property, Maddocks Road and the Communities Tasmania property south of Huntingfield. It is anticipated that there will be some further significant zoning changes within this urban area to accommodate this planned growth. The regional strategy describes the part of this area that is to be a greenfield development precinct as being “Spring Farm/Huntingfield South”.

The strategy proposes a broad 50/50 ratio of greenfield to infill scenario – however this is a region-wide policy and does not equate to Kingborough meeting this ratio. For Kingborough, the future development within this southern precinct will be matched by infill development elsewhere in the region (such as within the Hobart and Glenorchy municipalities). The strategy, as a whole, plans for about a 20-25 year supply of residential land – up until about 2035. For Kingborough, this would be consistent with the current completion of residential development occurring in this Spring Farm/Huntingfield South area, plus some additional areas at Margate and Snug.

5.2.1.3 Community Consultation and Desired Future Character

The strongest character statements or directions for Kingston that came out of the public meetings held in 2006 were that:

- Kingston should be developed as a well maintained and attractive entry into the municipality.
- Traffic issues, such as congestion and dangerous intersections, need to be addressed.
- Green spaces and recreational areas need to be protected, enhanced and added to, particularly within the vicinity of the Kingston central area.
- There should be enough play areas for children throughout Kingston.
- The increased use of public transport should be encouraged.
- In-fill unit type development should be restricted within suburban areas.
- An improved network of walking trails and cycleways should be provided.
- Once the Kingston High School is re-located, the site should be primarily used for general community-based purposes, due to inadequate facilities elsewhere.

Since then, the issues that have been of most public interest have included the future use of the former high school site (Kingston Park), the continued need for all-day parking close to the CBD (and park and ride options), commuter traffic congestion along the Channel Highway, pedestrian access along local roads, the adverse impact of infill unit development and the general appearance and functionality of the Kingston CBD.

The Desired Future Character Statements within Schedule 14 of the KPS2000 were as follows:

1. Kingston constitutes the commercial centre of the municipality and should continue to develop in a coordinated and cohesive manner that responds to the needs of the community. Significant commercial and community related development should be located within the Kingston central area.
2. The ongoing improvement of community services and facilities within central Kingston is to be encouraged. This includes outlets for government agency services (eg Police, Service Tasmania, health, education, library etc), non-government service providers and suitable space for local community meetings/activities, both indoor and outdoor. The (former) Kingston high school site should be utilised for community-based purposes.
3. Public recreational areas are to be provided throughout Kingston in a manner that provides the local community with recreational experiences in a variety of settings. A network of walkways and cycleways should emanate from the central area, local playgrounds provided for young people and pleasant landscaped spaces provided within built up urban areas.
4. The Kingston area is characterised by native Eucalypt vegetation occurring within urban areas and on the neighbouring rolling hills. This creates pleasant views from many different aspects and provides a variety of environmental benefits. These vegetated corridors and backdrops should be protected.
5. The management of traffic within Kingston is to result in improved flow conditions and less congestion. Car parking needs are to be met and improved public transport facilities and services are to be encouraged, including opportunities for “park and ride”.

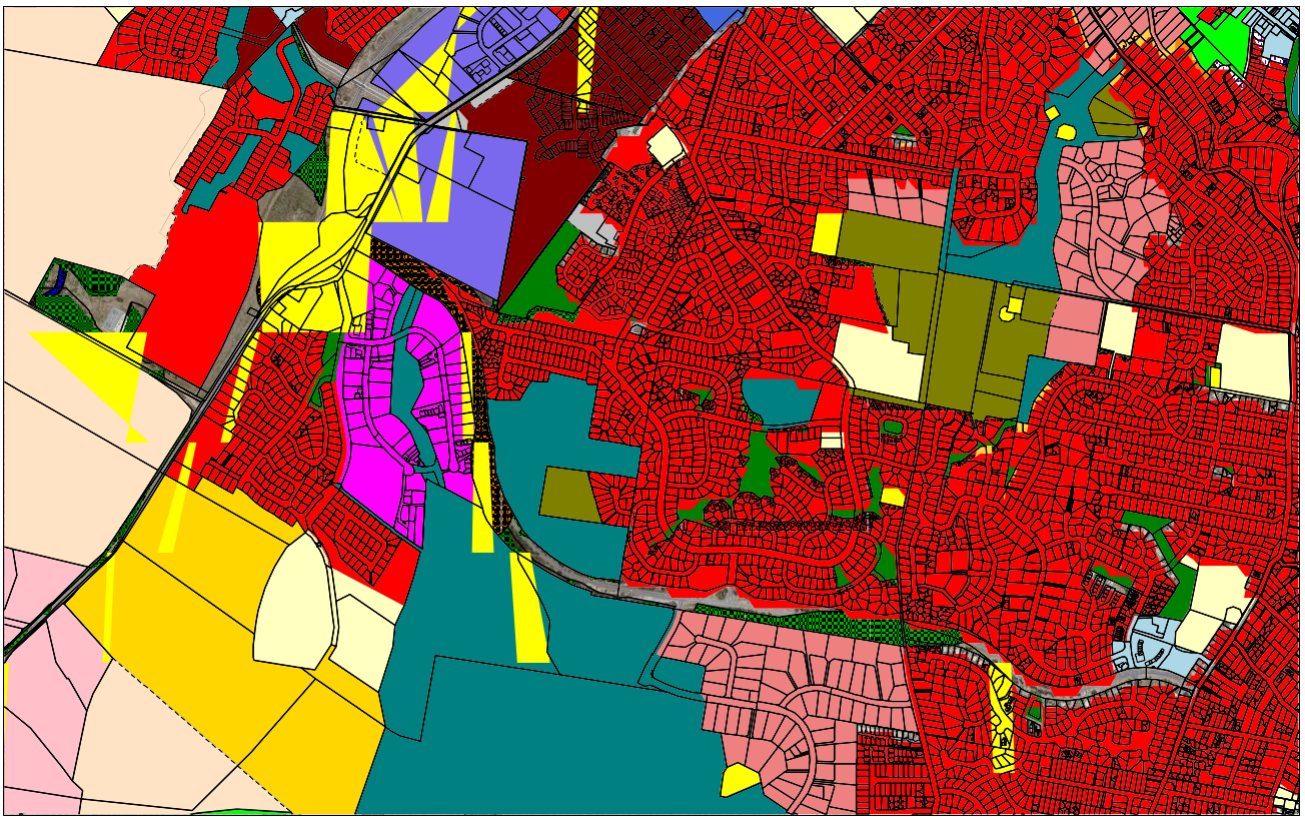
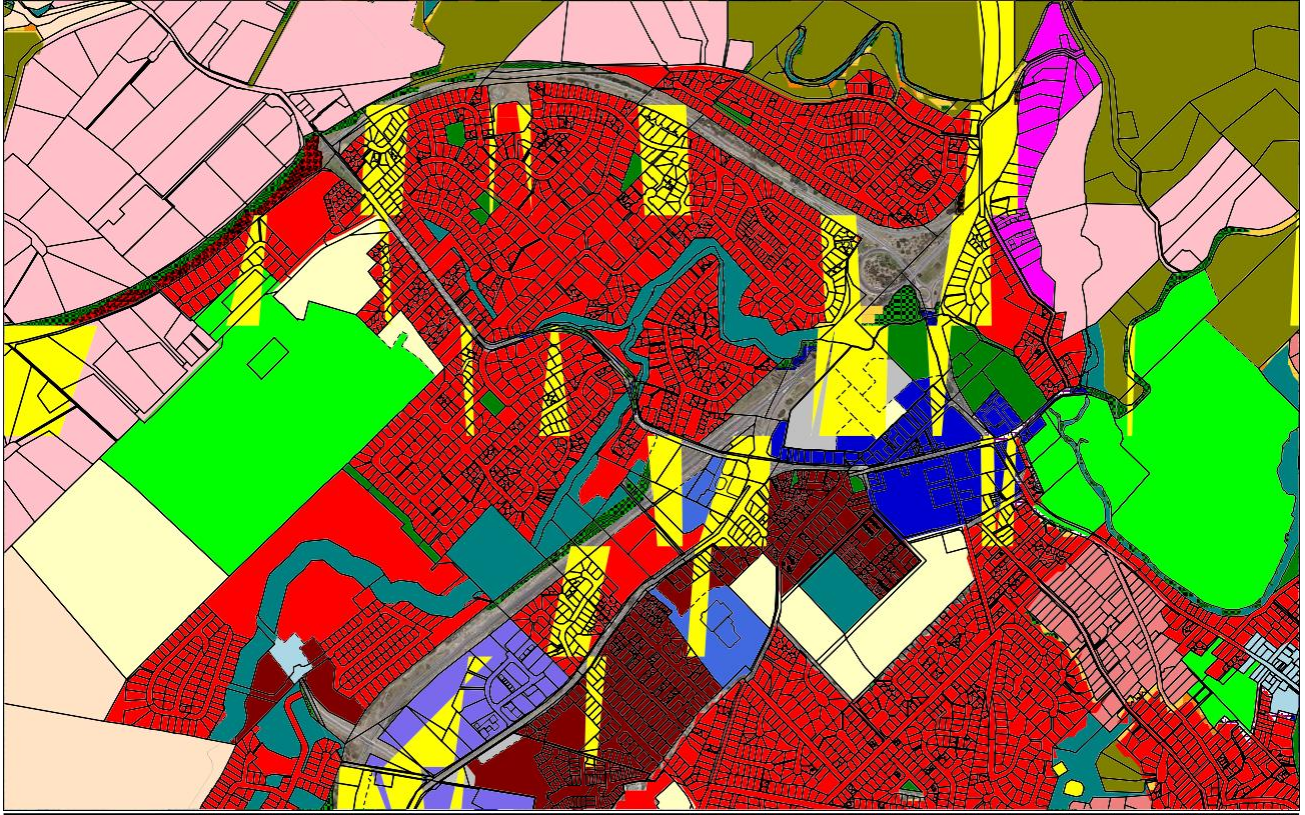
6. Suburban areas within Kingston should include a mix of housing types. Multi-unit housing style development is to be directed towards areas that are relatively close to the central area.
7. The appearance and character of the Kingston central area should be enhanced through streetscape improvements, public spaces and sensitive urban design. The central area requires a coordinated planning approach that determines appropriate solutions prior to new development.

While there have been some significant changes within Kingston since these Statements were drafted, they do still appear to be quite relevant in a general sense.

5.2.1.4 Current Planning Scheme

The Zones within the KIPS2015 reflect the existing land uses. The existing General Residential Zone accommodates the proposed residential developments at Spring Farm and Whitewater Farm. Kingston is otherwise a reasonably stable area and there are only a few opportunities to alter the existing zoning pattern. The existing zones in the KIPS2015 are as follows:

- The central business district of Kingston has been zoned **Central Business**. Kingston Park is within central Kingston and it has been zoned as partly Central Business as well, together with a variety of other zones that reflect the adopted Development Plan (Central Business, Urban Mixed Use, Community Purpose and Open Space).
- The separate retail areas at Kingston Town and on the western side of the Summerleas Road roundabout have been zoned as **General Business**.
- Most of the existing residentially zoned areas have been zoned as **General Residential**. This includes the abovementioned proposed residential developments at Spring Farm and Whitewater Farm.
- Most of the “urban infill area” that has been nominated by the STRLUS has been rezoned as **Inner Residential**. This will facilitate the desired increase in housing densities. This is the only designated use of this Zone within the planning scheme and is limited to that area to the south-east of the Channel Highway between central Kingston and the Kingston Green development.
- There are a few isolated groups of properties (in the vicinity of Boronia Hill) that have been zoned as **Low Density Residential** or **Environmental Living** in order to protect landscape and environmental values.
- The existing Browns Road and Huntingfield industrial areas have been zoned as **Light Industrial**.
- The previous Business and Civic zoned areas at Mertonvale Circuit and the Antarctic Division have been zoned as **Commercial**. This reflects the existing uses and the need for larger floor areas required for commercial and office type activities in locations that are close to and support the Central Business Zone and also require higher levels of vehicle access and convenient car parking for customers.
- Where areas are being used for sporting activities or have been developed as playgrounds or landscaped parks and gardens, then they are zoned **Recreation**. Other areas of general public open space are zoned as **Open Space** and some few areas have been zoned **Utilities** and **Community Purpose** as appropriate.



KIPS 2015 ZONING MAP OF KINGSTON

5.2.2 Current Situation

5.2.2.1 Natural Environment

The Kingston urban environment contains some significant areas of natural vegetation and it is characterised by the native vegetation scattered throughout. From a distance it has a green vegetated appearance characterised by the timbered skylines. Nevertheless, significant trees are frequently being removed and public open space is in fact restricted to a few isolated parcels. The most important areas from a conservation perspective include such elevated areas as Boronia Hill and alongside such watercourses as Whitewater Creek, Coffee Creek and Browns River. These areas all require further rehabilitation and a more active management regime (currently being provided for Council-owned properties).

Retaining native vegetation within an urban environment that has higher residential densities and more commercial uses is difficult. Large eucalypt trees are not suited to such situations due to their extensive root structure impacting on underground services, a propensity for branches to fall and it being difficult to maintain the ground cover beneath them. The use of more suitable exotic species may be preferable. Nevertheless, there are existing stands of healthy native vegetation on the fringes of the more heavily developed areas and these usually contain vegetation communities with a high priority conservation classification. This vegetation should be protected and does constitute a significant development constraint where it does exist.

Although not within the residential area itself, the adjoining Peter Murrell Conservation Reserve needs to be protected. For example, the development upstream and alongside Coffee Creek should be managed in a manner that ensures there are no downstream adverse impacts, such as increased sedimentation within this watercourse. As would be expected within a built-up area, the quality of the vegetation in some places is quite degraded. Incremental changes have occurred due to underground and overhead services being installed, tracks formed by trail bikes, weeds, other public uses and adjoining development requiring fire protection buffers. Every effort should be made to make the most of the naturally vegetated areas that do remain.

There are a number of particular residentially zoned sites that have proven to be difficult because of the presence of vegetation with high conservation significance. The KPS2000 accommodated this situation by assuming that the final design of the future subdivision would balance the two conflicting values through the appropriate application of Schedule 10 – in that some of the land could be developed for residential purposes and the conservation values retained by reserving other areas (which offset the loss of such values on the developed component). Similar protective measures are provided for in the Biodiversity Code in the KIPS2015. Clearing significant vegetation is not possible unless suitable offsets are able to be provided.

Most of these potential conflicting situations on the larger development sites have been since resolved (eg Hawthorne Drive, Algona Road) – some more satisfactorily than others. There are still some associated outstanding matters in regard to the balance of the Kingston Green property and the final development area for the Huntingfield South area is yet to be determined. At Kingston Green, the situation is complicated by the particular community of *Eucalyptus amygdalina* also extending on to adjoining properties that have been subject to development proposals. It is acknowledged that such situations cause ongoing problems for the land owners as the zoning has raised expectations that all of the land may be able to be developed.

It is important that the actual extent of healthy vegetation communities is retained and is protected by the planning scheme. Zoning boundaries should reflect what can be developed in order to create greater certainty for both the developer and the local community. In some cases, an offset will be required to enable the clearing of native vegetation, but this will also be facilitated by how the subject properties are

zoned. Ultimately, a more coordinated approach is required that looks at all of the affected properties and plans for their optimal sustainable use.

5.2.2.2 Water, Sewerage and Stormwater Infrastructure

There are no significant water supply or sewerage constraints within Kingston as the Blackmans Bay wastewater treatment plant has been operating within its approved capacity. TasWater has upgraded this plant (in 2018/19) to effectively double its previous capacity – primarily to cater for increased loads from Margate and Snug, but also to accommodate future development in the Kingston area. While there may be specific site constraints, there are currently no systemic water or sewerage servicing issues that would prevent particular developments from occurring within Kingston.

In regard to stormwater, the main issues relate to the need to ensure that the capacity of the downstream reticulated system is sufficient. Existing stormwater systems were installed to meet existing development needs at the time without sufficiently anticipating future development needs. It is now often necessary for Council to retrofit an increased capacity by increasing the size of existing stormwater pipes. This also includes due consideration being given to “end-of-pipe” circumstances – ensuring that there is no increased environmental impact. Stormwater management is therefore both an environmental and a public safety issue (the latter being in regard to the adverse impact caused by flooding on private and public property).

Water sensitive urban design techniques should be applied to new stormwater systems (or retro-fitted on to old ones) in order to minimise these downstream impacts. Such techniques should be applied wherever possible as part of new development proposals. Local watercourses are very sensitive to pollution and sedimentation – particularly Coffee Creek and Whitewater Creek. These watercourses also have the potential for recreational walking trails to be incorporated alongside them and it is also important that this recreational amenity be enhanced wherever possible.

5.2.2.3 Access, Traffic and Parking Issues

Prior to the construction of the Kingston Bypass, there had been significant traffic issues within Kingston. The Summerleas Road roundabout intersection generated major congestion problems during peak hour periods. The Bypass has resolved such traffic problems and the associated development constraints, although occasional congestion does occur (as identified in the Kingston Traffic plan completed in 2019).

The Kingston Bypass deviates all through traffic away from the old Channel Highway. The Spring Farm Road overpass provides a potential road linkage through to Kingston View Drive (and so provides a more direct access to the Kingborough Sports Centre and the Kingston High School). The traffic emanating from the Huntingfield, Spring Farm and West Kingston areas will also need special attention in order to minimise the impact it has on other areas and as to what additional road improvements are necessary.

The upgrade of the Summerleas Road intersection with the Huon Highway was completed during 2018 and does now improve the safety and flow of traffic. Other investigations and upgrades are occurring as necessary in order to address issues caused by increased traffic and future congestion or safety issues. This was the subject of the abovementioned Kingston Traffic Plan and a schedule of future local road upgrades within the CBD has been prepared. Outside of the CBD, the most significant package of roadworks will be associated with the extension of Spring Farm Road to Kingston View Drive. The Kingston View Drive and Summerleas Road intersection will need to be upgraded and the road safety issues associated with the patrons of the Sports Centre and High School taken into account. There also is an opportunity to link major park and ride facilities at the Huntingfield roundabout and at the Sports Centre (provided that additional Metro services are provided).

Outside of central Kingston, there is a general need for road and footpath improvements. The ageing infrastructure needs to be constantly upgraded as it falls due. There are some existing suburban areas that require new footpaths and there is a general need to improve cycling amenity. Public transport is becoming increasingly popular and “park and ride” facilities, such as located in Denison Street, will need

to be replicated elsewhere. This was the subject of further investigations conducted as part of the Central Kingston Parking Plan completed in 2019. It found that there is an excess of short term parking spaces but a shortage of long term parking spaces. Park and ride within the CBD is an inefficient use of valuable land, creates more traffic and should be relocated to sites on the fringe of the urban area. Council should be considering paid parking in long term car parks, encouraging alternative forms of transport, developing major park and ride facilities at Huntingfield and the Sports Centre, converting some short term CBD spaces to long term parking, investigating the feasibility of land opposite Browns Road intersection for all day parking, providing better public information about parking availability and lobbying for greatly improved bus services to the municipality.

5.2.2.4 Commercial and Industrial Uses

The Kingston CBD is the municipality's main commercial centre and does require particular attention in order to address local traffic and parking issues, plus the need to provide infrastructure that will facilitate private investment and the provision of additional services. The quality of this CBD area can be greatly improved – particularly within the area alongside the Channel Highway between John Street and Hutchins Street. Implementing the Kingston Park project will greatly improve the attractiveness of the whole CBD area for both visitors and private and public investment.

Channel Court, Kingston Plaza and Kingston Gateway are the main commercial shopping precincts within the Kingston CBD. On the western fringe of the CBD there is the Westside Circle precinct and there will be some commercial components within Kingston Park. There are no other commercial precincts, other than those within Kingston Beach and Blackmans Bay (see later sections). The Mertonvale Circuit, Browns Road and Huntingfield precincts provide a combination of light industrial, warehouse, bulky goods and retail services. There is very little capacity for any expansion within these areas and this in itself imposes a constraint on future development opportunities within Kingston.

5.2.2.5 Existing Residential Land Supply

Community concerns about infill development within the suburban areas of Kingston, has not been as great as elsewhere (eg Blackmans Bay or Kingston Beach). Nevertheless there have been instances of adverse impacts on neighbours occurring as a result of multi-unit developments (eg Auburn Road). The planning scheme does include the standards that aim to protect neighbour amenity and this should subsequently constrain the size and extent of any development (whether it be a single house or multi- units). In some cases, this proves to be difficult because of the hilly terrain, poorer quality unit developments and narrow roads.

In recent years it has been clearly evident that there has been a land supply problem, with the limited amount of vacant developed residential sites not being able to meet demand. This is now being addressed by such subdivisions as have occurred just north of Algona Road and as are currently being developed within Spring Farm and the Whitewater estate. These developments should be able to meet the future demands for these types of new home for the next few years.

Beyond then, it is proposed that a major residential development will occur south of Huntingfield on what was once farming land but which has been owned by the Tasmanian government for many years. This land does have some constraints on its western and southern edges – primarily environmental (proximity to Peter Murrell Reserve), the presence of Aboriginal relics and slope. In the past the main development constraint for Huntingfield has been the single road access on to the Channel Highway. These are still significant traffic delays during peak periods at this roundabout. The area will still require a second road access option (both for emergency purposes and to cater for future development). Thus in order for the Housing Department's development proposals to proceed, it will be necessary to provide an additional access on to the Channel Highway. The other main constraint in regard to servicing this new development area is that a new water reservoir will need to be constructed. This reservoir would be partly paid for by the infrastructure costs attributed to additional development at Huntingfield and wherever else it is needed.

The area beyond Huntingfield is not suitable for residential development and there is a need to retain a rural buffer between Kingston and Margate. This buffer area would be retained to the south of Huntingfield, based upon the Peter Murrell Reserve, the North West Bay Golf Club and the farmland areas to the west. It is also not proposed to extend the developed area south of Maddocks Road. This would constitute the urban growth boundary that halts the continued expansion of residential development south of Huntingfield and is consistent with the Urban Growth Boundary defined by the Regional Land Use Strategy.

5.2.2.6 Community Facilities and Public Recreation

On the whole, public open space needs to be retained and enhanced as it is relatively rare within Kingston. This is particularly the case for the more natural areas, although it is often mentioned that there is a general lack of urban parks that are suitable for playing and simple enjoyment. These additional parks will need to be retrofitted in some instances. A network of walking trails and pedestrian paths needs to be further developed and promoted. While this network will encompass the whole of Kingston, there is an opportunity for some particularly high quality experiences – such as along Whitewater Creek.

Kingston Park will in future form the main recreational attraction with its large playground and adjoining Community Hub. This latter community facility will contain a multi-purpose hall, a community meeting place and rooms, a co-working space, café and public amenities.

5.2.2.7 Heritage Values

The KIPS2015 contains the following listed places in Kingston as having heritage significance:

- St Aloysius Catholic Church, Beach Road
- St Clements Church, Rectory and Churchyard, Channel Highway
- “Red House” Kingston Golf Club
- Firth Burial Ground, Channel Highway
- Australian Antarctic Division, Channel Highway
- “Huntingfield House”, Channel Highway
- Former Kingston School, Hutchins Street
- Calvin Christian Primary School, Maranoa Road
- Kingston Reformed Church, Denison Street
- “Sunnyside House”, Cleburne Street

5.2.2.8 Surrounding Land Uses

The Kingston urban area merges into both Kingston Beach and Blackmans Bay to the east. To the north, the urban area is bounded by the Kingston Beach Golf Club and the Browns River, north of Firthside. To the west it is bounded by the Huon Highway, the Kingston Regional Cemetery and the forested areas north of Maddocks Road. The Peter Murrell Reserve forms the main barrier to the south.

5.2.3 Development Opportunities

5.2.3.1 Residential Demand and Growth Opportunities

There is the potential to increase densities within the suburban areas around the fringe of the central area, with new unit or apartment style developments. These areas are within walking distance to services and there is good public transport available. Increased opportunities for all-day parking should also be encouraged in such fringe areas rather than within the CBD itself. There may be additional opportunities for aged housing and the residential density within this fringe area has been steadily increasing in recent years. This extends out into the Inner Residential zoned area alongside the Channel Highway.

The proposed Kingston Park development (see later description) site includes substantial residential development components. These are mainly medium density townhouses but there will also be higher density apartment dwellings that can take advantage of the close proximity to improved services and recreational activities (provided as part of the integrated Kingston Park development).

The Huntingfield and Spring Farm areas will be providing most of the opportunities for “greenfield” residential growth for the main urban areas of Kingborough (within Greater Hobart) for the next 20 years – see later descriptions. Most of the other older urban areas of Kingston have very limited capacity for outward expansion and future development in those areas is essentially limited to some in-fill or the redevelopment of existing sites. There are no real growth opportunities outwards to the north and west.

The future development of the Huntingfield – Spring Farm area is therefore important in meeting the short term demand for new building sites within Kingborough. Additional land suitable for development will need to be found if existing housing construction rates are to continue into the future.

KEY SITE

KINGSTON PARK

The background to the planning exercise that has been carried out in relation to this site is provided in section 4.7.3. The final Development Plan provides for a new and revitalised Kingston CBD. A copy of this Plan and associated documents can be found on Council’s website. The site is now being developed in accordance with this Plan. The implementation of the Plan will take another 10 years and some minor changes have been made as a result of the private development proposals.

The Development Plan provides an urban design framework for the Kingston Park site 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 facilities. About one-third of the site’s area is utilised by each of these generic land uses – that is, one third to commercial and residential, one third to public open space and one third to community uses and public infrastructure.

The urban design provides for a vehicular ‘boulevard’ that passes through the site (Goshawk Way) – from the former school’s existing entrance through to a new junction with Beach Road. A pedestrianised ‘promenade’ extends from Channel Court (Pardalote Parade), through the existing Council parking area on John Street, past the proposed Kingston Health Centre and the new ‘community hub’ through to the walkway under the Southern Outlet.

The diagrams that follow show the proposed site layout and the main physical features of the Kingston Park site. This plan shows the original Development Plan and how it connects into the rest of the Kingston CBD.



Kingston Park and CBD Precinct

The plan below shows the current proposed site development, including the proposed children's playground.



The image below shows the constructed Community Hub.



A particularly critical aspect of the Kingston Park project is its interaction with the planning scheme. A Specific Area Plan (SAP) for Kingston Park has been included within the KIPS2015. The land has been zoned in the manner shown by the diagram below – the blue is Central Business, the grey is Urban Mixed Use, the cream colour is Community Services and the green is Open Space. The SAP departs from the normal zone provisions where it is necessary to incorporate the planning directions of the Development Plan. Normal zone provisions apply unless otherwise stated within this SAP.



The SAP within the KIPS2015 has been reviewed and a new version has been prepared that is not specifically reliant on the original 2012/13 Development Plan – which is obsolete in many places and not written in a manner where it can be used as a regulatory document. The zoning layout must change and the new arrangement is shown below (the red is Inner Residential, the grey is Urban Mixed Use, the blue is Central Business and the yellow colour is Community Services).



KEY SITE

KINGSTON TOWN COMMERCIAL SITE

The Kingston Town property is located on a 6.5ha parcel of land between the Channel Highway and Maranoa Road – about 700 metres south and up the hill from Channel Court. The main planning issue for Kingston Town is that it is such a large retail commercial centre that is physically isolated from the main Kingston CBD. This results in a number of issues that need to be considered:

- Having two significant retail centres within Kingston dilutes the viability of both – with Council's longstanding policy direction favouring the main CBD area in this regard.
- The Kingston Town centre is better suited for quick convenience shopping – with its large outdoor car parking servicing the large supermarket.
- It is a good site for the supermarket or for bulky goods type retailing, but it is less suitable for the smaller shops which are better located within a CBD location.

- The site may, in the longer term, be better suited to alternative more intensive land uses – bearing in mind its large area and reasonably central location.

About two-thirds of the land is developed – the main building occupies just under one hectare and there is about 2ha of car parking and roads. There would be at least one hectare that could be used for additional development, acknowledging that a buffer area should be retained on the fringes and that there is some priority native vegetation that needs to be retained.



The land is zoned General Business in the KIPS2015 and this is proposed to be retained within the new planning scheme. The zone purpose statement for General Business states that it is “to provide for business, community, food, professional and retail facilities serving a town or group of suburbs”. This is a reasonably good description of the current use of the site. If the site is to continue to be used for its existing retail dominated purpose then this would be the most appropriate zone.

Other zoning options were considered within an earlier version of this Land Use Strategy. It was then felt that this property might be able to be used for a different mix of land uses in the longer term. The way the land is zoned should provide a good indicator as to this best long term use of the land is. Alternative uses might include a mix of a much smaller retail area (Local Business Zone), large floor area retailing and service industries similar to Mertonvale Circuit (Commercial Zone), a mix of residential and retail (Urban Mixed Use Zone) or a more intensive residential development (Inner Residential Zone).

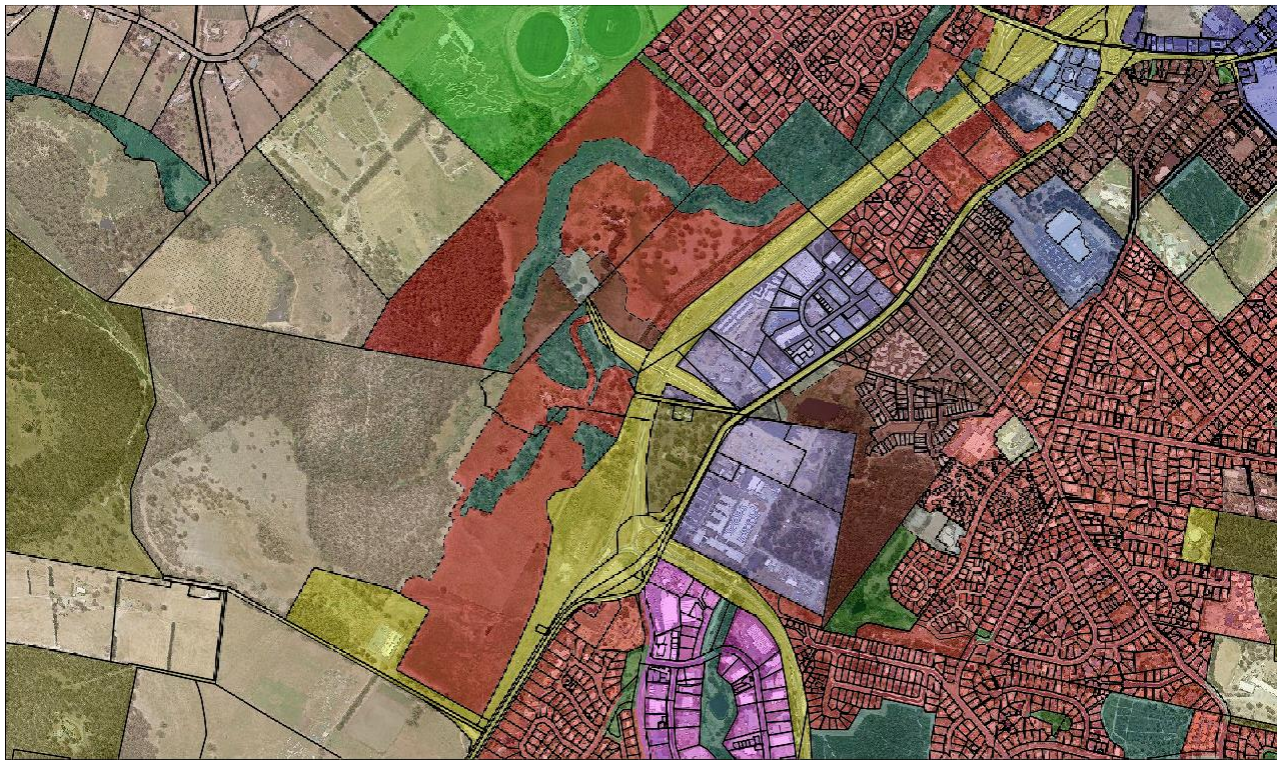
Since then, part of the site has been rezoned Inner Residential (1.16 hectares out of the total area of 6.41 hectares) – the same as the adjoining Zone. The balance of the land remains as General Business.

The longer term future use of this site should complement the other activities that are to occur along this now by-passed section of the Channel Highway. It is anticipated that this area will change over time. It does appear that this particular site could be used for a mix of commercial and residential uses, with priority given to local employment opportunities (bearing in mind the need for more local jobs). A retirement home or aged housing may also be an option – though this would require a rezoning.

KEY SITE

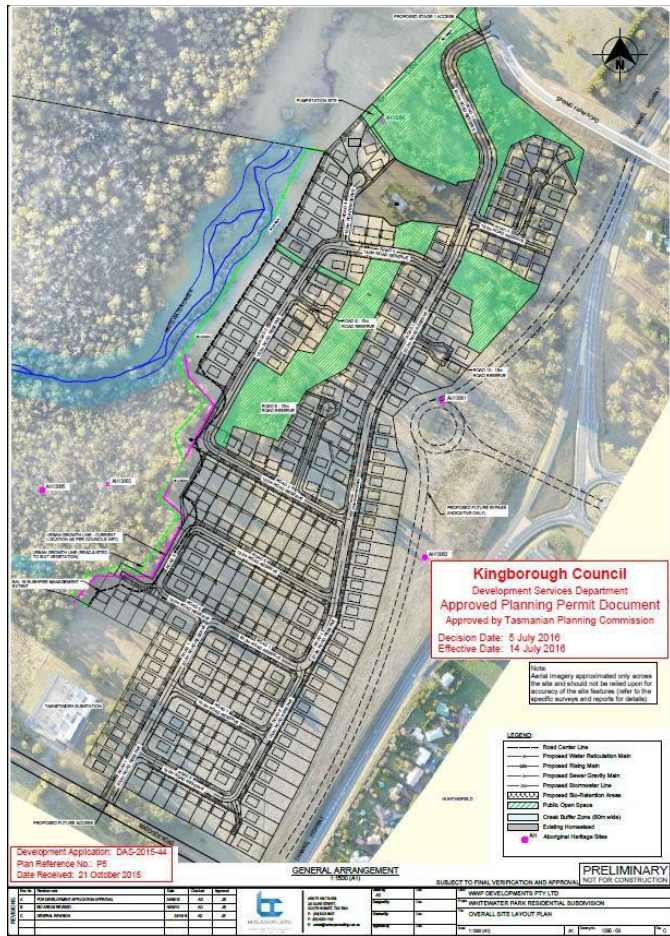
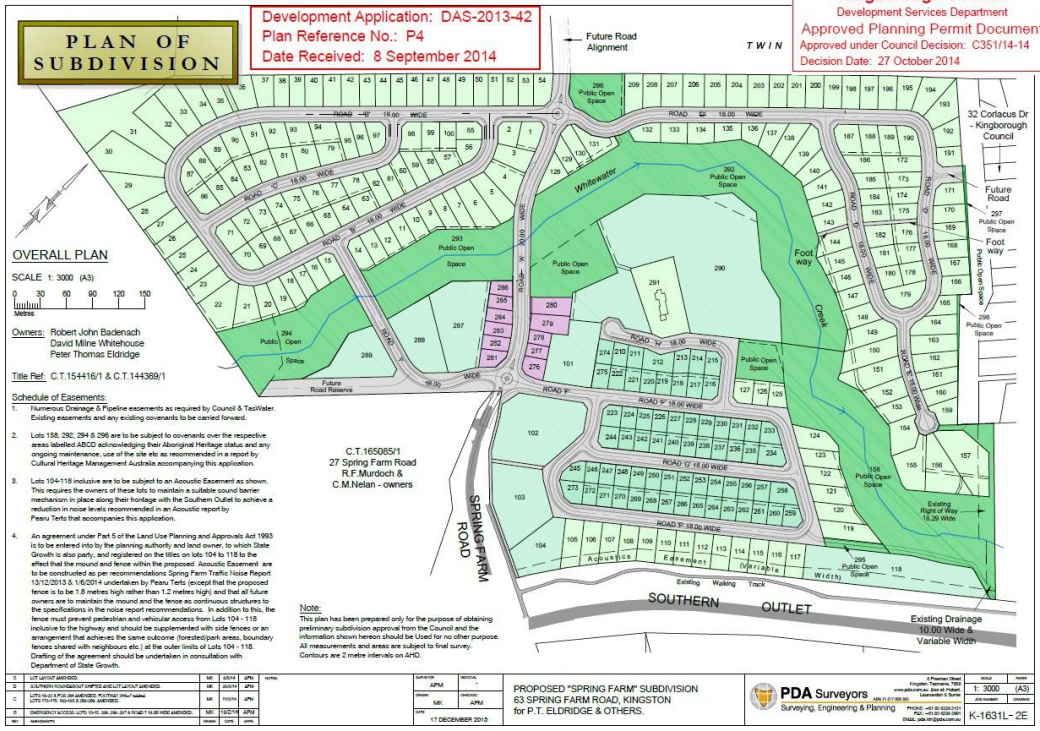
SPRING FARM AND WHITEWATER ESTATE RESIDENTIAL DEVELOPMENTS

The development of the Spring Farm and Whitewater Estate properties is well underway (construction commenced in late 2017) and will result in an additional 600 homes on the southern fringe of Kingston. It is a prime residential area with a number of neighbouring natural features including public access along the Whitewater Creek corridor (about 60m wide) right through to the Kingston CBD. The protection and enhancement of this riparian corridor will assist in retaining environmental values, though considerable rehabilitation will be necessary, noting that a great deal of native vegetation was lost on the more elevated parts of this site. The location of these developments is shown below.



It is currently meeting the demand for this type of new residential allotments and will also provide traffic management benefits. The future extension of Spring Farm Road within this development will facilitate a further road extension to the north-west on to Kingston View Drive (and then on to the Kingborough Sports Centre, Kingston High School, Summerleas Road and the Huon Highway). The Spring Farm Road bridge over the Kingston Bypass and the roundabout on the Channel Highway provides an excellent road access to this property and has greatly facilitated its further development.

The approved layout for the two residential areas is shown in the subdivision plans below.



KEY SITE

HUNTINGFIELD EXPANSION

This is an extensive property owned by the State Government and managed by Communities Tasmania. The government has owned the property for many years and it has been set aside for future residential development. A relatively small component, immediately to the south of the former Vodafone Call Centre site, has been developed for 43 normal sized house lots. However the bulk of the land remains vacant. It is located east of the Channel Highway and to the south of the St Aloysius College on Nautilus Grove (off Huntingfield Avenue). The existing road pattern within Huntingfield lends itself to being extended into this property and then on to the Channel Highway. This will require the construction of a major new road intersection as part of any future development of this property – noting that this was always planned as Huntingfield currently only has one road in and out.

This is a large cleared area (apart from some native vegetation in the south-western corner) of about 65ha. It does have some development constraints in that parts to the south and east (adjoining Peter Murrell Reserve) will need to be reserved for conservation purposes and protection of Aboriginal relics. Most of the land can however be made available for future development. Some initial designs have been prepared and it is expected that applications will be submitted later in mid-2019 for the rezoning and subdivision. The land is zoned as Particular Purpose – Urban Growth in the KIPS2015 and it is intended that this type of zoning continue in the new scheme (by way of a Future Growth Zone) unless a prior rezoning is approved. This identifies the fact that it is specifically ear-marked for an urban development but that the precise zone boundaries are yet to be determined. Once the detailed studies are completed, the planning scheme amendment would define the new zoning boundaries. Based upon the preliminary designs, it is likely that most of the site would be zoned General Residential, with other fringe areas being either Open Space or Environmental Management.

One aspect that has been raised in the past is that the land has an inherent agricultural capability rating of mostly Class 4. This is not in itself sufficient to change the intended future use of this land – bearing in mind the major local investments that have been made based on its known future residential use, its strategic importance for the economic growth of the municipality, the close proximity of existing residences and schools that would fetter any future agricultural use, the need to provide for an additional access on to the Channel Highway (which is facilitated by a more intensive development of the property) and the limited extent of land for any single viable agricultural activity.

Another aspect that should be considered when investigating the future development of this property is its potential to provide for a range of uses that can contribute much more to the local economy than just another housing estate. Local employment opportunities and the additional services required of a rapidly growing community should be pursued. Investigations into the future urban development of this property should include a review of the types of commercial and community based uses that would be particularly suitable for this location on the southern edge of the Kingston urban area. An additional aspect is that this area requires much improved access and it will be necessary to include an additional road access onto the Channel Highway. This will also benefit other parts of Huntingfield. Public transport will be important within this fringe area and good pedestrian and cycling connections also need to be provided so that the new residents within this area are not car dependent.

In summary, this area does strategically constitute one of the most important areas for future urban expansion within Kingborough. A fresh look at its development potential should be able to ensure that its development will provide the most benefit can be gained for the whole municipality. It is a particularly attractive site with the gently rolling hills overlooking North West Bay and the Peter Murrell Reserve, plus good access on to the Channel Highway and to the Channel area, Kingston and Hobart. It is proposed that there be no further urban expansion to the south and this is confirmed by the urban growth limits set by the STRLUS.

5.2.3.2 Commercial and Industrial Opportunities

Central Kingston has been and will in future be the main focus for commercial and civic development and a planning regime should be in place to support and encourage this. This in turn requires suitable provisions to protect public amenity and facilitate efficient and sustainable development. The conclusions from the review of the earlier Kingston Central Area Master Plan, plus other updated information, are included within section 4.7.3 – where the development opportunities within the central area are expanded upon.

Central Kingston is proposed to be developed as a mixed use area that provides for a wide range of complementary activities. It should be developed for a truly sustainable mix of commercial, civic and community uses. Land within this area provides for Kingborough's premium development opportunities. It is a destination for people who wish to shop, conduct their business and avail themselves of specialist services. In the longer term, it will not be best suited for quick convenience type shopping and the road and parking infrastructure will be designed to cater for longer stays and multi-purpose trips.

This scenario should provide particular development opportunities for a wide range of enterprises. As a critical mass develops over time, there will be a greater incentive for new businesses to establish within this central area. A more intensive or compact style of development is favoured (build upwards rather than outwards) in order to make the most of the available land and to encourage walking rather than driving within the central area. Higher quality boutique style developments should be encouraged. There is still the potential for larger departmental type stores, but bulky goods or warehouse style businesses (with large open air parking areas) are not suited to this central location.

The development opportunities are not confined to commercial enterprises. There are civic, community, cultural and recreational development opportunities. There is also the opportunity to include a larger residential or accommodation component within central Kingston, as this would improve the viability of businesses and provide for a livelier and more vibrant town centre.

The Kingston Park site constitutes the most important opportunity for future development within Kingston and how it is developed will be critical in determining the future viability of the whole CBD area. It provides the best opportunity to really improve the public amenity and facilities within central Kingston. It is a truly unique development opportunity for Kingston and care must be taken to obtain the optimum result. This was the objective when the Development Plan for the site was prepared during 2012/13 (see Sec.4.7.3 and prior "key site" description).

There are only a few other vacant sites within Kingston that have significant development potential. There are quite a few "brownfield" sites that have the potential for significant redevelopment – such as some of the land in the John Street area. The standard of some existing development is quite poor within central Kingston and will inevitably be replaced over time. The future Kingston Park development is expected to stimulate a much larger redevelopment of commercial areas more generally within Kingston. This includes public or Crown land sites – such as within the precinct containing the LINC buildings, Civic Centre and police station.

The industrial area at Huntingfield has little capacity for further new development. There is no capacity for any extension as it borders the Peter Murrell Reserve. Effective stormwater management within this industrial area is critical in order to protect the downstream conservation values. Most of the existing blocks are developed. Virtually all of the existing commercial land in the Mertonvale Circuit is also fully developed.

Future commercial development opportunities do exist along the corridor of the bypassed section of the Channel Highway – from the Summerleas roundabout right through to the Huntingfield roundabout. This has been mentioned earlier (Sec.4.7.1) as an area that is worthy of further investigation. There are a number of commercial activities already along this corridor (eg Kingston Town, Mertonvale Estate) and there are potential development sites fronting the highway (eg Council depot, alongside Bunnings,

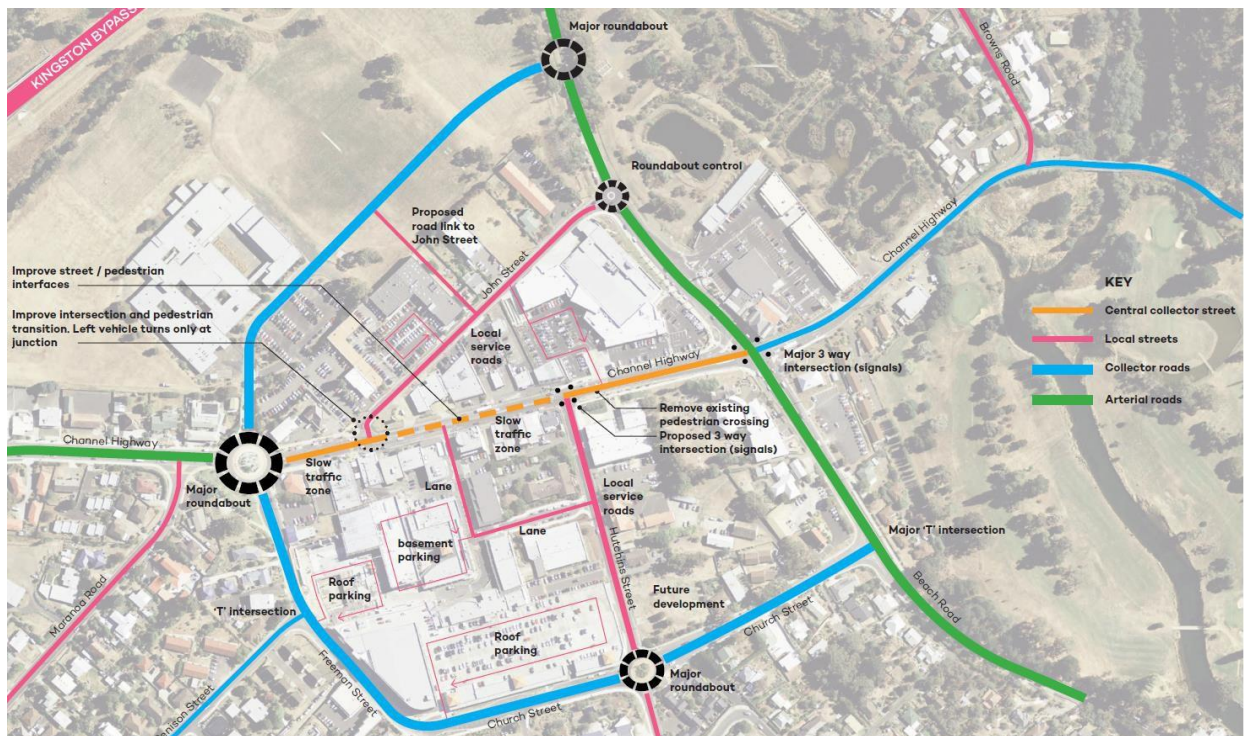
Kingston Green) – most of these sites have been appropriately zoned Commercial. The road reserve is wide and could be redesigned to constitute a safe traffic route for a range of transport modes (cars, buses, bikes and pedestrians) within a more landscaped setting. It could provide the quick and easy vehicular access to the commercial services that require frequent car and truck access. This in turn complements the central Kingston retail and community services that are not so oriented towards convenience access and parking.

5.2.3.3 Public Utilities and Infrastructure Development

Most of Kingston is well established and infrastructure upgrades mainly involve the replacement of aged components as is necessary. TasWater is responsible for the upgrade of sewerage and water reticulation. Council is responsible for most public roads and the reticulated stormwater system. New infrastructure is provided as part of new residential subdivisions as described in the previous sections.

Council is proposing major road and streetscape improvements in the centre of Kingston. This is to both meet current needs and to also facilitate further investment within this commercial centre. The provision of improved public utilities and infrastructure will encourage private and public investment and will be consistent with Council’s broader objectives in establishing Kingston as a viable and more sustainable civic and commercial centre for Kingborough (and the whole region south of Hobart).

The plan below provides an overview of the road network within central Kingston and how it will function in future.



Traffic and parking plans have recently been completed for central Kingston and they will provide direction for future works programs and local upgrades. The main conclusions in this regard are:

- Currently, in the mornings the longest delays were at the Channel Highway / Beach Road traffic signals and in the evening there is extensive queuing at the eastern approach to the Channel Highway / Summerleas Road roundabout.
- Future modelling (over a 10 year horizon) indicates, for the mornings, increased queuing on the southern approach to the Channel Highway / Beach Road traffic signals and increased queuing

on the Kingston Bypass approach to the Channel Highway / Summerleas Road roundabout. For the afternoons, there will be extensive queuing on the eastern approach to the Channel Highway / Summerleas Road roundabout, resulting in gridlock through the CBD.

- Suggest upgrades to the Channel Highway / Summerleas Road roundabout are provided.
- A left-in and left-out design is recommended at both the Channel Highway / Hutchins Street and Channel Highway / John Street intersections.
- Right turns out of Westside Circle should be prevented.
- The John Street / Huon Highway roundabout needs to be upgraded to improve visibility.
- Parking considerations in the CBD should include paid parking, the conversion of some short term parking to long term, and providing better public information about parking availability.
- Park and ride facilities should be relocated to the fringe of the urban area – there is a need to develop major park and ride facilities at Huntingfield and the Sports Centre.
- Bus services need to be greatly improved.
- Investigate the feasibility of land opposite the Browns Road intersection on Channel Highway for all day parking.

As mentioned earlier one of the most important new road connections is the proposed extension of the Spring Farm Road through to Kingston View Drive. This will provide benefits relating to relieving local traffic congestion and reducing travel times, with many people travelling to the Sports Centre and Kingston High School and the Huon Highway.

5.2.3.4 Public Amenity and Recreation

Within Kingston there are walking and cycling links constructed that follow the natural watercourses and there are various bushland areas retained within these valleys and on the top of ridges such as at Boronia Hill. These are all quite limited in extent and the planning scheme provides an opportunity to protect the existing areas and to ensure that adjoining private development does not degrade such public spaces. Lower density development may be necessary in such instances.

There also are more formal recreation areas, such as within the Kingborough Sports Centre precinct, but also within various pocket parks within residential areas. Apart from the Spring Farm and Huntingfield areas, Kingston is essentially a well-developed area that has limited opportunities for new parks or sporting/recreational facilities. The focus will in future need to be in improving the amenity of what currently exists.

The biggest exception to this of course is Kingston Park. It will include an area of about 3ha of new parkland that will be constructed to a high quality enabling a variety of public uses. The installation of a large children's playground will be a particular feature. The much improved public amenity and facilities within Kingston Park are intended to drive forward other improvements throughout central Kingston and beyond.

5.2.4 Planning Scheme Response

5.2.4.1 Future Urban Growth

Future urban growth in Kingston (including the Huntingfield area) will occur either as infill (increased densities) or as an extension into the areas of Spring Farm, Whitewater Farm and south of Huntingfield. In the case of Huntingfield, it is proposed that a fresh look be taken of what would constitute the optimum development of this large property – which may be much more than just residential development. There may be the potential for it to provide for new employment opportunities and additional services that are not so suited to a CBD location (in that more land is required than is appropriate in the CBD). It is essential that the current residential growth that is occurring in Kingborough (eg Spring Farm, Whitewater Farm) be complemented by an increase in investment within the Kingston CBD, as facilitated by the Kingston Park development.

Urban growth within Kingborough should result in a more self-sufficient community and not just increase the municipality's reliance on Hobart. Kingston's increased population should provide the means by which additional shops and services (retail, recreation, entertainment, health and civic services) become more viable.

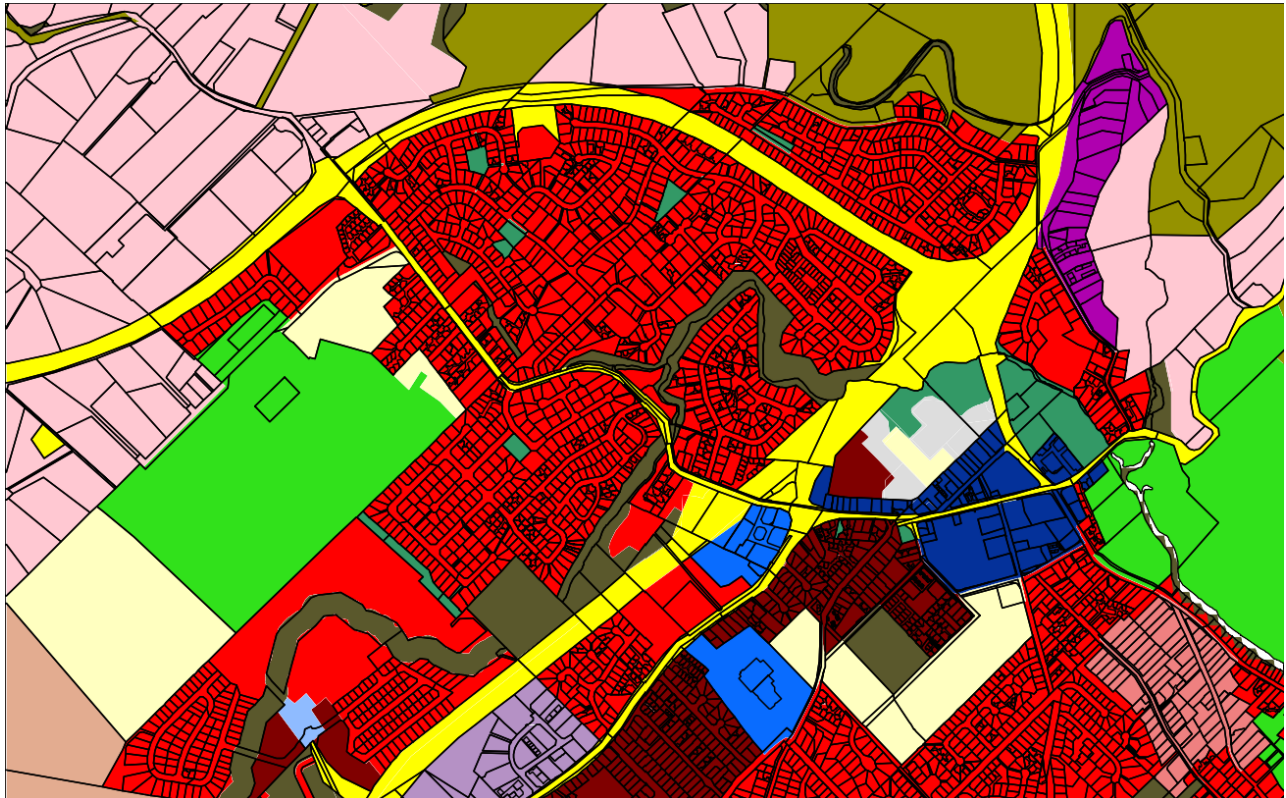
These objectives are already embedded within the zoning provisions of the KIPS2015. The outward expansion of residential areas is already accommodated within the appropriate zoning of land at Spring Farm and Whitewater Farm – and the Huntingfield property has been zoned as Future Urban. All of these properties are within the UGB for Kingston. The existing Inner Residential and General Residential zones within Kingston also provide for future infill opportunities. It is only left for some relatively minor refinements to be made to the zoning within Kingston Park in order to reflect recent information and changes to the original Development Plan.

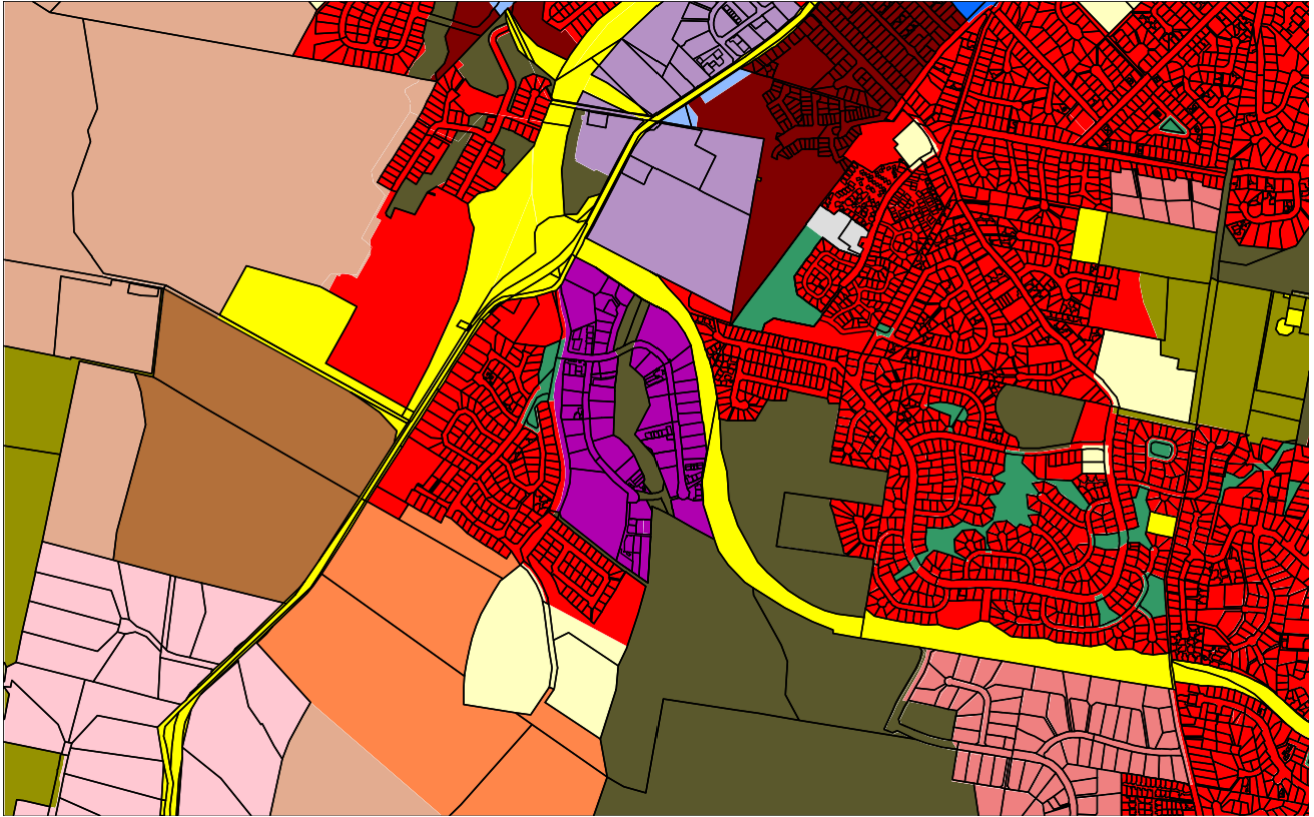
5.2.4.2 Responding to State Planning Provisions

The SPPs will not in themselves require any changes to the existing KIPS2015 zoning. The reduction in the minimum lot size for the Low Density Residential Zone (and the removal of applicable Codes such as Natural Assets and Scenic Protection) is a concern, in that it will significantly reduce the original reason for utilizing this zone. However there is no other alternative zone to fall back onto and the existing LDR zoned areas will remain as they are. Such areas occur on the hillsides of Boronia Hill and overlooking Kingston Beach.

5.2.4.3 Proposed Zoning and Local Area Objectives

As noted above, the zoning of land within the Kingston urban area will remain as it is within the KIPS2015 (apart for some minor changes within Kingston Park will be the subject of a separate planning scheme amendment). The zoning map below indicates the proposed zoning in the new planning scheme.





PROPOSED ZONING - Kingston

The central area of Kingston is predominantly zoned as **Central Business** (same as existing). The zoning of land within Kingston Park is to change in a minor way with some additional **Urban Mixed Use** zoned land.

All of the residential areas will remain unchanged as inner **Residential**, **General Residential** and a few parcels as **Low Density Residential**. The situation is the same for all other zoned land in Kingston.

The Local Area Objectives for Kingston could potentially be as follows (as based on past desired future character statements):

Kingston constitutes the commercial centre of the municipality and should continue to develop in a coordinated and cohesive manner that responds to the needs of the community. Significant commercial and community related development should be located within central Kingston.

The ongoing improvement of community services and facilities within central Kingston is to be encouraged. The appearance and character of this area should be enhanced through streetscape improvements, public recreational spaces and sensitive urban design.

Public recreational areas are to be provided throughout Kingston so that residents can access a network of walkways and cycleways that provide connections to local services and attractions, plus local playgrounds for children and pleasant landscaped spaces provided within built up urban areas.

The Kingston area is characterised by native vegetation occurring within the urban area, particularly on hillsides and along watercourses. These vegetated corridors and visual backdrops should be protected due to their environmental values, pleasant views and recreational benefits.

Road design within Kingston should aim to improve traffic flow and reduce congestion, while also providing a safe and pleasant pedestrian and cycling environment. Provision needs to be made for adequate car parking, while also giving priority for improved public transport facilities and services.

Residential areas within Kingston should include a mix of housing types that are of a good quality. Multi-unit housing style development is to be directed towards those areas that are relatively close to the central area.

5.3 KINGSTON BEACH

5.3.1 Background

5.3.1.1 Study Area

The Kingston Beach area includes the flat residential area between the beach and Browns River behind it, plus the elevated area to the south – right up to the crest of the hill over which is located Blackmans Bay. It is one of the older residential areas within the municipality and was one of only two heritage precincts within the previous KPS2000 (Woodbridge being the other). Beach-side holiday houses were built in the late nineteenth century and the area grew in popularity over time.

The most striking feature is the beach itself and many of the existing residences began as beach-side “shacks” during the late nineteenth century. The area is now gradually changing as older buildings are being replaced or renovated. It is now a popular visitor destination, due mainly to the beach, nearby parks and cafes – and this in turn raises questions about the level of development that would be appropriate in such an environmentally sensitive area and which would be acceptable to the existing community.

5.3.1.2 Strategic Context

The Regional Land Use Strategy includes Kingston Beach within the greater Kingston area. It is part of this broader urban footprint and is primarily designated as a residential area subject to local planning controls. The regional strategy includes a strategic direction that encourages increasing residential densities within existing urban areas (or infill development). For Kingston Beach, this is tempered somewhat by the heritage constraints, the topography (particularly in the southern parts), future inundation risks and the extent of commercial and recreational components. Further unit development could damage the area’s local heritage character and such proposals will need to be assessed from that perspective.

5.3.1.3 Community Consultation and Desired Future Character

The desired future character statements within the KPS2000 related mainly to protecting the existing village character and shack heritage. Redevelopment within the commercial area is encouraged but must be of a compatible scale with its surroundings. There are height restrictions and future development should generally be consistent with the adjoining and surrounding development.

The strongest character statements or directions for Kingston Beach that came out of the public meetings held in 2006 were that:

- Kingston Beach should retain its village type atmosphere and the heritage of it once being a beach holiday destination.
- Pedestrians should be given priority.

- Height restrictions are necessary.
- Medium density in-fill housing development should be restricted.
- Public areas and existing recreational facilities need to be enhanced.

Since then, the issues that have appeared to be of most public interest have included the upgrade and improvement of the foreshore area, traffic control and management on local roads, the future use of the Kingston Beach Oval, the need to improve local streetscapes and pedestrian paths, insufficient parking within the area for when events are held and responding to future sea level rise and storm surge impacts.

The Desired Future Character Statements within Schedule 14 of the KPS2000 were as follows:

1. Kingston Beach retains a great deal of built heritage from the late 19th and early 20th century when it was as a recreational destination for visitors from Hobart. These remnant heritage values should be protected.
2. The area's original 'shack style' and 'holiday home' architecture is generally intact and has a style that is largely Colonial Federation with single and two-storey weatherboard clad homes and substantial street setbacks. New residential development should complement this style.
3. Multi-unit housing within residential areas should not clash with Kingston Beach's heritage values. There are examples of modern two storey units within the heritage precinct, particularly north of the commercial strip. This type of development is to be avoided and/or replaced by more compatible development in future.
4. The result of past settlement is a village-type form and character that is mostly single and two storey. Future residential development is to respect this scale and should not significantly exceed the height of surrounding development.
5. A strong feature of Kingston Beach is the lack of commercial development within residential areas. Commercial development within such areas is to complement the existing quiet residential neighbourhoods and be limited to such uses as small scale tourist accommodation and home occupations.
6. Within the commercial precinct of Kingston Beach, the scale of development is also single and two storey, although one example of a larger 3 storey building does exist. Redevelopment and reinvestment is desirable within this precinct, but future development must be of a compatible scale, form and bulk when placed in the context of surrounding development.
7. Opportunities should be pursued to provide for enhanced pedestrian access throughout Kingston Beach and for the ongoing improvement of public recreational facilities.

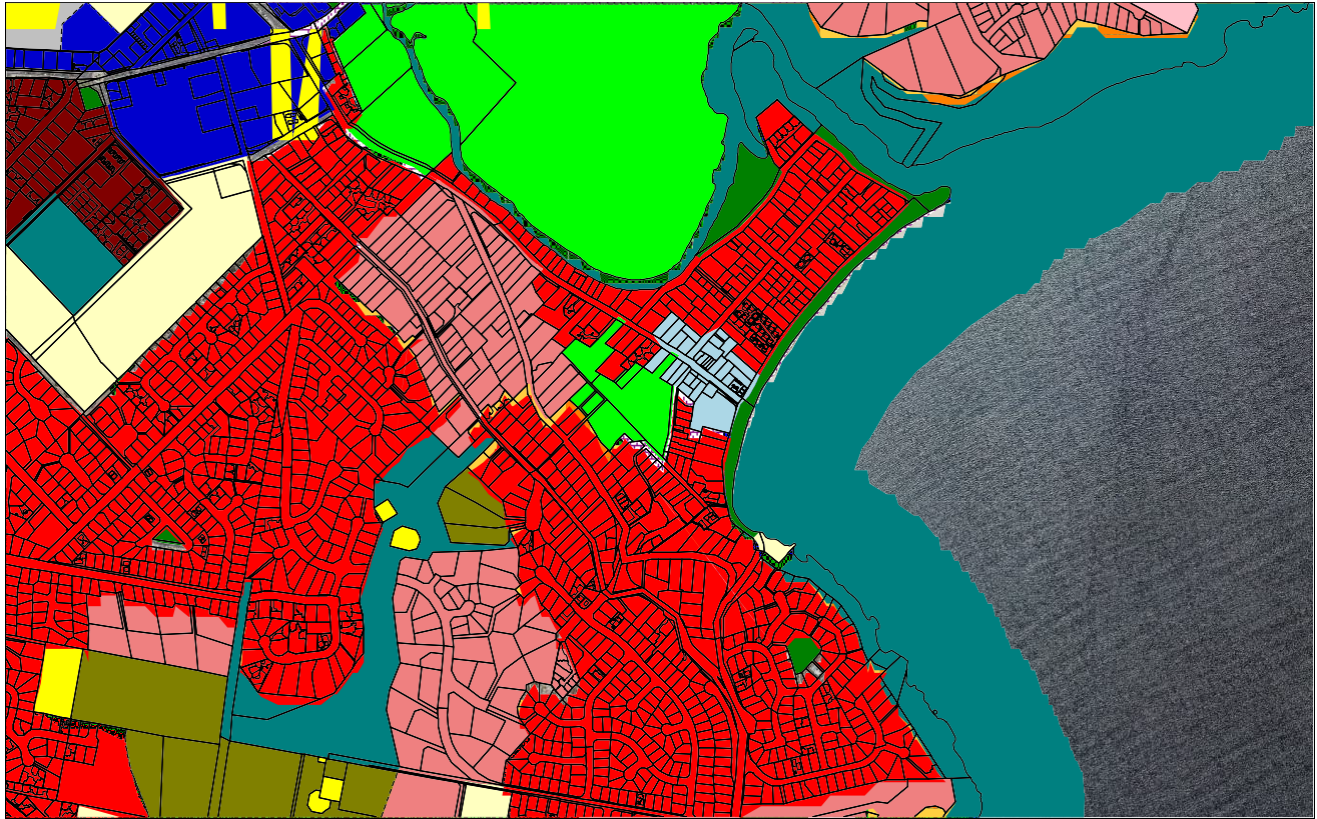
There has not been a great deal of development within Kingston Beach in recent years (other than foreshore improvements) and so these Statements do still appear to be quite relevant in a general sense. This will change as the public infrastructure is upgraded and the beach increases in popularity as a recreational destination. It is envisaged that this area will be subject to an increasing level of development interest and subsequent major new development proposals may have the potential to significantly change the character of Kingston Beach.

5.3.1.4 Current Planning Scheme

The Zones within KIPS2015 focus on reflecting the existing land uses. There is no outward expansion of the existing residential zone and, in effect, negligible zoning changes have occurred compared to KPS2000. The area will essentially remain a residential area with a small commercial or local business area. The equivalent local business, recreational and environmental management zones will not be altered. The existing heritage precinct overlay has been retained and has been expanded to encompass

the visual catchment consistent with the Kingborough Heritage Study (2007). The particular zones that were applied included:

- Most of the area is zoned **General Residential** and only minor boundary anomalies were rectified.
- A few residential areas were zoned **Low Density Residential**, including the hillside area in the vicinity of Auburn Road which extends down below Roslyn Avenue, a hill-top area backing onto Boronia Hill (Jindabyne Road) and at the rear of Boronia Beach. These are all serviced areas where further subdivision of the existing larger parcels of land is inappropriate due to the need to protect a mix of existing landscape (mainly skyline and hillside visual protection) and environmental (mainly native vegetation and coastal) values.
- The shopping centre precinct is zoned **Local Business** and will provide for local retail, business, food and community services.
- The foreshore reserves are zoned **Open Space** and **Environmental Management** and the recreation area that contains the Kingston Beach Oval is zoned **Recreation**.
- The St Aloysius Catholic College and Uniting Church (both on Jindabyne Road) are zoned as **Community Purpose**.
- The Kingston Beach Golf Club is also zoned **Recreation**. That part of the Golf Club property that is not being used for the golf course and is predominantly under native vegetation is zoned as **Environmental Living** – this part of the property could potentially be subdivided and sold and includes a cleared component suitable for a future residence or other building.
- That part of Bonnet Hill that overlooks Kingston Beach is zoned quite differently to the previous KPS2000 (which was zoned as Environmental Management and included in an Isolated Settlement overlay). It is now zoned as **Low Density Residential**. These properties are fully serviced but have important landscape and environmental values worthy of protection. They are on the whole slightly larger lots and a larger minimum lot size is necessary to discourage further subdivision (which would result in a subsequent loss of landscape and environmental values).



KIPS2015 ZONING MAP OF KINGSTON BEACH

5.3.2 Current Situation

5.3.2.1 Natural Environment

The protection of the coastal environment is a critical aspect for any new development in Kingston Beach. The protection of coastal vegetation, habitat (eg penguins at Boronia Beach), public access and visually appropriate development are all matters that need to be considered where appropriate.

This residential area between the beach and Brown's River is low and flat – approximately 1m - 3m above AHD. It is an area that is highly vulnerable to flooding from the Browns River catchment and from coastal storm surge events. The risk of coastal inundation was significantly reduced following the construction of a sea-wall behind the beach in 1960. Although there have been some occasional flooding as a result of coastal storm surges, this wall has proven to be very effective. Most flooding that has occurred has been the result of high rainfall in the Brown's River catchment.

Council is aware that inundation risks at Kingston Beach do exist and will worsen over time as a result of climate change (due to sea level rise and increased peak rainfall events). In response to this, Council has undertaken flood modelling and mapping investigations that now provide a better understanding of these current and future risks. This work has been done in order to develop appropriate mitigation strategies and priorities for emergency management, land use planning and flood management. This will in turn better inform future public and private investment decisions.

The existing water table is already quite close to the natural ground surface. The adjoining Browns Rivulet increases the risk of inundation if there is heavy rainfall in the catchment at the same time. For Kingborough, Kingston Beach (together with parts of Snug) represents the urban area that is most likely

to be impacted by future sea level rise. The aerial photograph below shows the low-lying area at Kingston Beach that is vulnerable to coastal storm surges (including sea level rise) and riverine flooding.



Council's obligations as a planning authority require it to regulate development in a sustainable manner and to provide public information that assists prospective developers to do the same. Reliable and accurate information should be released when it becomes available and used as part of the development assessment process. An ad hoc response to individual development applications is not desirable and this good information will provide a much greater degree of certainty for both developers and the Kingston Beach community.

Widespread community understanding of the inundation risk is essential. As further information becomes available and our understanding of potential sea level rise improves, then it will be necessary to respond by updating the planning scheme provisions. However, inundation risks have implications that go beyond just the assessment of development proposals. Planning scheme changes need to be complemented by an extensive public awareness program and ongoing technical investigations.

A fair balance needs to be made between landowner expectations and the long term impacts of sea level rise. Many people may be happy with the risk of very occasional flooding, though it should be appreciated that it is not just dwellings that are at risk but also underground public infrastructure and road access. It will be necessary to determine what development is reasonable within this context and to clearly state this so that, if future claims are made against Council, a strong argument can be made that decisions were in fact based on the best available information.

It is acknowledged that, in future, public works may be carried out to reduce the risk of inundation (eg a higher sea wall or diverting floodwaters through the golf course). It therefore cannot be assumed that no

such work will occur and that the risk will increase over time at a consistent rate (due to a steady or accelerated rise in sea levels). These public works may “buy some time” for Kingston Beach and extend the life of private and public assets. However the certainty of future protection cannot be assumed and current assessments will need to consider worst case scenarios.

Previous studies have suggested that there are various mitigation options. These include the construction (or raising) of coastal protection walls, the installation of a levee along Browns River, raising the roads and protecting individual properties (by raising the buildings and flood proofing). Importantly, each of these studies has recommended that there must be an appropriate planning response in order to mitigate the risk and reduce the need for these more expensive structural works. A related issue is the need to protect the desired character of Kingston Beach and the public use of popular public facilities (including the beach itself). Heritage and recreational values will need to be accommodated within any planning controls that are developed in response to future inundation risks.

How the planning authority responds to these issues may change as more detailed site information becomes available. A more informed and thorough approach can then be developed and it may be appropriate for a Specific Area Plan to best control development within the vulnerable parts of Kingston Beach.

5.3.2.2 Water, Sewerage and Stormwater Infrastructure

There are no significant development constraints from a water supply, sewerage reticulation or stormwater perspective. It is worth noting that there are some longstanding water quality issues at Browns River (mainly due to insufficient flushing because of the sand barrier at Tyndall Beach) and at the southern end of Kingston Beach (due to the proximity of a stormwater outlet). The beach often suffers from poor water quality as a result of stormwater contamination. Bearing in mind the recreational use of adjoining waterways, future development within Kingston Beach should incorporate water sensitive urban design features wherever possible.

5.3.2.3 Access, Traffic and Parking Issues

Council had previously commissioned a master plan for Kingston Beach (prepared in 2005) and more recently, an Infrastructure Master Plan has been prepared by Council which is subject to ongoing refinement. These documents have helped to inform and guide future development within Kingston Beach – particularly the upgrading and installation of additional public infrastructure. Council is currently engaged in a rolling program of infrastructure improvements that are focused on improving the quality of the foreshore reserve (and adjacent parking) and the streetscapes of most local streets.

The main access into Kingston Beach is Beach Road. This is a narrow low-speed road. The only other access is by way of Mount Royal Road. Osborne Esplanade runs parallel to the beach and includes 90° parking for most of its length (facing the beach). Parking is at a premium on busy week-end days during the summer – with all of the parking spaces taken up on the beach and in Council’s car park on Beach Road. Although these parking areas can fill up, there is usually plenty of parking on the side streets, even on the warmest of days.

The existing roads provide suitable access to all properties, with this area being a low speed environment. While there are many car parking spaces along the beachfront, the commercial area generally has insufficient car parking to support any new larger developments. This was a factor in limiting a previous redevelopment proposal of the hotel. Although parking is not currently a particular problem, it will limit the scale of future developments and more innovative solutions may need to be put forward.

Future consideration will need to be given to ferry transport to Hobart from Kingston Beach. This will most likely occur from in front of the Sailing Club. The biggest constraint will be a lack of commuter parking and it may be that the future service would need to be mainly patronised by local residents who walk to the ferry.

5.3.2.4 Commercial and Industrial Uses

The extent of commercial development within Kingston Beach is defined by the existing Local Business Zone. There are limited opportunities to extend this zone other than possibly including specific adjoining properties (such as on Osborne Esplanade) as minor extensions. The existing uses within the existing local business area are mainly servicing visitor needs – particularly in regard to cafes and restaurants. The architectural form of existing commercial buildings is generally poor and it is desirable that more sensitive urban design processes are applied in future as this can result in making the area much more attractive to both residents and visitors. Inappropriate (or ugly) developments have the potential to ruin the character of Kingston Beach and discourage its general public appeal and further investment.

There are no industrial uses in Kingston Beach.

5.3.2.5 Existing Residential Land Supply

Most of the dwellings within Kingston Beach are single houses. There have been an increased number of unit developments constructed in recent years. There is some limited potential for further unit developments but this is limited by heritage and zoning constraints. On the whole the existing residential supply is reasonably stable and there is no capacity for any expansion outwards of the developed footprint of Kingston Beach.

5.3.2.6 Community Facilities and Public Recreation

The beach itself is a popular recreational destination. There are a number of waterfront parks – including Christopher Johnson Park and the Balmoral Road “duck park”. A children’s swing has been installed at the beach and the foreshore is a popular walk. To the north there is the start of the Alum Cliffs coastal walk and to the south there is the start of the Boronia Beach walk. Kingston Beach is a popular venue for outdoor community events and the “dog beach” at the northern end of the beach is also a major attraction.

The Kingston Beach Oval and the associated facilities have a significant presence. The main sports are cricket and junior Australian Football. There are beachside public toilets at 25A Osborne Street (recently upgraded) and at the Christopher Johnson Park. There is a community hall to which is attached a small art gallery space. There is a sailing club at the southern end of the beach and the sea scouts have a boat shed at the northern end. The surf club have a presence at both 25A Osborne Esplanade and within the oval property.

The popularity of the area places pressures on the existing public recreational and community facilities. There is a demand for high quality public infrastructure and it is often in the spotlight due to the many people who truly value what is being provided. Council has an ongoing role in constantly improving or upgrading public facilities.

5.3.2.7 Heritage Values

All of the flat area and surrounding hillside of Kingston Beach is included within a Heritage Precinct in the KIPS2015. This is regarded as being significant for the following reasons:

- (1) Significant as a good quality period late 19th century and early 20th century holiday and 'shack' suburb.
- (2) Significant for the quality and quantity of late Victorian, Federation, Edwardian and early 20th century vertical board bungalow dwellings with high aesthetic qualities and appeal.
- (3) Block sizes vary.

- (4) Houses dating from the late 19th century and early 20th century typically are setback a generous distance from the road and consist of large lawn areas, flowering plants, shrubs and smaller species of trees.
- (5) Older properties have generously landscaped front gardens with typically an absence of freestanding garage or carport structures.
- (6) Properties on the hill overlooking Kingston Beach with frontage onto Roslyn Avenue are typically well landscaped with mature trees including both native Eucalyptus and exotics.
- (7) Houses directly face the street and have open verandahs.
- (8) Early to mid-20th century vertical board dwellings are typically on smaller lots and have lesser setbacks.
- (9) Dwellings are typically single storey with an absence of ground floor enclosed garages or storage areas.
- (10) Dwellings are typically Victorian, Edwardian and pre-war in architectural design and generally intact examples with little modification.
- (11) Dwelling facades are often symmetrical and dwellings typically have solid timber front doors and double hung timber framed sash windows either side of the front door.
- (12) The precinct also exhibits a significant percentage of good quality and mostly intact and unmodified vertical board cottages dating from the 1930's and 1940's of simple bungalow design and original dark brown oiled vertical board external wall cladding.
- (13) Front fences are typically low (less than 1 metre) and simple picket designs with timber posts.
- (14) The precinct exhibits a strong beachside landscape with strong residential amenity and character.

5.3.2.8 Surrounding Land Uses

Kingston Beach is mainly set within a coastal landscape with natural foreshores to the north and south and Browns River and the golf course to the west. To the south, Kingston Beach merges in with the other suburban areas of Blackmans Bay and Kingston. As previously stated, there is no capacity for any outward expansion of this urban area of Kingston Beach. The main influence of the surrounding land uses are natural – with issues associated with scenic values (including vegetated backdrops to the north and south), protecting native vegetation, inundation from the upper catchment, sea level rise and coastal erosion. These impacts from adjoining areas will present constraints on future development within Kingston Beach.

5.3.3 Development Opportunities

5.3.3.1 Residential Demand and Growth Opportunities

As previously mentioned, there are limited residential development opportunities within Kingston Beach. Infill unit developments are possible but there are constraints – mainly in regard to heritage, inundation risk and zoning. Future unit development will therefore need to be quite selective and to sensitively address any relevant constraints.

5.3.3.2 Commercial and Industrial Opportunities

There are no industrial opportunities but it is desirable that there be some additional commercial development within the Local Business zoned area. There is a feeling within the community that this area has not achieved its potential for such an attraction that Kingston Beach really is. Additional businesses that suit the needs of both residents and visitors should be encouraged and the quality of existing buildings or facilities could be improved.

There are a number of key sites within Kingston Beach that could be redeveloped and this would make a real difference to this local area. The commercial area is generally in need of redevelopment. The existing standard of development is relatively poor and, as some sites are redeveloped over time, it is expected that this will further encourage other sites to redevelop. There is a view that it will only take one

or two significant new developments and there will then be a surge in commercial investment more generally. Planning controls need to be in place that enables this desired future redevelopment while still ensuring it is complementary to the scale of surrounding development and protects local natural and heritage values.

There is an opportunity for Kingston Beach to be a real showpiece for the municipality, in that the excellent beach and coastal assets provide a basis for the development of a unique high quality visitor destination. Both the main street and the beach-front have the potential to be much more attractive and welcoming spaces.

More recently, Council has made some improvements to the existing Kingston Beach community hall. The hall itself will be a focal point for increased participation in arts and cultural related activities as part of the Kingston Beach “experience”. This could be an area that is well known for its wide variety of outdoor attractions and activities, supported by a healthy cultural, restaurant and cafe scene – all within streetscapes and foreshore areas that have been sensitively landscaped.

A key development site in this regard is the Kingston Beach Hotel land. Redevelopment proposals have been put forward in the past but nothing has eventuated – other than a major refurbishment. The redevelopment of the hotel site would probably be the single biggest catalyst to generate other private development improvements. A sensitive development on this critical site would be encouraged if it was designed to suit this location and is not an “over-development” of the site and would constitute a popular attraction at Kingston Beach (additional on-site car parking would need to be accommodated).

Another key site that could be sensitively redeveloped is the sailing club at the southern end of Kingston Beach. A planning permit was previously granted for its redevelopment that included a top floor cafe/restaurant – with expansive beach, water and mountain views. This is an iconic location and its sensitive development could really promote the visitor attractions of Kingston Beach – noting its direct access to the beach itself, the public boat ramp and the foreshore walk to Boronia Beach.

5.3.3.3 Public Utilities and Infrastructure Development

Kingston Beach is fully serviced with reticulated water and sewerage. Stormwater is generally adequate, however there are a few gaps in this network as a result of legacy issues – where road drainage for example is not fully drained away and the underlying sandy soils are relied upon for stormwater to seep away. The condition of the public infrastructure in Kingston Beach is in some places quite aged and Council is implementing a program of improving roads, footpaths and streetscapes.

5.3.3.4 Public Amenity and Recreation

Kingston Beach has the potential to be a significant visitor attraction (cafes, beach, river, parks, sporting field, walking, cycling etc) and this can complement the more commercial business functions provided within the nearby central Kingston CBD. The beach and foreshores are a natural attraction that can be enhanced by improving the associated public infrastructure. It already is an area that many people come to for a variety of recreational activities and there is a strong demand placed on Council to improve its general public amenity. There are relatively high expectations on what can be achieved at Kingston Beach.

An example of this is the need for improved public toilets and change rooms at Council’s own property at 25A Osborne Esplanade. The public toilets were of a poor quality and now much improved community facilities have been provided. This site is to be retained for community use – with new public toilets, change rooms, surf club storage and a pleasantly landscaped area for general public use. The main constraint for any greater development of this site is its existing General Residential zoning and the surrounding residential land uses.

5.3.4 Planning Scheme Response

5.3.4.1 Future Urban Growth

The opportunities for future urban growth within Kingston Beach are primarily within the Local Business zoned area. There are some other residential infill opportunities but they are limited by a number of constraints that are described above. The commercial growth opportunities are a result of the fact that Kingston Beach has unrealised potential due to its natural attractions. It is a very pleasant beach environment close to Hobart – which is relatively rare in itself. The quality of the existing commercial facilities can be improved and every encouragement needs to be made for this to occur. For Council, this will primarily be by way of the improved public infrastructure (roads, streetscapes, footpaths, playgrounds, parks, foreshore, public toilets and community hall) which receives such heavy daily use by both residents and visitors. High quality public infrastructure should stimulate high quality private development.

5.3.4.2 Responding to State Planning Provisions

The SPPs will not in themselves require any changes to the existing KIPS2015 zoning. The reduction in the minimum lot size for the Low Density Residential Zone (and the removal of applicable Codes such as Natural Assets and Scenic Protection) is a concern, in that it will significantly reduce the original reason for utilizing this zone. However there is no other alternative zone to fall back onto and the existing LDR zoned areas will remain as they are. Such areas occur on the hillsides overlooking Kingston Beach.

COINCIDENT FLOODING IN KINGSTON BEACH

Consideration is being given to the preparation of a Specific Area Plan (SAP) for Kingston Beach and that this be then included within the new planning scheme. Such a SAP may be needed in order to accommodate the detailed modelling and mapping that has been done by Council at Kingston Beach – particularly in regard to the potential for coincident flooding from both coastal and riverine sources. This information needs to be utilised when assessing the future risks associated with potential developments within the affected area.

The Kingston Beach Flood Study was completed by Council in 2016. Its key objective was to “define the flood behaviour under existing and future potential climate conditions in the Browns River catchment for a full range of design catchment flood, coastal flood and coincident flood events”. The study provides information on flood levels and depths, velocities, hydraulic categories and provisional hazard categories. The Study includes a description of the methodology and has been peer reviewed to confirm its credibility and accuracy.

The Flood Study particularly examines the impact of coincident flooding. It reports that catchment flooding and oceanic inundation can occur due to the same storm cell and therefore the flood levels in an estuary will be influenced by a combination of those sources. If oceanic inundation or catchment flooding is examined in isolation the resultant estimated flood risk is unlikely to be fit for purpose. The modelling done within this Flood Study also considers the future increased risk caused by climate change – in particular the impacts of sea level rise and more intense rainfall events in the catchment.

The modelling within the Kingston Beach Flood Study indicates that:

most of the Kingston Beach residential and commercial areas are subject to between 2.6 m AHD to 3.3m AHD water levels during the peak 1% AEP coincident flood in the Year 2100. The resultant flood risk varies across the study area with lower lying areas backing onto Browns River being exposed to relatively high velocities and flood depths compared to the higher ground adjacent to Osborne Esplanade i.e. the flood risk decreases across Kingston Beach from Browns River to the beach.

The results indicate that for the design coincident flood event catchment (fluvial) flood is the dominant factor affecting flood risk in Kingston Beach, compared with storm surge. The influence of catchment flooding on coincident flood risk in Kingston Beach increases in scenarios that incorporate a lower than

design storm tide. Conversely, the dominance of the catchment flood is expected to reduce as sea level rise increases throughout the 21st century.

Due to the size of the undeveloped portion of the catchment compared to the projected future urban growth area the comparison of the current and future development shows that there is only a moderate increase in inflow rate from Browns River and Whitewater Creek to Kingston Beach due to development. Projected climate change impacts to both rainfall intensity and sea level are the principle factor causing an increased flood risk in Kingston Beach throughout the 21st century.

Within the State Planning Provisions (SPPs), there are two relevant Codes – the Coastal Inundation Hazard Code and the Riverine Inundation Hazard Code. There will be separately mapped overlays for these two Codes – one for coastal inundation (an updated version of the coastal inundation mapping in the KIPS2015 and provided on a state-wide basis) and another for riverine inundation (which will need to be provided by planning authorities from their own or other sources as part of the Local Provisions Schedule). These two Codes (and overlays) will apply independently – with the Coastal Inundation Hazard Code having priority if there is any overlap. This prioritisation of the Coastal Inundation Code will result in an inaccurate risk assessment as it does not allow for the impact of coincident flooding – where situations arise that result in the combined impact of coastal and riverine flooding and as shown by the Kingston Beach Flood Mapping.

It is apparent that future development proposals within the Kingston Beach area will need to be raised above the anticipated flood levels and that this may in turn limit the type of development that can occur. This impact needs to be well understood by the affected land owners. Information about the Flood Study has been included on Council's website in a way that is both understandable and useful, although it is acknowledged that any detailed analysis will need to be undertaken by qualified and experienced consultants. One other impact that will require further consideration is the impact on the area's heritage values. All of the potentially flood affected areas of Kingston Beach are within the planning scheme's heritage precinct. There are likely to be inconsistencies if the scheme requires development to be raised to avoid future inundation risk, if that change is then contrary to the Local Historic Heritage Code provisions.

A Kingston Beach SAP has been prepared to accommodate the real risks of future inundation and is to be included within the Local Provisions Schedule. The SAP effectively replaces the other inundation Codes entirely and the results of the Flood Study will be the sole means of assessing applications from this perspective at Kingston Beach.

The SAP does still allow for the continued development of most properties within Kingston Beach for the maximum period possible under the predicted sea level rise conditions. This is based on a precautionary risk based approach and will need to take into account the fact that there could be future adaptive responses to coastal and riverine inundation hazards. The most recent advice is that we should allow for an increase of 0.3 metres by 2050 and 1.0 metres by 2100. This has been specifically considered for Kingston Beach – noting that it is higher than the previous 2012 State Government recommended figures (which may now need to be reviewed). Cross sectional diagrams should be used to indicate the RLs required for different floor levels and the triggers that come into play at a certain time or when MHWMM reaches a particular future height.

Information will be needed to determine the planning period that will be used (such as 50 years for residential development for example) and the 'annual exceedance probability' of events occurring (such as once in a 100 years – or in fact much less than this as such events are going to be more frequent in future). It may be necessary to provide a table that indicates how sea levels will change in the next 85 years, based on sea level rise projections. There will need to be a longer term management strategy that indicates Council's suggestions on the adaptation options of avoidance, mitigation (eg coastal protection works) and planned retreat.

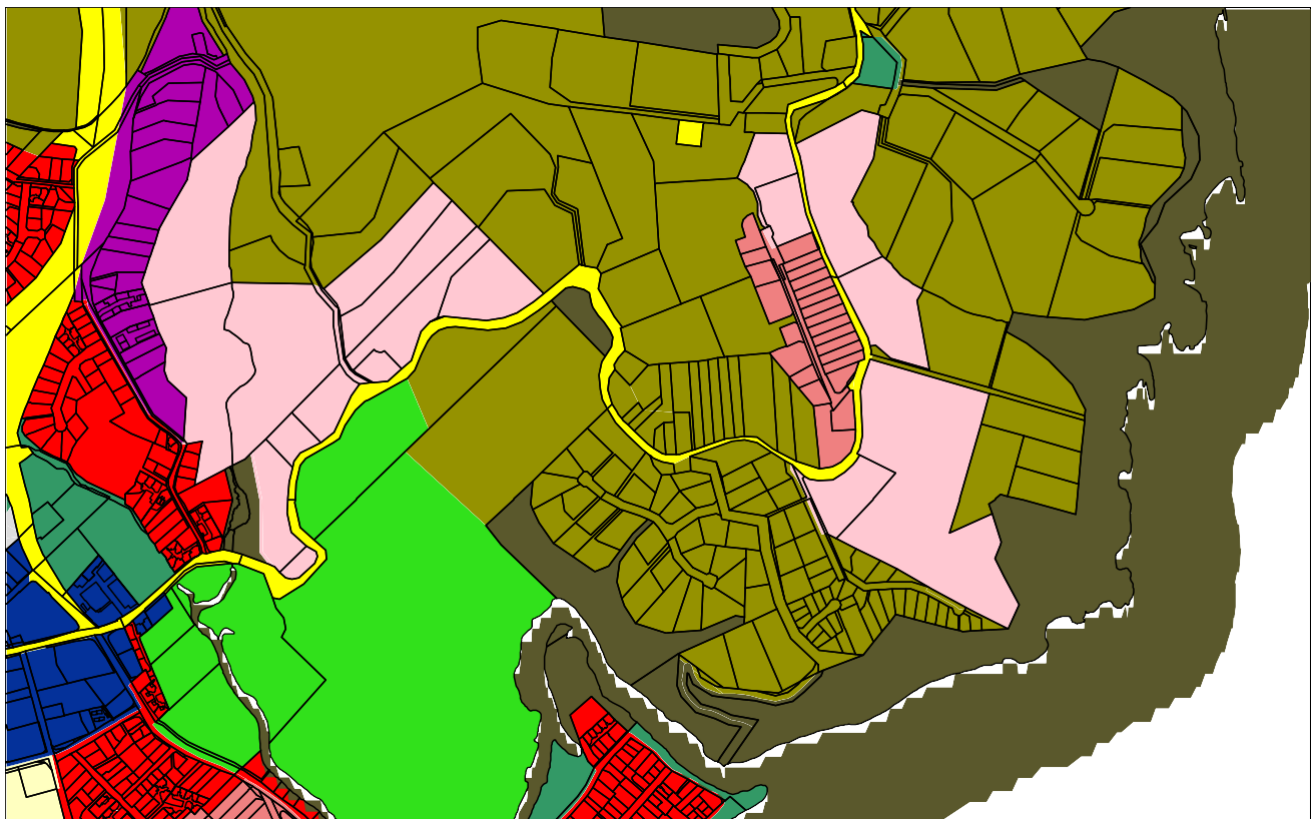
BONNET HILL

The current and future zoning within the Bonnet Hill area is relatively complex. For example, residential areas that were originally zoned as Environmental Management (Isolated Settlement Overlay) in the KPS2000, were then rezoned to be Low Density Residential C (5,000m² minimum lot size for subdivision), subject to the provisions of the Biodiversity and Scenic Protection Codes). A choice now needs to be made as to what is the appropriate zone from those provided by the State Planning Provisions.

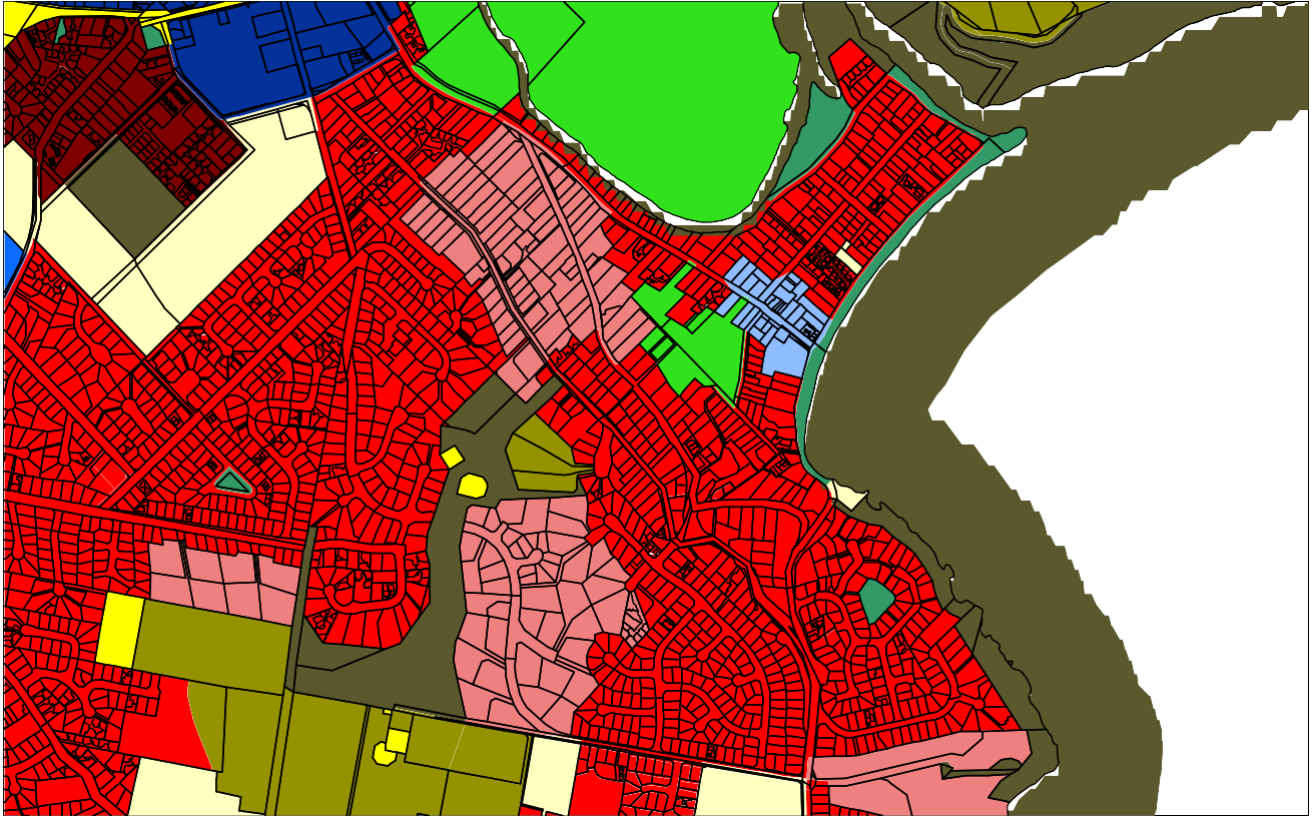
A normal Low Density Residential Zone would not be appropriate – noting its 1,500m² minimum lot size and no protection provided for existing timbered backdrop to Kingston Beach or environmental values. It is therefore proposed to utilise the Landscape Conservation Zone for the residential areas at Tindall and Harpers Roads. The Low Density Residential Zone would be restricted to the existing smaller lot subdivisions along Linden Road and at Taronga.

5.3.4.3 Proposed Zoning and Local Area Objectives

As noted above, it is not intended that there be any zoning changes within Kingston Beach. There will nevertheless be a number of future challenges in considering future development – particularly in regard to inundation risk, heritage protection and ensuring the environmental values that are so important to the Kingston Beach area are protected.



PROPOSED ZONING – Bonnet Hill



PROPOSED ZONING – Kingston Beach

The residential areas will remain as **General Residential** with substantial elevated areas (Jindabyne Road and Auburn/Roslyn Ave areas) remaining as **Low Density Residential**. The **Local Business** and other zones remain unchanged.

The Local Area Objectives for Kingston Beach could potentially be as follows (as based on past desired future character statements):

The beach area of Kingston Beach should retain its existing coastal holiday type character and architecture with local heritage features (that is largely Colonial Federation with single and two-storey weatherboard clad homes and substantial street setbacks) being protected or new development (including multi-unit housing) to complement this style.

Future residential development within Kingston Beach should be consistent with the existing scale and should not significantly exceed the height of surrounding development. Future development on the hillside overlooking Kingston Beach should be designed to retain the vegetated landscape and to minimise visual impact.

Redevelopment and reinvestment is desirable within the Kingston Beach local business area but this future development must be of a compatible scale, form and bulk when placed in the context of surrounding development.

The future use and development within Kingston Beach should enhance pedestrian and cycling access and opportunities should be pursued to improve public recreational and community facilities.

5.4 BLACKMANS BAY AND HOWDEN

5.4.1 Background

5.4.1.1 Study Area

Blackmans Bay is an established residential area that has grown rapidly during the last 30 years – to the extent that its population now well exceeds 7,000 (2016 Census). It consists of a mix of residences that vary from remnants of the original beach-side “shacks”, through to the much larger residences on the surrounding hillsides and scattered small unit developments. There is a neighbourhood shopping centre that is large enough to service all of this suburb’s convenience needs. There is also a small retail and restaurant precinct adjacent to the beach itself. A community hall and recreation area is also nearby.

The most dominant feature is Blackmans Bay Beach itself. The beach is about one kilometre in length and is a very popular recreational venue for local residents. The urban landscape can be described as a natural “bowl” in that there are hills (covered in dwellings) to the north, west and south – and then the beach is to the east. Many houses have extensive views and visual amenity is an important consideration for most people. Blackmans Bay is essentially a southerly suburban extension of the adjoining residential areas of Kingston and Kingston Beach.

Howden is a small residential settlement that is located about 3-4km to the south of Blackmans Bay and fronts North West Bay. It does not contain any retail or commercial services. There is little desire within the local community for the residential area to expand or change to any significant extent. This can also be justified by the absence of any services and public facilities, and the need to travel some distance for the purchase of essential goods. Most of the surrounding areas have been subdivided for rural residential purposes and the extended Howden area has a population of about 676 (2016 Census).

5.4.1.2 Strategic Context

The Regional Land Use Strategy includes Blackmans Bay within the greater Kingston and Hobart areas. It is part of this broader urban footprint and is primarily designated as a residential area subject to local planning controls. The regional strategy includes a strategic direction that encourages increasing residential densities within existing urban areas (or infill development). This would apply to Blackmans Bay however there is a need to protect its existing suburban character and some local landscape and heritage aspects. The amenity of the beach also needs to be protected as well as the timbered skyline views. Bearing these matters in mind, there is a need to impose some constraints on infill unit development.

5.4.1.3 Community Consultation and Desired Future Character

The strongest character statements or directions for Blackmans Bay that came out of the public meetings held in 2006 were that:

- The area should be maintained as a low density residential suburb with no (or at least limited and defined) in-fill unit development.
- It should retain its seaside village heritage, streetscape and character.
- Public access to coastal and other natural areas should be protected and enhanced.
- Pedestrian access is to be encouraged within the suburb and future extensions.
- Vegetated skylines should be protected and open space areas enhanced.
- Building height restrictions are to be imposed – particularly on the beachfront.

Since then, the issues that have appeared to be of most public interest have included the general use of the beach, foreshore and community hall areas, the continued development of units on residential blocks,

prospective telecommunications towers within residential areas, proposed fringe suburban developments and local road conditions.

The Desired Future Character Statements within Schedule 14 of the KPS2000 were as follows:

1. Blackmans Bay is a seaside suburb physically defined by its exposed and open beachfront, Boronia Hill and the headland cliffs to the north and south. The natural landscape and setting is an important issue when considering new development proposals, especially in the more established northern sections of Blackmans Bay.
2. Historically Blackmans Bay has evolved from a seaside shack community to what is now essentially a dormitory suburb where residential amenity is of high priority. Residential densities are generally low due to the suburban pattern of settlement that has occurred over the last 30 years. This low-density living is a desired character for the area and any significant change to higher densities is to be avoided.
3. Some housing, particularly in the older parts of Blackmans Bay near the beach, reflects the original settlement of the area. Although these 'shack' style dwellings have often been modified to meet different household demands, they still have a local streetscape and heritage significance that should be retained.
4. The commercial precinct centred on Opal Drive currently has an inward and unsympathetic presentation that can be improved. An appropriate refurbishment and redevelopment of the site is encouraged in order to create more visual interest and a more active use after hours. This might involve the inclusion of other mixed uses, housing, offices and additional landscaping.
5. A secondary commercial precinct on the corner of Ocean Esplanade and Pearsall Avenue provides limited additional retail space. Speciality shops, restaurants, cafes and related facilities that contribute to local activities associated with Blackmans Bay Beach are to be encouraged within this area.
6. Visual amenity is important for both existing residents and for visitors to the beach area. Most houses have water views of the Derwent Estuary and existing housing development is essentially low-key with buildings of limited height and size. Future development should have regard to this existing character and residential amenity.
7. Blackmans Bay should continue to provide flexibility in housing forms with multi-unit housing generally encouraged to locate in the area surrounding the Opal Drive commercial precinct.
8. Opportunities should be pursued to provide for enhanced public access to foreshores, along the headlands and within existing and proposed suburban areas.

There has in the past been a strong local desire to restrict unit development within Blackmans Bay and to maintain the low density suburban character of the area. The regional direction for higher densities conflicts with this. It is proposed that a compromise be adopted and that there be a scope for choice within Blackmans Bay, with the higher density areas (or unit type developments) to be located within the central parts (closer to the main shopping centre on Opal Drive), and the normal lower densities within the outer suburban areas. These outer areas tend to be on the hillsides which are topographically more suited to larger lots. These larger hillside blocks will allow the growth of trees and shrubs which will also protect visual amenity.

The desired future character statements (in KPS2000) for Howden mainly relate to future development being of a low density and the need to protect local natural values. Similarly, the 1998 community Charrettes Report recommended that the main planning directions for Howden should be to preserve its rural character and that commercial development be minimised. The protection and enhancement of native vegetation is important in preserving the area's character.

The strongest character statements or directions for Howden that came out of the public meetings held in 2006 were that:

- Howden must be retained as a small residential village that is within a very natural setting. It should not be converted into a suburban environment like Kingston or Blackmans Bay.
- Accordingly, in-fill higher density development should be prevented and natural open space areas protected.

Since then, the issues that have appeared to be of most public interest have included potential infill development and the loss of native vegetation.

The existing Desired Future Character Statements (within Schedule 14 of the planning scheme) are as follows:

1. Howden is a relatively small rural settlement that consists of scattered houses with a central core of properties that are zoned Residential. The existing residential amenity and natural values of the area should be protected.
2. Residential densities are generally low. This low-density living is a desired character for the area and any significant change to higher densities is to be avoided.

More recently (in 2017), Council has conducted a public survey in regard to a prospective Specific Area Plan for an area referred to as the Blackmans Bay Bluff – a precinct that includes properties fronting Powell, Talone and Blowhole roads within an elevated area at the northern end the Blackmans Bay Beach. The results of this consultation are described in the box below.

BLACKMANS BAY BLUFF SPECIFIC AREA PLAN

In early 2017 Council conducted a public survey into the prospect of a Specific Area Plan (SAP) for the Blackmans Bay Bluff area – an area consisting of properties fronting Powell, Talone and Blowhole Roads. Council has in the past received many submissions from local residents seeking to protect this area from inappropriate development. Many people felt that this part of Blackmans Bay has a different character to other parts of Blackmans Bay and neighbouring Kingston. People valued the vegetated backdrop to Blackmans Bay beach, the larger less formal gardens, fewer front fences, older housing and a less formal road network.



The results of the public survey were as follows:

There were 87 respondents – of which 72% lived or owned land within the study area (23% have lived in the area for more than 20 years). There are about 120 dwellings in the study area, so over half of those resident/owners responded to the survey.

Why do you like living here?

82 people responded to this question. The most frequently made comments were that it is close to the beach (59%), it is a quiet neighbourhood (31%) and they like the natural, bushland character (33%). Other comments were that it has a country feel and character (34%), it still had larger blocks of land (20%), the presence of wildlife (9%), the views (18%), that it is reasonably close to services Kingston and Hobart (15%) and it is a friendly neighbourhood (15%). Many of the responses included a combination of these issues. Other issues raised included – a unique area that doesn't feel like suburbia; low volume of traffic; less uniformity in housing style and roads; pedestrian use of the streets; nice walking tracks; and off-street carparking.

What is special about your neighbourhood?

79 people responded to this question. The most frequently made comments were the bushland character (40%), proximity to the beach (35%) and the friendly neighbourhood (25%). Other comments were that it is a good area for walking (20%), it is relatively quiet (20%), there are good views (15%), it is a lower density (15%), has larger gardens (15%) and the older more informal style of development (15%). Some said that there is nothing special about the area (7%). Overall, a high percentage – 93% of participants in the survey, felt the study area was special. Other issues raised included – informal streets contribute to the country feel; relaxed walking/living and recreation environment; wildlife; and less impervious ground cover.

Do you think it is different to other parts of Blackmans Bay, and if so, why?

80 people responded to this question. The general theme was “yes” in a good way. The most frequently made comments were that it is not too over-developed (45%) and it is more pleasant for walking (25%). Other comments were that there is less through traffic (20%), the local roads and footpaths are more

neglected (15%) and that the area in fact isn't all that different from other parts (10%). Other issues raised included – the larger lot sizes and more spacious feel; houses setback from the road assists with sharing and maintaining views; no or low front fences; less concrete surrounds; reflection of original character of Blackmans Bay; and area looks overgrown and unkempt.

Is there anything you do not like in this area?

63 people responded to this question. The most frequently made comments were the recent unit developments (40%) and the neglected state of the roads, footpaths and drainage (30%). These two issues dominated, though a few said there was nothing they don't like about the area (10%). Other issues raised included – the lots being subdivided smaller; large gum trees are dangerous; no off-street parking for unit developments; danger to pedestrians; seasonal parking problems; building out of views; and no cycling amenity.

How would you like to see your area develop in future?

83 people responded to this question. The most frequently made comments were that the area should be made better for walking (45%), there should be no more infill development (35%) and that the roads, footpaths and drainage all need to be improved (35%). Some other comments related to enhancing the existing bushland (15%), reducing or slowing traffic (10%) and some said not to change anything at all (10%). Other issues raised included – the need to minimise subdivision; restore 5 metre height maximum along the coast and beach area; front fences should be low; retain generous setbacks and larger private open space areas; new dwellings to be sympathetic to the existing streetscape; more cycling amenities; and higher fencing along cliffs.

Do you think this area could accommodate additional housing, and if so why? What sort of additional housing or development would be appropriate?

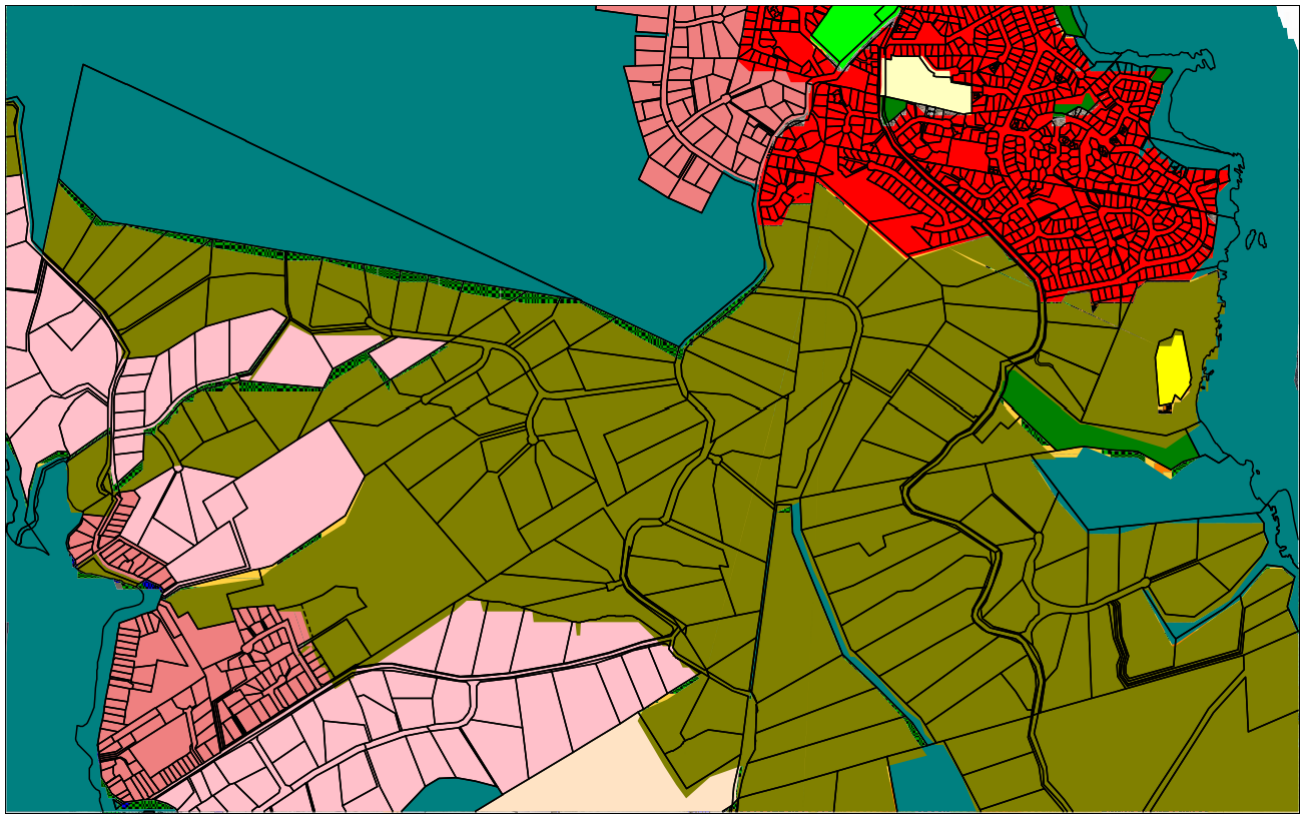
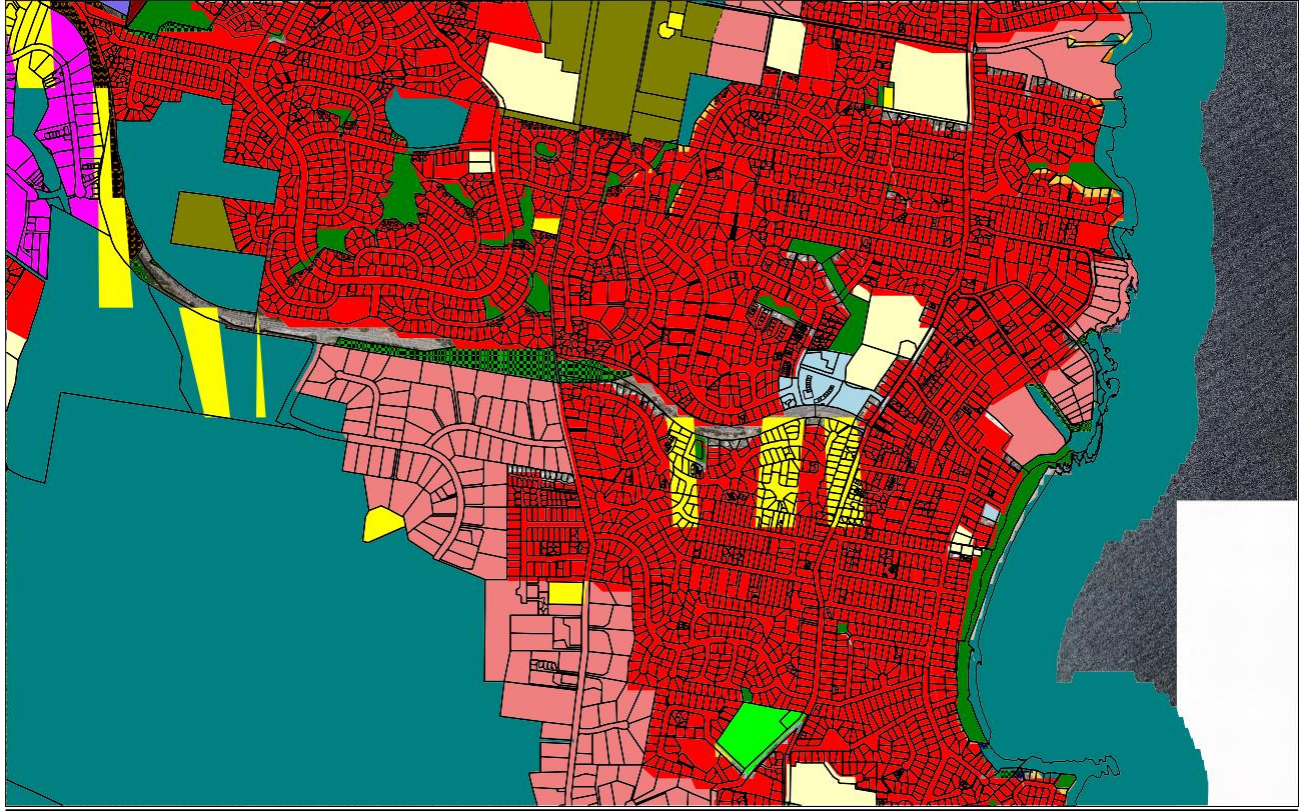
82 people responded to this question. About 75% said NO and 21% said YES (of which 15% suggested “with restrictions”). Six of the respondents in support of additional housing were of the view that the land should be developed to higher densities similar to other areas within Blackmans Bay. Those who acknowledged “some” housing should be allowable suggested restrictions such as requiring quality development complementary to the locality but only at a lower density, on larger lots or for single dwellings on vacant lots.

Study Conclusion

The results of the survey provide a clear indication that there is considerable community consensus on a number of special characteristics which are evident within the study area. Council has now defined which of these characteristics contribute to the “character” of the area and would require an additional or overriding set of planning controls to ensure this character is retained. A Blackmans Bay Bluff Specific Area Plan has been subsequently prepared.

5.4.1.4 Current Planning Scheme

The Zones within the existing planning scheme reflect the existing land uses and settlement pattern within Blackmans Bay and Howden. There has been little outward expansion of the existing residential zone and Blackmans Bay area has remained a residential area with two existing local business areas (at Opal Drive and at the beach).



KIPS2015 ZONING MAP OF BLACKMANS BAY

The particular zones that apply to Blackmans Bay are:

- Most of the areas (at Blackmans Bay and Howden) is zoned **General Residential** consistent with the existing residential zone. Any existing minor boundary anomalies have been rectified. The only additional areas to be zoned General Residential are two small areas located at Brightwater Road, Blackmans Bay and Bonnie Vale Drive, Howden.
- Quite a large area in the vicinity of Burwood Drive is zoned **Low Density Residential** – and this is also the case for a smaller area in the vicinity of Powell, Talone and Blowhole Roads. The properties in the Burwood Road area are larger residential land parcels and contain native vegetation that is a scenic skyline backdrop for Blackmans Bay. The Powell, Talone and Blowhole Road area is one where the land parcels are slightly larger, road infrastructure is less developed and there is more native vegetation. It overlooks the beach to the south and some blocks adjoin the coastal cliffs – it is a vegetated backdrop to Blackmans Bay at its northern edge. These are both areas that are fully serviced and the lower density zone is being utilised to protect local landscape values (visual, heritage, native vegetation etc).
- The shopping centre site is zoned **Local Business**. This Zone's purpose is to provide for retail, business, food and community services which serve a local area. The very small retail area at Blackmans Beach itself is also zoned Local Business.
- The foreshore reserves are zoned **Open Space** and the active recreation areas are zoned **Recreation**. The two local Schools are zoned **Community Purpose**.
- The areas surrounding the residentially zoned part of Howden are zoned either **Rural Living** or **Environmental Living** (depending upon the nature of the land itself). The area immediately to the south of Blackmans Bay is zoned **Environmental Living** and this effectively defines the future southerly extent of Blackmans Bay.

5.4.2 Current Situation

5.4.2.1 Natural Environment

The dominant natural feature is the Blackmans Bay beach, which has steep cliffs at both the northern and southern ends. The beach is a relatively stable environment that experiences normal erosion and accretion events. Within the urban environment there are some limited areas of native vegetation – mainly where there are some Council reserves or the land parcels are larger – such as on the western fringe (which borders the Peter Murrell Reserve) and on the northern end of the beach in an area referred to as Blackmans Bay Bluff. These limited natural features are valued locally for the biodiversity and visual amenity they provide. The water quality at the southern end of the beach has recently been poor and investigations are being carried out into the source of the problem.

5.4.2.2 Water, Sewerage and Stormwater Infrastructure

Blackmans Bay is fully serviced with reticulated water and sewerage infrastructure. The existing Blackmans Bay wastewater treatment plant was replaced by TasWater (to double its capacity) in early 2019.

There are some stormwater drainage issues within Blackmans Bay. There is an area between Wells Parade and Pearsall Avenue that is a floodway at the rear of the affected houses. Consequently, there are some constraints on how these land parcels might be developed. More generally, the stormwater infrastructure has in some places not been designed to adequately accommodate the increased loads from the upper catchment. This is a result of earlier private subdivisions not anticipating the level of development that has subsequently occurred or the catchment modelling was not as accurate as can now

be achieved. In these cases, the Council must replace old stormwater systems in order to prevent downstream flooding.

Water quality of the off-shore recreational waters is often poor and this can at least be partly attributed to stormwater impacts. Water sensitive urban design features are necessary and catchment measures need to be taken to remove contaminants.

A reticulated sewerage service is available at Howden and this is connected to most of the residences in the main settlement and along Howden Road. The treatment plant has been decommissioned and this area is serviced by the Blackmans Bay treatment plant.

5.4.2.3 Access, Traffic and Parking Issues

The public road infrastructure in both Blackmans Bay and Howden is well established, managed under normal maintenance regimes and components are periodically replaced as necessary. Substantial works have recently occurred in the vicinity of Illawarra Primary School and a roundabout has been installed on the Algona Road and Opal Drive intersection. Major replacement works are being done in the next few years on Powell and Talone Roads in a manner that suits the local needs of this area. Council has been implementing an ongoing program of asset renewal.

Traffic congestion is not a particular problem within these residential areas. There is little through traffic and the roads are capable of servicing local traffic needs. Parking is somewhat limited at the two small commercial precincts in Blackmans Bay and will fill up during normal busy times. Any additional development will need to consider this aspect.

5.4.2.4 Commercial and Industrial Uses

There are no industrial uses in Blackmans Bay or Howden. As previously noted, the only two commercial precincts are a neighbourhood shopping centre at Opal Drive that is large enough to service all of this suburb's convenience needs and a small retail and restaurant precinct down on the beach itself. These facilities are adequate and only limited expansion is anticipated.

5.4.2.5 Existing Residential Land Supply

Residential development within Blackmans Bay is predominantly single houses on their individually owned properties in a suburban setting. Lot sizes do vary, though most are about 600m² to 800m². Scattered throughout the suburb are small unit developments and they have been increasing in recent years.

The extent of Blackmans Bay has reached its outer limits – there is no capacity for further expansion outwards – the only opportunity for additional dwellings is by way of infill development by increasing the residential density. This pressure for in-fill or unit development has generated a number of local community concerns and some areas (such as the older areas east of Roslyn Avenue) have been identified as not being suitable for further multi-unit development.

The surrounding hills in the vicinity of Burwood Drive exhibit a lower density pattern (larger residential land parcels) and this has assisted in maintaining a timbered backdrop to Blackmans Bay. Further subdivision has been essentially prevented by way of the existing covenants on titles. Such a mechanism is not an appropriate way of exercising development control and it is preferable for the planning scheme itself to include the necessary provisions to achieve the same desired outcomes. This has been achieved by zoning the area Low Density Residential.

A similar situation exists in the vicinity of Powell, Talone and Blowhole Roads – known as Blackmans Bay Bluff – see earlier description of the results of a public survey relating to this area and a proposed SAP. This is an area where the land parcels are slightly larger, road infrastructure is less developed, houses

are older and there is more native vegetation. A number of blocks border the coastal cliffs and the area overlooks the beach to the south. This area constitutes a vegetated backdrop to Blackmans Bay in a similar manner (albeit closer) to the Burwood Drive area. As a result, part of this area is also zoned as Low Density Residential.

Both of these Low Density Residential zoned areas are zoned on the basis of landscape and vegetation management criteria, plus the standard of the road infrastructure. The properties themselves are otherwise fully serviced (reticulated water and sewerage) and would normally be zoned General Residential. The lower density zone is being utilised to protect these other important values and will constrain the future development of the affected properties. This will not be the same under the future SPP and a SAP for each area will be required to protect important visual, character and environmental values

There is a large area of land, zoned as Low Density Residential, at the northern end of the beach owned by the Presentation Sisters and known as Mary Knoll. There is a current proposal that this land be developed for residential purposes and, subject to it being partly rezoned, may yield about 25 houses and 30 units. The preliminary design includes some additional public open space and walking connections to the beach.

At Howden, the existing dwellings are single houses, often on quite small allotments. Council has in the past considered the potential for further infill development to the rear and within the centre area of the existing residential areas, plus some limited expansion towards the north-west alongside Bonnie Vale Drive. A significant constraint in this regard is the lack of potential road access to the in-fill areas or rear lots. Where this road access is possible, infill development should occur.

5.4.2.6 Community Facilities and Public Recreation

Within Blackmans Bay, the community and recreational facilities include the community hall and adjoining recreation area (skate park and playground), Sherburd Oval, Burwood Drive playground, various walking trails and three local schools (Blackmans Bay Primary, Illawarra Primary, St Aloysius Catholic College). This suburb's proximity to Kingston and Kingston Beach means that residents can easily utilise community and recreational facilities within these other nearby areas.

5.4.2.7 Heritage Values

The KIPS2015 contains the following listed places in Blackmans Bay as having heritage significance:

- Fossil Cove Drive Geological Site

It is acknowledged that there are a number of old original "shacks" that have local heritage significance. These are from those times when Blackmans Bay was a holiday destination and provide a historic reminder of the area's origins.

5.4.2.8 Surrounding Land Uses

As previously indicated, the Blackmans Bay urban area cannot expand outwards. This because it is effectively contained by the existing adjoining land uses, these being – the Kingston and Kingston Beach residential areas to the north, the Peter Murrell Reserve to the west and the wastewater treatment plant to the south (as well as existing bush blocks fronting Tinderbox and Brightwater roads).

These surrounding land uses do influence future development within Blackmans Bay. This is particularly the case for the Peter Murrell Reserve. This is an important conservation area and it is necessary that the adjoining urban development is of a significantly lower density in order that there be an effective transition between the urban and nature reserve environments – for stormwater management, bushfire management, weed control and landscape protection. This has been achieved in the KIPS2015 by way

of the existing Low Density Residential Zone and the application of a number of Codes (eg Stormwater, Bushfire, Natural Assets, Scenic Protection).

5.4.3 Development Opportunities

5.4.3.1 Residential Demand and Growth Opportunities

There are limited growth opportunities for additional residential subdivision or commercial developments within Blackmans Bay. The residential area is itself effectively bounded by the existing development or topographical features and opportunities for further outward expansion are limited.

As noted above, there is an identified need to limit multi-unit housing in certain areas. Careful consideration will need to be given in regard to how this is best achieved and how the affected areas are defined. An appropriate balance needs to be struck between increasing densities in appropriate areas (close to shops, services and public transport routes) and retaining the character (and existing density) of some older suburban environments.

On the southern edge of Blackmans Bay there is a recently approved large residential subdivision (60 lots). This is on Tinderbox Road and is likely to be one of the last few subdivision developments within, or on the edge of, Blackmans Bay. One other is located on serviced land on Brightwater Road opposite the Burwood Drive junction. This land is within the urban growth boundary. The upgrade of the Blackmans Bay wastewater treatment plant will allow further development, though there now appears to be little available land to provide significant development opportunities.

The situation is similar at Howden in that the further development of Howden will be limited to the existing Low Density Residential zoned areas within KIPS2015 and that these areas will not be allowed to expand outwards in the new planning scheme.

Thus the main future development opportunities at Blackmans Bay and Howden will be by way of infill development proposals, particularly in the vicinity of the main service centres, such as at Opal Drive (the main shopping centre).

5.4.3.2 Commercial and Industrial Opportunities

There are no industrial opportunities within Blackmans Bay as this is a suburban residential area. Commercial opportunities are limited to redevelopment and minor extensions to the existing local business areas at Opal Drive and at the beach. There are of course the normal opportunities for home businesses where they can be carried out without incurring adverse impacts on neighbours.

5.4.3.3 Public Utilities and Infrastructure Development

The situation with public utilities is one of normal maintenance and replacement as is usual within an established suburban area. The wastewater treatment plant has been replaced. Stormwater infrastructure is being progressively upgraded to address capacity constraints and to improve downstream water quality. Roads and footpaths are replaced or upgraded as necessary – often addressing increased usage because of the results of infill or higher density development within Blackmans Bay.

5.4.3.4 Public Amenity and Recreation

This is an area that has a relatively large younger population and there is an apparent demand for more outdoor play areas for children. A new playground has been installed behind the community hall. There are opportunities for better playgrounds or activities for young people. These can be located within residential areas close to where people live although the focus is often on the beach and it is alongside it that improved community facilities could in future continue to be located.

5.4.4 Planning Scheme Response

5.4.4.1 Future Urban Growth

As indicated above, there is no opportunity for the urban footprint of Blackmans Bay to extend further outwards. There are no plans to amend the existing Urban Growth Boundary. The only opportunity for future urban growth is infill and the potential increase in density through small scale unit development.

Such infill development should not occur in a few areas that are important in order to protect the area's visual amenity in particular (on the skyline at the northern end of the beach and on the fringes of the urban area), but also biodiversity, limiting stormwater impacts and retaining the area's existing character.

5.4.4.2 Responding to State Planning Provisions

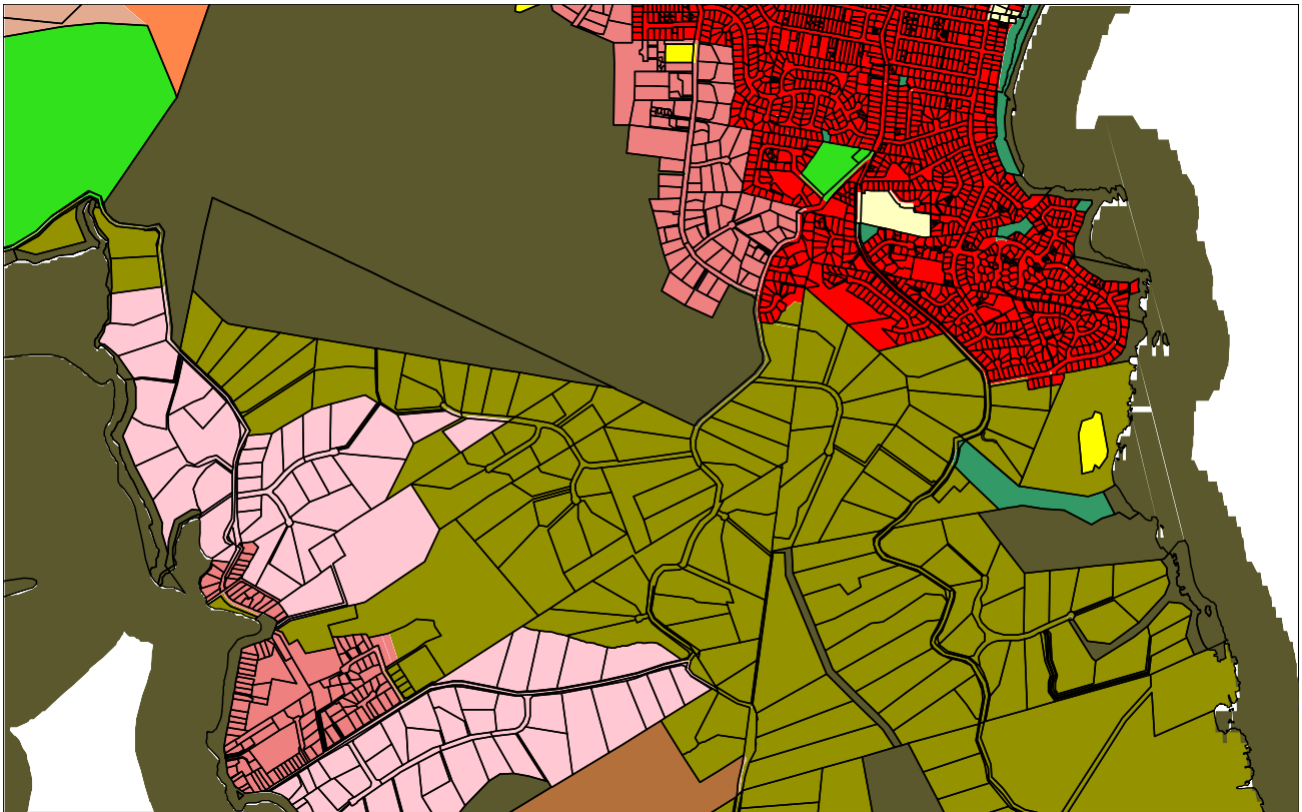
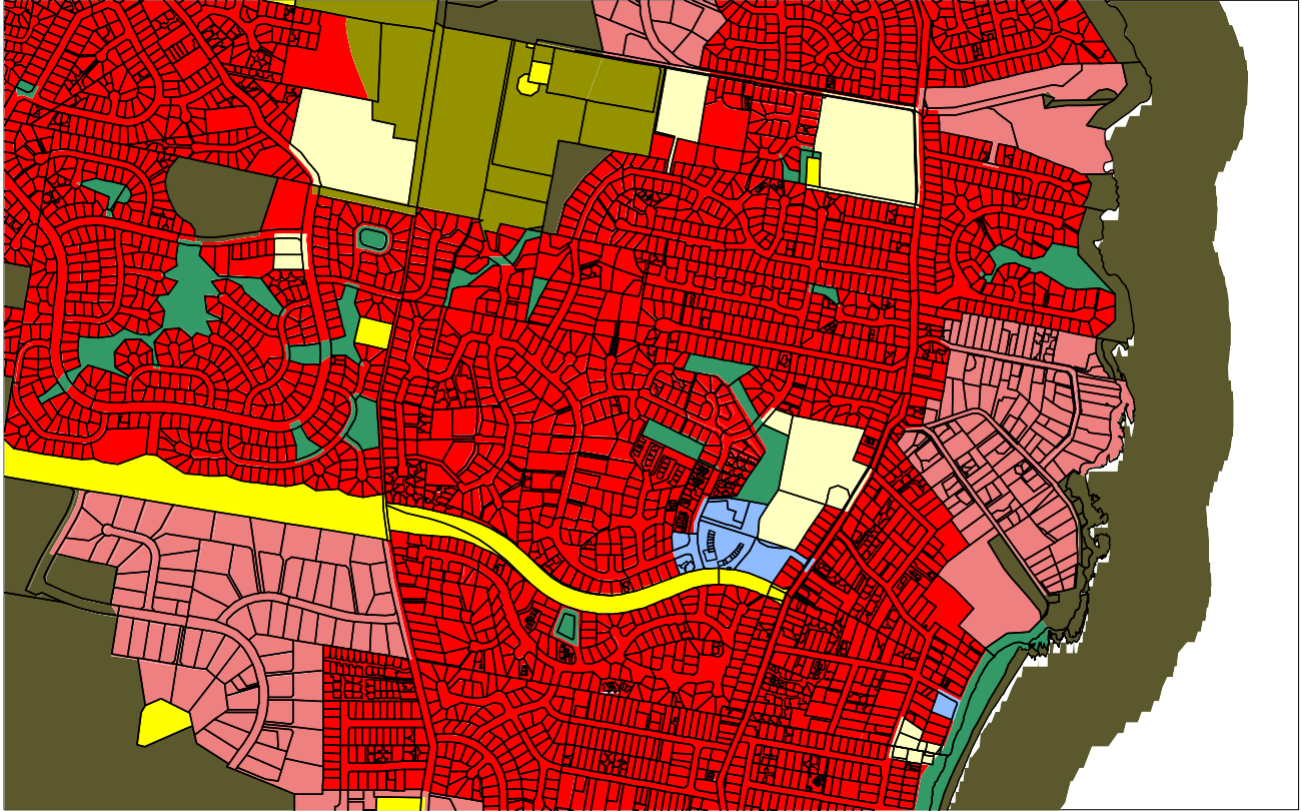
The SPPs will not in themselves require any changes to the existing KIPS2015 zoning. The reduction in the minimum lot size for the Low Density Residential Zone (and the removal of applicable Codes such as Natural Assets and Scenic Protection) will have a significant impact on Blackmans Bay, in that it will significantly reduce the original reason for utilizing this zone. However there is no other alternative zone to fall back onto and the existing LDR zoned areas will remain where they are.

This change is one of the reasons why it is necessary to include a Specific Area Plan for the Blackmans Bay Bluff. This SAP has been prepared in order that additional development controls are included within the planning scheme in order to protect the important values of this area (see earlier box in 5.4.1.3). A SAP is also required for the Burwood Road area (that is zoned LDR) in order to restrict subdivision and as a more effective buffer for the Peter Murrell Reserve. The lower density of development will protect important skyline and visual/landscape values through the retention of existing vegetation.

At Howden there is a concern that the reduction in the minimum lot size for the Low Density Residential Zone (from 2,500m² to 1,500m²) will create increased subdivision opportunities for a number of the larger lots. It is also concerning that these lots also include priority vegetation which would be removed if that subdivision did occur. The local community strongly values the environmental character of this area. There is no alternative zone – in that the only other choice is Rural Living and this is not appropriate for this well-defined settlement with reticulated services (plus setbacks for the Rural Living Zone are excessive for such small blocks). It may be necessary to include a Specific Area Plan that retains the existing subdivision constraints and vegetation protection mechanisms.

5.4.4.3 Proposed Zoning and Local Area Objectives

As noted above, it is not intended that there be any zoning changes (other than the inclusion of SAPs for the Blackmans Bay Bluff, Burwood Road and possibly the Howden areas).



PROPOSED ZONING – Blackmans Bay

The conversion of the KIPS2015 to the new planning scheme for Blackmans Bay and Howden is proposed to be consistent with the existing zones.

The Local Area Objectives for Blackmans Bay and Howden could potentially be as follows (as based on past desired future character statements):

Blackmans Bay is a seaside suburb physically defined by its open beachfront, the headland cliffs to the north and south and the surrounding elevated areas which retain much of the native vegetation. This natural landscape and setting should be protected when considering new development proposals.

Future residential development should be consistent with the area's existing character. This should take into account the existing lower density settlement pattern and associated residential amenity, the older 'shack' style dwellings that still have a local streetscape and heritage value, and the importance of visual amenity and water views that limits the scale and height of buildings.

Blackmans Bay should continue to provide flexibility in housing forms with multi-unit housing encouraged to locate in the area surrounding the Opal Drive commercial precinct.

Retail businesses should be located within the appropriately zoned areas at Opal Drive and at the beach. These two precincts should be developed in a manner that is visually appealing, provides local services, easy access and complements surrounding development.

Opportunities should be pursued to provide for enhanced public pedestrian and cycling access to foreshores, along the headlands, and within and through the existing suburban areas.

The existing residential amenity and natural values of Howden should be protected. The existing low-density living is a desired character for the area and any significant change to higher densities is to be avoided.

5.5 MARGATE

5.5.1 Background

5.5.1.1 Study Area

Margate is located about 10 minutes south of Kingston and 25 minutes south of Hobart. It offers opportunities for relatively affordable housing within accessible commuting distances. This relative proximity has resulted in a great deal of new development within and around Margate. The construction of the Kingston Bypass also made this area a much more attractive commuting prospect.

Most residential development in the 1980s and 1990s occurred in the vicinity of Beach Road. Since then, progressive in-filling has occurred throughout the town, with the most recent developments being along Van Morey Road and north into Dayspring Drive, and south of Beach Road along Bundalla Road. The population of Margate has been steadily increasing and is expected to continue to do so.

The study area is bounded by the following:

To the North – by Sandfly Road and the Margate Rivulet (which constitutes a natural boundary, beyond which further urban expansion is not feasible).

To the East – by North West Bay (the coastline forming an obvious natural boundary).

To the South – by Derwent Avenue, the Council's former waste landfill site, Hillview Drive and Meredith's Road (the immediate properties in the vicinity of these three roads are included).

To the West – by the Hobart Rivulet (which again forms a natural boundary).

5.5.1.2 Strategic Context

The STRLUS includes Margate within the Greater Hobart area and categorises it as a "Major Satellite of Greater Hobart". The Urban Growth Boundary (UGB) effectively encompasses the existing urban footprint. At the time, no further urban expansion outwards was envisaged in the foreseeable future – primarily due to the constraints on sewerage treatment capacity. Future urban expansion within the UGB is therefore mainly infill. With the recent decommissioning of the Margate wastewater treatment plant, future urban expansion is most likely immediately to the south and in the vicinity of Van Morey Road, though this would require an outward extension of the UGB.

The commercial activity centre for Margate is referred to within the STRLUS as a "minor or neighbourhood centre" which is to focus on the daily needs of the surrounding community. It is envisaged that for this type of activity centre, the commercial component would include at least one supermarket and a range of other speciality shops and secondary retailing (which is currently notably absent).

Whilst the STRLUS encourages infill development across the whole southern Tasmanian region, it also acknowledges that infill is not always the preferred or appropriate method of residential expansion and accordingly, within Kingborough, this ratio is much more heavily weighted towards the greenfield proportion. For Margate however there are still ample opportunities for infill close to the commercial centre – though constraints do exist such as the need to consider high priority vegetation communities, the fact that residential areas are currently zoned as Low Density Residential and other environmental or coastal issues. There are comparatively few opportunities for greenfield residential developments due to the zoning restrictions within the KIPS2015.

The STRLUS outlines the benefits of infill development and increased densities – which are as follows:

- *Reduced ecological footprint of urban development and reduction in loss of biodiversity.*
- *A greater proportion of the population living in proximity to services and employment opportunities.*
- *Promotion of health and wellbeing by eliminating distance as a barrier to walking and cycling as preferred modes of transport.*

The entire residential area of Margate has been zoned Low Density Residential within the KIPS2015. This was to ensure that the existing land use pattern of larger residential lot sizes that was achieved under the KPS2000 was able to be retained. This was required in order to maintain an accurate translation of the previous KPS2000, which required a minimum lot size of 750m² and was supported by desired future character statements that encouraged a lower residential density. If this zone is to be maintained for all of Margate, then there will be limited future infill potential within Margate. A Margate Structure Plan will therefore need to review the current limited opportunities for Margate to grow, either by creating additional infill or from fringe greenfield development. Such growth should be able to support a more viable central business district.

Earlier strategic considerations for Margate emphasized the constraint that the wastewater treatment plant at Margate has on any future expansion. It had been operating above its capacity for a number of years and this issue would need to be addressed before significant infill or greenfield opportunities could be further considered (including the possible extension of the UGB). These circumstances have now changed with the new Blackmans Bay wastewater treatment plant being constructed during 2018/19 and the Margate sewage is to be treated at this new plant from early 2019. Based on this increased sewerage capacity, it is now possible to provide additional development opportunities within Margate – as translated in proposed zoning changes. Subject to an appropriate land supply being made available, it is anticipated that the population of Margate will continue to steadily increase.

When the STRLUS Urban Growth Boundary was defined for Margate, it was primarily based on the Residential Zone within KPS2000. The utilization of the Low Density Residential Zone in the KIPS2015 meant that it was this zone that was enclosed within the UGB with land outside of it being zoned Rural Living. There has been some conjecture as to whether this must be the case – that is, whether Low Density Residential zoned land can exist both within and outside of the UGB.

Relevant excerpts from the STRLUS are that:

Urban areas are rapidly expanding, with larger dwellings on larger allotments being a consistent trend, while both rural residential and low density residential development is becoming more prevalent. The Strategy is therefore promoting the consolidation of existing settlements and minimisation of urban sprawl and lower density development. (pp84-85)

The success of the strategy will also require:

- *Control of low density, rural and environmental living opportunities outside of the Urban Growth Boundary, particularly where within 'commutable distance'. (p92)*

And the regional policy in SRD1.6 is to:

Utilise the low density residential zone only where it is necessary to manage land constraints in settlements or to acknowledge existing areas.

The two purpose statements for the Low Density Residential (LDR) zone within PD No.1 were:

12.1.1.1 *To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*

12.1.1.2 *To provide for non-residential uses that are compatible with residential amenity.*

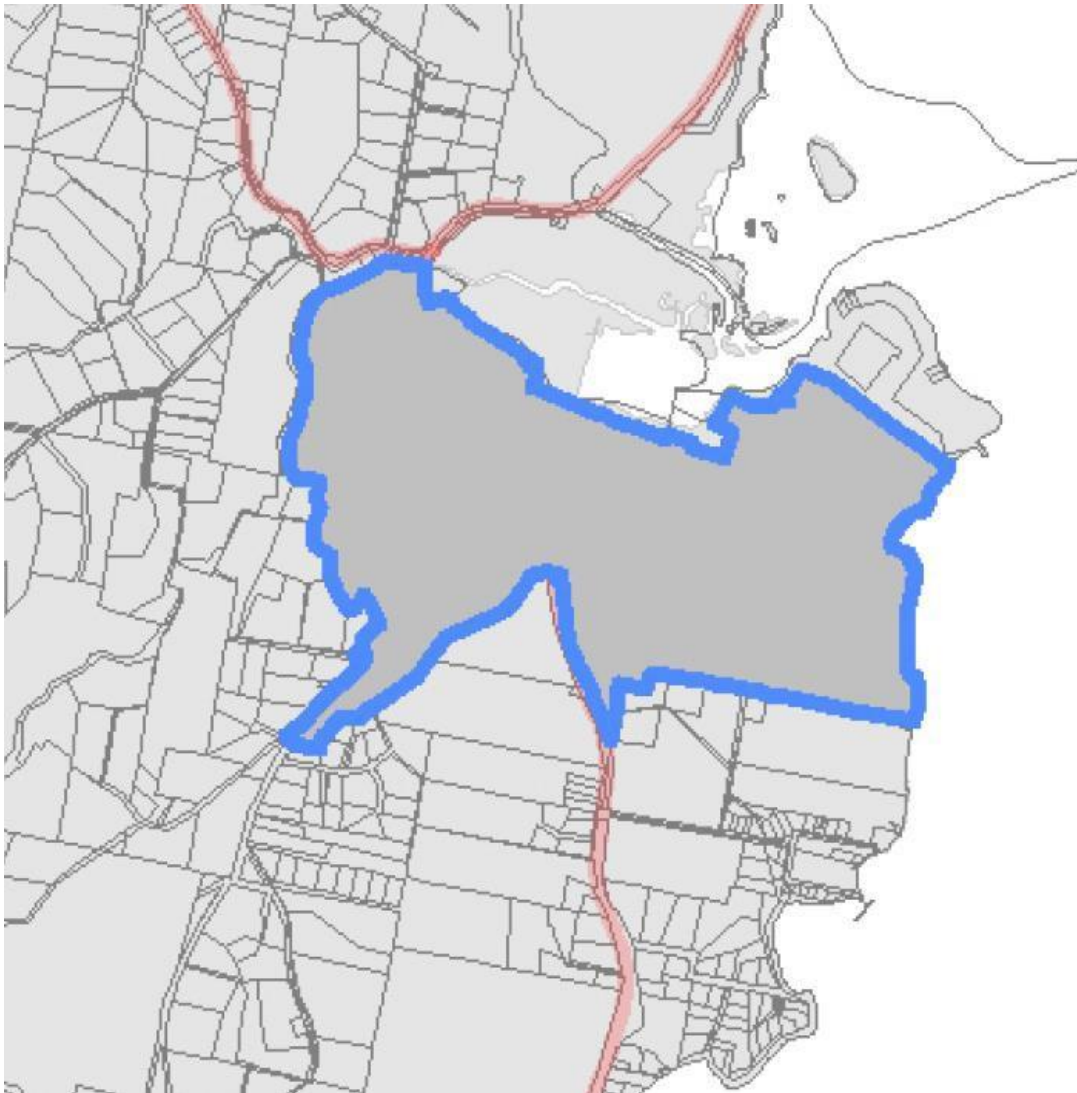
And the KIPS2015 contains two additional purpose statements:

12.1.1.3 To avoid land use conflict with adjacent Rural Resource or Significant Agricultural zoned land by providing adequate buffer areas.

12.1.1.4 To provide for existing low density residential areas that usually do not have reticulated services and have limited further subdivision potential.

These purpose statements describe the circumstances where the zone ought to be applied to land within and outside of the UGB.

The current Margate Urban Growth Boundary is indicated in the diagram below:



Urban Growth Boundary (Southern Tasmanian Regional Land Use Strategy, October 2013)

Advice from the Tasmanian Planning Commission has been received in this regard. It was that, “within the UGB, the LDR zone is used for existing subdivided low density residential areas and for large lot residential areas where higher densities cannot be achieved (refer to SRD 1.6 above) because of infrastructure or environmental constraints. Outside the UGB, the LDR zone is used for existing un- serviced low density residential areas that have evolved in an ad-hoc manner. These areas usually have

an irregular cadastral pattern, a variety of lot sizes and further residential development is discouraged by the settlement strategy. The zone is also used outside of the UGB for existing low density residential areas that have been planned as such but at lot sizes smaller than lot sizes under the Rural Living zone”.

Furthermore, the Commission advises that the LDR zone “is not suitable where land is not constrained by infrastructure or environmental factors (indefinitely) and has the potential to be a future greenfield development at higher densities. Using the LDR zone in these circumstances is unlikely to achieve the regional policy of the Strategy (SRD 1.6)”. The LDR zone should be used “judiciously” as the STRLUS “is focused on the consolidation of existing settlements, higher density development and minimisation of urban sprawl”. This is the current regional policy background against which any new structure plan for Margate should be prepared, particularly bearing in mind the fact that all residential areas within Margate are zoned Low Density Residential within the KIPS2015.

Within this context, it is to be expected that higher densities should be encouraged closer to the town centre and that the UGB could be extended outwards in order to encompass any proposed or existing lower density residential areas – or the LDR zone used beyond the UGB in the interim. Any LDR zoned land within the UGB would need to be based on the fact that it has infrastructure or environmental constraints that require the retention of a larger lot size and that there is no prospect of increasing the residential density in future. As well as considering how Margate and the different zoning options might be best applied, it is also important that its place within the urban hierarchy in the Kingborough municipality be explained.

5.5.1.3 Community Consultation and Desired Future Character

The desired future character statements for Margate in KPS2000 related to future development not being incompatible with the surrounding rural character. Good public access and recreational links should be provided for and multi-unit housing is only to be encouraged close to shops and services. The need for main street improvements were identified and further commercial development was seen as being desirable.

The strongest character statements or directions for Margate that came out of the public meetings held in 2006 were that:

- Margate’s identity as a rural town (not suburban) should be protected/enhanced with future growth limits defined and surrounding farming land retained.
- Ribbon and coastal development should be restricted and vegetated skylines protected.
- Medium density development should be limited to a defined precinct
- The streetscape amenity of the main road through Margate should be enhanced and additional off-street car parking provided.
- Additional open space areas, pedestrian pathways and a local network of recreational tracks and trails should be provided.
- There is a need to improve traffic flow and address problems with congested road junctions.

Since then, the issues that have appeared to be of most public interest have included the need for the proposed major shopping centre development to proceed, the need for additional and improved footpaths and walking trails, streetscape improvements, traffic safety (particularly immediately south of Margate), better parking facilities close to the commercial centre and the impact of foreshore developments.

The Desired Future Character Statements within Schedule 14 of the KPS2000 were as follows:

1. Margate is the first of the Channel towns within the municipality and its separate identity to the more suburban areas to the north needs to be protected. The historical and existing rural connections and settlement patterns surrounding the town should be protected so that Margate retains its essential rural character.

2. Margate is also valued because it provides more affordable housing, homes for younger families, and reasonable access to those social services, schools and public infrastructure that might normally be found in more established urban areas. These attributes should be encouraged.
3. Convenient public access to coastal and riparian reserves should be enhanced and other recreational links including an integrated network of tracks and trails and associated public facilities should be provided for both within and surrounding Margate. Significant vegetation communities should also be protected and enhanced.
4. Multi-unit housing is to be generally discouraged unless it is located close to the central area of Margate, west of the former cool store on Beach Road and close to services and facilities.
5. Aged care facilities that allow older community members to remain in the local community are desirable. The most suitable sites are located close to the central area of Margate and particularly west of the Hotel site.
6. Main street improvements are required and development should be encouraged that improves the streetscape and provides for improved public amenity, convenience, safety and recreational experiences. Better facilities for younger children in or near the main street are also desirable.
7. Further commercial development within the central area of Margate is desirable and this should also utilise opportunities to renovate or replace existing premises to improve the public amenity of the main street area and provide for off-street car parking.

The 1998 community Charrettes Report also recommended that the main planning focus for Margate related to much-needed improvements to its main street. Since then, some major works have been completed but it is still the case that additional significant streetscape works are regarded as being necessary. The other suggestions within that 1998 report identified the need to have clear urban edges defined around the town, to improve and simplify the signage, encourage infill development and provide improved foreshore facilities – all still worthy objectives.

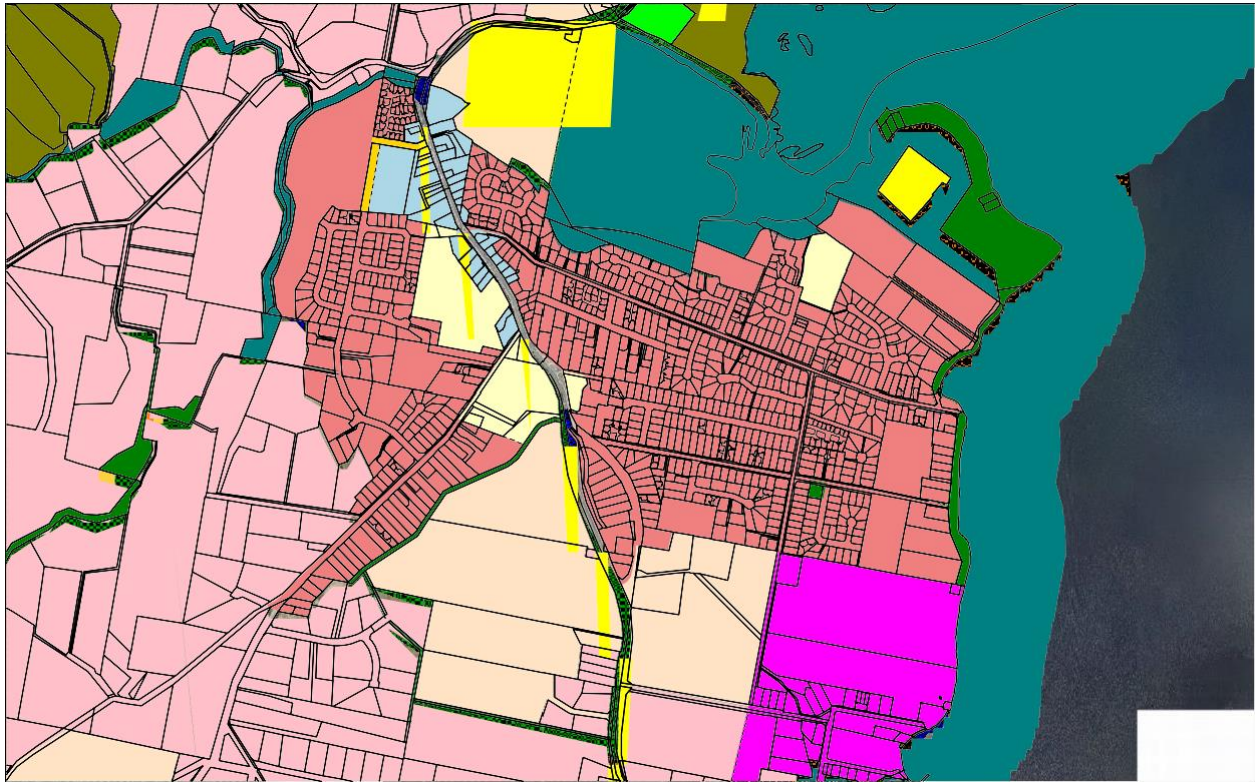
In fact it is quite striking how the concerns that were expressed 20 years ago are still so relevant to Margate. The main change may well be one of local perception. When the earlier public consultation was conducted, Margate was largely viewed as a rural service centre or a “country” town – hence the desire for a lower residential density within its confines. Since then there has been some major residential development (about 10 years ago) that is of a more suburban character and the area has had a major influx of population (as encouraged by the Kingston By-pass – also about 10 years ago). While the previous community concerns will still exist, it is likely there will be some shifts in emphasis as a result of the many new residents that now live in Margate.

5.5.1.4 Current Planning Scheme

The existing nature of urban development and land use within Margate has been heavily influenced by the way that the land has been zoned in successive planning schemes. These zones in turn have been based on existing land use patterns while still allowing for some further development to occur outwards, particularly to the south of Margate where the land is more suitable for residential development – though bounded by an existing industrial zone.

There had been no intention to provide for any additional outward expansion of the existing residential zone in the KIPS2015 – primarily because of the previously mentioned reticulated wastewater treatment constraints. The only zoning change then was that the existing residential area at the southern end of Dayspring Drive was rezoned to Low Density Residential to match in with similarly zoned areas surrounding it. The existing sewerage constraints effectively precluded any additional zoning changes.

The map below indicates the zones within the existing KIPS2015.



KIPS2015 ZONING MAP OF MARGATE

The particular zones within and around Margate in the KIPS2015 included:

- All of the existing residential areas were zoned **Low Density Residential** consistent with the previous Residential zone, plus the Dayspring Drive area and some surrounding unserviced residential areas on relatively small lots and those larger blocks along the coastal Esplanade. In the case of the latter, these properties do have a range of values that will limit future development – including the occasional stand of native vegetation and the need to protect the existing coastal landscape and local heritage.
- Some larger land parcels immediately to the south of Margate (either side of the Channel Highway) were zoned **Rural Resource** and this reflected the existing farming activities that are being conducted on these properties. It was anticipated that, once there is sufficient sewerage capacity, this land will be developed for serviced residential subdivisions and be the next major expansion area for Margate. The Rural Resource Zone in this case was a holding zone. If it had been zoned as Rural Living, then an inefficient subdivision pattern might have precluded any future intensification. This land should in future be included within a Future Urban Zone.
- The main commercial centre of Margate was zoned **Local Business**. This Zone's purpose is to provide for retail, business, food and community services which serve a local area – this being Margate and its extended hinterland. The extent of the previous Business and Civic Zone was increased to accommodate a shopping centre approval, to provide for off-street parking and to meet the demand for additional retail floor space that has been generated by recent (and future) population growth.
- The foreshore reserves were zoned **Open Space** and active recreation areas (eg Dru Point) have been zoned **Recreation**. The two Primary Schools and the Community Hall, Men's Shed and Oval were zoned **Community Purpose**.

- The industrial area immediately to the south was zoned **Light Industry**, consistent with the previous industrial zoning, the proximity of existing residential development and the type of industrial activity that already exists.

5.5.2 Current Situation

5.5.2.1 Natural Environment

Margate is located on North West Bay just south of Margate Rivulet. The topography is gently sloping in the vicinity of the Channel Highway and is relatively level towards the coast. Most of the area has been cleared of native vegetation, with the only significant remnants being:

- along the coast and within the adjoining private properties at the southern end of the Esplanade;
- along the northern edge of the residential areas within properties mainly owned by the Crown and Council – including the Dru Point reserve and the Margate Rivulet estuary;
- on the southern edge of the oval property and along the tramway reserve (both owned by Council); and
- along the banks of the Margate Rivulet as it flows north parallel to Dayspring Drive (and within some adjoining private properties).

There are few natural values remaining within the existing urban area other than the occasional native tree. The main natural constraints to any future land development include:

- coastal and riverine erosion and inundation (which may be exacerbated by future climate change impacts);
- protection of high priority vegetation communities (primarily within the abovementioned areas); and
- consideration of any potentially adverse visual impact – particularly along the coast and on skylines.

5.5.2.2 Water, Sewerage and Stormwater Infrastructure

Margate is fully serviced with both water and sewerage reticulation. The existing sewerage treatment plant at Dru Point has been decommissioned and the town is now connected to the Blackmans Bay plant. The earlier underperforming plant had previously restricted further development within Margate – effectively limiting the ability to rezone any additional residential areas within Margate over and above what was zoned within KPS2000. Part of the former Margate treatment lagoon is being retained for emergency purposes.

There are evidently some local water supply reticulation problems and an additional reservoir (at Snug) will be needed in future. Existing stormwater infrastructure is generally adequate though any infill proposals will need to be assessed for the impact they might have on the capacity of this existing infrastructure.

5.5.2.3 Access, Traffic and Parking Issues

The Channel Highway itself provides a well-defined main street that both divides Margate and provides its central community and commercial focus. A range of local services and facilities are located along this short stretch of road – including the primary school, local shops and hotel, service station, health services (doctor, chemist etc), community hall and museum.

The streetscape of the Channel Highway within central Margate is poorly presented despite some improvements associated with the Beach Road roundabout. This is partly due to the quality of private development and the need for commercial properties to be further developed. The road favours through traffic, rather than pedestrian amenity, easy parking or any pleasant presentation of the town. It will be necessary to identify and take advantage of any opportunities to improve this streetscape and incorporate better landscaping, car parking, pedestrian paths, more vegetation and public recreational areas.

Council has carried out some works as part of a Margate “make-over” project, but some major further improvements are still necessary. This can be facilitated by the further redevelopment of existing commercial sites along the highway. Such future developments will be very important in defining Margate’s future character, image and attractiveness. The approved shopping centre development on the western side of the highway includes a large off-road parking area that will be accessed from the Beach Road roundabout. This new parking area should alleviate the current parking difficulties and encourage longer shopping stays in Margate.

The Beach Road roundabout has improved the traffic flow through Margate, but there are other road junctions that may need to be upgraded as traffic increases over time. These include Van Morey Road, an extension of Dayspring Drive and Incana Road. Dayspring Drive should be extended so that a new road access is provided on to the Channel Highway north of the hotel. The existing Dayspring Drive residential area is effectively a large cul-de-sac and excessive traffic is directed on to Van Morey Road. The future development of the land to the rear of the hotel should incorporate this road extension and provision for this should be embedded within the planning scheme.

5.5.2.4 Commercial and Industrial Uses

The population of the area has increased considerably in the last decade and yet there are few new shops or other services. As previously indicated, the commercial centre of Margate is relatively poorly developed. An approval has been granted for a new shopping centre precinct (including a supermarket) and construction has commenced. However, work on this new centre ceased at the beginning of 2016 and no indication has been given as to when it will resume or when the total development will be completed. This construction site is a major scar within central Margate and the whole local community desperately wants this particular development to be completed.

There are other shops and services within central Margate but they are limited in extent and have little character. The large service station dominates the streetscape. Other areas appear ad hoc without any attraction and there are few places for people to linger or enjoy their shopping experience in Margate.

Immediately south of the Margate residential area, there is a relatively large area of flat coastal land that is zoned Light Industrial. Almost half of this zoned area is undeveloped – most of which is within one large parcel off Bundalla Road. This particular parcel of land adjoins the existing small residential lots within Margate and this proximity will constrain the industrial use of the land in future – in that some internal buffering for noise, odours and fumes will be necessary.

This industrial area does have capacity for further infill development and it is likely that this will be taken up in the coming years. Its coastal location does favour marine based industries, though this is not an essential requirement for this area.

5.5.2.5 Existing Residential Land Supply

Most residential development in the 1980s and 1990s occurred in the vicinity of Beach Road. Since then progressive in-filling has occurred throughout the town, with most recent developments being along Van Morey Road and north into Dayspring Drive, and south of Beach Road along Bundalla Road. The population of Margate has been steadily increasing (with a particularly major increase in 2008/09) and is expected to continue to do so. Margate is an attractive area for many residents because of its affordability relative to other areas closer to Hobart.

The rate of population growth has been quite high up until recent years. It has at times exceeded the growth rate of Kingston and Blackmans Bay, though it had started from a much smaller base. The population of the Margate township still remains relatively small (about 2,000), however there is a considerable resident population in the hinterland, to the extent that the 2016 Census notes that the Margate locality has a population 3,400. The Margate, Electrona and Snug areas are the “youngest” communities within Kingborough. The median age for Margate is 36, compared to Kingborough’s overall median age of 42. This reflects the fact that many young families have moved in to the area.

There still exist some areas of undeveloped residentially zoned land within Margate. These are mainly located to the south-east (south and east of Incana Road), to the north-west (northern end of Dayspring Drive) and potentially to the north-east (near Dru Point). If existing land owners were prepared to further develop their properties then there could be a few years supply of potential residential land remaining within these existing zoned areas. The area to the north of Dayspring Drive is close to the town centre and has the potential for medium density housing (although future risks associated with inundation from the Margate Rivulet will need to be considered).

5.5.2.6 Community Facilities and Public Recreation

The most popular recreational and community facility in Margate is the Dru Point Park on the foreshore of North West Bay. This contains a range of facilities and playgrounds, together with extensive areas for walking and bike riding. It is particularly popular for younger children and families. It is the largest such park in the municipality and was the subject recently of a new management plan which will enable further improvements within the park – supporting the area’s further growth potential. Other than a small playground on Incana Road and within the school, there are no other playgrounds or parks in Margate, although there is a network of walking trails that skirt around the town, following a number of natural watercourses and parts of the coast.

Recently a walking and cycling trail has been constructed between Snug and Margate and this has proven to be very popular. A similar trail should be investigated to connect Margate and Huntingfield to the north. This would be of considerable benefit for Margate, both from a recreational and practical perspective.

The most central and probably important community focus within Margate is the primary school. This (together with the Channel Christian School) is the hub of many community activities. The Channel Men’s Shed and the Channel Heritage Museum are both strong community organisations (both located near the junction of Van Morey Road and the Channel Highway), together with the sporting teams that use the oval (cricket and soccer) and the Kingborough Bowls Club just north of Margate. Each of these facilities provide very valuable services to a community that extends well beyond Margate itself.

As the population of Margate and its immediate hinterland increases, it will be necessary to provide for additional facilities, particularly local playgrounds and walking and bicycle trail links (acknowledging the recent completion of the abovementioned walking/bike trail between Snug and Margate).

5.5.2.7 Heritage Values

There are no State listed heritage buildings within Margate. However it is envisaged that there will be some locally significant buildings that will be listed in a future Heritage Code. There are a number of houses along Beach Road and on the Esplanade that date back to Margate’s early years and which constitute important reminders of the area’s past. Margate does appear to have less heritage places than some other areas; however this only means that those that do remain are comparatively more important.

5.5.2.8 Surrounding Land Uses

Margate is a rural town that has historically been the main service centre for an extensive agricultural district. While the level of agricultural activity has diminished over time, Margate is still a service centre for a hinterland that includes such localities as Electrona, Barretta, Allen's Rivulet and Sandfly. Historically there have been more people living within this hinterland than there were within the Margate township – though this has changed as more residential development has taken place within or on the edge of Margate – rather than in the surrounding rural areas where there is a need to protect agricultural and environmental values.

Hobby farming and associated rural activities occur to the north, west and south of Margate. In some cases the land parcels are quite small and essentially constitute a low density residential use – such as on Hopfields Road, near Blackwood Grove, Merediths Road, Englefield Drive, Hillview Drive and Derwent Avenue. The other adjoining land use is the previously mentioned, Light Industrial area off Gemalla and Bundalla roads.

There are three main transport spines that emanate out of Margate into the rural areas – these being Sandfly Road, Nierinna Road, and Van Morey Road. These are all quite lengthy roads with many other smaller roads that contain many small farms, residential properties and bush blocks.

Areas to the north of Margate on the northern side of Sandfly Road are already well developed and are constrained by the Margate Rivulet in regard to a connection to central Margate. The Rivulet restricts connectivity to a single point at the Sandfly Road/Channel Highway junction. For this reason, these areas to the north should be maintained as rural living lots and appropriately zoned as Rural Living.

5.5.3 Development Opportunities

5.5.3.1 Residential Demand and Growth Opportunities

As mentioned earlier, there do exist a number of infill opportunities for residential development within Margate. The main future challenges for Margate relate to the appropriate management of future population growth and the demand for additional residential/commercial land – particularly within the central commercial area and on the town's fringes. The central business district is capable of significant redevelopment in that it offers opportunities to provide improved retail services, off street car parking, better landscaping and some additional public facilities.

Future residential development (either as in-fill or outward expansion) must be sensibly staged so as to avoid inefficient servicing. Most future development proposals will be subject to the provision of adequate servicing (road access, sewerage, water and stormwater). An example of a particular issue is the possible retro-servicing of the southern parts of Dayspring Drive, which contains large residential lots on septic tanks (or equivalent).

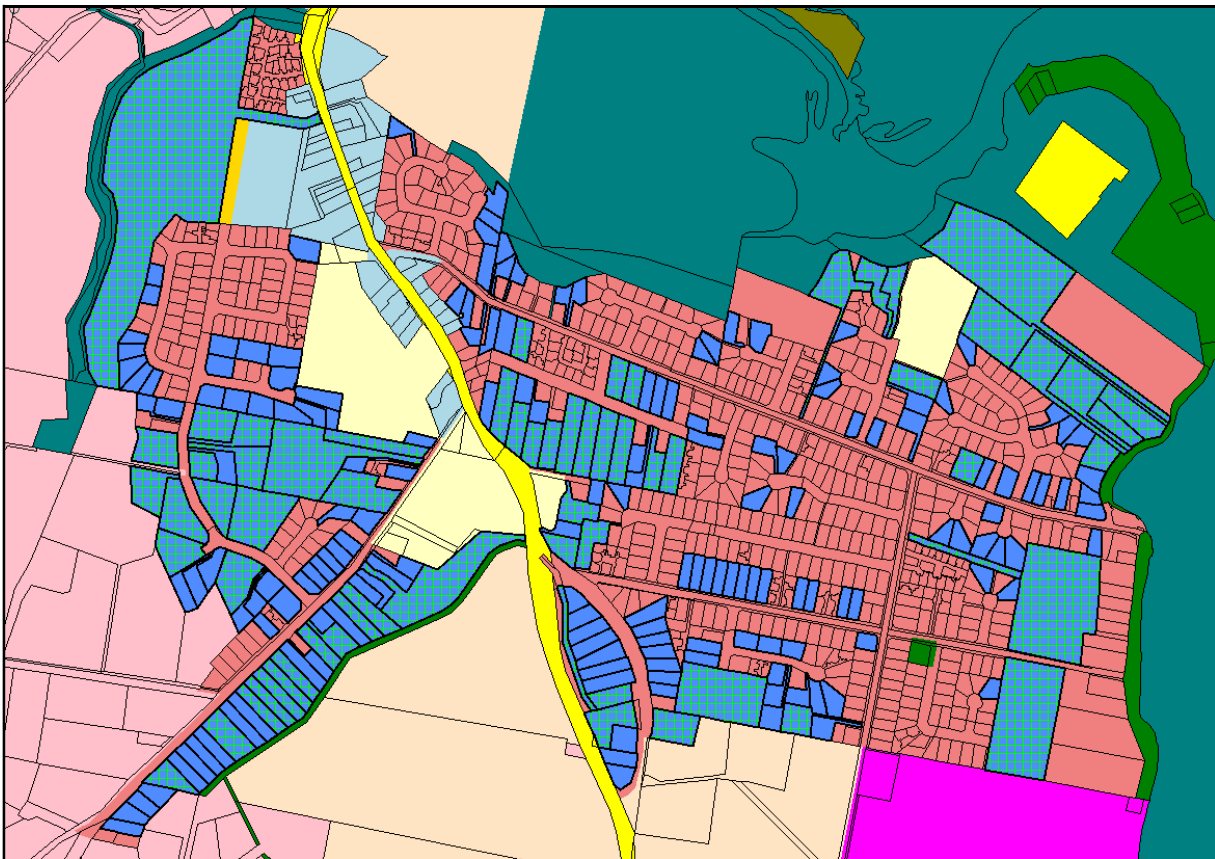
It will be necessary to identify the future residential release areas that could be considered appropriate around (and within) Margate for beyond the next 5-10 years. The most suitable areas are located immediately to the south of Margate – in fact they constitute the only real opportunity for larger scale development. As previously indicated, these areas have been zoned Rural Resource in the KIPS2015. This reflects the existing use of the land but was also applied as a holding zone that is awaiting the availability of wastewater treatment capacity and the take-up of other available land closer to the centre of Margate.

Future medium density housing development is best suited within or adjoining the central part of Margate where people can walk to most services. The vacant land on the northern extension of Dayspring Drive offers particular opportunities and would complement a desire to provide for housing that is able to accommodate the needs of an ageing population. This land is particularly suitable in that it is relatively level, is not infill development that might unduly impact on neighbours and adjoins the main commercial area.

The future subdivision potential of existing land currently zoned for residential purposes in Margate should be considered as a pre-requisite to additional land being zoned for this purpose. Of primary importance is the fact that the General Residential Zone has not been applied in the KIPS2015 for Margate and that the Low Density Residential Zone (Area C Overlay) has been applied to land previously zoned Residential under the former KPS2000. Under the General Residential Zone, a minimum lot size of 450m² is allowable for an ordinary lot. In contrast, the Low Density Residential Zone (Area C Overlay) stipulates a 1000m² minimum lot size.

The Low Density Residential Zone was applied as a result of Direction 2.1 from the Minister. Under the previous KPS2000, a minimum lot size of 750m² was allowable for subdivision. This minimum lot size for Margate was also proposed under a Local Development Code in the KIPS2015 which prevailed over the minimum lot size of 450m² allowable under the General Residential Zone. As the higher minimum lot size was in conflict with *Planning Directive 4.1*, and in order to reflect the existing lower density of residential development in Margate, the zone of Low Density Residential was allocated. This lower density of residential development was also the desire of the local community (as described earlier).

Applying the Low Density Residential Zone throughout Margate however does have an impact on the subdivision potential for Margate that is inconsistent with the expectations of the STRLUS. The STRLUS based the future growth of major satellites of Greater Hobart, which is applicable to Margate, on residential areas that were likely to be zoned General Residential as a translation from existing Residential zones. The number of lots within the Margate residential area that could be subdivided under the General Residential Zone would be significantly larger than that proposed under the existing Low Density Residential Zone (as indicated on the map below).

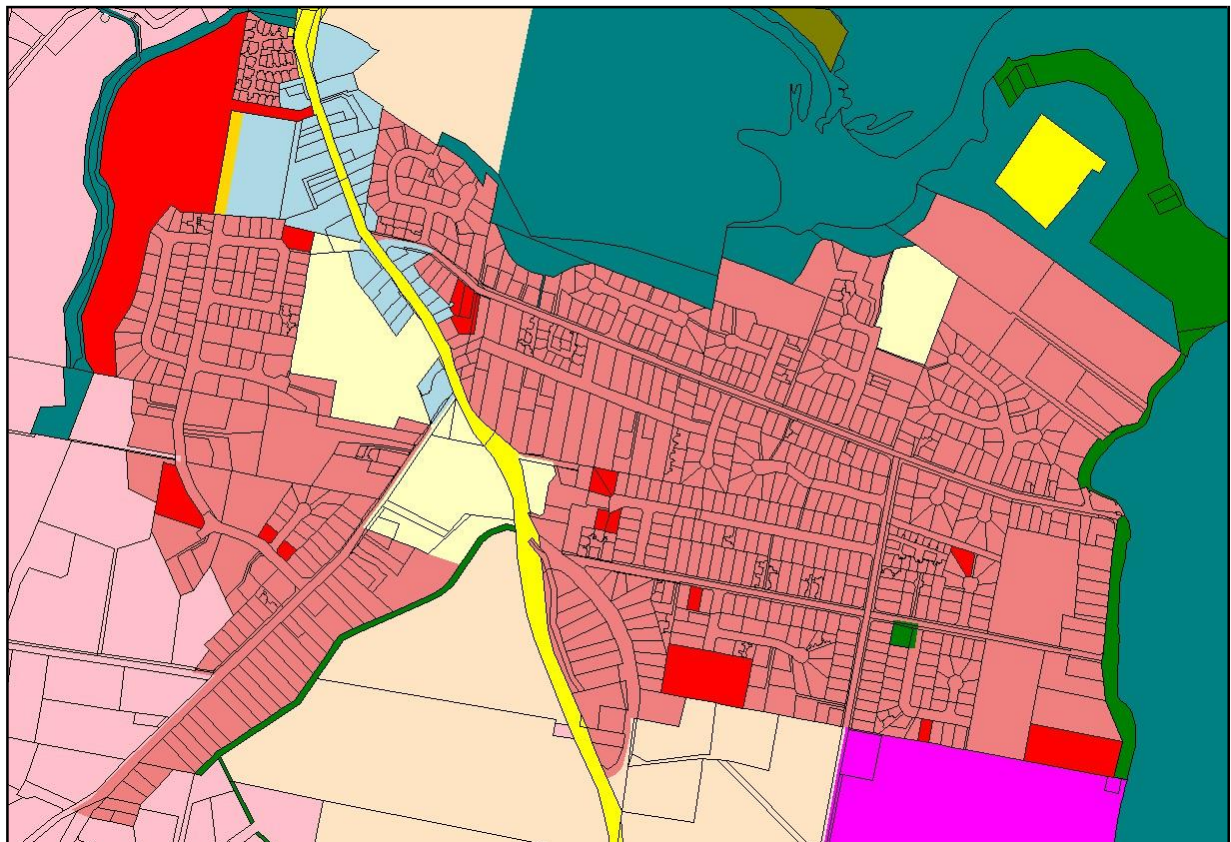


Map demonstrating the number of lots over 900m² that may be able to be subdivided if zoned General Residential (blue parcels of land) compared to the number of lots over 2000m² that may be able to be subdivided where zoned Low Density Residential (Area C Overlay) (hatched blue parcels of land).

From the map above, it can be seen that there are about 60 parcels of land that could potentially be subdivided now, as they are at least double in size than the required lot size minimum for the existing Low Density Residential Zone. An additional 170 lots that may be able to be subdivided, if zoned General Residential, are also shown. It needs to be borne in mind that these lots are also subject to site constraints such as existing dwelling locations, vegetation, minimum frontage requirements etc – all of which may further affect their development potential. As well as this, the respective landowners may have no desire to further subdivide their properties, so the map above only indicates the maximum subdivision potential rather than what may occur.

The multiple dwelling density for Margate is also limited under the acceptable solution in KIPS2015 to 1 dwelling per 1000m². Again, this restricts future residential growth. The general conclusion is that the extent of growth provided for within the KIPS2015 for Margate is considerably less than envisaged by the STRLUS. It is apparent that a significant part of the Margate urban area should be zoned General Residential in future.

Another issue relates to the extent of vacant land within Margate that is currently zoned Low Density Residential. This is quite limited (see map below). The larger parcel of land north of Dayspring Drive has had a previous retirement village approved in 2007, however this permit was never acted upon. It is unclear at this stage whether another application for the same use will be made to Council or individual residential lots proposed. A property this size could potentially be subdivided into approximately 60 lots (or significantly more if strata), in addition to new road lots etc, however the timing for future subdivision of this site is entirely up to the property owner. Reliance upon the subdivision of such a single site to accommodate future residential expansion is a high risk.



Extent of existing vacant lots in the Low Density Residential Zone shown as red parcels.

During those years when the rate of Margate's population growth was greatest (2001 to 2011), the increase in the number of dwellings approximated 41 dwellings per year. Since 2011 this rate has reduced to the extent that the average is now about 25 new dwellings constructed in the Margate area each year (with about half of these within Margate itself). This reduction can be largely attributed to the scarcity of available vacant land.

There are two main options for the outward extension of the existing urban footprint. One is to the south and includes the relatively large land parcels on either side of the Channel Highway. The other is to the south-west and includes the Meredith Road and Englefield Drive precincts. As well as this, it is possible for properties closer to the town centre to be rezoned as General Residential. This will facilitate infill development and assist in the future viability of the commercial centre of Margate. Each of these various opportunities are described below.

Proposed Southern extension

This proposal entails the rezoning of land from Rural Resource (as shown on the map below) to Future Urban. A further rezoning is then necessary to take into account the fact that it is yet to be determined as to where future zone boundaries will be located as a result of the proposed subdivision of the land – and that open space or recreation related zones may be needed for the provision of local parks or walkways. It is then likely in future that most of the affected land would be zoned as General Residential or Low Density Residential. Another constraint on the development of this land is ensuring that there is safe access on to the Channel Highway and additional traffic through other local neighbourhood roads is not excessive.

A Low Density Residential Zone does appear to be more appropriate for this land as there are site constraints (such as slope, electricity easements, dams and watercourses), plus it is some additional distance from the town centre (with some areas that are to remain as Low Density Residential still closer) and there will be adjoining properties that are zoned as Light Industrial and Rural Living.



Extent of land zoned as Rural Resource that could in future be zoned as Future Urban – this would include both sides of the Channel Highway.

It has been long recognised that this land will be developed for a future residential use, although an extension of the UGB in the STRLUS would be required (and this will require a more detailed consideration that builds on the statements made within this Land Use Strategy). A relevant local area objective exists for the Rural Resource Zone in KIPS2015 as follows:

Local Area Objectives	Implementation Strategy
Margate	
<i>(a) Land immediately south of Margate which is to the east and west of the Channel Highway is earmarked for future residential development.</i>	<i>The Rural Resource Zone is being utilised here as a holding zone that enables existing uses to continue up until that time that this land can be more intensively developed. This will in turn depend on such factors as sufficient wastewater treatment capacity and justifying an extension of the urban growth boundary for Margate.</i>

Proposed Merediths Road and Englefield Drive extension

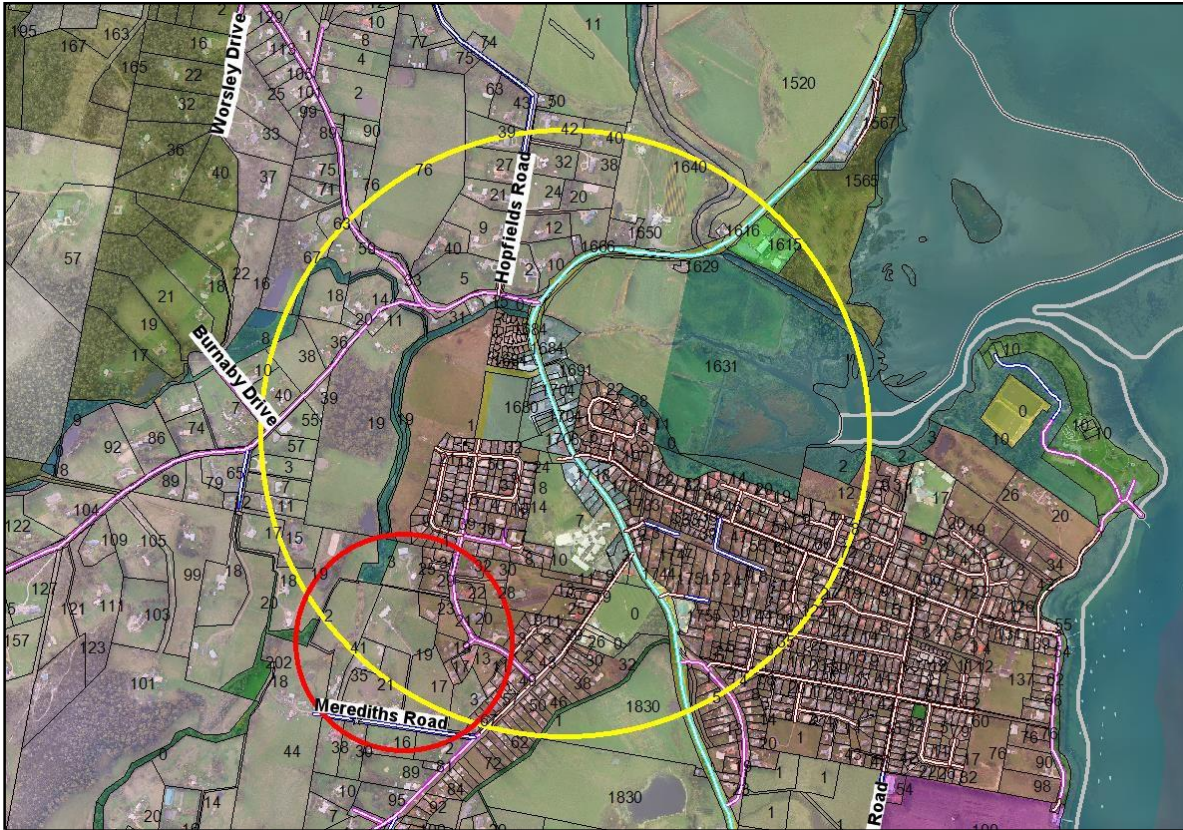
It is necessary to consider the need to rezone land along Van Morey Road – this is on both sides of Merediths Road and on both sides of Englefield Road and Hillview Road. The Merediths Road area is closer to the centre of Margate and it could have a stronger case than a rezoning of the Englefield Drive area. The latter consists of smaller blocks with dwellings centrally located within them and is less suited to further subdivision.

For Merediths Road, the parcels of land are larger and could be subdivided in a more efficient manner if this area was rezoned to Low Density Residential. It would still need a conscious decision to be made to extend Margate’s UGB (within the STRLUS) in this direction in order to enable the significant subdivision potential. It is estimated that if the Merediths Road area was rezoned, then about an additional 30 lots would be created (there would theoretically be more if all land was subdivided down to the minimum of 1,500m²).

A future subdivision proposal of land along Merediths Road, following rezoning, should include a contribution to the upgrade of the road and services itself. The subdivision of this precinct should be coordinated so that each developer pays an appropriate contribution to the eventual servicing of the whole area (including the upgrade to the junction of Van Morey Road).

This would be a significant residential expansion of Margate. It should be further considered as the area is within easy walking distance to the town centre (the plan below demonstrates this) and such a rezoning to Low Density Residential would be in accordance with land on the other side of Van Morey Road and in the adjoining Dayspring Drive area. It largely reflects the existing land use pattern and, on that basis, would be consistent with SRD1.6 of the STRLUS as it would be acknowledging an existing land use. Such a rezoning also provides affordable residential land for younger families in close proximity to schools, shops and services in a manner that is consistent with the Greater Hobart settlement objectives. There is little likelihood that this area would be developed to a higher General Residential density any time in the foreseeable future and it would provide for housing diversity options on the outskirts of Margate in an area with existing low density residential character.

In contrast, the Englefield Road area is much further from the town centre and should remain as Rural Living. It is largely a victim of the considerable gap in minimum lot sizes between Low Density Residential (1,500m²) and Rural Living A (1 hectare or 10,000m²). If there was another category of Low Density Residential – such as with a minimum lot size of about 5,000m² – then this would be more suitable for this Englefield Road and Hillview Road area and might enable some quite appropriate and limited future subdivision.



Yellow circle depicting the area within 800 metres of the centre of the shopping district on Channel Highway. Red circle demonstrating the locality of the subject land. (Source - planning submission: Emma Riley & Associates)

Proposed Rezoning to General Residential

The existing planning scheme zones all of the residential areas within Margate as Low Density Residential. This zoning is inappropriate for those areas that are closest to the commercial centre. It prevents suitable infill opportunities and does not reflect the changes that have occurred within Margate – in particular, the small-lot suburban nature of more recent residential development. It is necessary that a significant part of the urban area be zoned as General Residential in order to more accurately reflect both the existing settlement pattern and future desired development closer to the town's main services.

The central suburban area of Margate is proposed to be zoned as General Residential. The surrounding fringe areas would remain as Low Density Residential (including any extensions as described above), with the criteria for a rezoning to be based on the proximity to the town centre, size of existing land parcels, presence of any natural constraints and the type of existing development on site.

5.5.3.2 Commercial and Industrial Opportunities

The Channel Highway itself provides a well-defined main street that both divides Margate and provides its central community and commercial focus. A wide range of facilities are located along this short stretch of road – including the primary school, local shops and hotel, service station, health services (doctor, chemist etc), community hall and museum. The central business district of Margate stretches along the Channel Highway north and south of the Beach Road junction. This is a relatively narrow road reserve and the quality of the streetscape is generally poor. Inadequate car parking is available and it constitutes a relatively poor space for social interaction. The population of Margate has grown considerably in recent years and, although there have been some new developments within the CBD (eg redeveloped BP Service Station, new bakery, hotel upgrade), the main street still exhibits some longstanding shortcomings.

Margate's relatively rapid population growth has placed additional demands upon the commercial area of Margate and the services that are able to be provided. A reinvestment in the main street shops and the development of larger retail facilities would be desirable but has not occurred as quickly as needed. Such redevelopment should be encouraged as Margate warrants improved convenience shopping facilities. Margate should be able to provide a significant retail service that is able to service its local needs (plus those residents further south). In response to this, the Local Business Zone was previously extended back as far as the extension of Dayspring Drive. The approved shopping centre development in central Margate was triggered by the significant population growth and will include additional retail facilities. The establishment of the Channel Historical Museum in Margate has created a major community asset for the town and does attract more visitors and assists in the viability of other commercial establishments.

Leigh Woolley (Architect and Urban Design Consultant) provided the following comments in 2009.

"The townscape character of central Margate along Channel Highway is not cohesive, nor striking. Rather the streetscape is characterised by a diversity of building styles and periods intermittently strung along either side of the roadway. While buildings are focused toward the highway, as the original 'development spine', they are also irregularly set back from the street. Residences are mixed with commercial and retail outlets, with mature vegetation and gardens in several instances providing the dominant scale within the streetscape. Generally poor pedestrian amenity, combined with overhead power lines and a range of commercial signage, detracts from the town's setting and its natural features.

As the principal public spine and focus of the town, the Channel Highway must serve the dual role as the public domain of the town and arterial road for the region. In the absence of a by-pass (and the absence of a desire for a bypass) the Channel Highway will need to fulfil its dual civic role for some time to come. In this context it is necessary to vigorously assert its role as a public street and accordingly allow greater opportunity to 'pause' along its alignment through the centre of town".

Mr Woolley went on to recommend that any town centre strategy should include the following:

- *A desire for 'consolidation' of commercial activity, where additional parking, separate from the highway can be provided.*
- *An extension of the public realm, beyond merely the footpath of the Channel Highway, to provide linkage to other civic and public spaces.*
- *A public space focus for the town, capable of civic purpose.*
- *An improvement of the existing public domain, especially adjacent to any new public space focus.*
- *Capacity to address unsafe vehicular movements within the town centre environs.*
- *A consideration of (building) envelope massing for the town centre, including the relationship between commercial development and adjoining residential neighbourhoods and commercial development and the public domain.*
- *A consideration of improvements to the Channel Highway to ensure it meets current public amenity requirements in terms of bicycle lanes, accessibility and safety, seating, landscaping, signage and lighting.*
- *Three dimensional modelling of the precinct to consider desirable street edge and public domain massing, while maintaining the strong relationship between the public domain and the extended setting.*

In summary, an appropriate future scale and form of development "will be assisted by slowing traffic, consolidating commercial development at the strategic centre of the town, with buildings and coherent streetscapes which step with the landform, and support a public domain where people will desire to meet and socialise".

During 2013 a new roundabout was constructed at the Beach Road intersection. This provides a more efficient traffic management arrangement and facilitates other main street improvements. The western leg of the roundabout will provide road access into the proposed new retail development on the western

side of the highway. Planning approval has been granted for this development (a supermarket plus 16 specialty shops, over which there would be 16 professional offices, with 231 car parking spaces). This development will provide the desired off-street car parking, though time will tell as to how well it is able to positively contribute to addressing some of the abovementioned problems.

The KIPS2015 scheme does provide for an extended Local Business Zone in order to accommodate the proposed new shopping centre development. This provides ample room for the future commercial development that central Margate needs. This extended area will also take the pressure off the need for further ribbon development along the highway.

As mentioned earlier, it is proposed that Dayspring Drive be extended northwards so that it is able to come back out on to the highway just to the north of the hotel property. The extension of this road will facilitate the development of adjoining properties (for medium density residential development for example – and including that property on which the new shopping centre is to be located) and provide a road exit for the existing many residences in the Dayspring Drive area, rather than their sole access being by way of Van Morey Road. These intentions have been accommodated within the KIPS2015.

A relatively large area of industrial zoned land exists around the North West Bay Ships Maritime Park – immediately to the south of Margate. This land was originally set aside for marine related industry and other types of industries would benefit from being this close to the foreshore. There are still substantial vacant areas that are industrially zoned and these provide some opportunities for future development in this Margate area. The future industrial use of these properties should not compromise the residential amenity of nearby areas and suitable buffer zones will need to be accommodated within the industrial area itself. Accordingly this area is zoned as Light Industry. The analysis of whether there is sufficient industrially zoned land within the municipality is contained elsewhere within this strategy.

5.5.3.3 Public Utilities and Infrastructure Development

The Channel Highway provides the sole road access to Margate. Within the town, this road has been partly upgraded (as part of a Margate “make-over” project in the vicinity of the Beach Road roundabout) but is otherwise poorly presented and favours through traffic, rather than pedestrian amenity or any pleasant presentation of the town. There exist opportunities to improve this streetscape and incorporate better landscaping, car parking, pedestrian paths, more vegetation and public recreational areas – though most of this will rely upon sympathetic private development occurring on adjoining properties. Such development will be very important in defining Margate’s future character, image and attractiveness, in that the redevelopment of the existing commercial sites along the highway will greatly improve the streetscape and be able to provide for more off-street car parking.

As well as the Beach Road roundabout, the other main road junctions on the Channel Highway (being Van Morey Road, an extension of Dayspring Drive and Incana Road) require improvements to better handle the increased traffic loads that they currently and will in future experience. Dayspring Drive should be extended so that a new road access is provided on to the Channel Highway north of the hotel. The existing Dayspring Drive residential area is effectively a large cul-de-sac and excessive traffic is directed on to Van Morey Road. The future development of the land to the rear of the hotel should incorporate this road extension.

In regard to other public infrastructure, previous mention has been made of the recently increased sewerage treatment capacity. This will provide for development opportunities within Margate that were not previously available. This increase in capacity was made available in mid-2019 and so future rezonings can now be considered to enable development that was previously constrained. The subsequent impact of this future development will need to be planned for and two issues that warrant particular attention include stormwater and road junctions (such as on to the Channel Highway). The downstream impact of additional stormwater will require catchment modelling and ensuring that prospective developers contribute to the upgrades that can be attributed to their development proposals. Similarly, the additional traffic from a major residential subdivision will place increased demands on some junctions and the relevant developers will need to contribute financially to their future upgrades.

5.5.3.4 Public Amenity and Recreation

There are number of development opportunities that have been alluded to in the above discussion that will improve the public amenity of public areas within Margate. The main focus is on the 'main street' and the improved services and appearance that are needed in this immediate vicinity. This would encourage people to stay in this area longer and make it more viable – and build local community. This area extends to the south and encompasses the school, community hall, museum, Mens Shed and oval. Pedestrian amenity and the streetscape more generally can add to the appeal of this area.

Further afield, there are opportunities to improve local parks, including additional facilities and attractions at Dru Point. There are sections of road that require better footpaths (such as at the bottom end of Beach Road and the Esplanade – which is being upgraded in 2017/18) and better provision for cycleways can be made. The pedestrian/cycle way to Snug is a very popular link. This is an area that has many young families and the whole area needs to have good walking and cycling facilities for easy trips to school, shops, parks and when visiting others. Such opportunities should be designed into new developments throughout Margate.

5.5.4 Planning Scheme Response

5.5.4.1 Future Urban Growth

The discussion in the previous section has identified those areas where future urban growth can occur, both within and on the fringe of Margate. Margate can be divided in to a number of precincts – with the higher density living areas in the centre and lower densities (as defined by zoning) further out. Each of these precincts will have the capacity for future urban growth and they are as follows:

Town Centre – The area zoned as Local Business is sufficiently large enough to accommodate the necessary commercial needs and future growth to provide for local retail and other community services. There are areas of Community Purpose zoned land adjoining to support this and to build local community capacity.

General Residential Area – This is the existing area of Margate that now has a suburban type character due mainly to development that has occurred during the last 15 years. It forms the bulk of the residential area of Margate and includes some relatively undeveloped or lower density areas north of Van Morey Road. In considering a zoning change, it is acknowledged that circumstances have changed since public consultation occurred in 2006 when it was clear that the local Margate community regarded their town as a low density rural village. While there may be many who still feel that way, there is also a strong feeling that the character of Margate has changed as a result and this is exemplified in the dominance of the small lot development that has occurred south of Beach Road. A General Residential Zone will facilitate some limited infill growth close to the town centre.

Eastern Coastal Fringe – This is a relatively thin strip of land that fronts the Esplanade and which would retain its Low Density Residential zoning. It has coastal landscape values and in some places can retain some natural vegetation within private properties. There are coastal erosion problems in some places and a number of coastal structures and adjoins the Dru Point recreation area. It is an area that is highly valued by Margate residents and should retain its local semi-rural character. This can only be by ensuring that future development is a slightly lower density than elsewhere.

Merediths Road Area – This is an area of larger land parcels that is still within reasonably close proximity to the town centre. It should eventually be rezoned as Low Density Residential in order to enable appropriate residential growth on the fringe of Margate. This would need to be done in a coordinated fashion with the involvement of all affected landowners – who would all contribute to the necessary upgrade of Merediths Road and other associated road junctions and reticulated services as required.

The neighbouring parcels of land fronting Van Morey Road would retain their Low Density Residential zoning – including all of the larger properties on the southern side of Van Morey Road. It is proposed that the new scheme would retain the Rural Living A zoning, with an expectation that a planning scheme amendment may at some time in the future be prepared. This probably should be done by way of a SAP, in order to facilitate the coordinated development of public infrastructure within this area.

Englefield Drive Area – As previously outlined, it is proposed that this area remain as Rural Living A – as this category of the Rural Living Zone best describes the existing settlement pattern and type of development. It would extend south to the other side of Hillview Drive. It may be that future growth (by way of land subdivision) is possible if another category of the Low Density Residential Zone (with a larger minimum lot size) is provided for. The other possibility is that the future development of the adjoining ‘Margate South’ precinct (see below) provides the strategic justification for a higher residential density. This would be because Englefield Drive would be the main road access into an area that has been developed to a higher density.

Frosts Road and Hickmans Road Area – This area has been zoned as Rural Living and this will continue to be the case in the new scheme with Rural Living (B) being the appropriate category (based on current settlement pattern). South of Slattery’s Road it will be Rural Living (C) to reflect the larger land parcel sizes.

Margate South and Gemalla Road – It is proposed that this extensive area be zoned as Future Urban. A master planning exercise will be required that will determine the precise nature and location of the future zones. The Future Urban Zone is essentially a holding zone in much the same manner as the current Rural Resource zone has been applied in the current scheme. The initial view is that most of the land should be zoned as Low Density Residential. Such a zone provides a suitable buffer between the township itself and the outlying semi-rural areas and adjoining industrial area. The concentric spatial pattern of a decreasing density away from the town centre, is considered good planning practice that separates conflicting rural and peri-urban land uses from the higher density urban area. It should however also be noted that this is outside of the STRLUS Urban Growth Boundary and a change to the regional strategy would also need to be made in conjunction with any rezoning approval (see below). The land south of Gemalla Road would be zoned as Rural Living (C), the same as the larger land parcels on the western side of the Highway.

Light Industrial Area – The existing Light Industrial zoned area is proposed to remain unchanged. There is still some capacity for further development within this area although the changes in the SPPs do reduce the controls that can be imposed on off-site impacts. This may present a future problem at Margate due to the proximity of residentially developed areas. It is also one reason why the adjoining land to the west would in future need to be zoned as Low Density Residential (rather than General Residential). There is a parcel of vegetated Crown land within the centre of the industrial area, which is zoned as Light Industrial. This cannot be developed because of the high priority vegetation and so the only alternative is to zone it as Environmental Management.

Derwent Avenue and Barretta – This Derwent Avenue area is currently zoned as Rural Living and this would continue in the new scheme as Rural Living (A) – for all of the area south of the industrial area and including land parcels on the western side of the Highway. West of that area and then west of the former landfill (along Frosts Road), the larger land parcels would be zoned as Rural Living (B). The small residential area of Barretta should be treated in the same way as the Derwent Avenue area and be zoned as Rural Living (A). This will limit subdivision of some of the larger blocks. Both areas are unsewered.

Hopfields Road Area – This area is just north of Margate and is separated from the town by the Margate Rivulet. It is zoned as Rural Living within the KIPS2015 and consideration was given to its future zoning bearing in mind its relative proximity to the township. It is proposed that this area continue to be zoned as Rural Living, with Rural Living (A) being the most appropriate category.

As noted above, the Margate South and Gemalla Road precinct would require an amendment to the STRLUS Urban Growth Boundary. This will require an appropriate response to the Planning Policy Unit's Information Sheet RLUS1 in regard to Reviewing and Amending the Regional Land Use Strategies.

5.5.4.2 Responding to State Planning Provisions

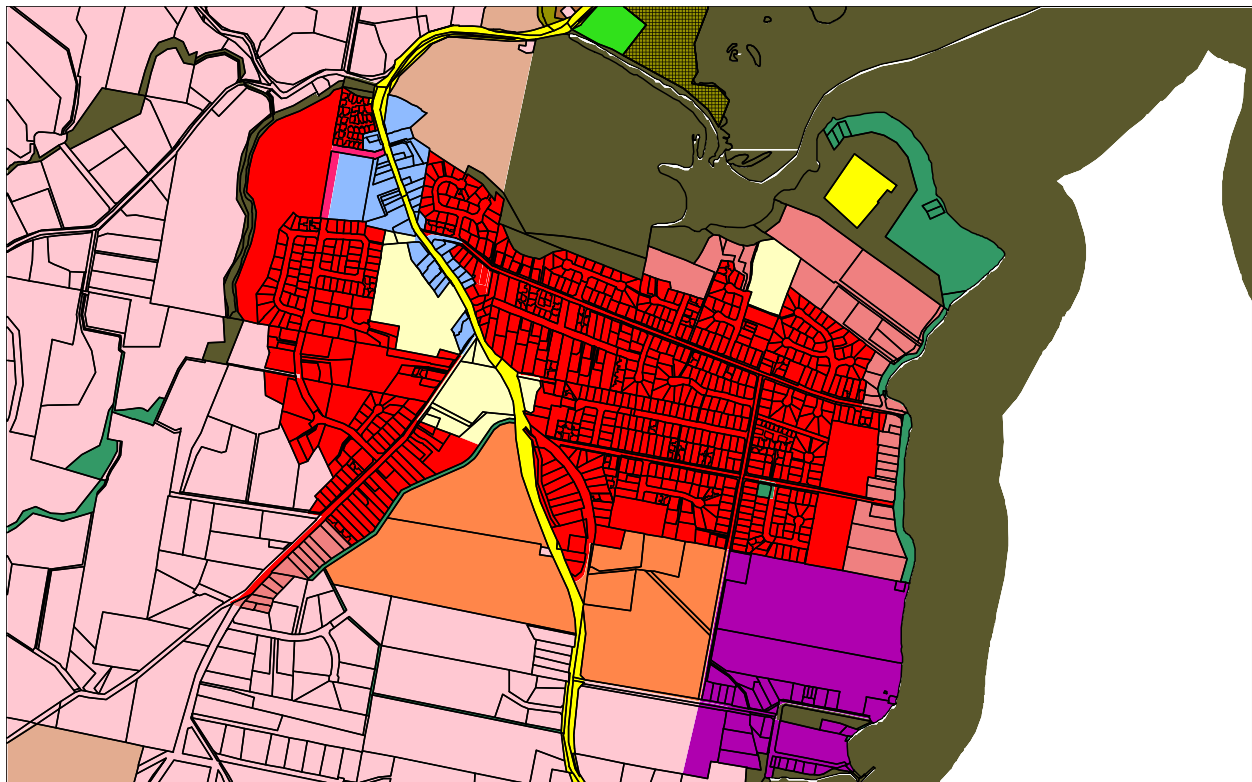
The State Planning Provisions will trigger a number of changes to the existing zoning of land in Margate. The most influential of these changes relates to the increase in the minimum lot size for the Low Density Residential Zone. This will be 1,500m², compared to the existing minimum lot size in the KIPS2015, which is 1,000m². This is combined with the fact that more recent development within Margate has been of a character that is more suited to a General Residential Zone. In response, it is proposed that most of the residential areas in Margate should be zoned General Residential and this will also encourage higher density development closer to the town centre (which is not possible under the existing zoning).

There is no other category of the Low Density Residential Zone above this 1,500m² minimum lot size and the next available option is in fact the Rural Living A Zone which has a minimum lot size of 1ha (10,000m²). This large separation results in some difficulty in choosing a suitable zone for the fringe areas – that is, the areas beyond the existing Low Density Residential Zone such as Merediths Road and Englefield Drive. They are at this stage left as Rural Living, however it is acknowledged that in future they could be rezoned as Low Density Residential (and this would be greatly facilitated if there was another category of LDR zoning – such as with a minimum lot size of about 3,000m²).

The SPPs provide for a Future Urban Zone. This is the appropriate zone for the parcels of land immediately south of Margate that are zoned Rural Resource in the KIPS2015.

5.5.4.3 Proposed Zoning

The proposed zoning for Margate is as shown on the map below:



PROPOSED ZONING - Margate

The proposed zoning within and around Margate will change significantly from that which is in the KIPS2015. It will follow the directions set above in section 5.5.4.1. As a result:

The town centre area will be zoned **Local Business** and **Community Purpose** (same as existing zones).

The main residential area of Margate will be zoned **General Residential** (currently zoned Low Density Residential), with only a few fringe areas to retain the existing **Low Density Residential** zoning.

The other major change is to rezone the the large parcels of land immediately south of Margate (east of Englefield Drive and extending right through to the light industrial area and which are currently zoned Rural Resource in the KIPS2015) as **Future Urban**. Other properties around the fringe of Margate will retain their existing zoning (or the SPP equivalent).

The Local Area Objectives for Margate could potentially be as follows (as based on past desired future character statements):

Margate has a separate identity to the more suburban areas around Kingston and needs to develop so that it can provide for the local services and needs of its own community and surrounding hinterland. The existing rural connections and character should be retained.

Margate is valued because of its affordable living and appeal to younger families. These attributes should be built upon, with complementary services being encouraged and suitable residential areas being provided.

There should be flexibility in housing forms provided within Margate. Multi-unit or medium density development should be located close to the central area of Margate and the available commercial and community services. Aged care facilities and housing that allow older community members to remain in the local area are desirable.

Convenient public access to coastal and riparian reserves should be enhanced and other recreational links, including an integrated network of tracks and trails, should be provided for both within and surrounding Margate.

Main street improvements are required and development should be encouraged that improves the streetscape and provides for improved public amenity, convenience, safety and recreational experiences. Better facilities for younger children in or near the main street are also desirable.

Further commercial development within the central area of Margate is desirable and this should also utilise opportunities to renovate or replace existing premises to improve the public amenity of the main street area and provide for off-street car parking.

5.6 SNUG AND CONINGHAM

5.6.1 Background

5.6.1.1 Study Area

Snug is a residential settlement that then spreads south into Lower Snug and Coningham. These latter areas generally have larger lot sizes and are located in a more bushland or rural setting. The total permanent population is about 1,500, plus there are many holiday homes (mainly in Coningham). Like

Margate, this is a relatively younger population with the median age being less than the Kingborough and Tasmanian average.

Most of the Snug township is located between the Channel Highway and the waterway to the east, although some residential expansion is occurring west of the Highway. A small civic and commercial area is located alongside the highway. Community and retail services (school, doctor, shops, hotel) and limited public transport are available. The Snug Primary School is the most dominant built feature and a major focus for the local community.

5.6.1.2 Strategic Context

The regional strategy includes Snug and Electrona within the Greater Hobart area (but does not include Lower Snug or Coningham). Snug is referred to as a “Minor satellite of Greater Hobart”. The Urban Growth Boundary encompasses the existing urban footprint, so no major expansion is envisaged in the foreseeable future.

5.6.1.3 Community Consultation and Desired Future Character

The main features described within Snug’s desired future character statements (in KPS2000) related to future subdivisions having larger lot sizes, the need to protect local environmental assets (particularly coastal reserves), the opportunity for limited commercial development on the highway and the need to limit excessive urban growth. The character statements for Coningham emphasised the need to protect existing residential amenity and local natural values.

The strongest character statements or directions for Snug that came out of public meetings held in 2006 were that:

- Snug’s character as a small rural town with low density housing should be protected through larger minimum lot sizes.
- Further expansion of the town should be contained.
- Building height limits should be imposed.
- The coastal environment should be protected and opportunities for public access enhanced.
- The forested skylines and other bushland areas should be protected.
- Coningham’s existing character as a low density rural residential and recreational type township should be protected.
- New development should protect existing beach and coastal amenity.

Since then, the issues that have appeared to be of most public interest have included the impact of through traffic on Snug, the parking issues that occur on the Channel Highway at the start and end of school days, the condition of some local roads, coastal erosion and the threat of inundation, stormwater management (in Coningham particularly), the clearance of coastal vegetation, the need for roadside footpaths and streetscape improvements generally.

The Desired Future Character Statements within Schedule 14 of the KPS2000 for Snug were as follows:

1. Snug is a moderately sized township that has not changed a great deal during the last 20-30 years. Significant urban growth within Snug is not desirable and only incremental change is to be encouraged.
2. Snug’s location and setting provides much of its distinct character and identity. In this regard, important aspects that require protection are the forested hills to the west around Snug Falls and the coastal foreshores with the associated need to provide for public access and recreation.

3. Houses along Beach Road have large setbacks, are generally single storey and the width and space of Beach Road is a significant feature. Future development should be consistent with this streetscape, and development alongside other local streets should also complement local character.
4. Snug has a substantial recreational area, well-used beach and informal open space environment near the mouth of the Snug River. This area's amenity is to be protected from inappropriate residential or commercial development and natural values enhanced where possible.
5. Aged care facilities have been built in the past off Beach Road and this has proved to be a satisfactory form of development that could progressively expand in the future.
6. The rural character of larger lots is to be retained in future subdivision. In-fill unit development will be restricted. Low density residential development may be possible off Beach Road and to the immediate south-west of the town.
7. Substantial commercial development along Channel Highway within Snug is to be restricted consistent with the town providing only limited services for local residents and the passing trade. Larger commercial facilities can be provided for in Margate and Kingston.
8. The Lower Snug area is more similar in character to Coningham, in that the settlement pattern is more informal and there is restricted sewer and water capacity. Future development should be at a lower density to protect the sense of space and native landscapes still apparent in this general area.

The Desired Future Character Statements within Schedule 14 of the KPS2000 for Coningham were as follows:

1. Coningham is an isolated settlement that has very limited capacity for expansion due to the narrow entrance road and the absence of reticulated water and sewerage. Any further significant subdivision of land is to be discouraged.
2. The existing residential amenity and natural values of the area should be protected. Low-density living is a desired character for the area and any significant change to higher densities is to be avoided.
3. Coningham's coastal location and setting provides its distinct character and identity. New development should ensure that existing public recreational amenity and coastal values are protected.

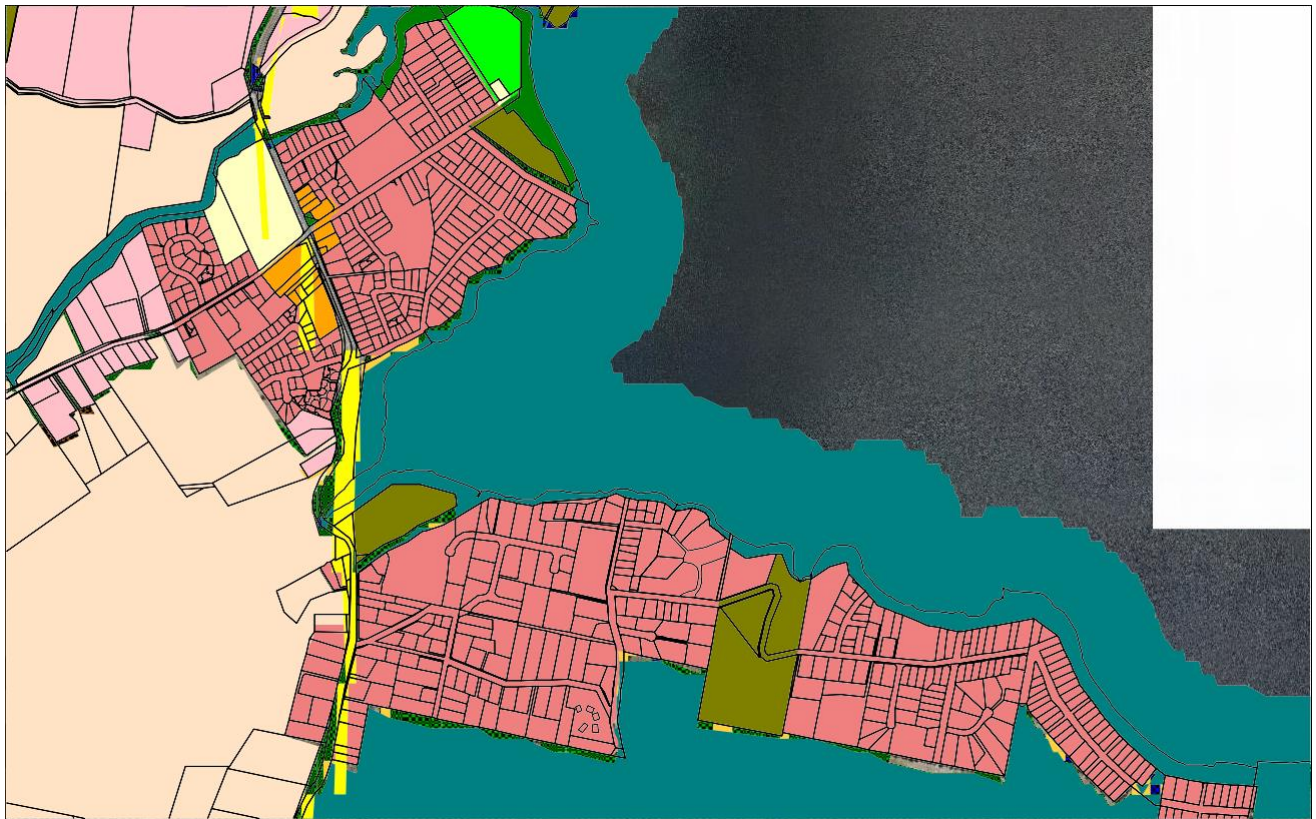
The 1998 community Charrettes Report recommended that the main planning focus for Snug (like Margate) relates to much-needed improvements to its main street. "The commercial and community facilities and services are scattered along the main street and there is no cohesion in their design, presentation or function". This is still the case and the Channel Highway through Snug requires some significant streetscape improvements together with compatible private commercial development. Public facilities such as additional car parking, footpaths and rest areas are also needed. Additional waterfront development was also advocated in the Charrettes Report in order to improve facilities and increase public use and enjoyment of the area.

The desired future character statements for Electrona (in KPS2000) relate to the need for future residential development to improve local amenity and presentation, while at the same time preserving any past industrial heritage features.

5.6.1.4 Current Planning Scheme

The Zones within the new planning scheme will focus on reflecting the existing land uses within Snug, Electrona, Lower Snug and Coningham. Due mainly to current servicing constraints, there is to be almost no outward expansion of the existing urban footprint. The particular zones to be applied include:

- All of the existing residential areas that are serviced (within Snug and Electrona) have been zoned **General Residential**. The residences that are not serviced (within Lower Snug and Coningham) have been zoned **Low Density Residential**.
- The small commercial area on the highway in Snug is zoned **Village**. This Zone's purpose is to provide small rural centres with a mix of residential, community services and commercial activities. The industrial area at Electrona is zoned **Light Industry**.
- The foreshore reserves are zoned **Open Space** and active recreation areas (sports field) are zoned **Recreation**. The school is zoned **Community Purpose**. An area of **Rural Resource** zoned land south of Snug Tiers Road has been identified for long term residential expansion.



KIPS2015 ZONING MAP OF SNUG AND CONINGHAM

5.6.2 Current Situation

5.6.2.1 Natural Environment

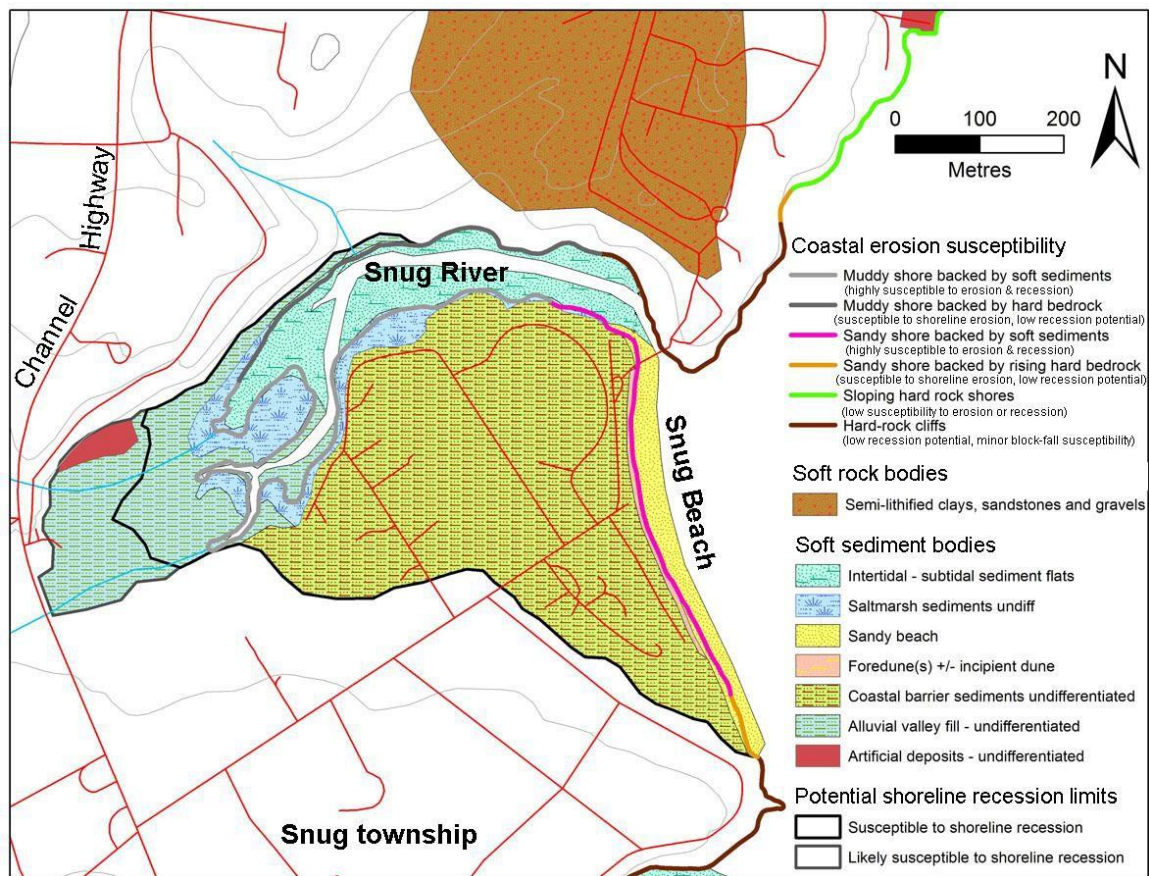
These are coastal settlements and the most dominant natural feature is the coastline. Snug faces the entrance to North West Bay and the D'Entrecasteaux Channel – with Tinderbox and Dennes Point on Bruny Island directly to the east. There are popular beaches at Snug and Coningham and these, together with adjoining land, provide for a variety of recreational activities.

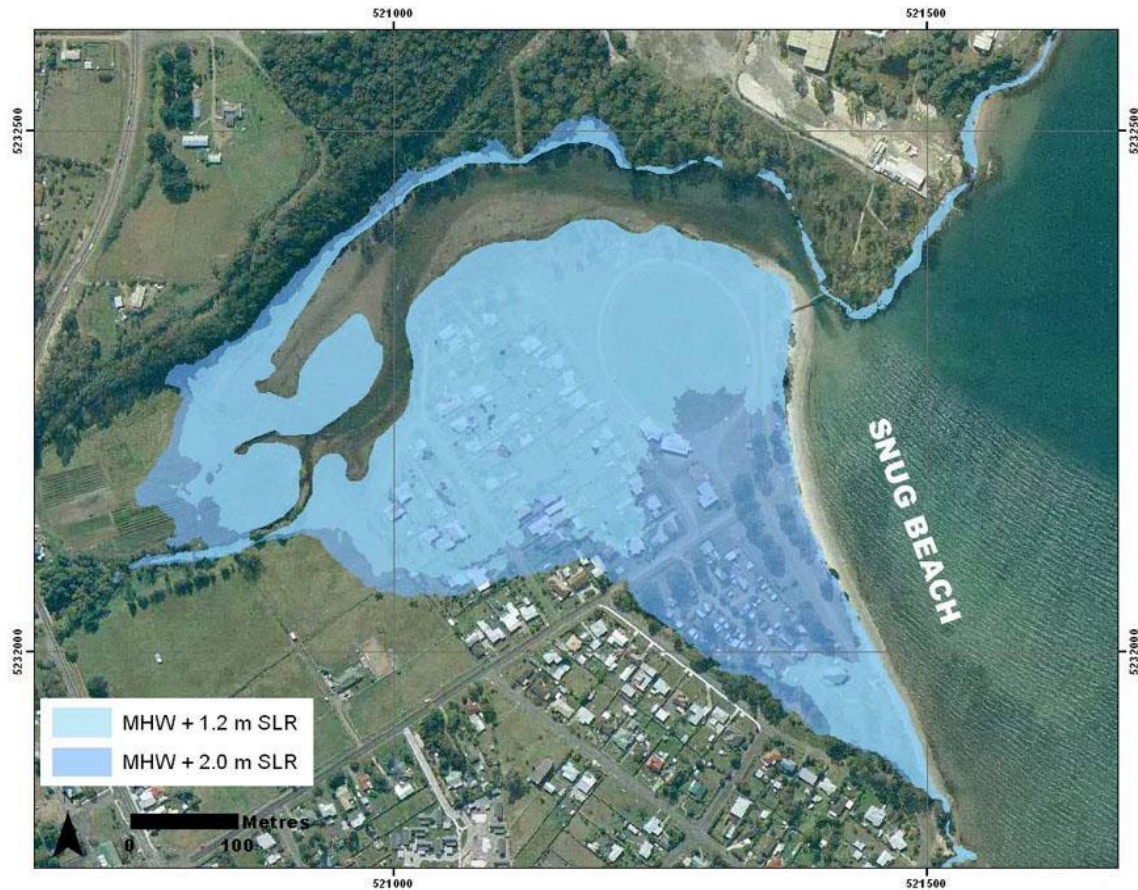
Most of the foreshore along the edge of these settlements contains a corridor of native vegetation. Developed foreshores are relatively few (primarily at Snug and Coningham beaches) and the natural

coastal environment in this area is highly valued (although there have been instances of illegal clearing within the public reserve). There is considerable local community interest in protecting the coast and enhancing recreational access.

To the south of Coningham (and adjoining the residential area) is the Coningham Nature Recreation Area. This is a refuge for a number of threatened plant and animal species (including the swift parrot and 40 spotted pardalote).

Snug was completely burnt out in the 1967 bushfires and there is an ongoing bushfire risk for all of the surrounding areas. The other most significant local natural hazards in the area include coastal erosion and flooding. Coastal erosion has been particularly noticeable at Snug and Coningham beaches and there is clear evidence of the vegetated banks at the back of both beaches being undercut. Various studies have been done into these issues. There has been some flooding along Snug Rivulet and Council has investigated the potential for the inundation of the lower parts of the Snug township – particularly during storm surge event and as accentuated by future sea level rise. The diagram below shows the susceptibility of the Snug foreshore to coastal erosion.





The diagram above indicates the potential for inundation under the future scenarios of 1.2 and 2.0 metres above current mean high water mark (due to a combination of storm surge and sea level rise).

5.6.2.2 Water, Sewerage and Stormwater Infrastructure

Reticulated sewerage services are provided to Snug (and Electrona) and the wastewater effluent is treated at the nearby Electrona treatment plant. This treatment plant has been decommissioned (in early 2019) and all wastewater will be sent north and will be treated at the new Blackmans Bay treatment plant. This has sufficient capacity to allow further development to occur at Snug – unlike the former Electrona treatment plant.

Water reticulation is also available to both Snug and Lower Snug, although there are some capacity constraints. Coningham is not serviced. There have been stormwater issues in Coningham as a result of occasional infill subdivisions. These have been addressed but the potential problems of infill development will continue to occur in Snug, Lower Snug and Coningham. Downstream infrastructure often does not have the capacity to cope with increased loads.

5.6.2.3 Access, Traffic and Parking Issues

The traffic issue that generates the most community concern is along the Channel Highway in Snug. There are high traffic levels at those times when parents pick up children from the primary school and may also be visiting the shops. People are crossing the road and all roadside parking is taken up. The school is developing some on-site parking solutions that may partly address this issue.

There are no other significant traffic congestion or parking issues (other than at school pick-up times). There have been suggestions that a designated park-and-ride parking area could be placed within Snug for commuters to Hobart. The entry into Coningham via Old Station Road is narrow and can present some problems, but this has been recently upgraded and is now quite satisfactory. There are other local roads throughout the area that also require periodic upgrades and these are attended to by Council as necessary.

Parking at Coningham Beach can be an issue. However there is little capacity to increase the existing area and the only available option is to improve its general condition.

5.6.2.4 Commercial and Industrial Uses

The Channel Highway is the main commercial centre of Snug. However its main function is to provide for through traffic, rather than for local community needs. The Charrettes report (1998) pointed out how the scattered commercial sites along the highway resulted in a lack of any cohesive form or design within Snug. Some of the commercial establishments have been upgraded and a new mixed use (retail and apartments) development has been constructed at the corner of Beach Road and the highway. It is still apparent that this area (on the eastern side of the highway) needs some further attention and reinvestment.

Within Snug itself, the largest development is the Christian Homes' Snug Retirement Village. This has increased in scale in recent years and satisfies a growing need within communities such as Snug.

Just north of Snug is the industrial area of the former Carbide Works at Electrona. This is now zoned as Light Industrial and contains a number of industrial businesses and, due to the highly disturbed nature of this site, will continue to be aligned with future industrial type uses.

5.6.2.5 Existing Residential Land Supply

There are a number of residential subdivisions that have been constructed in recent years in Snug. Examples include those alongside the Snug Rivulet beside the highway, north of Snug Tiers Road and at the former Pitt's poultry farm on the southern edge of Snug. These subdivisions have provided the additional lots to meet recent demand. New residents have also moved in to Electrona, Lower Snug and Coningham. This is an area that is still within commuting distance of Hobart (and further enabled by the construction of the Kingston Bypass) and any subdivided blocks are quickly taken up.

Coningham (and Lower Snug) is zoned Low Density Residential in the KIPS2015 that permits subdivision down to a minimum of 2,500m². Additional residential development within Coningham is limited by the current zoning, absence of reticulated services, poor road access and the fact that most land is already developed. The local community wants this existing isolated low-density character to be retained.

The Electrona village was a "master-planned" development with a grid street pattern and recreation area. This subdivision is now fully occupied with standard residential housing. There are also some residences to the south at Pothana Road and at Cawthorn Road. These Electrona settlements are essentially built out without any capacity for expansion.

5.6.2.6 Community Facilities and Public Recreation

Snug Beach and the surrounds provide for a range of active and passive recreational opportunities – including a community hall, playground (with an additional new much larger playground being built in 2019), sporting facilities and a caravan park. There is a walking track alongside the Snug Rivulet. The primary school and the retirement village are centres of community activity within Snug. The Snug and Coningham beaches are also a recreational focus and are particularly popular areas over summer. The public toilets at Coningham are being replaced during 2019 and this beach, in particular, is expected to continue to grow in popularity.

5.6.2.7 Heritage Values

The Coningham Nature Recreation Area is listed in the current Historic Heritage Code in the KIPS2015. There are no other listed heritage places within the KIPS2015 however a review is being undertaken of any potential places that may have “local” heritage significance. Once they have been identified, a new list will be prepared for inclusion within the Local Historic Heritage Code.

5.6.2.8 Surrounding Land Uses

Snug is bounded by the Snug Rivulet to the north and there is no capacity for the urban area to expand in this direction. Coningham and Lower Snug are bounded by the Coningham Nature Reserve to the south.

To the west there is some limited capacity for extending development along Snug Tiers Road, with a few properties capable of further subdivision. The topography and quality of local roads or property access provide constraints. The land uses to the west of Snug are rural with the land being of relatively poor agricultural value. There is some arable land to the north beyond the Snug Rivulet.

5.6.3 Development Opportunities

5.6.3.1 Residential Demand and Growth Opportunities

There is a reasonably strong demand for affordable housing within Snug as it has its own inherent attractions and is regarded as being within relatively easy commuting distance of Hobart (or Kingston).

While Electrona and Coningham have little capacity for further residential expansion under the existing KIPS2015, there is some future potential for Snug. That said, Snug cannot expand to the north because of physical constraints – there is the Snug Rivulet (with arable land alongside it suitable for future agricultural production and flood dispersal), steep slopes and the Electrona industrial area. To the south, there is Lower Snug and bushland. However to the west there is the possible future extension of residential development on the cleared paddocks in the western part of the former poultry farm south of Snug Tiers Road – see below. Other relevant issues include the need to manage the density of future development and avoiding a suburban type character from being too dominant within these rural settlements.

Like Margate, consideration needs to be given as to whether the General Residential Zone is an appropriate zone for Snug – it is not appropriate for Lower Snug or Coningham as they are not on the sewerage service. Snug has not experienced the same degree of suburban-type growth in recent years that Margate has. The house blocks are larger and have other physical constraints (topographical to the west and inundation to the east). It is proposed that the General Residential Zone only be applied to the retirement village and all of that area between it and the highway. This includes the properties fronting Cutana Parade, Torpy Avenue, Riverstone Close and Snow Gum Drive – and that part of Beach Road (both sides) down to Frost Street. All of the other areas would retain their existing zoning of Low Density Residential.

There is still the capacity for more infill development along Beach Road to occur and for some existing residentially zoned land within Snug to be developed. This is being constrained by existing owners not being keen on developing their properties in the foreseeable future and so there is a need to consider other potential sites suitable for future residential development.

In this regard, the most likely opportunity is the residential expansion westwards of the land that was within the former poultry farm south of Snug Tiers Road. This land has been zoned as Rural Resource in order to allow for the continuation of the existing use and as a holding zone that may in future enable some residential development. The previous view has been that this future development would only be

possible once there is sufficient sewerage treatment capacity at Electrona. This constraint has now been removed.

On that basis it is proposed that this land be zoned as Future Urban. Such a zoning would enable a combined planning scheme amendment and subdivision application to be prepared that appropriately defines the new zoning boundaries – as it is expected that not all of the land will be zoned for residential purposes. It should be noted that the residential zoning would be Low Density Residential – the same as the first stage of development but that the minimum lot size will have increased from 1,000m² to 1,500m². It should however also be noted that this is outside of the STRLUS Urban Growth Boundary and a change to the regional strategy would also need to be made in conjunction with any rezoning approval.

At this point in time the further development opportunities for Lower Snug and Coningham are very limited. There is only limited infill subdivision potential due to the Low Density Residential minimum lot size of 2,500m². As a result of the SPPs, this will reduce significantly to 1,500m² and this will create many new subdivision opportunities. This does present some problems as the land in this area does have some physical constraints – including the soil conditions for wastewater disposal, the conservation value of existing vegetation (E. amygdalina forest and woodland on sandstone) and the hilly slopes in some instances – plus the limited capacity of existing road and stormwater infrastructure. The ability to subdivide down to smaller lot sizes is likely to generate a number of site specific problems but this is an area that is not suited to any other alternative zoning. It is expected that Coningham and Lower Snug will continue to be a small coastal residential settlement without its own local services.

A Specific Area Plan is proposed to be applied to this Coningham and Lower Snug area. The main objectives of this SAP are to limit subdivision to lots that are of a similar size to that allowed under the current KIPS2015 and to protect existing biodiversity within this bushland residential area located between the Coningham Nature Reserve and the coastal reserve. The hilly topography and the poor wastewater capacity of local soils are also factors in ensuring that larger lot sizes are necessary.

5.6.3.2 Commercial and Industrial Opportunities

As previously mentioned, there is an opportunity for the local business area on the eastern side of the highway in Snug to be further developed and for the “main street” to be made more appealing. Some form of master planning is required for this area that identifies how it can be improved by providing public landscaped spaces (a line of street trees), consistent signage, street lighting, seating, car parking, public transport facilities and the creation of a more cohesive identity. This needs to complement the public recreational facilities available at the Snug Beach.

This would be the most important development opportunity to improve the amenity of Snug and to encourage additional private investment. This will only ever be a relatively small commercial area, but it would certainly benefit from a local ‘make-over’.

The Electrona industrial area to the north does have some potential for more intensive development and some limited growth outwards. This growth is limited by the extent of the existing vegetation, power lines, contaminated land, visual amenity and suitable access. This is an area that could also benefit from a review and a ‘master plan’ to guide its future development.

5.6.3.3 Public Utilities and Infrastructure Development

The most significant change in regard to public utilities is the decommissioning of the Electrona treatment plant and the connection of reticulated sewerage to Blackmans Bay. This will facilitate the rezoning of land that will enable development that was previously constrained.

Other public infrastructure improvements mainly relate to roads and stormwater or recreational and community facilities. In each of these cases, Council has been upgrading such infrastructure on a fairly regular basis – with considerable work being done in the Snug/Coningham area in recent years. This has

reflected the ageing infrastructure that does exist, the need for streetscape and recreational improvements and the increased population and demand in the area.

Particular attention has been given to the Snug and Coningham foreshore area. At Snug there are houses that are potentially under threat from coastal inundation and there may need to be some protective works constructed that reduce the risks to both public and private assets.

5.6.3.4 Public Amenity and Recreation

As mentioned above, there is the need to improve public amenity within the 'main street' of Snug. Local parks and beaches can also be improved with better public amenities (car parking and public toilets), walking trails and improved environmental conditions (beach erosion arrested, removal of beached dinghies, tree planting, weed removal etc). The area's growing youth population also warrants improved playgrounds and other activity spaces. The Snug community hall is an important facility in this regard and it is proposed that an additional multi-age suitable playground be provided as well.

5.6.4 Planning Scheme Response

5.6.4.1 Future Urban Growth

The capacity for future urban growth in the Snug, Lower Snug and Coningham area can be summarised as follows:

- Infill development can occur within a few larger undeveloped properties within Snug, with there being one in particular that may be zoned as General Residential and could ultimately generate about 30 lots.
- Infill development can occur as a result of the rezoning of some areas as General Residential and the reduced lot size of the Low Density Residential Zone. In both cases this will increase the likelihood of future subdivision within Snug. The amount of new lots created will be determined by the willingness of owners to subdivide their properties and the suitability of the affected land. It is estimated that they might be an additional 10 lots subdivided within Snug.
- An area on the western fringe of Snug is recommended to be zoned as Future Urban and this would be an extension of the recently developed subdivision of Sunsail Street and Open Drive – in each case, these roads end at the boundary of the subject land. It should however also be noted that this is outside of the STRLUS Urban Growth Boundary and a change to the regional strategy would also need to be made in conjunction with any rezoning approval.
- For Lower Snug and Coningham, there is currently the 'theoretical' capacity of about another 30 lots to be created through subdivision. This would be an excessive amount and a SAP is required to address the significantly increased number under the SPPs due to the reduction in the minimum lot size for the Low Density Residential Zone.

These opportunities would constitute the full extent to which further residential development might occur in the foreseeable future. There would be constraints on the physical expansion of the urban areas and no further infill would either be likely or desirable.

As noted above, the proposed residential extension on the western fringe of Snug would require an amendment to the STRLUS Urban Growth Boundary. This will require an appropriate response to the Planning Policy Unit's Information Sheet RLU1 in regard to Reviewing and Amending the Regional Land Use Strategies.

5.6.4.2 Responding to State Planning Provisions

The State Planning Provisions will trigger a number of changes to the existing zoning of land in Snug. The first is that a General Residential zoning will be introduced for the more suburban type areas of the

settlement. This will encourage higher density development closer to the town centre (which is not possible under the existing zoning). One of the reasons for doing this is due to the increase in the minimum lot size for the Low Density Residential Zone. This will be 1,500m², compared to the existing minimum lot size in the KIPS2015, which is 1,000m² for Snug. That is, some parts of Snug (close to the centre) will have a reduced minimum lot size for subdivision (going from 1,000m² to 450m²) while others (further out) will have an increased minimum lot size for subdivision (going from 1,000m² to 1,500m²)

The SPPs provide for a Future Urban Zone. This is the appropriate future zone for the land west of Sunsail Street and Open Drive in Snug and which is currently zoned Rural Resource in the KIPS2015. The SPPs do not provide for an Environmental Living Zone. Land that is zoned for this purpose will normally be zoned as Rural Living (or Landscape Conservation). In the case of the Snug Caravan Park, this parcel should be zoned as Low Density Residential as it would be consistent with the adjoining zoning of land and it is in accord with the SPPs (a caravan park would be permitted within this Zone).

For Lower Snug and Coningham, it is different as the Low Density Residential Zone there has a minimum lot size requirement of 2,500m². Within the SPP, there is no other category of this Zone above the 1,500m² minimum lot size and the next available option is in fact the Rural Living A Zone which has a minimum lot size of 1ha (10,000m²). This large separation results in some difficulty in choosing any other alternative zone for Coningham and Lower Snug. All of these areas will have to be zoned as Low Density Residential as it would be the most suitable available zone for this area – and to address the area's natural values and existing character it is necessary prepare a Specific Area Plan that increases the minimum lot size and retains the existing safeguards within the KIPS2015.

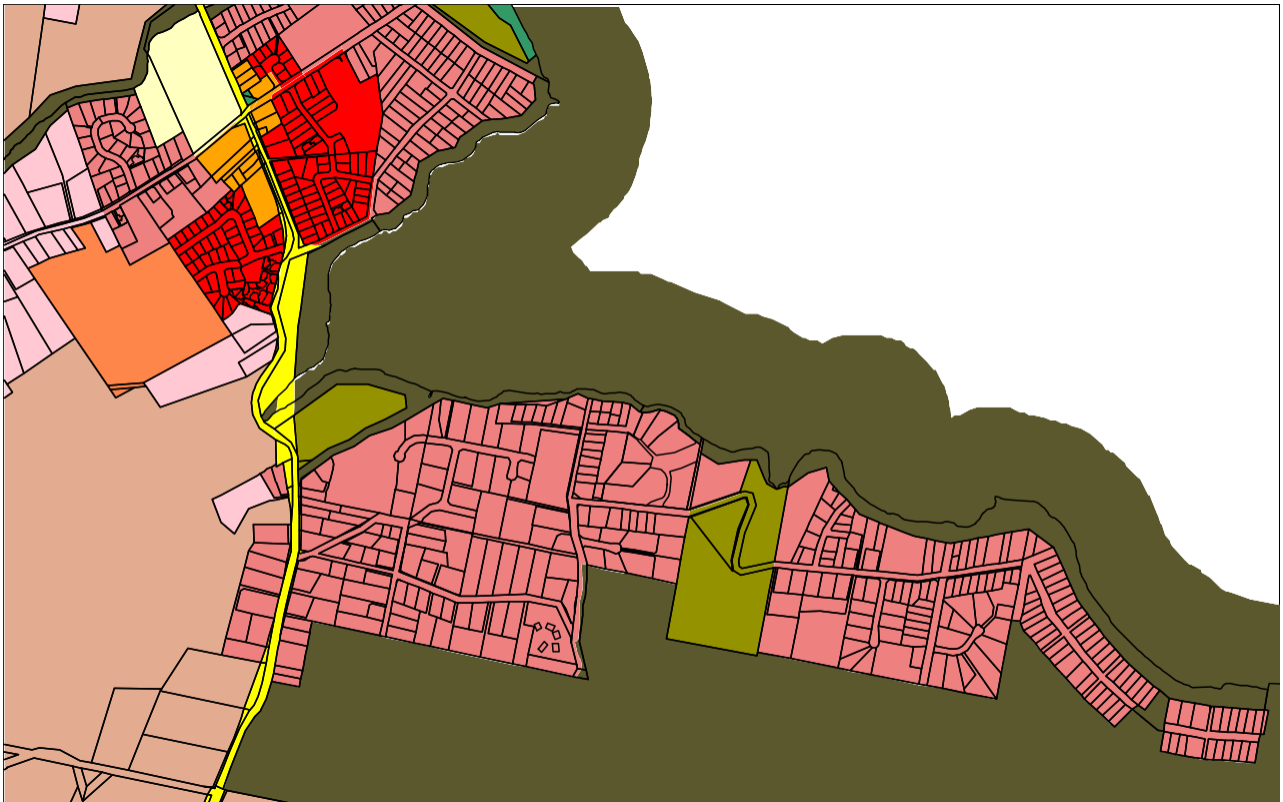
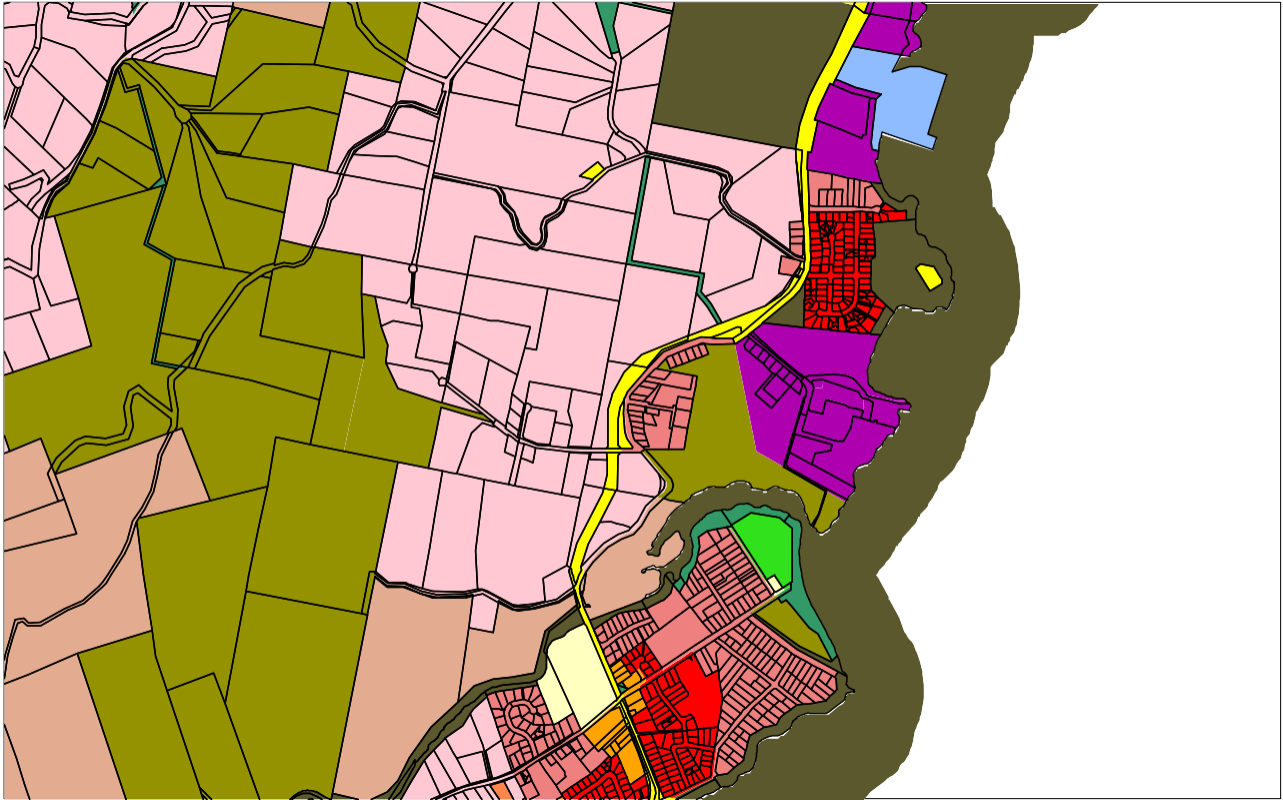
5.6.4.3 Proposed Zoning

The conversion of the KIPS2015 to the new planning scheme for Snug, Lower Snug and Coningham is proposed to result in a number of changes. The most significant is that the General Residential Zone will be introduced to an area of Snug – this being those properties fronting Cutana Parade, Torpy Avenue, Riverstone Close and Snow Gum Drive – and that part of Beach Road (both sides) down to Frost Street. Other zones will not change from that of KIPS2015.

A few parcels of land within Coningham that are zoned as Environmental Living will be converted to Rural Living (A). The Snug Caravan Park is also zoned as Environmental Living and an alternative zone must be found. This is proposed to be Low Density Residential on the basis that this best reflects the existing land use – with a use qualification that limits its future use to a caravan park (due to the high risk of coastal inundation). In the future it will be necessary to amend the planning scheme to provide for this future inundation threat for this caravan park property and the more extensive residential area on the low-lying land in the eastern part of Snug.

The small Electrona residential area is not previously mentioned but it is intended that it will be zoned as General Residential – based on the existing lot size and that it is fully serviced. The exceptions to this are those areas on the northern edge and to the west on the other side of the Channel Highway – both of these small areas are to be zoned as Low Density Residential.

The proposed zoning for Electrona, Snug and Coningham is as shown on the maps below:



PROPOSED ZONING – Electrona, Snug and Coningham

The Snug town centre area will remain as a **Village Zone** and the residential area immediately to the east will be rezoned as **General Residential** (currently zoned Low Density Residential). This General Residential area includes the area behind the shops and includes the aged units development (properties fronting Cutana Parade, Torpy Avenue, Riverstone Close and Snow Gum Drive – and that part of Beach Road (both sides) down to Frost Street). It would also include a limited area on the other side of the highway, south and west of the hotel.

All of the remaining **Low Density Residential** zoned areas in Snug will remain as they are – together with the Snug Caravan Park (converted from Environmental Living). Other **Community Purpose** (including the Catholic Church), **Recreation** and **Open Space** zoned areas will remain as they are.

Coningham and Lower Snug are to remain as **Low Density Residential** but will be subject to a Specific Area Plan that is required to limit subdivision, protect natural values, respond to wastewater constraints, retain existing character and to suit the topographic and infrastructure (road and stormwater) constraints.

The Local Area Objectives for Snug and Coningham could potentially be as follows (as based on past desired future character statements):

Residential development within Snug should be limited and it should remain as a rural low density settlement in order to retain its existing character. Incremental change is to be encouraged in a manner that will support the viability of local businesses and services.

Infill development should occur on the eastern side of the highway within Snug and any expansion of the residential footprint should be restricted to a limited area to the immediate south-west of Snug.

The foreshore area of Snug will require closer attention in order to protect existing public and private assets from future coastal erosion and inundation. Subject to such protection, this area can be enhanced to provide for improved public access, recreational activity and natural values.

Commercial development along the Channel Highway within Snug is to focus on the provision of local services and facilities for the passing trade. This local business area should be developed in a manner that improves the public amenity and safety, particularly during busy periods when traffic volumes and parking pressures increase.

Future development in the Lower Snug and Coningham areas should be at a lower density to protect the sense of space and native landscapes that characterise this general area. These areas have no capacity for outward expansion and infill development should be sensitively managed taking due consideration of all site constraints.

Coningham's coastal location and setting provides its distinct character and identity. New development should ensure that existing natural values, public recreational amenity and coastal values are protected.

5.7 KETTERING

5.7.1 Background

5.7.1.1 Study Area

Kettering is a small town on the shores of the D'Entrecasteaux Channel and is the 'gateway' to Bruny Island. It is within a rural area that mainly consists of many smallholdings within a hilly timbered setting. The town itself stretches along the Channel Highway, with small residential areas alongside Ferry Road

and west of the Highway (Selby, Turners, Rada and Oxleys roads). The most dominant feature is the marina and boating related activity within Little Oyster Cove – together with the nearby hotel (Oyster Cove Inn), community hall and oval and the ferry terminal.

The town suffers from the lack of a single central commercial area, with small activity areas centred on the ferry terminal, the hotel/marina precinct, and near the oval and service station. The highway is primarily utilised as a through road and this discourages the establishment of a town centre alongside it. It is not entirely clear as to where the “town centre” should be precisely located and what it should contain. Despite this, Kettering is located within a very appealing setting and has a number of features that makes it much more than just a stopping off point for travellers to Bruny Island or further south to the other Channel attractions. The extent of the settlement is defined by the extent of the existing Low Density Residential Zone.

5.7.1.2 Strategic Context

Regionally, Kettering is a small township area that is predicted in the STRLUS to have low future growth levels (“less than 10% growth in the number of potential dwellings”) and to have a mixed growth scenario (“a mix of both greenfield and infill”). Since the adoption of the STRLUS a number of properties, that were zoned Rural Living (on the western fringe of Kettering), have been zoned as Low Density Residential. It could be interpreted from this that Kettering has already had its 10% growth and that any further growth would be contrary to the directions within the regional strategy.

Although it is nominally outside of the greater Hobart area, many residents commute daily to Hobart from Kettering (or from the surrounding district). It, together with Woodbridge, would be regarded as being still close enough to travel into the main employment centres and yet live in a quiet rural neighbourhood.

5.7.1.3 Community Consultation and Desired Future Character

The 1998 community Charrettes Report identified that the main planning issues for Kettering related to the need for a more formal village centre (around the existing hotel) and to address the congestion along Ferry Road. It suggested that the creation of a village centre would provide a stronger focus for commercial activity and reduce the need to use Ferry Road. The other relevant planning directions that were then noted included the need for a pedestrian network of paths (particularly along the waterfront), residential development to not occur on the steeper slopes and hilltops, and to protect the iconic views from the Channel Highway.

The strongest character statements or directions for Kettering from the public meetings in 2006 were that:

- Kettering’s strongest values are associated with the natural environment and waterway, the rural ambience, and the boating and local farming activities.
- The village should be contained within clearly defined boundaries and not allowed to become suburban in character (eg no units).
- Small scale commercial development should be limited to the central part of Kettering.
- Future rural subdivision in the area should be curtailed.
- There is a need to further develop a local network of tracks and trails and enhance coastal access.
- Forested skylines, waterway visual amenity, local bushland and coastal reserves should be protected – as well as public open space and recreational facilities enhanced
- Ferry Road needs to be redeveloped to make it safe for pedestrians and vehicles.
- Supportive accommodation for aged/disabled residents should be encouraged.

Since then, the issues that have appeared to be of most public interest have included the continued impact of the ferry traffic, pedestrian access along the highway and in the vicinity of Ferry Road, landscape protection, domestic wastewater management, water quality in the estuary, and road safety more generally.

The Desired Future Character Statements within Schedule 14 of the KPS2000 were as follows:

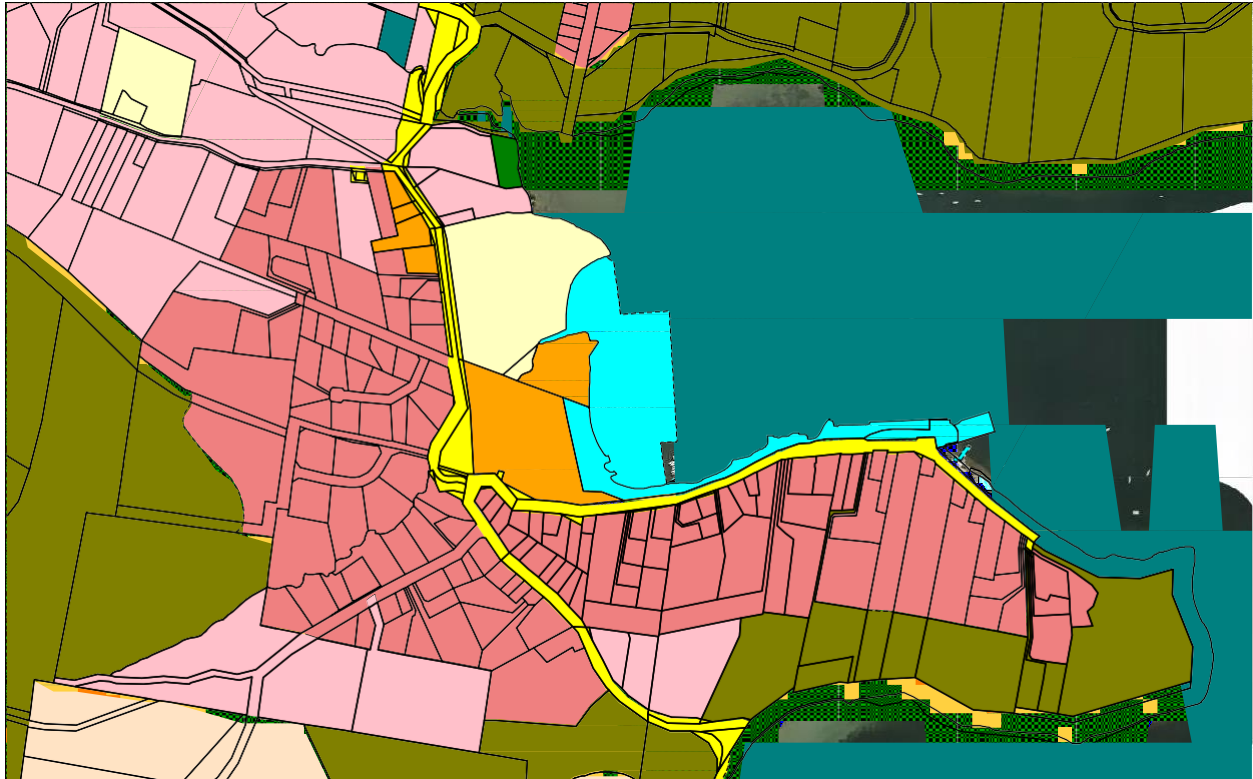
1. The essential attractions of Kettering need to be protected – these being the water views of the D'Entrecasteaux Channel, the access to the water, the convenient access provided by the Channel Highway, the natural environment and the vegetated visual backdrop.
2. Future development should protect Kettering's past and present use as a fishing and water-based recreational village. Access to the waterways of the D'Entrecasteaux Channel should be enhanced.
3. Sensitive tourism development opportunities should be encouraged within Kettering, due to its own inherent natural attractions and as the gateway to Bruny Island.
4. The development of a commercial core area within Kettering is to be encouraged. This is to occur in the vicinity of Selby Street or opposite Kettering Oval in a manner that will rationalise the existing fragmented commercial facilities.
5. Future development within Kettering should be consistent with a style that suits its coastal rural location.
6. Future development within Kettering should be typical of other non-serviced hamlets that are limited by the absence of sewer and water reticulation. Suburban type subdivisions and development are to be avoided.
7. A more coherent and longer term strategy for the provision of open space linkages, walking trails and passive open space within Kettering and the surrounding areas is to be encouraged.

While these statements were prepared about ten years ago, they still reflect most of the current local community views. Kettering has always had a very active community that is interested in land use related matters.

5.7.1.4 Current Planning Scheme

The KIPS2015 zoning reflects the existing land uses within Kettering. Due mainly to servicing and landscape constraints, there are only limited opportunities for any outward expansion of the existing urban footprint. The particular zones that have been applied include:

- All of the existing residential areas are zoned **Low Density Residential**. All of the area west of the highway has been zoned Low Density Residential from Saddle Road, to over the hill south of Oxleys Road. All of the area south of Ferry Road has been similarly zoned.
- Beyond that zone most of the fringe areas around Kettering are zoned either **Rural Living** (if mainly cleared) or **Environmental Living** (if mainly under native vegetation).
- The small commercial area on the highway and the hotel site are both zoned as **Village**. This Zone's purpose is to provide small rural centres with a mix of residential, community services and commercial activities.
- The area along the northern side of Ferry Road that contains the many commercial waterfront operations (including the marina) is zoned **Port and Marine**.
- The foreshore reserves have been zoned **Environmental Management** and the area surrounding the community hall and public recreational facilities is zoned **Community Purpose**.



KIPS2015 ZONING MAP OF KETTERING

5.7.2 Current Situation

5.7.2.1 Natural Environment

Kettering is located within an attractive natural setting above Little Oyster Bay. The waterway and surrounding hills constitute a landscape that needs to be considered when new developments are proposed. The quality of the adjoining estuarine and marine waterway must also be protected and relevant concerns in that regard relate to stormwater runoff, the disposal of boat wastes and the proper functioning of local wastewater treatment systems.

There is native vegetation surrounding Kettering and alongside the watercourses that flow into Little Oyster Cove. This vegetation provides important habitat and scenic values that are much appreciated by the local community. Examples of this are on the southern side of the hill above Trial Bay, on the ridge west of Rada Road and above Manuka Road on the northern shores of Little Oyster Cove.

5.7.2.2 Water, Sewerage and Stormwater Infrastructure

There are no reticulated water or sewerage services within Kettering. All dwellings and businesses rely on tank water for their domestic water supplies.

This constitutes a significant constraint on future development. Failing domestic wastewater systems have been a particular issue both above and below Ferry Road in the past. All of these systems have now been rectified and Council has been regularly monitoring the situation. A number of notices have been issued and any remaining problems have been addressed – noting that this issue has sometimes been difficult to resolve due to the relatively small land parcels and the unfavourable soil conditions.

A wastewater treatment plant services the hotel/marina property and the visitors' centre/café at the ferry terminal. This is a private scheme that is not available to private residences, such as along Ferry Road. In the past, approaches have been made to TasWater to establish a sewerage scheme for Kettering and the response has been that it is a low priority and that it would be unlikely in the foreseeable future.

There are mixed views within the community about Kettering being sewerred. Some see the benefits from development opportunities and the removal of on-site systems, whereas others see the potential for future out-of-character suburban type development occurring. There are other issues relating to the large costs involved, the difficulty in attributing those costs to those that might benefit, there being no practical on-land disposal site and that low population growth is expected in any case.

5.7.2.3 Access, Traffic and Parking Issues

The dominant feature within Kettering is the Channel Highway itself and the manner in which it splits the town. It is a winding road that is sometimes difficult to cross for pedestrians. Footpaths are provided but there are still some gaps or deficiencies in ensuring safe and convenient walking amenity.

The biggest traffic issue is the impact that the Bruny Island Ferry traffic has on Kettering. Large volumes of ferry traffic pass along Ferry Road and many drivers find the intersection on the Highway difficult during busy periods. Ferry Road has been upgraded in order to better cater for this daily traffic and provision has been made for footpaths, roadside parking and queuing for the ferry. This has improved the previous situation where the queues impeded through traffic. The use of two (or more in future) ferries has also assisted in reducing the potential for queuing. However despite all this, the increased popularity of Bruny Island (visitor numbers are increasing by almost 20% each year) means that queues still extend out on to the highway and back past the community hall during particularly busy periods. The existing ferry marshalling area is not adequate to cope with the vehicle numbers during the peak season.

These traffic issues remain an ongoing issue that will constrain further development along Ferry Road. There is also limited parking available on the northern side of the road for the various businesses and their customers.

5.7.2.4 Commercial and Industrial Uses

Existing commercial development within Kettering consists of a few scattered businesses (including a service station, post office and shops) along the Channel Highway and the many different businesses on the northern side of Ferry Road (with a few on the southern side as well). In regard to the latter, the largest establishments are the marina and hotel, but there is a string of smaller marine and fishing based business along the waterfront, plus the tourist information centre at the ferry terminal. There is an active fishing industry located within Kettering, though future employment opportunities are more likely to be found in tourism.

A major expansion of the Oyster Cove marina has occurred in recent years and this continuing as the business provides an increased range of services and more boat storage (together with other ancillary developments – such as tourist accommodation or apartments). A major upgrade of the hotel has been proposed and this may yet occur sometime in the future. The hotel site is well suited to be redeveloped and this has been facilitated by the installation of the wastewater treatment plant.

5.7.2.5 Existing Residential Land Supply

The population of Kettering is about 300, but there are many smallholdings in the immediate vicinity and the hinterland area is popular for rural residential use (total population for the whole Kettering area is about 1,000). The existing Low Density Residential zoned land is located in two main areas – one to the west of the Channel Highway and the other to the south of Ferry Road. There are a few larger lots that have the capacity for some limited infill subdivision and there are a few vacant properties.

There is a steady but relatively small demand for additional housing in the area, due mainly to the fact that it is possible to commute to Kingston and Hobart. There are number of constraints on further residential development – including the abovementioned traffic issues, the steeply sloping topography and the absence of any reticulated water or sewerage services – and in that regard the soil conditions are also quite poor for the on-site disposal of wastewater due to poor absorption capacity. Most new residents to the area prefer to live in the countryside surrounding Kettering rather than in the town itself.

5.7.2.6 Community Facilities and Public Recreation

Kettering is a particularly popular recreational boating destination. The marina and the other ancillary businesses on Little Oyster Cove testify to this fact. Access to the waterway is therefore important from this perspective. As well as this, pedestrian access along and onto this waterway is highly valued. Walking paths are provided to some parts and there have been plans for many years to expand on this in various ways. A public walkway is available through the marina but is not fully developed through the various Crown leases along the Ferry Road foreshore. A foreshore path has been constructed from the end of Ferry Road around to Trial Bay.

The main recreational precinct surrounding the Kettering Oval is very important. This provides for a broad range of active (the oval, tennis courts and skate-park) and passive (walking path down to the foreshore and views of the marina and Little Oyster Cove) recreational activities, plus those community related activities associated with the Kettering Community Hall. This area is to be retained in its present form and upgraded and improved over time.

The community hall is a well-used facility and there is a particularly active arts community within the Kettering area that is based out of this hall. Alongside the hall are the cricket club rooms. The adjoining parking area has been recently upgraded.

5.7.2.7 Heritage Values

The only listed places in the Historic Heritage Code (KIPS2015) are the Oyster Cove Inn and the “Old Hawkers Store (a fine Victorian gothic building)” at 2936 Channel Highway.

There are no other listed heritage places within the KIPS2015 however a review is being undertaken of any potential places that may have “local” heritage significance. Once they have been identified, a new list will be prepared for inclusion within the Local Historic Heritage Code.

From a landscape perspective, all of the surrounding areas are important, including the foreshores and the timbered skylines.

5.7.2.8 Surrounding Land Uses

The main use of land surrounding Kettering is as rural smallholdings. These are not usually viable farms in themselves, but are rural residential or ‘hobby farms’. As indicated earlier there is a reasonably large population in Kettering’s hinterland and the individual properties are relatively small – some being cleared paddocks and other are more steeply sloping bush-blocks.

5.7.3 Development Opportunities

5.7.3.1 Residential Demand and Growth Opportunities

Future residential development within Kettering is essentially limited to some minor infill subdivision opportunities – including some lots on Selby Street and Rada Road. The opportunities here are limited but may eventually result in about 10-15 new lots. It is also possible that some subdivision could occur on the long narrow lots fronting Ferry Road. The reduction of the minimum lot size for the Low Density Residential Zone from 2,500m² (in the KIPS2015) down to 1,500m² (according to the State Planning

Provisions) has the potential to create a few additional subdivision opportunities on some of the larger lots.

Residential development is not appropriate between Ferry Road and the Little Oyster Cove waterfront. This is a heavily constrained strip of (primarily Crown) land that should be managed solely for public access and private commercial development that relies upon a waterfront location. The most significant constraints on residential development within and around Kettering relate to the topography and existing road systems and settlement patterns. Most land is already subdivided in a manner that does not facilitate a great deal of further subdivision. The positioning of road junctions on to the highway is not conducive to the introduction of significant traffic increases. The hilly vegetated landscape provides Kettering with much of its character and also constitutes a visual development constraint.

Kettering is not targeted for any major growth and the emphasis should remain on resolving some local issues relating to traffic and parking associated with the ferry, pedestrian access (both on the foreshore and along roadsides), stormwater management and suitable treatment of domestic and commercial wastewater.

5.7.3.2 Commercial and Industrial Opportunities

Further planning investigations and more site design work is still necessary in order to better establish a town centre for Kettering. It is proposed at this stage that this focus on an extended area centred on the Ferry Road and Channel Highway junction – with the commercial activities east along Ferry Road and north along the highway. Good pedestrian and vehicular links will need to be extended through to the recreation/community areas immediately to the north. These areas constitute a valuable asset for both local residents and tourists in that they provide for a wide range of public activities. The pedestrian connections between the many disparate commercial facilities within Kettering will assist their ongoing viability.

There are various redevelopment opportunities along the foreshore and, as mentioned above, the hotel and marina sites are particularly suitable in that there is available land and the sites themselves are so accessible and attractive with views over the waterway and marina. Other foreshore redevelopment is constrained by the types of Crown leases and the limited land area that is available. There also are opportunities for additional tourist accommodation and services in other parts of Kettering. It is proposed that future planning decisions for Kettering should seek to retain the more concentrated feel of the central area and the existing character of the surrounding rural residential areas.

5.7.3.3 Public Utilities and Infrastructure Development

There are a few opportunities to improve the public infrastructure at Kettering and within the immediate hinterland. The local roads often require stormwater upgrades and regular maintenance. The anticipated infill development should not require any significant road improvements though some gravel roads may need to be sealed. Ferry Road has been built to meet long term needs and the focus in this area may need to be on off-road parking and ideally an increase in area of the ferry marshalling space.

As discussed earlier, a reticulated sewerage scheme is unlikely and should not be anticipated in any future zoning of land for increased development. All properties (except the hotel, marina and visitors centre) rely on tank water and on-site wastewater disposal and it is expected that this will continue into the foreseeable future. Each development proposal will need to be treated on its merits and particularly in regard to safe access and the feasibility of the affected property to dispose of its own wastewater.

5.7.3.4 Public Amenity and Recreation

The environmental condition of the area should be protected where possible – both in regard to native vegetation and water quality. Vegetated areas provide important habitat and scenic value. Water quality within Little Oyster Cove is at risk and on-shore stormwater and wastewater controls need to be in place.

Existing recreational facilities need to be maintained. Improved pedestrian access is required alongside the Highway and some local roads. There is an opportunity to provide a pedestrian link to Trial Bay so that the Kettering Point walk is a loop over the hill alongside the Highway.

5.7.4 Planning Scheme Response

5.7.4.1 Future Urban Growth

The urban footprint of Kettering should not change to any considerable extent and the main potential for growth will be by way of some limited infill. The existing Low Density Residential zoned area should be sufficient for future growth, apart from any minor refinements on the western edges. There are a number of larger properties that could be subdivided in future and the main constraints (other than minimum lot size requirements) will be access, topographical, wastewater disposal, existing occupations and environmental issues.

This potential for infill subdivision has been available to some extent within the existing KIPS2015 Low Density Residential zoning and this will be increased by the reduction in the minimum lot size. In a settlement like Kettering, a lot size of 1,500m² is in fact quite small and would appear to most people typical of a normal suburban lot within this setting. A typical LDR zoned lot within Kettering would currently be about 4,000m², so most lots have the theoretical capacity to be subdivided into two or three smaller lots.

Not all landowners will take up this opportunity to subdivide and in many cases the abovementioned constraints will intervene. Bearing this in mind it is likely that, over time (say the next 20 years), the number of additional lots that might be created as infill within Kettering would number about 15 to 20.

This amount of growth needs to be compared with the constraints imposed by the STRLUS low growth scenario. The rezonings that have already occurred since the STRLUS determination have almost used up the 10% growth allowance (based on the previous 120 lots/dwellings and the capacity for 12 additional lots/dwellings) and so, strictly speaking, very little infill subdivision should be allowed. To achieve this there would need to be a Specific Area Plan in place that limits subdivision within the Low Density Residential Zone in Kettering. If such a SAP is not provided then it will be necessary for a few larger parcels to be rezoned as Rural Living and that any non-compliance with the STRLUS be regarded as being sufficiently minor.

5.7.4.2 Responding to State Planning Provisions

The State Planning Provisions will trigger some changes in the existing zoning of land within Kettering.

The most significant change is in regard to the existing Port and Marine Zone – which encompasses (within KIPS2015) the existing marina (both above and below the water level) and the Crown land commercial properties on the northern side of Ferry Road (only above the water level). The zoning guidelines stipulate that this zone should “be applied to land that is used for large scale port and marine activity” and may “be applied to land seaward of the high water mark where it includes existing, or is intended for, large scale port or marine activities or facilities”. It states that this zone “should not be applied to land only intended for small scale or minor port or marine activities, such as boat ramps, or small scale marinas or jetties”.

Based on these guidelines, the use of the Port and Marine Zone is appropriate for Kettering. This is a very large marina (about 250 berths with major on-shore maintenance facilities), plus about 10 separate marine based businesses and the Bruny Island ferry terminal. No other zone would be appropriate in this instance. The zone boundaries do however need to be amended to encompass the seaward occupations.

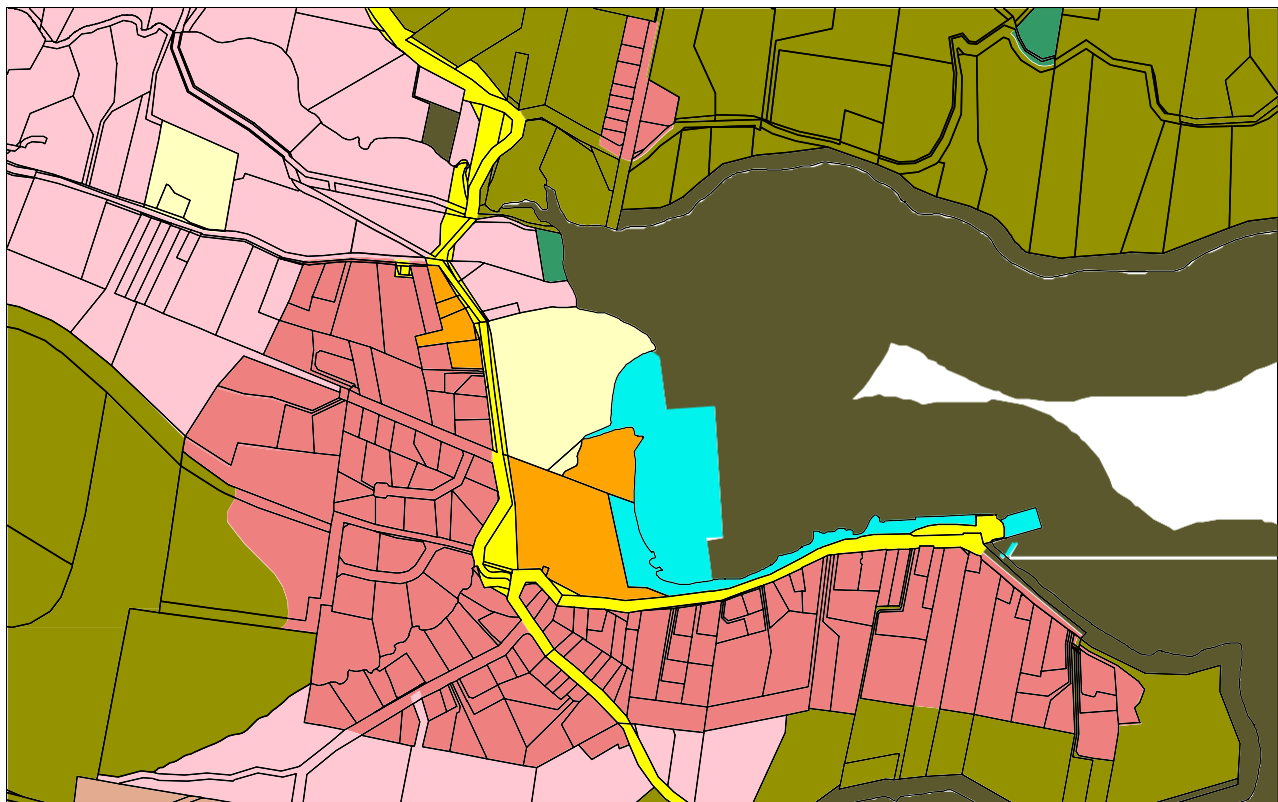
The main concern with this Port and Marine Zone is in regard to the development standards and that some are inappropriate for this rural settlement. A 20 metre permitted building height is unacceptable for properties alongside Ferry Road. Regard must be given to the proximity of residences and that this is a popular tourism destination. It will be necessary to include qualifications or a Specific Area Plan within the scheme to limit building heights within this zone.

The main change from the KIPS2015 zones is that the minimum lot size for the Low Density Residential Zone will change from 2,500m² down to 1,500m². As noted above, this will enable many of the existing land parcels to be subdivided. Within Kettering most of the land titles are already above the minimum lot size for this zone and a reduction in the minimum lot size may trigger a substantial amount of subdivision applications. This outcome would be contrary to the low growth scenario espoused within the STRLUS (see section 5.7.1.2). The other change for the Low Density Residential Zone is that unit development will be allowed – it is currently prohibited in the LDR Zone in the KIPS2015. Such unit development must be a lower level of density and, although unlikely, could feasibly occur in Kettering in the future.

Despite these changes and the potentially adverse impacts that they may have on Kettering, the most appropriate residential zoning is still the Low Density Residential Zone. It should also be applied to include one isolated property on the southern side of Saddle Road. The existing Village zoned properties would remain unchanged. The option to convert some of the existing LDR zoned land to Rural Living is only feasible on the fringe of Kettering and should be considered for the larger southern parcel on the western side of the Channel Highway, and possibly for some eastern parcels.

5.7.4.3 Proposed Zoning

The conversion of the KIPS2015 to the new planning scheme for Kettering is proposed to include only a few minor changes, as described in the previous section and as shown on the map below.



PROPOSED ZONING - Kettering

The conversion of the KIPS2015 to the new planning scheme for Kettering is proposed to be consistent with the existing zones, subject to some minor changes as described above.

The Local Area Objectives for Kettering could potentially be as follows (as based on past desired future character statements):

Kettering's main attractions are its accessibility to the waters of the D'Entrecasteaux Channel, the water views and its setting within the surrounding rural vegetated backdrop. Future development should consider the opportunities to improve public accessibility along and to the foreshores and to protect the visual amenity of the area.

Kettering should continue to have a strong fishing and water-based recreational focus. Access to the waterway should be enhanced and sensitive tourism development opportunities should be encouraged that support the area's water-based attractions and as the gateway to Bruny Island.

Local business and commercial development should be encouraged within Kettering in a manner that is sensitive to the limitations of the existing properties that have been zoned for this purpose.

Future residential development within Kettering should be consistent with the village's coastal/rural character and takes due account of the various site constraints. Residential subdivisions should be low density and suburban type developments are to be avoided.

A recreational network of walking tracks and trails that connect public open spaces and provide for community recreational activity within and around Kettering are to be encouraged.

5.8 WOODBRIDGE AND MIDDLETON

5.8.1 Background

5.8.1.1 Study Area

Woodbridge is a picturesque coastal village set in rolling hills. The village has a strong heritage character with a distinctive streetscape (an informal narrow village road) and many locally significant buildings. The planning scheme has a designated heritage precinct for Woodbridge and future development will need to be compatible with the protection of existing heritage values.

The key uses or developments within Woodbridge include the primary/high school, sporting field, Westwinds community centre, the Peppermint Bay hotel, a police station and a few scattered commercial/community buildings (shop, art gallery, post office and community hall) that form a quiet main street. On the waterfront there is an actively used public jetty (including commercial boat connections to Hobart) and the Marine Discovery Centre.

Further south from Woodbridge, there is Birchs Bay, Middleton and Gordon. Middleton is the only urban type settlement and contains a community hall and general store. This Lower Channel area was particularly devastated by the 1967 bushfires and many people subsequently left the area. The township of Middleton lost a great deal of its sense of community and this has only been rebuilt over time as new residents have moved into the area. The current population of this whole Lower Channel area (Woodbridge, Middleton, Gordon) is estimated to be almost 1,200.

5.8.1.2 Strategic Context

Within the STRLUS, Woodbridge is listed as a village that has a low growth strategy and as having a mixed growth scenario (entailing a mix of infill and greenfield development). Low growth is defined as about 10% growth.

The 1998 community Charrettes Report recommended that the main planning focus for Woodbridge relates to the protection of its heritage and character from inappropriate development. The other relevant planning directions made in this report related to the need to discourage traditional low density residential development, the need for new development to complement the existing architectural and historic character of the town, the desirability of creating a “village green” and the protection of surrounding rural/natural settings. These directions are essentially still relevant.

5.8.1.3 Community Consultation and Desired Future Character

Past public consultation has indicated that the local community has very strong feelings about Woodbridge retaining its rural village character, plus its existing aesthetic and heritage values. Future additional development should be limited and sensitive to these values. Larger lot sizes and lower densities, with an emphasis on larger extensive spaces, are preferred, even near the main street.

The main features emanating from the desired future character statements for Woodbridge relate to future development being sensitive to the town’s heritage and landscape values. There are other secondary aspects that relate to encouraging tourism, providing for aged care housing and allowing for more design flexibility away from the central area.

The strongest character statements or directions for Woodbridge that came out of the public meetings held in 2006 were that:

- The peaceful rural village character of Woodbridge should be protected.
- Heritage is important and development in the central village area in particular should retain/enhance any older buildings and improve streetscape.
- The village should be contained within clearly defined boundaries.
- There is a need to retain or encourage larger lot sizes to provide for space for trees and rural features.
- A need to further develop a local network of tracks and trails and enhance coastal access.
- Protect forested skylines and coastal reserves
- Rural residential subdivision restrictions should be relaxed west of the village
- Encourage small scale tourism enterprises and local niche rural industries
- Aged units should be encouraged so that people may stay in the local area

Since then, the issues that have appeared to be of most public interest have included heritage protection, the potential impact of relatively large development proposals, commercial signage, streetscape improvements, pedestrian paths/safety, additional public open space and generally protecting the village’s existing character.

The strongest character statements or directions for the Middleton and Lower Channel area that came out of the public meetings held in 2006 were that:

- The peaceful rural village character of Middleton should be protected.
- Forested skylines, riparian areas and coastal foreshores should be protected.
- The local historical and heritage features of the area should be protected.
- Rural subdivision restrictions should be relaxed under certain circumstances and in the vicinity of the village.

Since then, the issues that seem to have been of most public interest include the need to provide for safe pedestrian access (particularly alongside the Channel Highway), the need for the Middleton village to be further developed and reinvigorated and the promotion of local historical and heritage features.

The Desired Future Character Statements within Schedule 14 of KPS2000 for Woodbridge were:

1. The central area of the Woodbridge village has a strong relationship with the D'Entrecasteaux Channel, particular landscape features (re. gardens and vegetation) and contains a large number of buildings with heritage values that are critically important to the character of the town. Future development within the central village area must be sensitive to these heritage and landscape values.
2. Beyond this central precinct, the Woodbridge surrounds generally have newer buildings, a greater variety of housing styles, designs and variety of materials, with larger setbacks from roads. A greater flexibility of uses and designs for new development exist in this area than the central area. However landscape issues must be considered with new development to be located as discretely as possible.
3. Adaptive reuse of existing heritage listed buildings, as well as other buildings that contribute to the streetscape is encouraged, together with the removal of non-sympathetic additions to existing buildings. New development should be primarily guided by the character of Woodbridge and the current relationships between buildings and surrounding spaces.
4. New development that furthers the tourism potential of Woodbridge is encouraged. New signs should be sensitive to the heritage character of the village and be unobtrusive in size and scale.
5. Provision for aged care housing within Woodbridge is encouraged as a means of allowing local people to age within their local community. The most suitable site would be ideally located in the northern part of the central area that is most convenient to existing village facilities.

The Desired Future Character Statements within Schedule 14 of the KPS2000 for Middleton and the Lower Channel were as follows:

1. Middleton and the Lower Channel areas are characterised by steeper landforms and more exposed coastlines. The protection of the hillsides, coastal foreshores and skylines from inappropriate use and development and from erosion is a high priority.
2. Local watercourses need to be protected to ensure that water quality and riparian vegetation are not adversely impacted upon.
3. The Middleton village area should remain a quiet peaceful environment with future development proposals complementing the existing rural village character.
4. Local recreational needs are to be enhanced. There are opportunities to upgrade existing facilities, such as at Gordon, and to better provide for the various walking, camping and general recreational needs of both local residents and visitors.
5. The Lower Channel area of the municipality has a rich heritage and its historical associations should be interpreted and protected wherever possible.
6. Low-key development should be encouraged where it can provide for an enhanced tourism experience and where there are opportunities to better provide for local health and community services.

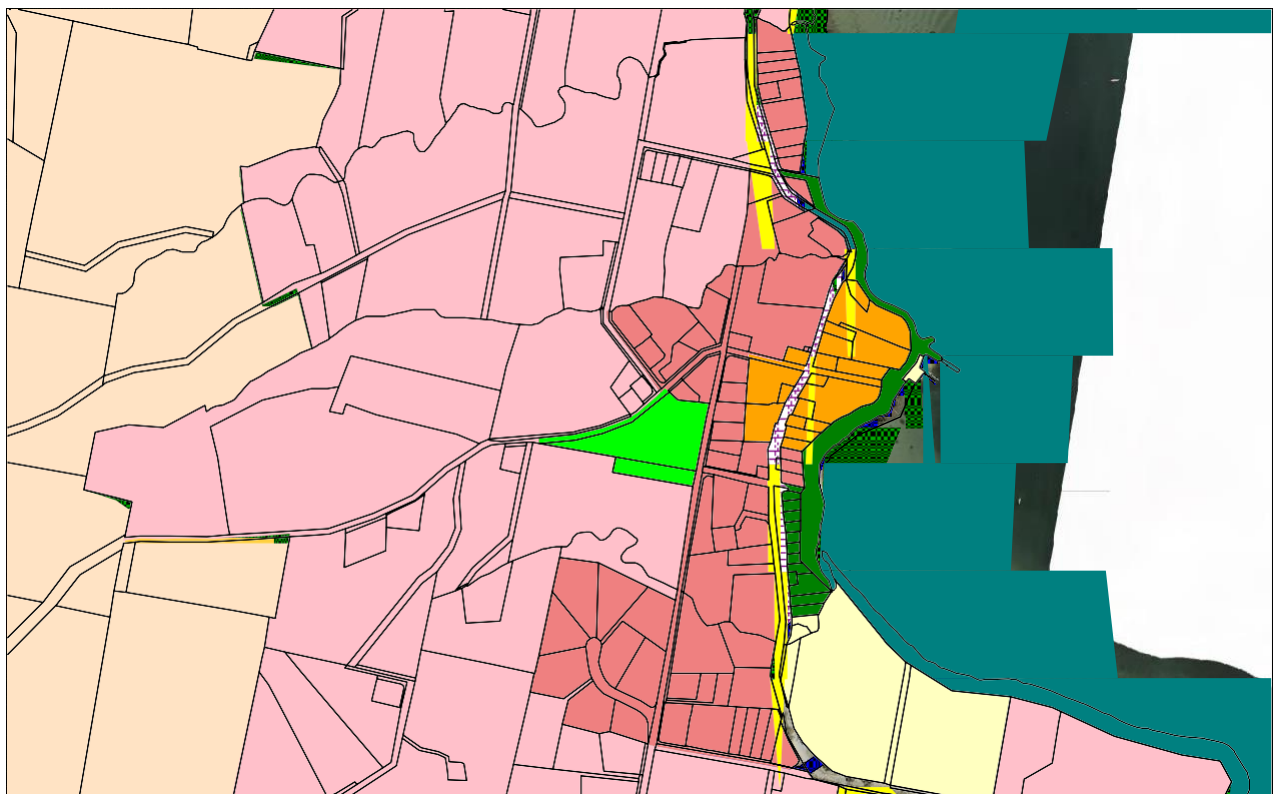
As is indicated by the character statements listed above, this is an area that was not earmarked for any particular development or is subject to particular development pressures. The South Channel Ratepayers and Residents Association (SCRRA) however now feel that a more proactive plan for Middleton would bring new life and invigorate the village community. Some slight amendments to the previous character

statements would be appropriate – in that more positive change is now being advocated. There is a strong desire to make Middleton a more interesting place – where there are more activities, places for people to meet, safe walking trails and for complementary development to be encouraged.

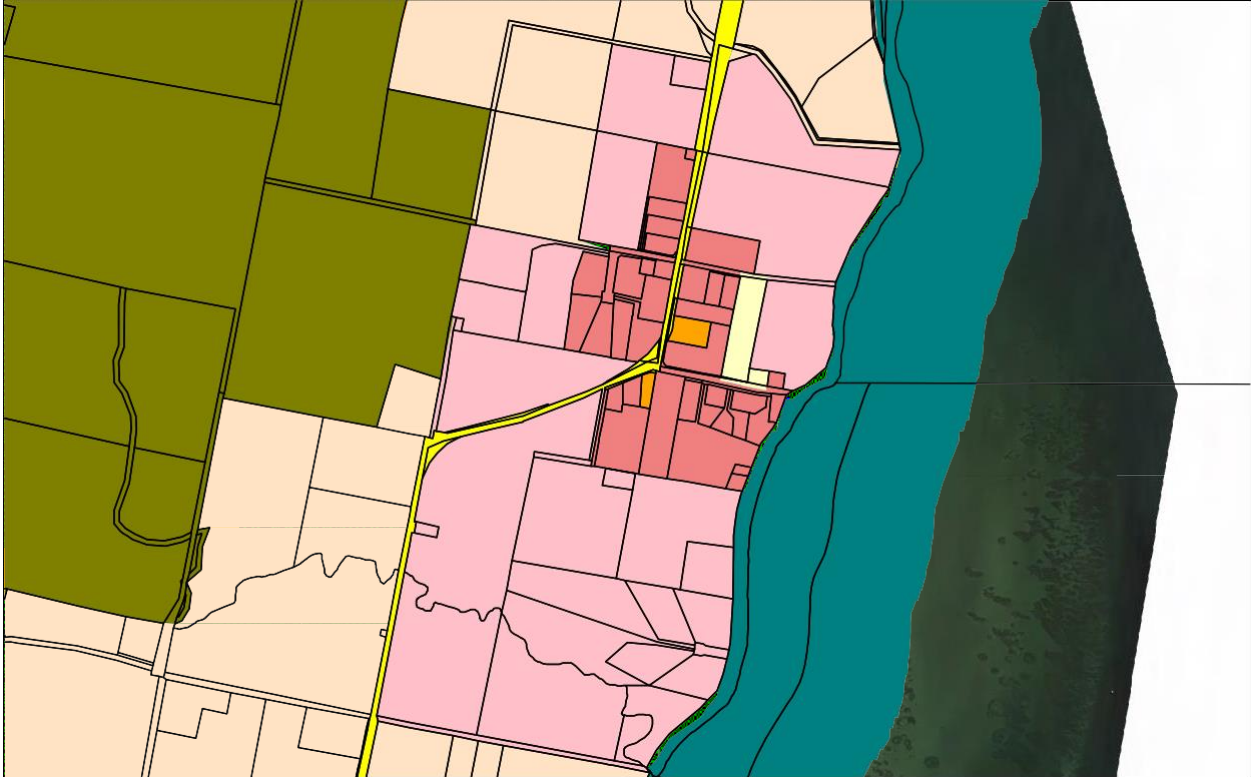
5.8.1.4 Current Planning Scheme

On the whole, the Zones within the KIPS2015 focus on reflecting the existing land uses within Woodbridge and Middleton. Some allowance was made for a limited outward expansion of the previous residential zone to reflect the existing settlement pattern. The particular zones that are now in place include:

- All of the existing residential areas are zoned **Low Density Residential**. For Woodbridge, this includes the area immediately to the north along the highway containing existing houses, plus the land fronting Weedings Way. For Middleton, this includes all of the smaller parcels of land that are closest to the Village centre.
- The commercial area of Woodbridge on the highway (including the land that extends down to the foreshore) has been zoned **Village**. This Zone's purpose is to provide small rural centres with a mix of residential, community services and commercial activities.
- The Woodbridge school and Middleton community hall are zoned **Community Use**. The foreshore reserves are zoned **Open Space** and active recreation areas (eg sports field) are zoned **Recreation**.



KIPS2015 ZONING MAP OF WOODBRIDGE



KIPS2015 ZONING MAP OF MIDDLETON

5.8.2 Current Situation

5.8.2.1 Natural Environment

Woodbridge is a coastal village and the marine environment is the dominant natural feature for this settlement – with a well timbered backdrop and skyline. The village follows the Channel Highway from north to south in a manner that is parallel to the coastline of the Channel. The foreshore area has been subject some erosion and is located within a narrow Crown reserve for the entire length. This foreshore reserve is reasonably well vegetated and is a particularly attractive and well valued feature of Woodbridge.

The situation is similar at Middleton though on a smaller scale. Here there also are erosion issues and the vegetated foreshore reserve is highly valued by the local community.

Inland from the coast, this area has been closely farmed over many years. As a result, there are now only relatively small remnants of native vegetation. These are mainly located along watercourses or on parcels of Crown or Council owned land. There are substantial gardens on some private properties. The rural landscape within and around these two villages consists of rolling hills with considerable visual variety.

5.8.2.2 Water, Sewerage and Stormwater Infrastructure

There is a sewerage scheme within Woodbridge that services a limited area. Most of the village is not serviced and there is no water reticulation. The existing sewerage scheme only has the capacity to service the equivalent of about 50 dwellings and does have some operational problems – TasWater has

been reviewing its future options and how the existing plant may be upgraded or replaced. The school and hotel are connected, plus about 15 houses.

There is some spare capacity within this wastewater treatment system for an additional 10-15 houses, although this will be dependent upon the plant's current performance problems being remedied. It is likely that most residences will continue to rely on their own individual wastewater treatment systems and accordingly a Low Density Residential zone is appropriate for the residential areas of this village.

Stormwater issues in Woodbridge and Middleton are not particularly significant. There are no extensive areas of sealed surfaces and the run-off is managed as it would normally be within this type of rural area.

5.8.2.3 Access, Traffic and Parking Issues

The centre of Woodbridge is a narrow pinch-point on the Channel Highway and this can present itself as a safety hazard. It is however a feature of this village and traffic/pedestrian safety can be quite adequately managed. There are limited public parking spaces within this immediate vicinity – being close to the shop and community hall. This can be a problem when particular events are being held, but the local community has managed this issue for many years and there are no easy alternatives. The village would benefit from a review of local public infrastructure, with additional convenient parking and walking paths identified.

Pedestrian safety in this area is paramount and footpaths have been constructed to provide for easy walking through the village. Both Woodbridge and Middleton are popular walking areas for residents and visitors and it is appropriate that ongoing improvements are made to improve the public amenity and enjoyment in this regard.

5.8.2.4 Commercial and Industrial Uses

Commercial activity is somewhat limited. There is one general store in Middleton and in Woodbridge there is also a general store and a post office. The largest commercial establishment in Woodbridge (and the general area) is the Peppermint Bay Hotel. There are many tourism establishments (such as galleries, studios, cafes and primary producers) in the general area, including visitor accommodation. There are no significant industrial uses in this area.

5.8.2.5 Existing Residential Land Supply

The Woodbridge village itself has a resident population of about 300. There are however many hobby farms and other residential holdings in the immediate vicinity. There has been some interest in the future development of aged housing facilities so that the elderly do not have to move out of the district. This however was a particularly contentious issue within the local community. Any suitable development should be well located with respect to the village and not be out of scale with the surrounding landscape.

In the past, the distance from Hobart and Kingston has limited the demand for future residential development and population growth has been essentially static. Some residents do commute north to Hobart and are prepared to do so in order to obtain the lifestyle benefits of living in Woodbridge. This has become more attractive following the construction of the Kingston Bypass and the Woodbridge area has since become more popular. Nevertheless, future population growth is expected to remain relatively low. This distance to Kingston and Hobart becomes more of an issue further south of Woodbridge, in the Lower Channel around Middleton and Gordon.

Within Woodbridge there are a few land parcels that could feasibly be subdivided and, to a lesser extent, it is the same in Middleton. Any future development within these villages should consider the need to protect the existing rural character, and this translates into the need for future development to be sensitive to environmental and heritage values, sustainable coastal management and visual amenity.

5.8.2.6 Community Facilities and Public Recreation

Both Woodbridge and Middleton have their own community halls and these provide a focus for local community activities. The West Winds Community Centre also provides a wide range of community support services for the whole Lower Channel area. Within Woodbridge the two main parks are the Woodbridge Oval and Silverwater Park on the foreshore just north of the school.

5.8.2.7 Heritage Values

Most of Woodbridge is included within a Heritage Precinct in the KIPS2015. This village is regarded as being significant for the following reasons:

- (1) Significant as a rare and excellent quality example of a late 19th century Channel Village.
- (2) Significant as retaining a good quality collection of late 19th century cottages and shop fronts with very small setbacks from Channel Highway, with high aesthetic appeal and few modifications or alteration.
- (3) Significant for the quality and quantity of late Victorian and Federation buildings with high aesthetic qualities and appeal.
- (4) Channel Highway significantly narrows and undulates through the town centre giving a very distinct character and charm.
- (5) Sealed footpaths are generally absent which contribute to the charm and character.
- (6) Block sizes vary with smaller properties displaying suburban characteristics and larger properties surrounded by pasture exhibiting a distinct rural countryside character.
- (7) The entrance (northern end) of Woodbridge has a distinct rural countryside character with open rolling pasture and relatively few trees, strongly contributing to the rural character of the village.
- (8) Houses in side streets off Channel Highway dating from the late 19th century and early 20th century typically are setback a reasonable distance from the road and consist of lawn areas and primarily exotic flowering plants, shrubs and smaller species of trees.
- (9) Older properties have generously landscaped front gardens with typically an absence of freestanding garage or carport structures forward of the building line.
- (10) Many residential properties directly face the street and have open verandahs.
- (11) Dwellings and commercial and civic buildings are all single storey with an absence of ground floor enclosed garages or storage areas.
- (12) Dwellings are typically Victorian and Edwardian in architectural design and generally intact examples with little modification.
- (13) Front fences are typically low (less than 1 metre) and simple picket designs with timber posts.
- (14) The precinct exhibits a strong low density rural landscape with strong residential amenity and character.

The listed heritage places are:

- “St Simons & St Judes” Church, Woodbridge
- Woodbridge Uniting Church opposite Woodbridge High School
- “Sunnybanks” house at Middleton

There are no other listed heritage places within the KIPS2015 however a review is being undertaken of any potential places that may have “local” heritage significance. Once they have been identified, a new list will be prepared for inclusion within the Local Historic Heritage Code.

5.8.2.8 Surrounding Land Uses

Apart from the waterway of the D’Entrecasteaux all of the adjoining land uses for both Woodbridge and Middleton consist of small rural landholdings – some of which are primary producers and others are hobby farms. There may be some capacity for the villages to expand outwards into some of these adjoining properties but there would need to be a strategic justification for such an extension.

5.8.3 Development Opportunities

5.8.3.1 Residential Demand and Growth Opportunities

Future residential growth within and around Woodbridge needs to be balanced against the need to retain existing local character and respecting neighbour amenity. There is the theoretical capacity for some limited infill development within the Low Density Residential zone (with a reduced minimum lot size of 1,500m²) of up to about 20 additional lots. A few small subdivisions in recent years have taken up some of the most obvious opportunities in this regard and there are only a few vacant lots that are suitably zoned. Many other properties (eg Weedings Way) could be subdivided but the location of existing dwellings and other occupations prevent this from occurring easily. While some such small lot subdivisions will occur in future, it may also be possible for one of these larger lots to be developed for aged housing for local residents (noting the constraints of a suitable location, appearance and servicing).

It is apparent that there is some demand for additional residential development within or on the edge of Woodbridge. The STRLUS growth allowance of 10% only really allows for existing infill opportunities.

It is proposed that the Rural Living (A) zone category be introduced on the edge of the Woodbridge residential area. This allows for 1ha minimum lot size and should be more suitable for the Weedings Road subdivision (preventing further inappropriate subdivision within this area) and extending further north to encompass land which is immediately south of the oval and east of Dennes Road. The same zone category would be applied to other land currently zoned Low Density Residential on the southern edge of the village (north of Thomas Road).

Some limited growth for Woodbridge is only possible on land that is west of the village rather than on the northern or southern approaches – in that the latter would accentuate the village's existing ribbon development issue. Rezoning this property south of the oval would be partly an infill exercise as the village development (Recreation and LDR zoned land) would be on three sides of this property. The design of any future subdivision within such rezoned land should consider the water and sewerage constraints, easy access, visual impact and any site features (including hazards, slope and vegetation).

For the Middleton and the Lower Channel area, there is a local desire to better plan for future development. The local community association feels that the "village needs to be more than a few houses in an 'idyllic' setting" and "it needs to have heart ... it needs to have vibrancy, it needs to offer opportunities and challenges – it needs to be an interesting and thriving place to live" (SCRRA, Aug 2012). Local residents would like to see a plan for Middleton that outlines the recreational and development opportunities, while still protecting (and promoting) the local historical and environmental attractions. There is an opportunity to consult further with local residents and to prepare a local village plan. The planning scheme itself (through the way that land is zoned) will not in itself trigger such initiatives and other more proactive measures will be necessary. Residential growth in Middleton is otherwise limited to a few infill subdivision opportunities. Note that the STRLUS indicates that the growth strategy for such small settlements as this as being "very low" and one of "consolidation" (which constitutes infill and does not provide for any outward expansion).

The extent of the LDR Zone in Gordon is much more than is necessary and does open this settlement up to a great deal more subdivision than is appropriate. About 100 lots could be potentially created if the existing LDR zone is retained and so it is proposed to change all of the affected properties so that they too are zoned Rural Living (A).

5.8.3.2 Commercial and Industrial Opportunities

The Peppermint Bay Hotel has been and is a significant attraction within Woodbridge in that it attracts visitors and encourages the establishment of other tourism related businesses. This has occurred and there are many local tourism businesses. Within Woodbridge there are future opportunities for additional

businesses to become established – particularly within the Village Zone which extends across quite a few properties. There are no specific reasons to identify proactive commercial development opportunities in the other smaller settlements of Middleton and Gordon further south.

5.8.3.3 Public Utilities and Infrastructure Development

There are opportunities within both Woodbridge and Middleton to improve the condition of local roads and the Channel Highway – particularly in regard to pedestrian amenity and safety. The inclusion of a reticulated water supply is very unlikely and it is also unlikely that the reticulated sewerage service within Woodbridge would be extended. New developments will need to accommodate these limitations. Stormwater improvements will occur on an as-needed basis – together with telecommunications and power upgrades.

5.8.3.4 Public Amenity and Recreation

The Woodbridge District School is a particularly valuable local community asset. This and the other community facilities (eg West Winds Community Centre, community halls, local parks, Marine Discovery Centre) are all highly valued by the local community. All such facilities require ongoing maintenance and improvements. Due to the relatively low future population growth, it is not anticipated that additional facilities will be necessary.

5.8.4 Planning Scheme Response

5.8.4.1 Future Urban Growth

The future urban growth at Woodbridge will consist of some limited infill subdivision opportunities, the establishment of new businesses within the Village Zone and the proposed rezoning of properties on the western edge of the village to Rural Living (A). The limited growth opportunities are in keeping with the STRLUS determinations. No urban growth is proposed at either Middleton or Gordon.

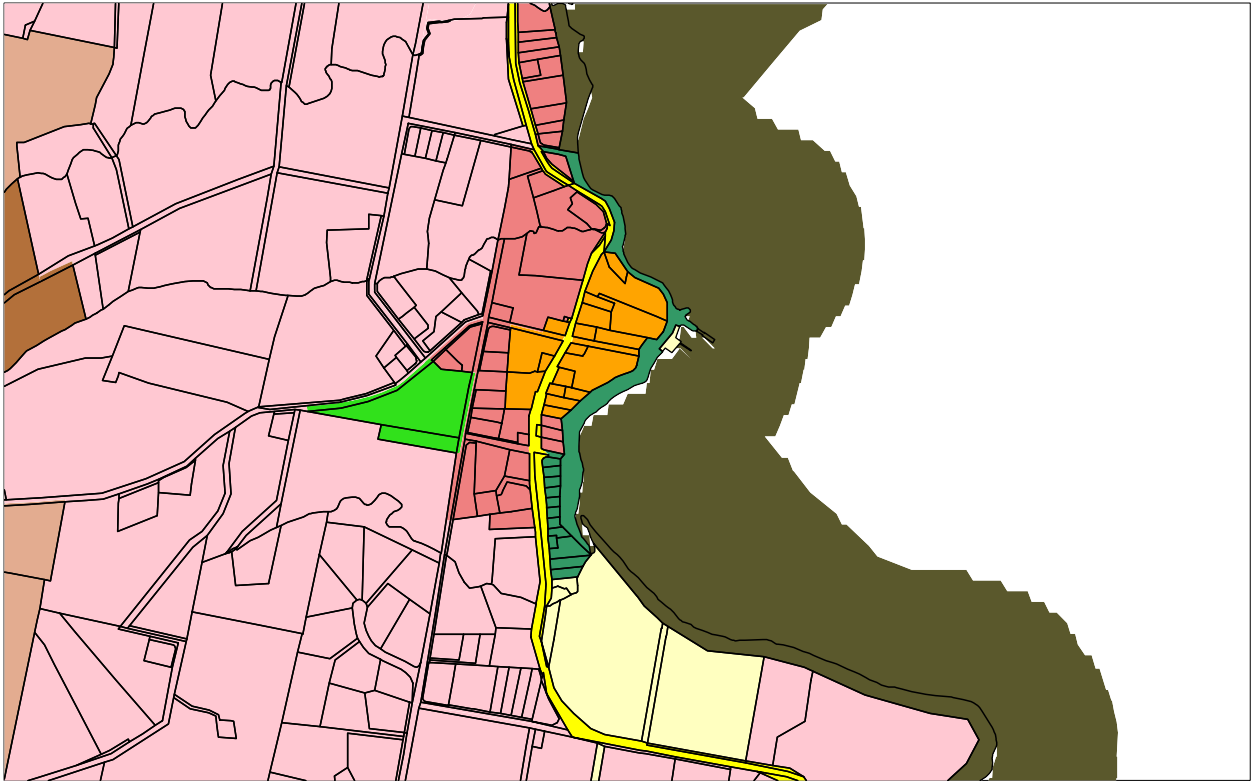
5.8.4.2 Responding to State Planning Provisions

The main change from the KIPS2015 zones is that the minimum lot size for the Low Density Residential Zone will change from 2,500m² down to 1,500m². This will not have as much impact in Woodbridge or Middleton as it might have in larger towns. It will result in a few more lots being able to be subdivided than is currently the case. For Woodbridge this can be limited to be consistent with the STRLUS constraints, particularly if some existing LDR zoned land is made to be Rural Living (A) – such as the Weeding Way subdivision as well as the land parcel between it and the oval property to the north. The other change for the Low Density Residential Zone is that unit development will be allowed – it is currently prohibited in the LDR Zone in the KIPS2015. Such unit development must be a lower level of density and may well be less likely to occur in Woodbridge (unless it is possibly for aged housing).

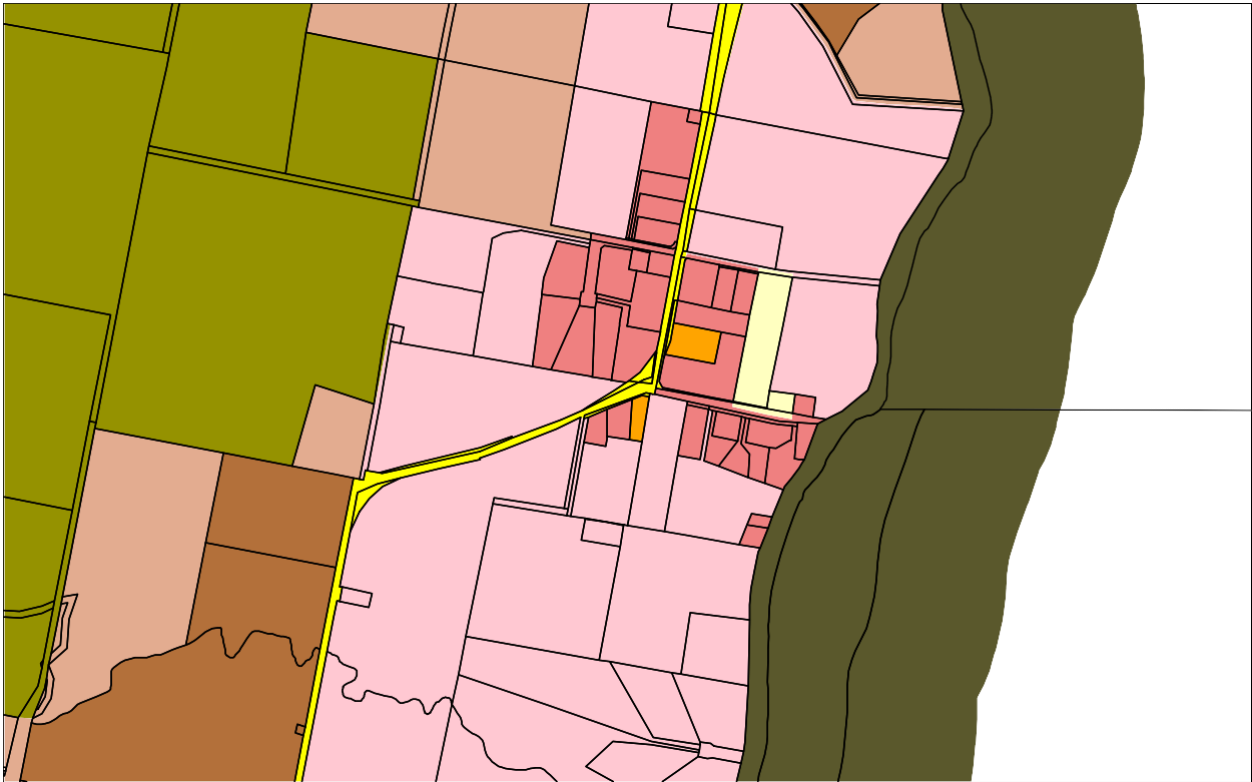
For Middleton, the potential subdivision opportunities are greater than that envisaged by the STRLUS under the designated very low growth scenario and it is proposed that some of the larger properties on the outer edge of the LDR Zone be changed to Rural Living (A)). A similar situation will need to occur at Gordon where the extent of the existing LDR Zone is (under the circumstances) excessive.

5.8.4.3 Proposed Zoning

The only proposed zoning change in Woodbridge would be to rezone Weeding Way and land north of Thomas Road (both currently zoned as Low Density Residential), plus the land parcel south of the Woodbridge Oval all to Rural Living (A). Some properties in Middleton would also be rezoned to Rural Living (A), as would also be the case for all of the LDR zoned land in Gordon. Note that the plans below do not show the different categories of the Rural Living Zone (also note that (A) has a minimum lot size for future subdivision purposes of 1ha, (B) is 2ha, (C) is 5ha and (D) is 10ha).



PROPOSED ZONING – Woodbridge



PROPOSED ZONING – Middleton

The Local Area Objectives for Woodbridge and Middleton could potentially be as follows (as based on past desired future character statements):

The Woodbridge village has strong landscape and heritage values that must be considered as part of any new land development. These values are central to the existing character of the area and encompass the coastal and marine connections, heritage listed buildings, parks and gardens and the adjoining rural landscape.

The adaptive reuse of existing heritage listed buildings, as well as other buildings that contribute to the streetscape, is encouraged, together with the removal of non-sympathetic additions to existing buildings.

New development that furthers the tourism potential, business viability and community cohesion of Woodbridge is encouraged. New signs should be sensitive to the heritage character of the village and be unobtrusive in size and scale.

Future residential development within Woodbridge should be consistent with the village's coastal/rural character and takes due account of the various site constraints. Residential subdivisions should be low density and suburban type developments are to be avoided.

The Middleton village area should remain a quiet peaceful environment with future development proposals complementing the existing rural village character. Low-key development is encouraged where it can provide for an enhanced visitor experience or where there are opportunities to provide for local health and community services.

Local recreational infrastructure should be enhanced in both Woodbridge and Middleton with priority given to pedestrian amenity and coastal access. The rich heritage and historical associations within and around these villages should be interpreted and protected wherever possible.

5.9 DENNES POINT

5.9.1 Background

5.9.1.1 Study Area

The Dennes Point settlement is located at the northern tip of Bruny Island and is either accessed via the Main Road through the Bull Bay area or via the Killora and Nebraska roads. It is a small settlement strung along the Nebraska Beach which faces westwards. The northern limit is bounded by the current extent of dwellings on Dennes Point Lane and the southern limit by the southern extent of Nebraska Beach. Above and behind the settlement is the Dennes Hill Nature Reserve plus some farming properties, such as the Woodlands Park property to the east.

Dennes Point has quite a small permanent population of about 50 but this then increases to a much greater extent over summer and on many weekends as there are many 'shacks' in the general area (including Killora and Barnes Bay) and it is a popular weekend and holiday destination. Most of the dwellings are weekenders owned by families from southern Tasmania and some of these are let out as self-contained holiday homes.

Alongside the Dennes Point Community Hall there is a café/shop ('Jetty Café') and gallery ('Art at the Point'). On the beach there is a public jetty, boat ramp, public toilets and a small BBQ area. At the end of Sports Road there is a small playing field, tennis court and club room at Kellaway Park.

5.9.1.2 Strategic Context

Dennes Point is the largest settlement on north Bruny. The other settlements north of the Neck are Great Bay and Barnes Bay. Following the establishment of the café and gallery in 2008, Dennes Point has become increasingly popular for both permanent residents and weekenders. A few new dwellings have been constructed each year since that time and it has become a more popular destination for visitors – although most head towards south Bruny where there are more attractions and the roads are of a better standard.

Regionally, Dennes Point is not large enough to rate a mention in the STRLUS. The STRLUS states that all other settlements should have a “very low” growth strategy – with any growth scenario being “consolidation”. Very low growth is defined as no new potential dwellings, except single dwellings on existing lots or where low density subdivision can demonstrate no off-site impacts from wastewater disposal, adequate provision of potable water and hazard and natural values constraints are adequately addressed”. These requirements within the STRLUS will have an impact on how the Dennes Point settlement is zoned. It is not targeted for any future growth (either in regard to greenfield or infill).

5.9.1.3 Community Consultation and Desired Future Character

The public meetings that were held in 2006 on Bruny Island focused on determining desired future character statements for Bruny Island as a whole, and don't specifically refer to Dennes Point. The strongest character statements or directions for Bruny Island were that:

- The quality of the natural environment is Bruny Island's greatest asset and should be protected.
- Public infrastructure needs to meet the basic needs of residents and visitors – maintain roads to a reasonable standard, improve recreational facilities and provide better health/community services.
- Support low key sensitive development that retains the rural and natural character of Bruny Island – particularly tourism and small scale local produce.
- Protect heritage and cultural values and improve interpretation opportunities.
- Limit further rural subdivision and control inappropriate development that is not sympathetic to the landscape.

The Desired Future Character Statements within Schedule 14 of the KPS2000 for Bruny Island were as follows:

The unique natural environment is Bruny Island's most important attribute and must be protected from inappropriate land use and development.

Low-key sensitive development is appropriate within existing developed areas and should essentially be limited to the in-fill development of vacant lots. The existing natural character of rural areas should be protected from rural residential type subdivision that is not sympathetic to the surrounding landscape.

The relative isolation of island life is an attraction in itself and brings with it a more relaxed and quieter lifestyle, and a more self-sufficient and supportive community. Development should be designed to discretely support this Bruny Island lifestyle.

Use or development that improves service delivery, especially health, transport, retail/restaurant and emergency services, is to be encouraged, particularly within or adjacent to existing developed areas.

Larger scale developments that do not reflect the existing lifestyle and built characteristics of the Island are generally regarded as being out of character.

Tourism provides opportunities for investment and employment and the marketing of Bruny Island. Relatively low-key tourism development is appropriate where it balances the needs of residents and visitors and enhances the Bruny experience.

Opportunities for small businesses, agricultural enterprises and 'cottage industries' are to be encouraged where they support and enhance the lifestyles of local residents and the visitor experience.

The Aboriginal, cultural and historic heritage of Bruny Island is unique. These values should be recognised and built upon with respect. Such heritage is to be protected and its historical associations should be presented in ways that enhance experiences for visitors and residents.

Road infrastructure, recreational facilities and other public services need to be provided and maintained to a higher standard in order to improve local amenity and enjoyment. Use or development should only occur where it will not compromise the standard of such public infrastructure assets.

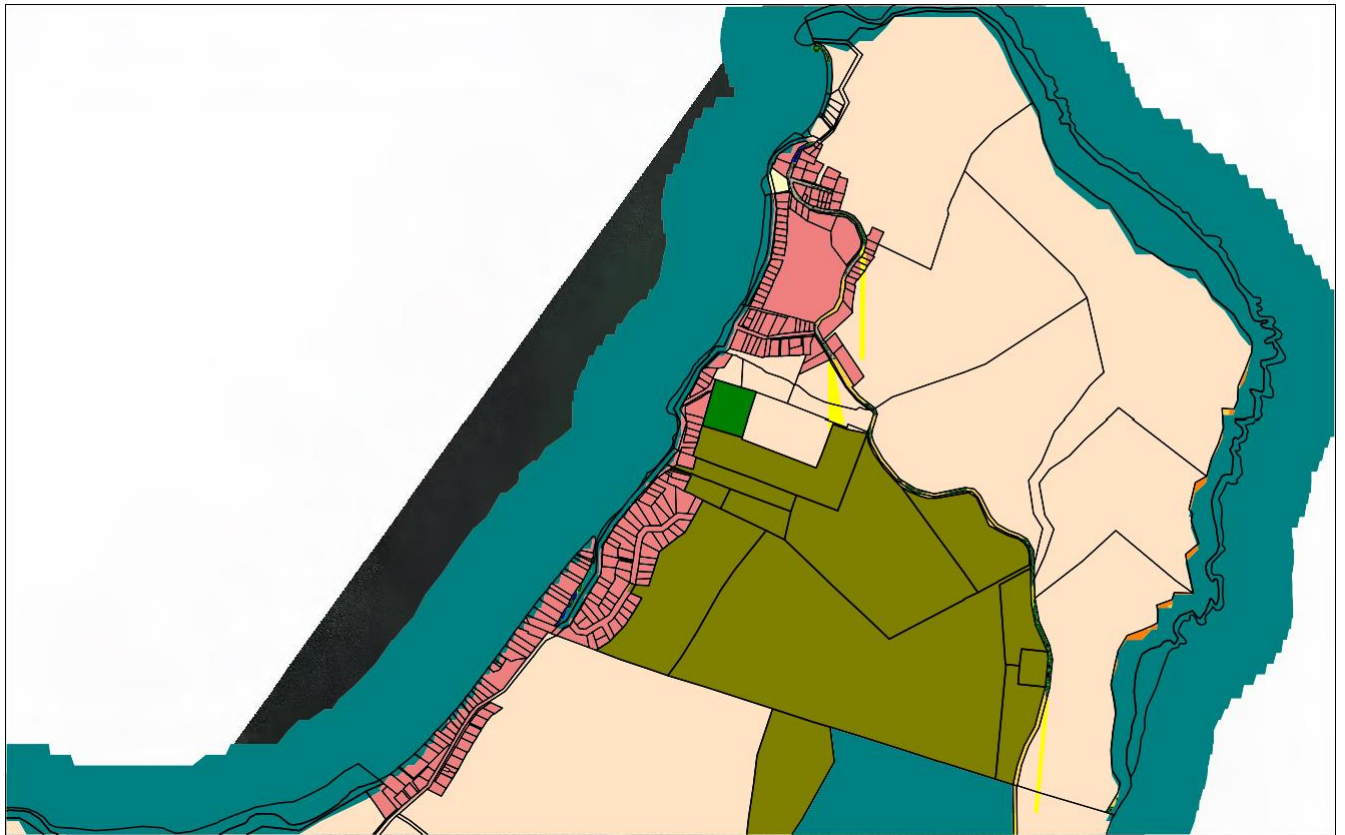
For Dennes Point, the main features that emanate from these desired future character statements relate to it remaining as a relatively small scale residential village, that the natural values and historic features of surrounding areas be recognised and protected, that road access be improved and that tourism opportunities be encouraged but in a low key manner and at a scale that suits the island lifestyle.

Further public consultation was conducted in 2006 and 2013 on a "Future Vision Plan" for Bruny Island. In 2013 almost 30% of all land owners responded to a survey and some of the main issues identified by many respondents was a concern about inappropriate development, the need to encourage low-key eco-tourism opportunities, future development to suit the Bruny Island "character", protect the natural environment and encourage local, emerging businesses. There was a general feeling that the Island should be kept as it is and that any development should not adversely impact on existing character and amenity. A Bruny Island Liveability Study was also completed in 2018 and it should be referred to when considering the local community's views on a wide range of topics.

5.9.1.4 Current Planning Scheme

The zones within the current KIPS2015 planning scheme focus on reflecting the existing land uses within Dennes Point. It was a translation of the previous KPS2000 planning scheme, though there were some minor refinements made to address any boundary anomalies. Due mainly to environmental, heritage and landscape constraints, there was no capacity for any outward expansion of the existing urban footprint. The particular zones that were applied included:

- All of the existing residential areas have been zoned **Low Density Residential** consistent with the previous residential zone.
- The property containing the Dennes Point Community Hall and attached café and gallery is zoned **Community Purpose**.
- Kellaway Park is zoned **Recreation**.
- All of the fringing areas to the east of Dennes Point are either zoned **Rural Resource** or **Environmental Living**.
- The beach and Crown foreshore reserves have been zoned **Environmental Management**.



KIPS2015 ZONING MAP OF DENNES POINT

5.9.2 Current Situation

5.9.2.1 Natural Environment

The main natural feature is Nebraska Beach and the D'Entrecasteaux Channel waterway. This beach is showing clear evidence of erosion and some residents feel threatened enough to install temporary protective measures. This usually only worsens the situation, particularly for neighbours. A more coordinated response is necessary. The private land goes down to high water mark and so it is that private land which is being lost to erosion. It will be difficult to retain an effective natural barrier.

Coastal erosion is also particularly bad near the jetty and rock walls have had to be constructed in the past in order to protect the main road from being undercut. Council is planning to do further protective work to ensure the road is not undercut.

North Bruny is a biodiversity 'hotspot' and the hills behind Dennes Point are well vegetated and include a designated nature reserve (Dennes Hill Nature Reserve), plus the Cape de la Sortie Conservation area wraps around the eastern coastline. Most of the residences within Dennes Point have native vegetation close by and this, together with the rather steep topography and timbered backdrop, provides the area with a natural, bush character. The residential area around Cox Drive is the area most affected by the priority vegetation.

These environmental values will not be protected within the SPPS as the relevant Codes do not apply to the Low Density Residential zone.

5.9.2.2 Water, Sewerage and Stormwater Infrastructure

There are no reticulated water or sewerage services within Dennes Point (or anywhere on Bruny Island). All dwellings and businesses rely on tank water for their domestic water supplies.

Similarly, all dwellings and businesses rely on the on-site treatment and disposal of wastewater. Many of the older residences, shacks and other buildings have old septic systems that may malfunction on occasions during periods of heavy occupancy. Council addresses these issues as they become apparent – with some systems needing to be replaced if more regular maintenance or repair options are not feasible.

Council is responsible for roadside stormwater management. This is sometimes an issue at Dennes Point as a number of roads are on relatively steep land.

5.9.2.3 Access, Traffic and Parking Issues

Access to Dennes Point is either via the Main Road through the Bull Bay area or via the Killora and Nebraska roads. Both roads are in part very narrow and winding and of gravel formation. They can become dangerous for unfamiliar drivers or when large vehicles are encountered. The quality of these roads discourage some visitors, although there is an alternative view that they are part of the area's rustic character and discourage speeding (provided drivers "drive to the conditions").

Within the Dennes Point settlement itself, the roads are generally satisfactory although there are some particular instances where local grade and sight distance improvements are necessary (such as at the Sports Road intersection). Coastal erosion has threatened the main road just below the community hall but this was rectified during 2018.

Pedestrian amenity is a particular issue and walkers are often required to walk on the road itself as there is no formed verge or any footpaths. The local community is concerned about this issue during the busier periods. There is some public parking close to the Jetty Café but this often inadequate to meet demand. The road reserve is also very narrow.

5.9.2.4 Commercial and Industrial Uses

The only commercial development within Dennes Point includes the Jetty Café and the Art at the Point gallery, plus a number of holiday accommodation businesses (B&Bs and self-contained accommodation),

5.9.2.5 Existing Residential Land Supply

The pattern of residential development in Dennes Point is essentially linear and follows the Nebraska Road alongside the beach. There are a very few vacant properties that could still be developed, but there is little capacity for the further subdivision of land without a change in the current zoning. The existing land supply has been largely taken up.

This is an area that is more popular for weekenders rather than permanent or tourist accommodation. There are a few new housing approvals each year, and it is expected that there will be a continued steady demand for new dwellings both in Dennes Point and the extended area south to Barnes Bay. However, as is the case for the whole of Bruny Island, the main constraint for any development remains the access issues that living on an island represents. The personal inconvenience involved and the capacity of the ferry to transport vehicles back and forth will continue to limit the number of visitors and residents.

5.9.2.6 Community Facilities and Public Recreation

There are only a few community and public recreational facilities within Dennes Point. The community hall is the focus of local community activity and this is strongly supported by the adjoining café and

gallery. These facilities provide an important social space and have influenced many people to move to Dennes Point and other nearby areas. They have helped to build community cohesion and capacity.

On the foreshore there is an area that includes the public toilets, BBQ area, boat ramp and public jetty. The other precinct that includes community facilities is at Kellaway Park that has a playing field, tennis court and club room. These facilities at Kellaway Park receive little use, as both local residents and visitors patronise the café and gallery, or the waterfront. The gallery provides a commercial outlet for the many artists on Bruny Island and, as a result, has encouraged their endeavours and the development of a burgeoning and supportive arts community.

5.9.2.7 Heritage Values

Evidence of early European (including after settlement) and Aboriginal activity exists within and around Dennes Point. The local community is keen to highlight this with the establishment of a heritage walk to the north of the main settlement. Interpretation panels have been erected which describe the rich history of this northern tip of Bruny.

The only listed heritage place (in KIPS2015) at Dennes Point is Woodlands Park.

There are no other listed heritage places within the KIPS2015 however a review is being undertaken of any potential places that may have "local" heritage significance. Once they have been identified, a new list will be prepared for inclusion within the Local Historic Heritage Code.

5.9.2.8 Surrounding Land Uses

The adjoining land uses to the Dennes Point settlement (to the west) are mainly steep timbered slopes in either private or public ownership. Woodlands Park is an operating farm.

5.9.3 Development Opportunities

5.9.3.1 Residential Demand and Growth Opportunities

There is a steady albeit limited demand for additional residential development within Dennes Point. This demand is not sufficient to provide for any major rezoning of land to encourage new housing estates and, in fact, the policy within this strategy is not to do this because of the limited capacity of Bruny Island to accept many more tourists or residents. In regard to tourists, the focus is on yield rather than increasing numbers. The relatively isolated location of Dennes Point is also a factor. The roads to this settlement are relatively poor and there are few services. Other than the café, this is essentially an isolated coastal residential settlement.

The reduction of the minimum lot size for the Low Density Residential Zone from 2,500m² down to 1,500m² has the potential to create a few subdivision opportunities which would be contrary to the STRLUS requirements. Almost all existing lots are already quite small and it is doubtful that this minimum lot size reduction will have much impact. One major shortcoming of this LDR Zone is that there are vegetation protection provisions and this is an important consideration for an area like Dennes Point.

The exception for this is that there is one larger internal lot that is zoned as Low Density Residential and this could be potentially subdivided into about a dozen lots if an internal road was constructed (off Nebraska Road) and acknowledging the topographic constraints of this land parcel. It also does have some environmental value. Construction costs would be very high and so its imminent development is very unlikely. The subject land is also entirely surrounded by smaller parcels that are all appropriately zoned as Low Density Residential. The alternative of Rural Living or possibly Landscape Conservation may be appropriate, however it is left as LDR on the basis that its subdivision to the theoretical maximum extent is very unlikely (there is an approved subdivision of only a few lots).

There is therefore little growth potential within Dennes Point and the focus is likely to be on redeveloping existing titles that are already built on. Other residential areas on north Bruny include Barnes Bay, Apollo Bay and Great Bay. It is not intended that any growth opportunities be provided at these very small settlements. The situation at Barnes Bay is that the residential area is zoned as Low Density Residential and that, with the reduction in the minimum lot size, this would facilitate an excessive amount of subdivision. Most if not all of this area should be zoned as Rural Living (A). Apollo Bay would also be Rural Living (currently it is Environmental Living), as would Great Bay (currently it is zoned Low Density Residential) as most lots could potentially be subdivided – which would be contrary to the STRLUS.

5.9.3.2 Commercial and Industrial Opportunities

Following the establishment of the café and gallery, Dennes Point has become more popular for tourists and this may provide for some other future commercial opportunities. However this is most likely to be limited to additional holiday accommodation (such as B&Bs and self-contained accommodation).

The issues relating to tourism activity on Bruny Island are more fully described in the Bruny Island Tourism Strategy (on Council's website). This strategy recommends that actions be taken to increase tourism yield by encouraging longer stays and more visits occurring in the off-season. Public infrastructure needs to be improved and a greater variety and amount of accommodation is required. Visitors should see Bruny Island as being worthy of a few days stay and that day trippers spend too much time travelling without fully experiencing the pleasures of the Island. If that does occur then it is expected that Dennes Point may continue to be in demand for future holiday accommodation and visiting other Island attractions to the south.

5.9.3.3 Public Utilities and Infrastructure Development

There are a few opportunities to improve the public infrastructure at Dennes Point and in the general area back towards Barnes Bay. The most pressing need is the upgrade and more frequent maintenance of the main roads leading in to Dennes Point. Pull-over bays are needed where there are good views and drivers should be encouraged to slow down. Within Dennes Point there is a need for more parking in the vicinity of the community hall and pedestrian pathways should be provided alongside the Dennes Point streets where possible.

All properties rely on tank water and on-site wastewater disposal. There is no likelihood of reticulated systems. The condition of the public infrastructure in Dennes Point is not in itself a significant constraint on future development, however each development proposal will need to be treated on its merits and particularly in regard to safe access and the feasibility of the affected property to dispose of its own wastewater.

5.9.3.4 Public Amenity and Recreation

Public recreational activity is catered for by the existing facilities (foreshore beaches and walks, community hall and Kellaway Park) and this can be further enhanced by improving pedestrian amenity and safety. The beach needs to be protected and provision will need to be made to protect it against erosion. This will however need to be done in a sustainable manner and in accordance with any necessary coastal investigations. Public safety and amenity within Dennes Point can be best improved by including pedestrian pathways at some critical locations.

5.9.4 Planning Scheme Response

5.9.4.1 Future Urban Growth

The urban footprint of Dennes Point is mainly ribbon development along Nebraska Road and has reached its most northerly and southerly extent. No additional dwellings should be constructed beyond the

existing northern house as this is an important scenic area and is subject to coastal inundation and rising groundwater. It is not proposed to expand the existing Low Density Residential Zone outwards.

The only subdivision opportunities are therefore limited to infill. There is one larger property above Nebraska Beach and the boat ramp that is being subdivided into a few lots but any further subdivision is unlikely due to the relatively steep slopes and access constraints. All other properties are quite small and would not be subdivided in future. There is no intention to provide for any additional growth opportunities at Dennes Point. As previously indicated, this is consistent with a broader policy for Bruny Island that reflects the limited capacity for population growth due to the ferry constraints, the relative isolation of this settlement and the seasonal congestion that already occurs.

5.9.4.2 Responding to State Planning Provisions

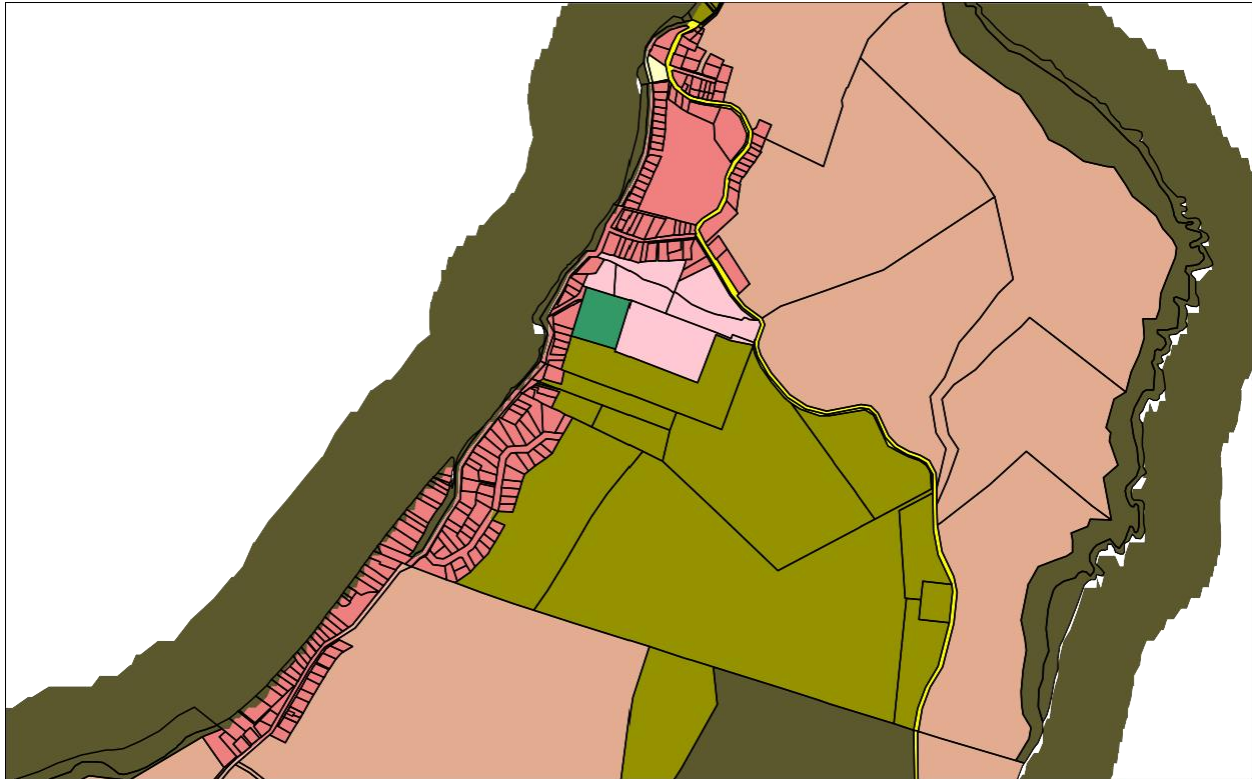
The State Planning Provisions will not trigger a change in the existing zoning of land within Dennes Point. The main change from the KIPS2015 zones is that the minimum lot size for the Low Density Residential Zone will change from 2,500m² down to 1,500m². The other change is that unit development will be allowed – it is currently prohibited in the Low Density Residential Zone in the KIPS2015. Such unit development must be a lower level of density which will effectively preclude much development on the smaller house blocks within Dennes Point.

For most of the smaller lots within Dennes Point, these changes are not likely to facilitate any significant increase in infill subdivision or unit development. The main constraint in this regard is that most titles are relatively small, plus there are other access, topographical and environmental issues that will need to be considered.

Some parts of Dennes Point are to be zoned as Rural Living (A) where there are larger lots and high priority vegetation. A Low Density Residential zoning is not sufficient to protect this high priority vegetation (as the relevant Code does not apply). A few larger lots could be further subdivided and this would be contrary to the STRLUS “very low growth” requirement. There is also an issue with the larger setbacks applying to the LDR zone that will result is almost all development becoming discretionary. In order to address such issues, it will be necessary to provide for the application of a Specific Area Plan over Dennes Point. Such a mechanism will need to be applied elsewhere due to similar circumstances. The advantage of a SAP is that it retains the existing planning scheme development controls, as they would be severely relaxed in the new scheme.

5.9.4.3 Proposed Zoning

The conversion of the KIPS2015 to the new planning scheme for Dennes Point is envisaged to be quite straight-forward. The Local Provisions Schedule will essentially be retaining the existing zones (other than the conversion of the adjoining Environmental Living Zone to the Landscape Conservation Zone).



PROPOSED ZONING – Dennes Point

The Local Area Objectives for Dennes Point could potentially be as follows (as based on past desired future character statements):

The unique natural environment is Dennes Point's most important attribute and must be protected from inappropriate land use and development. Low-key sensitive development is appropriate within and adjoining existing developed areas.

The relative isolation of island life is an attraction in itself and brings with it a more relaxed and quieter lifestyle, and a more self-sufficient and supportive community. Development should be designed to discretely support this Bruny Island lifestyle. Larger scale developments that do not reflect the existing lifestyle and built characteristics of the area are generally regarded as being out of character.

Tourism provides opportunities for investment and employment. Relatively low-key tourism development is appropriate where it balances the needs of residents and visitors and enhances the Bruny experience. Opportunities for small businesses and 'cottage industries' are to be encouraged where they support and enhance the lifestyles of local residents and the visitor experience.

The Aboriginal, cultural and historic heritage of the Dennes Point area is unique. These values should be recognised and built upon with respect. Such heritage is to be protected and its historical associations should be presented in ways that enhance experiences for visitors and residents.

Road infrastructure, recreational facilities and other public services need to be provided and maintained to a standard that improves local amenity and enjoyment. Use or development should only occur where it will not compromise the standard of such public infrastructure assets.

5.10 ALONNAH

5.10.1 Background

5.10.1.1 Study Area

A permanent resident population of about 150 people live in Alonnah and it constitutes the main civic centre on Bruny Island. It has the Council office (and History Room), Council depot, Men's Shed, Police station, community health centre, primary school, oval, public toilets and a large community hall – plus a hotel, chemist and shop (general store). There is a children's playground, barbecue area, skate park, foreshore reserve walk and a public boat ramp and marina (at the Pontoon breakwater). It is the best serviced of all Bruny settlements in regard to community facilities.

Alonnah has a dispersed settlement pattern with the two main residential areas being separated by a relatively open area in the middle – which contains most of the abovementioned civic and community functions. The most recent housing development has occurred above the old Pontoon jetty in Ritchie and Harvey Streets – with more scattered dwellings further to the north on Matthew Flinders Drive. The smaller residential area to the south is based on William Carte Drive to the rear of the Bruny Hotel – plus there are a few more dwellings on the main road further south. The settlement is therefore bounded by those dwellings on Matthew Flinders Drive to the north and then, a little more than one kilometre to the south, by a few dwellings beyond William Carte Drive at Sunset Bay.

5.10.1.2 Strategic Context

Alonnah is the main settlement on the east coast of southern Bruny Island – Lunawanna being the only other. As indicated above, it contains most of the civic functions on the island together with the primary school. It is a popular destination for many visitors to Bruny Island due to the hotel and other services, plus it is on the main road south to the Bruny Lighthouse and Cloudy Bay.

Regionally, Alonnah is a small isolated township that is predicted in the STRLUS to have moderate future growth levels. This would indicate that its growth potential is greater than Adventure Bay or Dennes Point for example. The focus of any growth should be to further consolidate this village (the growth scenario is characterised as “consolidation” or infill within the regional strategy).

5.10.1.3 Community Consultation and Desired Future Character

The public meetings that were held in 2006 on Bruny Island focused on determining desired future character statements for Bruny Island as a whole, and don't specifically refer to Alonnah. The strongest character statements or directions for Bruny Island have been listed in the previous Dennes Point chapter. They apply equally to Alonnah. Similarly, the character statements for Bruny Island (as included in Schedule 14 of the KPS2000) have been previously listed for Dennes Point and apply equally to Alonnah.

For Alonnah, the main features that emanate from the desired future character statements relate to it remaining as a relatively small scale residential village, that the central core be further developed as a more integrated civic/commercial precinct, in-fill development be encouraged and that the natural values of surrounding areas be protected.

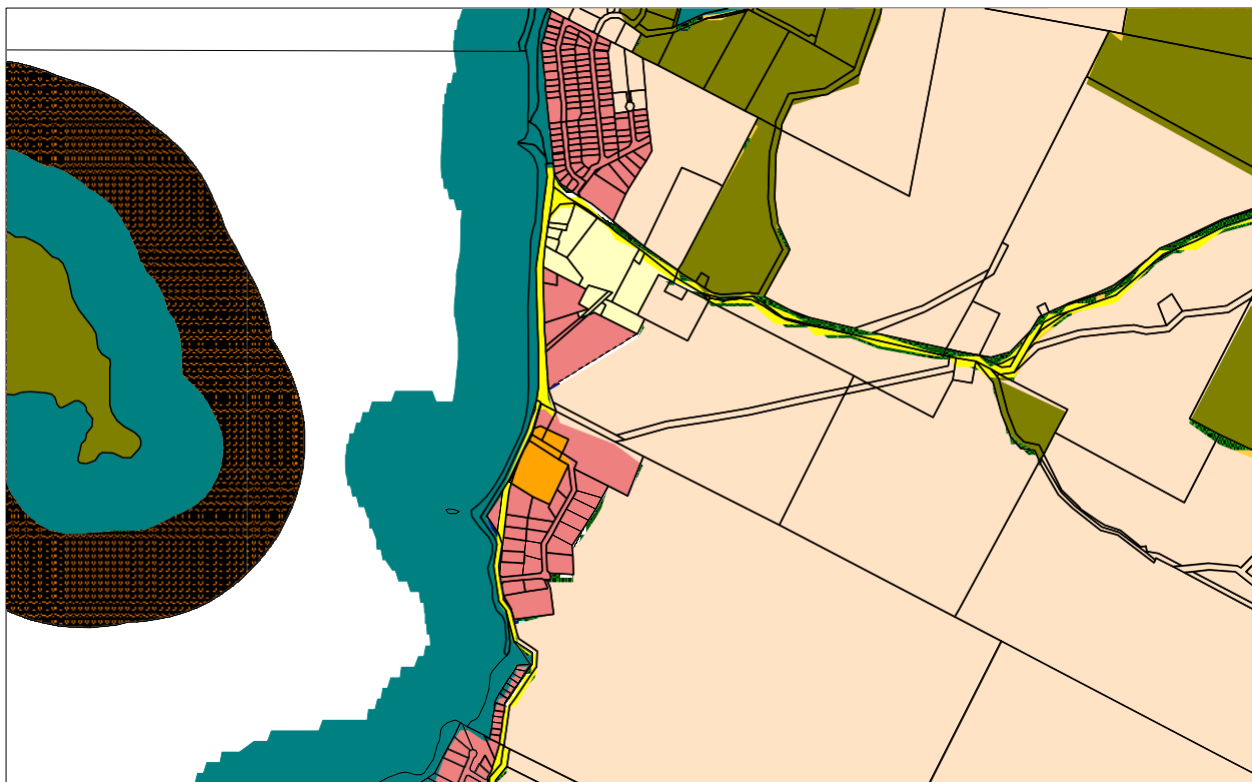
Further public consultation was conducted in 2006 and 2013 on a “Future Vision Plan” for Bruny Island. In 2013 almost 30% of all land owners responded to a survey and some of the main issues identified by many respondents was a concern about inappropriate development, the need to encourage low-key eco-tourism opportunities, future development to suit the Bruny Island “character”, protect the natural environment and encourage local, emerging businesses. There was a general feeling that the Island should be kept as it is and that any development should not adversely impact on existing character and

amenity. A Bruny Island Liveability Study was also completed in 2018 and it should be referred to when considering the local community's views on a wide range of topics.

5.10.1.4 Current Planning Scheme

The zones within the current KIPS2015 planning scheme reflect the existing land uses within Alonnah. It was a translation of the previous KPS2000 planning scheme, though there were some minor refinements made to address any boundary anomalies and some additional land on School Road was rezoned to accommodate a small amount of additional residential development. The latter was due mainly to the need to consolidate the disparate nature of the existing settlement by rezoning some land close to the “centre” of Alonnah for low density residential purposes – though the extent of this was limited by the fact that there is some existing vacant residentially zoned land and it seems there is not a great demand for new building lots within Alonnah. The particular zones that were applied included:

- All of the existing residential areas were zoned **Low Density Residential** consistent with the previous residential zone – plus the additional area mentioned above on School Road.
- The small commercial area on the Main Road that was zoned Business and Civic (hotel and general store) is now zoned **Village**. This Zone's purpose is to provide small rural centres with a mix of residential, community services and commercial activities.
- All of the central civic area (which contains the Council office and depot, the police station, oval, community hall, health centre and school) were zoned **Community Purpose**. This zone selection has been influenced by the fact some of these different uses occur within a single title (owned by Council).
- The Crown foreshore reserves (and marina area) were zoned **Environmental Management**.



KIPS2015 ZONING MAP OF ALONNAH

5.10.2 Current Situation

5.10.2.1 Natural Environment

The main natural feature at Alonnah is the coastline, both north and south of the pontoon marina. There is a long sandy beach that extends as far south as Mills Reef, just opposite the hotel. There is a narrow Crown reserve that contains dunal vegetation – with some initial signs of erosion at the southern end. This vegetation stabilises the active dunes, provides for wildlife habitat and is an important aesthetic feature. Satellite Island is just offshore.

Most of the inland area around Alonnah has been cleared for farming or has been significantly disturbed due to small residential landholdings. There is adjoining native vegetation on more elevated country to the north and south of Jannali Road, and further afield there are forested areas along Barnes Creek and on Talune Hill.

5.10.2.2 Water, Sewerage and Stormwater Infrastructure

There are no reticulated water or sewerage services within Alonnah. There is a dump site located at the Council depot that is used by caravans and campervans. All dwellings and businesses rely on tank water for their domestic water supplies. Previous investigations were conducted into the use of the Council property alongside the hotel as a source of potable water. Bores were sunk and tested and the samples were found to not be suitable. A second source of potable water on Bruny Island is required and if this site is not suitable then other options should be investigated.

Similarly, all dwellings and businesses rely on the on-site treatment and disposal of wastewater. Many of the older residences, shacks and other buildings have old septic systems that may malfunction on occasions during periods of heavy occupancy. This has been a problem at Alonnah, due mainly to the relatively small size of the residential blocks. Council addresses these issues as they become apparent – with some systems needing to be replaced if more regular maintenance or repair options are not feasible.

Council is responsible for roadside stormwater management, though this is usually only a significant issue on the more sloping terrain.

5.10.2.3 Access, Traffic and Parking Issues

The Main Road and School Road are sealed roads, and all other roads are gravel surfaced. The roads are in reasonable condition and are suitable for access to the scattered residential properties within and surrounding Alonnah.

While Alonnah is a relatively quiet area for most of the year, the traffic does become quite heavy during the peak summer and Easter periods. Nevertheless, there are no particular traffic or parking issues of major concern – other than maybe improving the condition of the parking area at the hotel and shop, reviewing parking needs in the vicinity of the school, community hall and health centre, and ensuring the safe passage of traffic along the Main Road in the vicinity of the Council office. The local community has in the past expressed concerns about pedestrian safety and amenity along the Main Road, between the hotel and the centre of town (particularly across the Barnes Creek bridge).

5.10.2.4 Commercial and Industrial Uses

The existing commercial development includes the Bruny Hotel, general store, chemist, plus a variety of rental or holiday accommodation. There is no industrial development within Alonnah, though there is the main Council depot which is located to the rear of the police station.

5.10.2.5 Existing Residential Land Supply

The largest residential area within Alonnah is located in the northern precinct, consisting of Ritchie Street, Harvey Road and Stuart Street. Beyond this are the larger residential properties on Matthew Flinders Drive. Most of the existing lots within this precinct are quite small. There are 104 separate titles within the Low Density Residential Zone in this precinct, but there are only 60 dwellings (a few of which are sheds only used for occasional camping) – and about a dozen are used commercially holiday accommodation. A few of these dwellings occupy two lots in order to have sufficient room for outbuildings and wastewater disposal. It does appear that there would be about 20 vacant lots that could be built on at some time in the future.

Along School Road and between School Road and the Main Road, there are two areas of Low Density Residential zoned land that have only been partly subdivided. Together, they would have the capacity for an additional 15 larger sized lots. This central precinct is undeveloped and would constitute the best infill potential for Alonnah.

The other suitably zoned precinct to the south is the one that surrounds William Carte Drive. It contains 26 titles and 20 dwellings. One larger lot has the potential for further subdivision and this precinct could feasibly eventually contain an additional 10-15 dwellings.

In summary, Alonnah already has ample vacant properties that could be feasibly further developed for residential purposes in the foreseeable future. The main constraints will be the capacity of existing smaller lots to accept domestic wastewater systems and the development costs associated with future land subdivisions. There are some environmental constraints associated with Alonnah's coastal location, and there are some low-lying areas and native vegetation worthy of protection. Visual amenity is a factor, particularly in regard to the use of reflective materials.

5.10.2.6 Community Facilities and Public Recreation

There are a number of community and public recreational facilities within Alonnah, such as the community hall, oval, children's playground and BBQ area, skate-park, Cricket Club rooms, Men's Shed and the marina foreshore area containing the Bruny Island Boat Club facility and picnic area. The community hall is the largest on Bruny Island and is used as a venue for events that require larger audiences. The Bruny Island arts community are working with Council and the hall committee in upgrading the hall so that it is more suitable for displays and performances.

The community centre of Alonnah is located at the community hall, as it has alongside it the Bruny Island Community Health Centre and opposite it, the Bruny Island District School. Also alongside it is the main Bruny Island oval, the skate-park and cricket club-rooms. Opposite the health centre are the aged units managed by Council (noting that a redevelopment of this particular site would be encouraged). This relatively small area is a busy one and at some future time could be reviewed and redesigned in regard to access, landscaping, parking and pedestrian amenity.

Alonnah is the main civic and community centre of Bruny Island – particularly as it has the Council office and depot, police station, Health Centre and District School (plus hotel and shop).

5.10.2.7 Heritage Values

Evidence of early European (including after settlement) and Aboriginal activity exists within and around Alonnah and this needs to be respected when further land disturbance is proposed. There are a number of listed places of heritage significance – including the pontoon (the only remnant from the Derwent River pontoon when the Derwent Bridge was closed) breakwater, the Council office (former Bruny Council Chambers), St Brendan's Catholic Church (to the east of Alonnah), and some of the old school weatherboard buildings.

There are no other listed heritage places within the KIPS2015 however a review is being undertaken of any potential places that may have “local” heritage significance. Once they have been identified, a new list will be prepared for inclusion within the Local Historic Heritage Code.

5.10.2.8 Surrounding Land Uses

The surrounding topography and land uses do limit the potential expansion of the existing settlement, however Alonnah has already developed in a haphazard manner that has spread out too far to the extent that it discourages walking between residences and essential services (eg the shop is almost a kilometre away from most houses). There is no potential for outward expansion of Alonnah. Surrounding land uses include farming and residential bush blocks.

5.10.3 Development Opportunities

5.10.3.1 Residential Demand and Growth Opportunities

The dispersed nature of Alonnah’s urban footprint and lack of connection between its two residential halves is a legacy of past planning decisions and will remain an ongoing issue planning concern. The civic/community precinct is also separate from the commercial precinct. – in that there are two distinct residential areas (and to some extent two distinct commercial/civic areas). Further residential development between the two existing zoned areas would help in consolidating the overall settlement. This would also be consistent with the planning directions within the Regional Land Use Strategy. The most suitable area was previously determined to be that fronting the south-eastern side of School Road. Accordingly an area was zoned in KIPS2015 as Low Density Residential. This should also facilitate the sealing of this section of gravel road.

Other than this, there is no pressing need for additional residentially zoned land in Alonnah. There have been only a few dwellings built in recent years on land which is already available and, as previously noted, there are a number of vacant lots in the Ritchie Street Harvey Road area. The fact that there is a need to focus further development in between the two separate residential areas is a development constraint in itself. New development should not be extended further to the north or south, prior to all infill opportunities within the extended settlement being fully explored.

The reduction of the minimum lot size for the Low Density Residential Zone from 2,500m² down to 1,500m² will create a few subdivision opportunities – in that it may make some larger properties more viable to subdivide than they were previously. However most existing lots are already quite small and this change will not have any impact on Alonnah.

5.10.3.2 Commercial and Industrial Opportunities

As the main centre on Bruny Island, Alonnah may well have future commercial opportunities, however it is difficult to make any accurate predictions as to what these might be, beyond the fact that it is likely that there will be more holiday accommodation (such as B&Bs, self-contained accommodation, camping and recreation vehicles). The hotel has an approved planning permit for holiday units to be constructed and this may well stimulate other commercial uses.

The issues relating to tourism activity on Bruny Island are more fully described in the Bruny Island Tourism Strategy (on Council’s website) and particular attention is paid to Alonnah. This strategy recommends that actions be taken to increase tourism yield by encouraging longer stays and more visits occurring in the off-season. Public infrastructure needs to be improved and a greater variety and amount of accommodation is required. Visitors should see Bruny Island as being worthy of a few days stay and that day trippers spend too much time travelling without fully experiencing the pleasures of the Island. If that does occur then it is expected that Alonnah will continue to be in demand for future holiday accommodation as it is well located to explore the attractions on the Island.

5.10.3.3 Public Utilities and Infrastructure Development

There are a few opportunities to improve the public infrastructure at Alonnah. A number of the local roads will require upgrading and some additional or improved parking facilities could be provided in a few locations (eg in the vicinity of the community hall, Council office and hotel).

As mentioned above, further investigations should be conducted into a second potable water supply on Bruny Island (noting the unsuccessful attempt on the Council property adjoining the Bruny Hotel). There is no likelihood for a reticulated sewerage system, however it will be necessary to closely monitor the domestic systems in the light of past problems due to small property sizes. The condition of the existing public infrastructure in Alonnah is not in itself a significant constraint on future development.

5.10.3.4 Public Amenity and Recreation

Within the central part of Alonnah, there is the potential for additional or improved public recreational and community based facilities. A wastewater “dump” site for campervans has been installed. There is also the opportunity to further extend or improve the public facilities on the foreshore and in the vicinity of the Pontoon jetty (such as a picnic area and further landscaping). The fact that the area around the community hall is so heavily used means that it too should be improved in regard to parking, landscaping etc.

5.10.4 Planning Scheme Response

5.10.4.1 Future Urban Growth

Alonnah’s urban footprint is dispersed and the only option for any future growth is as infill – there should be no further expansion of Alonnah outwards. In fact there are sufficient vacant properties within the existing areas that are zoned as Low Density Residential to cater for any potential growth with Alonnah. This is consistent with the STRLUS and there is no need to provide any additional zoned areas to facilitate further urban growth. As previously indicated, this is consistent with a broader policy for Bruny Island that reflects the limited capacity for population growth due to the ferry constraints, the relative isolation of this settlement and the seasonal congestion that already occurs.

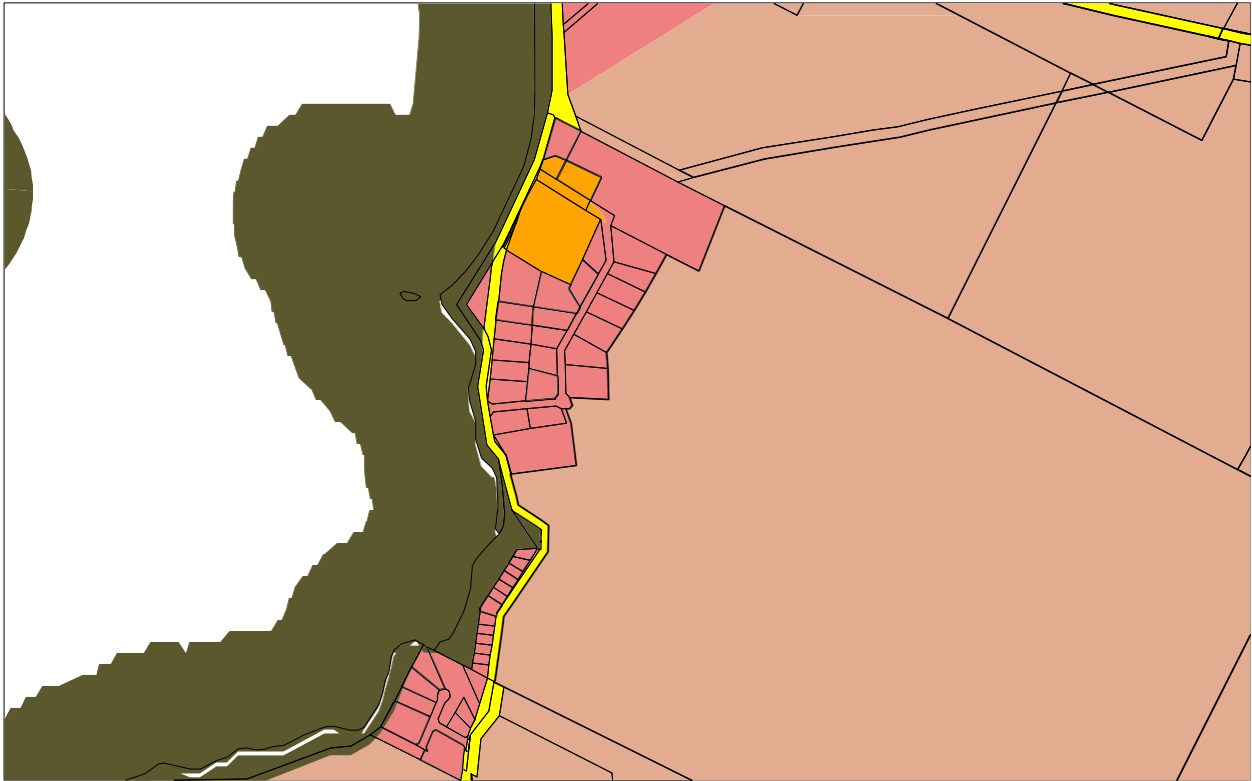
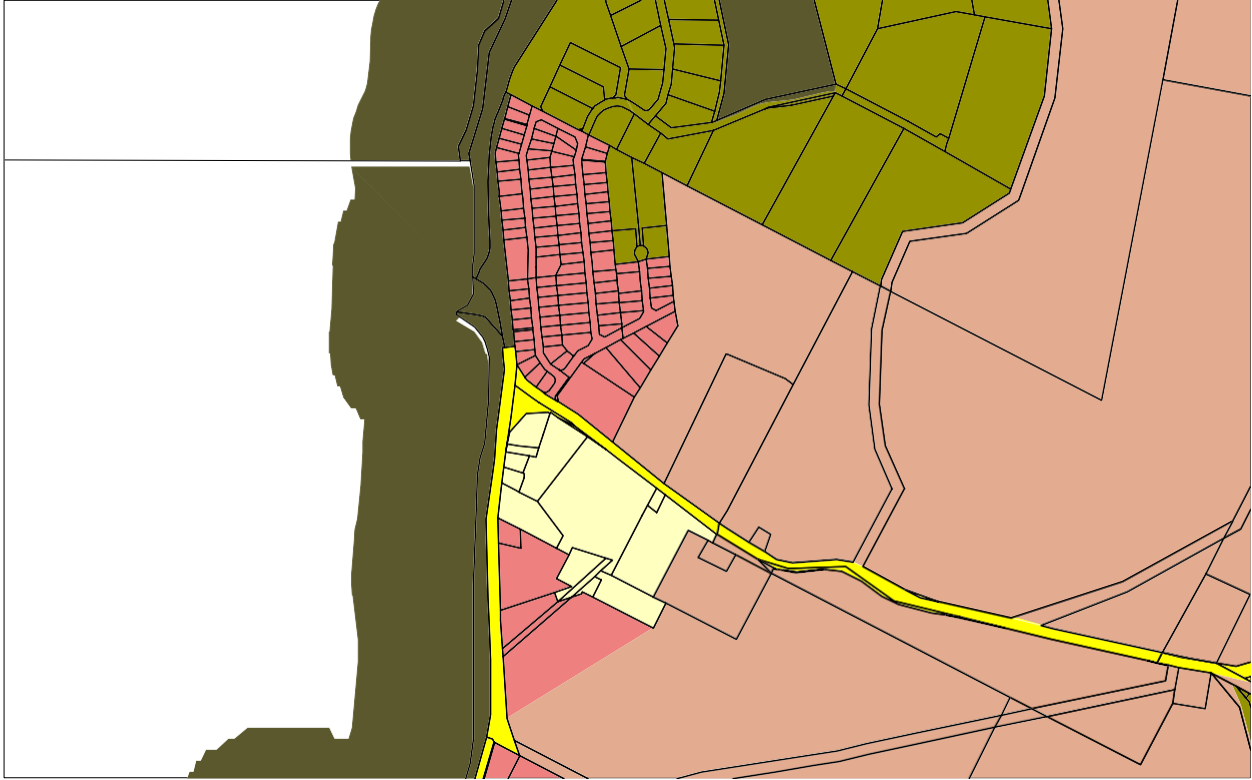
5.10.4.2 Responding to State Planning Provisions

The State Planning Provisions will not trigger a change in the existing zoning of land within Alonnah. The main change from the KIPS2015 zones is that the minimum lot size for the Low Density Residential Zone will change from 2,500m² down to 1,500m². The other change is that unit development will be allowed – it is currently prohibited in the Low Density Residential Zone in the KIPS2015. Such unit development must be at a lower level of density which will effectively preclude much development on the smaller house blocks within Alonnah.

The change in minimum lot size may make the subdivision of a larger lot more feasible and this may trigger the release of more developed land on to the market in future. The main constraints are then likely to be the costs of land development and the capacity for the on-site disposal of wastewater.

5.10.4.3 Proposed Zoning

The conversion of the KIPS2015 to the new planning scheme for Alonnah is envisaged to be quite straightforward. The Local Provisions Schedule will be retaining the existing zones without any changes.



PROPOSED ZONING – Alonnah

The Local Area Objectives for Alonnah could potentially be as follows (as based on past desired future character statements):

The unique natural environment is Alonnah's most important attribute and must be protected from inappropriate land use and development. Low-key sensitive development is appropriate within and adjoining existing developed areas.

The relative isolation of island life is an attraction in itself and brings with it a more relaxed and quieter lifestyle, and a more self-sufficient and supportive community. Development should be designed to discretely support this Bruny Island lifestyle. Larger scale developments that do not reflect the existing lifestyle and built characteristics of the area are generally regarded as being out of character.

Use or development that improves service delivery, especially health, transport, retail/restaurant and emergency services, is to be encouraged.

Tourism provides opportunities for investment and employment. Relatively low-key tourism development is appropriate where it balances the needs of residents and visitors and enhances the Bruny experience. Opportunities for small businesses and 'cottage industries' are to be encouraged where they support and enhance the lifestyles of local residents and the visitor experience.

Road infrastructure, recreational facilities and other public services need to be provided and maintained to a standard that improves local amenity and enjoyment. Use or development should only occur where it will not compromise the standard of such public infrastructure assets.

5.11 ADVENTURE BAY

5.11.1 Background

5.11.1.1 Study Area

This settlement has a reasonably small permanent population of about 200 but this then swells to a great extent in summer as the area is a popular holiday destination. Most of the houses are holiday homes. Adventure Bay has a striking landscape and possesses very important environmental and heritage values. It is a major tourism drawcard with a number of commercial and natural attractions.

The study area is a long strip of residences fronting the southern part of the Adventure Bay beach. It stretches from Quiet Corner to East Cove and is separated into two distinct parts – with the shop, community hall and bowling club in the northern residential half and a southern residential half containing the Bligh Museum and a large private charter boat business at East Cove (the end of the road). The only parts of the settlement that extend inland to any significant degree are some small areas around Lumeah Road (to the north) and Seaview and Hayes roads (to the south).

5.11.1.2 Strategic Context

Adventure Bay is the only settlement on the east coast of southern Bruny Island. It is a popular destination for most visitors to Bruny Island due to its natural attractions, tourism businesses and many accommodation providers.

Regionally, Adventure Bay is a small isolated township that is predicted in the STRLUS to have low future growth levels ("less than 10% growth in the number of potential dwellings") and to have a mixed growth scenario ("a mix of both greenfield and infill").

5.11.1.3 Community Consultation and Desired Future Character

The public meetings that were held in 2006 on Bruny Island focused on determining desired future character statements for Bruny Island as a whole, and don't specifically refer to Adventure Bay. The strongest character statements or directions for Bruny Island have been listed in the previous Dennes Point chapter. They apply equally to Adventure Bay. Similarly, the character statements for Bruny Island (as included in Schedule 14 of the KPS2000) have been previously listed for Dennes Point and apply equally to Adventure Bay.

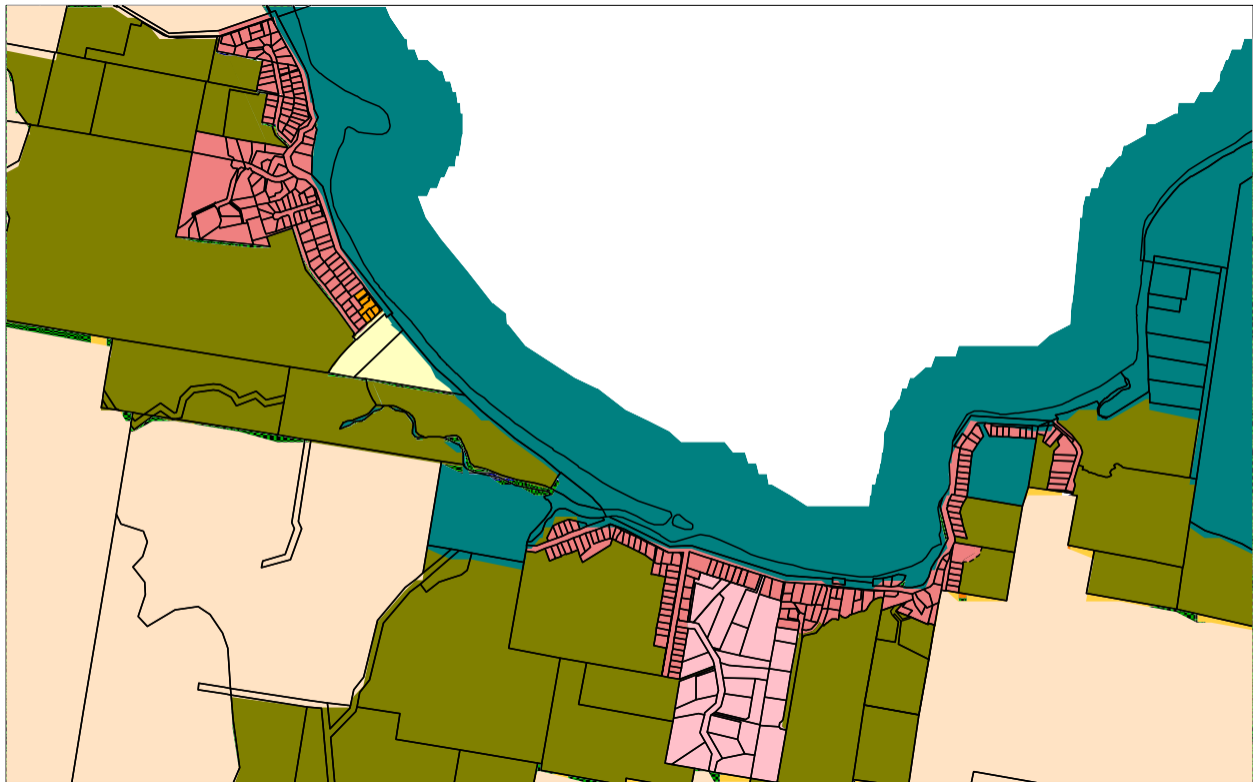
For Adventure Bay, the main features that emanate from these desired future character statements relate to it remaining as a relatively small scale residential village, that the natural values and historic features of surrounding areas be protected, and that tourism attractions and business opportunities be encouraged but in a low key manner and at a scale that suits the island lifestyle.

Further public consultation was conducted in 2006 and 2013 on a "Future Vision Plan" for Bruny Island. In 2013 almost 30% of all land owners responded to a survey and some of the main issues identified by many respondents was a concern about inappropriate development, the need to encourage low-key eco-tourism opportunities, future development to suit the Bruny Island "character", protect the natural environment and encourage local, emerging businesses. There was a general feeling that the Island should be kept as it is and that any development should not adversely impact on existing character and amenity. A Bruny Island Liveability Study was also completed in 2018 and it should be referred to when considering the local community's views on a wide range of topics.

5.11.1.4 Current Planning Scheme

The zones within the current KIPS2015 planning scheme focus on reflecting the existing land uses within Adventure Bay. It was a translation of the previous KPS2000 planning scheme, though there were some minor refinements made to address any boundary anomalies. Due mainly to environmental, heritage and landscape constraints, there was no capacity for any outward expansion of the existing urban footprint. The particular zones that were applied included:

- All of the existing residential areas have been zoned **Low Density Residential** consistent with the previous residential zone.
- The small area containing commercial and community facilities areas in the centre of Adventure Bay that is currently zoned Business and Civic has been zoned **Village**. This Zone's purpose is to provide small rural centres with a mix of residential, community services and commercial activities.
- The Seaview Road area of larger residential lots was zoned as **Rural Living**.
- All of the fringing areas to the rear and around the Adventure Bay settlement was zoned as **Environmental Living**. This includes a parcel of land that was the caravan park at East Cove and this zoning acknowledged the need to protect environmental values (primarily coastal and heritage related) and its suitability for continued tourist accommodation and associated commercial activity. Other qualifications within the planning scheme were necessary in order to facilitate the appropriate future development of this land.
- The beach and Crown foreshore reserves have been zoned **Environmental Management**.



KIPS2015 ZONING MAP OF ADVENTURE BAY

5.11.2 Current Situation

5.11.2.1 Natural Environment

The main natural feature is of course the Adventure Bay beach. A wide Crown foreshore reserve is between the beach and the main road and this contains dunal vegetation and many trees. This vegetation stabilises the active dunes, provides for wildlife habitat and is an important aesthetic feature. Dwellings are almost entirely on the other side of the road and this foreshore reserve is a place used for pedestrian access both along it and through to the beach. It has been degraded in various places by vegetation damage and vehicle parking and there is evidence of coastal erosion, with the beach retreating by up to 10 metres in recent years (the worst erosion is at the northern end where the dunes are most damaged).

To the south of the settlement there is both the South Bruny National Park and State Forest. All of the Adventure Bay settlement has a backdrop of native vegetation which has not been cleared because it is either in public ownership or unsuitable for agriculture. The exceptions to this are some areas alongside Lockleys Road and Hayes Road.

In the middle part of the settlement there are low lying vegetated areas around Captain Cook Creek. In fact a significant part of the residential area is located within such low-lying areas with shallow groundwater levels. These poorly drained areas to the west limit any further development in that direction. This low-lying nature of Adventure Bay makes it susceptible to future sea level rise – and subsequent rise in groundwater levels and coastal erosion and inundation. Some initial investigations have been conducted in this regard and the extent of the future risk is still being determined with reports due in 2019. This will impact on the quality of the fresh water source near the community hall and in the longer term will severely constrain development in particular parts of Adventure Bay.

5.11.2.2 Water, Sewerage and Stormwater Infrastructure

There are no reticulated water or sewerage services within Adventure Bay. A tank with potable water has been installed alongside the community hall and this is now the only such public supply on Bruny. This provides a limited supply only and demand often becomes too great during summer. This water supply was originally installed by Council and is now maintained by TasWater. All dwellings and businesses rely on tank water for their domestic water supplies.

Similarly, all dwellings and businesses rely on the on-site treatment and disposal of wastewater. Many of the older residences, shacks and other buildings have old septic systems that may malfunction on occasions during periods of heavy occupancy. Council addresses these issues as they become apparent – with some systems needing to be replaced if more regular maintenance or repair options are not feasible. Rising groundwater levels can adversely impact on domestic septic systems and this has been a problem in the Lockleys Road area when the adjoining creek levels rise (with a subsequent need to release this water into the sea). Council is responsible for roadside stormwater management, though this is usually only necessary on the sloping terrain.

5.11.2.3 Access, Traffic and Parking Issues

The local community has in the past expressed concerns about pedestrian safety and amenity during the summer peak period. In response to this, improved pathways have been constructed parallel to Adventure Bay Road north of the Captain Cook Creek bridge. The main problem now in this regard is east of Bligh Creek through to East Cove. This is a narrow winding section of road that can become quite congested when vehicles are parked alongside it. The number of pedestrians utilising the section of road between Bligh Creek and the public jetty has been reduced following the relocation of Pennicott Wilderness Journeys to East Cove (which occurred towards the end of 2017). Nevertheless, a pedestrian pathway is needed alongside or below the road as this is (and will increasingly become) a particularly busy part of Adventure Bay.

While Adventure Bay is a relatively quiet area for most of the year, the traffic does become quite heavy during the peak summer and Easter periods. There is often insufficient parking at such places as near the shop or the boat ramps or at Quiet Corner. While some measures have been made to address such issues, there continue to be other opportunities to improve the public infrastructure at Adventure Bay and they should be taken up whenever possible.

5.11.2.4 Commercial and Industrial Uses

The existing commercial development includes a combined general store, post office and petrol station, a community based Bowls Club, the Bligh Museum and a café. There is one caravan park in the centre of the settlement and the site that was a second caravan park at East Cove has now been redeveloped by Pennicott Wilderness Journeys as the base for its charter boat operations. This includes a large visitors centre with a tourism information service, restaurant and parking for visitors to the national park (particularly the Fluted Cape Walk). As well as this, there is within Adventure Bay many rental or holiday accommodation providers.

There is no industrial development within Adventure Bay, though there is (or was) a private fuel depot off Hayes Road.

5.11.2.5 Existing Residential Land Supply

The pattern of residential development in Adventure Bay is linear and follows the main road alongside the beach. There are very few vacant properties and virtually no capacity for the further subdivision of land without a change in the current zoning. As a result, the number of new housing approvals is quite limited each year, though it is likely that there will be an ongoing demand for new residential and holiday

accommodation and the further development of tourism infrastructure. The popularity of Adventure Bay for retirees and as a holiday destination is expected to continue.

As is the case for the whole of Bruny Island, the main constraint for any development remains the access issues that living on an island represents. The capacity of the ferry to transport vehicles back and forth will continue to limit the number of visitors and permanent residents.

5.11.2.6 Community Facilities and Public Recreation

There are a number of community and public recreational facilities within Adventure Bay, such as the community hall (with public toilets), children's playground and fitness equipment (including tennis court). The community hall is the venue for regular cultural events and community meetings and is particularly important in that regard. The bowling club is also an important community asset and meeting place. All of these facilities are located within a central precinct in Adventure Bay, just south of the general store (which is itself another community focal point).

A Foreshore Management Plan (Nov 2007), commissioned by the Friends of Adventure Bay Inc, provides a comprehensive review of the recreational needs of the beach and foreshore areas fronting the settled parts of Adventure Bay. Adverse impacts are being felt within this foreshore area due to the increased public activity and these require active management.

5.11.2.7 Heritage Values

Evidence of early European settlement and Aboriginal activity exists within and around Adventure Bay and this needs to be respected when further land disturbance is proposed. Landscape values are also important and future development should take into account the impact on views and for new development to be compatible with the surrounding environment. The hills to the west of Adventure Bay create a sense of enclosure and vegetation retention is an issue from a landscape perspective – such as from the water where such views are not much different from that which would have existed pre-settlement.

The Bligh Museum describes the role that Adventure Bay played in the early European exploration of the region. It has seen many visits from early maritime explorers (Cook, Bligh, Furneaux, D'Entrecasteaux and Baudin) and has some associated important indigenous heritage values (including "first contact" significance). There are few buildings that might have heritage significance although there are many examples of old shacks that represent the early settlement in this locality.

There are no other listed heritage places within the KIPS2015 however a review is being undertaken of any potential places that may have "local" heritage significance. Once they have been identified, a new list will be prepared for inclusion within the Local Historic Heritage Code.

5.11.2.8 Surrounding Land Uses

The surrounding topography and land uses do limit the potential expansion of the existing settlement. This is certainly the case to the south where the national park and the State Forest provide an obvious constraint, but in other instances it is because of physical constraints (usually because of the low-lying nature of the terrain). There are larger private properties to the west and some are being utilised for limited agricultural purposes.

5.11.3 Development Opportunities

5.11.3.1 Residential Demand and Growth Opportunities

There is an ongoing limited demand for additional residential development within Adventure Bay. However, this demand is not sufficient to provide for any major rezoning of land to encourage new

housing estates and, in fact, there is a policy to limit such opportunities because of the limited capacity of Bruny Island to accept many more residents or to overtly encourage more tourists. In regard to the latter, the focus is on yield rather than increasing numbers (see below). There are also significant environmental constraints within and surrounding the Adventure Bay settlement.

The reduction of the minimum lot size for the Low Density Residential Zone from 2,500m² down to 1,500m² will create a few subdivision opportunities, although almost all existing lots are already quite small and it is doubtful that this will have any impact. Another opportunity is the application of a Rural Living (A) zone to the Seaview Road area. Again, this should not provide many subdivision opportunities.

5.11.3.2 Commercial and Industrial Opportunities

Adventure Bay is one of the most popular tourism attractions on Bruny Island and will continue to attract a steady stream of visitors and tourists. This creates some commercial development opportunities, including for holiday accommodation (such as B&Bs and self-contained accommodation). The establishment of the new visitors centre at East Cove by Pennicott Wilderness Journeys will further promote Adventure Bay as a tourist destination and it is possible that other businesses will exploit this opportunity. This site at East Cove has the potential for further development and the local interpretation of the area's history (although this would need to be done in a manner that is sensitive to its coastal location and the traffic limitations of the access road). One other future opportunity may be the existing caravan park in the centre of Adventure Bay in that it could be further developed to take advantage of its prime location.

The issues relating to tourism activity on Bruny Island are more fully described in the Bruny Island Tourism Strategy (on Council's website). Particular attention is paid to Adventure Bay. This strategy recommends that actions be taken to increase tourism yield by encouraging longer stays and more visits occurring in the off-season. Public infrastructure needs to be improved and a greater variety and amount of accommodation is required. Visitors should see Bruny Island as being worthy of a few days stay and that day trippers spend too much time travelling without fully experiencing the pleasures of the Island. If that does occur then it is expected that Adventure Bay will continue to be in demand for future holiday accommodation and experiencing such activities as boat cruises, walking trails, beach swimming, fishing, dining and exploring local nature and heritage features.

5.11.3.3 Public Utilities and Infrastructure Development

There are a number of opportunities to improve the public infrastructure at Adventure Bay. Most of these have been mentioned above. A number of the local roads will require upgrading together with additional provision for roadside parking. The parking area at Quiet Corner needs upgrading and inappropriate parking within the foreshore reserve needs to be controlled. Pedestrian pathways alongside the Adventure Bay road need to be provided in some locations to cope with increased numbers during the peak summer and Easter periods.

The potable water supply is sufficient for the needs of Adventure Bay and surrounding areas, but there is a need for another or alternative supply to be established on Bruny Island as this existing supply is inadequate to supply the whole Island. There is no likelihood for a reticulated sewerage system, however it will be necessary to closely monitor the domestic systems in the light of rising groundwater levels and building extensions. The condition of the public infrastructure in Adventure Bay is not in itself a significant constraint on future development, however each development proposal will need to be treated on its merits and particularly in regard to traffic generation and the feasibility of the affected property to dispose of its own wastewater.

5.11.3.4 Public Amenity and Recreation

There will be an ongoing need to protect the visual appearance of Adventure Bay so that it retains much of its original natural appearance – particularly in regard to the foreshore area and forested backdrops.

As mentioned above, the Adventure Bay Foreshore Management Plan reviewed the issues relating to recreational related facilities at Adventure Bay. This Plan provided many recommendations to improve the quality of such facilities and many of these have been implemented. The Plan should now be reviewed and updated – particularly in regard to the environmental condition of the area and the need to restrict or facilitate pedestrian and vehicular access. The vegetation in particular requires further rehabilitation as this is an important part of the natural heritage of the area, plus it may be possible to slow the erosion of the beach.

5.11.4 Planning Scheme Response

5.11.4.1 Future Urban Growth

The urban area of Adventure Bay is quite hilly at the northern and southern extremities and this also constrains any significant expansion of the urban footprint – primarily because of the need to protect vegetation, visual amenity and because of tenure constraints. It is unlikely that there will be any future outward expansion of the existing settlement and additional subdivision opportunities are therefore limited. Some of the larger titles may be able to be subdivided in future, however it is not anticipated that there is a need to provide for any significant opportunities for residential growth. As previously indicated, this is consistent with a broader policy for Bruny Island that reflects the limited capacity for population growth due to the ferry constraints, the relative isolation of this settlement and the seasonal congestion that already occurs.

5.11.4.2 Responding to State Planning Provisions

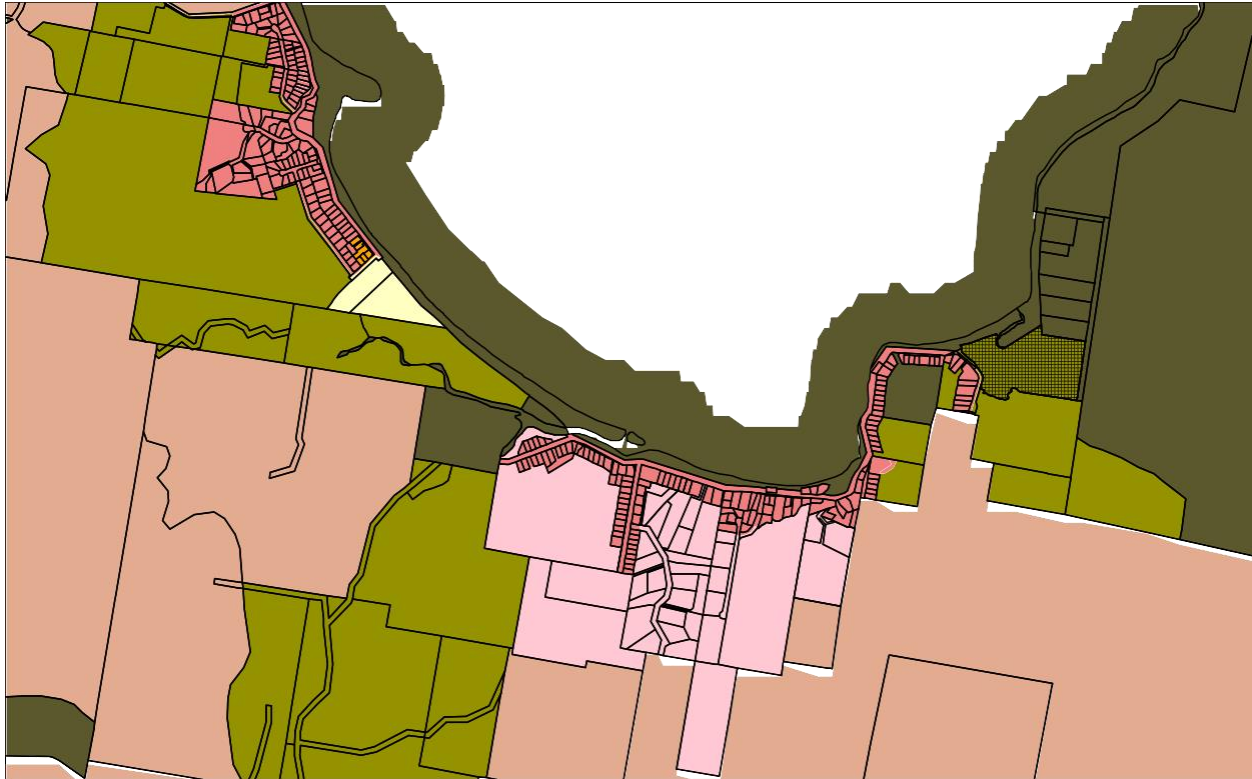
The State Planning Provisions will not trigger a change in the existing zoning of land within Adventure Bay. The main change from the KIPS2015 zones is that the minimum lot size for the Low Density Residential Zone will change from 2,500m² down to 1,500m². The other change is that unit development will be allowed – it is currently prohibited in the Low Density Residential Zone in the KIPS2015. Such unit development must be a lower level of density which will effectively preclude much development on the smaller house blocks within Adventure Bay.

These changes are therefore not likely to facilitate any significant infill subdivision or unit development. The main constraint in this regard is the fact that most titles are relatively small, plus there are other access, topographical and environmental issues that will need to be considered and which will limit development opportunities.

5.11.4.3 Proposed Zoning

The conversion of the KIPS2015 to the new planning scheme for Adventure Bay is envisaged to be quite straight-forward. The Local Provisions Schedule will be retaining the existing zones without any significant changes.

The main settlement will remain as Low Density Residential, with land to the west and south being a mix of Rural Living and Landscape Conservation – depending on the existing land use and environmental values present. The larger lots south of Coolangatta Road (currently Environmental Living) are to be Rural Living (C). The larger lots east of Lockleys Road and Hayes Road are to be zoned as Rural Living (D). The properties fronting Seaview Drive are to be zoned as Rural Living (A). The two areas of larger lots south of Blighs Creek and east of Sawdust Road are to be zoned as Rural Living (B). The land at East Cove (including the new tourist centre) which is currently zoned as Environmental Living will be converted to Landscape Conservation. The existing qualification for the land with the touristy centre at East Cove will transfer into the new scheme – this being for a restaurant/café for a tourist use and visitor accommodation.



PROPOSED ZONING – Adventure Bay

The Local Area Objectives for Adventure Bay could potentially be as follows (as based on past desired future character statements):

The unique natural environment is Adventure Bay's most important attribute and must be protected from inappropriate land use and development. Low-key sensitive development is appropriate within and adjoining existing developed areas.

The relative isolation of island life is an attraction in itself and brings with it a more relaxed and quieter lifestyle, and a more self-sufficient and supportive community. Development should be designed to discretely support this Bruny Island lifestyle. Larger scale developments that do not reflect the existing lifestyle and built characteristics of the area are generally regarded as being out of character.

Use or development that improves service delivery, especially health, transport, retail/restaurant and emergency services, is to be encouraged.

Tourism provides opportunities for investment and employment. Relatively low-key tourism development is appropriate where it balances the needs of residents and visitors and enhances the Bruny experience. Opportunities for small businesses and 'cottage industries' are to be encouraged where they support and enhance the lifestyles of local residents and the visitor experience.

The Aboriginal, cultural and historic heritage of the Adventure Bay area is unique. These values should be recognised and built upon with respect. Such heritage is to be protected and its historical associations should be presented in ways that enhance experiences for visitors and residents.

Road infrastructure, recreational facilities and other public services need to be provided and maintained to a standard that improves local amenity and enjoyment. Use or development should only occur where it will not compromise the standard of such public infrastructure assets.

6. IMPLEMENTATION

6.1 Preparation of Local Planning Provisions

This Kingborough Land Use Strategy is to be primarily implemented through the development of Local Planning Provisions as part of the new Kingborough planning scheme – to replace the existing Kingborough Interim Planning Scheme 2015.

This Land Use Strategy is also supporting the implementation of the Southern Tasmania Regional Land Use Strategy as well as providing relevant local information that feeds up to assist in future reviews of the regional strategy.

This Land Use Strategy will be implemented through two main components within the planning scheme. The most obvious and effective means of implementation will be by way of how land is zoned. The allocation of zones and the determination of zoning boundaries provide a readily discernable spatial picture of current and future land use and, in turn, provides an a basis for development potential or capability. The zone mapping guidelines are described in a general fashion within the next Section 6.2.

The other component of the scheme is the text included within the ordinance that describes the strategic direction of the scheme itself. These statements are included within the sections describing the scheme's purpose and objectives (Part A) and the Zone purpose statements, local area objectives and desired future character statements (Part D). These statements are derived from this strategy and are included within Sections 6.3 and 6.4.

This strategy will now be used to support the public consultation and statutory approval processes associated with the new Kingborough planning scheme. It will assist in explaining where the abovementioned components of the scheme come from and in justifying those components. The strategy is largely a compendium of existing knowledge and existing policy directions (as contained within the existing regional land use strategy, the Kingborough Planning Scheme 2000 and Council's own strategic policies and directions). No major policy changes are actually proposed and, at this stage, the strategy is essentially setting a base from which new directions might be considered in the future. These would be based upon more detailed investigations and a number of opportunities in this regard are identified throughout the strategy itself.

The current strategy is, in its current form, not a simple, concise document, but it does contain a great deal of information that is required for the main purpose of supporting the proposed planning scheme. It can in future be adapted for other purposes and there will a considerable benefit if it is maintained and kept up to date. It is not intended to be a static document and should be subject to continuous review, correction and updating. While it may continue to be a somewhat unwieldy document, there will be advantages in having a convenient resource document for both Council and other interested persons within Kingborough or beyond. There are many gaps in our current knowledge and strategic land use planning changes are necessary as more studies are completed and new information becomes available.

During 2014 the new Kingborough planning scheme will come into force as an Interim Planning Scheme. After that, Council will initiate the more traditional process that will result in the need to certify the draft scheme and publicly advertise it again (the previous public display of the draft was an informal process). The Tasmanian Planning Commission would then conduct hearings to consider public submissions and ultimately the final planning scheme would be approved. Throughout this process, this Kingborough Land Use Strategy would continue to provide the strategic basis and justification for much of what is included within the proposed scheme.

6.2 Zone Mapping Guidelines

The Zones within the planning scheme reflect the intended spatial land use strategy for the Kingborough municipality. This was not necessarily the case for the KPS2000 scheme as it only had 6 zones. In moving from 6 zones to about 20 zones in the KIPS2015, it was necessary to carefully consider the Zone mapping guidelines that had been prepared by the STCA as part of the Regional Model Planning Scheme. This was then a challenging exercise within Kingborough as it resulted in a very different scheme as many new zoning boundaries had to be determined. A reasonably conservative approach was taken in that the new zones reflected the existing land use and settlement pattern (with minimum lot sizes taken into account) as accurately as possible. There were some other changes that were needed in order to be consistent with the Regional Land Use Strategy and because there was a need for new zoning boundaries to follow property boundaries (which was not the case in the KPS2000).

The move from the KIPS2015 to the Tasmanian Planning Scheme required another conversion exercise. This followed the guidelines produced by the Tasmanian Planning Commission, as outlined in their document *Guideline No.1 Local Provisions Schedule (LPS): zone and code application*. This document was released in May 2017 and enabled all councils to commence their respective rezoning tasks.

Kingborough Council has now utilised these guidelines in preparing the maps for its new planning scheme as part of the Kingborough Local Provisions Schedule. The following table summarises the guidelines and any particular features in regard to how they have been applied within the Kingborough planning scheme.

ZONE	MAPPING CRITERIA (and minimum lot size)	LOCAL PROVISION SCHEDULE – CONVERSION ISSUES/REQUIREMENTS
General Residential	This Zone is intended to accommodate the majority of housing and associated activity in an urban setting or small scale urban centre. The zone intends lots to be fully serviced, and have access to community, transport and utility infrastructure. Minimum lot size of 450m ² (at least 10m x 15m) as permitted and may be less as discretionary.	The existing General Residential Zone in the KIPS2015 has been retained and has, in a few instances, been added to where a conversion from the Low Density Residential Zone (Area C) is warranted – such as at Margate and Snug.
Inner Residential	This Zone is intended to be applied in inner urban or established land that is located close to centralised services and facilities, and generally characterised by higher dwelling density, greater presence of non-residential activity that primarily serves the local community, and an amenity determined by proximity of the town centre. Minimum lot size of 200m ² (at least 10m x 12m) as permitted and may be less as discretionary.	This Zone was applied in the KIPS2015 to the designated infill area shown in the STRLUS on the southern side of the bypassed highway within Kingston. This continues to be the case in the new scheme. Part of this area within Kingston Green will need to be rezoned to accommodate retention of native vegetation.
Low Density Residential	This Zone is a residential zone and is intended to provide for residential development and be applied to land on the outskirts of settlements or where it has constraints that limit residential development to higher densities, i.e. environmental constraints or where the full range of reticulated infrastructure services are not available. It also includes areas	Note that the allocation of this Zone has been problematic due to the reduced minimum lot size (from 2,500m ² to 1,500m ²), that some Codes do not now apply (re vegetation and scenic protection) and that units can now be built in this Zone. Development within this zone will be to a higher density than was previously the case and some fringe areas will need to be

	<p>that have deliberately designed to have larger residential lots or where there is a strategic intent to not support development at higher densities.</p> <p>Most of the existing KIPS2015 Low Density Residential areas have retained this zoning, apart from some areas within the centre of Margate and Snug (see above).</p> <p>Minimum lot size of 1,500m² (at least 10m x 15m) as permitted and may be less as discretionary (but not less than 1,200m²).</p>	<p>rezoned to Rural Living A (1ha minimum lot size).</p> <p>The reduction of the minimum lot size increases the likelihood of future subdivision in some rural settlements (eg Kettering, Woodbridge) to the extent that the retention of this Zone would be contrary to the STRLUS. In such cases, a SAP may be required to limit potential subdivision or some of the larger properties are rezoned to Rural Living A.</p>
Rural Living	<p>The Rural Living Zone is intended primarily for residential use on land in a rural setting, located outside urban settlements, and where infrastructure services are limited or existing natural and landscape values are to be retained. It should be applied to existing Rural Living zoned land and not to other zoned land unless it is within the Environmental Living Zone or supported by a more detailed local strategic analysis (such as within this Kingborough Land Use Strategy), consistent with the STRLUS. The allocation of the different categories (A, B, C, D) is to be based the existing settlement pattern or, if not, by a more detailed local strategic analysis, consistent with the STRLUS. It is not to be applied to land potentially suitable for the Agriculture Zone, unless it can be justified by a more detailed local strategic analysis, consistent with the STRLUS.</p> <p>There are four categories with minimum lot sizes of 1ha (Zone A), 2ha (Zone B), 5ha (Zone C) and 10ha (Zone D) (at least 15m x 20m) as permitted and may be less as discretionary (but not less than 20% smaller than the permitted minimum).</p>	<p>In Kingborough, this Zone has been mainly applied to land already zoned Rural Living or Environmental Living (where not zoned for Landscape Conservation) and, in a few cases, Rural Resource where this can be justified.</p> <p>The four categories of this Zone have been applied as per the guidelines – based mainly on the existing settlement pattern with higher densities encouraged where areas are closer to towns or villages</p>
Village	<p>This Zone is intended to provide for a mix of residential, community services and commercial activities in small rural centres or settlements.</p> <p>Minimum lot size of 600m² (at least 10m x 15m) as permitted and may be less as discretionary.</p>	<p>The existing Village zoned areas in the KIPS2015 have been transferred across to the new scheme. The exception to this is at Snug where the shops and hotel are now zoned Local Business to better reflect single use of these areas and the town's residential growth in recent years.</p>
Urban Mixed Use	<p>This Zone is to provide for the integration of a range of residential, commercial, retail and community services use and development within specific areas of urban settlements. The aim is to create or maintain areas of mixed activity around transport or community hubs, or activity centres, to make efficient use of land and infrastructure and encourage vibrant and liveable communities.</p> <p>Minimum lot size of 300m² (at least 10m x</p>	<p>The existing Urban Mixed Use zoned areas in the KIPS2015 have been transferred across to the new scheme. There are small areas at Kingston Park, Village Drive, Kingston and at Kingston Green – all of which encourage a mix of residential and limited commercial uses.</p>

	15m) as permitted and may be less as discretionary.	
Local Business	This Zone is to provide for the business and commercial functions associated with local shopping strips within residential areas or the town centres of some of the smaller settlements. These areas normally only provide for the needs of a local community or small town and may only provide a limited range of goods and services. The scale of development and the range of goods and services will vary to match the requirements of the community. Minimum lot size of 200m ² (at least 10m x 12m) as permitted and may be less as discretionary.	The existing Local Business zoned areas in the KIPS2015 have been transferred across to the new scheme – except for the former hotel at Tarooma which is now solely developed for apartments. This Zone has also now being applied to the shops and hotel at Snug. Existing areas include Kingston Beach, Blackmans Bay, Spring Farm and Margate (township, train and marina).
General Business	This Zone is to provide for the business, commercial and community functions of the Tasmania's main suburban centres and rural town centres. These activity centres normally provide a mix of goods and services to meet the needs of the local community and those residing in adjacent suburbs or districts. Minimum lot size of 100m ² as permitted and may be less as discretionary.	The existing General Business zoned areas (at Westside Circle and Kingston Town) in the KIPS2015 have been transferred across to the new scheme.
Central Business	The purpose of the Central Business Zone is to provide for the concentration of higher order business, commercial, and community functions within the capital city centre and other major strategic activity centres of Tasmania. These activity centres provide goods and services to areas across the region or sub-region, with the larger centres serving areas across the State. Minimum lot size of 45m ² as permitted and may be less as discretionary.	The existing Central Business zoned areas in the KIPS2015 have been transferred across to the new scheme. This Zone has only been applied to the Kingston CBD area.
Commercial	This Zone is to provide for the concentration of large floor area retailing mainly for the sale and hire of large or bulky goods and other uses such as service industries, warehousing and other forms of low impact storage. The uses in this zone generally require large operational floor areas or outdoor areas and generate the need for high levels of car parking. Minimum lot size of 1,000m ² (at least 15m x 20m) as permitted and may be less as discretionary.	The existing Commercial zoned areas in the KIPS2015 have been transferred across to the new scheme. This Zone has only been applied to the Mertonvale estate, AAD, Council depot and Bunnings properties in Kingston.
Light Industrial	This Zone is to provide for the concentration of lower impact manufacturing, processing, repair, servicing, storage, and transport uses. Larger scale and medium to higher impact industrial uses are intended for the General Industrial Zone.	The existing Light Industrial zoned areas in the KIPS2015 have been transferred across to the new scheme. This Zone has been applied to existing areas at Browns Road, Huntingfield, south of Margate, Barretta and Electrona.

	Minimum lot size of 1,000m ² (at least 15m x 20m) as permitted and may be less as discretionary.	
General Industrial	This Zone is to provide for the concentration of medium or higher impact manufacturing, processing, repair, servicing, storage, and transport and distribution uses. Such areas may be remote from land designated for other uses, such as residential use, in order to avoid land use conflicts. Minimum lot size of 2,000m ² (at least 20m x 40m) as permitted and may be less as discretionary.	This zoned has not been used in the new scheme and nor was it used in KIPS2015.
Rural	This Zone is intended for rural (or non-urban) land where opportunities for agricultural use are limited or marginal as a consequence of topographical, environmental or other characteristics of the area. This Zone can only be applied to land that is potentially suitable for the Agriculture Zone if it can be demonstrated that it has limited potential for agricultural use or it can be demonstrated by strategic analysis that the Rural Zone is more appropriate. Minimum lot size of 40ha and may be less as discretionary.	This is a new Zone and has been applied to rural land that is not better suited to the Agriculture Zone, Rural Living or Landscape Conservation. This resulted in limited opportunities for this Zone within Kingborough, due to the existing settlement pattern, limited resource extraction and a relatively large amount of priority native vegetation.
Agriculture Zone	This Zone provides for the identification and protection of Tasmania's agricultural land. This includes land currently supporting agricultural uses or with the potential to support agricultural uses, taking into account the significance of the land for agriculture at a local, regional and State level. The Agriculture Zone provides for land with varying soil and climatic characteristics and provides for a broad range of agricultural enterprises. The spatial application of this Zone is based on land identified in the 'Land Potentially Suitable for Agriculture Zone' layer published on the LIST. No particular minimum lot size but subdivision generally discouraged unless it can facilitate agricultural use.	Very little land within Kingborough has been included within this Zone for a variety of reasons – these being that errors in the mapping have been detected, the need to split zone larger parcels, local strategic analysis has established a more appropriate alternative zone, there are priority vegetation areas defined in the Natural Assets Code and it has been demonstrated that land has limited or no potential for agricultural use.
Landscape Conservation Zone	This Zone is to provide for the protection of land containing specific landscape values. This may include important natural values associated with bushland or other native vegetation, or significant scenic values. The Landscape Conservation Zone provides for a range of use and development that may be compatible with these landscape values provided they do not adversely impact on the values. This Zone should not be applied to land where the priority is for	This is a new Zone and has been applied to most land that was zoned as Environmental Living in the KIPS2015, and which is not better suited to one of the lower density categories of the Rural Living Zone.

	residential or development (see Rural Living Zone) Minimum lot size of 50ha (at least 25m x 25m) as permitted and may be less as discretionary (not less than 20ha).	
Environmental Management Zone	This Zone is to provide for the protection and conservation of land with significant ecological, scientific, cultural or scenic values. The zone provides for a range of potentially compatible use and development provided they do not adversely impact on the values. The zone is largely intended for State-reserved land which is reserved where the purposes is for protecting such values. The zone may be applied to other public land or private land where significant values exist and the intention is to limit use and development. No particular minimum lot size requirements.	The existing Environmental Management zoned areas in the KIPS2015 have been transferred across to the new scheme. As well as this, a few parcels of private land have been included in this Zone in accordance with the revised criteria.
Major Tourism	This Zone is to provide for sites with, or intended for, large scale tourist facilities with a range of use and development. No particular minimum lot size requirements.	This Zone has not been used in the new scheme.
Port and Marine	This Zone is to provide for land with, or intended for, major port and marine facilities relating to shipping and other transport facilities. The zone provides for a range of other use and development that may support port and marine activities. Minimum lot size of 1,000m ² (at least 15m x 20m) as permitted and may be less as discretionary.	This Zone has only been used at Kettering and covers the existing Port and Marine zoned area with some detailed boundary changes and rationalisation.
Utilities	The purpose of the Utilities Zone is to provide for major utilities installations, such as waste water treatment plants, major electricity substation facilities, and major utility corridors, such as major roads, railways and major electricity infrastructure corridors. No particular minimum lot size requirements.	The existing Utilities zoned areas in the KIPS2015 have been transferred across to the new scheme.
Community Purpose Zone	This Zone is to provide for key community facilities, such as schools, tertiary educational facilities, health or care facilities and hospitals, emergency services facilities or other key government, cultural or social facilities. The zone also aims to provide multi-purpose, flexible and adaptable facilities, such as the provision of residential facilities in conjunction with health, care or educational facilities. Minimum lot size of 600m ² (at least 10m x 15m) as permitted and may be less as discretionary.	The existing Community Purpose zoned areas in the KIPS2015 have been transferred across to the new scheme.

Recreation Zone	This Zone is to provide for active and organised recreational use and development ranging from small community to major sporting facilities. It can be applied to public or privately owned land. No particular minimum lot size requirements.	The existing Recreation zoned areas in the KIPS2015 have been transferred across to the new scheme.
Open Space	This Zone is to provide land for open space purposes, such as for passive recreation or areas of natural or landscape amenity. The Zone is generally intended for land within an urban setting. No particular minimum lot size requirements.	The existing Open Space zoned areas in the KIPS2015 have been transferred across to the new scheme.
Future Urban	This Zone is intended for land identified for future urban use and development, and to support the planned rezoning of such land in sequence with the planned expansion of infrastructure. No particular minimum lot size requirements.	This Zone has been applied to the potential growth areas south of Margate and Snug. The introduction of this Zone is as a result of increased wastewater treatment capacity and high demand. It indicates the growth potential of such properties and that an appropriate rezoning would be supported (note that ultimately significant parts of the affected properties may not be rezoned as residential).
Particular Purpose	This Zone is to provide for those situations where the intended planning outcomes cannot be achieved through any of the other zones. It may be applied to sites that require a unique or tailored approach to both use and development standards. This new zone must meet a requirement of Sec.32(4) of the Act.	This Zone has not been used in the new scheme.

The Urban Structure Plans within Section 5 provide descriptions as to how the main settlements will be zoned in the new planning scheme. In most cases this is a simple interpretation or conversion of the former zone within the KIPS2015 scheme across to the new format within the State Planning Provisions. It is in the rural areas that the greatest change in zoning has occurred and where the Zone Mapping Guidelines have required the greatest level of interpretation – mainly as a result of the deletion of the Environmental Living Zone and the inclusion of additional categories of the Low Density Residential Zone.

This requires some further explanation and this is provided in regard to the particular **rural communities and localities below**. This includes some strategic changes that can be justified by the changes in zoning requirements.

Bonnet Hill

Most of the Bonnet Hill residential area has been zoned as Low Density Residential. This is no longer appropriate due to the reduced minimum lot size for this zone in the SPPs (from 5,000m² to 1,500m²) and the fact that the future Natural Assets and Scenic Protection Codes will not apply. Most of these land parcels have important environmental and landscape values – notwithstanding the fact that many lots are fully serviced and some have urban gardens. The areas of Linden Road and Taronga Road have a more ‘suburban’ character and they will retain their Low Density Residential zoning. The other parts of Bonnet Hill will be zoned as Landscape Conservation – reflecting their hilly, coastal location, well vegetated character and scenic value from Kingston Beach. The properties that are currently zoned as Rural Living will remain zoned that way (as Rural Living (C)) – including all of those properties west of the golf course

(some of which have been zoned Environmental Living). Otherwise, those properties that are zoned as Environmental Living would be converted to the Landscape Conservation Zone – acknowledging their existing scenic and environmental values.

Summerleas

Most of the Summerleas Road area has been zoned Environmental Living and this will be converted to Landscape Conservation (where mainly under native vegetation) or Rural Living (where it is substantially cleared land). There is an area of existing Rural Living zoned land at the eastern end of Summerleas Road and this zone will be retained. The Rural Living (B) category has been chosen to best reflect the existing settlement pattern. This also includes the separate area of Mount Pleasant Road east of the Huon highway.

Neika

The Neika area extends north from Leslie Vale to the municipal border, including Wolfes Road and the Huon Road. The land has either been zoned Rural Resource or Environmental Living in the KIPS2015. The zoning will change with most of the area being zoned as Rural Living, with the respective categories (based on minimum lot size) chosen to best reflect the existing settlement pattern. As such, this will be Rural Living (D) for a significant amount of Rural Resource zoned land in the vicinity of Wolfes Road and Betts Road. The strategic justification for this is that it best reflects the increased minimum lot size for the Rural Living Zone (not previously available), the existing land use and the local community desire for their land to be described as “rural living”. In line with the STRLUS, the potential for future subdivision will be kept to a minimum. The larger hilly land parcels that are almost entirely covered in native vegetation (and previously zoned Environmental Living) will be zoned as Landscape Conservation.

Leslie Vale

The main central part of Leslie Vale is to be zoned Rural Living (B), as is currently the case in the KIPS2015 (a direct conversion). This reflects the cleared nature of most properties, their relatively small size and the “hobby farm” type activities that occur – plus this is quite a distinct rural community. There may be some very limited opportunities for further subdivision within this more central area. To the east of Leslie Vale, in the Parkdale Road area, it is proposed to zone the land parcels as Rural Living (C) in order to reflect the larger lot size and the more natural character of this area. Further to east (virtually all the way through to Summerleas Road), the properties are more typical of hobby farms and the lot sizes are smaller, so this extensive area would be zoned as Rural Living (B) – see ‘Summerleas’ locality above. To the west and south of the central part of Leslie Vale, land will need to be zoned as Rural Living (C) as a reflection of the larger lot sizes. Some limited expansion of the Rural Living Zone will also need to occur into areas currently zoned Rural Resource in order to consolidate this Leslie Vale community and to reflect the new minimum lot size categories. This applies to the abovementioned adjoining area of Neika and further to the west, which is to be zoned as Rural Living (D). To the south (the other side of the Huon Highway) and west, there are extensive areas zoned as Rural Resource – reflecting the much larger property sizes, and the quarrying and farming activities that occur. These areas will be zoned as Rural.

Longley

The Longley and Lower Longley area is currently a mixture of Rural Living, Environmental Living and Rural Resource. The main criteria in determining the new zones are property size and the extent of clearing (or the need to protect environmental values). The Rural Living zone is to be retained as Rural Living (C) and expanded where it is alongside the local road system and best reflects existing land use and parcel size, while the other zones will be converted to a mix of Landscape Conservation and Rural – through to the Huon Valley municipal border. It will be necessary to convert some well vegetated riverside properties of Rural Resource zoned land to Landscape Conservation alongside the Huon Road.

Sandfly

The Sandfly area, to the south of the North West Bay River, is predominantly zoned Rural Living and this will continue to be the case, with the category of Rural Living (C) chosen to best reflect the existing settlement pattern and land use. As such, the Rural Living Zone will expand into a few areas currently zoned Rural Resource (eg along the Peverata Road). There are some extensive areas of Environmental Living alongside Talbots Road and further east on both sides of Sandfly Road and they will be zoned as either Rural Living (C) or Landscape Conservation (if there are significant environmental values present). The Rural Living zones extend up the Peverata and Allens Rivulet Roads and encompass properties that are essentially cleared and reasonably small in size.

Kaoota

The Kaoota area mainly consists of larger more isolated properties. Most of the land near the municipal boundary is zoned Rural Resource, while areas further to the east and west are zoned Environmental Living. The smaller properties (which are mainly cleared) near the junction of Kaoota, Peverata, Umfrevelles and Roberts Roads are zoned Rural Living. All of these zones will be converted to their equivalent zones in the new scheme and will in future be a mix of Landscape Conservation, Rural and Rural Living (C) – with some limited expansion of the Rural Living Zone into land currently zoned Rural Resource, reflecting the increased minimum lot sizes and the actual land use. Most of the extensive area to the west is to be zoned as Rural.

Allens Rivulet

Allens Rivulet is mainly zoned Rural Living and this will remain the case in the new scheme. Zoning most of the area as Rural Living (C) is proposed – this being no different to the existing zone with respect to minimum lot size. This reflects the existing settlement pattern. The fringe areas (larger, timbered, hilly properties) to the west, south and east are zoned Environmental Living and these are to be zoned as Landscape Conservation, with the occasional smaller lots going to Rural Living or Rural.

Margate Rural

All of the rural-residential localities on the fringe of Margate are described in the Margate structure plan chapter. It will be necessary to convert to Rural Living (B) a number of smaller parcels along the Sandfly Road, currently zoned Rural Resource. This is an extension of the existing Rural Living Zone in this area and consolidates this local rural community and better reflects the actual land use and lot size. The rural areas to the west of Margate (Nierinna Road and Van Morey Road) are mainly zoned Rural Living, though there are patches of land that have been zoned Environmental Living in the more remote areas and about half way along Nierinna Road. This extensive Nierinna Road and Van Morey Road area is to be mainly zoned as Rural Living (B) – consistent with the existing zoning. The Derwent Avenue and Barretta residential areas are to be zoned as Rural Living (A) – for both sides of the road and over the other side of the highway. A Low Density Residential zoning would allow too much subdivision. The larger lots to the west of the Channel Highway are to be Rural Living (C).

Howden Rural

The rural area to the east of Howden is mainly zoned Environmental Living due to the hilly forested nature of the subject properties. To the north and south of Howden the smaller cleared parcels are mainly zoned Rural Living. These areas will be zoned as Rural Living (B) in the new scheme with some limited incursion into the Environmental Living Zone (such as in the Brightwater Road area) – most of which will be converted to Landscape Conservation. A few very small parcels on Wingara Road will be zoned as Rural Living (A). Some larger cleared lots east of Howden are to be zoned Rural.

Tinderbox

Most of the Tinderbox peninsular is zoned Environmental Living and this reflects the area's high conservation values. It is part of a particularly important biodiversity corridor between the Peter Murrell Reserve and North Bruny. The cleared farming area on the southern tip of the peninsular is zoned Rural

Resource. This existing Environmental Living Zone will need to be converted to either Rural Living or Landscape Conservation. The choice comes down to whether the priority for this area is of a residential nature (Rural Living) or is environmental (Landscape Conservation). In this regard, it is determined that almost all the land should be zoned Landscape Conservation – bearing in mind the important visual landscape values and the critically important biodiversity values. There will be a number of areas around Howden that are to be zoned Rural Living – as they are essentially residential areas on larger lots.

Fehre Road, Rays Court and Jamiesons Road

This rural subdivision between Kingston and Margate (on the western side of the Highway) is currently zoned Rural Living. This will not change in the new scheme, with Rural Living (B) being the appropriate category. Adjoining Environmental Living zoned land (on larger more elevated lots) is to be zoned as Landscape Conservation.

Snug Rural

The rural areas to the north of Snug and immediately to the west of the Channel Highway are zoned Rural Living right up towards Van Morey Road at Margate and this will continue to be the case in the new scheme – although the southern parts closer to Snug (west of Electrona) will be Rural Living (C) reflecting the slightly larger lot size. Along Snug Tiers Road the smaller Rural Living zoned parcels will be converted to Rural Living (A) and this will include a few smaller Rural Resource zoned parcels (as they are part of this community and subject to the same land use). The extensive areas further to the west and to the south of Snug are zoned Environmental Living and most if not all of these areas are to be zoned as Landscape Conservation. Larger mainly cleared lots will be zoned Rural and this will to the south for those properties fronting the Channel Highway. There is some limited Rural Living zoned land alongside the highway south of Snug and this zoning will be retained – together with some limited expansion west of Electrona. The Snug Tiers and Coningham Reserve are zoned Environmental Management.

Oyster Cove

Most of the southern Oyster Cove Rivulet valley (alongside the Nicholls Rivulet road) is zoned as Rural Resource, reflecting the existing farming activities. This is to be converted to a mix of Rural and Rural Living zones depending on the existing land use and settlement pattern. A Rural Living Zone is appropriately converted from Rural Resource where the lots are smaller and land use is essentially a “hobby farm”, with residential use a higher priority than primary production (and that they constitute small discrete rural communities in themselves). This is the situation in a few localities along the Nicholls Rivulet Road where the appropriate zoning will be Rural Living (B) – based on land parcel size. Most of the Manuka Road peninsular to the south-east of Oyster Cove is zoned Environmental Living. This is an extensive area of rural residential properties in a bushland setting and will be mainly rezoned as Landscape Conservation in order to best reflect the elevated coastal landscape, skylines and existing environmental values.

Kettering Rural

Most of the rural area to the west of Kettering is zoned Environmental Living and will in future be a mix of Rural Living or Landscape Conservation depending on whether environmental or residential values predominate. There is a relatively large area of Rural Living zoned land in the vicinity of Watsons and Saddle Roads and this will continue to be the case in the new scheme – as Rural Living (C). To the south, there is quite a large area of Rural Resource land along Whittons Road and this will be rezoned as Rural.

Woodbridge Rural

The rural outskirts of Woodbridge are zoned as Rural Living and this will continue to be the case with the land zoned as Rural Living (C). Areas closer to the village will have categories that allow more

subdivision. This Rural Living Zone encompasses quite a large area to the west and north, as well as along the coast to the south. The Weedings Way subdivision and that southern part of the village north of Thomas Road are zoned as Low Density Residential and will be zoned in future as Rural Living (A) – together with a precinct to the north of Woodbridge Hill Road and adjoining the Low Density Residential zoned area of the village. These changes are in response to STRLUS requirements (that minimise subdivision opportunities – see Woodbridge structure planning chapter) and to complement any other land that is similarly zoned. All of the higher areas (eg Woodbridge Hill) are zoned Environmental Living and these will in future be zoned as Landscape Conservation. Some land is to be zoned as Agriculture where this is consistent with current agricultural mapping and is essentially otherwise unconstrained. Other rural areas are to be zoned as Rural.

Birchs Bay and Flowerpot

All of this coastal area along the Highway between Woodbridge and Middleton is to be zoned as Rural. All of the more elevated areas to the west are zoned Environmental Living and they will in future be zoned as Landscape Conservation. Where land along the coast is to be zoned as Rural (from Woodbridge, right through to south of Gordon) there is a concern about the development standards that relate to building height and setbacks. Buildings can be built as high as 12 metres raising concerns about the visual impact along both the coast and main road corridor.

Middleton

All of the area surrounding Middleton, which is close to the main road and coast, is zoned as Rural Living and this will remain the case in the new scheme – with it being zoned as Rural Living (C). A few larger blocks are currently zoned Low Density Residential (with too much subdivision potential) and they would be included in the Rural Living Zone. Some significant areas to the north and south of Middleton are to be zoned as Agriculture where this is consistent with current agricultural mapping and is essentially otherwise unconstrained. West of Middleton, the more elevated areas are zoned Environmental Living and they will be changed to Landscape Conservation.

Gordon

Gordon itself is zoned as Low Density Residential and this covers quite an extensive area with many large land parcels. This is contrary to the STRLUS (which requires a “very low growth strategy”). Accordingly the whole Gordon settlement is to be zoned as Rural Living (B) as this best describes its existing character. The Rural Living Zone will transition into the Landscape Conservation Zone to the west of Gordon. Also west of Gordon, there are land parcels that are zoned Rural Resource, reflecting the more dominant farming and forestry uses and the timbered hills are zoned as Environmental Living. The areas that are zoned as Rural Resource will either be rezoned as Rural or Agriculture (based on the results of recent agricultural mapping). There is another small settlement a few kilometres south of Gordon consisting of small lots fringing the Channel Highway. These shack-sites will also be zoned as Rural Living (A).

Dennes Point and Killora

In general the more elevated vegetated ridges are zoned as Environmental Living. The cleared areas which tend to be closer to the coast are zoned Rural Resource. There are some small areas of Rural Living and public reserves are zoned Environmental Management. The “residential” areas have been zoned Low Density Residential. As mentioned earlier, it will be necessary to rezone some parts of the Dennes Point settlement as Rural Living (A) – or to apply a SAP over this settlement. The Killora land parcels are even more isolated from the main settlement and these LDR zoned parcels should be zoned as Rural Living (A) to truly reflect their existing character and to be consistent with STRLUS requirements. There are very high conservation values (both biodiversity and coastal) throughout this area. Other coastal properties and the vegetated hills (currently zoned as Environmental Living) should be rezoned as Landscape Conservation. The cleared paddocks (within extensive areas to the east and south of Dennes Point) are to be zoned Rural.

Barnes Bay

The Barnes Bay settlement is zoned Low Density Residential and the nearby Power Road area is Environmental Living. Most of the extensive areas to the east and south of Barnes Bay are zoned Rural Resource. This Barnes Bay area is like many others in that the retention of the LDR zone will enable an excessive amount of subdivision (according to the STRLUS) and it will be necessary to rezone it to Rural Living (A). The Power Road area would be similarly rezoned as Rural Living (D) – in order to reflect the existing residential nature of this area, while also acknowledging that the woodland areas within it also contain some important environmental values.

Apollo Bay

The cleared farmland in this general area is all zoned Rural Resource. All of the rural residential area (bush blocks) around Apollo Bay and in the surrounding timbered hills is zoned Environmental Living. The larger bushland coastal blocks (within the southern area) are to be therefore rezoned as Landscape conservation, while the smaller lots to the north are to be Rural Living (B). The more elevated timbered area is also to be converted to Landscape Conservation with some areas of Crown land on the coast as Environmental Management.

Great Bay

The “residential” part of Great Bay is zoned Low Density Residential. There are some nearby parcels that are Environmental Living, while the rest is Rural Resource. If this existing LDR zone was retained then almost half of the lots would be able to be subdivided. There is already some evidence of this occurring under the larger minimum lot size requirement. It is therefore proposed to utilise the Rural Living (A) zone as it would retain this very small settlement’s character and be consistent with the STRLUS requirements.

Simpsons Bay

All of the Simpsons Bay area is zoned Environmental Living, apart from a few larger parcels that are Rural Resource. Simpsons Bay is (and historically has been) a separate settlement, albeit a ribbon development along the Simpsons Bay Road and facing the coast. It will be necessary to convert many of the smaller coastal properties (most of which are substantially cleared) to Rural Living (C). The timbered hills to the west and the larger ‘bush blocks’ would be rezoned to Landscape Conservation.

Alonnah Rural

The area that is in the vicinity of the Main Road to the east of Alonnah is all Rural Resource, with areas to the north (in the vicinity of Mathew Flinders Drive) being mainly Environmental Living. Most of the areas further to the south are also zoned as Rural Resource. It is not proposed that there be any substantive change to this situation with the Environmental Living Zone being primarily converted to Landscape Conservation in this Matthew Flinders Drive area. This will need to include a few of the smaller adjoining land parcels that are have been zoned as Rural Resource in the past – due to existing land use and lot size. All of the land to the east and south of Alonnah is to be zoned as Rural.

Lunawanna

Lunawanna has quite extensive areas that are zoned as Low Density Residential and most of this area contains quite large land parcels. This Low Density Residential Zone will be retained for those parts of Lunawanna that consist of small township sized lots – that is, at the very northern end of Cemetery Road and off King Road. The Cleveland Rise subdivision of larger lots is to be zoned as Rural Living (A). To the south of this, the existing Environmental Living blocks would be rezoned as Rural Living (C). To the south of King Road, on either side of the Main Road, the existing Low Density Residential zoned land would be converted to Rural Living (A) – consistent with existing lot size and land use. All of the southern part of Lunawanna would be rezoned to Rural Living (A) – again, consistent with existing lot size and land

use. There is a fringing area of Rural Resource zoning on the southern edge of Lunawanna and these are to be converted to Rural Living (C) and Landscape Conservation. These new zones better reflect the existing land use. The two large central lots adjoin an extensive area of Landscape Conservation zoned land to the south. All of the land to the east of Lunawanna is to be rezoned to Rural and that to the south as Landscape Conservation.

Adventure Bay Rural

The Adventure Bay settlement is zoned Low Density Residential. There is an area of Rural Living in the vicinity of Seaview and Hayes Roads. Most other areas at the back of Adventure Bay are zoned Environmental Living (with State Forest zoned Rural Resource or Environmental Management). Most of the forested land around Adventure Bay is to be zoned as Landscape Conservation or Rural (eg where it is State Forest). The main settlement will remain as Low Density Residential, with land to the west and south being a mix of Rural Living and Landscape Conservation – depending on the existing land use and environmental values present. The larger lots south of Coolangatta Road (currently Environmental Living) are to be Landscape Conservation. The larger lots east of Lockleys Road and Hayes Road are to be zoned as Rural Living (D). The properties fronting Seaview Drive are to be zoned as Rural Living (A). The two areas of larger lots south of Blighs Creek and east of Sawdust Road are to be zoned as Rural Living (B). The larger lots at East Cove are to be zoned as Landscape Conservation (currently zoned Environmental Living). The National Park is zoned as Environmental Management, as will be the few private coastal lots adjoining (consistent with KIPS2015).

As has been stated elsewhere, the Zones, for both the Interim scheme and the new scheme, have been based on the existing use and settlement patterns. It has been also necessary comply with the zoning guidelines provided by the Tasmanian Planning Commission. There will inevitably be some local anomalies and this will create subdivision opportunities that may not necessarily be desirable.

A consistent zoning approach has been adopted to the greatest possible extent. For example, elevated coastal areas with landscape values (such as at Tindall Road, Bonnet Hill, the Tinderbox peninsular and Manuka Road, Oyster Cove) have been consistently zoned as Landscape Conservation.

6.3 Recommended Future Actions

LAND USE PRINCIPLES AND OBJECTIVES

- The land use principles and objectives described within this section need to be continually compared against those that have been developed at regional and State levels to ensure consistency.
- These land use principles and objectives provide a reference point against which future land use decisions are made and will assist in the justification of future planning scheme amendments. Keeping the KLUS2017 up to date will also assist in this and regular reviews will be necessary.
- The land use planning issues and local structure plans contained within this strategy need to be regularly updated. The structure plans in particular would benefit from more detailed investigations, local consultations and an improved presentation of the final information. (eg better maps, diagrams etc).
- As part of future reviews of the strategy, it will be necessary to reflect upon the impact of broader global issues associated with climate change, fuel and energy cost increases and demographic changes, waste management, biodiversity loss, plus further developments in transport technology and telecommunications.
- Council will need to also participate in and encourage the regular review of the STRLUS.
- This Kingborough Land Use Strategy will need to be thoroughly reviewed in the light of the eventually adopted Tasmanian Planning Policies and all necessary changes made to the text and strategic directions herein.

- Continue to undertake local land use planning investigations that resolve particular issues and, if necessary lead to future.
- Continue to review and prepare, where necessary, Specific Area Plans within the planning scheme.

NATURAL RESOURCE MANAGEMENT

- Complete the compilation of a contaminated sites register for the Kingborough municipality.
- Identify where more detailed vegetation mapping is required and review the need to further identify the location of rare or threatened flora and fauna species. .
- Promote a state-based cooperative approach to coastal management and the impact of climate change and relate this to a further review of the State Coastal Policy and any associated coastal management framework that provides for a more coordinated and cohesive approach to sustainable decision-making within the coastal zone.
- Review the outcomes of the report on Responding to 'Coastal Hazards: A First Pass Coastal Hazard Assessment for Kingborough Local Government Area, Tasmania' and subsequent follow-up reports by Chris Sharples – in order to determine their appropriate application in assessing future development proposals. Progressively implement the recommended key Actions for each of the identified “hot spots”.
- Review the outcomes of climate change related projects conducted within Kingborough in recent years, particularly in regard to Kingston Beach. Specific attention should be given to the translation of the completed investigations (eg inundation modelling and mapping) so that appropriate development control standards can be applied within Specific Area Plans in the planning scheme.
- Monitor the further work that is being conducted at State and regional levels into better understanding the nature of natural hazards, as they might apply to Kingborough.
- Map bushfire prone areas within Kingborough.
- Amend the Landslip Code mapping overlay to accommodate the results of the Tarroona Landslide Risk Assessment and Mitigation Plan.
- Continue to model and map stormwater problems within urban areas and Identify opportunities to better understand and/or map other flood prone areas within Kingborough.
- Review the zoning and Code overlay maps and planning scheme provisions as more information becomes available across all natural resource management fields of study. As more information becomes available, a better understanding is obtained about the connections between environmental quality, public safety and the potential for development. The planning scheme itself will need to reflect this improved awareness and knowledge, and to be consistent with this up to date information.

POPULATION & DEMOGRAPHIC CHANGE

- Continue to monitor the ABS figures as they are updated each year and continue to further examine and analyse the population data to better understand how to respond to future demographic trends.
- Utilise this information to inform any future review of this land use strategy and to assist in the future development of economic strategies and social or community plans for the Kingborough municipality.

URBAN DESIGN & DEVELOPMENT

- Update the figures for the potential housing yield from existing developed and undeveloped Residential zoned land in the municipality.
- Complete a more detailed analysis of the future take-up rates of developed residential land and the likely availability and demand for new house sites. This should provide sufficient information to prepare an overall land release program for Kingborough.

- Urban design guidelines are to be developed for a number of different purposes. Broad policy guidelines or “style guides” can be used to indicate the types of designs that best suit particular circumstances. More detailed guidelines are to be prepared for particular areas on an as-needed basis – such as for a locality (eg Kingston Beach) or a significant development site (eg Kingston Park).
- Monitor the progress of work being done in how good urban design is incorporated within the planning system at a national level and assess whether any aspects have particular relevance to places or projects within Kingborough.
- Clarify ‘head-of-power’ in regard to more detailed urban design information being required as part of the development application or a pre-planning process.

COMMUNITY & CULTURAL VALUES

- Review the Kingborough Heritage Survey (bearing in mind that it was prepared in 2006 and 2007) and monitor all heritage related reports and studies that have been completed since that time, in preparation of the Local Historic Heritage Code.
- Complete a Landscape Study for Kingborough in order to accommodate the Scenic Protection Code. This will require the selection of an appropriate landscape analysis model that provides practical and credible results.
- Regularly update the tourism strategies for both Bruny Island and the Channel. The review and updating of the Bruny strategy will be done on a regular basis with the assistance of the Bruny Island Advisory Committee.
- Complete an Open Space Strategy for Kingborough. This should include a policy and planning framework, plus an analysis of all relevant issues (current availability, gaps, condition, connections, needs, public demand, opportunities, funding, governance etc). This is to then be linked to the planning scheme so that new development can take into account the overall strategic priorities.

COMMERCIAL DEVELOPMENT

- Investigate the future strategic commercial development possibilities within the broad precinct along the now by-passed section of the Channel Highway together with associated road, streetscape and public transport improvements.
- Implement the Kingston Park Development Plan and, in doing so, review its relevance and make any adjustments over time as necessary.
- Develop coordinated planning strategies and associated infrastructure upgrades for the balance of the central Kingston area. Subsequent amendments to the planning scheme may need to be made and implementation will be ongoing and will evolving.
- Prepare a retail strategy for Kingborough that is based on the activity centre hierarchy. This will need to determine future demand and floor space requirements and state where different forms of retail are best located. Work with Kingston businesses to stimulate investment and the provision of improved public services within the CBD. Develop associated marketing strategies and encourage businesses to improve public amenity, access and streetscape presentation.
- Over time, local streetscape and town centre plans should be developed for most activity centres within Kingborough. Individual development plans and urban design guidelines (that are focussed on the town centres compared to the broader structure plans within this strategy) should be developed for Kingston Beach, Margate, Snug, Kettering, Woodbridge, Middleton and Alonnah. This work will require considerable public consultation and probably the allocation of considerable resources.
- Review Council’s own capital works program in the light of the recommendations that come from these town development plans. These plans should be informed by Council’s own asset management program, as well as by the future intentions of the relevant State Government agencies.

- Explore the opportunities to utilise new computer software that models the existing and potential urban landscapes. This would assist in formulating new streetscape plans, facilitating public consultation and ultimately in reviewing prospective development applications.
- Prepare improved standards or guidelines that can be provided to prospective developers that assist them in understanding Council's statutory requirements and the more general style of development that is envisaged for particular areas. Such design principles are proposed to help in "future proofing" the local commercial areas in particular.

INDUSTRIAL DEVELOPMENT

- Conduct a new industrial (and commercial) study for Kingborough that reviews future opportunities for new development and how suitable sites could be rezoned for this purpose. The regional studies into the demand for industrial land need to be refined further to examine the Kingborough situation more closely. More detailed investigations are required into identifying new areas that could be used for light industry. Most of the areas that have been zoned Industrial are already developed and the opportunities for new industrial development are limited. This constrains future economic activity within Kingborough and local employment prospects. This would include a feasibility study to examine the merits in encouraging more industrial activity in the vicinity of Maddocks Road and the HBMI quarry at Leslie Vale. The existing industrial areas on the outskirts of Margate and Electrona should also be reviewed in order to determine their optimum industrial use and long term potential bearing in mind the proximity of residential land uses.

APPENDICES

KPIS2015 Planning Scheme Purpose and Objectives

The State Planning Provisions no longer allow for the inclusion of planning scheme purpose statement or a “Municipal Setting” in a manner that is specific to Kingborough. There are included in the KPIS2015 and are repeated here for future reference as they may still be applicable for future strategic land use planning purposes for the Kingborough municipality.

Municipal Setting

The Kingborough municipal area is located to the south of the City of Hobart with Kingston, the main urban area, being only 12km from the Hobart CBD. Kingborough also borders the Huon Valley municipal area, which is located immediately to the west and south of Kingborough.

Kingborough is a coastal municipality and has one of the longest stretches of coastline in the State (336 kilometres). The total land area consists of 717 square kilometres, of which about half is taken up by Bruny Island. Kingston is the principal activity centre and, together with Kingston Beach, Blackmans Bay and Huntingfield, is the main focus for future residential and commercial development. The other main residential settlements are Tarooma, Margate, Snug, Kettering, Woodbridge, Dennes Point, Alonnah and Adventure Bay.

While most of the population resides within the main urban areas, Kingborough is still primarily a rural municipality. The most dominant natural feature is the D’Entrecasteaux Channel. Beyond the coastal strip the land rises to gently rolling hills with forested skylines. Most of the land within Kingborough is located within only a few kilometres of the coast. Local communities feel very strongly about the need to protect the existing character of local areas and, more generally, the natural values and attributes of the whole Kingborough municipal area.

Kingborough contains some very important environmental values that require protection through the development control process. Rare and threatened flora and fauna occur throughout the municipality and critical habitat must be protected for the benefit of such species as the forty-spotted pardalote and the swift parrot. Bruny Island is renowned for its natural attractions.

The current resident population (as at 2012) is about 35,500. Kingborough’s population continues to grow at a substantial rate (about 2% each year). During most recent years, Kingborough’s population has grown by the largest numerical amount compared to all other municipal areas in Tasmania. Kingborough has an aging population in both numerical and proportional terms. Kingborough’s median age 40 years, is the same as the State average. Kingborough has a high commuter population – it has 14% of the population in Southern Tasmania but only has 7.2% of the jobs. It has amongst the highest number of building approvals in the region. About 90% of the Kingborough population resides north of Oyster Bay.

The population growth for Kingborough is essentially being driven by migration into the municipality, which is motivated by both personal choice (based on the area’s natural attractions) and economic factors (such as the availability of suitable residential land and housing). Kingborough offers opportunities for new residents (including ‘sea-changers’, new families and retirees) to live in an area within relatively easy commuting distance to Hobart. This convenience, together with increasing retail, service and educational opportunities and pleasant urban and rural surroundings, is a strong attraction.

Future development within Kingborough should best meet the needs and expectation of the local community. In order to do this it is expected that:

- *the amenity and character of existing settlements will be protected and enhanced wherever possible;*

- compact urban centres are to be favoured over continued outward urban expansion in order to protect rural and coastal landscapes;
- the local area's natural values, agricultural potential and cultural assets will be protected from inappropriate development;
- public infrastructure is capable of servicing areas that are made available for future development;
- a variety of housing opportunities will be provided for and there is to be an appropriate balance between increasing residential densities and having additional housing development on the urban fringe;
- multi-unit housing development will be encouraged to locate close to central or local business areas;
- future development will provide for improved urban design, streetscape conditions, local open space and recreational linkages;
- sustainability criteria will be referred to when designing new residential and commercial projects and innovative solutions encouraged; and
- commercial opportunities within each settlement and quality tourism initiatives encouraged more generally will be encouraged.

Kingborough in the Regional Context

Kingborough is a significant urban growth area within southern Tasmania. The Southern Tasmania Regional Land Use Strategy confirms that this will continue to occur in that there are a number of large residential expansion areas immediately to the south of Kingston. Kingston itself is designated as one of three Principal Activity Centre outside of central Hobart. It is therefore expected that the Kingston area will continue to be the major focus for further urban development within the municipality during the coming years. More detailed planning decisions will need to be made in regard to the design of new subdivisions within "greenfield" residential areas at Huntingfield and Spring Farm, the future use of the former Kingston High School site, as well as the further development of the Kingston CBD and the corridor along the by-passed section of the Channel Highway.

There is a clear direction to increase the densities within existing urban areas. The higher densities will result in improved public health outcomes, encourage the increased use of public transport and improve the viability of local retail and community services. There is also an ongoing need to upgrade road, water and sewerage infrastructure. This will address a number of existing shortcomings and cater for further development. The Regional Infrastructure Investment Plan highlights a number of important projects for Kingborough in this regard.

It is envisaged that this further development will assist Kingborough in being less reliant upon Hobart. Increased local employment opportunities and the provision of improved community facilities and services will reduce the need to commute or travel long distances for essential services. Additional commercial and light industrial development opportunities need to be accommodated, as well as the ability to operate businesses from home.

The Regional Strategy has also set the general direction for the future land use planning of rural areas within Kingborough. It is proposed that there be limited opportunities to expand existing rural living or residential areas. There will be opportunities for some infill within existing areas. Urban growth boundaries will limit the further encroachment into the surrounding rural areas. Future rural development should not adversely compromise the agricultural potential of productive land. The rural towns and villages have generally been designated as having low growth potential.

Planning Scheme Objectives

The KIPS2015 includes regional objectives for Infrastructure, Residential Growth, Activity Centres, Economic Infrastructure, Productive Resources, Natural Environment, Water Resources, Healthy Communities, Competitiveness and Liveability. Equivalent Local Objectives were required for each

municipality and they were drafted for inclusion within KIPS2015 so that they were generally consistent with the Kingborough Land Use Strategy. They are included below for reference purposes.

Local Objectives

Infrastructure	
<i>To ensure local infrastructure provides safe and convenient services and minimizes environmental impact</i>	
<p><i>Desired Outcomes:</i></p> <ul style="list-style-type: none"> (a) <i>Local infrastructure (roads, water, sewerage etc) is planned and delivered in a manner that enables the efficient development of land, both now and into the future.</i> (b) <i>Local infrastructure is constructed so that it provides a safe and convenient service to users.</i> (c) <i>Local infrastructure is designed to a high standard and ensures the protection of local environmental conditions.</i> 	<p><i>Outcomes to be achieved by:</i></p> <ul style="list-style-type: none"> (a) <i>Ensuring that land will be able to be appropriately serviced prior to being zoned for development and that comprehensive asset management systems are in place.</i> (b) <i>Requiring new developments to construct the necessary infrastructure required to service that development, plus any other public infrastructure that is warranted due to the off-site impacts of that development.</i> (c) <i>Requiring new infrastructure to be designed to meet the specific needs of the local area and community and to anticipate any future growth scenarios.</i> (d) <i>Requiring new infrastructure to be planned and installed in a coordinated manner, minimizing the disturbance of land and maximizing space available for street planting and other improvements.</i>

Residential Growth (Metropolitan)	
<i>To provide sufficient and suitable land to meet current and future residential demand</i>	
<p><i>Desired Outcomes:</i></p> <ul style="list-style-type: none"> (a) <i>Sufficient land is zoned for residential purposes to reasonably meet the short term demand for such land.</i> (b) <i>A variety of suitably residential zoned land is available so that both developers and home purchasers are able to choose sites that best suit their needs.</i> (c) <i>A land release program for the municipality is developed that ensures the optimum sequencing of development.</i> (d) <i>New residential developments sit well within their natural setting, highlight local environmental values and connect well with surrounding areas.</i> 	<p><i>Outcomes to be achieved by:</i></p> <ul style="list-style-type: none"> (a) <i>Ensuring that sufficient undeveloped land is zoned for residential type purposes in advance.</i> (b) <i>Ensuring that such zoned residential land occurs at a number of locations and in different physical settings and facilitates more affordable outcomes.</i> (c) <i>Encouraging infill development of central urban areas that are close to services and where views and local amenity will not be adversely impacted.</i> (d) <i>Requiring new residential developments to be designed in a manner that takes into account the potential development of other nearby land, local environmental values and recreational opportunities.</i>

Residential Growth (Rural)
<i>To facilitate residential development in rural areas while also considering environmental values, infrastructure constraints and land productivity</i>

<p>Desired Outcomes:</p> <ul style="list-style-type: none"> (a) Rural settlements are further developed to facilitate their ongoing social and economic sustainability, within local servicing and environmental constraints. (b) New residential development will mainly occur within existing settlements, rather than within the outlying rural areas. 	<p>Outcomes to be achieved by:</p> <ul style="list-style-type: none"> (a) Encouraging infill development within existing residentially zoned land in preference to new fringe areas being established on the edge of settlements. (b) Zoning rural areas in a manner that generally reflects the existing settlement pattern, land use and infrastructure constraints.
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Activity Centres	
<i>To further develop activity centres to meet the needs of their local communities</i>	
<p>Desired Outcomes:</p> <ul style="list-style-type: none"> (a) A linked hierarchy of activity centres will provide a range of complementary services. (b) Each activity centre will contain a mix of services and businesses that best suit the needs of that local community. (c) Each activity centre will provide a high standard of public amenity and spaces for people to mix socially in a friendly and enjoyable manner. 	<p>Outcomes to be achieved by:</p> <ul style="list-style-type: none"> (a) Ensuring that central Kingston will be the prime commercial centre for the municipality and that development in other activity centres does not have a significant adverse impact on this. (b) Generally encouraging the establishment of new commercial enterprises within all activity centres, plus other necessary community and civic related services. (c) Requiring new developments to design and provide safe and convenient public spaces as appropriate.

Economic Infrastructure	
<i>To ensure sufficient and suitable land is available for the establishment of new economic enterprises</i>	
<p>Desired Outcomes:</p> <ul style="list-style-type: none"> (a) There is sufficient zoned land available to allow the establishment of a range of new industries in appropriate locations. (b) Investors and developers are attracted to suitable areas as suitable land is available for economic uses. (c) The local tourism industry will be able to thrive due to the many unspoilt natural and local attractions, sufficient accommodation and a welcoming local community. 	<p>Outcomes to be achieved by:</p> <ul style="list-style-type: none"> (a) Identifying land that is suitable for future industrial and commercial development. (b) Promoting the area as being suitable for development, with a community that will appreciate the new services to be provided. (c) Encouraging the further development of the local tourism industry in ways that complement the natural assets of the area and the skills and talents of the local community.

Productive Resources	
<i>To support the establishment of new productive enterprises and to ensure existing productive activities are maintained</i>	
<p>Desired Outcomes:</p> <ul style="list-style-type: none"> (a) Land is used for productive purposes as often as possible. (b) The productive use of land generates increased economic activity and provides employment and income to the maximum extent possible. 	<p>Outcomes to be achieved by:</p> <ul style="list-style-type: none"> (a) Zoning land in a manner that allows productive uses to continue or to be established. (b) Encouraging local agricultural production in as many situations as possible for either commercial or domestic purposes.

(c) Downstream processing of local products occurs as much as possible.	(c) Allowing for sufficient flexibility in the different types of uses that can occur on land so that value-adding to local produce can occur on-site.
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Natural Environment	
<i>To minimise adverse impacts on important regional and local environmental values</i>	
<p><i>Desired Outcomes:</i></p> <ul style="list-style-type: none"> (a) Important environmental values are protected and there is strong community support for this to occur in an ongoing manner. (b) Natural coastal values and processes are protected from inappropriate development. (c) Native vegetation is protected so that it is able to continue to provide for important habitat and ecosystem connectivity functions. 	<p><i>Outcomes to be achieved by:</i></p> <ul style="list-style-type: none"> (a) Applying a comprehensive set of development standards that are clearly understood by both developers and the affected community. (b) Applying relevant development standards that are consistent with an integrated coastal management framework and which take into account future climate change impacts and public access and amenity needs. (c) Identifying key biodiversity sites and corridors, determining appropriate responses to development proposals and encouraging other proactive actions to enhance environmental conditions.

Water Resources	
<i>To improve the management of local water resources</i>	
<p><i>Desired Outcomes:</i></p> <ul style="list-style-type: none"> (a) Water quality within natural watercourses and marine environments is of a high quality. (b) Local wetlands and waterways are managed for a variety of scenic, recreational, environmental and economic values. (c) Local residents and businesses use reticulated water supplies responsibly and reduce the need for additional infrastructure. 	<p><i>Outcomes to be achieved by:</i></p> <ul style="list-style-type: none"> (a) Applying appropriate development standards that minimize off-site impacts and encouraging other proactive measures to improve the condition of local waterways. (b) Providing for public access to waterways and ensuring that prospective users of such waterways do so in a sustainable and responsible manner. (c) Encouraging the use of domestic water supplies and other water saving devices.

Healthy Communities	
<i>To support strong and healthy local communities</i>	
<p><i>Desired Outcomes:</i></p> <ul style="list-style-type: none"> (a) Urban areas are designed to encourage physical activity and to reduce the use of private vehicles. (b) Community services and associated built facilities are provided to service essential health, education, recreation and cultural needs. (c) Local communities are able to access 	<p><i>Outcomes to be achieved by:</i></p> <ul style="list-style-type: none"> (a) Completing forward development plans for the main urban areas that provide for increased pedestrian amenity and encourage cycling and the use of public transport. (b) Ensuring that local communities have access to the necessary services and facilities that can provide for their health, education, recreation and cultural needs.

<i>essential services and various transport options are provided to do so.</i>	<i>(c) Ensuring that new developments are not isolated or remote from reasonable transport facilities.</i>
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Competitiveness	
<i>To encourage local activities that are able to compete at state and national levels</i>	
<i>Desired Outcomes:</i>	<i>Outcomes to be achieved by:</i>
<ul style="list-style-type: none"> <i>(a) New and innovative economic opportunities are encouraged, particularly when they reflect an existing or potential competitive advantage for Kingborough.</i> <i>(b) Visitor attractions are promoted and local areas become popular tourism destinations within site capacity limits.</i> <i>(c) Future needs are anticipated and preparation is made for changes associated with climate change, peak oil and an ageing population.</i> 	<ul style="list-style-type: none"> <i>(a) Reinforcing and offering assistance to the commercial opportunities that are proposed within the municipality.</i> <i>(b) Marketing the Kingborough area and linking in with other tourism related promotional programs in order to attract increased visitation.</i> <i>(c) Requiring development proposals to be designed so that future needs and changes (in regard social, cultural, environmental and economic) are anticipated.</i>

Liveability	
<i>To help create more liveable local communities</i>	
<i>Desired Outcomes:</i>	<i>Outcomes to be achieved by:</i>
<ul style="list-style-type: none"> <i>(a) Good planning and site design supports public activities that promote social inclusion, public safety, easy access and community interaction.</i> <i>(b) The design of buildings, subdivisions and public spaces provides a high level of public amenity, environmental sustainability and is conducive to a range of uses including recreation, social interaction and privacy.</i> <i>(c) The amenity and individual character of existing settlements is protected and enhanced where possible.</i> 	<ul style="list-style-type: none"> <i>(a) Providing for compact urban areas with higher settlement densities, together with high quality streetscape design and effective pedestrian and cycling linkages.</i> <i>(b) Ensuring the design of future developments is true to “place” (sits well within the local landscape) and protects and/or enhances inherent local values.</i> <i>(c) Defining urban growth boundaries and restricting urban expansion in order to retain rural buffers and protect coastal values.</i>

KPIS2015 Local Area Objectives and Desired Future Character Statements

The KIPS2015 also included Local Area Objectives and Desired Future Character Statements. The State Planning Provisions does allow for these types of local objectives but only to a very limited extent. The original versions of these statements are repeated here for reference purposes only. It should be noted that they were compiled after some considerable local public consultation (albeit from about 2006-2008) and in most cases are still relevant. There are included below in the format of the current KIPS2015 zoning regime.

General Residential Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGSTON (1) Kingston will be primarily maintained as a residential area, with opportunities taken to protect natural features, improve local infrastructure and services when appropriate.</p> <p>TAROONA (1) The relative low residential density of Tarooma will be maintained and any significant change to higher densities is to be avoided. (2) Tarooma's natural landscape and setting is to be protected.</p> <p>KINGSTON BEACH (1) The built environment of Kingston Beach should retain the area's existing heritage values.</p> <p>BLACKMANS BAY (1) Blackmans Bay should be maintained as an established residential area with a high level of amenity associated with its coastal location, pleasant views and lifestyle.</p> <p>MARGATE (1) Other than those areas that are in close proximity to the town's commercial centre, Margate should be maintained as a residential community with a relatively lower housing density. (2) Local residential roads, junctions and verges should be designed and provided for in a manner that facilitates the free flow of traffic and encourages bicycle and pedestrian access.</p> <p>SNUG (1) Snug will be maintained as a small rural town with low density housing.</p>	<p>(1) New development should ensure that residential amenity is optimised by maintaining the existing character of the area and providing quality infrastructure where appropriate.</p> <p>(1) Infill development should only be encouraged on sites convenient to urban facilities and services. (2) Larger residential blocks will be retained to enable the maintenance of existing vegetation cover and there should only be a minimal expansion of the existing urban footprint.</p> <p>(1) Residential development is to respect the existing scale and architectural style of existing buildings.</p> <p>(1) The natural landscape and setting is an important issue when considering new development proposals.</p> <p>(1) Future residential development is to be directed towards suitable new areas, rather than encouraging the in-fill of existing suburban areas at higher densities, except where this infill is in close proximity to the town's commercial centre. (2) Both new and existing roads should be designed to meet this objective, as well as there being a particular need to extend Dayspring Drive so that it extends north and connects on to the Channel Highway.</p> <p>(1) The further residential expansion of Snug is to be contained to a few minor subdivisional developments.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>KINGSTON</p>	

<ul style="list-style-type: none"> (1) Kingston is to include a mix of housing types that provide for a range of choices and affordability options. (2) The ageing population should be well accommodated within Kingston enabling residents to have easy access to relevant services. (3) The Kingston area is characterised by vegetated corridors and backdrops and this visual appearance should be protected. 	<ul style="list-style-type: none"> (1) 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. (2) Aged care facilities and associated housing and infrastructure are to be encouraged within appropriate areas. (3) The subdivision or development of land should be designed in a manner to protect or enhance vegetated corridors and backdrops.
<p>TAROONA</p> <ul style="list-style-type: none"> (1) Tarooma is to continue to be a seaside suburb mainly containing single detached dwellings with established landscaped gardens. (2) Existing areas of native vegetation are retained in order to maintain Tarooma's attractive natural landscape. 	<ul style="list-style-type: none"> (1) Multi-unit housing is to be discouraged other than in the vicinity of the Tarooma shopping centre. (2) Native vegetation is to be protected, along the coastline, alongside gullies and watercourses, within larger residential lots and on the outer edges of Tarooma.
<p>KINGSTON BEACH</p> <ul style="list-style-type: none"> (1) Kingston Beach should retain its existing seaside village character. (2) Kingston Beach should remain primarily a residential area with existing streetscape appearance and character retained. 	<ul style="list-style-type: none"> (1) New development within Kingston Beach should complement the existing architectural style (essentially Colonial Federation with single or two storey weatherboard clad homes and substantial street setbacks). (2) Commercial use or development within residential areas should be limited to low impact uses.
<p>BLACKMANS BAY</p> <ul style="list-style-type: none"> (1) Blackmans Bay should continue as a predominantly low-density residential area with larger lot sizes that enable reasonable setbacks, the retention of native vegetation and gardens. 	<ul style="list-style-type: none"> (1) New development should respect the amenity of surrounding residences and the natural landscape. Multi-unit housing should be encouraged to locate in the area surrounding the Opal Drive commercial precinct.
<p>MARGATE</p> <ul style="list-style-type: none"> (1) There should be a mix of housing choice within Margate, while still retaining the residential amenity afforded by off-street parking, ample gardens and street setbacks. 	<ul style="list-style-type: none"> (1) Multi-unit housing and aged care facilities should be limited to suitable areas closer to the town's main commercial area, with good access provided to local services.
<p>SNUG</p> <ul style="list-style-type: none"> (1) The rural and coastal character of Snug is to be maintained and should primarily contain single detached dwellings. 	<ul style="list-style-type: none"> (1) In-fill development and multi-unit housing is to be restricted within Snug and other future developments should respect the existing streetscapes and larger lot sizes.

Inner Residential Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGSTON</p> <p>(1) Land will be utilised for residential purposes to the maximum extent and in a manner that optimises high quality design and amenity outcomes.</p>	<p>(1) Infill opportunities will be taken up with larger lots being developed at higher residential densities.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>KINGSTON</p> <p>(1) Increased inner urban residential living opportunities will be provided that enable residents to have improved access to local services and public facilities.</p>	<p>(1) 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.</p>

Low Density Residential Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGSTON</p> <p>(1) Areas within Kingston that are zoned Low Density Residential are to be developed so that both visual landscape and natural environmental values are protected.</p>	<p>(1) Existing larger lot sizes are to be retained in order that there is sufficient land to accommodate substantial vegetation on site and provide for the desired landscape and natural amenity.</p>
<p>TAROONA</p> <p>(1) Areas within Taroona that are zoned Low Density Residential are to be developed so that both visual landscape and natural environmental values are protected.</p>	<p>(1) Existing larger lot sizes are to be retained in order that there is sufficient land to accommodate substantial vegetation on site and provide for the desired landscape and natural amenity.</p>
<p>KINGSTON BEACH</p> <p>(1) Areas within Kingston Beach that are zoned Low Density Residential are to be developed so that both visual landscape and natural environmental values are protected.</p>	<p>(1) Existing larger lot sizes are to be retained in order that there is sufficient land to accommodate substantial vegetation on site and provide for the desired landscape and natural amenity.</p>
<p>BLACKMANS BAY</p> <p>(1) Areas within Blackmans Bay that are zoned Low Density Residential are to be developed so that both visual landscape and natural environmental values are protected.</p>	<p>(1) Existing larger lot sizes are to be retained in order that there is sufficient land to accommodate substantial vegetation on site and provide for the desired landscape and natural amenity.</p>

<p>MARGATE (1) Fringe areas around Margate are zoned Low Density Residential in order to reflect existing settlement patterns and to retain existing coastal and/or visual landscape and natural environmental values.</p> <p>BONNET HILL (1) Bonnet Hill is to be maintained as a small outlying residential area within a bushland setting,</p> <p>CONINGHAM AND LOWER SNUG (1) Coningham and Lower Snug should be maintained as rural or coastal settlements within natural settings.</p> <p>KETTERING (1) Kettering's natural values should be protected – including water views, foreshore access and vegetated visual surrounds.</p> <p>WOODBIDGE (1) Woodbridge is to be maintained as a low-density residential village, with dwellings constructed to sensitively fit in to the rural landscape.</p> <p>MIDDLETON (1) Middleton is to be further developed to provide a broader range of services and facilities for the Lower Channel rural community.</p> <p>ALONNAH (1) Alonnah is to be maintained as a relatively small residential village with future buildings designed to suit the low-key character of Bruny Island.</p> <p>ADVENTURE BAY (1) Adventure Bay is to be maintained as a relatively small residential and holiday village with future buildings designed to suit the low-key character of Bruny Island.</p>	<p>(1) Existing larger lot sizes are to be retained in order that to reflect existing settlement patterns and in some cases to retain coastal/landscape amenity.</p> <p>(1) The application of development standards should where possible retain native vegetation and protect local residential amenity.</p> <p>(1) Future development should occur at a lower density in order to protect spatial separation and the area's native vegetation.</p> <p>(1) Future development will strive to protect water quality, native vegetation, views and public access.</p> <p>(1) Future development is constrained by the lack or limitations of reticulated services and larger lots will be required with relatively large setbacks and gardens.</p> <p>(1) Proactive planning is required to identify the opportunities for improved and appropriate public infrastructure, community services and commercial development within Middleton.</p> <p>(1) Future development should be designed (in relation to scale, materials and architectural styles) to support the more holiday-based or rural Bruny Island lifestyle.</p> <p>(1) Future development should be designed (in relation to scale, materials and architectural styles) to support the more holiday-based or rural Bruny Island lifestyle.</p>
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Desired Future Character

Desired Future Character statements	Implementation Strategy
<p>KINGSTON (1) The existing neighbourhood character</p>	<p>(1) The visual amenity of hillsides and skylines</p>

<p>that is associated with the area's landscape and environmental values should be protected.</p> <p>TAROONA</p> <p>(1) The existing neighbourhood character that is associated with the area's landscape and environmental values should be protected.</p> <p>KINGSTON BEACH</p> <p>(1) The existing neighbourhood character that is associated with the area's landscape and environmental values should be protected.</p> <p>BLACKMANS BAY</p> <p>(1) The existing neighbourhood character that is associated with the area's landscape and environmental values should be protected.</p> <p>MARGATE</p> <p>(1) The existing neighbourhood character that is associated with the area's settlement pattern, landscape and environmental values should be protected.</p> <p>BONNET HILL</p> <p>(1) The existing bushland character of the Bonnet Hill area should be retained in order to protect significant environmental and landscape values.</p> <p>CONINGHAM AND LOWER SNUG</p> <p>(1) Coningham and Lower Snug have environmental, road access and servicing limitations that will constrain further residential development.</p> <p>KETTERING</p> <p>(1) Kettering is to remain a relatively small, low-density coastal village.</p>	<p>is retained by providing for larger lots that are able to retain sufficient native vegetation. In some cases these areas also provide a buffer or transition between more closely settled urban areas and other areas with high natural values.</p> <p>(1) The visual amenity of hillsides and skylines is retained by providing for larger lots that are able to retain sufficient native vegetation. In some cases these areas also provide a buffer or transition between more closely settled urban areas and other areas with high natural values.</p> <p>(1) The visual amenity of hillsides and skylines is retained by providing for larger lots that are able to retain sufficient native vegetation. In some cases these areas also provide a buffer or transition between more closely settled urban areas and other areas with high natural values.</p> <p>(1) The visual amenity of hillsides and skylines is retained by providing for larger lots that are able to retain sufficient native vegetation. In some cases these areas also provide a buffer or transition between more closely settled urban areas and other areas with high natural values.</p> <p>(1) The larger lots within this zone enable the existing local character of the area to be retained. Some coastal areas are serviced, but this zone will enable the protection of existing coastal, landscape and environmental values.</p> <p>(1) New development proposals are to consider and minimise potential impacts on existing native vegetation and views.</p> <p>(1) Further significant subdivision of land will be discouraged in order to protect coastal values, road safety and local amenity.</p> <p>(1) Future development is constrained by the absence of reticulated water and sewer and future suburban type development is to be avoided.</p>
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<p>WOODBIDGE (1) New residential development within Woodbridge should suit its existing rural setting and complement surrounding development.</p> <p>MIDDLETON (1) Middleton is to remain a low-density village with predominantly single homes around a village core that includes both commercial and community services.</p> <p>ALONNAH (1) Future development within Alonnah should maintain residential amenity and encourage more permanent high quality accommodation.</p> <p>ADVENTURE BAY (1) Future development within Adventure Bay should enhance residential amenity and encourage a higher quality of accommodation.</p>	<p>(1) While further infill development is desirable, this should be designed to meet local needs and be sensitive to Woodbridge's existing landscape and heritage values.</p> <p>(1) Future development is to be sensitive to the existing landscape and heritage values of the local area</p> <p>(1) Residential amenity is to be maintained through sensitive and contemporary building design, larger lots and vegetated screening.</p> <p>(1) Residential amenity is to be enhanced through sensitive and contemporary building design, larger lots and vegetated screening.</p>
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Rural Living Zone

Local Area Objectives

Local Area Objective	Implementation strategy
There are no Local Area Objectives for this Zone.	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
There are no Desired Future Character Statements for this zone.	

Environmental Living Zone

Local Area Objectives

Local Area Objective	Implementation strategy
There are no Local Area Objectives for this Zone.	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy

There are no Desired Future Character Statements for this zone.	
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Urban Mixed Use Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGSTON</p> <p>(1) A mix of urban uses is proposed for the former Kingston High School site that is able to provide for a range of commercial, residential, recreational and community services.</p>	<p>(1) The redevelopment of this site is to be facilitated by a planning framework that clearly outlines the location and types of future land uses that are able to address community needs and complement other commercial uses within central Kingston.</p>
<p>MARGATE MARINA</p> <p>(1) Margate Marina will become a mixed use area allowing for commercial, scientific and residential uses supported by the redevelopment of the marina complex.</p>	<p>(1) The redevelopment of the reclaimed and foreshore areas will be in accordance with the land use and staging outlined within Part 5 of the <i>Margate Marina Master Plan</i>.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>KINGSTON</p> <p>(1) The future development of the former Kingston High School site should generate increased community activity and business interest within central Kingston.</p>	<p>(1) The development model for this site should be exciting, vibrant and futuristic. It should fit within an overall planning framework that provides for an integrated and coordinated mix of uses.</p>
<p>MARGATE MARINA</p> <p>(1) Future commercial and residential uses should complement and demonstrate a synergy with the marina complex and any maritime research or educational activities occurring within the precinct.</p>	<p>(1) Visual impact shall be minimised so that buildings are limited in height and follow existing landforms to minimise scale and bulk. Sensitive landscaping shall occur to protect coastal amenity. Public access to the foreshore is to be enhanced.</p>

Village Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>SNUG</p> <p>(1) Snug should contain local shopping and community based services for the convenience of nearby residents and</p>	<p>(1) Limited retail and service facilities are to be provided with larger facilities available in Margate and Kingston. The continued</p>

<p>visitors.</p> <p>KETTERING</p> <p>(1) Kettering is to provide a range of commercial leisure services and facilities consistent with its functions as a tourism gateway to Bruny Island, a recreational and fishing boating port, and a local service centre.</p> <p>WOODBIDGE</p> <p>(1) Woodbridge is to be maintained as a relatively small rural village that provides a variety of local resident and visitor services.</p> <p>ALONNAH</p> <p>(1) Alonnah is to be maintained as an administrative centre that provides a range of community services for the benefit of the whole of Bruny Island.</p> <p>ADVENTURE BAY</p> <p>(1) Adventure Bay is to provide a range of community facilities, convenience services and local attractions to serve the needs of both residents and visitors</p>	<p>provision of essential community services (school, medical etc) should be encouraged.</p> <p>(1) Future tourism and recreational development shall be encouraged, but sensitively designed in order to protect water quality, public access, and safe and convenient traffic management.</p> <p>(1) Future development shall respect Woodbridge's streetscape, while still providing for additional and enhanced tourism attractions and local community services.</p> <p>(1) Improvements to local public infrastructure and services provided by private development should be encouraged in order to ensure viability of both existing and future facilities.</p> <p>(1) Use or development that improves service delivery and provides additional attractions and services is to be encouraged where it can be achieved with minimal impact on natural values, neighbourhood character and amenity.</p>
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Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>SNUG</p> <p>(1) Snug's village centre or local business precinct should be further developed to enhance public amenity and convenience, and its general appearance.</p> <p>KETTERING</p> <p>(1) Kettering's disparate commercial and recreational facilities should be linked and integrated in a manner that facilitates their ongoing viability.</p> <p>WOODBIDGE</p> <p>(1) Woodbridge's existing heritage and coastal rural landscape values are to be protected.</p>	<p>(1) Streetscape improvements are to be encouraged, together with improved local parking and pedestrian infrastructure.</p> <p>(1) Provide for and enhance local pedestrian access to waterways, recreational facilities and local services.</p> <p>(1) Future development is to enhance the streetscape of the central area of the village and should, where it is appropriate, improve pedestrian access, parking, access and public amenity.</p>

<p>ALONNAH</p> <p>(1) Further development within Alonnah is to occur in a coordinated and integrated manner in order that essential services are most efficiently provided for both residents and visitors.</p>	<p>(1) Opportunities for small businesses and community infrastructure are to be encouraged where they support local resident needs and visitor experiences.</p>
<p>ADVENTURE BAY</p> <p>(1) Further development within Adventure Bay is to occur in a low-key and sensitive manner that reflects the more relaxed Bruny Island lifestyle.</p>	<p>(1) Opportunities for small businesses and community infrastructure are to be encouraged where they support local resident needs and visitor experiences.</p>

Community Purpose Zone

Local Area Objectives

Local Area Objective	Implementation strategy
There are no Local Area Objectives for this Zone.	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
There are no Desired Future Character Statements for this zone.	

Recreation Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGBOROUGH SPORTS CENTRE PRECINCT</p> <p>(1) The Sports Centre Precinct will be utilised for a wide range of public sporting and community based activities.</p>	<p>(1) Future development within the Sports Centre Precinct (being the property owned by Kingborough Council) will be consistent with the master plan for the site as adopted by Kingborough Council.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>KINGBOROUGH SPORTS CENTRE PRECINCT</p> <p>(1) This Precinct will provide a wide range of high quality facilities and associated infrastructure that best meet the sporting and community needs of the Kingborough community.</p>	<p>(1) Existing facilities will be upgraded as necessary and new facilities provided to satisfy increased demand or emerging interests.</p>

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Open Space Zone

Local Area Objectives

Local Area Objective	Implementation strategy
There are no Local Area Objectives for this Zone.	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
There are no Desired Future Character Statements for this zone.	

Local Business Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>TAROONA (1) Taroonna requires improved local retail and convenience shopping services.</p> <p>KINGSTON BEACH (1) Key site redevelopment should occur to enhance the commercial viability and appeal of Kingston Beach as a place to visit and participate in a range of outdoor, cultural and shopping experiences.</p> <p>BLACKMANS BAY (1) New local business development should be encouraged to service the local convenience needs of Blackmans Bay residents.</p> <p>MARGATE (1) Margate is to provide a range of retail and community services that effectively fulfil its function within the regional activity centre hierarchy.</p>	<p>(1) The future redevelopment and occupancy of the existing shopping centre site within Taroonna is to be encouraged.</p> <p>(1) A mix of uses and developments is to be encouraged which provides a range of convenience services and attractions for both residents and visitors.</p> <p>(1) The Blackmans Bay shopping centre precinct is to be the main location for shopping and community services within Blackmans Bay.</p> <p>(1) The Margate main street is to be redeveloped in order to provide improved shopping services, access and parking, community facilities and an appealing general appearance.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy

<p>TAROONA (1) The existing Tarooma shopping centre site is the favoured location for the provision of local convenience needs for Tarooma residents.</p> <p>KINGSTON BEACH (1) Future development should be of a compatible scale and appearance when placed in the context of surrounding development.</p> <p>BLACKMANS BAY (1) The local business precinct centred on Opal Drive should be further developed in order to ensure its ongoing attraction and viability. (2) The secondary precinct on the corner of Ocean Esplanade and Pearsall Avenue should contain local businesses that best complement this beachfront location.</p> <p>MARGATE (1) Margate's central business area should be further developed in a manner that provides for improved public amenity, convenience, functionality, safety and social or recreational opportunities.</p>	<p>(1) A varied mix of compatible uses within this site would be one way of encouraging its future redevelopment and the provision of suitable local community and retail services.</p> <p>(1) New development or extensions to existing buildings is to be generally consistent with the height of other buildings in this zone and should be designed to enhance local streetscape amenity.</p> <p>(1) Other compatible services and more intensive development should be located close to the Blackmans Bay shopping centre. (2) This secondary precinct should contain local businesses which provide local retail and restaurant type services.</p> <p>(1) Key site redevelopments and main street improvements are required to improve the streetscape, pedestrian movement, traffic management and the standard of private development.</p>
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General Business Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGSTON (1) A number of general business areas that are outside of the main central Kingston area will provide a range of retail and other commercial functions.</p>	<p>(1) These areas should be developed so that they provide for enjoyable shopping experiences with a focus on convenience and easy access for private vehicles.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>(1) Future development is to be consistent with a convenient shopping experience and should not adversely impact on surrounding or neighbouring uses.</p>	<p>(1) Development should accommodate a high quality of landscaping and design, be set back from external boundaries and be easily accessible.</p>

Central Business Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KINGSTON</p> <p>(1) Kingston is the commercial centre of the municipality and should continue to develop in a coordinated and cohesive manner that best responds to the needs of the community.</p> <p>(2) Central Kingston should provide a wide range of public and private services that suitably match the needs of the Kingborough community.</p>	<p>(1) The most significant commercial and community related activity should be located within central Kingston.</p> <p>(2) Gaps in existing services are to be identified and appropriate developments encouraged that meet these local needs.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>KINGSTON</p> <p>(1) Central Kingston should be further developed and improved so that it is a pleasant destination, and is characterised by attractive public spaces and a modern urban design.</p> <p>(2) Central Kingston will be developed so that visitors are able to access the area and move about in a safe and efficient manner.</p> <p>(3) Car parking needs are to be met in a manner that allows for active streetscape functions, pedestrian safety and convenient locations.</p>	<p>(1) The redevelopment of significant land parcels (such as the former Kingston High School site) and public streetscapes will be based on contemporary urban planning techniques that meet long term community needs.</p> <p>(2) Traffic modelling will be required to ensure efficient movement and physical infrastructure will be provided to best meet the needs of vehicles, cyclists and pedestrians.</p> <p>(3) Car parking areas are not to face immediately on to streets within central Kingston and should be designed so that common areas are provided behind, under or above buildings facing the street.</p>

Commercial Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>There are no Local Area Objectives for this Zone.</p>	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>There are no Desired Future Character Statements for this zone.</p>	

Light Industrial Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>MARGATE</p> <p>(1) This light industrial area is a preferred location for maritime related industries, provided residential amenity can be protected and the scale of development will not overly dominate the landform.</p>	<p>(1) The potential for adverse impacts on amenity is to be reduced through attention to noise mitigation, visual measures, traffic control and local road upgrades.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>MARGATE</p> <p>(1) Future industrial activities should be carried out in a manner that minimises adverse impacts on residential amenity, environmental and coastal values, and local public infrastructure.</p>	<p>(1) Development proposals will be required to be sensitively designed to avoid overwhelming the character of the landscape, to protect local amenity and values and to contribute to the progressive upgrade of the local road system.</p>

Rural Resource Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>MARGATE</p> <p>(1) Land immediately south of Margate which is to the east and west of the Channel Highway is earmarked for future residential development.</p>	<p>(1) The Rural Resource Zone is being utilised here as a holding zone that enables existing uses to continue up until that time that this land can be more intensively developed. This will in turn depend on such factors as sufficient wastewater treatment capacity and justifying an extension of the urban growth boundary for Margate.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
<p>MARGATE</p> <p>(1) Future development of this land south of Margate that is zoned Rural Resource should not adversely compromise its longer term potential for a more intensive urban use.</p>	<p>(1) The land should continue to be used for rural purposes until circumstances change that enable its more intensive development, which is anticipated to primarily be for residential purposes.</p>

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Utilities Zone

Local Area Objectives

Local Area Objective	Implementation strategy
There are no Local Area Objectives for this Zone.	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
There are no Desired Future Character Statements for this zone.	

Environmental Management Zone

Local Area Objectives

Local Area Objective	Implementation strategy
There are no Local Area Objectives for this Zone.	

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
There are no Desired Future Character Statements for this zone.	

Port and Marine Zone

Local Area Objectives

Local Area Objective	Implementation strategy
<p>KETTERING</p> <p>(1) The foreshore area north of Ferry Road at Kettering should continue to serve as a working port with a mix of commercial and recreational uses.</p>	<p>(1) Future activities should complement the existing marine based uses along this waterfront. Residential or visitor accommodation uses are inappropriate as they would unduly fetter commercial and recreational uses.</p>

Desired Future Character Statements

Desired Future Character Statements	Implementation strategy
(1) The Kettering foreshore areas should	(1) Waterfront and foreshore development is to

<p>continue to provide for a range of commercial functions with public access provided to the maximum extent possible.</p> <p>(2) The height, scale and bulk of development within this part of Kettering should be consistent with surrounding development and not be too obtrusive when viewed from Ferry Road or the waterway.</p>	<p>be sensitively designed to allow for public access, to complement neighbouring development, be accessible and be of a scale that suits Kettering's rural village character.</p> <p>(2) Waterfront and foreshore development is to be designed so that its height and scale is in keeping with other neighbouring buildings and structures.</p>
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