

COUNCIL MEETING
MONDAY 11 DECEMBER 2023

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL’S WEBSITE

1. ACKNOWLEDGEMENT OF COUNTRY

The Mayor will:

- make the following statement:

“Before proceeding, I pay my respects to the Mumirimina people as the traditional and original custodians of the lands on which we meet, and I acknowledge the continuing connection of the Tasmanian Aboriginal people to the skies, land and waterways.

I pay respect to Elders past and present.”

- invite those present to pause for a moment of quiet reflection and respect before commencing the council meeting.
- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council’s website. The meeting is not protected by privilege. A link to the Agenda is available via Council’s website.

2. APOLOGIES

Nil.

3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE

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

4. OMNIBUS ITEMS**4.1 CONFIRMATION OF MINUTES****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 20 November 2023, as circulated, be taken as read and confirmed.

4.2 MAYOR'S COMMUNICATION**4.3 COUNCIL WORKSHOPS**

In addition to the Councillor's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE

Paranville Public Open Space
Seven Mile Beach Local Area Plan and Stormwater
Chambers Redevelopment Update
Mayor/Councillor Meetings and Attendances

DATE

27 November

RECOMMENDATION:

That Council notes the workshops conducted.

8.4.2 SKYLAND MASTERPLAN – MOTION D OUTCOMES**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to:

- provide Council with relevant information responding to Motion D (further negotiation to address Council concerns) of the Council decision on 6 March 2023 meeting; and
- consider a request to prepare a revised structure plan for the Tranmere-Rokeby-Droughty Point Peninsula (the peninsula) based on the revised Skylands Masterplan prepared by the Carr Family.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2021-2031, Clarence Activity Centre Strategy 2013, Clarence Bushland and Coastal Strategy 2011, Tracks and Trails Action Plan 2015-2020, Public Open Space Policy, Headworks (developer) Levy Policy, Stormwater Management in New Developments Procedure, and Community Participation Policy are relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

At its meeting of 6 March 2023, Council resolved to not support the Skylands Masterplan and the extension of the Urban Growth Boundary, and included an additional motion, Motion D:

“Council would welcome further negotiation with the Carr family to address these concerns noting that if an agreement cannot be made, Council will resume the development of the Tranmere/Rokeby Structure Plan (the Niche Plan).”

The requested further negotiations were progressed between June and October 2023, involving various parties. The outcomes of the negotiations were presented to Council at a Workshop of 16 October 2023, and 6 November 2023. Those outcomes are discussed within the Associated Report.

FINANCIAL IMPLICATIONS

The resolution of Motion D has no direct financial impact. There is an existing allocation of \$40,000 for the preparation of the Tranmere - Rokeby - Droughty Point Structure plan.

RECOMMENDATION:

A. That Council:

1. Notes that the requirements of Motion D of Item 5.2 of the 6 March 2023 Council Minutes have now been concluded.
2. Approves the revised Skylands Masterplan (5 November 2023 version).

3. Authorises the Chief Executive Officer to prepare a structure plan for the staged development of undeveloped land on the Tranmere – Rokeby - Droughty Point Peninsula, based on the Skylands Masterplan, including any additional or supporting detail, arrangements or agreements required in relation to physical and social infrastructure, and to undertake further community engagement activities to inform the development of the structure plan.

ASSOCIATED REPORT

1. BACKGROUND

1.1. The planning history of the Tranmere – Rokeby – Droughty Point area was detailed in the Agenda Report for the 6 March 2023 Special Council meeting. For the purposes of this report, it is sufficient to note that the land has been identified for urban development since 1960. The following background focuses on key milestones from 2018 onwards, when Council contacted the peninsula landowners to gauge interest in preparation of a particular purpose zoning for future development of the peninsula, with Niche Planning being awarded the project.

1.2. The draft Tranmere Rokeby Peninsula Structure Plan (aka Niche Plan) was presented to a Council Workshop on 23 September 2019. No decision was made on the draft Niche Plan, and the project was halted in September 2020, pending the preparation of the Skylands Masterplan at the request of the Carr family. In February 2022, the Skylands Masterplan was finalised, with the plan relying on an amendment to the urban growth boundary (UGB).

1.3. At the 6 March 2023, special council meeting, the Council did not support the Skylands Masterplan (February 2022), and resolved via Motion D:

“Council would welcome further negotiation with the Carr family to address these concerns noting that if an agreement cannot be made, Council will resume the development of the Tranmere/Rokeby Structure Plan (the Niche Plan).”

1.4. On 17 May 2023, the Southern Tasmanian Regional Land Use Strategy was amended by the Minister, to include several sites within the UGB, including the land on the peninsula.

- 1.5.** Between June and October 2023, the Motion D negotiations were undertaken with Mr Greg Carr, as the Carr family representative, representatives of the Friends of Tranmere Droughty Point Association (FoTDPA), Council officers, and a representative from the Department of State Growth (State Growth) who also provided a conduit into other state government departments as required. This group met on 25 July, 31 August, and 11 October 2023.

The negotiations were facilitated by the Acting Head of City Planning and Council's Strategic Planner. To clarify matters as they arose throughout the negotiations, input and advice were sought from other internal council teams and external referral agencies. In addition, detailed in depth meetings were conducted with the proponent's project team, to ensure that the concerns raised were well understood and incorporated into any Skylands Masterplan revisions.

- 1.6.** Key findings were provided to Councillors at the 16 October 2023 Workshop.
- 1.7.** A revised Skylands Masterplan was circulated to Councillors on 8 November 2023 (Attachment 1).

2. REPORT IN DETAIL

- 2.1.** In this section, the approach taken to responding to the Motion D outcomes are discussed and outlines the associated assumptions and constraints.

Identification of Motion D Matters

Council officers were provided with a list of the matters requiring further clarification as listed below:

- Density - *Rationale for high density at end of peninsula. Density map*
- Staging - *Better understanding of the 6 communities, timing of 6 communities and roll out of development within each community.*
- Education demand - *Better understanding of how Tranmere/Rokeby regions likely education demand will be managed over time.*

- Infrastructure - *Better understanding of how infrastructure demand will be managed over time within Droughty Point catchment and wider Tranmere/Rokeby regions.*
- Road Network - *More discussion on the linkages between Tranmere and Rokeby. Public Ferry transport development.*
- Street Network - *More detail on street design (widths and gradients) and anticipated traffic and parking of larger vehicles.*

Rationale to Motion D Response Approach

The free-flowing discussions of the first combined group meeting on 25 July 2023, indicated that the summary concerns could be broadly grouped into two categories, namely on-site issues, and off-site impacts, as shown in Table 1 below.

Table 1: Regrouping of Motion D issues following 31 August 2023 negotiation meeting.

Off-site Concerns/Impacts	On-site Concerns
Staging	Density
Capacity of social infrastructure (existing and proposed)	Capacity of reticulated services infrastructure
Capacity of transport networks (road and other)	Proposed street design, parking options and proposed active transport options.

It also became apparent that the overall process to move from strategic planning to ultimate delivery of the Skylands Masterplan vision was not well understood by all participants. Many of the details being sought now, would typically emerge at the request to amend the Clarence Local Provision Schedule (LPS), or at the planning permit application stage (i.e., subdivision), and the subsequent detailed design stages. Attachment 2 was provided to all participants at the 31 August 2023 meeting, to explain the scheme amendment process and how different levels of detail emerge during the various planning stages.

Further, internalising the proposal’s twenty-year, to thirty-year implementation timeframe is critical in understanding and responding to any on-site and off-site impacts.

Hence, it was determined that considering impacts over time, would be a helpful means of clarifying and responding to the concerns raised, and recognises that staging is a common theme throughout all concerns.

In developing the future projections, the best available data, and a conservative (i.e., worst case) approach was used. For example, the traffic projections are based on a comparison of the figures from the Niche Plan 2019 Traffic Impact Assessment (TIA) and the Skylands Masterplan (February 2022) TIA. Where the TIAs relied on estimates for current traffic, we defaulted to actual Council traffic measurements, even if they were outdated as in the case of Tollard Drive, which date from 2015. This approach ensured consistent starting points were used for the different traffic assumptions used by the respective TIAs. Similarly, the REMPLAN Economic Modelling and Planning System data was used to calculate the number of school age children and their respective ages, and from there, model the likely schooling demand with each neighbourhood rollout.

Finally, the concept of density was considered from a variety of perspectives to explore the on-site impacts and associated concerns more fully, with a focus on the public realm and street network design.

The Motion D outcomes were presented to Council at the Workshop of 16 October 2023, and Table 2 provides a summary of the key findings for each of the six summary concerns, and how the information would feed into the structure planning activity.

Table 2 Summary of Motion D concern considerations and negotiations, link to require structure plan.

Off Site Concerns	
Staging and Social Infrastructure (Focus on schools)	Department of Education • Advises that pupil numbers per school target is 80% capacity. • Sufficient capacity in existing schools to meet Neighbourhood 1 roll out (target completion 3 - 5 years). • Revised Skylands MP provides for additional schools if required.

	Structure Plan Engage with Department of Education to consider Skylands MP proposal and/or other alternatives to realign school catchment areas given anticipated changes in the wider area over the next 30 years, including the Clarendon Vale and Pass Road areas.
Staging and Reticulated Infrastructure	TasWater - Sufficient off-site capacity for 2400 dwellings. - Sufficient off-site capacity in potable water and sewerage networks to meet Neighbourhood 1 roll out (target completion 3 - 5 years). - On-site - Neighbourhood 1 will require an additional water storage tank to gravity feed the new lots. - Remaining neighbourhoods will require provision of new on-site infrastructure, including water storage, and sewerage pump stations. Structure Plan - Engage with TasWater and other infrastructure providers, such as Telecommunications and TasNetworks to forward plan on-site and off-site requirements in more detail. - Develop neighbourhood roll out plan based on deployment of infrastructure capacity. - Determine off-site infrastructure demand for entire structure plan area over 30 years.
Staging and Traffic	State Growth - Recognise the need to support a shift in transport modes¹, it is not cost effective to expand road infrastructure. Will be releasing a draft masterplan for the expansion of the Derwent ferry network.² - South Arm Highway upgrade project is progressing through community engagement and design. Construction is due to start late 2024 early 2025.

¹ Draft Transport Solutions for Our Future [Keep Hobart Moving Transport Solutions for Our Future.pdf \(stategrowth.tas.gov.au\)](#)

² Draft Masterplan released and community engagement opened 13 November 2023 [River Derwent Ferry Service Masterplan consultation | Engage with the Department of State Growth](#)

	- Rokeby Park and Ride facility (near South Arm Highway and Pass Road) is being delivered in 2024 to 2026. Council Assets Team - Proposed on-site road network and proposed widths conceptually workable but would expect fine tuning at detailed design stage to address slopes for roads not following the contour lines. - Increased traffic generated off-site is anticipated to require modification and upgrades to Council’s road network, including Oceana Drive, and Tranmere and Clarence Road intersection. Structure Plan - Revisit previous TIA reports and update with current data. - Engage with State Growth and Council’s Asset team to forward plan off-site requirements in more detail based on revised TIA. - Determine optimal delivery timing for key on-site infrastructure, including the central connector road between Oceana Drive and Tollard Drive. - Align neighbourhood roll out with availability of road and other transport on and off-site infrastructure.																		
On-site Concerns																			
Density ³ area versus Form	<table><tr><th colspan="3">Existing developments within Clarence</th></tr><tr><th>Suburb⁴</th><th>Dwelling/ha</th><th>% single family buildings</th></tr><tr><td>Tranmere</td><td>9</td><td>100</td></tr><tr><td>Bellerive</td><td>12</td><td>69</td></tr><tr><td>Lindisfarne</td><td>16</td><td>74</td></tr><tr><td><i>Average</i></td><td><i>12</i></td><td><i>81</i></td></tr></table>	Existing developments within Clarence			Suburb ⁴	Dwelling/ha	% single family buildings	Tranmere	9	100	Bellerive	12	69	Lindisfarne	16	74	<i>Average</i>	<i>12</i>	<i>81</i>
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Lindisfarne	16	74																	
<i>Average</i>	<i>12</i>	<i>81</i>																	

³ All density calculations are 'gross density figures' which exclude the land within the Skylands hilltop park.

⁴ Representative areas from each suburb were selected based on their proximity to a transport corridor and green open space, as delineated in the maps presented at the Council workshop of 16 October 2023.

	Skylands Masterplan (Feb 2022)		
	Neighbourhood	Dwelling/ha	% single family buildings
	1	18	88
	4	23	81
	3	40	60
	<i>Average</i>	<i>27</i>	<i>76</i>
	- Skylands Masterplan proposes that approximately two-thirds of the land will be developed with single-family free-standing homes. (Refer Attachment 3 – Density Map provided at the 25 July 2023 negotiation meeting) - Density is achieved by deploying a different built form in addition to the traditional single-family home. There are existing precedents within the greater Hobart area for the proposed denser built form. - Most buildings will be two to three storeys, with the maximum height of any building capped at five storeys, which is aligned with “human scale” urban design principles⁵. - Density is greatest within neighbourhoods along the central transport corridor, where the land is flattest, and near the future ferry terminal.		
	Structure Plan - Review proposed building forms to ensure a diversity of built forms sympathetic to the Tasmanian context. - Develop neighbourhood plans that articulate local area objectives and design criteria. - Develop agreed neighbourhood implementation principles, to ensure relevant social infrastructure is deployed to anticipate and respond to neighbourhood demand as neighbourhoods are rolled out. - Determine implementation thresholds, that is, satisfactory completion targets are met before next stage in the implementation can commence.		

⁵ David Sim (2019) Soft City – Building Density for Everyday Life, Island Press, Washington p 221.

Density and Public Realm	The Skylands Masterplan • is designed around the 20-minute walkable neighbourhood concept with a pedestrian first approach, with each neighbourhood design tailored to respond to the site's topography. • Services and facilities, including green open space are provided within each neighbourhood generally within a 5-minute walk of all residences. • Includes unifying green network to reinforce cycling, pedestrian, and vehicular networks throughout the peninsula. • Green belts delineate each neighbourhood and provide water sensitive stormwater design solutions and opportunities to connect from the hilltop park to the shoreline trail. Council's Open Space and Assets Teams • Identified that additional space may be required in the proposed 30m foreshore open space to accommodate the foreshore trail, TasWater infrastructure while being responsive to known Aboriginal Heritage values and the site's topography. • Recommended changes to the hilltop park interface so that the proposed development meets known bushfire management requirements. • The concept of green corridors between neighbourhoods intended for stormwater management is generally supported but would require further detailed design to ensure effectiveness and maintainability. • More clarity sought on timing of asset transfer and ongoing maintenance accountabilities for different public realm elements. Structure Plan • Develop concept services plans for each neighbourhood that more clearly outline pedestrian and cycle paths, as well as water sensitive design solutions. • Develop public realm implementation and handover principles and prepare any required agreements.
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Density and Street Network	The Skylands Masterplan - Proposes different road designs depending on the location of the road within the neighbourhoods. - Width of road, provision of on-street parking and inclusion of alternative transport modes reflect the road's hierarchy in the on-site movement network. - Wider streets in denser neighbourhood sections to narrower streets in local residential neighbourhood sections. Structure Plan - Ensure proposed road profile appropriate for built form and proximity of public realm feature, within each neighbourhood. - Develop concept road plans to demonstrate required engineering standards are achieved for slopes. - Develop road implementation and handover principles and prepare any required agreements.
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Attachment 4 provides a summary of specific matters raised by the FoTDPA during the negotiations and how the Motion D responses outlined in Table 2 above respond.

2.2. The Carr family has agreed to further changes to the Skylands Masterplan in response to feedback, including the Motion D negotiations as follows:

- Removed the top row of single family homes at the end of the hilltop park to reduce the impact on the She-Oak stand.
- Committed to the inclusion of covenants to ensure single family lots are limited to one dwelling.
- Changed the Norla Street design so it ends immediately above Intrigue Court, at which point barriers will be installed that would only be removed for service or emergency vehicles that currently use Norla Street. Make provisions for an easement to maintain future options, e.g., for emergency vehicles.

- Relocates future linkage between east and west sides of the peninsula to land further north identified as 312A Tranmere Road, Tranmere (by agreement with the landholder).
- Reserves land for public and private schools with playing fields in Neighbourhood 2 and 3 if required.
- Incorporates appropriate interface between developed areas and the hilltop park for Bushfire Hazard Management and Passive Surveillance design criteria.
- Implementation principles on staging, design and change management over the life of the project, which are in line with the findings of the Motion D negotiations and proposed structure plan activity.

2.3. The revised Skylands Masterplan has also been pared back to focus on the vision and principles of the proposal, so that the document primarily provides the overarching context for the next detailed planning stages, including the peninsula structure plan and preparation of planning control instrument that will be required for any future request to amend the Clarence LPS.

2.4. It is noted that further matters were raised by councillors at subsequent workshops, including a query seeking clarification on the relevance of landowner consent and historic planning controls that may have applied to the peninsula to protect scenic amenity. The response provided to the request on 17 November 2023 is provided as Attachment 5.

Table 3 provides responses to the additional specific questions raised by councillors at subsequent workshops.

Table 3 Responses to subsequent questions raised by councillors.

Question	Response
Why the level of density at the end of the peninsula?	The highest densities are proposed for the area of the peninsula that is both the furthest from existing services to the north, and the generally flatter areas of the peninsula.

	The proposed design therefore leverages the catchment demand of these denser areas to provide service where they are most convenient for residents, encourages walkability, and public realm usage, including the foreshore trail and access to alternative transport modes such as the future ferry terminal. It is a symbiotic design approach.
Has a three-dimensional visualisation been undertaken?	The Skyland Masterplan includes contours on its base plans. The cross sections provided at the 16 October workshop are to scale, hence the buildings are shown as they would appear in context of the slope at the end of the peninsula. Hence the five-storey building in the middle of Neighbourhood 3 transect is shown to scale with a height of approximately 20m (See Figure 1 below) Further work on this can be undertaken during the structure planning activity.
Has a geotechnical report been undertaken?	A geotechnical report is not required at this stage of the planning process. Such reports are generally prepared as part of the detailed design stage. The Skylands Masterplan, including the revised plan of 5 Nov 2023, used a slope overlay diagram to plan the neighbourhood layout, refer Page 28 of the revised plan. The plan identifies land where the slope is greater than 20%. Most of this land, as shown by the red areas is not included in the developed areas. It is noted that the Niche Plan included a Geotechnical Desk Top Review similar to the Skylands Masterplan. It is further noted that the areas identified as high risk in Figure 6 of the Niche Plan, correlate to areas identified in LISTmap as Landslip Hazard Code (low Risk) (see Figure 2 below), and are considered developable subject to appropriate engineering designs. Further work on this can be included in the structure planning activity.

Additional traffic will add to peak commute times – not sure State Growth has taken this on board, how do we know the bridge can handle this?	The State Growth representative commented that a modal transport shift is required to ensure economic viability of future road infrastructure investments. It is not reasonable to expect one project to resolve the entire eastern shore transport demands on the Tasman Bridge and further development on the eastern shore should be anticipated regardless of its location. The Skylands Masterplan is designed to reduce the off-site trip requirements by providing services on-site and alternative transport options.
Where are the facts supporting the assumptions and examples of proven form-based deployments?	There is extensive research on the 20-minute neighbourhood, which identifies that the key to success is higher density, diversity of services, and transport modes.⁶ The proposed form-based design is one approach to achieving soft density (Sim 2019). The developments visited by councillors in Western Australia are successful examples of the concepts.
Is the FoTDPA happy with the proposal?	Consensus on the Motion D outcomes was not achieved with FoTDPA.
Is there still a connection over the saddle?	The revised Skylands Masterplan includes provisions for connectivity further north, from Neighbourhood 5 via the 312A Tranmere Road, Tranmere land that is yet to be developed, in agreement with the landholder. The structure plan will consider the proposed location and design of this Skylands Masterplan interface with surrounding land in greater detail.
How many lots/dwellings would exceed the 120m contour line?	There are <u>no lots</u> above the 120m contour line. The land proposed for development extends to the 100m contour line. These lots are allocated for single dwellings, the maximum building height above natural ground level is anticipated to be consistent with a two-storey dwelling, namely 8.5m.

⁶ [People love the idea of 20-minute neighbourhoods. So why isn't it top of the agenda? \(theconversation.com\)](https://theconversation.com/people-love-the-idea-of-20-minute-neighbourhoods-so-why-isn-it-top-of-the-agenda-123456)

	Therefore, there would be no dwellings protruding above the 120m contour line.
Who will construct the roads?	The on-site development of roads would be undertaken by the developer in accordance with standard development practices. Any off-site road upgrades would be identified as part of the structure planning activity and factored into the implementation plan and relevant agreements, consistent with Council's Headworks (Developer) Levy Policy.
What happens if the neighbourhood centres fail to materialise?	The buildings within the neighbourhood centres will be designed to allow for flexibility of uses. It is expected that normal market forces would generally determine the types of services provided in each neighbourhood. To overcome the intrinsic demand lag time observed in developing suburbs, the Carr family has indicated that they will enter into agreements with providers to ensure services are provided early. The structure plan would examine this issue in more detail, for example as part of the neighbourhood roll out thresholds, and the agreements required. Council has an ability to manage development requirements through subdivision and staging controls.
Is there actual census data on the existing number of vehicles?	The Australian Bureau of Statistics (ABS) released data on 28 June 2022, providing aggregated data for car ownership on a per household basis⁷. Based on the REMPLAN Clarence household data, it should be possible to extrapolate existing vehicle numbers for the peninsula. Can be included as part of the updated TIA that will be required as part of the structure planning activity.

⁷ [Transport: Census, 2021 | Australian Bureau of Statistics \(abs.gov.au\)](https://www.abs.gov.au/transport/census-2021)



Figure 1 - Neighbourhood 3 cross section showing proposed built form in context of topography.

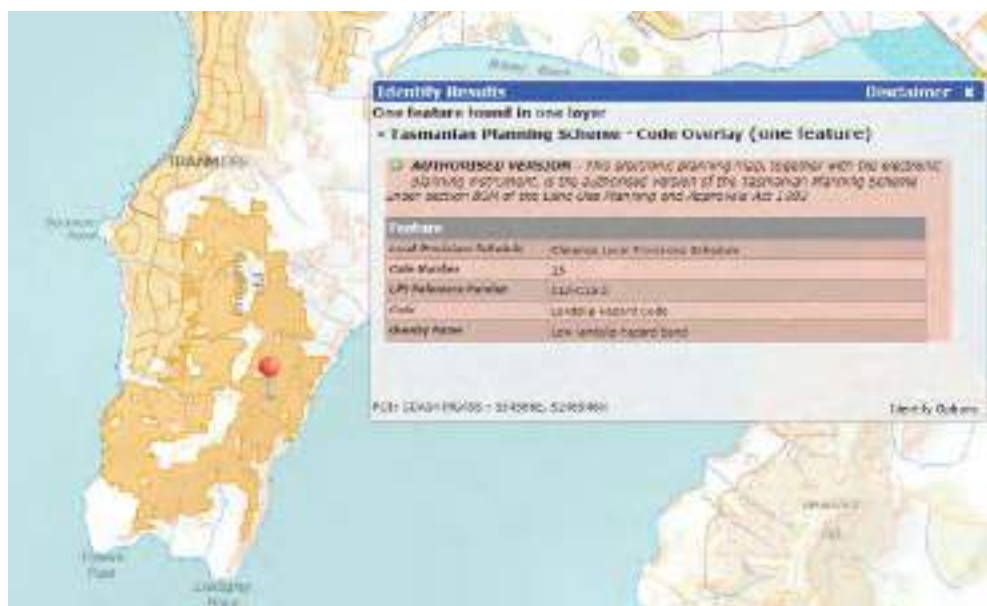


Figure 2 Landslip Hazard Zone - Low Risk shown as orange highlighted area (source LIST map)

The next section provides an overview of how the negotiations have influenced the revised Skylands Masterplan (version 5 November 2023) circulated to councillors on 8 November 2023 and included as Attachment 1.

3. STRUCTURE PLAN RATIONALE AND PROPOSED APPROACH

3.1. To progress any further development of the peninsula, it would be optimal to prepare a structure plan. Much of the required information already exists from both the Niche Plan (2019) and the Skylands Masterplan (February 2022), which were based on key expert reports.

However, it is not feasible to simply revert back to the Niche Plan, as there have been significant changes to the broader planning context that impact both previous plans to varying degrees, as summarised in Table 4 below.

Table 4 Comparison of Niche Plan (2019) and Skylands Masterplan (2022) in context of changes planning environment.

Planning context change	Considered alignment of plan with changed planning context	
	Niche Plan (2019)	Skylands MP (Feb 2020)
Clarence Local Provision Schedule (2021)	No	Yes
Clarence City Council Strategic Plan 2021-2031	No	Yes (Reinforced in the revised 5 November 2023 plan)
Update to STRLUS to remove UGB from peninsula (2023)	No	No (Included in the revised 5 November 2023 plan)
Draft Tasmanian Planning Policies (draft TPPs) (2022)	No	Yes
Greater Hobart Plan (2022)	No	Yes
Medium Density Guidelines (2023)	No	Yes
Keeping Hobart Moving Strategy (2023)	No (Relies on Shoreline & Glebe Hill to provide local services, heavy reliance on car mobility)	Yes
Expansion of Derwent Ferry Service (2023)	Yes	Yes

Therefore, it is important to prepare a structure plan that aligns with the broader strategic planning directions, reflects current planned and existing development, and ensures it is a meaningful document to feed into the planned review of the STRLUS, currently scheduled for the 2024/2025 financial year.

- 3.2.** As the Skylands Masterplan encompasses 80% of the peninsula land area to be developed, as shown in Figure 3 below, and is generally aligned with the broader planning context, it is recommended that it forms the basis of the structure planning activity.

It is noted that the structure plan area incorporates land to the north, identified as Lot 1 Droughty Point Road, Rokeby, which has approval for a 251-lot subdivision via planning permit SD-2008/48 as amended PDPPAMEND-2019/00873. The land is not yet fully developed and therefore it is important to consider the design and timing of infrastructure provision to this land with the future Skylands development.

If the land at Lot 1 Droughty Point Road, Rokeby is excluded from the structure plan area, then the Skylands Masterplan encompasses 88% of the peninsula.

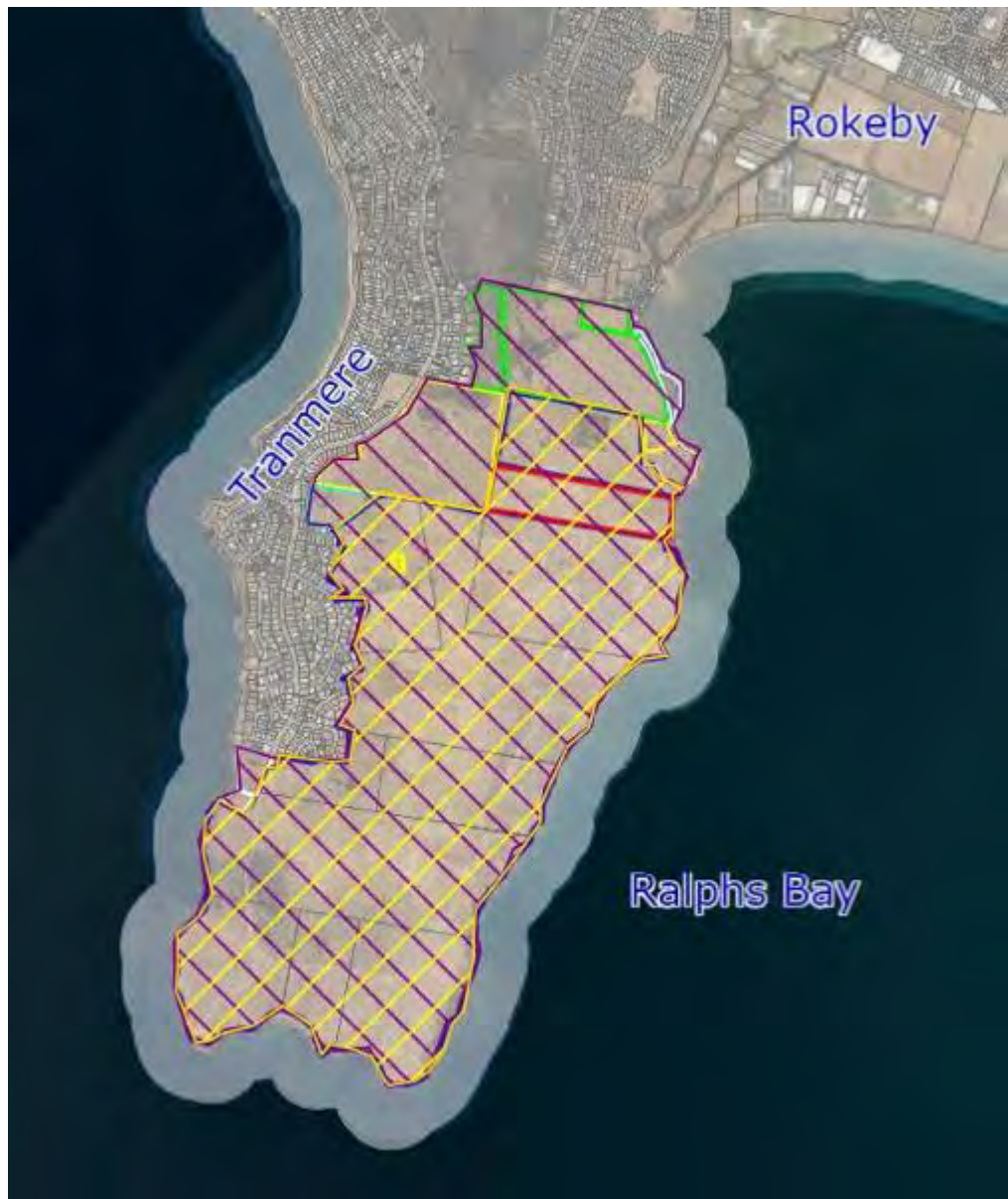


Figure 3 Map showing extent of the land within the structure plan scope (purple hashed area) and the Skylands Masterplan (yellow hashed area)

- 3.3.** The structure plan is as far as practicable, to be in accordance with the draft State Planning Office (SPO) Structure Plan guidelines (the guidelines), reflect the most up to date information, and articulate how the Skylands Masterplan integrates with the remaining, yet to be developed land on the peninsula. As per the SPO guidelines, the plan will undertake targeted stakeholder engagement, in order to develop detailed implementation plans outlining the roll out of neighbourhoods and associated infrastructure and identify the likely planning controls, including any required agreements.

4. CONSULTATION

4.1. Community Consultation

Consultation has previously been undertaken as part of the Niche Structure Planning exercise, by the Skylands Masterplan project team, and by Council on the February 2022 Skylands Masterplan and request to amend the UGB. The Agenda Report of 6 March 2023 (pp 85 to 97) provided details of Council’s community engagement undertaken between 18 February and 28 March 2022, via a “Your Say” survey.

This report provides the outcomes of the targeted consultation with the Carr Family, FoTDPA, and relevant service providers undertaken as per Motion D. It is noted that the group did not reach consensus at the meeting of 11 October 2023, and that FoTDPA continued to express concerns about:

- wider network traffic impacts and disputed assumptions about modal shifts,
- potential for increases in crime due to the expansion of residential development on the eastern side of the peninsula, and
- did not support the Skylands Masterplan form based design and neighbourhood approach.

4.2. State/Local Government Protocol

It is intended that the Tranmere – Rokeby – Droughty Point Structure Plan will adhere as far as possible to the SPO Structure Plan Guidelines⁸. It is noted that Structure Plans are not statutory documents.

The Guidelines strongly recommend community consultation, and it is proposed that further consultation on a revised Structure Plan is undertaken in accordance with Council’s Community Participation Policy.

⁸ [Appendix-A-Draft-Structure-Plan-Guidelines-Consultation-Draft-November-2022.pdf](https://planningreform.tas.gov.au/Appendix-A-Draft-Structure-Plan-Guidelines-Consultation-Draft-November-2022.pdf)
(planningreform.tas.gov.au)

4.3. Statutory Requirements

Any future development of the land will require amendments to the Clarence Local Provision Schedule (LPS) including mandatory further public engagement. Such engagement would be undertaken in accordance with sections 40G and 40H of the Land Use Planning and Approvals Act, 1993 (the Act).

It is noted that any future request to amend the LPS would need to demonstrate compliance with section 34 LPS criteria of the Act, including alignment with the objectives of the Act, the State Policies, the Tasmanian Planning Policies (once declared), the STRLUS, and any local strategies and plans.

5. EXTERNAL IMPACTS

It is anticipated that the proposed structure planning activity will provide input to the strategic plans and operational works plans and budgets of the relevant physical and social service infrastructure providers.

6. RISK AND LEGAL IMPLICATIONS

The recommendation provides Council with an opportunity to enter into agreements with the proponents, as part of the structure plan implementation. In addition, the risk of future changes to any approved structure plan or request for Clarence LPS amendments would be managed via the normal statutory planning processes.

There is a possible risk that the Skylands Masterplan may be considered to satisfy the Major Project criteria as detailed in section 60M of the Act. Should this eventuate, Council would have very limited input into the development process for this prominent landform.

7. FINANCIAL IMPLICATIONS

It is proposed that the development of the Tranmere – Rokeby – Droughty Point Structure Plan will be funded by an existing 2023/2024 budget allocation of \$40,000.

Council will take the leadership role in the development of the Structure Plan, with the developer accountable for the creation of the form-based code provisions and required updates to their previous Skylands Masterplan experts reports.

8. ANY OTHER UNIQUE ISSUES

The proposed form based approach to development, with a dedicated development architect to consider initial development proposals, is a novel approach for Tasmania. Anticipated benefits include greater certainty for developers, and future residents of the peninsula as the intended form of the surrounding development will be known in advance.

9. CONCLUSION

In considering the Motion D concerns and undertaking further negotiations with the Carr family, FoTDPA and several infrastructure providers, as well as internal council areas, it is considered that the concerns raised at the 6 March 2023 Council meeting and subsequently via the negotiation processes have been responded to, as detailed at workshops of 16 October 2023, and 6 November 2023. It is considered that the additional review and negotiations undertaken have demonstrated that:

- the Clarence Local Provision Schedule (LPS) provides for denser development than has been typically undertaken to date,
- the identified off-site impacts would need to be considered for any future development on the Tranmere-Rokeby-Droughty Point peninsula (the peninsula) and are not unique to the Skylands Masterplan proposal,
- the project timeframe of twenty to thirty years, provides the opportunity to manage the staged roll out of the development in such a way as to mitigate or avoid adverse off-site impacts,
- the proposal is well aligned with Federal and State Government strategic intents for a different urban fabric that is denser, more sustainable and facilitates a shift in transport modes,
- the proposal is well aligned with the Greater Hobart Plan (GHP) and the Southern Tasmania Regional Land Use Strategy (STRLUS),
- The revised Skylands Masterplan (5 November 2023) responds to further matters raised during the Motion D negotiations, including repositioning of the east-west road connection, provisional sites for future schools and associated sports fields, articulating staging principles and ongoing management principles.

- The revised Skylands Masterplan encompasses an area of 310ha which comprises 80% of all the land within the peninsula that is still to be developed.
- A structure plan is required to provide the more detailed responses sought, including aligning deployment of physical and social infrastructure; the design interfaces between Skylands Neighbourhood developments and adjoining land; the extent, design, and ongoing management of public open spaces; the proposed planning scheme provisions to manage the statutory aspects of the development, and any associated governance agreements, and
- Further community engagement is an integral element of the structure plan development.

The Skylands Masterplan is recommended for approval. It is further recommended that the Chief Executive Officer be authorised to commence the structure plan and other processes required to advance this significant development site within the City of Clarence.

Attachments: 1. Revised Skylands Masterplan [5 November 2023] (116)
2. Structure Planning & LPS Amendment Process Overview (6)
3. Skylands Masterplan Density Maps (2)
4. Responses to Additional FoTDPA Questions (7)
5. Response to Additional Councillor Question on Landownership and planning Control History (10)

Ian Nelson
CHIEF EXECUTIVE OFFICER



DPZ
CODESIGN

Skylands

Summary Master Plan Report

5 November, 2023

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Introduction

A Day in the Life of a Resident

Living in Skylands

We know our aspirations for Skylands are high. And we recognize achieving our goals won't be easy, but we believe with persistence and determination we will reach them!

The ultimate built form of each Activity Centre is foundational to Skylands success. To achieve this success, we'll need to foster strong partnerships with all levels of government, infrastructure providers, architects, engineers, builders, landscapers and surrounding land owners. We hope that our work to date is seen as a measure of our determination.

Success will lead to the creation of a lifestyle for families that looks something like this:

In the heart of Skylands this young family's daily life unfolds with an effortless and healthy rhythm, as they embrace a lifestyle woven with ease and community warmth. Mornings bring the sound of children's laughter as they venture to the nearby Montessori school, the safe streets allowing them the freedom to explore on their own.

For downsizing parents and retirees, smaller dwellings nearby maintain independence while fostering a close-knit community.

Mornings echo with the simple joys of walking or biking to nearby shops, picking up essentials like bread, milk and the morning paper. Some may linger in the neighborhood's coffee shop before heading off to work.

Commuting to work in Hobart offers multiple transit options, whether it's a leisurely ferry ride or a refreshing bike journey along well-designed paths to the nearby Park and Ride. Each providing moments of quiet reflection amid the daily hustle.

Afternoons are marked by unhurried trips to nearby shops, where the family engages in the simple pleasures of community life – chatting with neighbours, discovering local treasures, kids meeting up with friends at the dance studio or restaurant, and relishing the sense of belonging that permeates the area. The accessibility of essential amenities by foot or bike fosters a genuine connection with the Activity Centre, turning everyday tasks into opportunities for meaningful interactions.

Evenings in Skylands are about more than just returning home; they're a return to community. Children play freely in the Activity Centre parks, and learn to bike in the alleys, their laughter filling the air, while parents catch up on verandahs, sharing stories and forging friendships. It's a life where safety is a given, and the community spirit is not an abstract ideal but an integral part of their everyday reality. In Skylands, the principles of thoughtful urban planning translate into a lived experience, where every day is a testament to the enriching benefits of a well-designed Activity Centre.

Field Carr



Aspirations for a Sustainable Skylands

DPZ views each planning effort as an opportunity to introduce, incorporate, and enhance sustainability strategies within a comprehensive approach to traditional community design. Sustainable design for Skylands incorporates planning principles for traditional neighborhood development, integrating the 8 Cs – engendering a community that is:

- | | |
|--------------|-------------------|
| 1. Compact | 5. Convivial |
| 2. Complex | 6. Conserving |
| 3. Complete | 7. Cost-Effective |
| 4. Connected | 8. Co-Designed |



Introduction

8 C's

1. Compact

The proposed development pattern for Skylands present an efficient and equitable use of land area. The proposed structure plan demonstrates how the plan is based upon the development of 6 neighborhoods divided by greenway corridors. The neighborhoods are strategically located to preserve and enhance the site's natural amenities and heritage assets. Each neighborhood is sized to be approximately 50 ha each that fits within a pedestrian/bicycling shed. A pedestrian/bicycling shed is defined by the distance that most people are willing to walk or bike to a destination. This structure influenced the frequency of activity centers within each of Skylands's neighborhoods such that most residents have access to multiple activities and uses within a 5-min walk. The majority of developed areas within the community are covered by a pedestrian/bicycling shed; which enables residents to traverse a majority of the site without a car if desired.

Pedestrian/bicycling sheds vary in size according to the intensity; and in the case of Skylands, topography would also be a factor. The neighborhood centre is located in the southern portion of the site where the gentler topography allows relatively denser development, and where it is closer to the possible ferry station.

The circulation structure is designed to connect this neighborhood centre and sub-centers (activity centres) to each other with a spine throughout Skylands. This ensures the circulation network is easy to understand and useful for all Skylands residents, workers, and visitors.





2. Complex

Compactness also comes with a degree of complexity. Skylands, by its sheer size, offers a truly rich living experience through diversity of uses and building types. The Master Plan showcase a variety of environments and experiences, seen in the following development elements:

- For multiple reasons, a healthy neighborhood inclines a wide range of dwelling types and Skylands is no exception. It depicts a broad range of single family dwellings and of multifamily dwelling types to appeal to all market segments in the Hobart region. A wide palette of housing is proposed, aligned to the broad housing needs of the greater region, including a 5% allocation for social housing. It required creative strategies for the integration of various residential types handling various slope conditions to optimize a certain mix within each neighborhood. As a result, authentic variety in the various living experiences is offered in Skylands: living in 3-4 story multi-family dwellings within the activity centres, living in mixed-use buildings at the neighborhood centre, living in a predominant residential setting, be it in a low-density housing comprised of townhouses duplexes or single-family homes, or living mainly in nature, up against the hilltop park or along a greenway corridor.
- The neighborhood centre and activity centres present opportunities to integrate needed non-residential uses judiciously into each neighborhood in the form of neighborhood scaled commercial uses that can flourish, such as flower shops, coffee shops, dry-cleaners, small grocers, beauty salons, restaurants, small-scale professional offices, etc ...
- Each centre is marked by a public space around which these convenient uses can be organized. Such diversity will positively contributes to the vibrancy of each neighborhoods. It also presents an important opportunity to provide a healthier jobs-housing balance for residents which can help alleviate traffic congestion.
- Authentic variety in the wide array of community amenities and types of open spaces is also proposed. Given the topographic challenges of the site, the Skylands Plan present a wide range of shared spaces for every demographic and every activity including: central greens and squares, neighborhood greenways, pocket parks for play areas, and community garden waterfront promenades, hiking trails, and natural areas designated for conservation. Additionally, prominent sites for community amenities such as a school, a religious institution, a community hall, a clubhouse, water-based activities are reserved.
- A full range of street types are proposed, closely tailored to the land uses they front. Moreover, the topographic features of the site virtually necessitate a wide variety of creative strategies for handling various slope conditions towards optimizing the development and circulation pattern.

Introduction

8 C's

3. Complete

Skylands is conceived to offer a balance of uses – comprising housing; commercial/retail; and supportive community services, activities, and amenities. Density – at the degree the market can sustain – in fact helps ensure successful urbanism. Complete development engenders community vibrancy and resiliency, e.g., neighborhood commercial establishments are patronized; walkability is encouraged; community services and public amenities are active; etc. The development pattern for Skylands follows pre-WW2 urban development, like Battery Point in Hobart, where a great variety of complementary building types engage positively with the street in a pedestrian-friendly manner. Similarly, Skylands is a deliberate departure from the post WW2 suburban car-dependent sprawl development pattern. It offers a flexible framework for places to live, work, shop, and eat in close proximity to each other; and provides opportunities for cultural enrichment and

recreation. Skylands present the community at large with an identifiable main neighborhood centre, along with other, smaller gathering places for both daytime and evening hours.

The Skylands plan allocated density appropriately by locating the highest density and mix of uses at the centres. As one moves away from the centres, the density and mix of uses naturally decreases. The transect zoning is assigned to create different immersive environments to appropriate locations defined not just by use, but also by form, character, density, etc. - similar to natural, sustainable ecological systems. In the Transect system, development is distributed so that it strengthens rather than stresses the integrity of each immersive environment. The Transect approach also controls the geographic extent of zones, disallowing the creation of large monocultures of any one particular type of building.





4. Connected

Skylands is conceived to be walkable, bikeable, permeable, and proximate. There has been extensive studies on the relationship between sprawl and climate change; car-oriented development causes increases in CO2 emissions.

Generally, the more connected a street network, the narrower each street can be, making them more comfortable for cyclists and pedestrians. Not every street must be a complete street, but most can be. The spine street and commercial streets around the centres will accommodate transit, all other streets are conceived to be designed as residential streets. The streets in Skylands do not look, or function, the same. The street types proposed address pedestrian safety needs and comfort levels; some include designated bicycle facilities; some must accommodate large vehicles; and all must be appropriately designed for prudent volumes and speeds of auto traffic that respect and support the surrounding land use context.

As a results, streets in Skylands are conceived as “outdoor rooms” that provide walkable, sustainable streetscapes within the overall open space network. Depending on their context, street designs change from the size of vehicular lanes, intersection designs, curb radii and details, footpaths widths, bike lanes, parking lanes, street tree spacing and lighting and street furnishing selection. Skylands also incorporates a network of pedestrian paths and green streets, including locations where topography makes vehicular streets challenging.

A “pedestrian first” approach in the design of streets will enhance community livability. Making the transition from vehicular travel to travel on foot or bike possible, is critical to the success of Skylands as a sustainable community.

Introduction

8 C's

5. Convivial

Skylands offer an array of public spaces that are safe, engaging, accessible, and comfortable for both active and passive recreational activities. The open space network present mindful assemblages of open space in the form of nature preserves, parks, greens, squares, playgrounds, greenways, promenades, trails, and gardens at a variety of sizes and types – which are ideal for physical and mental well-being. Large open spaces are provided for community gatherings, as well as medium-sized and small-sized neighborhood-based open spaces such that all residents are within a 3-minute walk to an open space. Equally important, the Skylands plan offers regional-scaled open space in the form of the hilltop park and waterfront park that extend well beyond Skyland's limits. The landscape design for Skylands will also include native species and local flora that are well adapted to the local winds, topography, and soils. Where possible, the original vegetation is integrated into the urban design of the community.

This unifying green network in the plan also reinforces vehicular, cycling, and pedestrian connectivity within Skylands and beyond. The open spaces also provide a sequence of orientation points and trajectories that can enhance the community's identity and desirability.



6. Conserving

Skylands is conceived to be resource-efficient, healthy, durable, and flexible. The master plan was developed by first identifying lands that should not be developed and should remain natural and protected. Included in those preserved lands are areas that conserve the Aboriginal and European heritage that exists on the peninsula. Special heritage areas were identified and conserved within the plan by being discretely integrated into public parks and promenades. This open space network ties into the greater regional open space system with active nature trail networks that weave across and beyond the peninsula.

The master plan makes provisions for contextual, sustainable infrastructure planning and design – specifically strategies for light imprint development including rain gardens, bioswales, the use of pervious

pavers, compacted gravel trails, etc.. The topographic conditions of the site – extreme in several areas – mandates a light imprint approach particularly for sustainable grading and stormwater management.

The green corridors separating neighborhoods, connecting the hilltop park and waterfront present an opportunity to integrate beautiful, natural buffers in Skylands, that can permit the site's stormwater management to be more sustainable. Proposed parks, green spaces, and these green corridors do not only serve as aesthetic features and recreational amenities features; they also are proposed to collect flowing runoff and trap and clean it and recycle it where feasible.

In addition to light imprint, the architecture of Skylands is envisioned to incorporate vernacular, climate-appropriate strategies for light and ventilation into the building placements and designs.



Introduction

8 C's

7. Cost-Effective

Resilient communities, such as Skylands, create and maintain value.

Throughout the US and internationally, Smart Growth developments typically generate higher economic value than adjacent suburban projects. The savings potentially earned equates to more discretionary “spending money” for Skylands residents for investing in community amenities and services such as parks, civic infrastructure, and the like. The cost savings and more compact configuration of this traditional neighborhood development also facilitate community maintenance and operation – critical to contemporary neighborhood sustainability.

At the scale of urbanism and the building, cost-saving strategies comprise many climatic design techniques that used to be more common than they are today. The variety of residential building types permit more compact footprints and efficient lot usage (i.e., cost-efficient use of the land), Lots in Skylands will be smaller than surrounding developments, because the community provides a variety of open spaces for residents, permitting them to willingly accept a smaller private back yard.

At the scale of buildings, the design of buildings will consider passive cooling strategies to encourage natural and improved ventilation and solar energy, the use of local and resource efficient materials, the planting of native species in yards that require minimal maintenance, etc ... Additionally, narrower streets with shade trees, coupled with high-albedo roofs can keep the community cooler, minimize the heat-island effect and lower energy usage.



1. **Smart growth development costs one-third less for upfront infrastructure.** Smart growth development saves an average of 38% on upfront costs for new construction of roads, sewers, water lines, and other infrastructure. Many studies have concluded that this number is as high as 50%.



2. **Smart growth development saves an average of 10% on ongoing delivery of services.**



3. **Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.** This is on an average per-acre basis.

Source: Smart Growth America

8. Co-Designed

Skylands was designed in a collaborative process, including during a week-long charrette, albeit virtual, during COVID. Nevertheless, DPZ sought to maximize community input, education, and engagement to ensure that all stakeholders were able to meaningfully participate in the planning process. Prior to the charrette the team interviewed over a dozen stakeholder groups to solicit feedback for the design of the master plan.

Additionally, DPZ integrated the recommendations of technical specialists into the plan as it evolved. Finally, this report has been updated to reflect further community feedback received.



Implementation

Implementation Principles

Staging

- Neighbourhood roll out will be aligned with provision of on-site infrastructure; timing of each neighbourhood will be considered in more detail in the Structure Plan to be developed.
- Within each neighbourhood, staging is based on 'pie sections' so that in each stage the central facilities as well as the urban facilities are provided. The 'size' of the pie will create the same percentage of each section of the transect as the transect represents in the complete neighbourhood, that is if the overall 'pie section' represents 20% of the neighbourhood then 20% of each transect will be developed. Thereby ensuring some community facilities are provided early.
- Agreed trigger points to be developed as part of the structure plan, for example:
 - Availability of existing infrastructure (hence first Neighbourhood proposed is N1 and N6 to 70m elevation)
 - 75% of any stage to be fully completed before the next stage begins (within neighbourhood)
 - The 75% would include 75% of the proposed 5% Social/Affordable housing to be delivered in each neighbourhood.
- Alignment with off-site infrastructure roll-out, e.g., Expansion of State Government Ferry Service – will guide timing of Neighbourhood 2 Ferry Terminal development

Design

- Each transect has a profile of typical development, for example the outermost "Low Density Residential" will include:
 - Larger lots that allow retention of vegetation and topography.
 - Predominantly single detached housing.
 - Informal landscaping with retained vegetation.
 - Roads dimensioned for local needs.
 - Building heights typically 1 or 2 storeys.
- Development of detailed design code (similar to Jindee) to be developed subject to the following milestones:
 - Commencement – pending Council approval of Masterplan
 - Finalisation – pending Council approval of Structure Plan and prior to submission of request to amend Clarence Local Provision Schedule

Flexibility/Control of overall MP

- Final detailed design can be adjusted to respond to on ground matters, for example co-location of public infrastructure in coastal open space reserve to maintain natural and cultural values, once detailed engineering design are prepared for each neighbourhood
- Dwelling yield can be adapted to market demand, as design framework allows lot and dwelling mix to be adjusted.
- In recognition that the MP will be delivered in stages over the next twenty to thirty years it is proposed to develop a series of agreements and planning controls to ensure achievement of the Skyland vision, including but not limited to:
 - Developing Skylands MP Particular Purpose Zone ordinances
 - Part 5 agreements for example:
 - dealing with transfer of public open space;
 - Establishment of a Skyland MP architect to undertake initial assessment of proposed development against the endorsed design code, with final sign off by the Planning Authority
 - Deployment of infrastructure and handover to council to maintain, considering neighbourhood staging and standard practices such as road handover one year from completion.
 - Memorandum of Understanding (MOU) with the Tasmanian State Government, Infrastructure Providers, and others as identified to ensure co-ordination of structure plan implementation.
- Once a neighbourhood is substantially commenced, normal statutory processes would also apply to manage any proposed amendments to the approved masterplan as detailed in the Local Provision Schedule ordinances.

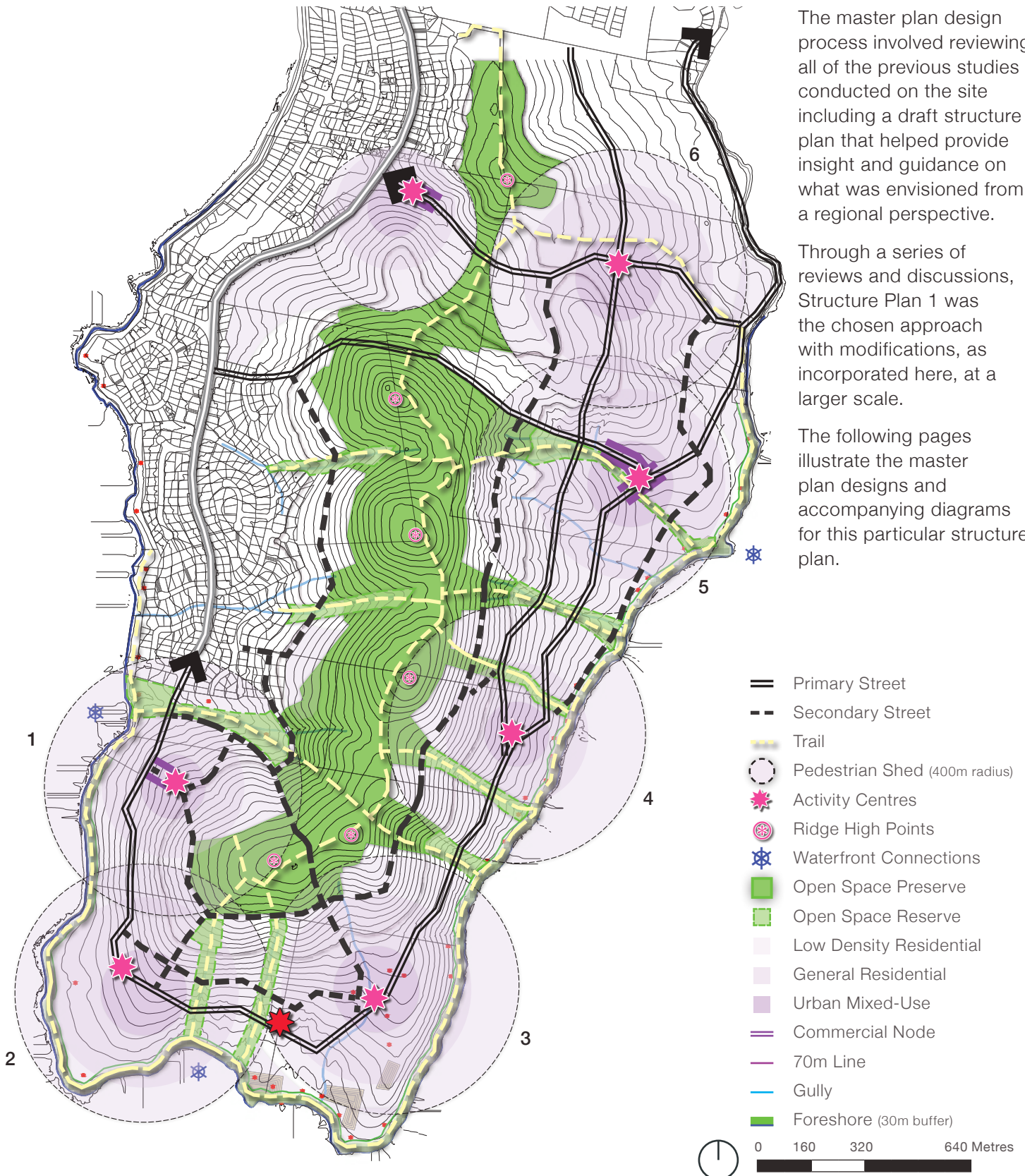
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Master Plan

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Structure Plan 1

Master Plan



Illustrative Plan

Master Plan

This master plan which was derived from Structure Plan 1, illustrates how development can be organized across the peninsula, centered around 6 different Activity Centres that include one main neighbourhood centre, two activity centres, and three smaller activity centres anchored by civic buildings.



Annotated Plan

The annotated plan identifies the major plan elements throughout the master plan. Each of these can be seen on the following pages at a greater scale.

Plan Highlights

- 1 Neighbourhood Centre
- 2 Mixed-Use Activity Centre
- 3 Activity Centre
- 4 Open Space / Plaza
- 5 Potential School Sites
- 6 Daycare Centre
- 7 Museum / Other Civic Use
- 8 Clubhouse / Beach Club
- 9 Public School
- 10 Private School
- 11 Pedestrian Greenways
- 12 Preserve Trail Network (Gully)
- 13 Sheoak Lots
- 14 Existing Preserved Homes
- 15 Potential Marina/Ferry Access
- 16 Skylands Beach
- 17 Norla Street Connection
- 18 Lilly Property Plan
- 19 Hill-top Promenade
- 20 Hill-top Park



Illustrative Plan

Master Plan

Activity Centre Structure

Activity Centres are structured by a 5-minute walk, or pedestrian shed, a design discipline that ensures residents have access to parks, daily needs, and diverse housing and experiences nearby their homes. The site's topography constrains where development can occur,

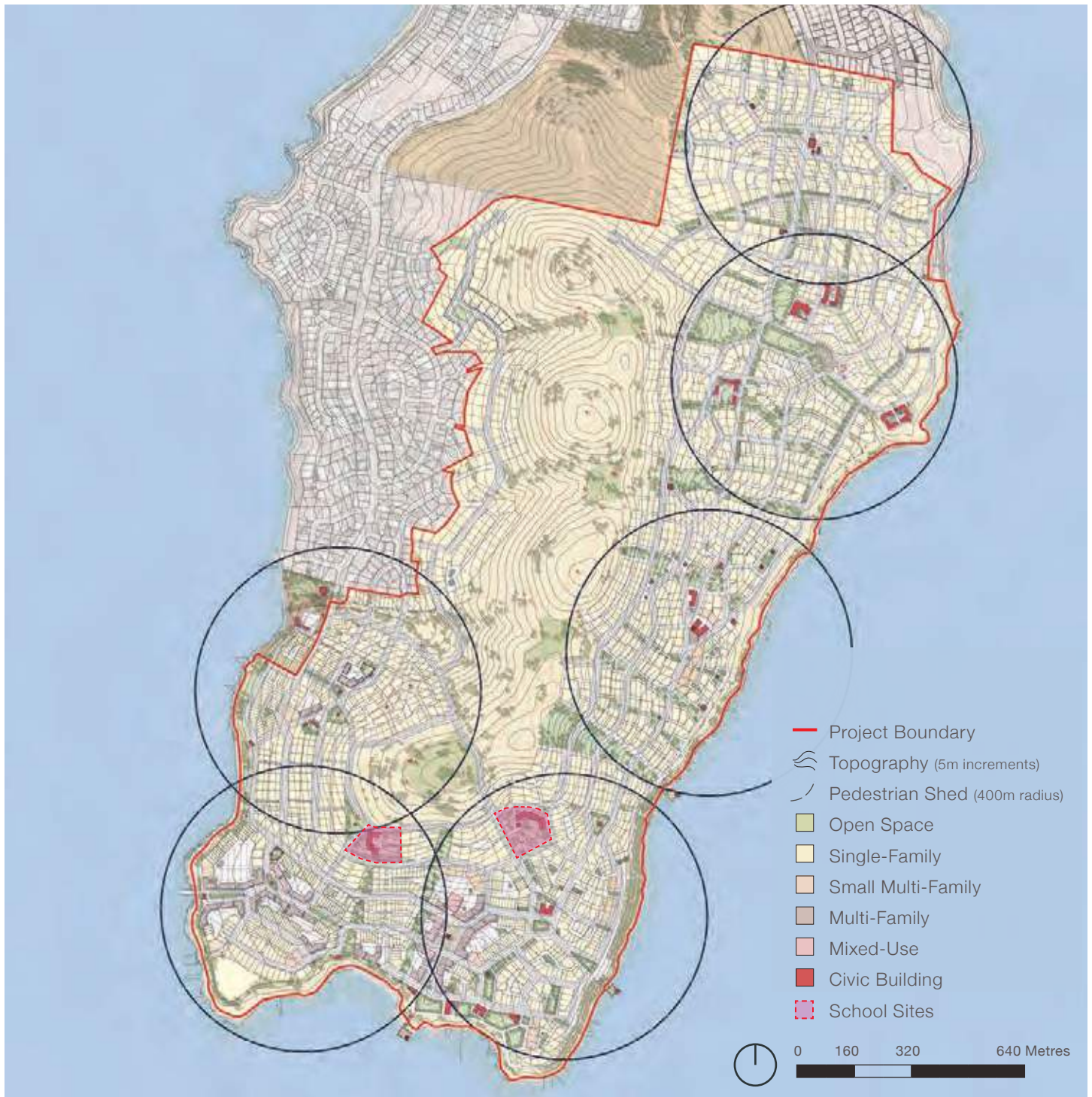
due to the 70 metre elevation, but is encroached upon, to complete the Activity Centres. This is the principal premise of this master plan, which trades preserved open space along the hilltop in exchange for complete Activity Centre development below and all of the positive attributes that this can bring to all residents.



Topography

There is a significant amount of topography on some parts of the site which can be seen on page 28, which translates the topography into a heat map of intensity of slope. The topography illustrated here represents 5 metre elevation lines. Generally streets run along contour

lines with lots asymmetrically positioned on the street with one lot uphill on one side of the street and the other downhill on the other side of the street. This is the typical condition for areas with a slope greater than 15%.



Illustrative Plan

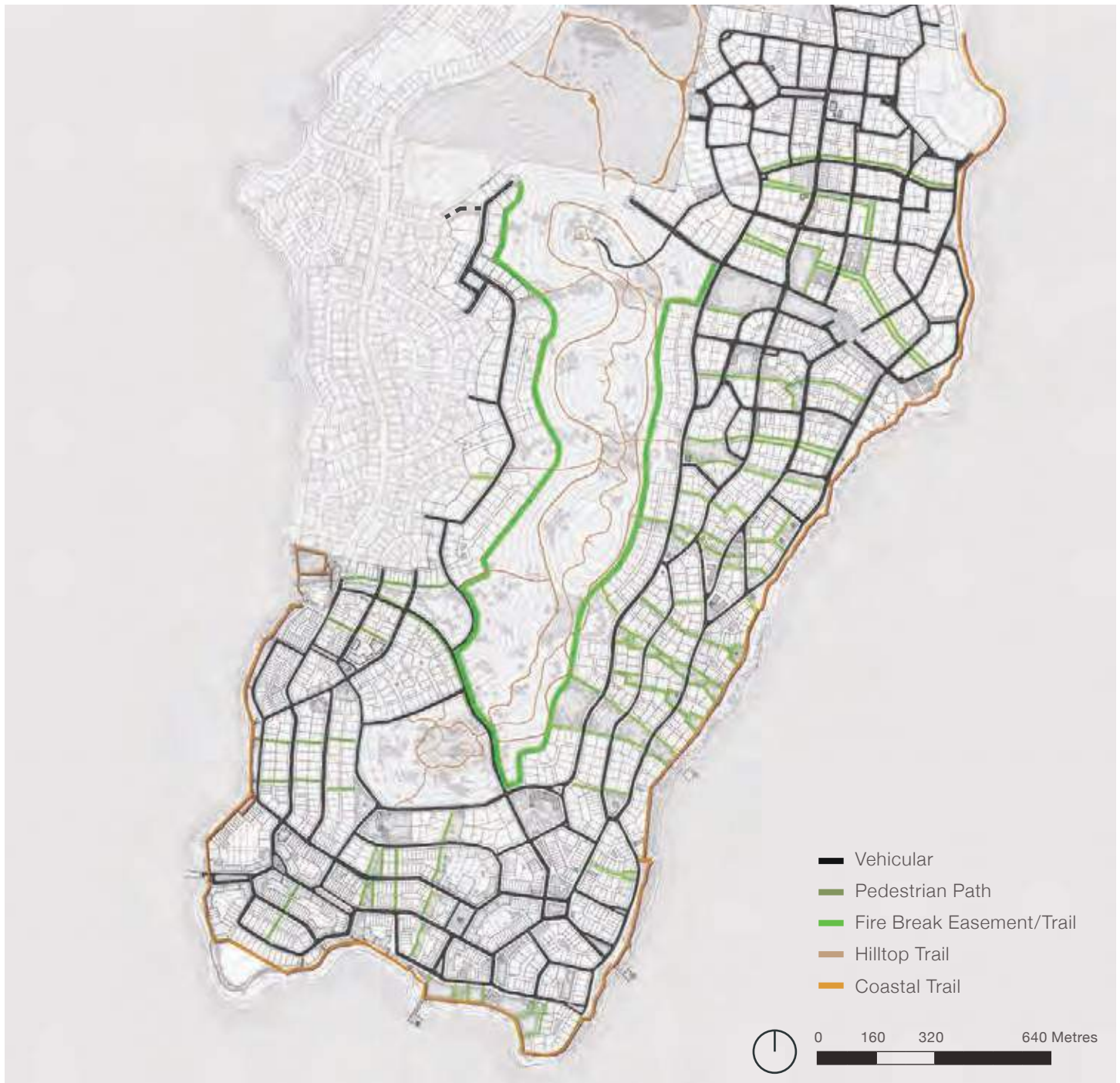
Master Plan

Street Circulation

An efficient circulation layout is combined with walkable/bikeable streets that form a connected network. Such a proposed network that promotes multi-modal streets will further contribute to a more sustainable community and a healthier populace.

A collective system of footpaths, paths and trails will provide pedestrians and bicyclists with more choice of routes, creating a complete and diverse circulation network.

Streets are designed as public spaces. As such they play a much larger role in the public life of its users than just streets for traffic.

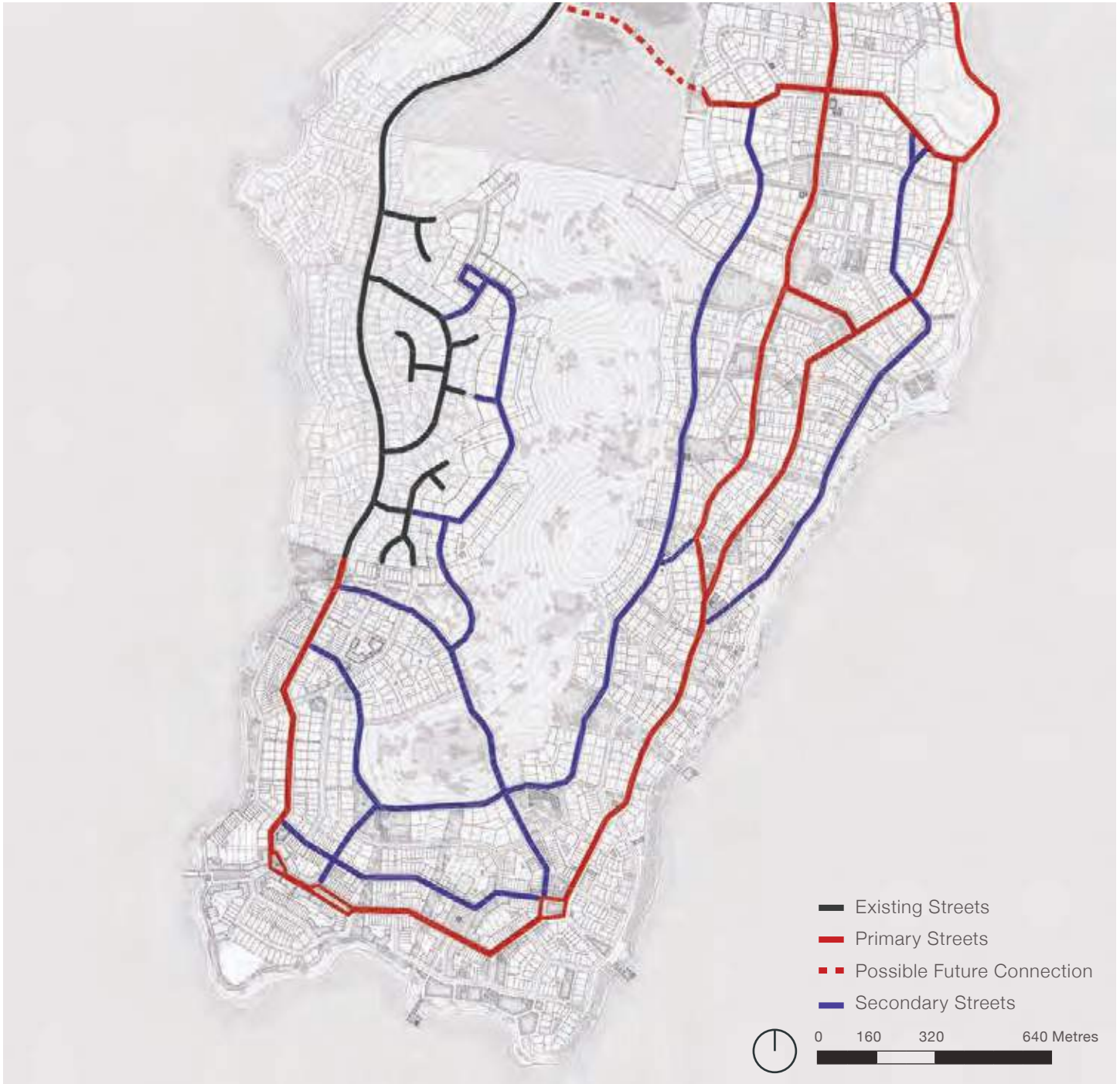


Street Hierarchy

The plan includes a hierarchy of streets (of varying character and scale). Few streets should prioritize traffic over pedestrians. Primary Streets are pedestrian-friendly streets with active uses at grade, held to the highest standard of urban performance. For example, the general trajectory of Primary Streets should be coded into the Structure Plan, whereas Secondary Streets

are left to the discretion of the property owners. There should be a minimum of 1 east/west street but more is better for traffic demand management.

Kerb ramps for alley or garage access are discouraged along Primary Streets. Secondary streets are also intended to be pedestrian friendly, however they allow limited entries to parking and kerb ramps for alleys are acceptable along these streets.



Illustrative Plan

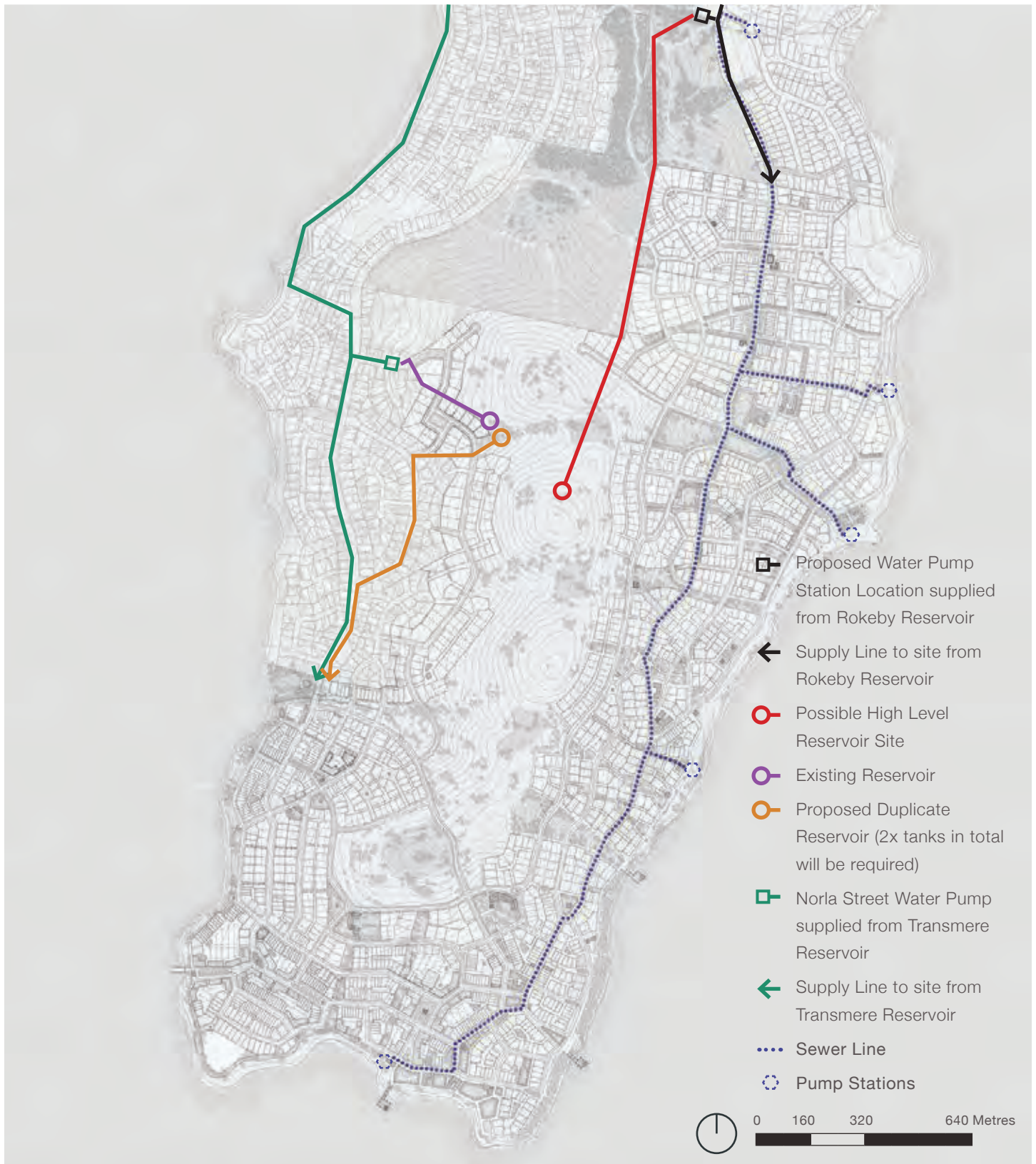
Master Plan

Transportation

The actual design and placement of the bus stops will be finalized in the detailed design stage.



Water & Sewer



Illustrative Plan

Master Plan

Open Space

There are 4 types of open space, categorized by potential management/ownership which are shown in this plan. They range from natural open space to private mid-block open space. The open space is also sized and scaled appropriately to ensure they are usable, for a wide variety of active and passive uses, including carefully located play fields.

Open space is also used to open up the most important views, particularly views to the water, pulling them deeper into the site, and situated to maximize the number of lots fronting along them.

This plan has a total of 40% of its land devoted to open space.



Private Lots

Illustrated here are what would be considered private lands and public lands. The private lots which would be developed and sold are shown in black.



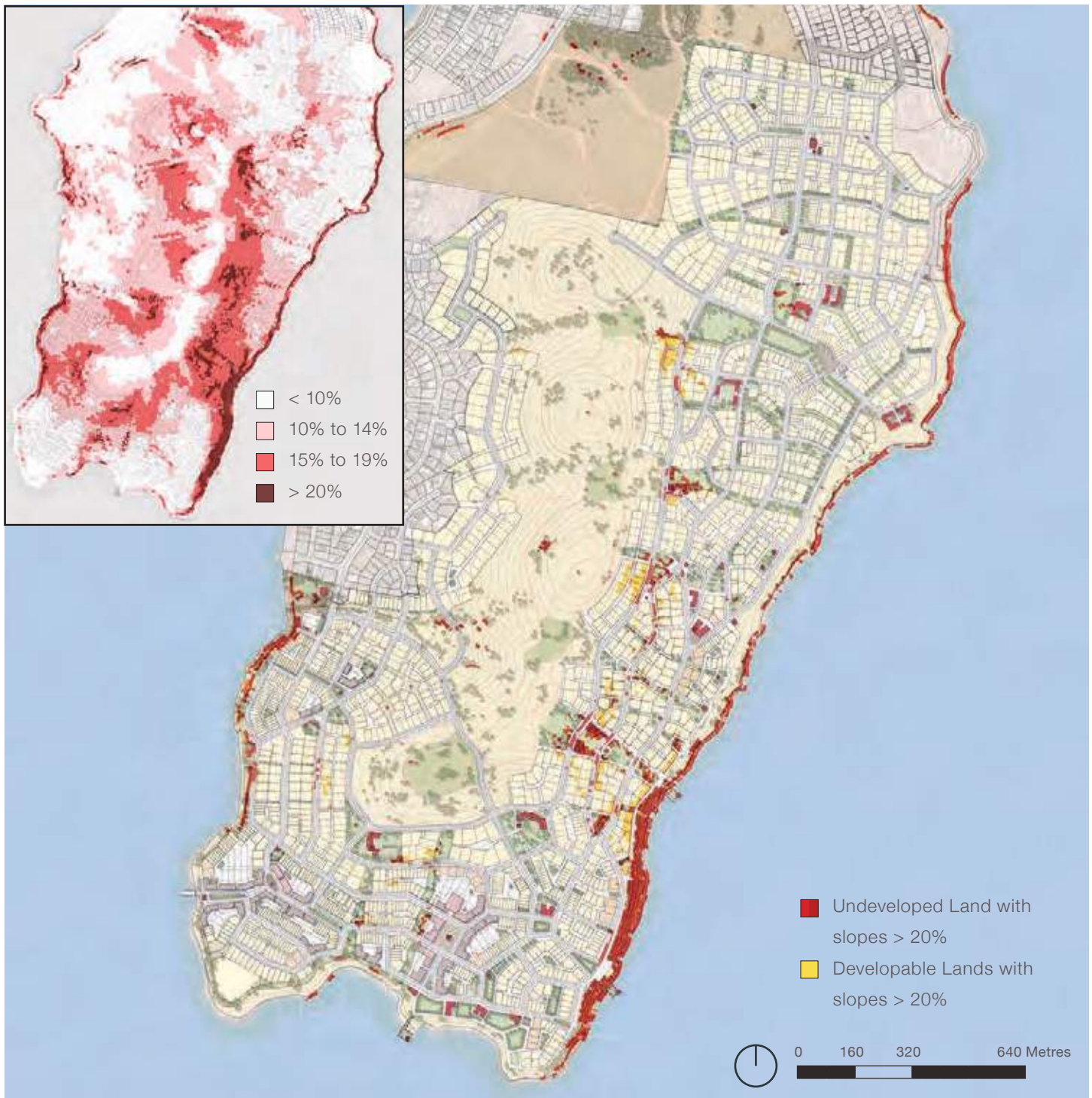
Illustrative Plan

Master Plan

Slope Overlay Diagram

The majority of the site is under 15% slope, as illustrated in the smaller diagram. The plan works intentionally to limit streets to slopes under 15% as much as possible. By doing this many of the streets that are in the steeper slope areas tend to run with the topography, or angle against it to reduce the slope but still provide the ability

to traverse the side of the hill as needed. The largest lots are typically provided uphill, or where the steepest terrain is located.

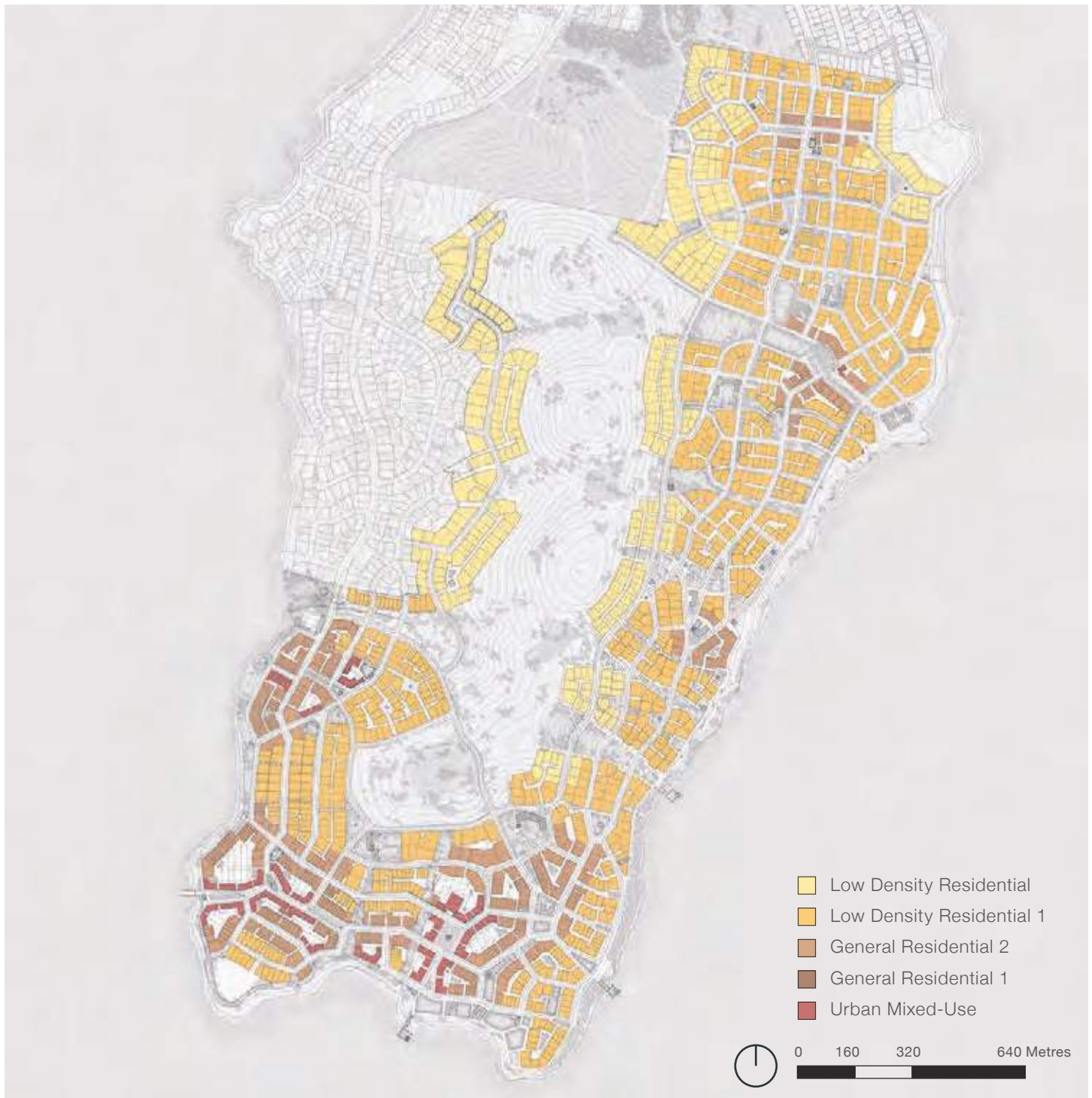


Zoning

The zoning on the site is temporarily notional, as it looks at the existing zoning as well as the program established by Macroplan, trying to address the mix of lot types and how they fit into the zoning. There are 5 zoning categories currently proposed, which fit within the current zoning categories, with some revisions to

standards. Zones which we anticipate having deviations from the existing zoning are noted with a '1' and/or '2' after them.

The zoning will be further refined during the Specific Area Plan phase.



Building Types

Per Zone

	Detached Single Family				Attached Single Family		Shoptop	Small Multiple Dwelling Building	Multiple Dwelling Building	Mixed-Use
	Large Single Family	Medium Single Family	Small Single Family	Tower House	Duplex	Town House				
Low Density Residential	•	•								
General Residential	•	•	•	•	•	•	•	•		
Urban Mixed-Use					•	•	•	•	•	•

Building Types

Per Zone



Tower House or 'Sheoaks' House example



Small Single Family House example



Small Multiple Dwelling Building example



Town House example

Plan Capacity

Master Plan

Program	Master Plan 1		Macroplan Program	
	Dwellings	Area	Dwellings	Area
Retail and Office		9,580 sq.m.		5,900 sq.m.
Grocer		2,000 sq.m.		2,000 sq.m.
Multi-family	590 Dwellings	-	633 Dwellings	-
Small Multi-family flats	82 Dwellings	-	-	-
Townhouse	873 Dwellings	-	910 Dwellings	-
Duplex	181 Dwellings	-	229 Dwellings	-
Detached Single Family	867 Dwellings	-	750 Dwellings	-
Estate	-	-	-	-
Total	2,593 Dwellings	11,580 sq.m.	2,531 Dwellings	7,900 sq.m.

Plan Yields

The Master Plan, which was established based on the parameters set by Structure Plan 1 aimed to achieve the following objectives.

1. Protect the hilltop by only building above the 70 metre line, to complete the Activity Centre
2. Preserve and improve the hilltop as an open space amenity for the public
3. Design complete Activity Centres each with a centre and edge
4. Design Activity Centres that were diverse in housing types
5. Design an overall plan that followed the Macroplan market mix provided
6. Formalize and extenuate the gully's as linear parks connecting the hilltop to the Foreshore Trail and water front.

The program included here illustrates what the proposed design can yield. The yield can be increased or decreased depending on the market, as each plan is built upon a framework that allows the lot and dwellings mix to be adjusted as necessary.

According to Macroplan, this is the target mix that will give the plan the best long term viability and success.

Norla Street Easement

In order to provide access to the existing water tower and for maintenance trucks for the hilltop park, an easement is proposed at the end of Norla Street. Nevertheless, the development above the existing housing will be caped with a culdesac for vehicular traffic.



-  Norla Street Easement
-  Hilltop Park & Water Tank Access
-  Fire break Easement - Unpaved Road



Activity Centre 1 Plan

Master Plan



Activity Centre 1

The first Activity Centre, which is also envisioned to be the first phase of development, connects to Oceana Dr. running along side the Clarence owned parcel which is connected to the activity centre by a linear green.

This Activity Centre is structured by long blocks that follow the topography, using pedestrian connections to break down the scale of the block and allow for some pedestrian connectivity traversing up the hillside.

The hilltop transcends down the hill through a more formalized park, before transitioning to a series of streets and passages connecting down to the waters edge.



Activity Centre 1 Plan

Master Plan



Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.

Sheoaks Homes

A view of the Sheoak tower houses sitting in amongst the trees. Using a combination of larger lots and smaller footprint detached single family houses is the best way to preserve the best of the Sheoak trees, ensuring this area of the site remains a very unique location. The predominant building type is a tower house which has small footprint but, could be up to three stories tall.

Building Types Mix

1. Tower House
2. Single Family House



Activity Centre 1 Plan

Master Plan



Sheoak Detail

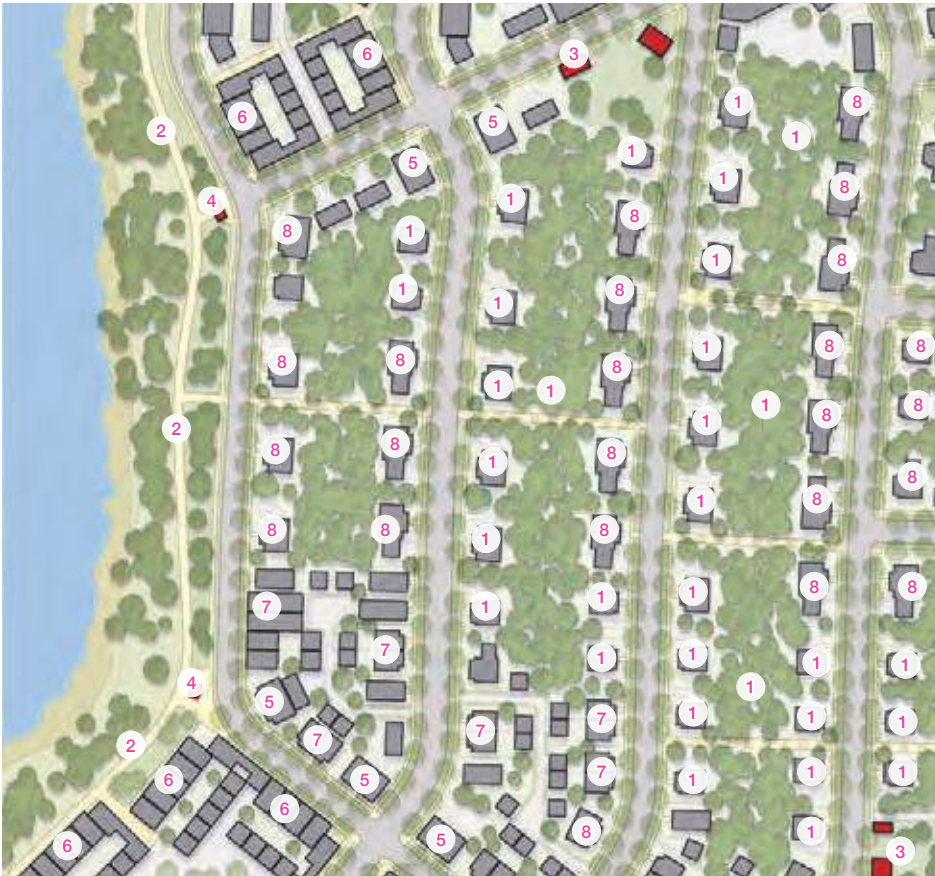
There is a small area that has a cluster of Sheoaks concentrated on the western side of the hill. Not all of the trees are in good shape, some may need to be pruned, but in order to also preserve some of the trees, tower houses are proposed to sit within them. Tower houses are small footprint homes which in this instance are designed to sit on very large lots to minimize the disruption of the Sheoaks and provide a unique opportunity to take advantage of the nature of the site.

House footprints on the downhill side of the street are wider to the street to accommodate garage parking. Footprints on the uphill side of the street are smaller footprint which are designed to park under.



Activity Centre 1 Plan

Master Plan



Plan Highlights

- 1 Sheoak Tower Homes
- 2 Foreshore Trail
- 3 Day Care
- 4 Pavilions
- 5 Small Multi-Family Flats
- 6 Town House
- 7 Duplex
- 8 Detached Single-Family



Connectivity

Each of the streets that is drawn in the master plan has been designed with a specific function in mind.

Each of these designations is tied to a specific right-of-way and pavement width.

This diagram ties the specific street sections to the plan. The street sections may be found beginning on page 88.



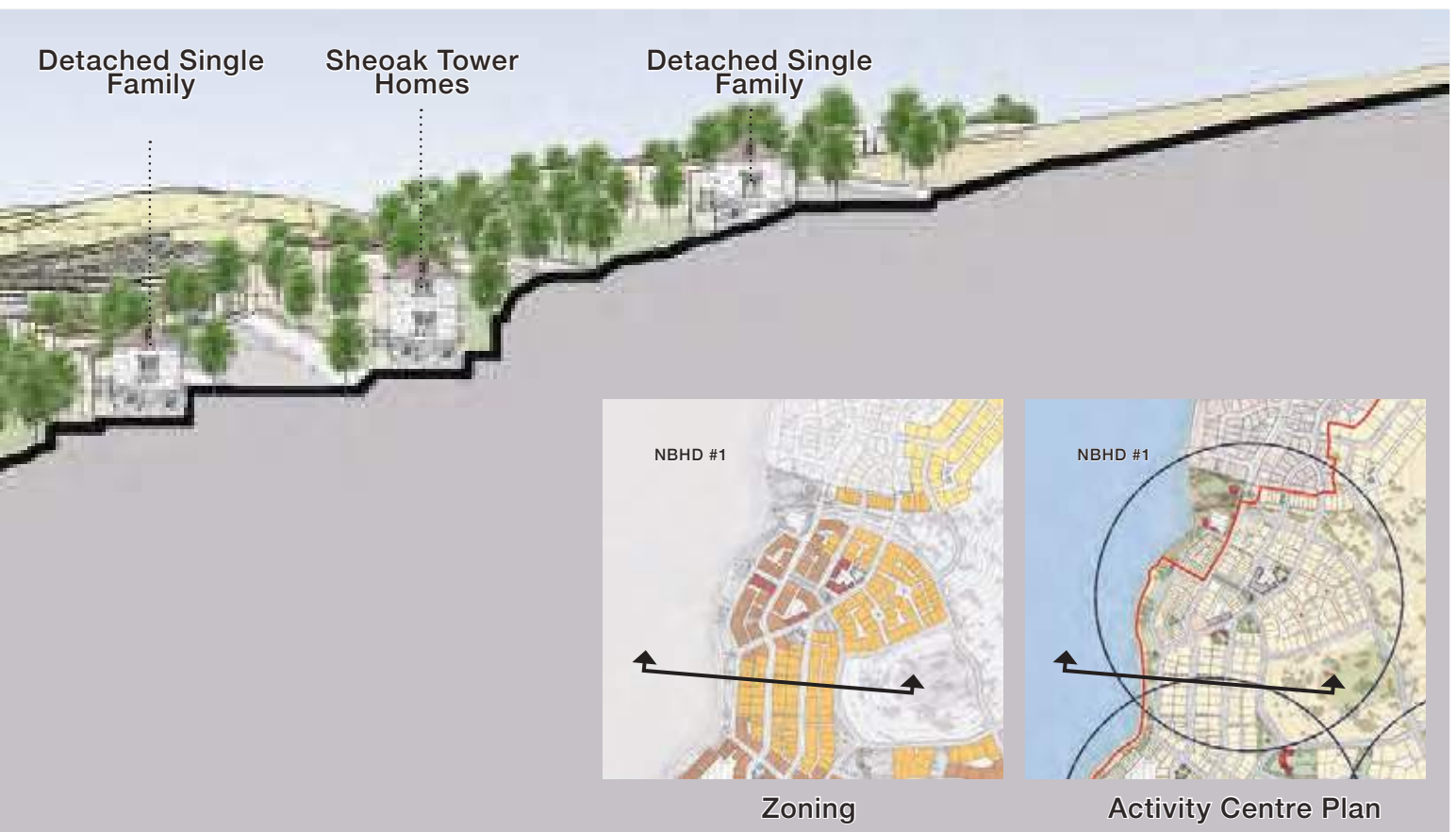
Activity Centre Sections

Master Plan



Activity Centre Sections

Master Plan



Activity Centre 2 Plan

Master Plan



Activity Centre 2

Activity Centre 2 which is situated at the southern tip of the site is made up of a mix of residential uses ranging from very small footprint tower houses sitting carefully between the sheoaks, to town houses and small multi-family flats near the activity centre which organized around a central plaza. Views open up to the water, looking towards Hobart. In some instances larger lots face out to the water, fronted by a pedestrian path, while others lots have open views to the water and are fronted by a street, and still other lots back to the water, making the views and water front more private. Each of these has a different benefit and providing multiple opportunities and experiences, builds towards a better, more flexible and market ready plan.



Activity Centre 2 Plan

Master Plan



South Hilltop Green

The hilltop has been preserved and the plan very deliberately connects to the water front through a series of pedestrian paths, and passages, connecting through a variety of open spaces. These open spaces are designed to provide maximum views to the hilltop, to the water, and maximizes the number of lots with direct access to well defined open space.

Attached housing frames and encloses the green with detached housing provided behind in a variety of different building types.



Building Types Mix

- | | |
|-------------------------------|--|
| 1. Townhouse | 6. Large Single Family House |
| 2. Carriage House | 7. Small Multiple Dwelling Building |
| 3. Multiple Dwelling Building | 8. Bungalow |
| 4. Sideyard House | 9. Mansion flat (Multiple Dwelling Building) |
| 5. Single Family House | |

Activity Centre 2 Plan

Master Plan

Ferry Plaza

The Ferry Terminal Plaza anchors the passenger ferry terminal that carries passengers from Hobart to Droughty Point, with this specific location being one of many potential stops. The activity centre of Activity Centre 2 is flanked by the ferry terminal and is lined by multi-family buildings framing a central linear park. The street bends very specifically to provide a deflected termination on the building corner as the street bends with the topography. This deflection adds to the visual stimulation drawing people down the street to the water, all while protecting and opening views out to the water.

Building Types Mix

1. Mix-use Building
2. Commercial Building
3. 6-Pack (Multiple Dwelling Building)
4. Townhouse
5. Single Family House

Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.



Activity Centre 2 Plan

Master Plan



Activity Centre 3 Plan

Master Plan



Neighbourhood Centre

The Neighbourhood Centre is the heart of the entire Skylands development and holds the greatest density. It is located in Activity Centre 3 and is designed to follow the topography and also takes advantage of the gully that runs through the neighbourhood, turning it into a Activity Centre amenity, and a natural greenway connection for pedestrians to maneuver from the hilltop to the water and vice versa.

Overall the main street from Activity Centre 2 comes in to the Neighbourhood Centre Plaza and then continues on as the streets begin to follow the topography as the main street moves north terminating on a green and a school, before continuing on to Activity Centre 4.



Activity Centre 3 Plan

Master Plan



Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.

Pedestrian Greenways

The Skylands site is principally made up of topography that lends itself well to stepping pedestrian ways up and down the hillsides, as illustrated here.

Private drives and access to garages are provided on the high side and the low side but do not need to run through, thus alleviating additional need for retaining walls. The houses along these slopes can take advantage of the topography by building into the slope.

Building Types Mix

1. Shoptop Houses
2. Park-Under Townhouse



Activity Centre 3 Plan

Master Plan



Neighbourhood Centre Detail

This plan shows in greater detail the siting of the different building types on the site, as well as parking access and location, tree plantings, and special sites reserved for civic buildings. The plan is based on the prior smaller scale plan but makes revisions as necessary as things become more precise. The following page provides a list of specific features of the Neighbourhood Centre.



Activity Centre 3 Plan

Master Plan

Plan Highlights

- 1 Neighbourhood Centre Plaza
- 2 Shade Structure or Art Piece
- 3 Mixed-Use Buildings
- 4 Multi-Family Buildings
- 5 Small Multi-Family Flats
- 6 Town House
- 7 Duplex
- 8 Detached Single-Family
- 9 Open Space Greens
- 10 Droughty Point Farm Museum
- 11 Beach Club
- 12 Day Care
- 13 Jetty / Pier
- 14 Floating Restaurant
- 15 Cricket Pitch
- 16 Chinamans Beach
- 17 Blue Gum Tree
- 18 Whaling Station Museum
- 19 Formal Promenade
- 20 Foreshore Trail

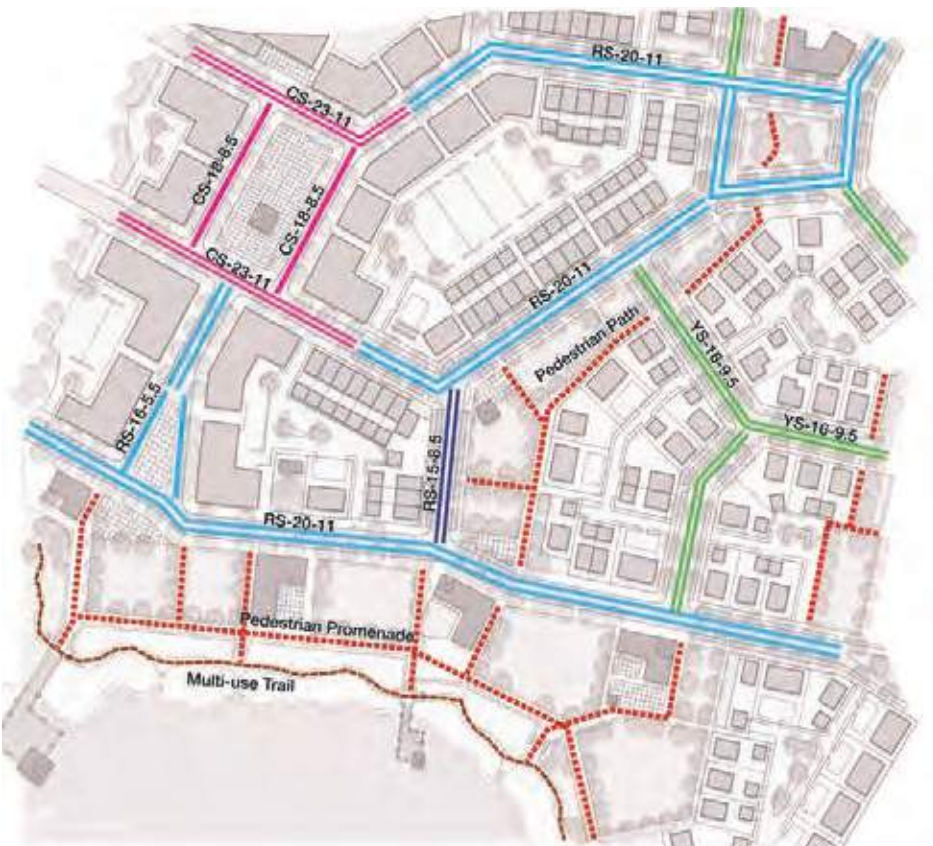


Connectivity

Each of the streets that is drawn in the master plan has been designed with a specific function in mind.

Each of these designations is tied to a specific right-of-way and pavement width.

This diagram ties the specific street sections to the plan. The street sections may be found beginning on page 88.



Activity Centre 3 Plan

Master Plan

Neighbourhood Centre

Illustration looking south towards River Derwent, illustrating the Neighbourhood Centre plaza with long views out to the water.

The plaza is framed by mixed-use buildings with a grocer on the north side.

The street to the water quickly transitions to townhouse lots, opening up to a green which widens to pull views of the water deeper into the site.

A variety of building types are shown framing the street, with surface parking located in the centre of the blocks.

Building Types Mix

1. Mix-use Building
2. Townhouses
3. Single Family House
4. Carriage Houses
5. Mansion Flats
6. Large Multiple Dwelling Building

Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.



Activity Centre 3 Plan

Master Plan



Activity Centre 4 Plan

Master Plan



Activity Centre 4

This is the steepest area of the site, the large majority still under 20% slope, which is reflected in the lack of east/west streets. The streets in this area follow the topography for the most part, only angling slightly against it as the main street meets the activity centre and splits off on either side to connect the street along the Foreshore with the hilltop streets.

This Activity Centre is principally composed of larger lot single-family types, due to the topographical constraints.

There are a series of green paths which traverse the hillside providing multiple opportunities for pedestrians to circulate, connecting the hilltop with the waterfront linear park.



Activity Centre 5 Plan

Master Plan

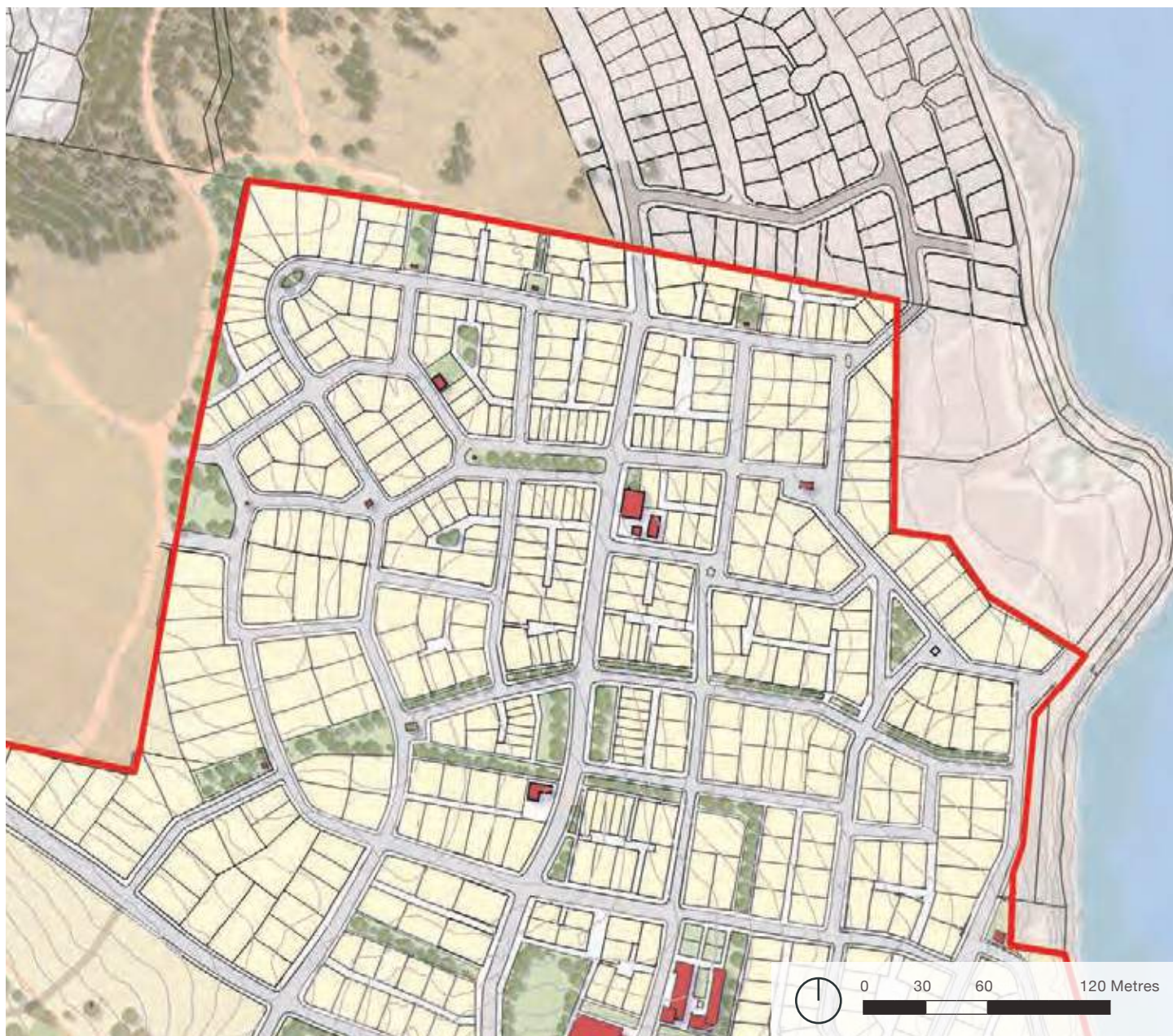


Activity Centre 5 comprises virtually one full, pedestrian shed with a full array of residential types. Its activity centre lies at the intersection of the spine road running north-south and the connection from Norla Street running east-west. The moderate slopes allow for the blocks to run perpendicular to the coast and ridge, visually extending these amenities into the heart of the Activity Centre. The manageable topography also facilitates a more extensive green corridor network, with many residences envisioned to enfront landscaped pedestrian paths; these green corridors may be designed with an interpretative overlay of indigenous landscape and/or public art elements, becoming the setting for the celebration of local cultural identity. Activity Centre 5 also offers at least 4 other civic amenities: two small Activity Centre clubhouses, a small school and open amphitheater, and a beach club intentionally sited on the titular Droughty Point.



Activity Centre 6 Plan

Master Plan



While Activity Centre 6 comprises a separate parcel, it nonetheless has been designed with anticipated connections to Activity Centre 5, particularly via extensions of Activity Centre 5's streetblock network through the (outparcel) Lilly site. The more rectangular configuration of this parcel results in a more orthogonal urban fabric, with a main axis running east-west and streetblocks branching off this axis to the north and south of this parcel. A small central green and clubhouse are the primary amenities within this Activity Centre.



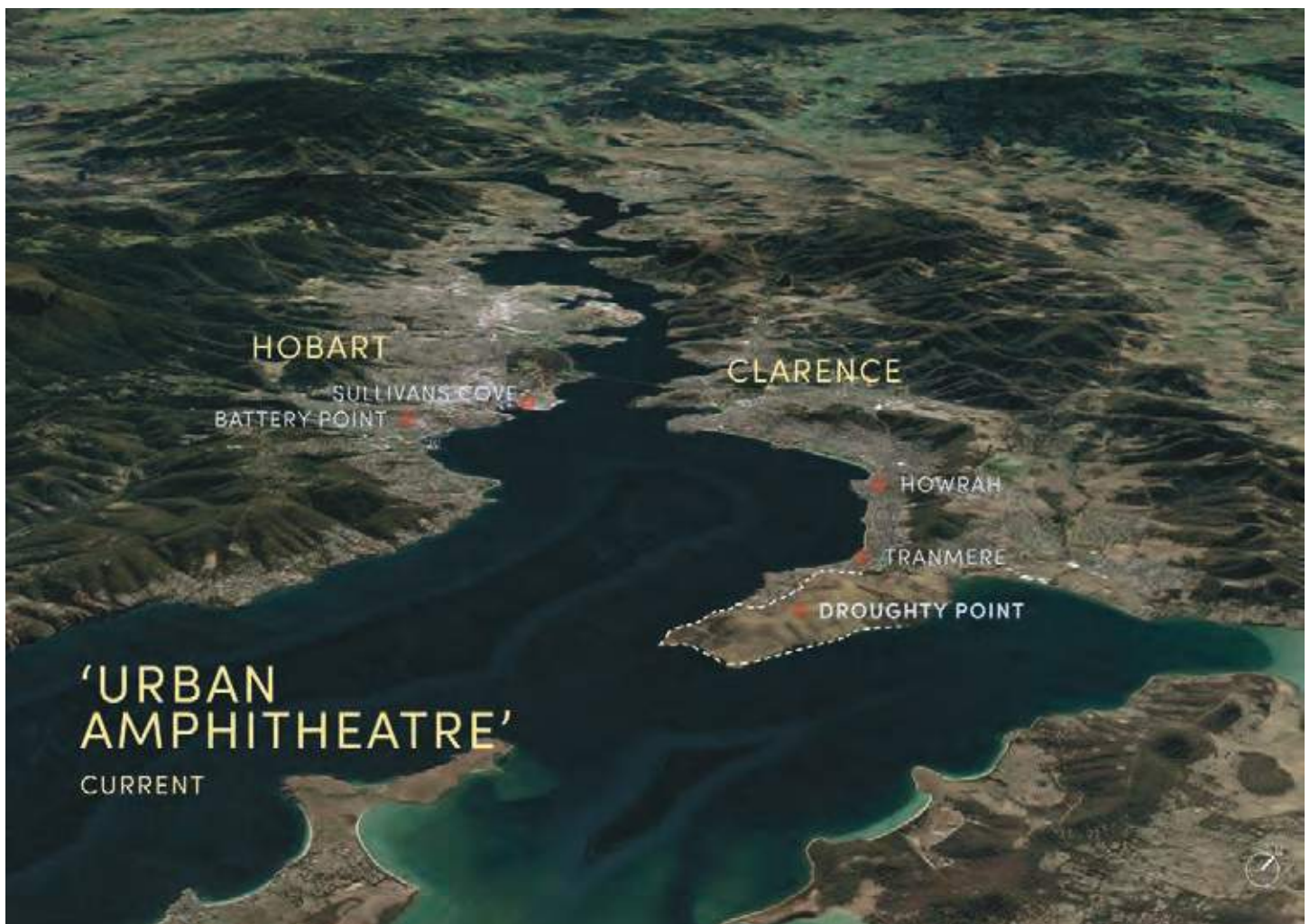
The Urban Amphitheatre

Master Plan

The Urban Amphitheatre

The settlement patterns of Greater Hobart are informed by the components of the landscape, with a relaxed urban growth boundary that rises and falls as the slope varies. The dense vegetated ridgetop generally expands above areas of 20% slope and surrounding existing gully corridors, where development is un-achievable. This green spine wraps around the Derwent landscape to form the image of the 'urban amphitheatre'.

This visual characteristic has been considered in the level of development and open space network in the skylands master plan. Through visual studies, it is apparent that the general framework of development does not stick strictly to a contour level. Our proposal looks upon the existing development patterns and creates a varied development line that is achievable based on the site's slope and surrounding context. Whilst doing so, it provides a significant area of open space that aims to continue the vegetated hilltops as seen when viewing the surrounding Hobart landscape.



The Urban Amphitheatre

Master Plan

The Urban Amphitheater - Greater Hobart Area



TRANMERE FROM DROUGHTY POINT



TRANMERE FROM DROUGHTY POINT



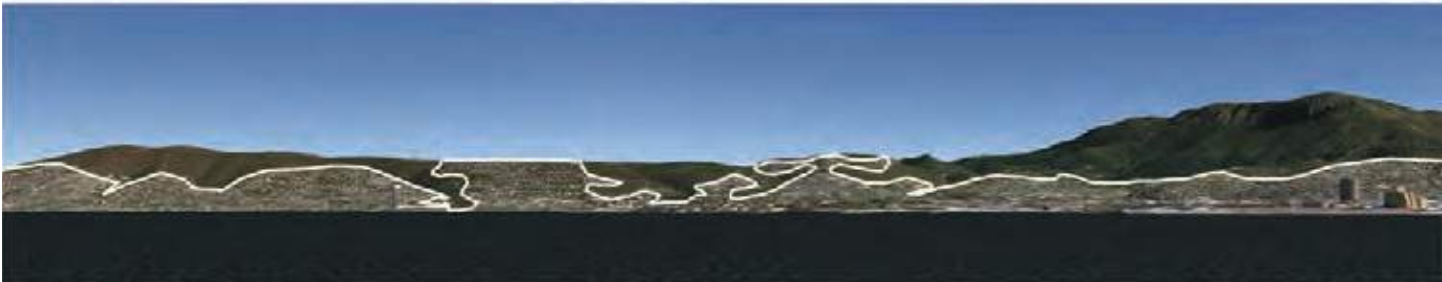
BELLERIVE TO HOWRAH



VIEW TOWARDS BATTERY POINT



VIEW TOWARDS HOBART



HOBART, UNDULATING URBAN GROWTH BOUNDARY

The Urban Amphitheatre

Master Plan



The Urban Amphitheatre

Master Plan

A Landscape Vision for Skylands

Skylands creates a destination for local and visiting communities to experience expansive views across the Derwent river and feel connected to the undulating ridgetop landscape.

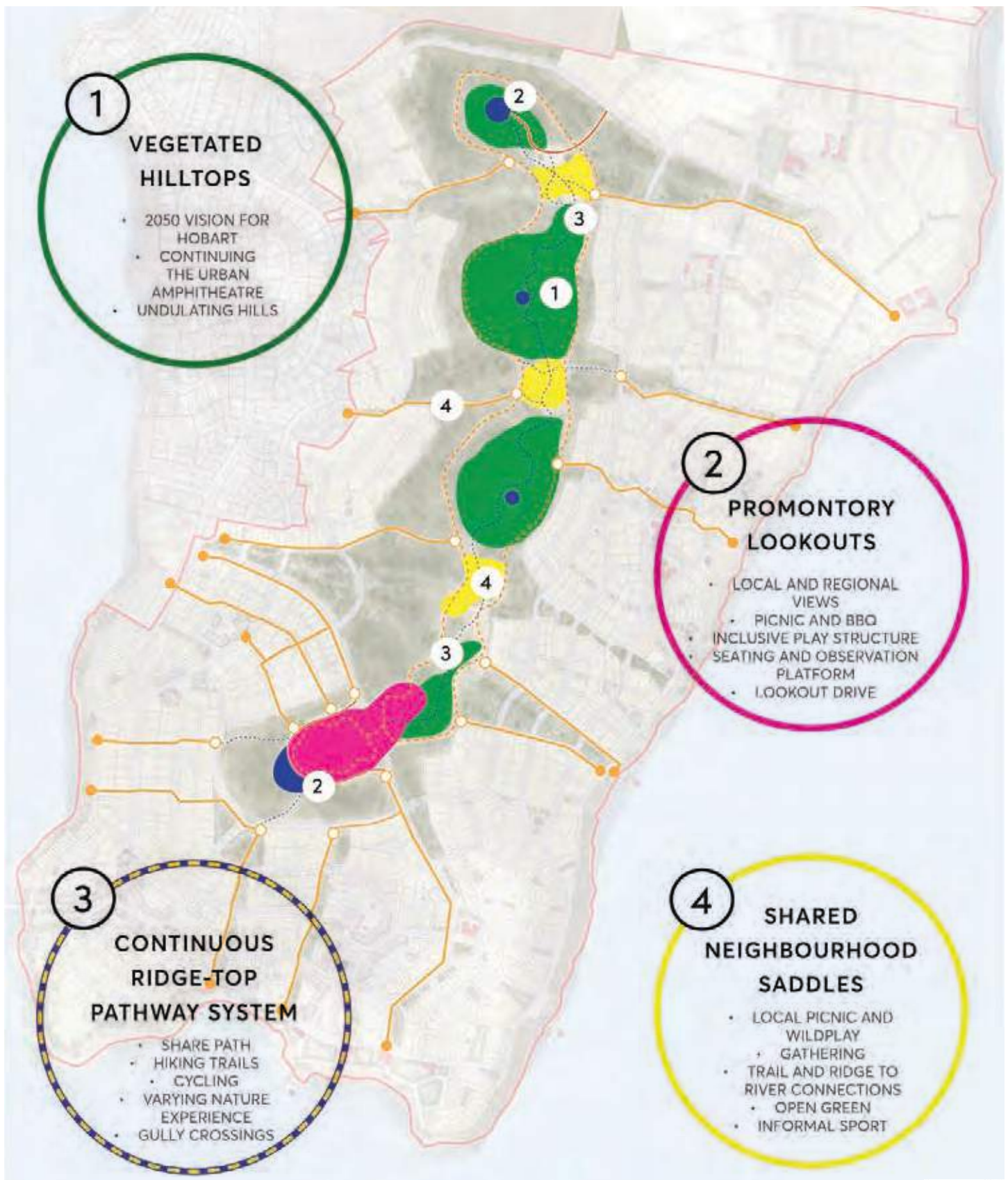
The parklands are organised by three hills, two saddles, and a promontory inspiring opportunity for passive and active recreation through areas of picnic, cycling, observation and gathering amongst the natural landscape.

A series of gullies connect the ridge to the river through the Activity Centre precincts. The flow patterns create rich ecological moments, with opportunity for community engagement and increased public amenity.

The foreshore hugs the edge of Drouthy Point providing a central public domain. Expanding from street frontages to an active water edge, a lively atmosphere is created integrating elements of nature,

The Urban Amphitheatre

Master Plan

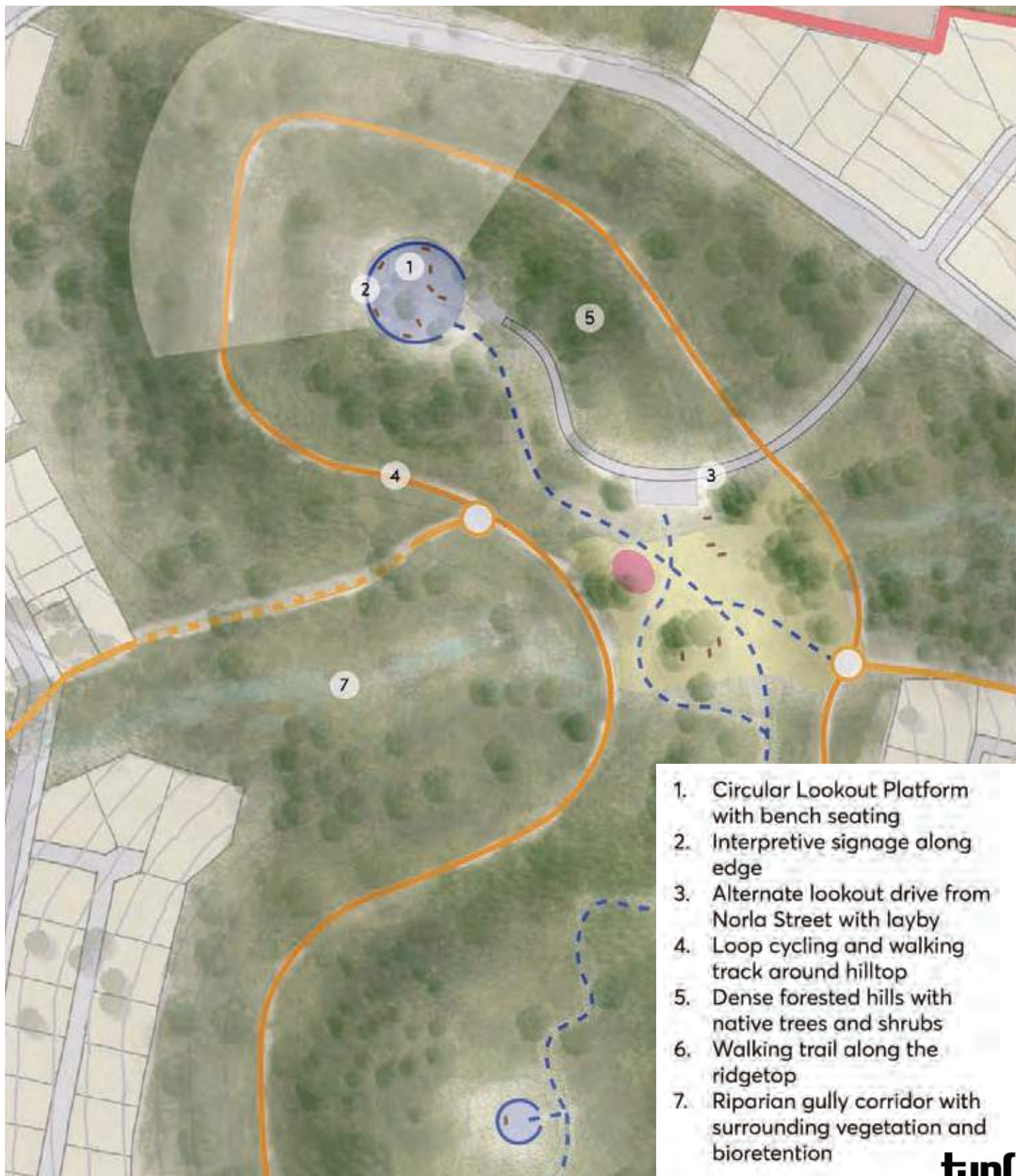


turf

The Urban Amphitheatre

Master Plan

North Promontory Lookout



turf

The Urban Amphitheatre

Master Plan



The Urban Amphitheatre

Master Plan

South Promontory Lookout

1. Circular lookout platform with interpretive signage, overlooking the neighbourhoods and tree canopy
2. Alternate lookout drive - no kerb
3. Open grass area for picnic and BBQ
4. Playground with wildplay
5. Parking bay
6. Vertical observation tower
7. Share Path - vehicle and pedestrian
8. Meandering walking track
9. 'Wild' native grasslands surrounding cleared picnic and play areas

10. Revegetated woodland
11. Shared cycle and pedestrian track
12. Open lawn area for informal sport and gathering
13. Amenities block and or future cafe/dining experience



turf

The Urban Amphitheatre

Master Plan



The Urban Amphitheatre

Master Plan

The Illustrative Landscape Plan

The peninsula of Droughty Point completes the formation of the urban amphitheatre through its connected ridgeline and landscape components - hilltops, saddles and a promontory.

Skylands responds to the relaxed form of the landscape to deliver nuanced urban settlement patterns.

The hilltop parklands are inclusive of public amenities and spaces for passive recreation amongst the natural scenery. The southern promontory has the opportunity to perform as the central park space and destination lookout, accessible by car and foot, from river to ridge. It captures the significant vantage points of skylands and publicly invites all users to enjoy the spacious surrounds of the environment unique to Hobart, whilst connecting people across the ridgetop landscape via tracks and openings.

Strategies for revegetation and water sensitive design ensure the qualities of the native environment and existing system are both preserved and celebrated during the design and development process.

Each component from river to ridge works in concert as an integrated system.

Open Space Calculations	
108 ha	Total Open Space
57 ha	Hilltop Parklands Total
3 ha	PROMONTORY
4 ha	Local Parks Total
29 ha	Green Corridors
22 ha	Foreshore

The Urban Amphitheatre

Master Plan

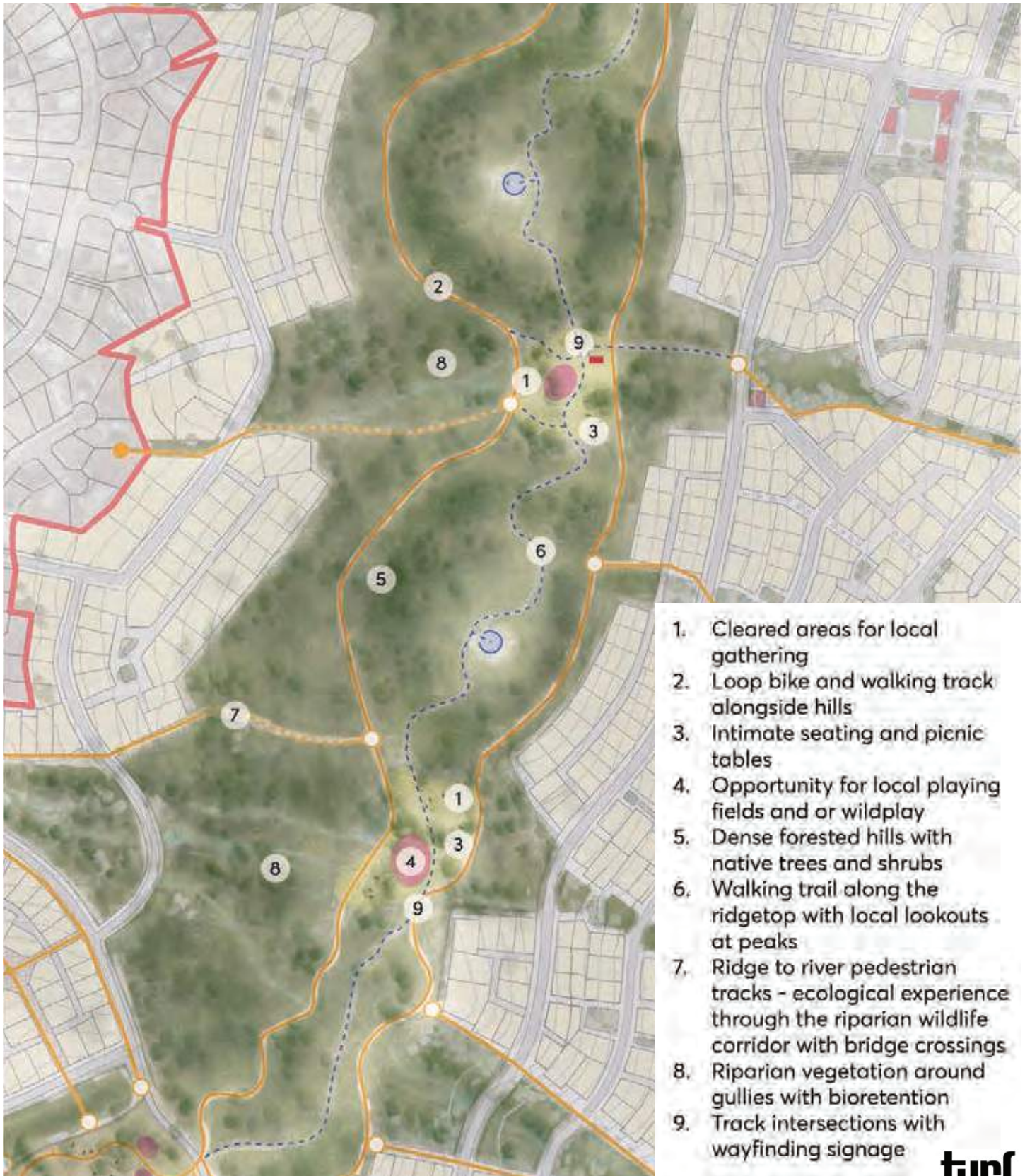
Illustrative Landscape Plan



The Urban Amphitheatre

Master Plan

Activity Centre Saddles



The value/ loss of the sheoaks and how the introduction on private gardens and open space replaces them

The site does not currently exhibit significant areas of protected species. There is an approximate 15ha community of Sheoaks (*Allocasurina Verticillata*) on the south-west side of Droughty Point that are not currently listed as protected or of significant ecological value. The skylands master plan has incentives for long term ecological strategies that include the revegetation of hilltop parklands, riparian corridors and an increased target of canopy coverage and open space amongst Activity Centres. These future targets exceed the value of the sheoaks and hence have no intention of total retention.

There is potential with the planning of lots and open space to protect approximately up to 30% of the sheoak community. As a result, unique clusters of vegetation around smaller footprints could be formed with the addition of planting clusters of native species to enhance their overall value.

The Urban Amphitheatre

Master Plan

Sheoak Area



Character Details

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Low Density Residential

- Larger lots that allow retention of vegetation and topography
- Single detached housing
- Informal landscaping with retained vegetation
- Roads dimensioned for local needs
- Building heights - typically 1 or 2 stories



Low Density Residential 1

- Larger lots that allow retention of vegetation and topography
- Predominantly single detached housing
- Informal landscaping with retained vegetation
- Roads dimensioned for local needs
- Building heights - typically 1 to 2 stories



General Residential 2

- Medium to larger residential lot sizes.
- Predominantly single detached housing
- Landscaping has mostly informal character
- Larger lot sizes and irregular thoroughfare alignments included to accommodate natural site conditions
- Building heights - typically 1 to 3 stories



General Residential 1

- Medium Intensity development that includes a component of mixed use activity.
- Mix of house types including detached and attached dwellings, terraces apartments houses, small apartment buildings with scattered commercial activity
- Street of urban character with reduced building setbacks, raised kerbs, regular road patterns and landscaping
- Building heights - typically 1 to 4 stories



Urban Mixed-Use

- Higher density, mixed use buildings that accommodate retail, offices, terraces and apartments.
- Tight network of urban streets with wide footpaths, raised kerbs, regular street tree planting and buildings set close to footpaths.
- Substantial pedestrian activity
- Building heights - typically 2 to 5 stories



Architectural Considerations

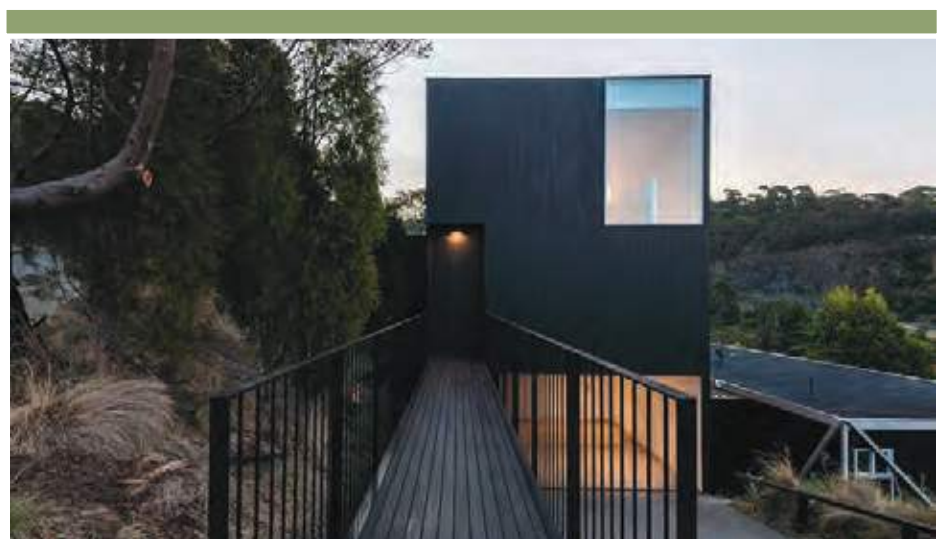
Character Details

The following pages are character images used in the exploration of Skyland's character. Most examples are local, either from Tasmania or from Australia, but there are others from North America that illustrate building types that are either 1. not found within the region that should be introduced, or 2. based on it's typology, not it's architectural style necessarily.



Low Density Residential

These lots are proposed along the upper levels. Due to their large size, they have the freedom to be positioned in the landscape in a variety of ways. They may look rustic or very modern. These may include secondary structures such as outbuildings.



TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details

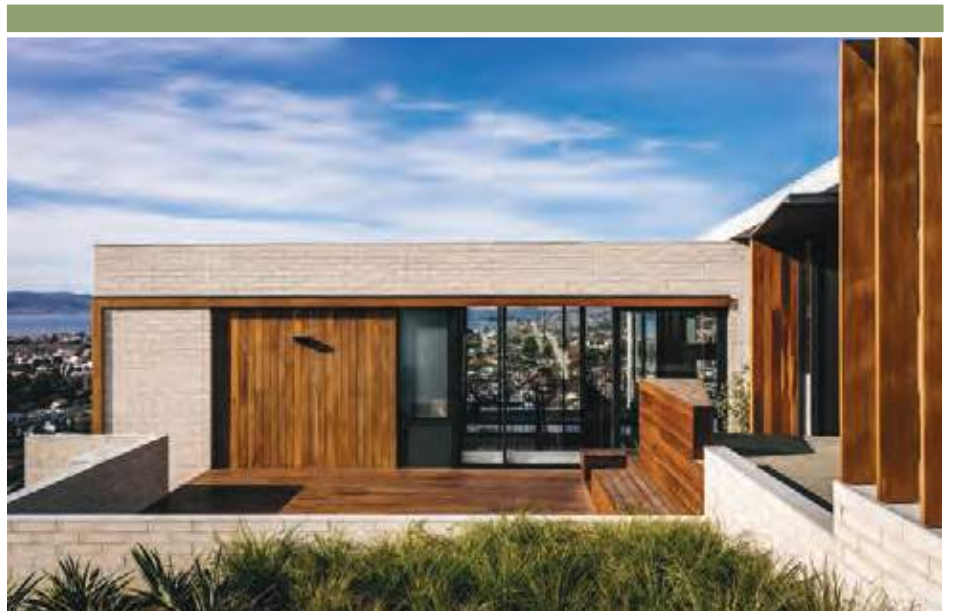


Low Density Residential 1

Primarily consists of detached single family homes with or without outbuildings.

Some may have shallow setbacks, others deeper setbacks with elaborate or naturalistic landscapes along frontages.

The architecture can greatly vary but the placement of the house on the lot should minimize the impact of the garage along the frontage to create a cohesive and harmonious streetscape.



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OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details



General Residential 2

Primarily consists of a residential urban fabric with a variety of building types, ranging from detached single family to attached single family and small multifamily or mixed-use buildings.

Setbacks tend to be shallower and more consistent along frontages. The streetscreen can vary with trees regularly planted in nature strips in residential areas, to deeper footpaths with trees in grates in the mixed-use areas.



TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details



General Residential 1



- TASMANIA PROJECT
- AUSTRALIA PROJECT
- OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details



Urban Mixed-Use

Consists of the highest density mixed-use building types that accommodate retail shops, offices, townhouses, and multifamily buildings. These buildings typically frame the activity centres central open space. Buildings are set close to the property line, against deep footpaths, forming as continuous as possible building wall, hiding the parking in the middle of the block to ensure a vibrant streetscape.



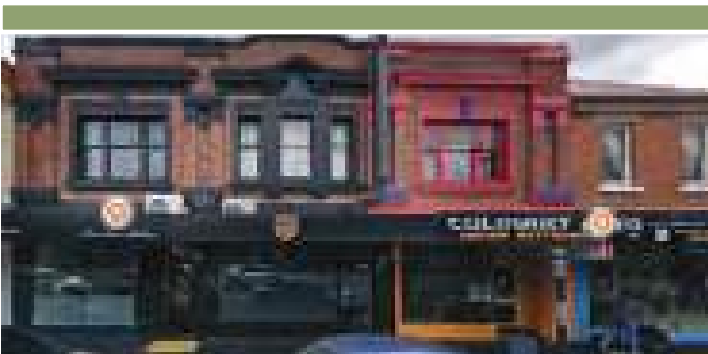
TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details

Civic Buildings

Public or community buildings set in prominent locations within their Activity Centres, such as parks, greens, squares, and plazas.



TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

Architectural Considerations

Character Details



Landscape Precedent Study

Character Details

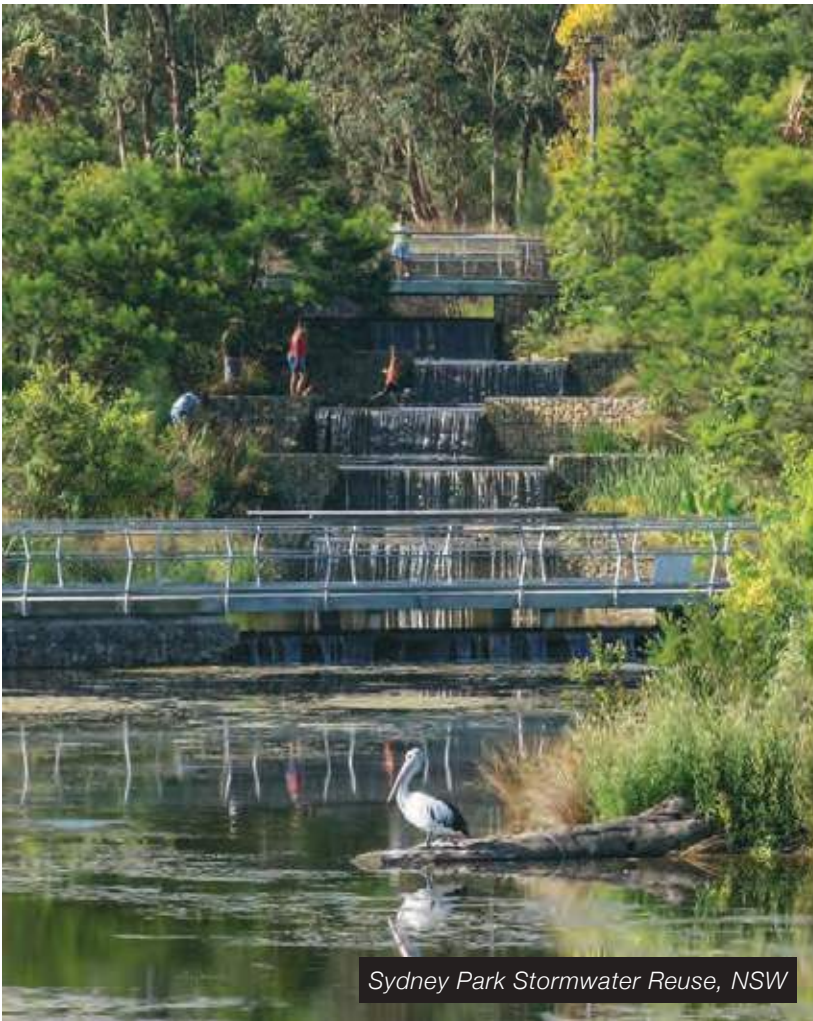
Local Neighborhood Parks



Landscape Precedent Study

Character Details

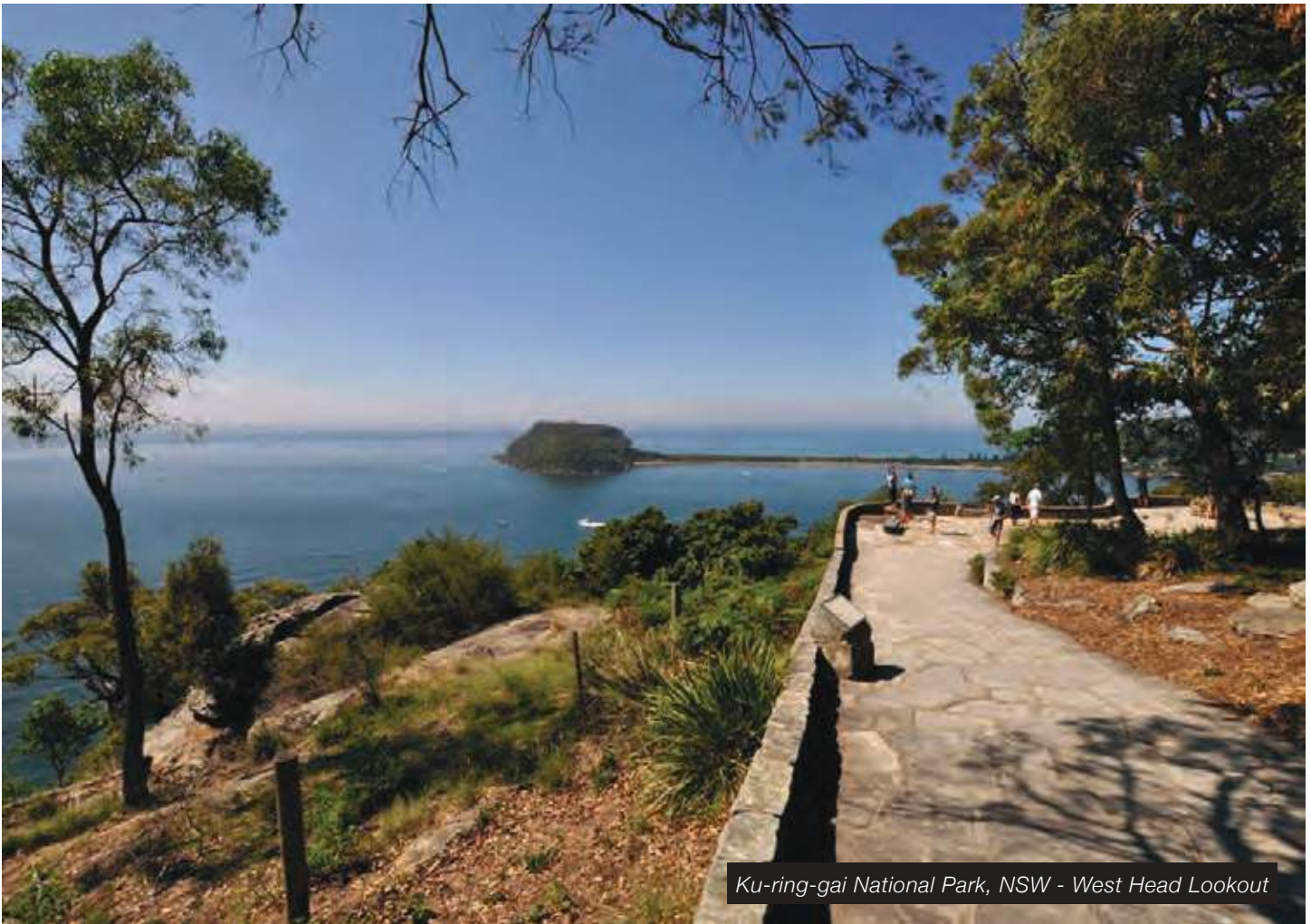
Local Neighborhood Parks



Landscape Precedent Study

Character Details

Southern Promontory



Landscape Precedent Study

Character Details



Southern Promontory

turf

Landscape Precedent Study

Character Details

Southern Promontory



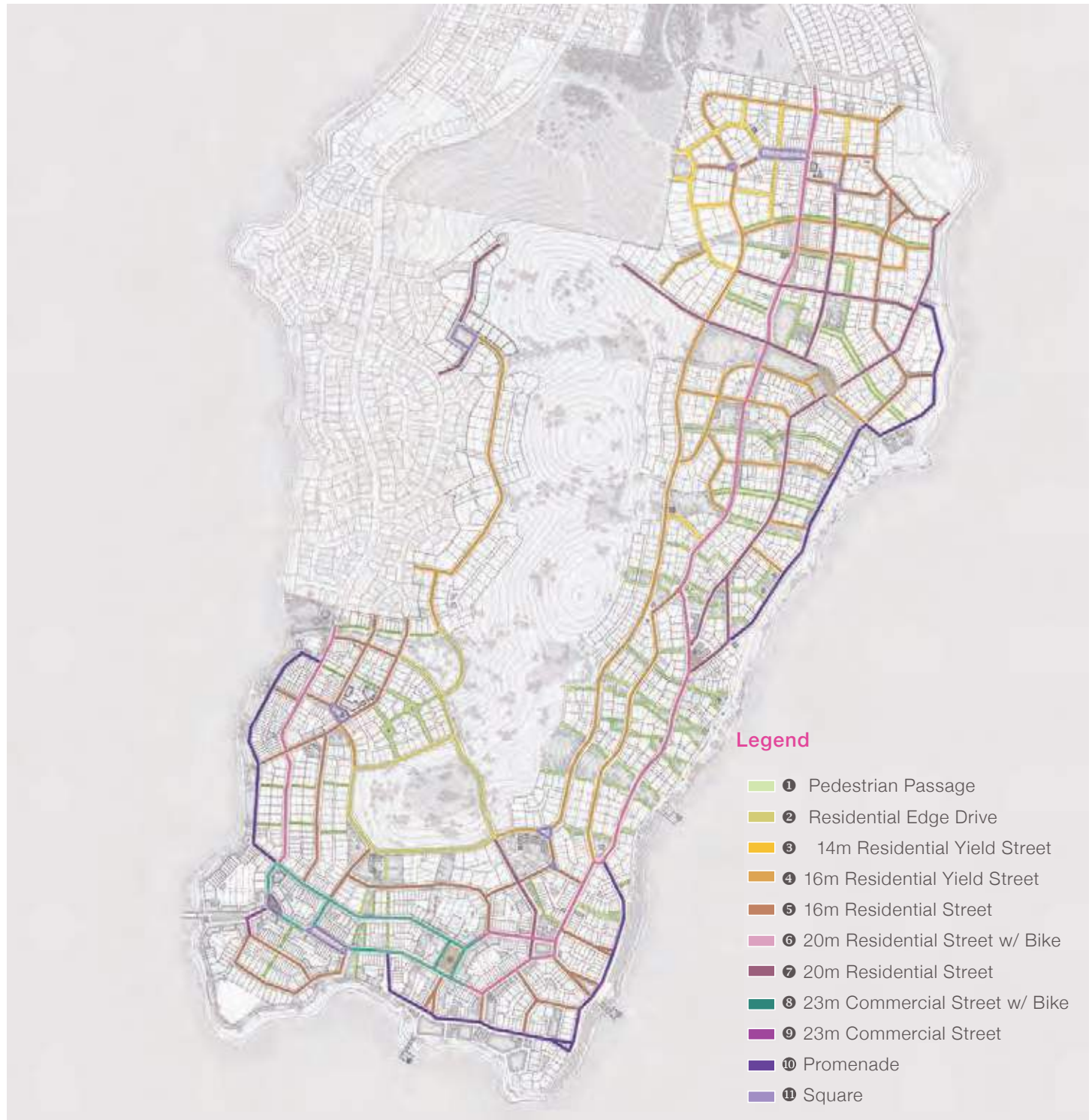
Street Assignment & Types

Streets

Street Assignment & Types

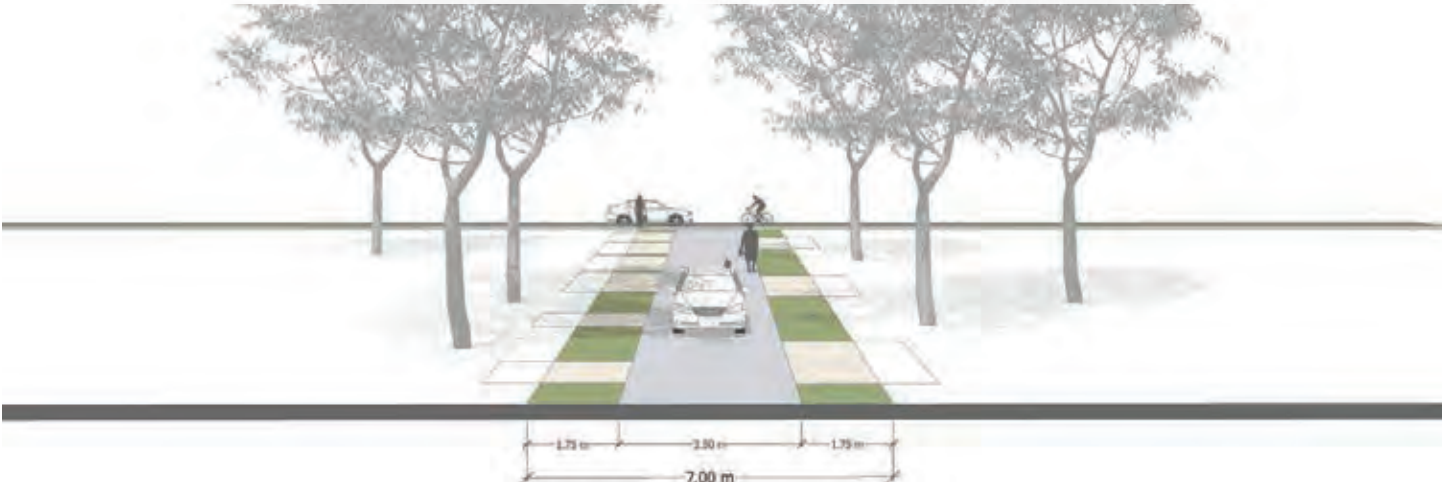
Street Types

A variety of street types are proposed for Skylands, depending on their adjacent land use and context. Each street is keyed to a specific street section that defines how wide the travel lanes, parking, greenway (planter), and footpath should be. The following pages illustrate each of these in detail and key them to the overall plan.



Standard for Residential

Residential Alley



Residential Alley [RA-7-3.5]

Right of Way	7m	Curb & Gutter Type	-	Parking Width	-
Footpath	-	Curb Width	-	Travel Lanes	1
Planting Strip Type	Grass	Bike Facility Type	-	Travel Lane Width	3.5m
Planting Strip Width	1.75m	Bike Facility Width	-	Roadway Width	-
Median Width	-	Parking Lanes	-		

1

Residential Pedestrian Passage



Residential Pedestrian Passage [PP-12-4]

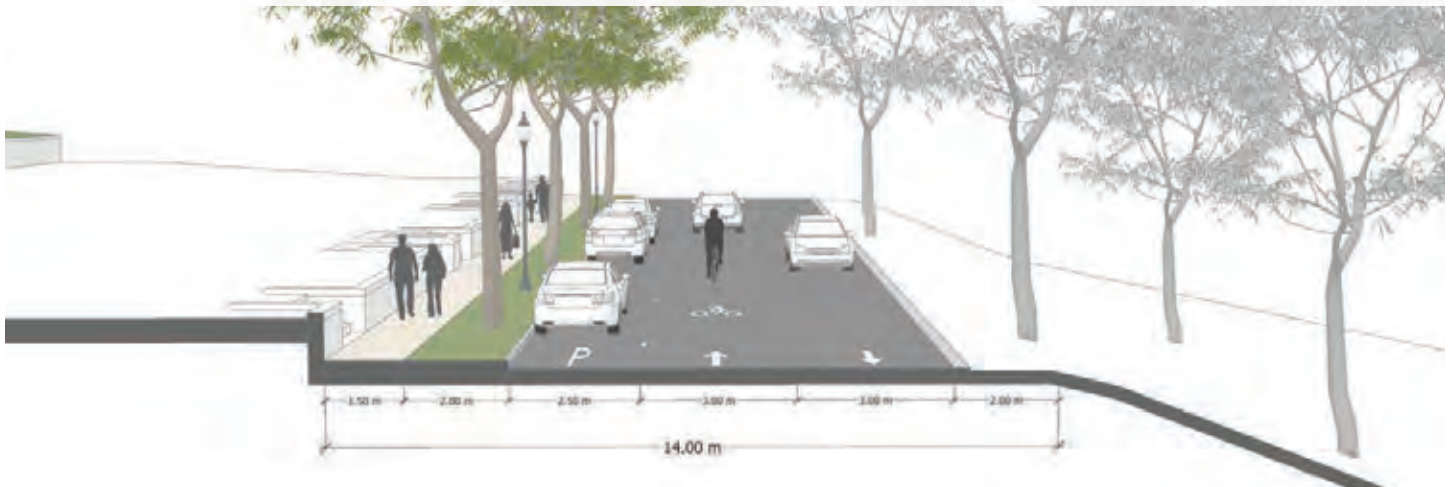
Right of Way	12m	Curb & Gutter Type	-	Parking Width	-
Footpath	2m	Curb Width	-	Travel Lanes	-
Planting Strip Type	Grass	Bike Facility Type	-	Travel Lane Width	-
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	-
Median Width	4m	Parking Lanes	-		

Streets

Street Assignment & Types

2

Residential Edge Drive

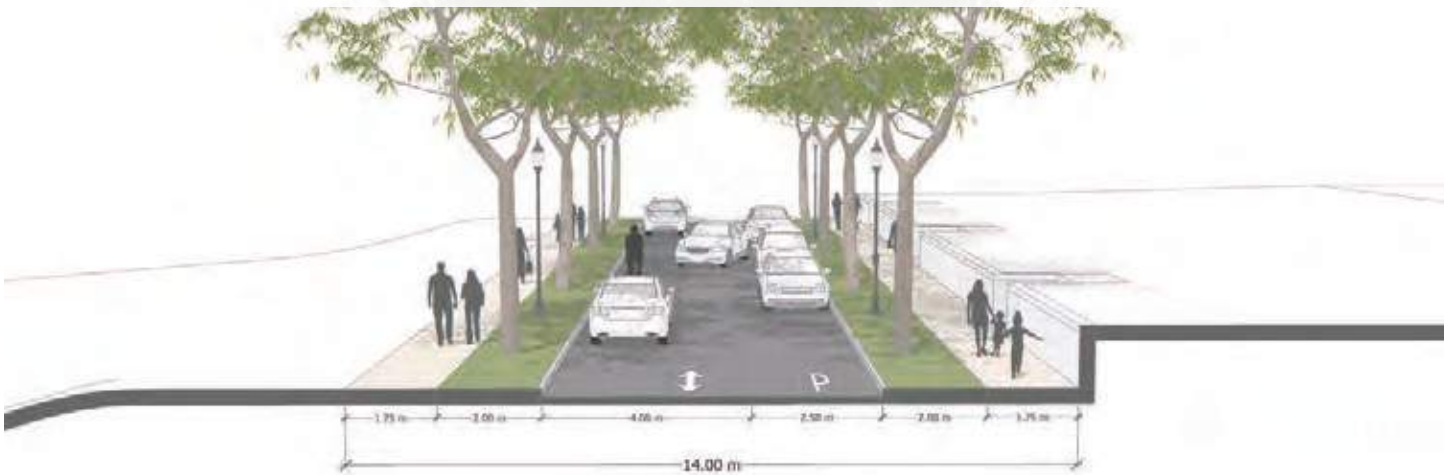


Residential Edge Drive [DR-14-8.5]

Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.5m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	8.5m
Median Width	-	Parking Lanes	1		

3

14m Residential Yield Street



Yield Street [YS-14-6.5]

Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	1 yield
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	4m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	6.5m
Median Width	-	Parking Lanes	1		

4

16m Residential Yield Street



Residential Yield Street [YS-16-9]

Right of Way	16m	Curb & Gutter Type	Vertical	Parking Width	2,5m
Footpath	1.5m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	4m Yield
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	9m
Median Width	-	Parking Lanes	2		

5

16m Residential Street



Residential Street [RST-16-8.5]

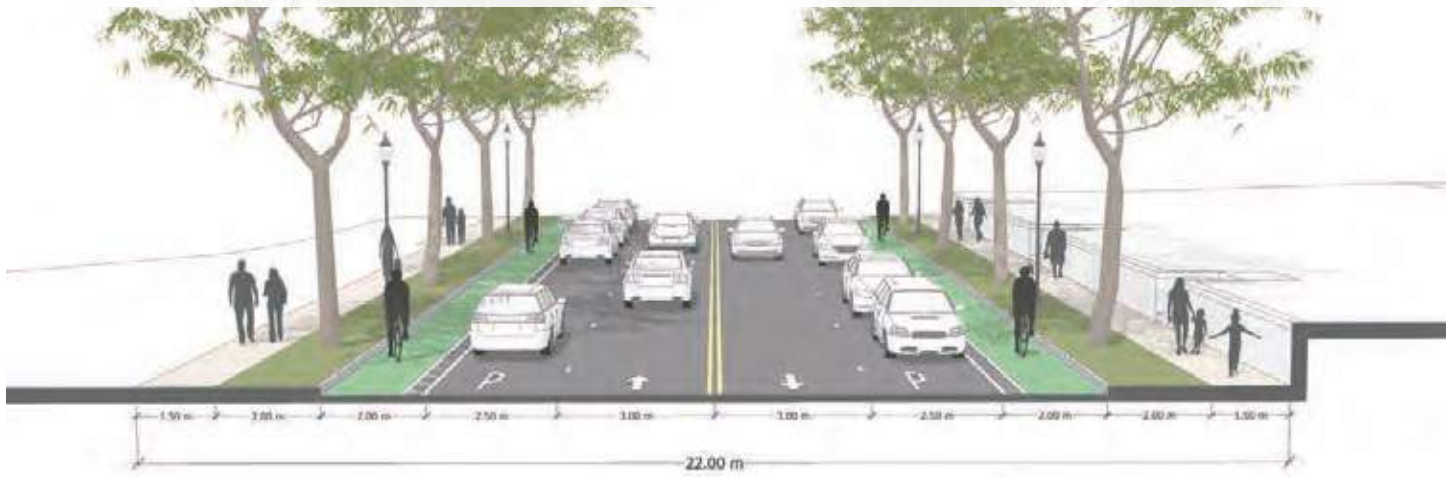
Right of Way	16m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	8.5m
Median Width	-	Parking Lanes	1		

Streets

Street Assignment & Types

6

Residential Street with Bike Lanes

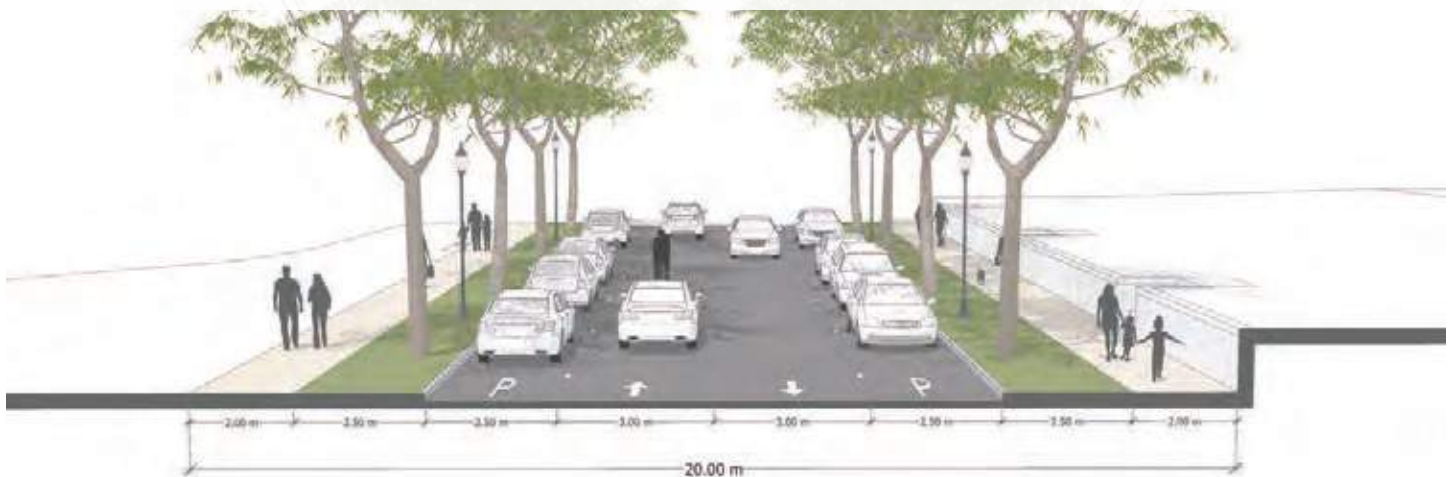


Residential Street with Bike Lanes [RS-22-15-BL]

Right of Way	22m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.5m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Parking Protected	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	2m with Buffer	Roadway Width	15m
Median Width	-	Parking Lanes	2		

7

20m Residential Street

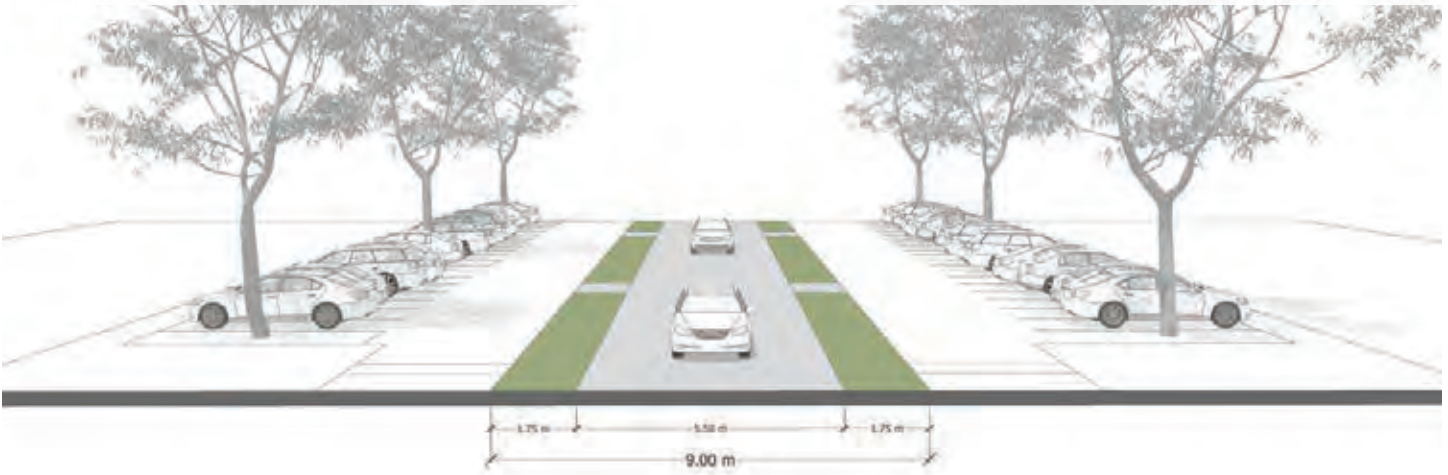


Residential Street [RS-20-11]

Right of Way	20m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	2m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2.5m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

Standard for all Commercial

Commercial Alley

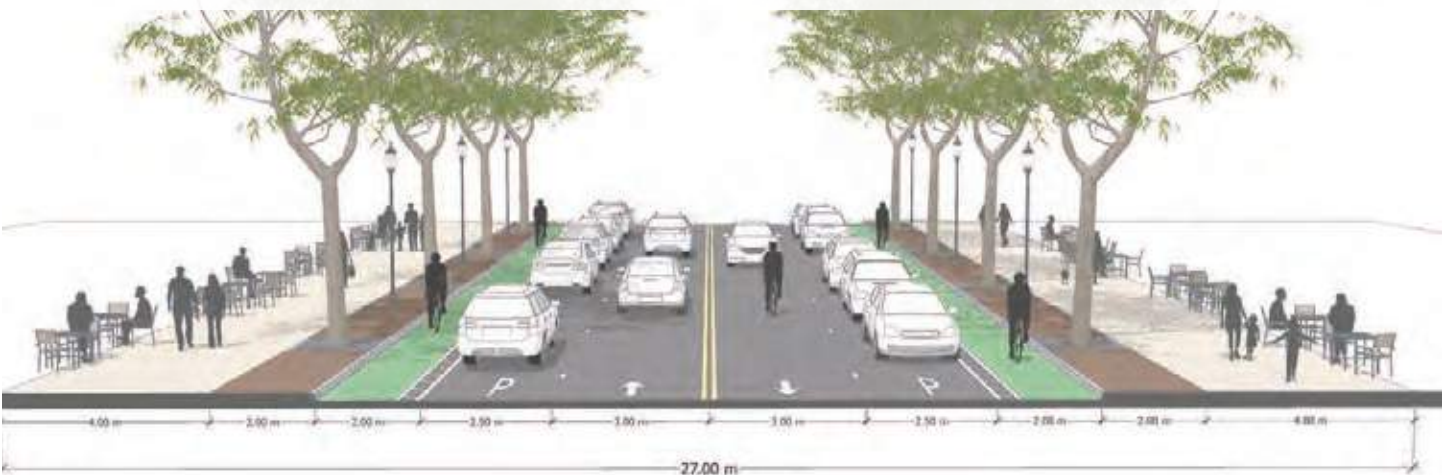


Commercial Alley [CA-9-5.5]

Right of Way	9m	Curb & Gutter Type	-	Parking Width	-
Footpath	-	Curb Width	-	Travel Lanes	1 yield
Planting Strip Type	Grass	Bike Facility Type	-	Travel Lane Width	5.5m
Planting Strip Width	1.75m	Bike Facility Width	-	Roadway Width	5.5m
Median Width	-	Parking Lanes	-		

8

Commercial Street with Bike Lanes



Commercial Street with Bike Lanes [CS-27-15-BL]

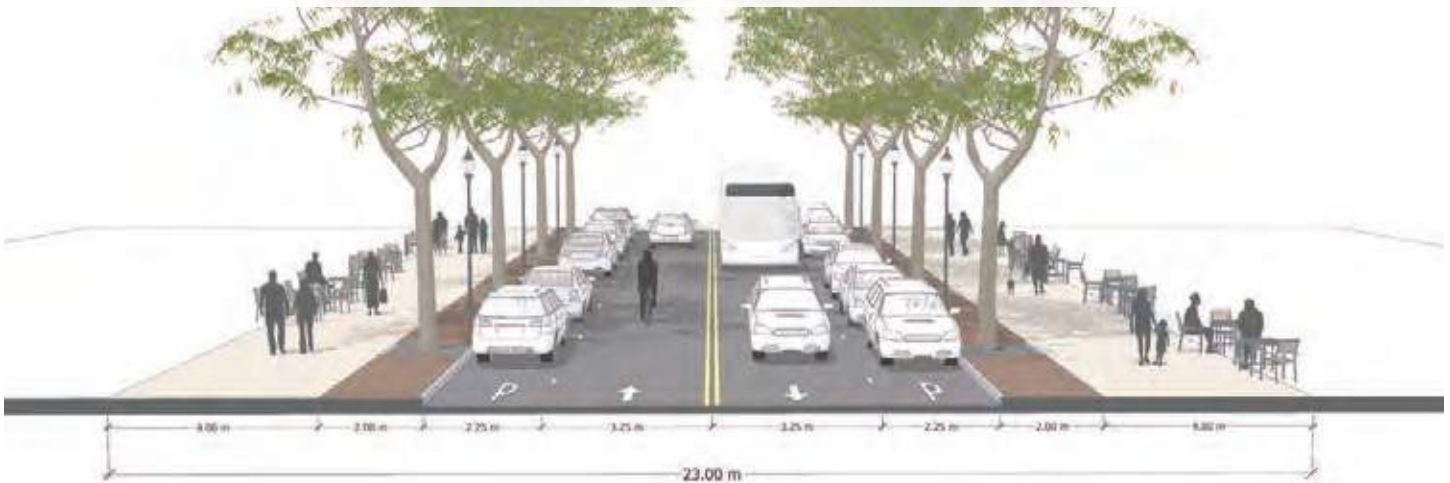
Right of Way	27m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Parking Protected	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	2m with Buffer	Roadway Width	15m
Median Width	-	Parking Lanes	2		

Streets

Street Assignment & Types

9

Commercial Street



Commercial Street [CS-23-11]

Right of Way	23m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

10

Promenade



Promenade [PR-22-11]

Right of Way	22m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	Varies	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

10

One-Way Square



One-Way Square [SQ-18-8.9]					
Right of Way	18m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	Varies	Curb Width	-	Travel Lanes	1
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3.9m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	8.9m
Median Width	-	Parking Lanes	2		

Streets

Additional Street Assignment & Types - Based on Capacity Needs



One-Way Residential Street [RST-14-5.5]					
Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	1
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2.5m	Bike Facility Width		Roadway Width	5.5m
Median Width	-	Parking Lanes	1		



One-Way Commercial Street [CS-14-5.5]					
Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	2.25m	Curb Width	-	Travel Lanes	1
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	5.5m
Median Width	-	Parking Lanes	1		

Commercial Street with Bike Lanes and Median



Commercial Boulevard with Bike Lanes [BLVD-30-18-BL]					
Right of Way	30m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Parking Protected	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	2m with Buffer	Roadway Width	18m
Median Width	3m	Parking Lanes	2		

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Appendix

Project Comments & Discussion

Appendix

II. Recreation & Open space

5. What % of the public open space is in each reserve type: the hilltop, gullies (unsuited to development anyway), coastline, neighbourhood parks, etc.

- a. The diagram below indicates the percentages of open spaces:
 - i. Total open space (hilltop parklands, gullies + foreshore)= 108ha (35% of total site area)
 - ii. Hilltop parklands= 57ha (53% of total open space) including 3ha promontory park and 4ha of local parks
 - iii. Green Corridors = 29ha (27% of total open space)
 - iv. Foreshore= 22ha (20% of total open space)



6. How is the % of open space split in height bands

- a. Open space is as evenly distributed as possible so that each home is less than a 5 minute walk from a park or open space, in addition to the gullies, foreshore and hilltop park.
- b. Gullies rise from the foreshore to the hilltop and range greatly from 20m to 135m wide and are wider than necessary as they can serve as wildlife corridors, and greenways between neighbourhoods .
- c. The variable heights form a coherent landscape that responds to the surrounding topography. This further creates nuanced experiences and connections between neighbourhoods and landscape/open space.

7. Will the hilltop reserve be given to Council as public open space? If so will it be fully developed first?

- a. Yes, gradually as subdivisions develop, portions of the hilltop park will also be developed concurrently. The Carr family will come to an agreement with Council on what land is transferred under a part 5 agreement at each phase of development.
- b. Continuous walking / hiking trails may be provided sooner of course.

8. Will the public open space be staged to fit in with the staging of the neighbourhoods?

- a. The Carr family will come to an agreement with Council on what land is transferred at each phase of development.
- b. The park and open space distribution and phasing proposals will be coordinated with the subdivision phases.
- c. A revegetation strategy should be initially discussed and planned to achieve a long term goal of getting some canopy/vegetated cover. Further studies should be made on species, timeline and stages of implementation over the coming years. Development of amenities amongst the hilltop parklands would be implemented in later stages of the development, once neighbourhoods and access routes (roads/tracks) are underway

9. In protecting the natural values and attractions of the hilltop, what facilities or structures will be allowed (seats, bbq's, etc)?

- a. The hilltop park incorporates 4 main landscape principles, very much keyed to the location, geography and environmental features of the ridge.
 - i. Enhanced ecological values - to ensure the park thrives for generations to come.
 - ii. Ridgetop experience - to ensure the park is a memorable and fun experience for many.
 - iii. Connected river to ridge with gully corridors - to ensure preservation of sensitive areas and enhancement of wildlife corridors
 - iv. Water sensitive urban design - to ensure areas ripe for revegetation and sensitive native environments are both celebrated and preserved and that as far as possible runoff is reintroduced to the aquifer and not discharged to the Derwent, in the design of the master plan..
- b. The hilltop park incorporates 4 distinct 'areas' that are integrated to work in concert together:
 - i. Vegetated Hilltops: revegetation will be ongoing.
 - ii. Promontory Lookouts: parking, benches, open lawn areas and some signage may come in earlier phases while the playground, and an observation tower may come in later phases.
 - iii. Continuous Ridgetop pathway system: shared bike/walk trails and parking may come in earlier phases while interpretive signage or art in public spaces may come in later phases.
 - iv. Shaded neighbourhood saddles: picnic areas, a small lookout area and riparian vegetation may come in earlier phases while the loop bike path or playfields may come in later phases.

Project Comments & Discussion

Appendix

10. Will there be boat and kayak launching points and would they have associated facilities (changing rooms etc)?

- a. The master plan has identified potential locations for such launching points on the east side. As within the foreshore park area, the city would be expected to maintain it. The Carr Family Trust (CFT) is open to providing land for support facilities and envisions a private operator to provide storage and bathroom facilities.

11. Can you elaborate on the coastal trail plans; e.g. what amenities should it have?

- a. The coastal trail will be on land transferred to Council progressively as subdivisions are approved. A foot path with a minimum 3-m width is anticipated along with expanded areas for seating, fishing, etc. The CFT would assist the Council in developing this coastal strip.

III. Traffic Management & Connectivity

12. Who would develop the Norla St. link road?

- a. It is the Carr family's intention to develop it. A Traffic study will be required to determine when the Norla St connection would be needed and at what phase it would be most advantageous to build it.

13. Will staging ensure that vehicular and pedestrian connectivity is in place early in the development?

- a. Staging is required to ensure the least disruptive development one neighbourhood at a time. Pedestrian, bike and car infrastructure will be provided as subdivisions require them. The Carr family will build it incrementally, neighbourhood by neighbourhood.
- b. The spine roads will be built by the CFT as each neighbourhood is developed. After neighbourhoods 1, 2 and 6 are completed, one of the spine roads would be fully developed for connectivity

14. Will the development contribute to traffic conflicts at the South Arm Rd intersection? Does the traffic study indicate impacts on major intersections to the north and if so, possible solutions?

15. What will be the trigger point for your suggested upgrade of Droughty Point Road and who will undertake such work?

- a. Preliminary traffic assessment indicated no major traffic conflicts over the long term. Additional traffic impact studies are required, alongside other Transportation Demand Management (TDM) measures as possible solutions such as a ferry shuttle, internal trip capture (10-+20%), staggered work hours, etc...
- b. Traffix Group has indicated that the development is anticipated to only produce modest increases in traffic on Droughty Point Road in the early stages with an ultimate volume of in the order of 3,874 vpd.
- c. Traffix Group has indicated that there is not expected to be a need to upgrade Droughty Point Road until 2036 at which point it would likely need to be upgraded to a two-lane, two-way road.. At that time, if not already installed, it would be appropriate to upgrade the South Arm Road intersection to include turn lanes, similar to the Hawthorne Place intersection immediately to the north.
- d. As multiple users will benefit from the upgrade, the CFT would anticipate discussions to begin in the next few years as to what, if any, contributions the CFT should be liable for. The CFT would simply want to be treated as other developers have been treated in Clarence.

16. How is connectivity with the Luckman's addressed?

- a. DPZ's master plan shows a suggested street and trail connection from the Luckman property to the Carr property. It has been preliminarily coordinated with the Luckman family and aligns with the suggested trajectory shown on the Niche Structure Plan.

Project Comments & Discussion

Appendix

IV. Natural Values

17. How will the she oaks be impacted

- a. We appreciate that the she-oaks are visually prominent on an otherwise bare hillside. However, the following is important to note:
 - i. It is unlikely they existed before the peninsula was cleared for farmland and timber (*Initially in the 1800's they were cleared of trees used for rendering at the William Collins whaling station and boilers for the IXL jam factory.*)
 - ii. She-oaks are not a protected species, and many do not consider them to be a particularly attractive tree.
- b. It is not the Carr family's intention to retain the sheoaks as they do not provide any significant environmental value. This has been substantiated by the environmental report. In their present state they present a significant bushfire hazard and if retained in total are very likely to be lost to a bushfire in the future.
- c. Nevertheless, this may be an area that is somewhat unique where home footprints are smaller, and lots larger, to encourage the preservation of a certain percentage of trees on some lot.
- d. We understand the community likes gazing upon them, but there will be a revegetation plan for the ridge to river connectors and the hilltop which will be more significant and more attractive.
- e. 30% of the existing sheoaks could be retained within the proposed area of the hilltop parklands and surrounding public open space, with the added suggestion of planting local native species to enhance their ecological value. The hilltop parklands will continue to provide opportunities to develop a further long-term ecological strategy that aims to increase vegetation and biodiversity amongst the riparian and woodland community. Additionally, Skylands canopy initiatives within neighbourhoods further exceed the environmental benefits of the sheoaks to the future community.



V. Ferry service

18. How will the ferry operate and connect to the City?

- a. The Carr family will do all they can to support the ferry's operation. They are committed to making it work and the details will be figured out as needed.
- b. The location of the ferry terminal will be along the west side, and within walking distance of the town centre.

19. Is a park and ride from Rokeby envisaged?

- a. There will be a certain number of parking spaces reserved on site, near the ferry terminal, for commuters to be used on a first-come, first-use basis. A park and ride is a good idea and will be pursued as traffic volumes develop. In addition, it may tie into a park and ride service to Clarence centre to alleviate city parking and provide a convenient connection to the Hobart bus service.
- b. As Skylands is being designed to reduce traffic, a scheduled local bus service may simply pick up passengers at bus stops allowing residents to leave their cars in the garage. Such a bus service may be envisaged down the road when warranted.

VI. Development Program and Staging

20. When do you hope to start construction?

- a. The CFT wants to begin as soon as possible. There are inquiries for homesites almost daily and all lots in the current approved subdivision have been purchased or reserved by buyers.

21. What are the time frames for the stages

- a. The Macroplan report indicated a potential absorption of 100 dwelling units/year or approximately 5 years / neighbourhood.

22. Will each stage be completed before moving to the next stage?

- a. Phasing / Staging is critical to the success of this development and it needs to be further discussed. It will be refined and revised as needed as Skylands progresses. Ideally each neighbourhood is predominantly completed before another one begins but some spaces in centres may be retained by the CFT for non-residential uses.

Project Comments & Discussion

Appendix

23. In what order is it envisaged that the various neighbourhoods and the major park be staged?

- a. Stage 1 will certainly be the continuation of the existing development and build out of neighbourhood 1. Stage 2 will likely be neighbourhood 6 to ensure the Lilly property can also begin to develop soon. Future staging will be determined by demand, but will likely be either neighbourhood 2, or 5.
- b. At this point it is the CFT's intention to reserve the building of the town centre (neighbourhoods 3 and 4) as some of the last phases when there is a critical mass ready to accommodate the most robust non-residential uses intended for that location.

24. How can you ensure the neighbourhood activity centres are developed concurrently so those neighbourhoods are not left without that essential heart?

- a. Not every neighbourhood centre may get everything but it is the intention for each centre to provide a space for retail, office and other non-commercial uses. They will have to actively recruit businesses to locate on the peninsula and future homeowners may also want to locate their businesses here. Additionally, COVID-19 has certainly cemented remote working as a more permanent condition for many.
- b. The CFT is aware that an initial subsidy of commerce may be required for the first neighbourhood centre buildings. A small grocer, or a coffee shop, instead of expensive landscaping, will contribute to the spirit of community building. They will reserve sites for community buildings and they may even be willing to build some.
- c. We know Possum Montessori school has already expressed a desire to locate here. Multiple childcare sites are also reserved as the Macroplan report indicated there is a shortage of them.
- d. Recruiting the right tenants will be important. A group of doctors approached the CFT recently about establishing a service, although they have since changed their minds. A successful café operator in the Clarence area wanted to purchase a site for a café; however in order to ensure the retail, and other services are meeting the needs and goals of the neighbourhoods, the CFT intends to lease space in the neighbourhood centres.

VII. Detailed design & implementation

25. Why do you believe it is necessary to control the architectural design of the buildings in the estate?

- a. The CFT believes it is very important to have urban controls as some sense of predictability of form will contribute to the pedestrian-friendly frontages which will add to the attractiveness of the place.
- b. DPZ has developed tight architectural codes where a certain style was desired, but it is not desirable for a site as large as this one. Moreover it is our understanding that Tasmania's planning system further complicates this by placing restrictions on architectural controls. Instead, it is better to work with the local builders to contextualize their architecture to this peninsula, and to give them each a chance to reflect a particular identity.
- c. The CFT has held preliminary discussions with one of the very active builders on the peninsula with a goal to provide buyers a land-house package from a selection of models. We believe this approach will also be attractive to buyers because they will know their total cost before buying the land and be able to move into their new home much more quickly. This may also simplify the approval process by Clarence Council.

26. How do you believe the control of building design should occur? Do you envisage a special area plan in the planning scheme, and perhaps additional private arrangements, e.g. covenants?

- a. Form and the building's placement on the site matters greatly.
 - i. Yes, a SAP should be developed. Your own codes recognize this, such as your regulations to protect sunlight in yards. Similarly, DPZ's codes are written to ensure buildings present a decent frontage to the streets, so urban controls specify parking access and location, front yard setbacks, lot coverage, degree of pervious materials,, and most important frontage and yard types, such as verandahs, stoops and fences.
 - ii. Where relevant, DPZ's codes sometimes provide additional architectural guidelines such as storefront standards related to glazing, durable materials and signage, etc....
 - iii. The CFT will also explore possible HOA arrangements, as this is what is done in Jindee, a DPZ community in Perth.
 - iv. DPZ may serve as Town Architect to review designs initially for the first phases to ensure the architecture looks good and harmonious along each street.

Project Comments & Discussion

Appendix

27. The illustrations you have presented show fairly non-descript building designs and American-styled residences and vegetation. However, from the DPZ CoDesign Selected Projects Booklet dated October 8, 2019, which you've provided to the Aldermen, it appears you've developed guidelines for more locally inspired designs, including the Australian example of Jindee in the City of Wanneroo, Western Australia. What was the process to develop these designs, including how you ensured they were suited to the special qualities of the site?

- a. The illustrations in the report are intended to illustrate the general urban character and building types/intensity of development, not the style of buildings.
- b. The CFT intends to work with local builders to develop the Skylands way. Some neighbourhoods, by virtue of the local builders selected, may have a more distinctive look.
- c. Jindee developed architectural standards (produced by Roberts Day Architects) that anchored 5 principles of timeless architecture into their document. It is related to elements such as building height and orientation, verandahs, roofs, the transition from indoor to outdoor living, colors and materials, etc.... What Jindee does well, as will Skyland, is to develop an architecture of place, not of time.
- d. Sometimes a style is developed that specifically appeals to the design sensitivities of the developer, however that is not the case with the CFT at this stage.

28. From the Jindee website <https://www.jindee.com.au> it appears that in setting up the Jindee development a partnership was developed with a number of builders to produce a range of home plans which comply with the overall estate vision and architectural standards. Can you give an overview of how this partnership was developed, and who was involved? Would you follow this approach at Skylands?

- a. Yes, Jindee is set up in a rather common US way that is becoming more common in Australia too. The developer selects a pool of local builders who are given different block faces and each of their house types are reviewed and marked up and pegged to certain lots.
- b. Typically the urban standards are administered by the local municipality and the more detailed ones are administered by the developer's architect. Both are needed to anchor the successful implementation of the vision and often used as a strong selling point to prospective buyers. They are codified into the HOA or community legal docs.
- c. The Carr family will be partnering with local Architects, Designers and Builders.

29. In the Jindee situation, the architect and urban planner whom led the initial plan, Andres / Ludwig, regularly returned to lead the design team for Jindee, which included the national planning team of Roberts Day. Would you follow this approach at Skylands?

- a. Yes, DPZ's most successful projects are the ones in which they have stayed involved and re-evaluated phases as needed, have the trust of the local authorities and community, and managed to keep the builders in line with their best designs, etc...
- b. It is the CFT's intention to keep DPZ on for significant support for Phase 1 and to help as each future phase's initial development plan is prepared to make sure the Skyland's tone is correctly set and to provide guidance to builders and reassurance to Clarence. DPZ can act as Town Architect of Skylands remotely and train others to do the same.
- c. It is important to have continuity in the overall landscape and public domain planning and design as well. The landscape architects Turf Design Studio look forward to working in collaboration with a local team as required.

VIII. Outcomes

30. Has any research been done on how your projects have performed compared to traditional subdivision estates?

- a. Yes, economic research has been conducted on how new urbanist communities fare compared to more conventional sprawl communities. Generally NU communities have outperformed conventional communities by commanding higher premiums of 15% and higher.
- b. In the US, national organizations such as Smart Growth America, the Congress for New Urbanism, the Knight Foundation and others have also produced reports that clearly document the environmental and social benefits compared to more conventional sprawl communities.
- c. Some of these studies will be provided to staff for distribution and review.

31. Thinking of outcomes, in terms such as: community development, resident satisfaction, and/or quality of life – are there any surveys or reports on new urbanism projects that you can point us to?

- a. Yes, DPZ provided testimonials from residents of their communities such as Kentlands, Norton Commons and Middleton Hills expressing their appreciation for the design of the communities and how it has enhanced their quality of life.
- b. Additionally, it is important to note that Clarence City and State of Tasmania's own policy documents and reports also indicate a desire for this type of planning.

Project Comments & Discussion

Appendix

IX. Communications

32. You have advised that you will be engaging with the “petitioners” (presumably the “Friends of Tranmere & Droughty Peninsula Inc.) How do you intend to do that/at what stage?

- a. The CFT and DPZ intend to respond to the petition, in particular to clarify several misconceptions about the master plan and process.
- b. It is the CFT’s intention to highlight the fact that much public input was received both before the charrette through a series of stakeholder interviews and during the multi-days charrette.

33. Can you confirm Greenprint Developments P/L is interested in the treatment its land and has there been consultation with the other owners within the council’s structure plan area? If so what do they think?

- a. The Lilly family was enthusiastic about the planning during the charrette and asked DPZ to include their parcel in the master planning process. They indicated that they liked the direction the master plan was heading in and the principles it promoted.
- b. Mr. Luckman was equally positive towards the development and to date has had no objections.
- c. Mr. Murray indicated he was not pleased with this intensity of development during the charrette.

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SKYLANDS

PREPARED BY:

DPZ CoDESIGN

DPZ
CoDESIGN



Clarence City Council

Skylands Masterplan
Motion D (6 March 2023) Follow-up
Process Overview

Planning Process Overview

Structure Plan/Master Plan
Planning Scheme Amendment



Key Stakeholders

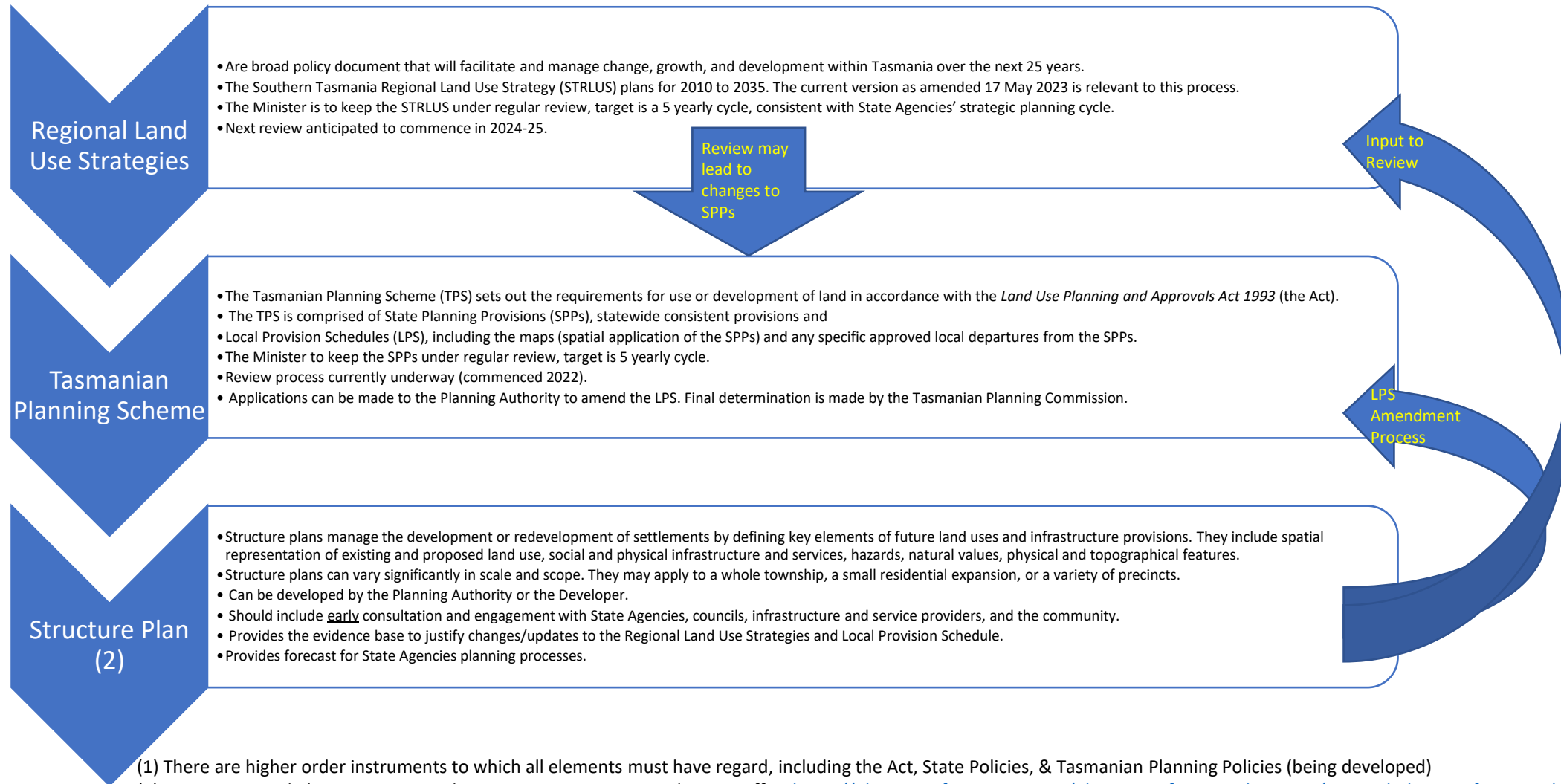
State Planning Office
Tasmanian Planning Commission
Planning Authorities
Community
Developers
Subject Matter Experts
Referral Agencies

All involved at different stages to
different degrees



Clarence... a brighter place

Purpose of key elements⁽¹⁾



(1) There are higher order instruments to which all elements must have regard, including the Act, State Policies, & Tasmanian Planning Policies (being developed)

(2) Source Regional Planning Framework Discussion Paper – State Planning Office <https://planningreform.tas.gov.au/planning-reforms-and-reviews/regional-planning-framework>



Clarence... a brighter place

Comparison overview

Structure Plan Process

Preliminary input rec'd from State Agencies:

- TasWater,
- State Roads,
- State Growth,
- Heritage Tasmania.

Plan(s) prepared include:

- Historic uses,
- Existing conditions,
- Community engagement,
- Landowner vision,
- Subject Matter Expert reports,
- Input from Council internal referral groups.

LPS Amendment Process

Not Commenced – see slide 6 for details of process prior to submission to the TPC

Refer to TPC overview flow chart (separate attachment)



Current phase of Structure Plan process & activities

Stakeholder	Motion D follow up	Decision on Skyland Masterplan	Finalise Droughty Point Structure Plan (DPSP)
State Growth	Providing liaison with Education, & inputting State Road		
Proponent	Additional information to respond to Motion D issues		
Community	FoTDPA - clarify options to resolve Motion D issues		Further Engagement, including other landowners
Clarence City Council (CCC)		Internal workshop Council meeting	Internal workshop Council meeting
CCC City Planning Group	Facilitate / prepare update for CCC / internal workshops as required		Co-ordinate preparation of Structure Plan
CCC Asset Management	Provide input to road design matters		Input to DPSP

Target completion October 2023



Activities in LPS Amendment Process

Assessment Phase

- Application lodged
- Application referred to relevant authorities for comment (e.g. TasWater (Water Sewage), TasNetworks (Electricity), DNRE (Natural Values), Fire TAS, MAST (Jetties/Wharfs), Heritage TAS, Aboriginal Heritage, etc.
- Request Further Information, provide advice, or conditions.
- Assess against S.34 LPS Criteria of the Act.
- If combined permit application assesses against draft LPS provisions.
- Report for Council consideration
- Council decision on whether or not to prepare draft LPS amendment and draft permit (3)
- Notify TPC, applicant, TasWater

Public Notification

- 28 days
- Review responses
- Report for Council consideration
- Council decision on whether to withdraw, modify, or not modify draft LPS amendment and draft permit
- Notify TPC

TPC Assessment

- All documents publicly available on TPC website
- Public hearings
- May issue directions seeking further information/clarification.
- May modify draft LPS amendment or permit, may approve, may refuse application. (4)

Notify Decision

- Planning Authority (i.e. Council) gives notice of approval

(3) If the Planning Authority does not initiate the draft amendment, an application for an amendment that is substantially the same cannot be considered for two years after the original decision.

(4) If substantially modified will require further public notification.



ATTACHMENT 3





Legend

[T3.1] Low Density Residential	274 units
[T3.2] Low Density Residential 1	952 units
[T4] General Residential 1 & 2	649 units
[T5] Urban Mixed-Use	735 units



Additional Questions/Comments 31 Aug 2023 Meeting	Response ¹
I would like to see the side view. Hard to see a side view and tell the heights from a bird's eye view.	Cross Sections provided in outcome slides 11 to 13. (see Figure A to C below)
Building in some of these proposed areas may impact skyline depending on height restrictions. Will the views be seen from the top of the hill if houses are close to the top in sections? – committee member	Lots at highest elevations area single dwelling lots. Land height varies along the peninsula. See transect for indicative relationship between highest development and ongoing contour beyond.
Why not have less density and 3 town centres instead of 6? Parts of town centres 1, 4 and 6 are problematic anyway or a variety of reasons. 1 (steep in higher sections and sheok forest), 4 (very steep – similar to Tarooma/Mt Nelson along lower Sandy Bay road – hard for a town centre) and 6 for walkability from top higher sections down plus its already relatively close to other existing services. – Community member	Design is based on: - 400m walkable neighbourhood principles; - Age friendly communities Neighbourhood 4 least dense, and neighbourhood centre parallel to main connector road, follows the contours. Provides for a mix of transport modes. On-street car parking provided in design based on role road plays in the on-site network hierarchy, see slide 14. (see Figure D below)
Density certainly needs to be addressed. They appear to continue to work backwards from a fixed number of dwellings. All the discussions around infrastructure and public land may help feed into this but 45% more is a lot!	Refer to - Traffic projections (slide 4) (See Figure E below) - density comparison, also considering form (slides 9 & 10) (See Figure F & G below)
The comments around 'walkability' and people working from home no longer carries weight. Myself and every other professional worker I know are now being forced by workplaces to go back to the office. So I am back fighting the traffic and parking again which is worse than pre-covid!	Refer traffic projections, worst case scenario also considered, i.e., no change to behaviour (slide 4) (Figure E below)
A proposal for development of this mega scale and density (I note Skylands speaks of compactness) on a prominent peninsula will be highly visible from sea and surrounding communities on both sides of the peninsula. Over development would simply destroy the beauty of this area.	Droughty Point designated for Future Greenfield developments. Approx 167 Ha of land zoned Future Urban Zone, at 25 dwellings per ha -> yields 4,175 dwellings. Skylands MP is proposing 2,593 Dwellings Considered consistent with existing developments around the estuary.
Town centre 6 runs high on the ridgeline and is high in the corner. It impedes on the continuation of existing walking trails both at the top and with the three blocks jutting out. Can plans be made for POS (walking corridor) to continue if they don't already	Details of connectivity will need to be determined based on final open space allocation. Noting that the Skylands proposal offers 34% of the site for public open space

¹ Slide references relate to the slides prepared for the 11 October negotiation meeting, and these formed the basis of the 16 October council workshop slides.

Additional Questions/Comments 31 Aug 2023 Meeting	Response ¹
exist? E.g., from Howie's land along the boundary of Luckman/Lilly properties so that walking trails can continue along the top?	including a 57 ha Hilltop Park, and 22 ha foreshore reserve., whereas the legislative requirement would be for 5% of the site. Current design provides for connectivity into adjoining land to the west and north.
Land set aside for a school/sporting grounds in one of the flatter areas could be considered.	Staging shows land can be allocated for schools in Neighbourhoods 2 and 3. (refer slide 7) (see Figure H below)
More parklands near the beach could be considered.	See previous comments re Open Space.
This does not go far enough in regard to roads, transport infrastructure and traffic. – General feeling of the committee	Refer to Slides: - 4 (Figure E below) , 7 (Figure H below), and 5, 6 and 8 in Figures I-L below) show staging and off site impacts 14 on street design (Figure D below)
Would like to see road transects and where they are proposed. Would like to which roads would allow on-street parking.	Refer to Slides: -11 to 13 cross sections, (Figures A to C below) and - 14 street design showing on-street parking (Figure D below)

Density – Existing versus Proposed

Existing Development (Uniform with buffer)

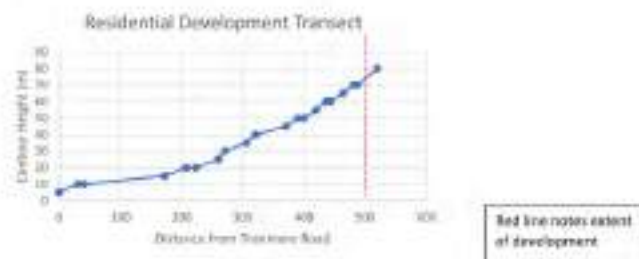


Figure A Slope of existing Tranmere development to the north.

Density – Existing versus Proposed

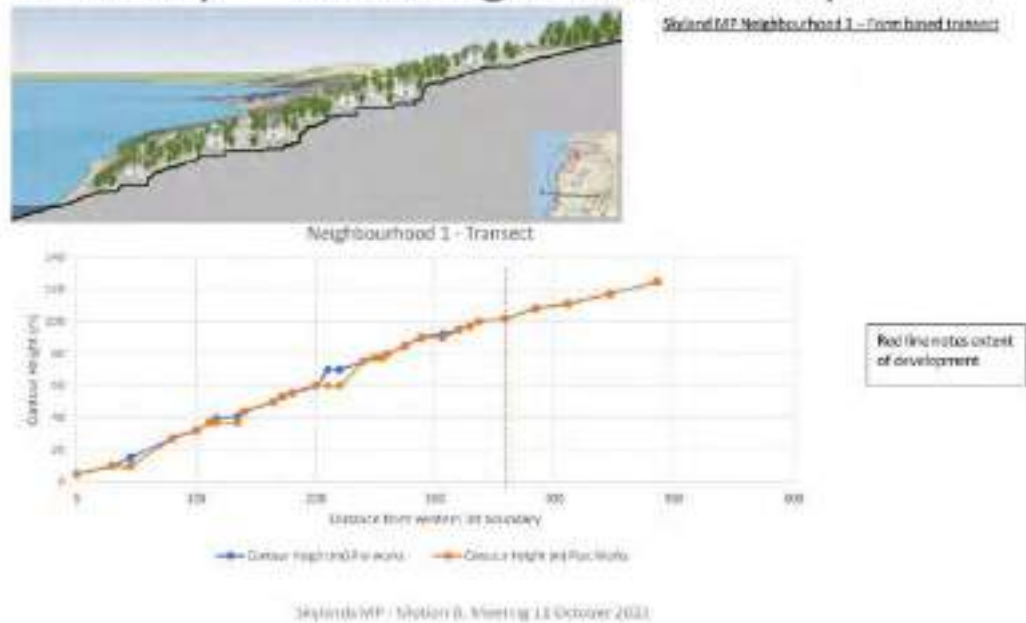


Figure B Slope of Neighbourhood 1 -Skylands MP (Feb 2022)

Density – Existing versus Proposed

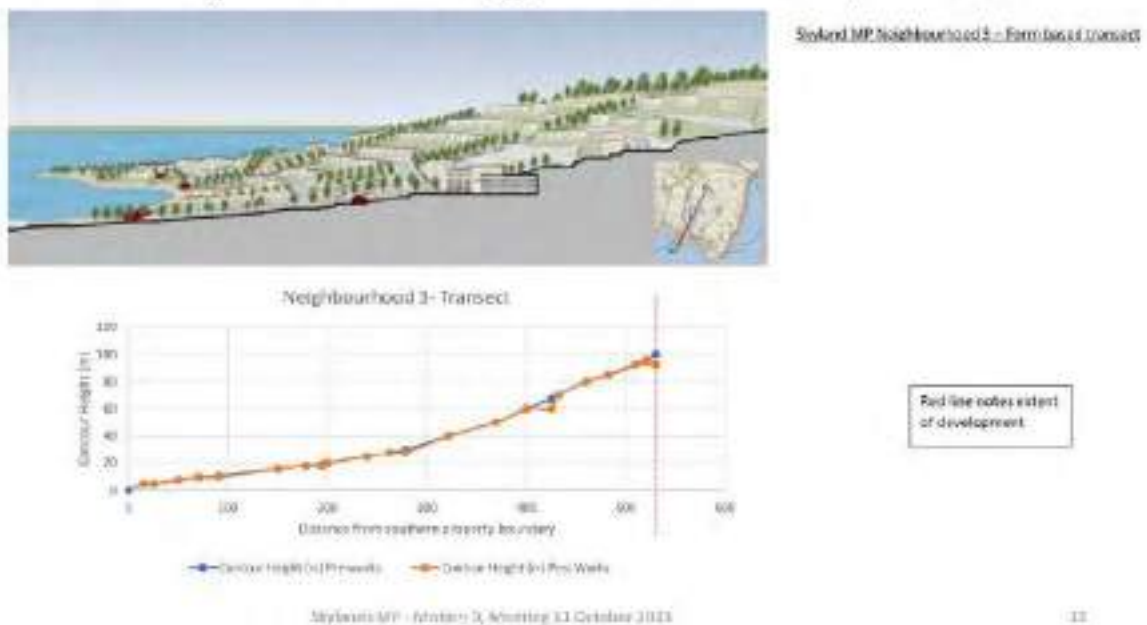


Figure C Slope of Neighbourhood 3 - Skylands MP (Feb 2022)



Figure D - Location and typical cross sections of the different roads within the Skylands MP, showing on-street car parking options.



Figure E - Comparison of traffic projections over time, using Niche Plan TIA and Skylands TIA

Density – Existing versus Proposed

Existing Development (ing. area outlined in yellow)	Skylands MP – Neighbourhood 1 (first)	Skylands MP Neighbourhood 1 (first)
		
Total Area = approx. 23 ha & Dwellings per ha = 8	Total Area = approx. 16ha & Dwellings per ha = 18	Total Area = Approx. 14ha & Dwellings per ha = 40
Total Lots = 380 Total Dwellings = 209 Single Dwellings = 367 Multiple Dwellings = 38	Total Lots = 379 Total Dwellings = 800 Single Dwelling lots = 264 Small Multi-Family lots = 3 (20 to 36) Mixed Use lots = 1 (8)	Total Lots = 379 Total Dwellings = 581 Single Dwelling lots = 329 Small Multi-Family lots = 10 (84 to 96) Multi-Family Lots = 18 (86) Mixed Use lots = 5 (30)
88% of development is single dwelling lots. 100% of buildings are single family dwellings.	95 % of development is single dwelling lots. 85 % of buildings are single family dwellings.	90% of development is single dwelling lots. 60% of buildings are single family dwellings.

The STRUS report

- a **minimum residential density of 25 dwellings per hectare (140 1-4)**
- increase densities to an average of at least 25 Dwellings per hectare (not density) within a distance of 400 to 800 metres of Integrated transit corridors and Principal and Primary Activity Centers, subject to heritage constraints.
- It is recognized that within a defined suburb or precinct in the densification area that not every hectare will contain 25 dwellings. Indeed, in some locations a consistent increase in density across a single hectare may be less desirable than the **subdevelopment of key sites at much higher densities** to achieve an alternative release of densification such as 250 Dwellings per 10 hectares [emphasis added].

Skylands MP – Motion D, Meeting 11 October 2023

Figure F Density comparisons between existing Tranmere development to the north and Neighbourhood 1 and 3.

Density – Existing Form versus Proposed

Mostly Uniform
Stand alone Single & Double Storey



80% Existing Form Plus Additional offerings including
Terrace Houses, Multistorey Units, Shop Top



Skylands MP – Motion D, Meeting 11 October 2023

Max. No. of Levels - 5

10

Figure G Comparison of existing form versus typical existing denser forms within Greater Hobart Area that provide an indication of the type of built form possible as part of Skylands MP.

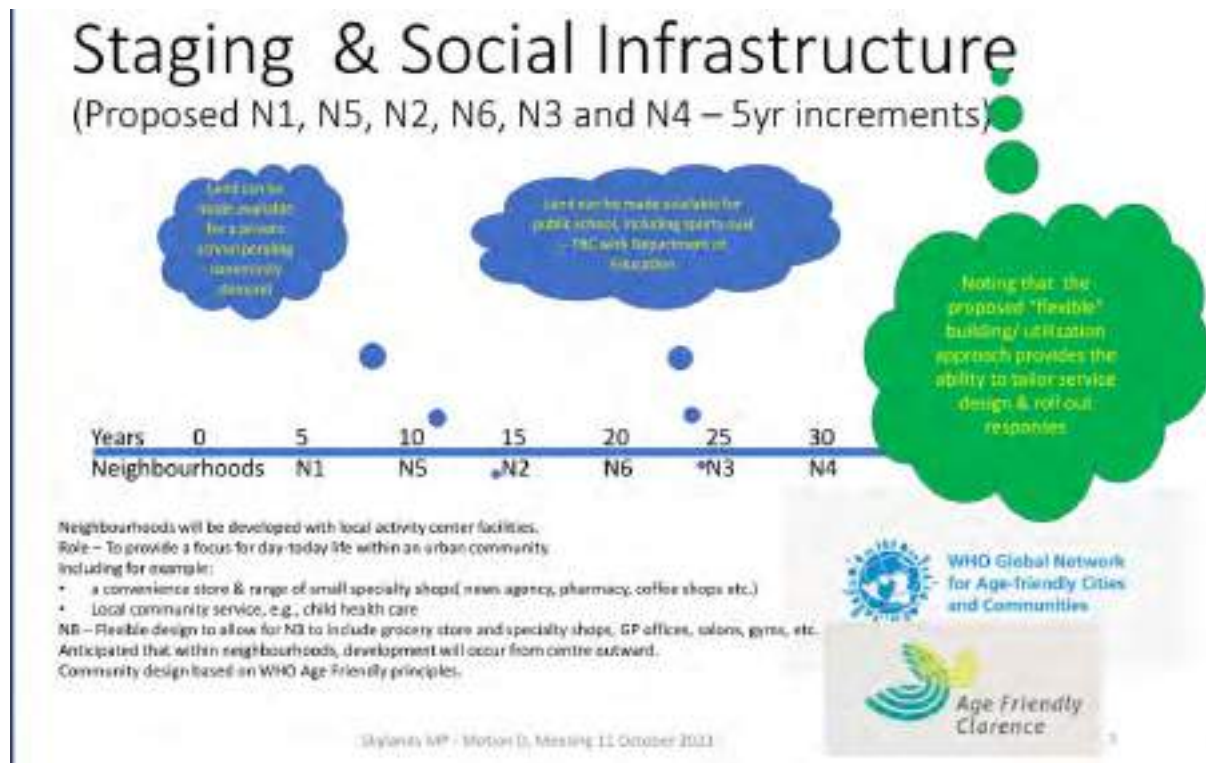


Figure H Indicative roll out for social services in Skylands MP

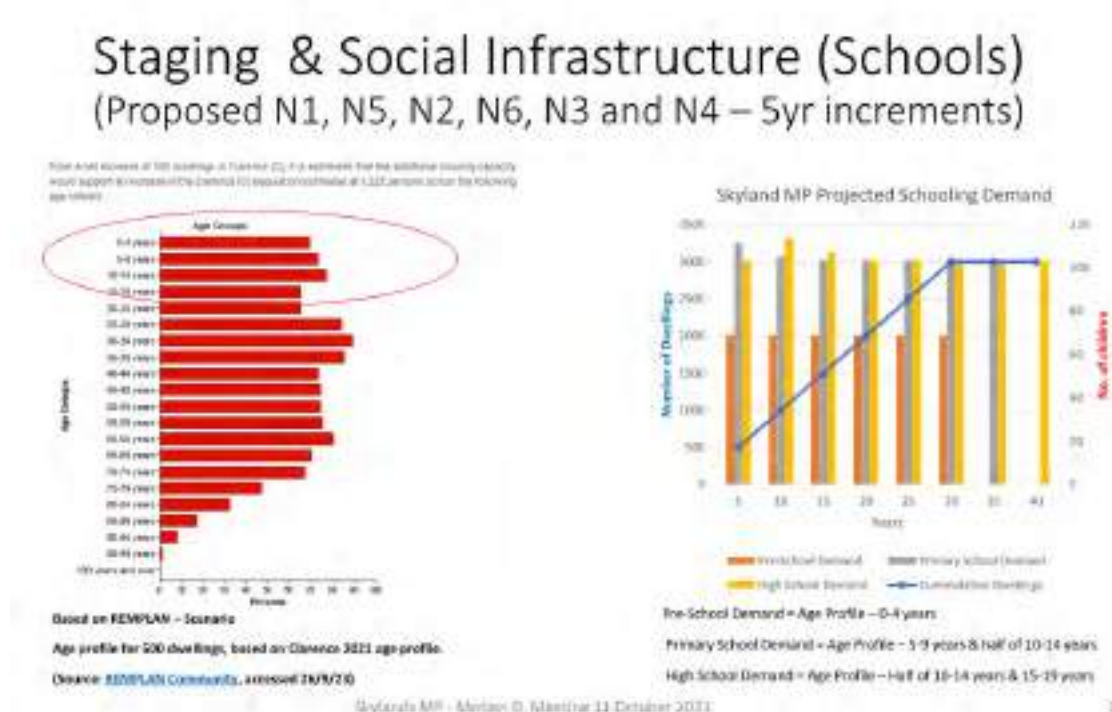


Figure I Indicative schooling demand over Skylands project

Staging & Social Infrastructure (Schools) (Proposed N1, N5, N2, N6, N3 and N4 – 5yr increments)



City	Name	Address	Enrolment March 2023	Total Capacity	% Total Capacity	Spare Capacity
1	Bayview Secondary College	121 Apakura Rd	260	500	77	110
2	Landward Primary School	12 Action Rd, Landward	7	3	1	0
3	Unsworth Christian School (Primary & Secondary)	1 Ormiston Rd	0	500	0	0
4	Woolley Primary School	14 Lumsden St	180	400	45	110
5	Woolley Primary School	7 Linwood Rd	600	720	83	90
6	Clarendon Vale Primary School	25 Mackenzie Rd	7	3	1	0

Based on advice from Department of Education (July 2023), target is to maintain 80% occupancy to provide school flexibility.

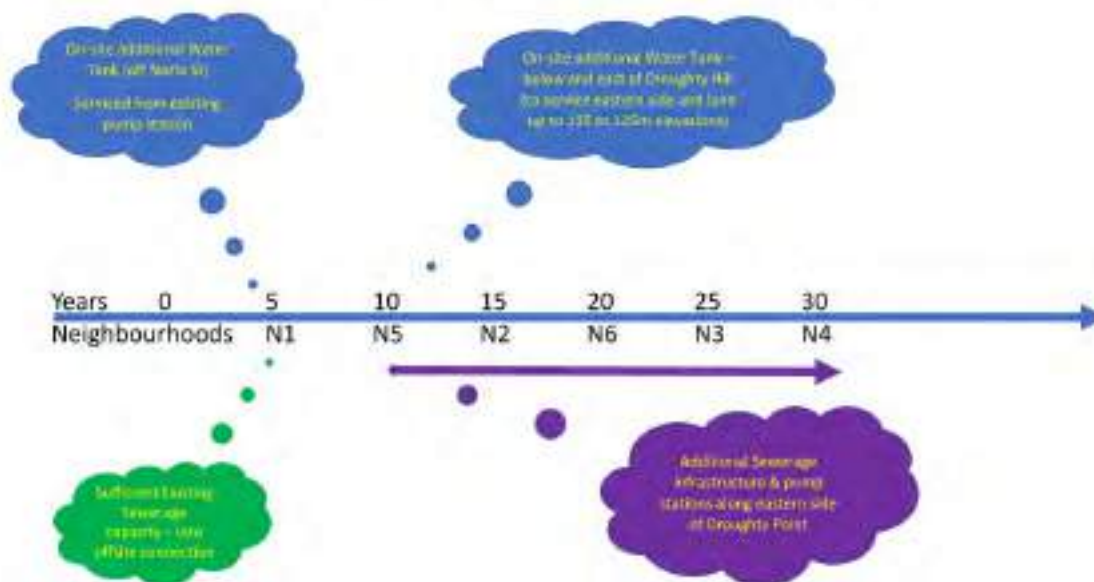
Engage with Education Department re projected future demand. Capacity exists for the first 5 years, providing sufficient time frame to plan, e.g.:

- realignment of school catchment areas;
- increasing school capacity / provision of capacity beyond 5 years.

Skylark NP - Meeting 11 October 2023

Figure J - Results of existing school capacity research

Staging & Reticulated Infrastructure (Proposed N1, N5, N2, N6, N3 and N4 – 5yr increments)



Skylark NP - Meeting 11 October 2023

Figure K Indicative Reticulated Infrastructure capacity and requirements

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED] [REDACTED]

Thank you for the query seeking clarification in relation to the above matters.

Attachment 1 provides a high level flow chart that shows the relationship between the various strategic planning milestones and the statutory processes, and when the matter of landowner consent becomes relevant.

As can be seen, any request for a planning scheme amendment, where the applicant is not the land owner, will need to be accompanied by written land owner consent in accordance with section 37 (3) of the *Land Use Planning and Approvals Act 1993* (the Act).

Attachment 2 shows the land ownership of the land comprising the Skylands Master Plan (Skyland MP) area. Approximately 95 percent of the land is within the ownership of [REDACTED] and 4.8 percent of the land is owned by [REDACTED] with whom the [REDACTED] has been in negotiation. The balance land (approximately 0.2 percent) is in the ownership of TasWater and Hobart City Council, however there is no need to amend the zoning for these parcels, which are currently zone Utilities and Landscape Conservation respectively.

The land that will require rezoning, irrespective of the final plan, is the land currently zoned Future Urban, and all of this land falls within the ownership of the [REDACTED] and the [REDACTED]. Hence, any future amendment to the Local Provision Schedule, would require the support of these two landowners.

The threat identified in the presentation to Council on 6 November 2023, sought to highlight with elected members, that landowner consent is a critical step, which may not be forthcoming, if the landowners were not supportive of any proposed master or structure plan relating to their land. This should not be surprising, given that the [REDACTED] embarked on developing the Skyland MP as a direct response to what was being proposed in the draft Niche Structure Plan. The issue of landowner consent is therefore not considered a risk relevant to the Skyland MP which reflects the known landowner position on desired future development, but likely to remain a risk for any other proposals.

In relation to the further matters you raise, a response is provided to each in turn:

a) Has or will the Department of State Growth provide input in relation to the capacity for proposed infrastructure to support the development of both the Niche Plan and the Update Skylands Master Plan.

High level input has been received from relevant infrastructure service providers, including TasWater, TasNetworks and as part of the Motion D activities, Department of Transport and Department of Education.

It should be noted that the Skylands MP road network will be a local road network (that is ultimately Council administered roads), and the focus of the engagement to date with the state departments has been to better understand how the state works program and proposed strategies¹ would relate to the potential demand arising from the Skylands MP over its thirty year life span.

Based on the information gleaned in this way, it is considered that the Skyland MP design supports the state government's strategic intent for a modal transport shift. Furthermore, the proposed high level Skyland Neighbourhood implementation timeline is well aligned with planned or underway works, namely key Skyland MP demand is generated after completion of major state works such as the upgrade of the Rokeby South Arm Highway, the Howrah Park and Ride facility, and future expansion of the Ferry Service to encompass Droughty Point.

However, irrespective of which 'plan' is supported, a structure planning exercise will need to be undertaken to more fully quantify the demand and more closely align the works programmes of all service providers with the intent of delivering an integrated implementation plan, that can be incorporated into all stakeholders' respective budget and work programmes.

The structure plan, becomes a key document, that would accompany any future request to amend the zoning and ordinances of the Clarence Local Provision Schedule.

b) Has or will the Department of Education, Children and Young People provide any input in relation to the proposed inclusion of education facilities as part of the Updated Skylands Master Plan.

Input was provided from the Department of Education, Children and Young People (the Department) during the Motion D activity, to establish existing capacity versus projected demand. As outlined at the workshop on 16 October, it is anticipated that additional capacity may be required, especially beyond the first 5 years, which could be met by provision of services as part of the Skylands MP or potentially a reconfiguration of school catchment areas.

¹ Keep Hobart Moving (Draft) [Keep Hobart Moving Transport Solutions for Our Future.pdf \(stategrowth.tas.gov.au\)](#) and River Derwent Ferry Service Masterplan (Draft) [River Derwent Ferry Service Masterplan consultation | Engage with the Department of State Growth](#)

The inclusion of land allocated to possible public and private schools was a direct response to ideas and suggestions emanating from the Friends of Tranmere Droughty Point Association representatives during the Motion D activities.

The structure planning activity is the mechanism, where these options would be explored in more detail, and engaging with the Department is a fundamental aspect of the process.

c) What skyline protections were in place prior to the adoption of the Tasmanian Planning Scheme – Clarence? Why were they not carried over as part of the adopt of the new scheme and what capacity does Council have to implement previous protections that may not have carried over inadvertently?

The following table is an overview of the zones and overlays applicable to Drouthy Point, in historic Clarence Planning Schemes, commencing with the oldest to current.

Table 1 Overview of zoning changes applying to Skyland MP land.

Scheme	Zone	Overlay(s)	Comments
Eastern Shore Planning Scheme 1963	Landscape and Skyline Conservation Zone	Droughty Point Special Area; North-East Droughty Outline Development Plan (NE Droughty ODP)	The zone applied to a small section of land, north of the Skylands MP. See Figure 1 in Attachment 3. The NE Droughty ODP amended Feb 2006, applies to land north of Skylands MP area. Skylands MP area was zoned Reserved Rural Residential.
Clarence Planning Scheme 2007	Landscape Skyline Zone	Overlay Vegetation	Applies to the hilltop area. The remaining Skyland MP land is zoned Rural and is within the Future Urban Area. See Figure 2 in Attachment 3.
Clarence Interim Planning Scheme 2015	Environmental Living Zone	Natural Assets Code	Environmental Living Zone applies to the hilltop area. Remaining Skylands Land is within 32.0 Particular Purpose Zone – Future Urban Growth. Natural Assets Code across both. See Figure 3 in Attachment 3.
Tasmanian Planning Scheme - Clarence	Landscape Conservation	Natural Assets Code	Landscape Conservation Zone applies to the hilltop area. Remaining Skylands Land is within Future Urban Zone Natural Assets Code across both. See Figure 4 in Attachment 3

It is noted that the Environmental Living Zone was not transitioned to the Tasmanian Planning Scheme (TPS), and planning authorities were directed to refer to Guideline No.1 Local Provision Schedule (LPS): zone and code application (June 2018) prepared by the Tasmanian Planning Commission (the Commission). The Commission guideline provided criteria to determine whether the land should be allocated to the Rural Living Zone or to the Landscape

Conservation Zone. In this instance, due to the lot sizes, existing uses and natural values of the land met the criteria to transition to from the Environmental Living Zone to the Landscape Conservation Zone.

The zone purpose for the Landscape Conservation Zone is:

- *To provide for the protection, conservation and management of landscape values.*
- *To provide for compatible use or development that does not adversely impact on the protection, conservation and management of landscape values.*

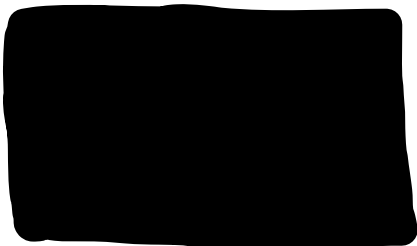
Landscape values is not a defined term in the TPS and has its ordinary meaning, which can be defined quite broadly to include *use and non-value, the former of which provides tangible benefits (such as economic value through, for instance, tourism, or recreation value) and the latter of which provides spiritual, identity or ecological value*².

The State Planning Provisions (SPPs) include the C8.0 Scenic Protection Code, however the *Clarence Interim Planning Scheme 2015* did not include a similar Code and hence could not introduce such as part of the transition without further strategic analysis. The provisions within the Scenic Protection Code would provide limited additional protection when compared with the Landscape Conservation Zone provisions, both consider the impact of any proposed development on vegetation as well as their visual impact.

However, if desired such future strategic analysis could be undertaken as part of the Structure planning exercise, and included with any future request to amend the Clarence LPS. Noting that the Skyland MP proposes to transfer significant area of the hilltop to Council, with the intention that the land is added to the Reserve system, which would provide the strongest possible land use protection.

I trust this information is of assistance, if you have any further questions, please let me know.

[REDACTED]



Attachment 1 – Structure Plan/LPS amendment flow chart

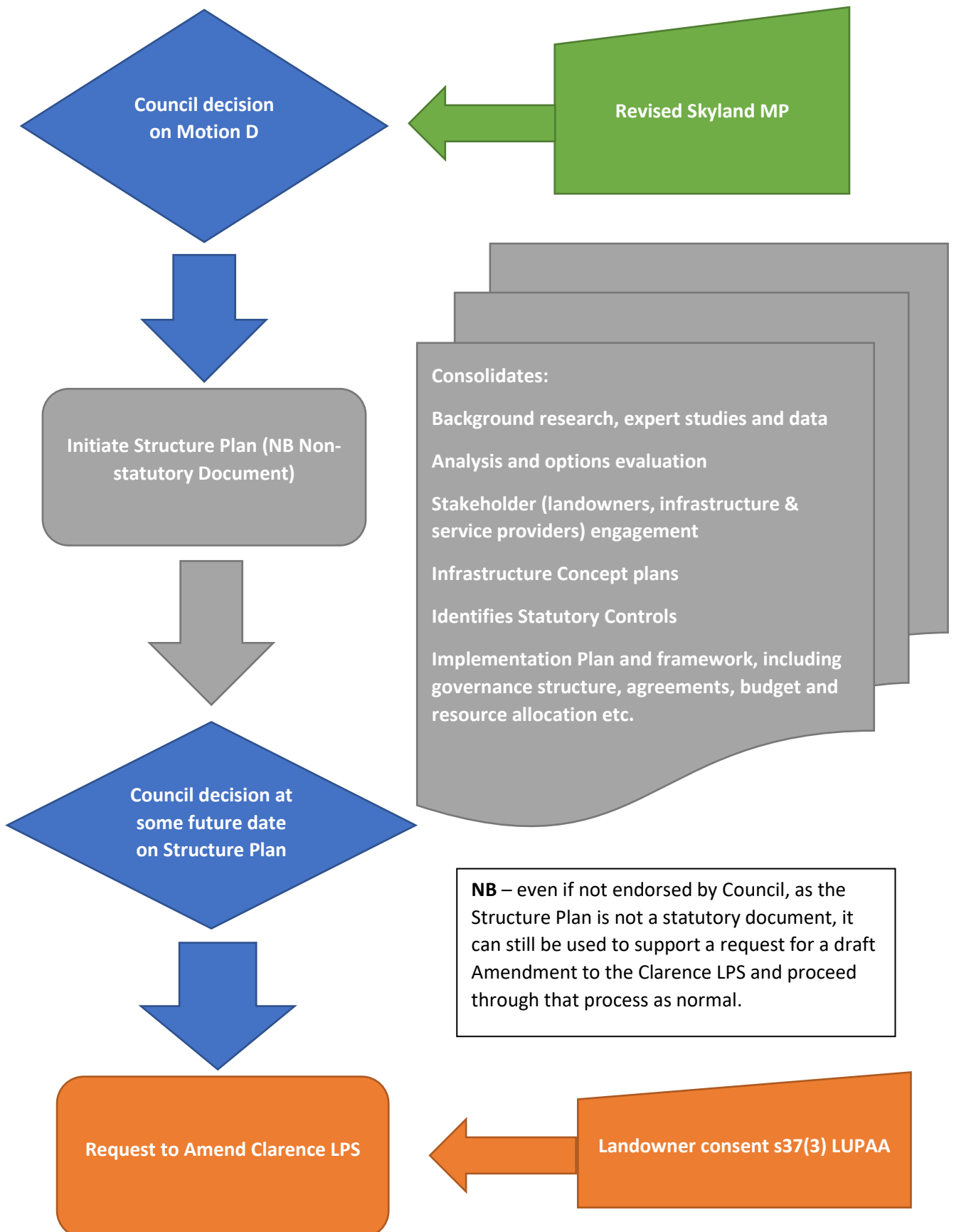
Attachment 2 – Skyland MP area land ownership

Attachment 3 - Zoning & Overlay Maps accompanying Table 1.



² [Landscape value | Environmental Justice Organisations, Liabilities and Trade \(ejolt.org\)](https://ejolt.org/)

Attachment 1 – Structure Plan/LPS Amendment Flow Chart



Attachment 2 – Skyland MP land ownership



Ownership of land



Skyland MP area hashed in yellow, Future Urban zone – peach coloured land.

Attachment 3 Zoning and overlay maps accompanying Table 1.

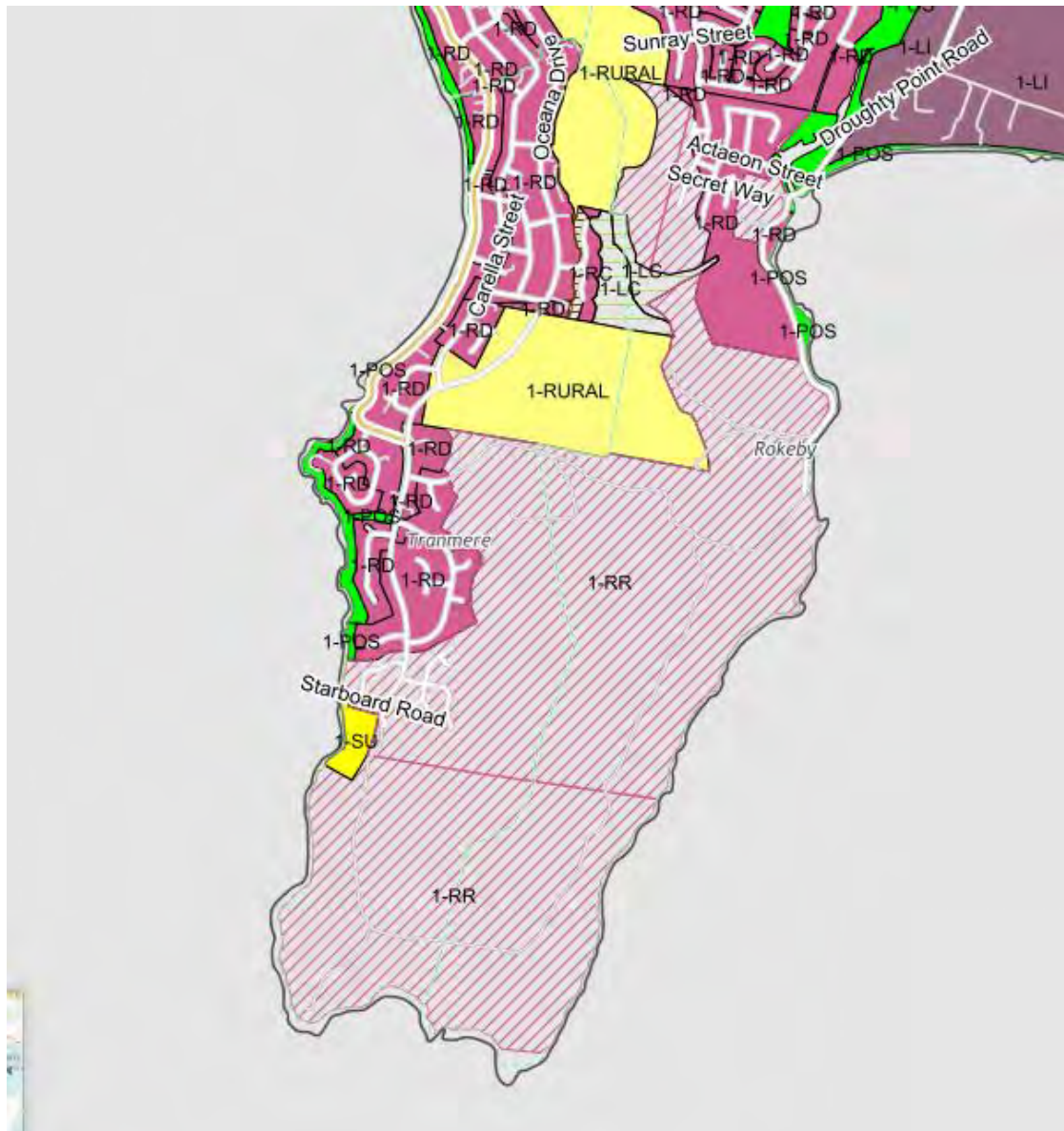


Figure 1 - Droughty Point zoning 1963 Clarence Scheme

Key:

- 1-Rural – Rural Zone
- 1-RR – Reserved Residential Zone (Minimum lot size 20ha)
- 1-LC – Landscape Conservation Zone
- 1-SU – Special Use
- 1-POS – Public Open Space
- 1-RD – Residential D 'Urban'

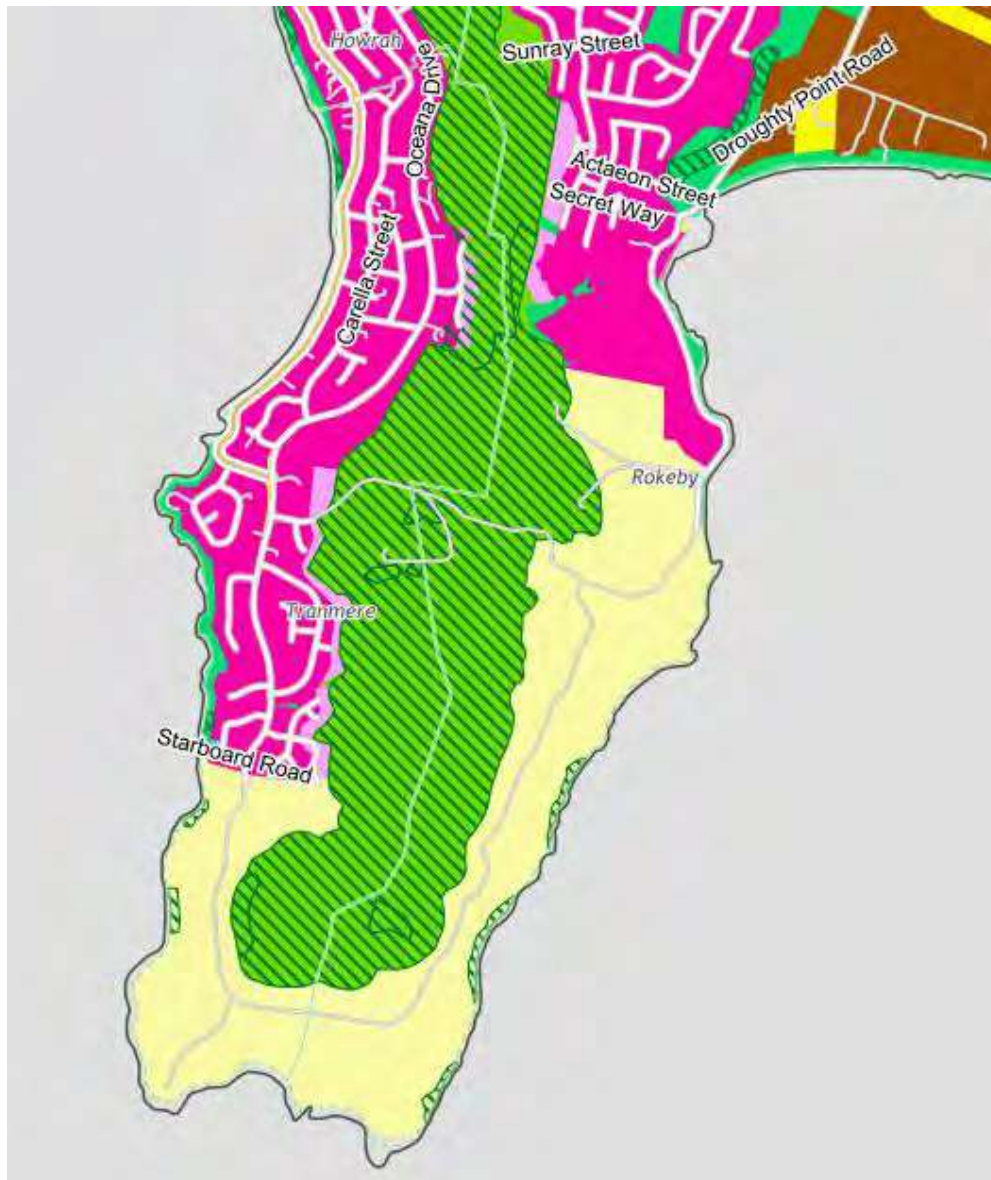


Figure 2 - Drouthy Point zoning 2007 Clarence Planning Scheme

Key:

- | | |
|---|---|
| ✓  RESIDENTIAL | ✓  LOW DENSITY RESIDENTIAL |
| ✓  LANDSCAPE SKYLINE | ✓  RECREATION |
| ✓  RURAL | ✓  Overlay Vegetation |

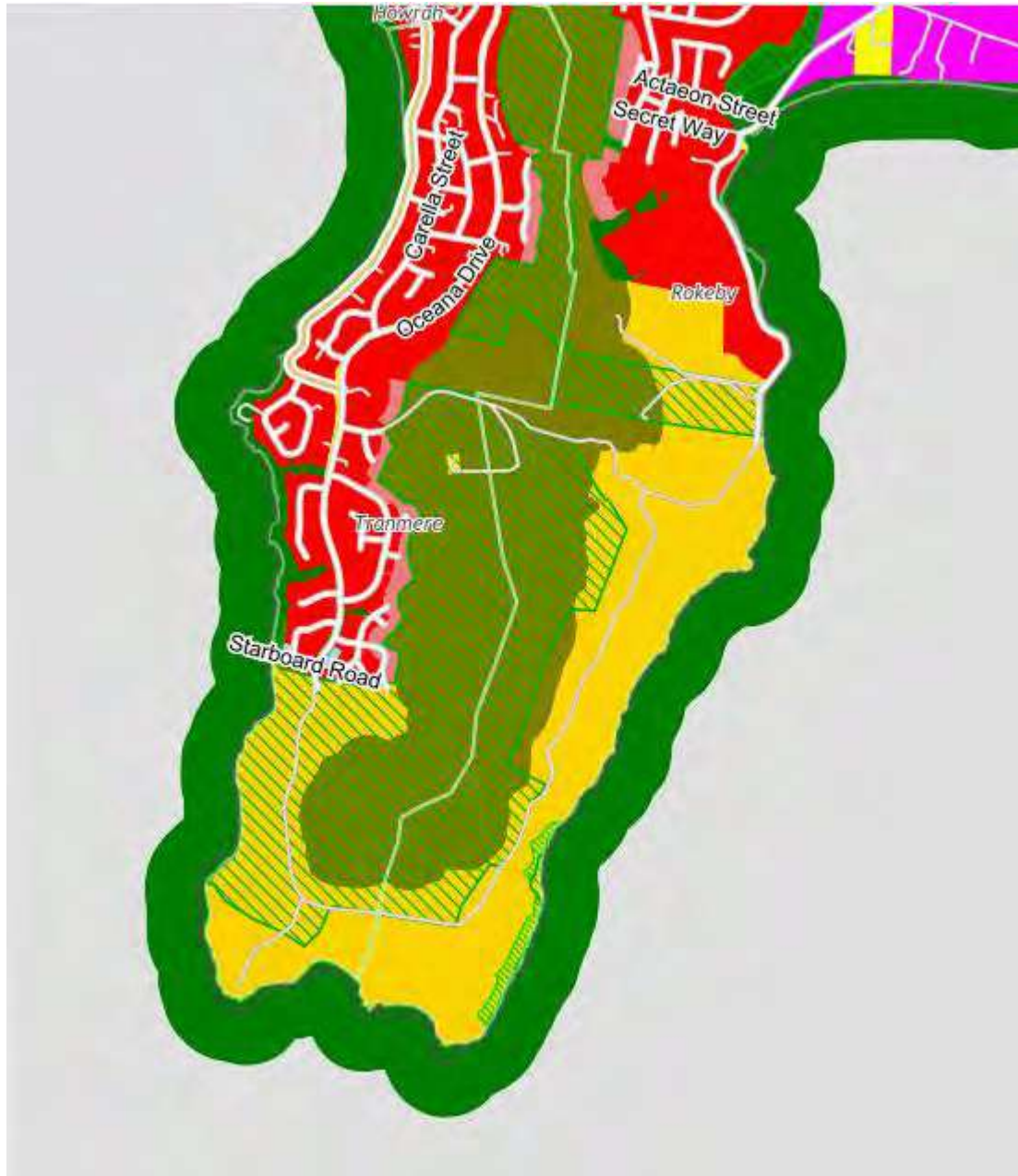


Figure 3 Droughty Point zoning and Natural Assets Overlay Clarence Interim Planning Scheme 2015

Key:

- | | |
|-----------------------------|--------------------------------|
| ✓ 10.0 General Residential | ✓ 12.0 Low Density Residential |
| ✓ 14.0 Environmental Living | ✓ 19.0 Open Space |
| ✓ 28.0 Utilities | |
| ✓ 32.0 Particular Purpose | + ✓ E27.0 Natural Assets Code |

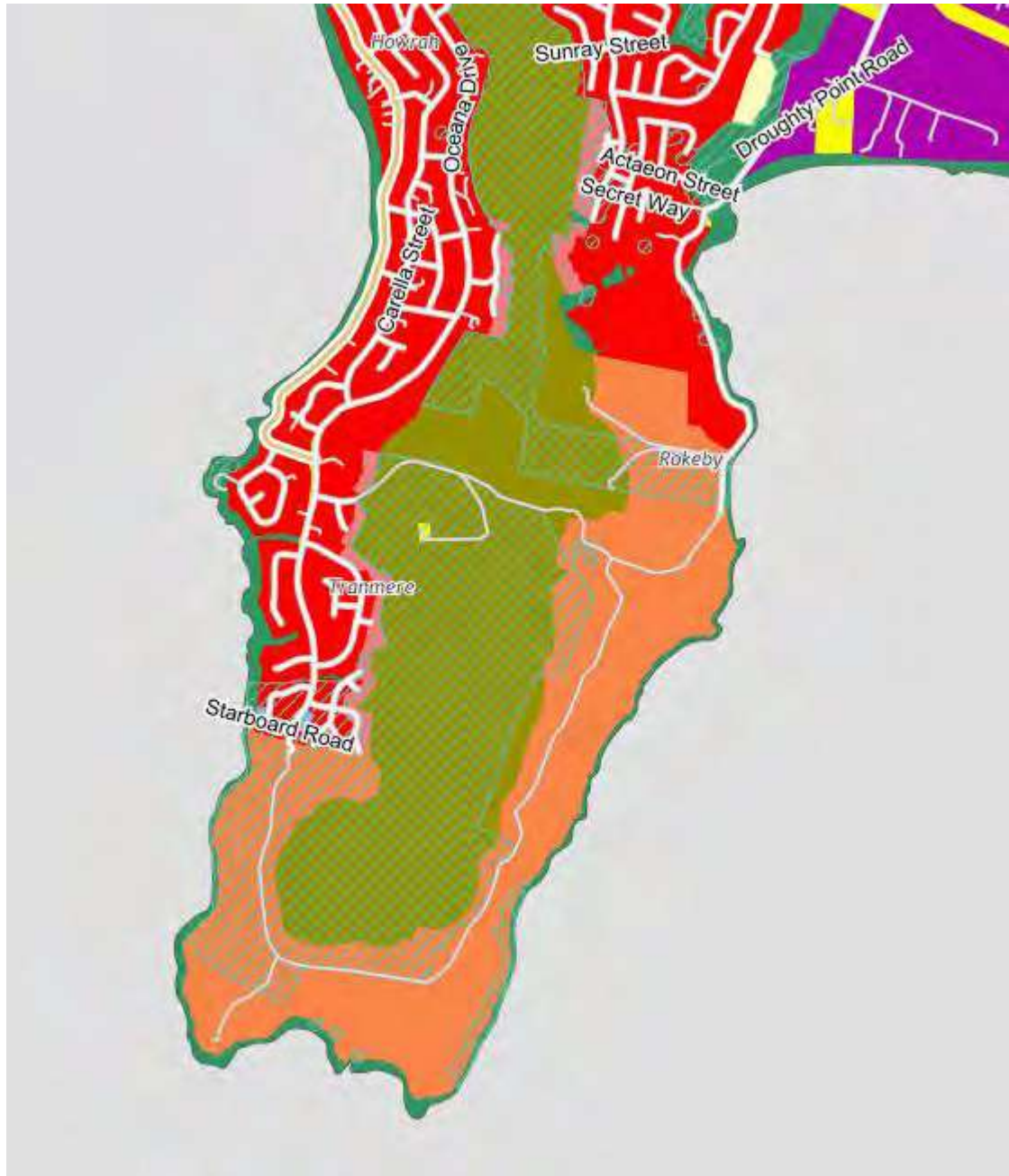


Figure 4 Droughty Point zoning and natural Assets overlay Clarence LPS

Key:

- ☒ ■ General Residential
- ☒ ■ Low Density Residential
- ☒ ■ Landscape Conservation
- ☒ ■ Open Space
- ☒ ■ Utilities
- ☒ ■ C7.0 Natural Assets
- ☐ ■ Future coastal refugia area
- ☒ ■ Priority vegetation area
- ☒ ■ Future Urban
- ☐ ■ Waterway and coastal protection ..

**8.4.3 MANAGING CONFLICTS OF INTEREST OF COUNCILLORS –
FRAMEWORK PROPOSAL SUBMISSION****EXECUTIVE SUMMARY****PURPOSE**

To consider the release of a discussion paper titled Managing Conflicts of interest of councillors – framework proposal and provide a submission to the Office of Local Government.

RELATION TO EXISTING POLICY/PLANS

Code of Conduct.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Councillors were advised of the discussion paper on 8 November 2023 and invited to provide comment on the discussion paper.

FINANCIAL IMPLICATIONS

There are no financial costs for Council associated with Council's response to this consultation.

RECOMMENDATION:

That Council:

- A. Notes the Office of Local Government discussion paper titled *Managing Conflicts of interest of councillors – framework proposal* released for public comment.
- B. Endorses the submission (Attachment 1 to the Associated Report) to the Department of Premier and Cabinet as feedback on the discussion paper.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1. The Office of Local Government (OLG) has released a discussion paper outlining proposed reforms to the framework for managing councillors' conflicts of interest. The OLG is seeking feedback from local government, other stakeholders and the wider community on the proposed reforms.

- 1.2.** The proposed framework has been developed by a working group comprising of representatives from the OLG, the Local Government Association of Tasmania and council representatives, including the CEO and Head of Governance.

2. REPORT IN DETAIL

- 2.1.** The OLG has released a discussion paper which outlines proposed reforms to better manage councillors' conflicts of interest. The main proposals are focused on classifying types of conflicts of interests, requiring disclosure of interests by councillors and implementing a management system for conflicts.
- 2.2.** The current regulatory framework defines a conflict of interest as either pecuniary (financial gain or loss) or non-pecuniary (gain or loss that is not financial). Pecuniary and non-pecuniary interests are currently managed under different regulatory frameworks – pecuniary interests under the *Local Government Act 1993 (Tas.)* and non-pecuniary interests under the Code of Conduct. It is proposed that conflicts will be reclassified to actual, perceived and potential conflicts and include both pecuniary and non-pecuniary interests. All types of conflicts will also be regulated under the LGA.
- 2.3.** The proposed framework also introduces a Personal Interest Returns ("PIR") system whereby councillors will be required to submit a PIR upon election and on an annual basis. Councillors will also be required to update their PIR when disclosing a conflict. The PIRs will be published in the interest of promoting transparency and accountability.
- 2.4.** The third main proposal relates to the introduction of proactive management plans to assist in the management of conflicts of interest. It is proposed that councillors will be required to develop a Proactive Management Plan ("PMP") in order to manage their conflicts. A PMP may include pre-determined actions and strategies, developed collaboratively with the councillor, Mayor and the Chief Executive Officer, within 28 days of the councillor submitting a PIR. It is proposed that PMPs, like PIRs, will also be published.

- 2.5.** Council's submission to the discussion paper considers the proposed framework in more detail and is contained in Attachment 1.

3. CONSULTATION

3.1. Community Consultation Undertaken

The community has been provided with an opportunity to provide feedback to the OLG on the draft framework with submissions closing on 12 January 2024.

3.2. State/Local Government Protocol

The Minister for Local Government released the discussion paper on 8 November 2023, with submissions originally due on 22 December 2023. The date for submission has now been extended to 12 January 2024.

3.3. Other

Nil.

3.4. Further Community Consultation

This is a State Government matter. It is unknown when any further community consultation is planned.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Not applicable.

5. EXTERNAL IMPACTS

The discussion paper proposes a number of reforms which will include amendments to the current conflicts of interest framework. The external impacts of the proposed reforms will not be known until proposed amendments to the current legislation are put forward.

6. RISK AND LEGAL IMPLICATIONS

It is unclear at this stage of the consultation process what possible legal implications may arise from the proposed Bill.

7. FINANCIAL IMPLICATIONS

There is no direct financial implication to Council in making a submission on the discussion paper.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. Council has received notice of the release of a discussion paper titled *Managing conflicts of interest of councillors – framework proposal*. The discussion paper details proposed reform to how conflicts of interest for councillors are classified and managed.

9.2. Council officers have prepared the submission at Attachment 1, which details Council's feedback on the discussion paper.

Attachments: 1. Managing Conflicts Submission – Clarence City Council (4)

Ian Nelson

CHIEF EXECUTIVE OFFICER



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Managing Conflicts of interest from councillors – framework proposal

Submission from Clarence City Council

Clarence City Council appreciates the opportunity to provide a submission on the Managing Conflicts of interest from councillors – framework proposal. Council has reviewed the Framework proposal/discussion paper and provides comment on its contents as below:

Objectives

Council agrees with the proposed objectives. It is critical that decision makers are both free from bias and perceived by the public to be free from bias.

Guiding Principles

Council agrees with the proposed Guiding Principles. Council is supportive of the introduction of guidance around how councillors can uphold the Guiding Principles when managing their interests.

Council particularly supports the Guiding Principle of “consistency” and is encouraged that the proposed framework will introduce consistency and clarify for all councils and elected members through the adoption of a classification system for conflicts of interest (“COI”).

Classifying interests

The current system which splits pecuniary and non-pecuniary COI is confusing particularly as COI are dealt with under different regulatory frameworks which results in different processes and sanctions.

It is logical to have any COI dealt with under the one framework which in turn will promote clarity and consistency.

Actual COI, perceived COI, potential COI

Council supports the splitting of COI into three distinct categories – actual, perceived and potential.



The classification of COI will assist councillors in determining whether a situation is an actual, perceived or potential COI and deal with accordingly. It also encourages councillors to be aware that COI are not only restricted to actual COI but includes perceived and potential COI.

Exemptions

Council broadly agrees the exemptions currently provided for under Victoria legislation. The exemptions aid in educating councillors and the public that not every situation will necessarily give rise to a COI.

Disclosure

Council is supportive of the proposed framework establishing a Principal Officer role (either General Manager or his/her delegate) so that there is one point of contact for councillors to discuss and disclose COI. This will assist in consistency and enable council to properly record keep COI.

In creating a Principal Officer role, the proposed framework should clearly state what the roles and obligations of the Principal Officer is, for example, if a Principal Officer becomes aware of an undisclosed COI, are they obliged to report it?

Management – Actual COI

Council notes that legislative amendments will be required to Local Government Act 1993 (Tas.) section 28D to allow the General Manager to exclude a councillor from accessing information or documents where a COI has been disclosed. The proposed framework and any amendment to the LGA will need to specify how information or documents can and will be classified and restricted from a particular councillor.

There is also the question as to whose responsibility it is to restrict access to materials related to a matter on which a councillor has a conflict. There should be an onus on the particular councillor not to access those materials and sanctions provided if this is breached.

Councils will need to consider, in a practical sense, how a particular councillor can be restricted from accessing certain documents, noting that agendas and minutes are shared to all councillors through platforms such as Teams.

Management – Perceived/Potential COI

The proposed framework will need to provide clear direction on when a Mayor can overturn a councillor's decision to participate in a workshop, agenda briefing or council meeting.



It appears that the Mayor will be empowered to exclude a councillor from attending a workshop, agenda briefing or council meeting if the councillor has already disclosed a perceived or potential COI and has still determined to participate. It is not clear if the Mayor will be empowered, if of the reasonable belief that a councillor has failed to disclose a perceived or potential COI, to exclude that councillor from participating.

Personal Interest Returns

Council is supportive of the establishment of a Personal Interest Returns ("PIR") scheme particularly noting that Tasmania is the only jurisdiction to not currently require a form of PIR.

The PIR should be submitted to the Principal Officer – the same person who is responsible for managing COI so that there is consistency and encourages proper record keeping.

Councillor should also be required to update their PIR as soon as practicable after becoming aware of a COI. The proposed 28 days period is too long as such a period would potentially include at least one workshop, an agenda briefing and a council meeting.

It may also be appropriate to establish two separate PIRs to differentiate between actual conflicts and perceived and potential conflicts. For example, actual conflicts could be registered on a publicly available PIR and potential and perceived conflicts registered on a General Manager / CEO register.

Appendix A – Information in PIR

Council has several comments on the proposed information to be contained in PIR:

- Point (f) – liabilities should be limited to liabilities other than debts to relatives and loans with deposit taking institutions
- Point (j) – should expressly include paid and unpaid employment
- Point (m) – broaden to include membership of any unincorporated or incorporated association, trade union or professional or business association
- Point (k) and (l) – it is not clear if this will replace sections 56A and 56B of the LGA

Proactive Management Plan

Council agrees with the implementation of Proactive Management Plans which will provide councillors with clear guidance on how to manage COI.



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Publication of PIR and PMP

Council agrees with the publication of PIR and PMP on the basis that personal addresses are deidentified.

There should be capacity for a councillor to apply for restriction where they are of the reasonable belief that publication would result in risk to the councillor or a family member.

Complaints, penalties and deterrents

Council agrees that a complaint should be first raised with the General Manager for assessment before the complaint is referred to the Director of Local Government.

Impact of undeclared conflict of interest on a council decision

Further guidance is needed on how this proposal will impact on council decisions and give rise to an appeal. For example, council may make a decision made as a planning authority, a COI is later declared after the 14 day appeal period has expired and the permit has already been acted upon. Similarly, a council may award a tender, a COI is declared after a contract with the successful tenderer has already been entered into.

It is not clear what is meant by “appeal” – where a decision has already been made and implemented, there may be no basis for an appeal of the decision. Instead, it may be a judicial review of the decision.

Other comments

It is noted that the proposed framework is only for elected members, however, council staff may be delegated to exercise powers on behalf of council. For example, planning staff may be delegated to grant or refuse to grant planning permits on behalf of council as the planning authority and should similarly be required to register COIs.

8.4.4 DOG MANAGEMENT POLICY 2021 – CONSULTATION ON PROPOSED CHANGES TO DECLARED AREAS (SOUTH STREET RESERVE AND BELLERIVE BOARDWALK)**EXECUTIVE SUMMARY****PURPOSE**

To consider the results of community consultation on Council's proposal to change declarations at South Street Reserve and Bellerive Boardwalk under the *Dog Control Act 2000* and recommend Council makes the proposed declarations, including a 12-month trial of an off-leash greyhound exercise area.

RELATION TO EXISTING POLICY/PLANS

Council's Dog Management Policy 2021, Strategic Plan 2021 – 2031, Recreation Needs Analysis 2019 and Active Living Strategy 2022 are relevant.

LEGISLATIVE REQUIREMENTS

The *Dog Control Act 2000* is relevant.

CONSULTATION

Community consultation on the proposed changes to declarations has been undertaken, as well as the statutory public notification and consultation process required under section 24 of the *Dog Control Act 2000*.

FINANCIAL IMPLICATIONS

Any costs associated with implementing the changes to declared areas will be accommodated within existing budgets.

RECOMMENDATION:

That Council:

- A. Notes the written submissions and other community consultation responses received in response to Council's notice of intention to make changes to declarations under the *Dog Control Act 2000* applying to parts of South Street Reserve, Bellerive and the Bellerive Boardwalk.
- B. Makes the following declarations under Part 3, Division 2 of the *Dog Control Act 2000* in respect of the South Street Reserve dog training and exercise area at 34A and 34B South, Bellerive:
 - (i) That the areas shown in purple on Attachment 1 of the Associated Report be declared a restricted area, a condition of use is that greyhounds are the only dogs permitted in the restricted area and may be exercised off-leash and un-muzzled;
 - (ii) That the areas shown in yellow on Attachment 1 of the Associated Report be declared a restricted area, a condition of use is that vulnerable dogs (being dogs which are small, geriatric or experiencing or recovering from an injury or illness) are the only dogs permitted in the restricted area and may be exercised off-leash;

- (iii) That the areas shown in teal and green on Attachment 1 of the Associated Report (including the “Puppy Area”) be declared an exercise area, a condition of use is that dogs may be exercised off-leash in this area at times when this area is not being used by the Eastern Shore Dog Club in accordance with its lease terms; and
 - (iv) That the areas which are enclosed by fences (being those shown in purple, yellow, teal and green on Attachment 1 of the Associated Report) be declared a training area at the times a permit issued to the Eastern Shore Dog Club authorises them to be used to conduct dog obedience, agility or other training activities by the club.
 - (v) That the declarations for South Street Reserve made in:
 - a. paragraph B(i) and (ii) remain in force for 12 months after the date on which they take effect, being the date specified in the notice to be published under section 25 of Act, unless lawfully extended by Council; and
 - b. paragraph B(i)(iii) and (iv) remain in force until next reviewed by Council, or otherwise for a period of 5 years.
- C. Requires a future Council report on the success and any issues encountered after the first six-months of the trial of the greyhound off leash and vulnerable dog exercise areas at South Street Reserve.
- D. Makes the following declarations under Part 3, Division 2 of *the Dog Control Act 2000* in respect of parts of the Bellerive Boardwalk Area at 30 Cambridge Road, Bellerive:
 - (i) That the area on the land side of the Bellerive Boardwalk perimeter shown in blue on Attachment 1 of the Associated Report is declared a restricted area, a condition of use of which is that dogs are permitted in this area if they are on a leash, otherwise they are restricted from entering the area off-leash, or if the conditions of an event permit declare dogs are not permitted at the event.
 - (ii) That the declaration made in paragraph D(i) remain in force until next reviewed by Council, or otherwise for a period of five years.
- E. Amends its Dog Management Policy 2021 to update the Schedule of Declared Areas to reflect the changes to declared areas approved in paragraphs “B” and “D”.
- F. Authorises the Chief Executive Officer to take any action necessary to give effect to the declarations in “B” and “D”, including, but not limited to:
 - (i) determining the date, the declarations take effect; and
 - (ii) giving public notice of the declarations and commencement dates in accordance with section 25 of the *Dog Control Act 2000*.

DOG MANAGEMENT POLICY 2021 – CONSULTATION ON PROPOSED CHANGES TO DECLARED AREAS (SOUTH STREET RESERVE AND BELLERIVE BOARDWALK) /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** At its meeting on 9 October 2023, Council resolved to undertake public notification and community consultation on the following proposed changes to “declared areas” under its *Dog Management Policy 2021*:
- (a) declaring parts of South Street Reserve in Bellerive as an off-leash greyhound exercise area to accommodate a proposed 12-month trial, another area for vulnerable dogs, and changing the declarations for the balance of the area from a “training” area to an off-lead exercise area (the South Street Proposal); and
 - (b) changing the restrictions on the area on the land side of the Bellerive Boardwalk to permit dogs to be walked on-leash unless prohibited by the conditions of a permit issued by Council for the staging of an event (the Boardwalk Proposal).
- 1.2.** The proposed changes to the declared areas are shown on the plans in Attachment 1. Full details of the proposals and declared area changes are contained in the agenda for the Council meeting of 9 October 2023.
- 1.3.** This report summarises the statutory notification and community consultation process and results and recommends Council makes the proposed declarations, including opening the proposed off-leash greyhound exercise area for a 12-month trial.

2. REPORT IN DETAIL

Public Notification

- 2.1.** Section 24 of the *Dog Control Act 2000* (the Act) requires Council to give public notice of its intention to make any declarations under the Act, invite public submissions and consider any submissions lodged.
- 2.2.** Public notification of Council’s intention to make the proposed declarations for both the South Street Proposal and the Boardwalk Proposal was published in the public notices section of “The Mercury” on 18 October 2023 (Attachment 2). Members of the public were invited to provide written submissions on both proposals by 10 November 2023.

Community Consultation

- 2.3.** Council also conducted community consultation on both proposals through its Your Say Clarence website and other channels. Each proposal had its own consultation page containing detailed information about the proposal, maps of the proposed areas, instructions on how to lodge a written submission and a short community survey.
- 2.4.** Consultation in all forms was open for four weeks from 10 October to 10 November 2023. The two consultation processes were run concurrently, but as separate processes so each could be considered and assessed on its own merits.
- 2.5.** Consultation for both proposals was promoted through:
- The Your Say Clarence website.
 - Corflute signage installed at the locations of each proposal (i.e. South Street Reserve and the Bellerive Boardwalk area).
 - Posts on Council’s Facebook page.

- 2.6.** The South Street Proposal was also publicised through direct engagement with key stakeholders, including the Greyhound Rehabilitation Enthusiasts Association Tasmania (GREAT), which shared posts and information on its Facebook page. Officers also discussed the proposal and upcoming consultation with greyhound owners at a session organised by the Eastern Shore Dog Club in early October.
- 2.7.** Given the expected interest in the South Street Proposal, additional consultation opportunities were offered. These were:
- an on-site pop-up information session at South Street Reserve on 31 October 2023 from 4pm to 7pm to give information and answer questions from people using the dog exercise areas.
 - an on-site meeting with representatives from the Clarence Dog Owners Group (CDOGs) on 3 November 2023.
- 2.8.** Overall, consultation received strong engagement and showed clear and very strong support for both proposals.

Consultation Outcomes – South Street Proposal

- 2.9.** The South Street Proposal received a strong positive response, indicating support from users of the existing dog areas at South Street Reserve and the wider community. Council received 68 survey responses and four written submissions, in addition to having an estimated 80 to 100 conversations with members of the public during in-person consultation sessions.
- 2.10.** A consultation summary report with the results of the survey, copies of the written submissions, and a summary of key issues with officer responses is Attachment 3.

Community Survey

- 2.11.** The community survey focussed on the off-leash greyhound exercise area trial, given it was likely to have the biggest impact on other users of the area. Almost all respondents to the survey supported the trial, albeit with some qualifications and suggestions for how it could be managed, or about other improvements to dog exercise areas and regulation across Clarence.
- 2.12.** Of the 68 responses received, 52 of those answered “definitely agree” to the question of whether they supported the proposed off-leash greyhound area trial. Only 15 of the survey respondents owned greyhounds, despite the majority (58 out of 68) being dog owners. This indicates strong support from other users of South Street Reserve, rather than just greyhound owners.
- 2.13.** The responses to the open-ended questions identified the various common points of feedback. These are summarised in the consultation report in **Attachment 3** (final two pages).

Written Submissions

- 2.14.** Council received four written submissions on the South Street Proposal, with two from individuals and the other two on behalf of organisations. All submissions are included in the attached consultation report.
- 2.15.** All four expressed support for the trial. Three of those also advocated for more dog exercise areas in Clarence and changes to regulations.
- 2.16.** There were no written submission received in relation to the proposed changes to declared areas within South Street Reserve from training areas to off-leash exercise areas. Given the overall support for the proposal, this is likely to indicate that there are no serious concerns about this.

Other feedback

- 2.17.** Council officers attended a pop-up information session at South Street Reserve on 31 October from 4pm to 7pm, many of whom were regular users of the area.

2.18. Officers also met with representatives from the Clarence Dog Owners Group (CDOGs) at South Street Reserve and spoke to various other users.

2.19. Officers' observations from discussions with community members were:

- almost everyone was supportive of the proposed changes at South Street and the off-leash greyhound exercise area and vulnerable dog area trial (with the exception of two people).
- many people expressed a view that greyhounds should be allowed to mix with other dogs rather than have their own separate area.
- some were concerned they would be losing space within the reserve to the greyhound and vulnerable dog areas but remained supportive overall.
- there was limited support for relocating the “puppy area” shown on the plan, given it would further reduce the size of the main exercise area.
- some concerns were raised about the space being allocated to greyhounds when they only represented a small proportion of overall dogs in Clarence.
- numerous people raised the restrictions on dog exercise at certain hours during summer on nearby Howrah Beach, and believed Council should consider removing them to compensate for the loss of space at South Street Reserve under the South Street Proposal.

Recommendations

2.20. Overall, feedback on the South Street Proposal was overwhelmingly positive, with useful feedback and identification of potential issues also provided. On this basis it is recommended that Council makes the proposed changes to declarations and implements the 12-month trial.

2.21. However, in view of feedback from users of the reserve, officers are proposing a minor change to the original site plan to remove the “puppy area” adjacent to the proposed vulnerable dog area.

The rationale for this is that small and vulnerable puppies can use the vulnerable dog area, and that removing that space would free up an additional 245m² of space within the southern exercise area. This would partially address concerns about the loss of space in other parts of the reserve to accommodate the greyhound and vulnerable dog areas.

- 2.22.** If approved, works would start as soon as possible. It is hoped to open the new greyhound and vulnerable dog areas and start the 12-month trial before Christmas, but this will depend on the availability of contractors to undertake the works.

Consultation Results - Bellerive Boardwalk Proposal

- 2.23.** Consultation on the Boardwalk Proposal had a much larger response from the community, also with very strong and clear community support.
- 2.24.** Council received 330 responses to the online survey from a good cross section of the community. Five written submissions were also received.
- 2.25.** A consultation report summarising the responses to the community survey and providing copies of the written submissions is **Attachment 4**.

Survey Results

- 2.26.** Of the 330 survey responses received, 267 (or 81%) answered “definitely agree” to the question of whether they supported the change to the restrictions on the area to allow dogs on-leash, with 9 in 10 responses expressing support at various levels. Two hundred and seventy two people (83%) were opposed to keeping the restrictions, answering “definitely disagree”.
- 2.27.** Comments from the 12% of respondents who were opposed to the trial, generally expressed concern about ensuring dogs are kept on leash and under control so they don’t impact the use and enjoyment of the area for other users. Only one person expressed concern about the impacts on amenity of increased numbers of dogs in the area.

Written Submissions

- 2.28.** All five written submissions supported the Boardwalk Proposal, which is consistent with the results received during the survey.

Recommendation

- 2.29.** In view of the strong support expressed by the community through the public notification and community consultation processes, it is recommended that Council approves the Boardwalk Proposal and proceeds to make the proposed changes to the declarations.
- 2.30.** The changes could be implemented almost immediately and would require only minor updates to signage.

3. CONSULTATION**3.1. Community Consultation Undertaken**

Details of community consultation undertaken are summarised in the body of this report (above).

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Not applicable.

3.4. Further Community Consultation

If approved, Council is required to give public notification of the declarations, including the date on which they take effect by publication of a notice in the Mercury. This would be done when the relevant changes are ready to commence. It is recommended the CEO be authorised to determine the start date, as it will depend on the availability of contractors and suppliers to carry out any required works.

For the South Street Proposal, there will be ongoing formal community consultation for the duration of the trial to determine its success and identify any changes that need to be considered. Signage will be installed on-site directing people to consultation channels.

- 3.5.** It is not intended to conduct formal consultation on the Boardwalk Proposal once implemented, however, people will still be able to provide comments or raise any concerns with Council through the usual channels.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

- 4.1.** Council's *Recreation Needs Analysis 2019* recommended that Council support the Eastern Shore Dog Club to continue its operations from South Street Reserve and work closely with the club to understand future facility requirements.

- 4.2.** Council's Strategic Plan 2021-2031 within the Strategic Goal Area *A Well-Planned Liveable City* contains the following Strategy:

"2.11 In line with our Sport and Recreation Strategy, work with local clubs, state and regional organisations and other levels of government to meet the sport and recreation needs of our community."

- 4.3.** Council's *Active Living Strategy 2022* within *Priority 2: Great Spaces* identifies that Council will provide contemporary sport, recreation, exercise, and leisure facilities and spaces, and specifically: *"Identify projects that maximise use and increase diversity of use of existing facilities and spaces."*

5. EXTERNAL IMPACTS

- 5.1.** The South Street proposal would not result in any significant loss of space for regular users of the exercise areas in South Street Reserve, given that two general off-leash exercise areas would remain, with only the southern one being reduced in size to accommodate the greyhound and vulnerable dog areas.

- 5.2.** There would not be any material external impacts as a result of the declaration changes in the Bellerive Proposals, as it would effectively reflect the current use patterns in this area.

6. RISK AND LEGAL IMPLICATIONS

Council is required to comply with the process for changing any proposed declarations, as prescribed in the Act. This requires:

- publication of a public notice specifying the date on which the declarations take effect and the period they remain in force (section 25), and
- install appropriate signage to identify the relevant areas (section 27).

7. FINANCIAL IMPLICATIONS

- 7.1.** Council allocated \$30,000 in its 2022/23 budget for construction of an off-leash greyhound exercise area. This will be used to construct the necessary fencing and signage upgrades at South Street Reserve and any other associated costs.

- 7.2.** There are no other material financial implications. Costs associated with public notification, community consultation and changes to regulatory signage will be accommodated within existing **approved** budgets.

8. ANY OTHER UNIQUE ISSUES

- 8.1.** Consultation on the proposed declaration changes for both proposals and greyhound/vulnerable dog area trial has provided a valuable opportunity for Council to engage positively and constructively with dog owners and the wider community around the regulation of dogs and provision of exercise areas in Clarence.

- 8.2.** Officers will continue to engage with stakeholders from the dog training, walking and owner communities, and will use the ongoing consultation around the greyhound trial at South Street as a platform to seek ongoing feedback to help inform future policy and capital investment decisions around dog exercise areas.

9. CONCLUSION

9.1. For the reasons outlined above, it is recommended Council makes the declarations proposed in the South Street Proposal and the Boardwalk Proposal.

9.2. The recommendations to this report reflect this and the necessary statutory and regulatory requirements.

Attachments: 1. Plans Showing Proposed Changes to Declared Areas at South Street Reserve and Bellerive Boardwalk (2)
2. Public Notice [Mercury Newspaper, 18 October 2023] (1)
3. Consultation Report – South Street Proposal (23)
4. Consultation Report – Bellerive Proposal (18)

Ian Nelson

CHIEF EXECUTIVE OFFICER

ATTACHMENT 1

South Street Reserve, Bellerive

Proposed Changes to Declared Areas (*Dog Control Act 2000*) for Trial Off-Leash Greyhound Exercise and Vulnerable Dog Area



Current Exercise Areas and Declarations (October 2023)



Proposed Exercise Areas and Changes to Declarations



Declared training areas at certain times

All fenced areas of the reserve will be declared as 'training' areas at any time it is booked for dog training activities by the Eastern Shore Dog Club Inc. The club typically books the reserve on Sunday mornings until 1pm. The park is unavailable for use by the general public at these times.

2. Bellerive Boardwalk

Current declared areas



Proposed declared areas



Notices

Public Notices

Clarence City Council

NOTICE OF INTENTION TO DECLARE AREAS *Dog Control Act 2000*

Clarence City Council gives notice of its intention to make declarations under the Dog Control Act 2000 that apply to areas specified in Council's Dog Management Policy 2021 (Schedule of Declared Areas).

The proposed declarations are set out below. To view copies of the plans for each area referenced below, visit www.yoursay.ccc.tas.gov.au or contact Council on (03) 6217 9520.

Greyhound Off-leash and Vulnerable Dog Exercise Areas South Street Reserve, 34A and 34B South Street, Bellerive

Changes to existing declared areas within the fenced parts of South Street Reserve shown on the relevant plans, to declare:

- the area shown in purple a Restricted Area, a condition of use of which is that greyhounds are the only dogs permitted in the restricted area and may be exercised off-leash and un-muzzled;
- the area shown in yellow a Restricted Area, a condition of use of which is that vulnerable dogs (being dogs which are small, geriatric or experiencing or recovering from an injury or illness) are the only dogs permitted in the restricted area and may be exercised off-leash;
- the area shown in teal an Exercise Area, a condition of use of which is that dogs may be exercised off-leash in this area at times the area is not being used by the Eastern Shore Dog Club in accordance with its lease terms; and
- all areas enclosed by fences (shown in purple, yellow, teal and green) a 'training area' at the times a permit issued to the Eastern Shore Dog Club authorises those areas to be used to conduct dog obedience, agility or other training activities by the club.

The declarations are proposed to facilitate a 12-month trial of separate off-leash exercise areas for greyhounds and vulnerable dogs, and to reflect that South Street Reserve is used for both organised dog training activities and general off-leash dog exercise.

On-Leash Exercise Area (change to existing restrictions) Bellerive Boardwalk, 30 Cambridge Road, Bellerive

Changes to the existing declared area at the Bellerive Boardwalk shown on the relevant plans to declare it a Restricted Area, a condition of use of which is that dogs are permitted if they are on a leash but are otherwise restricted from entering the area off-leash, or if the conditions of an event permit declare dogs are not permitted at the event.

Invitation to make written submissions

Council invites written submissions on the proposed changes to declared areas **by close of business on Friday, 10 November 2023**. Written submissions can be provided:

- by email to yoursay@ccc.tas.gov.au
- by post to:
Clarence City Council
PO Box 96
ROSNY PARK TAS 7018
- In person at Council's offices at 38 Bligh Street, Rosny Park

For further information please contact **Bryn Hannan, Team Leader Open Space and Recreation** on (03) 6217 9520 or bhannan@ccc.tas.gov.au



Ian Nelson
Chief Executive Officer



Clarence City Council

Greyhound Off-leash and Vulnerable Dog
Exercise Areas and Declared Area Changes -
South Street Reserve, Bellerive

Community feedback

November 2023

Dog Management Consultation

- Table of Contents
 - Project background
 - Methodology & Consultation overview
 - Survey results
 - Next steps
 - Appendix
 - Demographics
 - Engagement summary – sources of traffic
 - Survey questions



Background on Your Say

Background

The trial is due to begin in late-2023, but before we set a start date we want to talk to the community (and particularly the people and their dogs who use South Street Reserve) about the trial and get your feedback.

Council also needs make formal declarations that set the rules about the exercise areas in South Street Reserve to allow the trial to take place, so we are also inviting written submissions and feedback the proposed changes to the declared areas at South Street under the *Dog Control Act 2000*.

You can find maps of the proposed trial area and changes to the declared areas in South Street Reserve below, and in the Documents section on the right. We've also provided some Frequently Asked Questions which give more information.

Proposed changes to declared areas

The proposed trial area and changes to declared areas at South Street Reserve are set out in the maps below:



Greyhound Off-Leash Exercise Area and Vulnerable Dogs Area Trial

The proposed off-leash greyhound area trial will take up part of the southern fenced area of the reserve (see map). We are also proposing to have a dedicated area specifically designated for 'vulnerable dogs' which are dogs (dogs which are old, small or recovering from injury or illness).

All other parts of the reserve will continue to be available for off-leash dog exercise at the same times they currently are, meaning the trial will not impact the ability of other people (and their dogs) to use the area.

Improved signage will also be installed, as well as other minor upgrades to improve the area for everyone who uses it. The trial will provide us with valuable data and information to use when planning for a permanent facility and will also provide safe space for greyhounds to play and interact before the end of 2023.

For further information about the trial, contact Council's Team Leader Open Space and Recreation, Bryn Hannan, on 6217 9520 or bhannan@ccc.tas.gov.au.



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Background on Your Say continued...

Invitation to make written submissions

Council invites written submissions on the proposed changes to the declared areas at South Street Reserve which are shown on the plan.

Written submissions can be provided until close of business on Friday, 10 November 2023.

You can provide a written submission:

- by email to yoursay@ccc.tas.gov.au.

- by post to:

Clarence City Council

PO Box 96

ROSNY PARK TAS 7018

- In person at Council's offices at 38 Bligh Street, Rosny Park.

Take our survey

If you don't want to make a submission but would still like to give feedback on the proposed trial we invite you to take our survey, below. The survey is a great way to have your say on the proposed trial and anything you think we should consider. The survey will also be open until Friday, 10 November 2023.

Council officers will also be on-site at South Street Reserve to on **Tuesday, 24 October and Thursday, 31 October from 4pm to 7pm** to hear your views and answer any questions.

You may also be interested in another dog related consultation focusing on the Bellerive Boardwalk area:

•www.yoursay.ccc.tas.gov.au/bellerive-boardwalk-from-dog-exclusion-zone-to-dogs-on-lead-consultation

What are the next steps?

Council will consider all the feedback received on the proposed trial and determine if and how it should proceed. If there are no significant changes required to the proposed design, we will aim to begin carry out the required work at the site and begin the trial before the end of 2023.

If the trial goes ahead, we will seek ongoing feedback from the community during the trial. Further information will be provided prior to the trial commencing.

:



Consultation methodology

- Timeframe:
 - Four weeks from 10 October 2023 to 10 November 2023
- Key consultation activities
 - Your Say survey online
 - Pop up at South Street Reserve
 - Individual conversations with key stakeholders and experts
 - Aim was to reach a good representation of dog and non-dog owners
- Responses:
 - 68 online responses
 - Over 30 discussions at the pop up in situ with dog owners
- Communication and promotion key moments:
 - Council website and featured on council Your Say page
 - Weekly Facebook posts throughout consultation period
 - Emails directly to all key known stakeholders and interested groups (all known dog related groups) with an invitation to complete the survey and share with their networks



Facebook post example



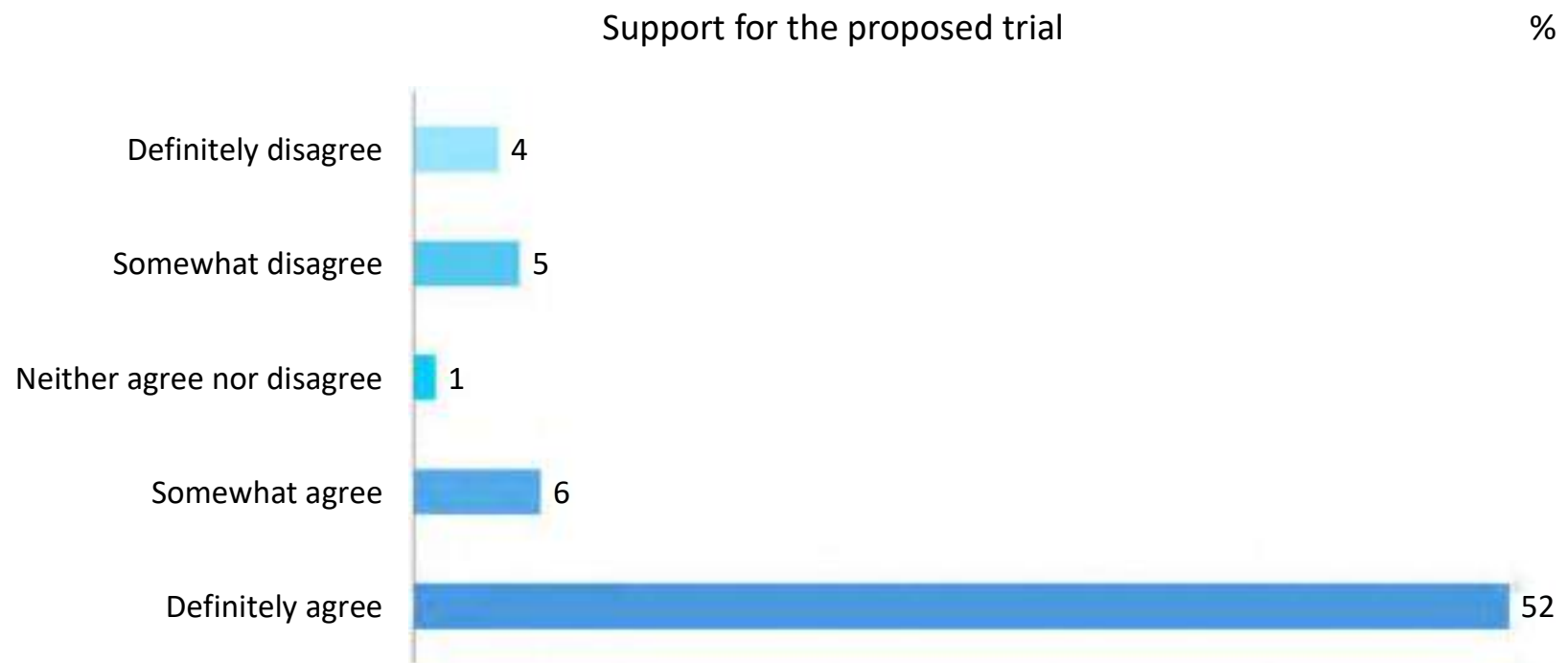
Consultation Overview

- Consultation was a short poll with key questions around the support for a proposed 12-Month Off-Lead Greyhound Area Trial
- We heard from 68 community members from the local area and surrounding suburbs and from a good range of ages.
- Pleasingly we also had representation from owners of pet dogs as well as non-dog owners as well as 15 greyhound owners.
- Strong community support with 9 in 10 agreeing (85% definitely or somewhat) with the idea for a proposed trial.
- Strong consistency in the feedback on what a successful trial would look like providing a strong basis for the success criteria to be available via a survey throughout the duration of the trial.
 - The facility being used by greyhounds is seen as a critical success element to measure
 - Absence of injury, incidents, generally a lack of negative outcomes from the trial is another common element for success
- There was another common theme in the responses around why greyhounds can't be in with the other dogs and the need for a separate area. There is an opportunity to educate and explain the current regulations in this area as there are some confusion.
- Overall, there is very strong clear community support for the trial.



Support for the proposed trial

- There is strong community support for going ahead with the proposed trial with 85% agreeing (definitely or somewhat) with the ideal.



How much do you support the proposed 12-Month Off-Lead Greyhound Area Trial?

n=68

Comments shared in the survey on the design

- Some of the range of comments shared. The majority are in strong support of the proposed design with some suggestions for change.
- All comments provided to the project owner for consideration

Supporting the design

We would assume that council have consulted with greyhound experts to formulate this design including fencing design and size of area that will provide a safe and enjoyable experience for all users

Very good

The greyhound area should be larger, but it's probably ok for a start.

Seems adequate. Needs to be remembered that greyhounds do like to run

Provided it was very well signed and advertised I think this looks great

No changes

Looks ok

My feelings are mixed. I used to like South Street when it was one big open area and you choose who to avoid. I don't tend to judge dogs based on breed but rather on behaviour.

It looks like a good additional to this facility

I like that this area is not located on the main road side of the park - I think that is very sensible.

Go for it. Grey hounds need to. Run

As the owner of 3 greyhounds I believe it is perfect

Very happy with it

Suggested changes

Possibly not enough room for such a large dog?

The greyhound area is completely inadequate in size. These dogs are sight hounds and they like to run as far as they can see, and cover the distance in big gallops. They do not do well being exercised in a narrow space that forces them to run backwards and forwards repetitively, they will just refuse to run, and this is what a rectangular olympic-pool design of a paddock is going to push them into doing. They also need space to run without falling over each other, which is a real hazard when you have a dog that can accelerate fast and may not necessarily have their eye on where every other dog in the enclosure is. 20m wide is absolutely ridiculous, 100m long isn't great either.

I do like the inclusion of a vulnerable dogs area and puppy area, this is very inclusive of those dogs that do not do well in a mainstream dog park but have their own unique exercise and socialisation needs.

Is there any shade provided in the puppy/vulnerable dogs area?

If you have a space for vulnerable dogs, have you considered screening between them, the greyhound and the regular dog exercise area? This would help to negate negative reactions.

I think greyhounds should have a much larger area and be integrated in with other large dogs

unsure why we target greyhounds, most docile friendly dogs there are... should be no restrictions on them... have an restricted area for the typical bogan type dogs. pitbulls, staffis etc and restrict them from the normal areas.

What do you think of the proposed design for the trial area and changes to South Street Reserve? Does anything need to change or is there anything we haven't considered?

n=53 responses



Community thoughts on measures of success

- Key success measures include area being used, no injuries and dog owners feeling positive and happy with the trial overall
- Measure of an unsuccessful trial are largely the reverse and also strongly feature use and injuries as the proposed criteria.

Successful Trial

We would assume that council have consulted with greyhound experts to formulate this design including fencing design and size of area that will provide a safe and enjoyable experience for all users

That greyhound owners and owners of vulnerable dogs actually use the space.

Frequently used by greyhounds, no injuries to dogs exercising there

1) The GAT (greyhound area trial) is used frequently. 2) The GAT is safe for greyhounds and their owners 3) The GAT serves as a social hub for both the community of greyhound owners and their dogs 4) the GAT facility is kept in good order by council i.e. the premises is maintained and necessities such as bins, waste bags, water is provided.

Greyhound owners aware of the existence of the area and using it

To me a successful trial is showing the public how beautiful, gentle and playful these gorgeous dogs are.

Greyhound area free from dog attacks. Area used frequently. Greyhound owners report positive experiences

I would say it is successful if no animals or people got injured and a fair amount (say 5 daily) of greyhounds were to use it.

There was high usage of the greyhound area, and there was little impact on other (non-greyhound) users.

Success is the area being used by greyhound owners and no negative interactions with other dog owners

Unsuccessful Trial

Nobody using it

Accidents

Other dogs allowed into greyhound area

Lack of monitoring by rangers

Injuries to greyhounds in this section because the space is too small.

If any property, animal or people got hurt or seriously injured.

Feedback of poor owner behaviour and lack of animal control. Escaped animals

Unsuccessful would be feedback that area is not large enough for greyhounds or fence height being unsuitable of unsafe.

Other dogs coming into the greyhound area not realising because of lack of visible large signage

number of accidents (i.e. running into obstacles), number of adverse interactions between dogs, Owners getting grumpy with one another about who's dog was "under control" or not!

If dog owners that don't own greyhounds or vulnerable dogs take over the space.

Dog fights, over crowding, scuffles between dogs trying to access the various gates to enter, churned up turf through over-use (resting the turf is unsatisfactory),

Bare minimum uptake of the area by greyhounds resulting in wasted space causing loss of surface area for remaining dog park users.

As part of the proposed trial there will be key success criteria developed and we would like to know what a successful trial looks like for you? (e.g. if the trial was successful and a good idea, how would this be demonstrated?) / Now, what would an unsuccessful trial look like?

n=53 responses



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Last thoughts on the trial

Last thoughts in support

Location in a centralised area is a good decision.

Good idea.

Because Hobart is small, and domestic greyhound numbers are large and increasing, and the site is so easily accessible and pleasant, the proposed facility will attract many people from around Hobart as there are no dedicated Greyhound parks anywhere except Kingston. So, with that in mind, this park needs to be great, and if it is it will attract a lot of additional interest and spending in your area as people travel to take their dogs to the park, stop for a coffee or snack, buy petrol, browse the shops etc. Get this right and you will have a huge asset as well as be helping a much underserved part of the community.

Great to see you are taking action in giving these beautiful dogs a place to play.

Its a great idea as greyhounds need a run and it can scare other dog owners when they are running at full speed.

It is important to let the greyhounds where many have been raced to have a nice end of their carers.

This is a great thing for Clarence. It would be really good to have more off-lead areas to take dogs in Clarence.

Greyhound owners and other dog owners could be asked after the trial their opinion on how it went, in general I support an off leaf area for greyhounds in Clarence, they also can enjoy being near other dogs so having it near existing exercise areas is good.

Thank you for considering it for a 12 month trial!

I think this trial is a fantastic idea and a brilliant opportunity for greyhound owners on the Eastern Shore. As there is currently only one other off-lead area for greyhounds in southern Tasmania, this will be a welcome addition and I will definitely be making regular use of it with my own greyhound.

This is a much needed space for greyhounds. We really need an off leash area in our municipality

Go for it! I am a behaviour veterinarian, I am not going to write a specific submission. I truly welcome your progress in welcoming dogs into society. This is the best for the dogs who enjoy being part of social life. We must always respect that some dogs (like people) do not want to be overly social. It is a balancing act. But if a good dog can have a bit of a go with its people in a polite setting, I see no reason to exclude them.

I really think this is a good idea. We have seen a similar arrangement in New Town that seems to work well.

A much needed facility. Please listen to the feedback so it is as useful as possible for as many as possible.

As before Greyhound need to run. Also they are dogs and want to have fun. They haven't known another breed so they need to be alone

We would absolutely love to see this trial succeed given the extreme limitations of 'off lead' areas for the rapidly growing demographic of greyhounds in Hobart.

Thank you!

Thank you CCC for listening to pet greyhound owners

Thank you from all the rescued greyhounds that deserve a safe space to stretch their long legs

It would be awesome if there could be lights on the dog park in winter between say 5 and 8:30pm!

i support concept of trial but it shouldn't decrease the exercise options for other dogs.

The sooner the greyhound area opens in Bellerive the better :)

Great idea to have a legal off leash area for greyhounds in an urban area. I have never owned a greyhound but I imagine this is a great idea for the dogs.

Is there anything else you would like to tell us about the proposed trial?

n=43 responses



Clarence... a brighter place

Last thoughts on the trial

Last thoughts with further questions or suggestions. Some need for clarity on the background to the trial.

Push on with the state of the art dog park at Cambridge

Why do the test n the existing already overcrowded dogpark without increasing the size?

Concerned that segregation perpetuates view that greyhounds are somehow dangerous. All dogs have gone through assessment before being made available for adoption. They are no worse than any other dog and perhaps better. In my experience, there are some other dags that are in the exercise area that shouldn't be

I love greyhounds, don't own one, and if they are still being bred, raced and re-homed as pets, they deserve the same freedom as any other breed. I've never met one that wasn't placid and very chilled in my outings with my staffy and child. I hope the council sees the importance of this for our animal friends

Would other 'sighthounds' be welcome in the area?

What I don't understand is why greyhounds are being singled out - is there advice from animal behavioralists that greyhounds are more aggressive and risky off lead or is this just perception? I've attended Bellerive beach off lead area where I seen uncontrolled dogs behaving very assertively making life difficult for other well controlled dogs and owners.

i think in the proposed form its silly

I have a very little dachshund and I would feel very comfortable integrating with greyhounds

Greyhounds are kind dogs and should be allowed full unrestricted access to the whole park.

It's such a shame that a whole breed is discriminated against due to the Tasmanian governments continuation of funding for the racing industry. Greyhounds who are not bred for the racing industry are very different dogs

Please consult with greyhound racing clubs and vets as to how you can make thus place as safe as possible if it needs to be opened

unsure why we target greyhounds, most docile friendly dogs there are... should be no restrictions on them... have an restricted area for the typical bogan type dogs. pitbulls, staffis etc and restict them from the normal areas.

Fix the lights in the car park! People need to be able to access the dog park after work during the darker months. The main car park is so dark that it's scary!

I think the puppy space is probably already suitable for vulnerable dogs.

Why not use a part of gold area rather than impede onto the cramped South street reserve which is really a car park come dog training area

It is assumed the fence currently separating the 2 grounds, will remain and current "alternate ground" usage will prevail ? Should that be the case please bear in mind that numerous elderly and infirm use the dog park. The planned and now much smaller alternate ground will not have any seating in its current form. Is there a plan to offer seating there ? It IS needed.

It is a sign that more public open space needs to be set aside for off-dog exercise areas.

Is there anything else you would like to tell us about the proposed trial?

n=43 responses



Project Timeline

Where to now?

Next steps

Consideration by council

The community feedback will contribute to decisions on the Greyhound off leash trial as well as the criteria for trial success

What next?

The outcome will be shared later in 2023 on Your Say and published in the media and a second survey will be available throughout the trial to understand how the trial is going

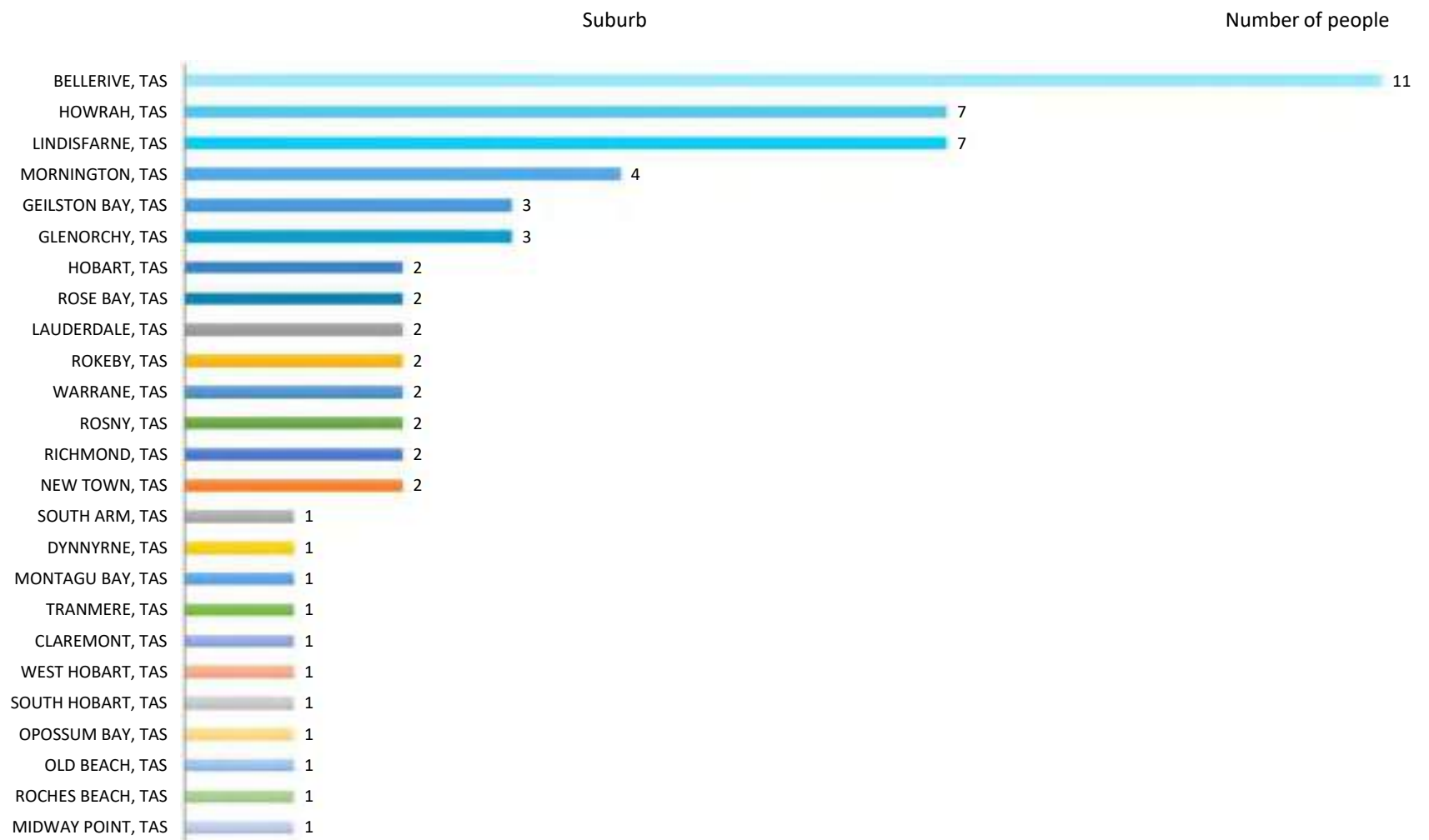


Appendix

- Demographics and dog ownership classifications
- Channels
- Survey (available both online and as a hard copy)

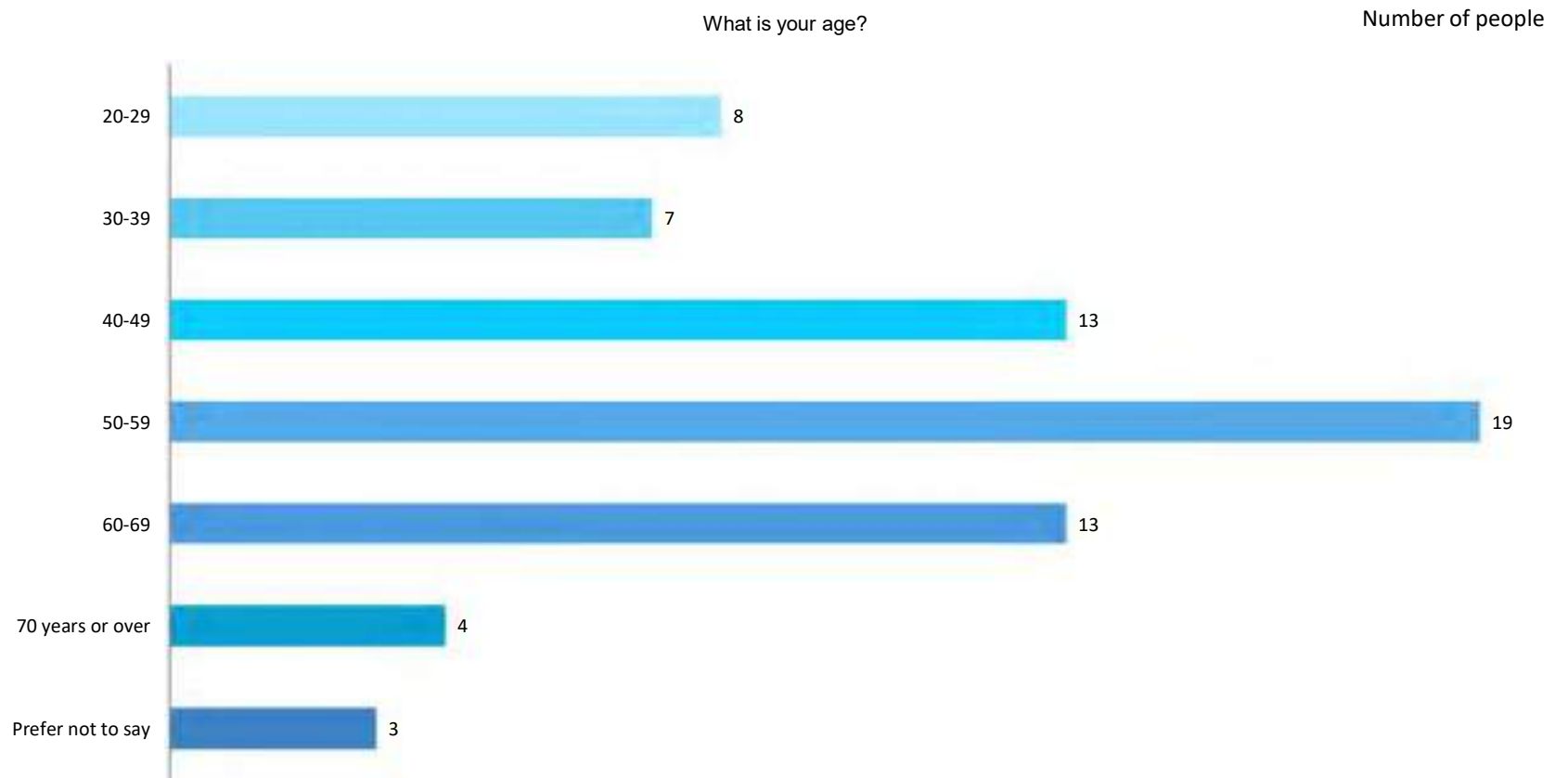


Demographics



Demographics

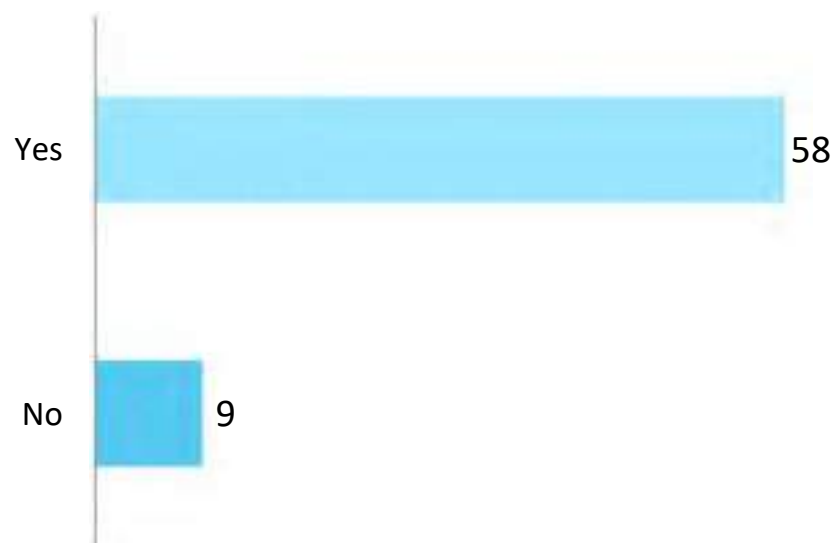
- Age breaks



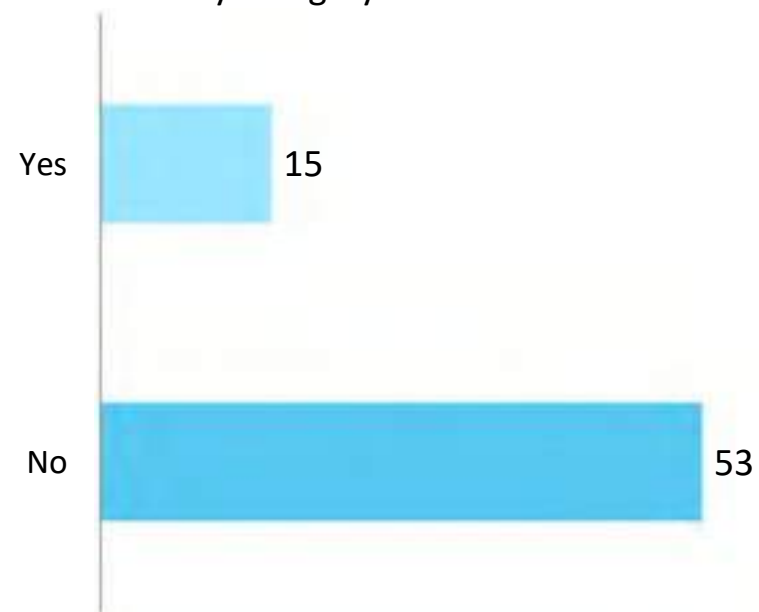
n=328

Dog ownership

Are you a dog owner?



Are you a greyhound owner?



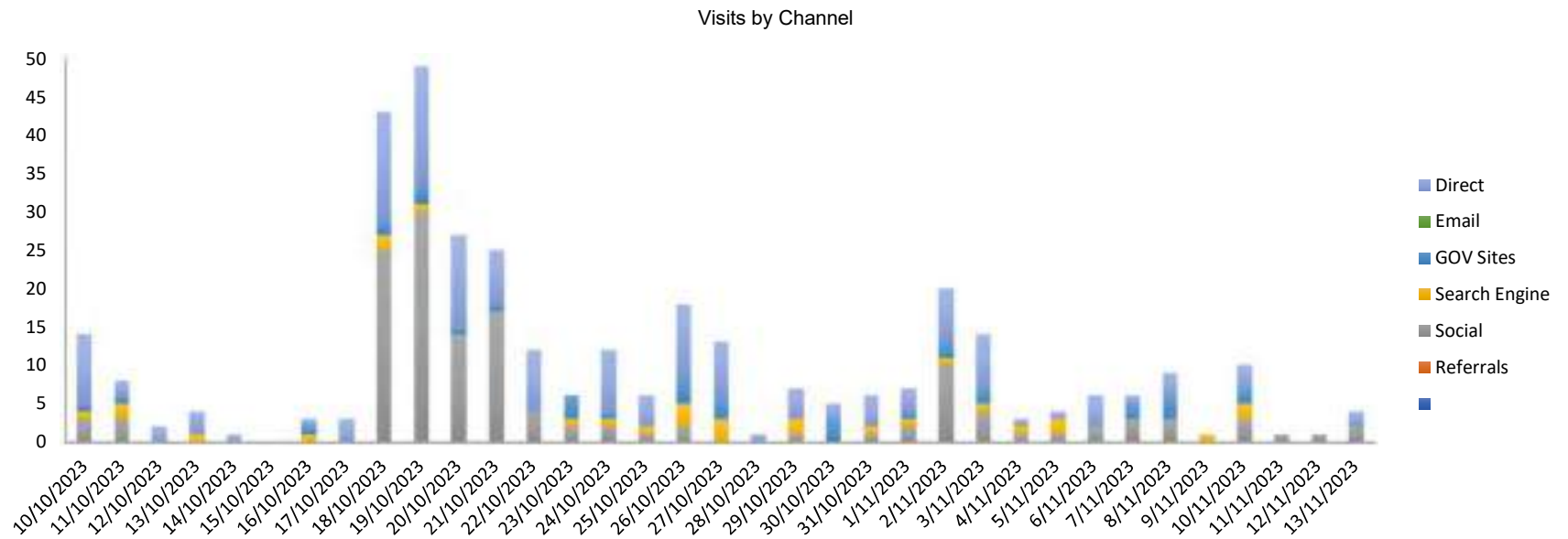
Are you a greyhound owner? / Are you a dog owner?

n=68



Key channels for website engagement

- Strong response from social media and also from the direct emails and confluents and posters in the area.



What was asked

Greyhound Off-leash and Vulnerable Dog Exercise Areas and Declared Area Changes - South Street Reserve, Bellevue

Your Say Clarence

Off-Leash Greyhound Area Trial - Community Survey

Clarence City Council is proposing to conduct a 12-month trial of designating a special off-leash exercise area for greyhounds, using part of South Street Reserve in Bellevue. The trial will provide a dedicated area where for Greyhounds to safely and lawfully be exercised off-leash, while also providing valuable information and data to inform potential planning for dog control strategies in Clarence.

Thank you for taking part in this survey about the potential to trial Off-Leash Greyhound Area Trial and Declared Area Changes at South Street Reserve.

The survey should take no longer than 20 minutes to complete, depending on your answers. We will ask a couple of optional questions free of charge, an opportunity to share your feedback. Lastly, we will ask a few general questions about you.

We are looking for both, our honest answers. We are aware that your responses will be kept strictly confidential and data will be reported in an aggregated form that will not identify you.

How much do you support the proposed 12 Month Off-Leash Greyhound Area Trial?

Please answer and scale of 1-5 where 1 is strongly disagree, and 5 is strongly agree

Choose an	Definitely I disagree	Somewhat I disagree	Neither agree nor disagree	Somewhat I agree	Definitely I agree
I support it, but not too much					

As part of the project we will have an open day to hear your views, please do let us know what you think about it. We will also have a public meeting to hear your views. If the trial was successful and a good idea, how would this be demonstrated?

Now, what would you consider to be the best?

What do you think of the proposed design for the trial area and changes to South Street Reserve? Does anything need to change or is what is being proposed sufficient?

Purple - the proposed greyhound off-leash area

Yellow - the proposed vulnerable dog area



Is there anything else you would like to tell us about the proposed trial?

Lastly, please contact us if you...

What is your best?

Are you a dog owner?

(Choose all that apply)

- ☐ Yes
☐ No

Are you a greyhound owner?

(Choose all that apply)

- ☐ Yes
☐ No

What is your age?

(Choose all that apply)

- ☐ Under 16 years
☐ 16-19
☐ 20-29
☐ 30-39
☐ 40-49
☐ 50-59
☐ 60-69
☐ 70 years or over
☐ Prefer not to say

Submissions

Combine the greyhound and vulnerable dog sections to make it only greyhound.

The vulnerable dog and pup areas seem pointless as there's a huge difference in sizes among pups and vulnerable dogs which defeats the purpose.

Good idea to make a designated Greyhound area as they aren't allowed to be off-lead anywhere.

Cheers,

Hello,

I would like to completely support a separate area for greyhounds.

I have a greyhound and to give her a long run off the lead, I have to travel to Kingston. They have a wonderful set up there to support all breeds of dogs.

However, it seems that you are offering a very small area in which greyhounds can be exercised.

I realise this is a trial but a slightly larger area would be more beneficial.

Thank you for recognising that there are a lot of greyhounds in the area and most are rescue dogs that are being given a second chance.

The least they deserve is an exercise area suitable for them.

Regards

The trial is a good idea AND it should be run in conjunction with another that provides access to one of the beaches Howrah and/or Belterive (east end). With additional numbers of dogs at South Street the timing provides us with the perfect opportunity to revisit the poorly thought through decision a few years ago to remove dogs from our nearby beaches that angered many ratepayers. To continue to have no access to the near empty beach ends in summer between 10am and 6pm still bewilders the 40% of residents who own dogs in the municipality. If not the entire 8h, why not at least the morning? The goodwill that would be generated would bring credit to the new council and make a statement that CCC no longer sees dogs and their owners being public nuisances. This is still felt widely and now is the opportunity to have it proven to be a fallacy.

Terry Polglase, CDOG Executive member



Tasmanian Dog Walking Clubs Inc.

The Tasmanian Dog Walking Clubs (TDWC) thanks the Clarence City Council (CCC) for the opportunity to comment on proposed changes to the South Street, Bellevue Dog Exercise area.

We are pleased to see that CCC are going to trial an exercise area for greyhounds as per the change in legislation. However, it was our understanding that CCC was going to find a separate area for greyhounds with the parks at Montagu Bay and 45 Geopwells Road Clarendon Vale suggested. Unfortunately, neither of the proposed areas were particularly suitable for dog owners. The TDWC believes that it would be more appropriate to allow greyhounds to mix with other dogs, with separate areas for smaller or less confident dogs. Owners of any breed/mixed breed of dog are responsible for knowing their dog's personality and ability to cope in fenced off lead areas.

Concerns have been raised over moving the fence, pushing dogs into smaller spaces. Dogs just like people don't get on with everyone and moving the fences may force such unwanted interactions.

We would like to know if the area will still be used as an occasional car park and how this along with extra foot traffic will impact on the ground itself? What plans do the CCC have to counteract the soil compaction?

The TDWC is disappointed that apart from the yet to be built dog exercise area in Cambridge, CCC has not provided extra dog exercise areas to match the growth in housing development. We would remind Council that:

- The 2022 survey by Animal Medicine Australia found that 69% of Australian households are now home to one or more pets.
- In the 2010 Household, Income and Labour Dynamics (HILDA) Survey had pet ownership at 62% with 72% of pet owning people – or 48% of all people having a dog.

We believe that companion animals should be seen as part of creating liveable communities, where future planning considers provision for housing with open spaces available to all community members connected by walkways.

- This not only helps existing residents but is an attractive draw card for potential overseas and migrant workers.
- It is an equity issue for our aging population and those who cannot access public transport or drive a car.
- This promotes healthy activity and better mental health outcomes.
- Facilitates community and social connection.
- Would alleviate points of conflict around protecting wildlife by creating buffer zones and creating alternate spaces for exercise.

The TDWC supports the trial but hopes that CCC will continue to look for other larger areas where dogs and greyhounds can exercise off-lead.

Melissa Fraser
President
Tasmanian Dog Walking Clubs Inc.



Clarence... a brighter place

Dear CCC

The Hobart Dog Walking Association Inc (HDWA) wishes to comment about proposed changes to the South Street, Bellerive Dog Exercise area, and the Bellerive Boardwalk.

South Street Dog Training Area

We are pleased to see that Clarence City Council (CCC) is going to trial an exercise area for greyhounds. However, during the CCC's last Dog Management Review it was our understanding that CCC was going to find a separate area for greyhounds; the park at Montagu Bay and 45 Goodwins Road Clarendon Vale were suggested. Unfortunately, neither of the proposed areas were particularly suitable for dog owners.

Concerns have been raised over moving the South Street fence and pushing dogs into smaller spaces. Dogs just like people don't get on with everyone and moving the fences may force such unwanted interactions.

We appreciate the growing popularity of greyhounds as pets. However, we represent owners of all dog breeds. All dog breeds need places to exercise and socialise. Some people own two dogs (including a greyhound) and another breed. How will they exercise both dogs if dogs are forced into two separate areas based on breed?

We would like to know:

- If the area will still be used as an occasional car park and how this along with extra foot traffic will impact on the ground itself?
- What plans do the CCC have to counteract the soil compaction? We note half the park is often closed for rehabilitation.

Bellerive Beach

If South Street Dog Training Area is to be divided, could the CCC consider extending the dog off-lead times and area on Bellerive Beach in summer to free up more space for the non-greyhounds being forced into a smaller area?

We remember:

- the former on-lead area at Bellerive Beach (parallel with toilet block to First Bluff) became prohibited to dogs in 2015; and
- prior to 2008, dogs were permitted off-lead on all of Bellerive Beach except for during the summer restriction times of 10am – 6pm 1 December - 1 March.

Bellerive Boardwalk

We recommend keeping the Bellerive Boardwalk on-lead and not restricting dog access as some dog walkers like/need to take short-cuts, or sit down in the seated area. Some businesses welcome dog walkers with dogs as patrons. Dogs could be restricted at times of very crowded organised public events, but should not possibly be restricted at all events as some organised events do not draw large crowds. For example: some musicians or public speakers on stage might not attract a crowd. Commonsense often dictates when and where to take a dog, or the event organiser might specify whether the event is suitable for patrons with dogs.

More dog exercise areas needed

The HDWA is disappointed that apart from the yet to be built dog exercise area in Cambridge, CCC has not provided extra dog exercise areas to match the growth in housing development. We would remind Council that:

- The 2022 survey by Animal Medicines Australia found that 69% of Australian households are now home to one or more pets.
- In the 2020 Household, Income and Labour Dynamics (HILDA) Survey had pet ownership at 62% with 72% of pet owning people – or 48% of all people having a dog.

We believe that companion animals should be seen as part of creating liveable communities, where future planning considers provision for housing with open spaces available to all community members connected by walkways:

- It is an equity issue for our ageing population and those who cannot access public transport or drive a car
- This promotes healthy activity and better mental health outcomes.
- Facilitates community and social connection.
- Would alleviate points of conflict around protecting wildlife by creating buffer zones and creating alternate spaces for exercise.

The HDWA hopes the CCC considers the questions we raise in this correspondence

Yours sincerely
Hobart Dog Walking Association Inc

Common Points of Feedback and Officer Responses

Issue	Summary of Feedback	Officers' Response
Success of trial	There were a range of views on what would constitute a successful trial, however a common theme was that it would be indicated by consistent usage by greyhounds, positive feedback from dog owners, and a lack of complaints or incidents involving uncontrolled dogs. One respondent, for example, mentioned the importance of dog owners feeling comfortable and their dogs enjoying the space	Officers have noted this feedback and will identify a clear set of metrics that will help measure the success of the trial. This will include user numbers and individual feedback on experiences. There will be opportunities to provide feedback online (via a QR code on site), and also in writing over the phone or in person.
Unsuccessful trial	Some respondents raised thought an unsuccessful trial would be indicated were poor owner behaviour, lack of animal control, escaped animals, and adverse interactions between dogs.	Part of the trial will include updating signage at South Street Reserve to make it clear what the restrictions and expectations are for each area. There will also be information signage installed to help owners understand their dogs body language and help encourage better use of the area. This will apply for the greyhound area as well as other parts of South Street Reserve.
Proposed changes to exercise areas	There was overall support for the proposed greyhound trial area, however some respondents feel that the greyhound area should be larger, while others expressed concerns about the limited space at South Street Reserve and the impact on other dog breeds.	The area for the proposed trial was selected after an extensive assessment of various options, including consultation with greyhound owners. It is considered appropriate in size and shape to meet the specific needs of greyhounds. Minor improvements will also be made for dog and owner safety, including installing mesh fabric around the perimeter fence of the greyhound area for better visibility and relocating bench seating. While South Street provides ample space for other dog breeds, to minimise the loss of area, it is proposed not to proceed with the relocation of the 'puppy area', as this function would be achieved through the vulnerable dog area and would take up an additional 245m² of space.

Common Points of Feedback and Officer Responses

Issue	Summary of Feedback	Officers' Response
Why are greyhounds separated from other dogs?	Many people thought greyhounds should be allowed into the regular dog exercise areas and asked why this was being proposed.	Due to greyhounds behavioral characteristics (such as their speed, agility and tendency to become fixated on objects they are chasing) their off-leash exercise area has specific requirements around its design and features to ensure their safety and that of other dogs. Council has the ability (through a declaration under the Act) to allow greyhounds into other fenced off-leash exercise areas, but this would need careful consideration before being trialled. The current proposed trial will provide Council with valuable information and data about how greyhounds behave in off-leash environments, which can be used to guide any future decision making around this and other proposals relating to exercise areas.
Other comments	Some respondents provided additional comments, such as the need for more public open spaces for off-dog exercise areas and concerns about singling out greyhounds for the trial	The need for other exercise areas is noted. Council will soon begin final community consultation on the proposed Cambridge Dog which is targeted for construction in 2024. The need for a special greyhound area is in response to the push to rehome former racing dogs, and specific legislative requirements that apply to that breed.



Clarence City Council

Dogs on-leash proposal - Bellerive Boardwalk
Community feedback

November 2023

Dog Management Consultation

- Table of Contents
 - Project background
 - Methodology & Consultation overview
 - Survey results
 - Next steps
 - Appendix
 - Demographics
 - Engagement summary – sources of traffic
 - Survey questions



Background on Your Say

Background

Proposed changes to declared area under *Dog Control Act 2000*

At Clarence City Council we often review our declared areas and spaces where dogs can be taken to make sure our approach to the management of dogs in Clarence's public spaces reflects community standards and expectations.

Currently, parts of the Bellerive Boardwalk area (the public plaza in front of the stage, car park and toilets) are a 'restricted area' where dogs are not permitted, even if on a leash. However, we understand that this is a valued community space where people enjoy walking their dogs, and that allowing dogs in this area would be unlikely to result in any less enjoyment of that space for all people using it. We want your views and feedback to help us decide whether to change the rules that apply so dogs can legally enter the area when being walked on a lead.

Note: the shared path shown in green is currently a dog on-leash area and this will remain the same as it currently is.

Note: some events in the area will have event specific permits which may exclude dogs. The change proposed is for general day to day use.

A plan showing the proposed changes is below and can also be viewed in the 'Documents' section on the right.

Invitation to make written submissions

Council invites written submissions on the proposed changes to the declared areas at Bellerive Boardwalk.

Written submissions can be provided until close of business on Friday, 10 November 2023.

You can provide a written submission:

- by email to yoursay@ccc.tas.gov.au, in-person at Council's offices at 38 Bligh Street, Rosny Park or by post

Take our survey

If you don't want to provide a submission, but would still like to give feedback on the proposed trial we invite you to take our survey, below. The survey is a great way to have your say on the proposed trial and anything you think we should consider. The survey will also be open until 10 November 2023.

You may also be interested in another dog related consultation focusing on our [proposed off-leash greyhound area trial and other changes to South Street Reserve in Bellerive](#) (click the link to be taken to the project page).

Current Declarations (October 2023)



Proposed Declarations (dogs permitted on-leash)



What are the next steps?

Council will consider all the feedback received on the proposed declared area change and decide whether to proceed. If it does, we will publish a public notice in the Mercury and also on this page notifying if and when any changes come into effect.

Consultation methodology

- Timeframe:
 - Four weeks from 10 October 2023 to 10 November 2023
- Key consultation activities
 - Your Say survey online
 - Aim was to reach a good representation of dog and non-dog owners
- Responses:
 - 330 online responses
- Communication and promotion key moments:
 - Council website and featured on council Your Say page
 - Weekly Facebook posts throughout consultation period
 - Emails directly to all key known stakeholders and interested groups (all known dog related groups) with an invitation to complete the survey and share with their networks



Facebook post example



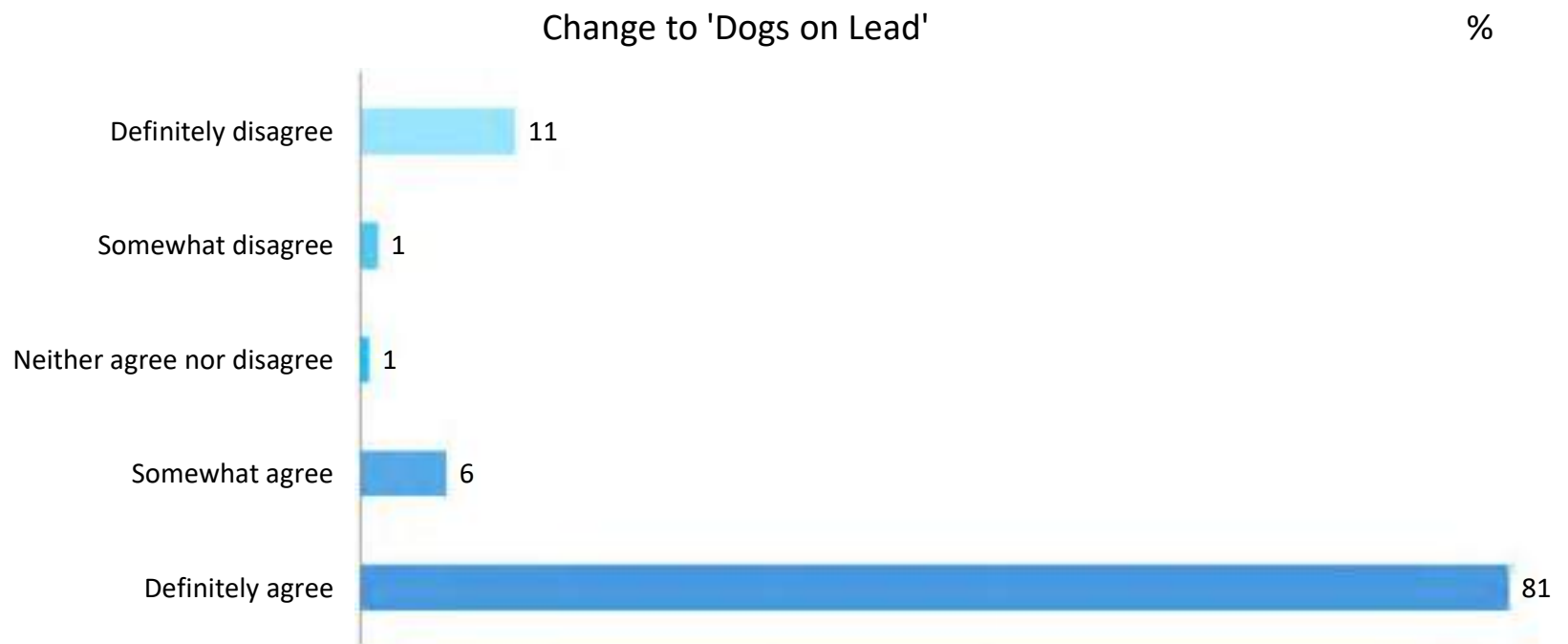
Consultation Overview

- Consultation was a short poll with key questions around the support for a change for the Bellerive Boardwalk to allow dogs on lead
- We heard from 330 community members from the local area and surrounding suburbs and from a good range of ages. The results reflect a good cross section of the community.
- Pleasingly we also had representation from owners of pet dogs as well as non-dog owners.
- Change to Dogs on Lead- responses to the questions:
 - 9 in 10 agree (definitely or somewhat) to the proposed change to 'Dogs on Lead with a very high 81% definitely agreeing with the proposed change
- Support for keeping the boardwalk as an exclusion zone:
 - The question was also asked in the reverse as keeping as the current exclusion zone. The 9 in 10 disagreeing with keeping the status quo reaffirms the desire for the proposed change
- Overall, there is very strong clear community support for the change



Change to Dogs on Lead

- 9 in 10 agree (definitely or somewhat) to the proposed change to 'Dogs on Lead' with a very high 81% definitely agreeing with the proposed change



Do you support a change for the Bellerive Boardwalk to allow dogs on lead?

n=329

Keep as an exclusion zone

- The question was also asked in the reverse as keeping as the current exclusion zone. The 9 in 10 disagreeing with keeping the status quo reaffirms the desire for the proposed change



Do you support keeping the exclusion zone for the Bellerive Boardwalk?

n=328

Comments shared in the survey

- Some of the range of comments shared. The majority are in strong support but some are concerned about ensuring dogs are on leash and under control.

Supporting the change (87% in support)

What a fabulous community we have to have a dog friendly area 'dogs on leads' to support small businesses and an active community.

Well people take dogs on lead there already and I have never witnessed anything bad happen.

We're a young family that loves living in Clarence. With dogs banned from most playgrounds that are very few places our family can go and enjoy outside the home together. Our son loves riding his bike in this area where we also take our dog to exercise and get coffee for mum and dad (we didn't realise we weren't supposed to be there). It's a great community spot and we are always welcomed by other patrons/walkers.

We have a small dog and love to go for walks there, that way we can take our pooch with us

under utilized area currently, no difference to users.

This would catch up with current practice, which appears to be fine.

Times are changing and companion animals are a part of many families who use the boardwalk. Council rules should reflect this.

This is an excellent area for families and dogs are a part of our family. I would enjoy spending a lot of time on the boardwalk with my dog if it were allowed.

This is a fabulous spot to walk through with a dog on lead. There are small businesses in the area that can be better supported if you can sit outside with a coffee or something to eat.

Comments not in support of the change (12% not in support)

Unfortunately entitled dog walkers don't actually keep their dogs on leash in on leash zones. Lots of kids ride bikes and walk and play with their families in this area. Please look out for our kids - the dogs already completely take over Bellerive beach even in the areas they are not meant to be, not this too.

Trip hazards for elderly .

This is an eating zone with a number of events held there each year. Not appropriate for dogs and owners do not currently follow guidelines on walkways by having on short leash and under effective control.

Too often I have seen dogs on leads where the owners appear to think everybody loves dogs and do nothing to control the dogs from approaching people, children and other dogs. I have known people to have panic attacks or stress reactions from an uninvited dog approaching them. I consider that there should be very strong laws in relation to the length of leads used in areas being used by other members of the public, and strong laws to enforce the controller to restrain the dog from being able to make contact with another member of the public. I would submit that there are some who for medical reasons can not afford a fall from a dog attack or a lead trip. We should put people before animals and therefore people should have access without threat, to all public areas. If the zone remains unchanged, anyone who wishes to avoid dogs can do so and still have access to the public area. I would add that I have been a dog owner for most of my life and I have always fully respected the right of enjoyment of others.

There is too many dogs currently around Cocomo and they are all barking continuously . There is also no signs showing this dog exclusion area

Is there anything else you would like to tell us about your reasons for supporting a change to 'Dogs on Lead' or maintaining the exclusion zone?

n=190 responses



Project Timeline

Where to now?

Next steps

Consideration by council

The community feedback will contribute to decisions on whether to change the Bellerive Boardwalk exclusion zone to a dogs on lead area

What next?

The outcome will be shared later in 2023 on Your Say and published in the media

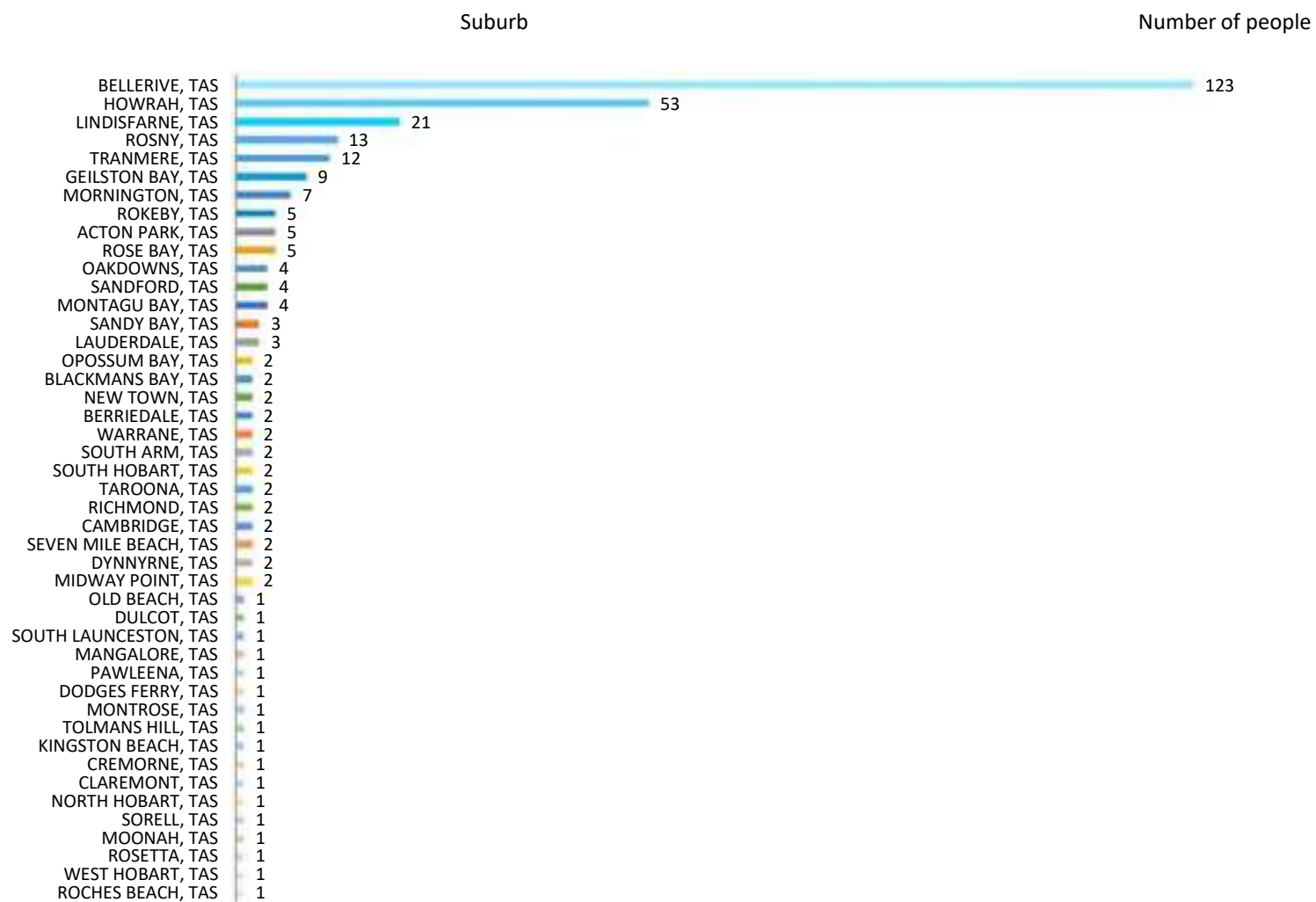


Appendix

- Demographics and dog ownership classifications
- Channels
- Survey (available both online and as a hard copy on request)

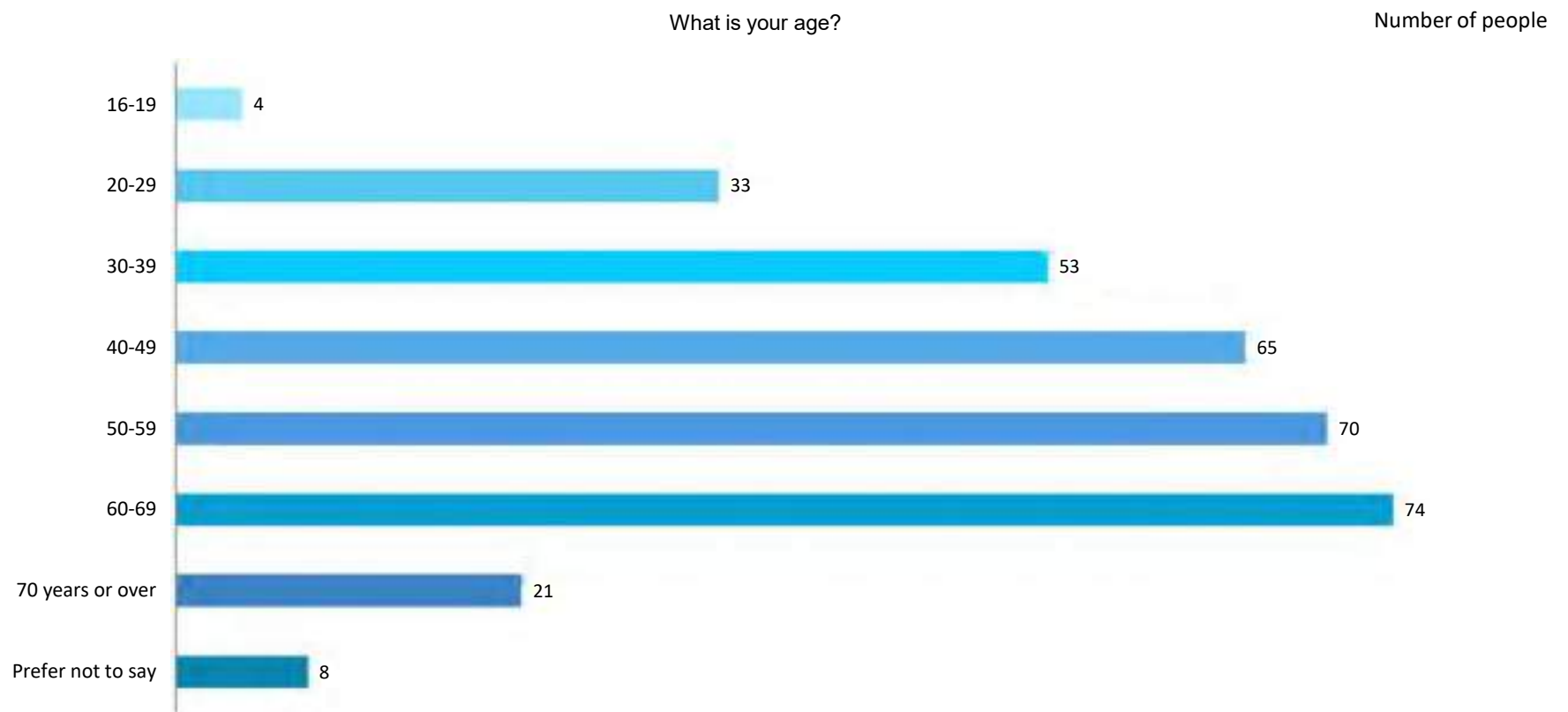


Demographics



Demographics

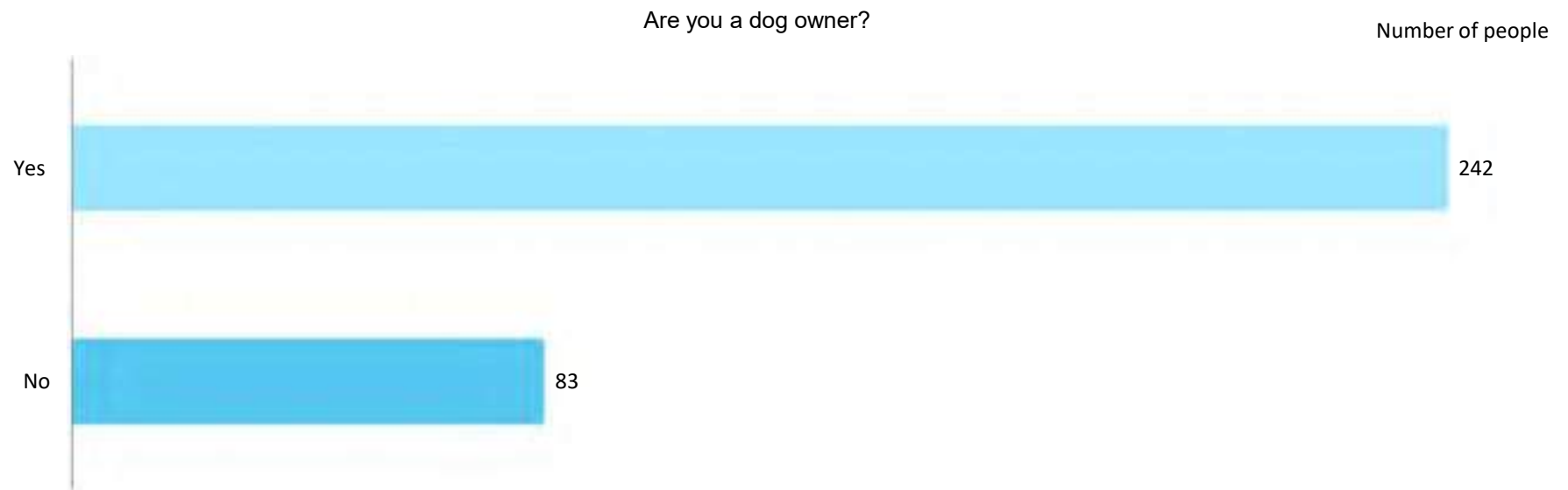
- Age breaks



n=328



Dog ownership

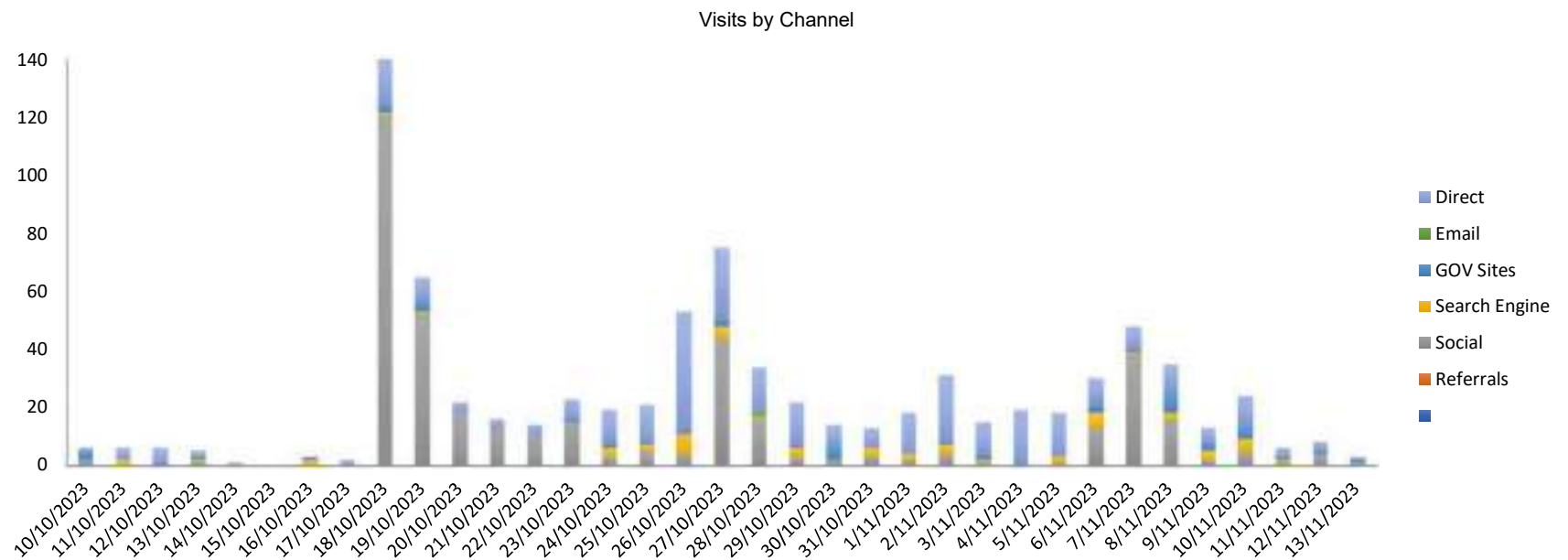


Are you a dog owner?

n=325

Key channels for website engagement

- Strong response from social media and also from the direct emails and confluents and posters in the area.



What was asked

Online survey

Dogs on-leash proposal - Bellerive Boardwalk

Your Say Clarence

Bellerive Boardwalk proposed change to declared area

Thank you for taking part in this survey about the potential to change Bellerive Boardwalk from a dog exclusion zone to dogs on lead.

The survey should take no longer than 2-5 minutes to complete, depending on your answers.

We will ask couple of structured questions then provide an opportunity to share your views. Lastly, we will ask a few general questions about you.

We are looking for local and remote answers. We assure you that your responses will be kept strictly confidential and data will be reported in an aggregated form that will not identify you.

Do you support a change for the Bellerive Boardwalk to allow dogs on lead?

Question	Definitely disagree	Disagree but I disagree	Neither agree nor disagree	Somewhat agree	Definitely agree
Change to 'Dogs on Lead'					

Do you support keeping the exclusion zone for the Bellerive Boardwalk?

Question	Definitely disagree	Disagree but I disagree	Neither agree nor disagree	Somewhat agree	Definitely agree
Keep it a 'Dog Exclusion Zone'					

Is there anything else you would like to tell us about your reasons for supporting a change to 'Dogs on Lead' or maintaining the exclusion zone?

Lastly, some questions about you...

Which suburb do you live in?

Are you a dog owner?

Choose all that apply

- ☐ Yes
☐ No

What is your age?

Choose only one option

- ☐ Under 15 years
☐ 16-19
☐ 20-29
☐ 30-39
☐ 40-49
☐ 50-59
☐ 60-69
☐ 70 years or more
☐ Prefer not to say

Submissions

To whom it concerns,

I wish to comment on the proposed dog-restrictions of Bellerive Boardwalk. I support the changes to allow dogs on-leash in the boardwalk area.

I personally will enjoy being able to take my dog here. Previously I've avoided the area and kept walking to the streets and bluff walking track. I prefer to take my dog to areas that are less sensitive and think having more areas open to dogs on-leash means there are more opportunities for people to walk their dogs in areas that aren't harming the environment or wildlife. I would however like to see Bellerive Beach and other natural areas made leash-only and believe this could serve as a compromise with dog owners. There are dog owners like myself that have had larger dogs run up and attack our smaller dogs. I have a family member who has a phobia of dogs running up to her after a serious dog attack as a child. Dogs off-leash in natural areas are harmful to the environment and prevent beach-nesting birds from inhabiting areas due to constant disturbance. Dogs on Bellerive Beach and the bordering dunes would be impacting southern-brown bandicoots through disturbance and possibly influencing pouch young being thrown.

As a dog owner, I do not have any extra rights over beach use than non-dog owners, other general beach users or native wildlife. This is something that many dog owners forget and I do not think Council should be intimidated by dog-owner entitlement as nobody forced us to own these animals.

Kind regards,

Good afternoon

Although, sadly, I do not own a dog I feel this proposal is a step in the right direction to allow dogs on a leash in the proposed declaration, excepting restrictions during events.

It is a beautiful area for people and their furry companions.

Thank you

Good evening

I believe that dogs on leashes should be allowed to traverse through the Boardwalk area, stop and drink from water bowls or sit with owners outside restaurants.

For many of us, dogs are family members. If we cannot take them to facilities we can not go ourselves.

Taking one's dog, on leash and controlled is good for us, the dog and for local businesses.

Yours faithfully



Council... a brighter place

Submissions

Definitely make the area an on lead area.

Thank you CCC
Please allow dogs on leash and under control through out Bellerive boardwalk area

See submission below.

I am in support of the changes detailed for the Dogs on leash proposal for Bellerive Boardwalk. This is a positive and progressive move that addresses the needs of the community.

In addition to standard council dog zone signage, please consider liaison with local dog training clubs to provide additional signage educating around what effective on leash dog control should look like. This is a highly visited location and presents a key opportunity to educate public on what best practice for dog handling now constitutes. There is a need for parents with small children to also follow dog safe practices, and not allowing unsafe behaviors to occur. This would be in addition to standard dog handling protocols. Correctly set up, this can be a hub that will bring the joys of dog interaction closer to the hearts of our community.

I would further add that council consider inclusion of pontoon areas as "on lead" to allow for dogs accessing marine craft.

Thank you for your consideration,

Good morning,

I would like to express my strong support for the proposal of dogs on leash areas at the Bellerive Boardwalk.

The area is well used by citizens on the Eastern shore and everyone who visits the area and a great number of people walk with their dogs on leash. The Boardwalk is a hub for recreation, socialisation and fitness activities and definitely contributes to the wellbeing of the members of the community.

I would like to congratulate Clarence Council for taking this initiative.

If you need any further information, please do not hesitate to contact me.

Kind regards

Hi There,

Thank you for the opportunity to comment on this proposed changes to restrictions for dogs walking along the Bellerive Boardwalk. We support the changes and will be pleased to see dogs enjoying greater access to this area.

Kind regards,

Melissa V.A. Fraser
President
Tasmanian Dog Walking Clubs

Dogs on Bellerive board walk

As an elderly resident I often walk my dog around the board walk. I feel safe protected and with purpose.

I never knew it was restricted. I would like Clarence City Council to embrace residents with dogs and the essential connections they give to humans in particular disabled elderly or lonely people.

For me personally I would be devastated if this area became more restrictive for dogs.

It's really time to accept dogs are an essential part of our community. I've never seen an incident that was negative or serious in that area. Many businesses encourage visits from owners and their dogs by providing water bowls and seats outside.

Please do not restrict our movements more than now.



Dear CCC

The Hobart Dog Walking Association Inc (HDWA) wishes to comment about proposed changes to the South Street, Bellerive Dog Exercise area, and the Bellerive Boardwalk.

South Street Dog Training Area

We are pleased to see that Clarence City Council (CCC) is going to trial an exercise area for greyhounds. However, during the CCC's last Dog Management Review it was our understanding that CCC was going to find a separate area for greyhounds; the park at Montagu Bay and 45 Goodwins Road Clarendon Vale were suggested. Unfortunately, neither of the proposed areas were particularly suitable for dog owners.

Concerns have been raised over moving the South Street fence and pushing dogs into smaller spaces. Dogs just like people don't get on with everyone and moving the fences may force such unwanted interactions.

We appreciate the growing popularity of greyhounds as pets. However, we represent owners of all dog breeds. All dog breeds need places to exercise and socialise. Some people own two dogs (including a greyhound) and another breed. How will they exercise both dogs if dogs are forced into two separate areas based on breed?

We would like to know:

- If the area will still be used as an occasional car park and how this along with extra foot traffic will impact on the ground itself?
- What plans do the CCC have to counteract the soil compaction? We note half the park is often closed for rehabilitation.

Bellerive Beach

If South Street Dog Training Area is to be divided, could the CCC consider extending the dog off-lead times and area on Bellerive Beach in summer to free up more space for the non-greyhounds being forced into a smaller area?

We remember:

- the former on-lead area at Bellerive Beach (parallel with toilet block to First Bluff) became prohibited to dogs in 2015; and
- prior to 2008, dogs were permitted off-lead on all of Bellerive Beach except for during the summer restriction times of 10am – 6pm 1 December - 1 March.

Bellerive Boardwalk

We recommend keeping the Bellerive Boardwalk on-lead and not restricting dog access as some dog walkers like/need to take short-cuts, or sit down in the seated area. Some businesses welcome dog walkers with dogs as patrons. Dogs could be restricted at times of very crowded organised public events, but should not possibly be restricted at all events as some organised events do not draw large crowds. For example: some musicians or public speakers on stage might not attract a crowd. Commonsense often dictates when and where to take a dog, or the event organiser might specify whether the event is suitable for patrons with dogs.

More dog exercise areas needed

The HDWA is disappointed that apart from the yet to be built dog exercise area in Cambridge, CCC has not provided extra dog exercise areas to match the growth in housing development. We would remind Council that:

- The 2022 survey by Animal Medicines Australia found that 69% of Australian households are now home to one or more pets.
- In the 2020 Household, Income and Labour Dynamics (HILDA) Survey had pet ownership at 62% with 72% of pet owning people – or 48% of all people having a dog.

We believe that companion animals should be seen as part of creating liveable communities, where future planning considers provision for housing with open spaces available to all community members connected by walkways:

- It is an equity issue for our ageing population and those who cannot access public transport or drive a car
- This promotes healthy activity and better mental health outcomes.
- Facilitates community and social connection.
- Would alleviate points of conflict around protecting wildlife by creating buffer zones and creating alternate spaces for exercise.

The HDWA hopes the CCC considers the questions we raise in this correspondence

Yours sincerely
Hobart Dog Walking Association Inc

8.4.5 OPPORTUNITY FOR AN AFL HIGH PERFORMANCE CENTRE IN CLARENCE**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to inform Council of results of the recent community consultation survey on the opportunity for Clarence to be the home of the future Tasmanian AFL/AFLW team High Performance Centre (HPC). The report also provides information to assist the Council in its decision whether to support, in-principle, an AFL HPC in Clarence, noting that the site selection is a competitive process with the eventual site to be determined by the Department of State Growth (DSG).

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2021-2031 has governance and leadership objectives that are relevant including:

- "5.5 Engaging with our community and stakeholders through the continued implementation of our Community Engagement Policy; and*
- 5.6 Establishing strategic partnerships to facilitate greater opportunities."*

LEGISLATIVE REQUIREMENTS

There are no legislative considerations arising from the recommendation in this report. If the HPC development were to progress in Clarence, the *Local Government Act 1993* would be relevant in relation to any lease or disposal of public land, and a further report would be provided to the Council for a decision at the appropriate time. Planning, building and other considerations would be addressed through the Land Use Planning and Approvals Act 1993, Building Act 2016 and other relevant legislation and regulations.

CONSULTATION

At Council's meeting on 9 October 2023, Council endorsed consultation with the community on the potential for hosting a HPC in Clarence. Community consultation was undertaken between 10 October and 7 November 2023, to gain an understanding of public sentiment in relation to a future Tasmanian AFL HPC being sited in Clarence. There was a high level of engagement and strong support for the AFL HPC to be located within Clarence. A high number of respondents identified the Rosny Parklands (formerly Rosny Golf Course) and Charles Hand Park areas within Rosny Park as suitable locations, with a smaller number of respondents identifying Geilston Bay as a suitable location.

Targeted consultation has been undertaken with key stakeholders who would be directly impacted by the development of a HPC at the Charles Hand Park and Geilston Bay sites.

FINANCIAL IMPLICATIONS

There are no immediate impacts on the current financial year operating budget. Subject to endorsement of a HPC within Clarence, there may be some costs associated with development of a centre, which would be identified and detailed in any agreement between Council and DSG related to the project.

RECOMMENDATION:**A. That Council:**

- (a) Receives and notes the results of the recent consultation regarding the opportunity for Council to host an AFL High Performance Centre in Clarence;
- (b) Provides in-principle support for Clarence to be the home of the AFL High Performance Centre located within the Rosny Park CBD area;
- (c) Authorises the CEO to submit a proposal for two site options for consideration under the Department of State Growth's competitive selection process, those options being:
 - i. Preferred Option – Option (c) – Charles Hand Park accommodating the High Performance Centre's primary oval, training and administration buildings and associated infrastructure, with a second oval to be located in the Rosny Parklands; and
 - ii. Secondary Option - Option (b) - Rosny Parklands accommodating the High Performance Centre's primary oval, training and administration buildings and associated infrastructure, with a second oval to be located in Charles Hand Park

B. Should Clarence be the successful applicant under the AFL High Performance Centre Site Assessment Process, Council authorises the CEO to negotiate terms for inclusion in a Heads of Agreement with Department of State Growth, to be submitted to Council for approval, to ensure mutually beneficial outcomes are achieved for the Clarence community and the Tasmanian AFL team and provide further reports for Council's consideration as decisions are required.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** On 3 May 2023, the Tasmanian Government signed a Club Funding and Development Agreement with the Australian Football League (AFL) for the establishment of a Tasmanian-based AFL and AFLW Club.
- 1.2.** Development of a High-Performance Centre (HPC) near Hobart CBD forms part of the Tasmanian Government's agreement with the AFL.

- 1.3. The Department of State Growth has indicated that Rosny Park is a desirable location for the HPC because of its proximity to central Hobart and access to shops, services, and the general urban amenity of the activity centre.
- 1.4. At its meeting of 9 October 2023, Council considered a report outlining DSG's process for selecting the HPC site and the anticipated social and economic benefits of such a development in Clarence.
- 1.5. Several options for accommodating the HPC entirely within the Rosny Parklands have been tested, however the sloping and irregularly shaped site has constraints and challenges that are not compatible with developing a HPC on the site in a sustainable manner.
- 1.6. The 9 October 2023 report summarised Rosny Parklands' site constraints including planning; civil and geotechnical; hydrology; environmental and natural values; landscape and universal access; placemaking and public realm amenity; connectivity and parking; and alignment with the principles that had previously been developed with the community to inform the draft City Heart Plan.
- 1.7. Numerous attempts were made by qualified staff and consultants to achieve a site design arrangement that would satisfy both the AFL's requirements for the facility and the Council's reasonable expectations for an accessible, sustainable development of the public space, however the combination of site characteristics and estimated costs resulted in no satisfactory option being identified for a HPC located fully within the Rosny Parklands.
- 1.8. At the 9 October meeting it was resolved that Council:
 - "A. Authorises the CEO to undertake community consultation with the aim of providing Council with a strong understanding of Clarence community views about having an AFL High Performance Centre: (a) in Clarence generally, (b) fully located at the Rosny Parklands specifically, (c) at dual sites located at Rosny Parklands and Charles Hand Park, and (d) at other sites within the City that may be identified as suitable for the purpose.*

- B. Authorises the CEO to continue to work with the Department of State Growth to explore sites that have high potential suitability for an AFL High Performance Centre within the City.*
- C. Requests that the CEO provide a report to Council as soon as practical setting out the outcome from the consultation (Recommendation A above) and any further developments or refinement of design options and/or locations (in accordance with Recommendation B above).*
- D. Notes that the results of the consultation process do not infer future support, or otherwise, for an AFL High Performance Centre, but will be used to assist Council in relation to any future decision.”*

- 1.9.** The community consultation has been undertaken, comprising an online survey on Your Say Clarence website which was open for a four-week period from 10 October until 7 November 2023. The results are summarised in section 2 of this report and a full report will be available on Council's Your Say website from 12 December 2023.
- 1.10.** Council officers have continued to work with DSG representatives to explore sites and development approaches, with the aim of optimising community and economic benefits of a HPC while reducing or mitigating any potential adverse impacts of such a development. Two potential site options have been identified and are discussed in section 3 of this report, which are proposed to be submitted as proposed sites for consideration under the AFL’s High Performance site assessment process (**Attachment 1**). These, along with others are also included in concept plans provided by DSG as **Attachment 2**.
- 1.11.** For further information, DSG has provided a report on the economic impacts of a HPC located within Greater Hobart, prepared by SGS Economics, and included as **Attachment 3**.

2. CONSULTATION

Methodology

- 2.1.** Community consultation was undertaken over a 4-week period in line with Council's standard practice, with a survey open from 10 October to 7 November 2023.
- 2.2.** The approach and activities included an online survey on Your Say Clarence, and an in-person engagement presence at the youth-oriented Paint Party Run event at Rosny Parklands on Saturday 4 November 2023.
- 2.3.** The aim of the consultation was to reach a good mix of ages and family types, and to hear from residents from right across Clarence.
- 2.4.** There was a coordinated effort to promote the survey including: a banner on Council's website and the Your Say Clarence page, weekly Facebook posts throughout the consultation period, advertisements in the Eastern Shore Sun, flyers, and paper surveys in the Council Chambers foyer. In addition, there was significant ongoing media interest in the consultation.
- 2.5.** Questions were aimed at gauging support for the AFL/AFLW HPC being in Clarence, and support for the HPC specifically at Rosny Parklands and Charles Hand Park.
- 2.6.** Respondents were asked about their expectations for benefits, risks and whether any other sites should be considered. In this context, the strongest response for a location other than Rosny Parklands or Charles Hand Park was for a facility located at Geilston Bay.
- 2.7.** A 5-point rating scale was employed, which is consistent with the City Heart Plan survey conducted in March-May 2023.

- 2.8.** It is important to note that there were no plans or designs shared with the community, rather the survey focussed on general thoughts and impressions. Therefore, the results of the survey should be considered an indication of general sentiment only around a HPC in Clarence, and further consultation should occur at the appropriate stages in relation to any detailed proposal, particularly with individuals and organisations that would be directly impacted by any future development.

Outcomes: who responded

- 2.9.** The survey received 959 responses which is an exceptionally strong response compared with the usual response rate for surveys at City of Clarence.
- 2.10.** 79% of responses were from Clarence residents. The top five participating suburbs were Howrah, Bellerive, Lindisfarne, Rokeby, and Geilston Bay. These are also our most populated suburbs.
- 2.11.** 21% of respondents lived outside of Clarence, mainly from other Greater Hobart and southern Tasmanian council areas, with the north and north-west of Tasmania also represented. Very few responses were received from interstate.
- 2.12.** Most respondents were adults between 30-69. Relatively few respondents were in their 20s, and even fewer in the 19 or under bracket. This age profile is quite typical for Council survey outcomes.

Outcomes: what people told us

- 2.13.** When asked: *“Do you want Clarence to be the home of AFL in Tasmania by having the AFL/AFLW High Performance Centre located in Clarence?”* 71% of respondents agreed, indicating strong support for this idea. 23% of respondents disagreed.
- 2.14.** There was a difference between Clarence residents with non-residents, with 68% of Clarence residents supportive of Clarence hosting the HPC, compared with 79% of non-residents.

- 2.15.** Respondents were asked to describe any benefits they perceived in having the AFL/AFLW High Performance Centre located in Clarence. The most common responses included the following ideas: (1) catalyst, investment, economic, transformative, (2) social, community, schools, healthy lifestyle, (3) sport, facilities, players, (4) benefits to existing businesses, (5) inspiration for kids, youth, aspiring athletes.
- 2.16.** Respondents were invited to use their own words to describe risks and concerns of having the AFL/AFLW High Performance Centre located in Clarence. The most common concerns were: (1) loss of public green open space, (2) traffic and access concerns, (3) costs, waste of money, other priorities, rates, (3) community access to the site unlikely to happen, (4) parking, (5) privatisation of public land. However, the most common response to this question was that there were no concerns, only benefits.
- 2.17.** Over 7 in 10 respondents agreed with the key stated economic benefits promoted by DSG being (1) upfront and ongoing investment, and (2) economic benefits from the staff, players and visitors coming to the area.
- 2.18.** Fewer respondents stated having concerns around (1) potential for a reduction in community access and community use of the site (38%) and (2) potential displacement of existing community sports or uses (33%).

Outcomes: feedback about specific sites

- 2.19.** 67% of respondents support the idea of the AFL/AFLW HPC being wholly located on the Rosny Parklands (former Rosny Golf Course) site.
- 2.20.** Survey responses show 64% of residents are in support of the HPC being located in the Rosny Parklands and this increases to 78% in support from those answering from outside Clarence.
- 2.21.** The idea to separate the HPC across Rosny Parklands and Charles Hand Park was not as well supported, with 44% of respondents agreeing, and 43% disagreeing.

- 2.22.** Residents (42%) were less supportive than non-residents (53%) of an option across two different sites.
- 2.23.** Respondents were asked if there were other sites that they would like to suggest for consideration. The most popular sites suggested included Cambridge (98 suggestions), Geilston Bay (54 suggestions), Seven Mile Beach (54), Blundstone Arena (47), Bayview Secondary College/Rokeby (35), Kangaroo Bay Oval/Charles Hand Park/Rosny Bowls precinct (19).

Other relevant consultations: City Heart Plan

- 2.24.** Extensive consultation was undertaken as part of developing the draft City Heart Plan during November 2022, and March, April and May 2023 with activities including online surveys, pop up stalls at markets and events, school engagements, focus groups, precinct stakeholder meetings and a future forum workshop for businesses, community representatives, sports clubs, and other stakeholders in the area.
- 2.25.** Compared with the volume of responses to the AFL HPC survey, the City Heart survey appears more modest with approximately 300 respondents to the key directions survey.
- 2.26.** Respondents were well informed and engaged with concepts based on professional expertise and a collaborative approach to identifying strategic development opportunities with stakeholders.
- 2.27.** There was generally very strong support for the City Heart vision, principles and concepts proposed in the draft Plan, including ideas for transforming the old Golf Course and Charles Hand Park into a green, accessible public landscape such as Active Park (77%), Arts and Culture Park (76%), Wild Park (76%), Central Park (84%), and Play Park (77%).
- 2.28.** The HPC was not part of the City Heart Plan or its engagement, however the concept of Charles Hand Park being an Active Park received support.

3. OPTIONS FOR A HIGH PERFORMANCE CENTRE SITE IN CLARENCE

- 3.1.** A range of site options for the HPC in Clarence have been tested with the aim of identifying a preferred option that would optimise the benefits to the community, minimise impacts such as displacement of other community uses, and satisfy the AFL team's operational needs and desires for the future HPC.
- 3.2.** All scenarios have benefits and drawbacks. The AFL team and DSG have consistently expressed interest in Rosny Park due to the amenity that an urban centre can provide to players and staff.
- 3.3.** The various options considered are:
- (a) HPC entirely located within the Rosny Parklands (original DSG proposal).
 - (b) HPC main oval and facility located within Rosny Parklands with the second oval and associated facilities located within the upper end of Charles Hand Park (**Attachment 2** – DSG Concept A Site Plan).
 - (c) HPC main oval and facility located within the upper end of Charles Hand Park with the second oval and associated facilities located within Rosny Parklands (**Attachment 2** - DSG Concept B Site Plan).
 - (d) HPC main oval and facility located within the upper end of Charles Hand Park with a second oval location to be determined within 12 – 18 months of agreement; with possible locations including Blundstone Arena, Kangaroo Bay Oval and Geilston Bay.
 - (e) HPC ovals (two or three) and associated facilities fully located at Geilston Bay.
- 3.4.** Two concepts have been identified as being suitable options to put forward for consideration under the selection process, and these are included as **Attachment 1**. The two preferred concepts are Options (b) and (c) above, which are mirror images of each other. Option (e) is also viable but not preferred as it lacks the CBD benefits exhibited by the two preferred options.

- 3.5.** It is important to note that none of the options are a “silver bullet” solution. That is, all options have positives and negatives that need to be considered.

Option (a)

- 3.6.** Of the five options listed above, option (a) has been removed as it has a significant impact upon the majority of the Rosny Parklands, from environmental, accessibility and cost perspectives.

Options (b) and (c)

- 3.7.** Options (b) and (c) are mirror images of each other. From a Council officers’ perspective, option (c) is preferred over option (b) for two key reasons:

- (a) Option (b) will require significant facility infrastructure to be built within the Rosny Parklands for exclusive use of the AFL HPC. The City Heart Plan envisages the Rosny Parklands to have broad community access and utility. Assigning a large area of the Parklands for exclusive use is inconsistent with the plan for the Parklands, which has been subject to significant community consultation. It is also likely that the exclusive use may present problems in terms of its cohesion with other planned uses for the Parklands, namely the proposed play park, arts and events space and wild park.
- (b) Option (c) provides for development of the primary oval and facility infrastructure in the top end of Charles Hand Park. This area has been identified as an Active Recreation area within the City Heart Plan. From that perspective the location is suitable for consideration for a HPC. Initial discussions with key stakeholders in the Charles Hand Park precinct indicate in-principle support for co-location with the HPC. Significantly, early discussion with Rosny College indicates that there is likely to be strong alignment between the College and a HPC in terms of learning and career opportunities for students. The Rosny Tennis Club and Clarence District Cricket Club also identify likely mutual benefits arising from co-location. Relevantly, a second oval located in Rosny Parklands would not be for exclusive use of AFL.

The second oval would be available when not being used for other activities and events within the Parklands, reflecting the ambition within the City Heart Plan for broader community use of this open space within the Rosny CBD.

- 3.8.** Importantly, from a DSG perspective, they advise that a secondary oval should ideally be within a few minutes walking distance of the main facility. Options (b) and (c) achieve that outcome.

Other Factors to Consider in Respect to Options (b) and (c)

- 3.9.** Rosny Parklands is zoned “Recreation”. Developing sporting facilities within the parklands is consistent with the current zoning. However, if an attached building is deemed to be the main use, the area will need to be rezoned in order to facilitate the development. Further investigation into the relevant planning controls is required, and assistance can be provided through Council’s preliminary planning assessment process.
- 3.10.** The top end of Charles Hand Park is zoned “Open Space”. Development of an oval and ancillary buildings within the zone will require a planning permit. If the area is used for a HPC and primary oval, it is possible to consider the built facilities as ancillary to the oval. However, if the building is deemed to be the main use, the area will need to be rezoned to facilitate the development. Further investigation into the relevant planning controls is required, and assistance can be provided through Council’s preliminary planning assessment process.
- 3.11.** The Charles Hand Park and Rosny Parklands locations have significant benefits from an economic and social perspective. The locations are close to a significant shopping and services precinct, well located in terms of public transport and other amenities. It is envisaged that, once operating, the HPC will deliver significant economic benefit to the Rosny Park CBD, generating additional activity over the long term.

- 3.12.** Aside from broad economic and social benefits, there are expected direct benefits of a HPC at Charles Hand Park that will arise from active connections between the HPC and Rosny College, such as programs to enrich education, sport, enterprise and youth engagement, as well as the potential to achieve a well-designed, shared landscape at the interface between the College and the training facility to provide welcoming, safe, attractive and accessible spaces that can be shared by students, HPC users and community members. These benefits may diminish if the primary location of the HPC is within the Rosny Parklands – simply because the College and HPC will not be co-located.
- 3.13.** It is important to note that Council officers have explored the option of relocation of the Clarence District Cricket Club (CDCC) to the secondary oval located in Rosny Parkland, as an alternative to it being used for AFL. In this scenario, AFL would utilise the current Kangaroo Bay oval as a secondary AFL oval and the CDCC would relocate to new facilities in the Parklands. This would provide AFL with a HPC located solely in the Charles Hand Park/Kangaroo Bay precinct and provide the CDCC with a new facility less constrained than the Kangaroo Bay oval site in terms of the ball strike outside of the oval boundary. Initial discussion with a CDCC representative indicated concern with this proposal and it was not able to be progressed further within the available timeframe.
- 3.14.** In terms of land tenure, it is recommended that any public land approved for use as a HPC be subject to a long term lease arrangement rather than sale of the land. This would preserve future ownership of the land, vested in Council, for the Clarence community.

Next Steps – if Options (b) or (c) are Preferred

- 3.15.** If Clarence is selected to host the AFL HPC, it is anticipated that a Heads of Agreement would be developed with DSG as a first step, to ensure mutually beneficial outcomes are achieved for the Clarence community and the Tasmanian AFL team. This would provide a framework for the work needed to be undertaken, agreements that need to be negotiated, and for Council decisions as required. A heads of agreement would also enable key outcomes and priorities to be identified and agreed at the earliest opportunity.

- 3.16.** A master plan and site design are yet to be developed. A master planning process, as a first practical step, will assist all parties to understand the scale and scope of the proposed development. It will also allow key stakeholders, such as the Rosny Park Tennis Club, Rosny College and Clarence District Cricket Club to have input into the design process. The master planning and design process should approach the development on a precinct basis, rather than simply focussing on the HPC site alone. This approach will also foster a more effective approach to issues such as traffic management, parking, etc.
- 3.17.** The master planning and detailed design processes will also need to determine site specifics such as the geotechnical characteristics, which would quantify what earthworks, batters and retaining walls would be required to accommodate an oval. There is the possibility that TasWater infrastructure may need relocating.
- 3.18.** Achieving an oval on Charles Hand Park and within the Parklands will require removal of several large eucalyptus trees, and pine trees. The trees are not protected in the planning scheme or through other legislation, however their value to the amenity of the precinct is significant.
- 3.19.** Construction of a secondary oval in the Parklands will require the development of a pavilion building including toilets and change facilities, as well as road infrastructure to maintain and service the oval and its users.
- 3.20.** Mitigating the loss of the mature canopy trees in Charles Hand Park and Rosny Parklands will be an important part of achieving a successful outcome, and offsetting the loss of canopy trees through a program to increase street and park trees in urban areas as identified within the City Heart Plan should be included as part of any Heads of Agreement.
- 3.21.** It is likely that the skatepark will need to be removed if the HPC development goes ahead in the Charles Hand Park location. This provides an opportunity to look at the delivery of improved youth spaces in other locations within the city, which can be included as part of the future planning for the Rosny CBD / Warrane area. Again, this is an issue that would need to be included as part of any Heads of Agreement.

Option (d)

3.22. Option (d) would see the main oval and facilities developed in Charles Hand Park, consistent with Option (c) above. However, option (d) would leave determination of a second oval site for a future time. This option reflects the concern raised by some in relation to building an oval on Rosny Parklands. There are options for a second oval, but all require further consideration and negotiation. Other options for a second oval include:

- (a) Renegotiation of the use of Blundestone Arena. This option would be subject to any future consideration by Cricket Tasmania in respect to its ambitions regarding a cricket HPC, noting that Cricket Tasmania has a lease over the Blundestone Arena facility at this time.
- (b) Relocation of Clarence District Cricket Club to a new location. Clarence District Cricket Club is understandably reluctant to give up its prime location at this time. The opportunities for football and cricket to co-exist on a shared oval are minimal as training and other requirements often overlap or are incompatible between the codes.
- (c) A second oval located at Geilston Bay is possible. There is ample space at Geilston Bay to reform the second oval to a suitable standard and even build a third oval, subject to agreement with the Department of Children and Young People / Lindisfarne North Primary School. Both the department and the school are reluctant to support such a proposal at this time.

Option (e)

3.23. There is opportunity to redevelop the Geilston Bay sporting precinct to home the AFL HPC. Options based on a two oval and three oval models have been developed.

3.24. If the Geilston Bay site were preferred, a three oval model is more effective as it minimises the impact on current user groups. A three oval model will allow current users to remain on the site and work alongside the HPC to maintain current sporting activities which include cricket and soccer.

- 3.25.** Initial stakeholder consultation with sporting clubs currently located at Geilston Bay was positive, noting they all wished to remain associated with the site. The discussion held with the Department of Children and Young People and Lindisfarne North Primary School indicated that they were not currently supportive of redevelopment of the site, noting that they had not had an opportunity to review the proposal in any detail. Primary concerns related to possible future expansion of the school, access for students to oval space and traffic/parking.

4 EXTERNAL IMPACTS

- 4.1** There is potential for Clarence to play a significant role in the establishment of an AFL team in Tasmania by identifying suitable sites for consideration by DSG in its competitive selection process.
- 4.2** Initial stakeholder conversations have commenced with organisations who would be impacted. It is important that these conversations continue, along with other relevant stakeholders including nearby residents, utilities, sporting clubs and others, into the master planning and development stages, with conversations to be led by the development team (DSG and Tasmanian AFL Club).
- 4.3** Transparent communications and engagement, good governance principles, and negotiating terms to ensure benefits to the community are optimised will be important in the selection and development phase, should council decide to proceed.

5 RISK AND LEGAL IMPLICATIONS

- 5.1** Under Section 178 of the *Tasmanian Local Government Act 1993* (the Act) there are requirements for Councils selling, acquiring, or leasing public land. This is to ensure that the highest standards of probity are applied.
- 5.2** The recommendation of this report is only for Council to provide in-principle support for site/s to be considered by DSG for development of a HPC.

5.3 Any future land transactions would be undertaken in accordance with the Act, and subject to a further decision of the Council.

5.4 As mentioned above, it is recommended that any transactions related to either Rosny Parklands and/or Charles Hand Park be on the basis of a lease agreement rather than a sale of the land.

6 FINANCIAL IMPLICATIONS

There are no impacts on current year operating results. Subject to any future agreement should Clarence be selected as the preferred location for the HPC, there may be some costs to be budgeted. These possible costs cannot be quantified at this stage.

7 CONCLUSION

7.1 A report by SGS Economics and Planning outlines the economic impacts of a HPC in Clarence. This includes the potential for jobs, regional revenue and value add, direct capital investment, and if sited within the Rosny Park area, benefits of flow-on revenue for businesses within the activity centre, both in the construction phase and ongoing.

7.2 The survey results from the recent consultation indicate that the community has a genuine enthusiasm for Clarence to be the home of the AFL/W HPC, and strong support among the community for the Rosny Parklands/Charles Hand Park area as a site for the HPC.

7.3 Numerous site design iterations have been tested by MGS Architects and Council's qualified staff in attempts to find a best fit site arrangement for the HPC in the Rosny Parklands site. DSG has engaged in a similar process to identify options. Options (b) and (c), as set out in this report, present the most viable options focussed on Charles Hand Park and Rosny Parklands.

- 7.4** Should Council adopt a preferred option an Expressions of Interest will be submitted to DSG. If a site within Clarence is preferred, it is recommended that a Heads of Agreement be developed that sets out key terms of an arrangement and sets a work program that includes community and stakeholder engagement to ensure mutual benefits are received from this development and the maximum economic return is realised.

- Attachments:
1. Proposal for sites within City of Clarence for consideration under the AFL High Performance Centre site assessment process (13)
 2. Concept options for site options in Clarence [provided by DSG] (10)
 3. Economic Impacts of a High Performance Centre [SGS Economics and Planning, provided by DSG] (15)

Ian Nelson

CHIEF EXECUTIVE OFFICER



Clarence... a brighter place

2023

AFL High Performance Centre: proposal

PROPOSAL FOR SITES WITHIN CITY OF CLARENCE FOR
CONSIDERATION UNDER THE AFL HIGH PERFORMANCE CENTRE
SITE ASSESSMENT PROCESS

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Introduction

Clarence City Council welcomes the opportunity to nominate two options within our City to be considered under the *AFL High Performance Centre Site Assessment Process (Department of State Growth, September 2023)*.

The council undertook community engagement in October 2023 to gauge the community's sentiment regarding the opportunity for the Tasmanian AFL and AFLW teams to be based in Clarence. The community has expressed broad support for Clarence being the home of the Tasmanian AFL/AFLW team's High Performance Centre, with a very high response rate to the survey and many respondents expressing enthusiasm about the opportunity for the High Performance Centre (HPC) to be a catalyst for local economic growth through direct investment and flow on benefits to existing businesses, a source of inspiration for young people related to healthy, active lifestyles, and an opportunity for social benefits through connections with schools and young people in the local community.

Numerous sites have been investigated, resulting in two options nominated for in-principle support by the Council for the development and use for the purposes of a HPC, subject to:

- all relevant planning permissions being achieved,
- a commitment to partnering and collaborating with adjacent schools, clubs, key stakeholders, and the council through the planning and development stage to ensure outcomes are mutually beneficial,
- relevant land being leased to the Tasmanian Government or AFL,
- appropriate provision for environmental offsets such as replacement tree canopy, and
- other terms outlined in this proposal.

The options nominated for consideration are:

1. Charles Hand Memorial Park for the primary oval and HPC with Rosny Parklands for the secondary oval.
2. Rosny Parklands for the primary oval and HPC with Charles Hand Memorial Park for the secondary oval.

Impacts and proposed mitigations

In addition to the benefits anticipated from the development of a HPC, there will also be impacts that need to be identified and appropriate mitigations agreed upon, to ensure that social, stakeholder and environmental interests are protected. Ideally, no one should be worse off for the development.

Proposals in brief

The AFL HPC, primary oval and car parking to be located within the Charles Hand Memorial Park site, with the location of a secondary oval within the Rosny Parklands.

The vision for this proposal is for a sporting and educational precinct with the HPC, Rosny College, and other co-located community sports clubs sited within an integrated, high quality public realm at the head of Kangaroo Bay.

The site has a waterfront aspect and is within a 5-minute walk to Rosny Park town centre, Eastlands shopping centre, the Rosny Parklands, and the Rosny Farm arts precinct. Located on the Clarence Foreshore Trail, the site is a 3-minute bike ride to Bellerive village including the Derwent Ferry terminal, and a 5-minute bike ride to Blundstone Arena and Bellerive Beach.

The second oval within the Rosny Parklands would complement the art and culture precinct. This oval would allow for events and community use within the Parklands whilst providing for a second training venue with supporting infrastructure. This site would be immersed in the wild park of the Rosny Parklands and coupled with a proposed arts and culture play space.

Option 2 is the reverse of option 1 with the primary oval and HPC located within the Parklands and the secondary oval located in Charles Hand Park.

Site descriptions

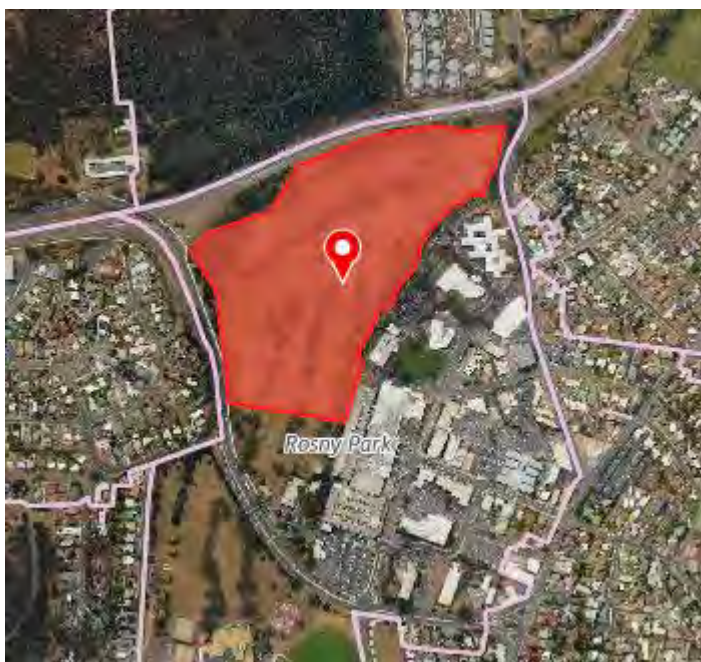
Charles Hand Memorial Park, at 16 Bastick Street Rosny Park, is a 6.8Ha reserve on the eastern slope of Rosny Hill above Kangaroo Bay.



The park is characterised by sloping lawns and large, mature eucalyptus and pine trees that once edged the fairways of the Rosny Golf Course. The site includes the Rosny Skate Park towards the southeastern boundary, and is bordered by Bastick Street, Riawena Road and Rosny Hill Road. Rosny College, Rosny Park Tennis Club and Kangaroo Bay Oval border the site to the south.

The site has an approximately 10 per cent gradient, sloping from Riawena Road in the northwest, down towards the Kangaroo Bay Oval. There is approximately 30m difference in elevation from the 35m contour at the high side of the site at Riawena Road to the low point near Kangaroo Bay Oval (>5m contour).

Rosny Parklands is at 1 and 3/22 Rosny Hill Road, Rosny Park. The Parklands is a 17Ha reserve located between the Kangaroo Bay Rivulet, Gordons Hill Road, Tasman Highway and Rosny Hill Road. It occupies the old Rosny Golf Course site.



The characteristics of the Parklands are similar to that of Charles Hand Park with a mix of mature trees, grassland that rolls into the rivulet and connects with the arts and culture precinct which is occupied by the Rosny Barn and Old School House. There are informal walking trails through the Parklands and a linear pathway along the rivulet.

Site ownership and land use planning

The sites are owned by Clarence City Council. The Council anticipates that a long-term lease would be arranged to facilitate the development and operation of the AFL High Performance Centre and secondary oval.

The top end of Charles Hand Park is zoned 'Open Space'. Development of an oval and ancillary buildings within the zone will require a planning permit. If the area is used for a HPC and primary oval, it is possible to consider the built facilities as ancillary to the oval. However, if the building is deemed main use, the area will need to be rezoned to facilitate the development. Further investigation into the relevant planning controls is required, and assistance can be provided through the council's preliminary planning assessment process.

Rosny Parklands is zoned 'Recreation'. Developing sporting facilities within the Parklands is consistent with the current zoning. However, if an attached building is deemed the main use, the area will need to be rezoned to facilitate the development. Further investigation into the relevant planning controls is required, and assistance can be provided through council's preliminary planning assessment process.

Easements and infrastructure

Charles Hand Park

Charles Hand Park has an Electricity Infrastructure Easement in the northern portion of the site, and



Underground Power Cable Easement and Pipeline

Easements in the southeast (shown left above). This continues through the Rosny Parklands



Rosny Parklands

TasWater underground assets are located within Charles Hand Park and Rosny Parklands notably a sewer gravity main (shown in pink/orange) and a Reuse Main (shown in magenta) which takes water from the nearby Rosny Point Sewerage Treatment Works through both sites to the Coal River Valley for irrigation (shown within the aerial images above). These assets would need to be considered as part of any development of the site.

Natural Values

Charles Hand Memorial Park and Rosny Parkland were both once part of the Rosny Park Golf Course and feature sloping lawns of exotic grasses with trees across the site including large old *Eucalyptus globulus* (blue gum) trees. In addition, there are numerous planted conifers, with deciduous street trees along the Rosny Hill Road edge.

Further detailed planning would be required to quantify how many trees would need to be removed to accommodate the ovals, roads, supporting infrastructure and the High Performance Centre.

Mature trees in urbanised areas perform a range of important services such as shade and evaporation (cooling), habitat for foraging birds, pollinating insects and other animals, mitigation of wind, noise and glare, improved water quality and reduced run off, pollution reduction and visual amenity. In this location, the size and number of the trees contributes a green gateway to Rosny Park. Any reduction in urban tree canopy, council would expect to be offset as part of any agreement to develop the site.

Development impacts and mitigations

The table below lists the anticipated impacts that would require mitigation across both sites for either option 1 or 2. This is an initial indication, and further impacts that arise during planning, design and development phases would also require effective, appropriate, sustainable, and fair mitigations to ensure the development is well integrated into the existing open space and Parklands.

	Impact	Mitigation	Responsible
1	Reduction of public open space and recreation use - Displacement of skate park - Loss of green space available for passive recreation and off lead dog walking. - Potential reduction in pedestrian access across the site.	If the Rosny Skate Park is to be displaced, an alternative location for a youth focused community recreation facility is to be identified within Rosny Park or its surrounds.	Tasmanian Government to fund a new skate or youth focused recreation facility if Skate Park is displaced.
		Master plan and design guidelines to be co-designed with stakeholders, to ensure an integrated sports and education precinct with high quality outdoor spaces and pedestrian connections.	Tasmanian Government to lead master planning process, in collaboration with Council, Rosny College and other relevant clubs or precinct stakeholders.
		Progressively improve the amenity, access, and community programming of Kangaroo Bay and the Rosny Parklands (former golf course) as visioned in the City Heart plan (draft).	CCC (Clarence City Council) to progressively develop the Rosny Parklands vision to make the green space more accessible and attractive to the public. Work with DSG to integrate any development within the City Heart precinct.
		Ensure that the secondary playing field can be accessed and used by the community.	Head of agreement to be developed between Council and DSG/AFL.

2	Removal of park trees Reduction of urban tree canopy and associated benefits including shade and cooling, storm water run-off and quality, wind, glare and noise reduction, visual amenity, and reduction in habitat for foraging birds and other wildlife.	Retain eucalyptus trees where the design allows, provide high quality, attractive and accessible public realm spaces with a focus on native vegetation	The Tasmanian Government is responsible for master planning and design. CCC to collaborate on Master Plan and Design Guidelines
		Develop an urban greening program to increase urban canopy trees across the activity centre and surrounding areas through street and park trees in appropriate locations.	CCC to undertake planning as part of implementation of City Heart Plan, with financial contribution from the Tasmanian Government
3	Potential impacts on Rosny College Reduction of nearby open space, impacts during construction phase, etc.	Partnering with Rosny College and the Department of Children, Education and Young People to develop meaningful and enriching youth programs and experiences, such as educational and work connection programs around sport science, sports management, health and nutrition, communications and media, facilities, and events management, etc. Establish stakeholder working group and design principles to guide the process.	Tasmanian AFL team and Rosny College/DECYP in partnership.
4	Displacement of sports club facilities Depending on the design, a High-Performance Centre may impact on land and/or facilities currently occupied by Rosny Park Tennis Club.	Provide for offsets to any impacts on current sporting facilities Ensure that the secondary playing field can be accessed and used by the community.	Tasmanian Government Head of agreement to be developed between Council and DSG/AFL.
5	Potential impacts on surrounding residents, property owners and users, which could include: - Light and glare from lighting towers - Noise from operation of the centre	Many of these impacts would be addressed during the planning permit assessment stage. There also needs to be a Construction Management Plan associated with any development to manage the impacts associated with building the facility.	Tasmanian Government as the developer, in conjunction with council

	- Traffic – increase in vehicle movements. - Construction phase impacts such as dust and vibration - Storm water management - Visual amenity including from signage, fencing and design of building and associated infrastructure	A plan for effective communications and engagement during the planning, construction, and operational phases of the development.	
6	Traffic and parking Increased traffic volumes, new road and parking infrastructure required	Can be addressed through the planning process. A holistic review of traffic and parking may be required to plan for vehicle movements considering other developments in the precinct.	Tasmanian Government as developer in conjunction with Council
		Promote active transport options throughout the precinct including cycling, walking, public transport, and ferries.	Tasmanian government and Council

Concept plans

The ultimate site design and layout should be subject to a more detailed master planning process with stakeholders engaged in that process.

Concept Option 1



LEGEND

- | | |
|---|--|
| 01/ Main Carpark | 08/ Proposed Site Access |
| 02/ Public Entry | 09/ Events Space |
| 03/ Centre of Excellence | 10/ Playground |
| 04/ Players' Entry | 11/ Community Pavilion |
| 05/ Main Oval - 160m x 141m (MCG Size) | 12/ Rosny Farm |
| 06/ Secondary Oval - 160m x 141m (MCG Size) | 13/ Eastland Shopping Mall |
| 07/ Ground Maintenance | Pedestrian Connectivity Between Fields |

Concept Option 2



LEGEND

- | | |
|---|--|
| 01/ Main Carpark | 08/ Proposed Site Access |
| 02/ Public Entry | 09/ Events Space |
| 03/ Centre of Excellence | 10/ Playground |
| 04/ Players' Entry | 11/ Community Pavilion |
| 05/ Main Oval - 160m x 141m (MCG Size) | 12/ Rosny Farm |
| 06/ Secondary Oval - 160m x 141m (MCG Size) | 13/ Eastland Shopping Mall |
| 07/ Ground Maintenance | Blue Arrow: Pedestrian Connectivity Between Fields |



Tasmania AFL Expansion **Centre of Excellence**

ROSNY PARK ADDITIONAL SITING STUDIES

NOVEMBER 2023

POPULOUS



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	Site Plan	
	Site Sections	

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Concept A - Site Plan

LEGEND

- | | |
|---|--|
| 01/ Main Carpark | 08/ Proposed Site Access |
| 02/ Public Entry | 09/ Events Space |
| 03/ Centre of Excellence | 10/ Playground |
| 04/ Players' Entry | 11/ Community Pavilion |
| 05/ Main Oval - 160m x 110m (MCG Size) | 12/ Rosny Farm |
| 06/ Secondary Oval - 160m x 110m (MCG Size) | 13/ Eastland Shopping Mall |
| 07/ Ground Maintenance | 14/ Pedestrian Connectivity Between Fields |



Concept A - Sections



1 OPTION A - MAIN OVAL SECTION (ROSNY PARKLANDS)



2 OPTION A - SECOND OVAL SECTION (CHARLES HAND PARK)

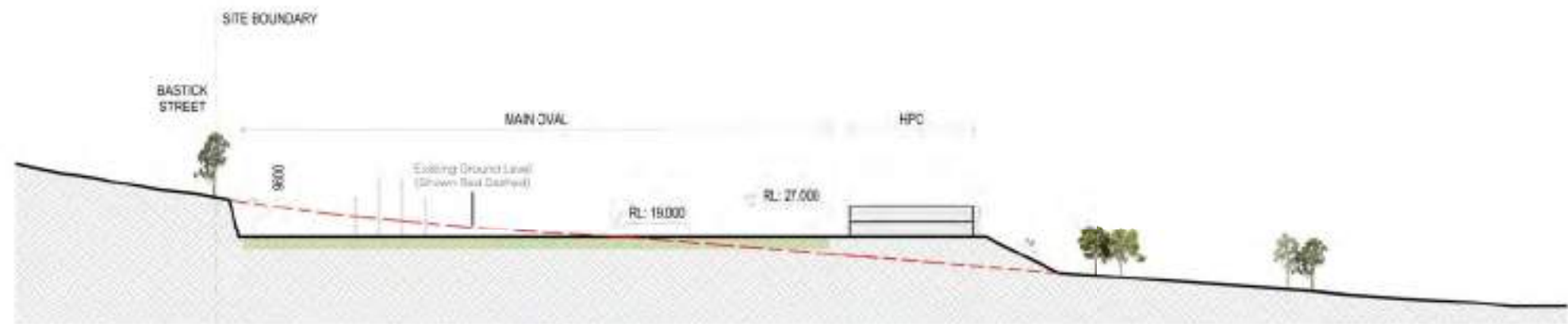
Concept B - Site Plan

LEGEND

- | | |
|---|--|
| 01/ Main Carpark | 08/ Proposed Site Access |
| 02/ Public Entry | 09/ Events Space |
| 03/ Centre of Excellence | 10/ Playground |
| 04/ Players' Entry | 11/ Community Pavilion |
| 05/ Main Oval - 160m x 110m (MCG Size) | 12/ Rosny Farm |
| 06/ Secondary Oval - 160m x 110m (MCG Size) | 13/ Eastland Shopping Mall |
| 07/ Ground Maintenance | 14/ Pedestrian Connectivity Between Fields |



Concept B - Sections



1 OPTION B - MAIN OVAL SECTION (CHARLES HAND PARK)



2 OPTION B - SECONDARY OVAL SECTION (ROSNY PARKLANDS)

Concept C - Site Plan

LEGEND

- | | |
|---|--|
| 01/ Main Carpark | 06/ Proposed Site Access |
| 02/ Public Entry | 09/ Rosny Farm |
| 03/ Centre of Excellence | 10/ Eastland Shopping Mall |
| 04/ Players' Entry | 11/ Pedestrian Connectivity Between Facilities |
| 05/ Main Oval - 80m x 140m (MCG Size) | |
| 06/ Secondary Oval - 160m x 124m (Olympic Arena Size) | |
| 07/ Ground Maintenance | |



Concept C - Sections



1 OPTION C - MAIN OVAL SECTION (CHARLES HAND PARK)



2 OPTION C - SECONDARY OVAL SECTION (KANGAROO BAY OC)

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Economic Impacts of AFL High Performance Centre

Department of State Growth, Tasmania

28 September 2023





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Executive Summary

The construction of a high performance training centre and administration facility for the new Tasmanian AFL and AFLW teams will generate positive economic impacts throughout its construction and operation.

To estimate these economic impacts SGS has 1) converted the ABS national input-output tables into economic multipliers for the Greater Hobart region, 2) moderated these multipliers to reflect the economic constraints that exist in Greater Hobart's economy, and 3) applied these multipliers to the facility's estimated capital and operating expenditures.

Table A presents the economic impacts that will flow in the Greater Hobart economy as a result of these capital and operating expenditures. For this, 2025 has been chosen as a representative year of the construction phase, while 2028 has been chosen as a representative year for the operation of the facility, as from 2028 onwards, the site is expected to be fully operational.

TABLE A: DIRECT, INDIRECT AND TOTAL ECONOMIC IMPACTS

		2025	2028 onwards
Regional Income	Direct impact	\$42,233,000	\$44,235,000
	Indirect impact	\$29,422,000	\$10,926,000
	Total impact	\$71,755,000	\$55,151,000
Regional value added	Direct impact	\$14,351,000	\$19,463,000
	Indirect impact	\$4,953,000	\$4,247,000
	Total impact	\$19,304,000	\$23,710,000
Regional employment	Direct impact	95	203
	Indirect impact	68	52
	Total impact	163	255

Source: SGS Economics & Planning, 2023

1. Introduction

1.1 Project description

On May 3rd, 2023 the Tasmanian Government signed a Club Funding and Development Agreement with the Australian Football League (AFL) for the establishment of a Tasmanian-based AFL and AFLW club.

A high performance training and administration facility has been identified as a key requirement to support the Tasmanian AFL licence and to secure future player retention.

The high performance centre will be the home of the Tasmanian AFL and AFLW teams and will provide the following functions:

- Football and administrative staff office facilities
- Player/staff breakout and lounge facilities
- Meeting rooms and auditorium
- Club dining area
- An indoor training area (artificial turf)
- A full MCG sized oval for training
- Strength and conditioning areas
- Gender neutral (female friendly) locker rooms for AFL and AFLW teams
- Medical, physio and treatment facilities
- Wet recovery facilities.

The facility will be housed at a location in close proximity to the Hobart central business district.

At the time of undertaking this analysis, the site to house this high performance training and administration facility has not been selected. Analysis has been undertaken to determine the regional impacts (Greater Hobart), recognising that a significant portion of these impacts will flow to the local government area that houses the facility.

1.2 Scope of work

The Department of State Growth engaged SGS to assess the regional economic impacts generated by the project over the course of its construction and operating stages.

The regional economic impacts have been measured on an annual basis in terms of how the project is expected to lift Greater Hobart's regional income, value added and employment, where:

- Regional income – is the value of a region's production of goods and services.

- Regional value added – is the value of regional income less the value of supplies used.¹
- Regional employment – is the number of full time equivalent workers employed in the regional production process.

1.3 Modelling approach

To deliver on the agreed scope of work, SGS has identified the direct impacts that the project makes each year over the long term. These direct impacts include the capital and operating expenditures that are introduced into the regional economy (Greater Hobart) each year as a result of project implementation.

These direct impacts trigger multiple rounds of indirect transactions in the regional economy, including the increased spending by local suppliers to the project (production induced impacts) and local employees of the project (consumption induced impacts). These indirect transactions recirculate through the regional economy prior to eventually petering out, as a share of each round leaks out to external suppliers (imports) or via profits and wages being expatriated to outside the region.

In short:

$$\text{Total impacts} = \text{direct impacts} + \text{indirect impacts}$$

To measure indirect impacts SGS has developed an Input-Output (IO) model to estimate region specific multipliers. The model's framework is based on the National Input-Output Tables, published by the Australian Bureau of Statistics (ABS), which trace linkages between industries and between industries and consumers in the Australian economy.

SGS' model converts the National IO table to region specific IO multipliers by, firstly, applying region-specific employment and population numbers to the national aggregates and, secondly, simulating the flow of goods and services between industries at a regional level using the RAS method.² These processes enable region specific IO multipliers to be generated reflecting the region's economic size, composition and specialisations.

The multipliers enable a direct economic impact to be converted to indirect economic impacts as they estimate quantitative relationships between:

- Direct expenditures and regional income, and
- Regional income, regional value added and regional employment.

To overcome some of the inherent limitations of IO modelling³, which can cause an overestimation of indirect impacts, SGS has introduced region specific economic constraints. These constraints account

¹ Regional value added is also equivalent to the value of profits generated by regional enterprises plus the value of salaries and wages earned by regional workers.

² The RAS method is a common procedure for manipulating Industry Flow tables and is used by the ABS to update historical Industry Flow tables to the current year given available information.

³ Traditional IO models use average not marginal results, do not fully account for regional economic constraints, e.g. labour and capital availability, and the adjustments that result, e.g. industry substitution and pricing effects. Moreover, future productivity changes are not incorporated.

for the region's latent labour supply, representing under-utilised capacity in the regional economy, as well as Computable General Equilibrium derived estimates of the region's ability to service direct contributions without displacing existing economic activities.

1.4 Report outline

Given the modelling process outlined above, the remainder of this report is structured as follows:

- Chapter 2 ~~Error! Reference source not found.~~ summarises the direct impacts made by the project over the course of its construction and operations
- Chapter 3 estimates the total economic impacts of the project on the Greater Hobart regional economy.

2. Direct impacts

2.1 Capital expenditures

The capital expenditure which will be provided by funding from the state government as well as the AFL, will provide a one-off stimulus to the Tasmanian economy, specifically, in the Construction industry. Capital investment for this project will total approximately \$63.5 million as per the table below.

For this project, SGS have assumed that use of the site will commence in December 2024, with the construction phase beginning in 2026 and taking 18 months to complete. The project will be ready to begin operating by mid-2026.

TABLE 1: CAPITAL COSTS ASSOCIATED WITH PROVIDING HIGH PERFORMANCE CENTRE

Construction phase	Capital cost
Site Civil Works	\$2,500,000
Building Works (Main building 5,000m2, Indoor Training area 1,500m2)	\$33,000,000
Construction of two ovals and associated infrastructure (24,000m2 + 15,000m2)	\$10,500,000
Carparking (5,400m2) and roadworks (2,000m2)	\$2,000,000
Landscaping	\$500,000
Site Services	\$2,500,000
Planning, Design, Management and other Project Costs	\$12,500,000
TOTAL	\$63,500,000

Source: Department of State Growth, Tasmania

With construction commencing in 2025, and taking 18 months to complete, two thirds of this expenditure is expected in 2026, and the remaining third in the first half of 2026.

2.2 Operating expenditures

Once construction is completed, it is expected that the facility will begin operating at 50% capacity. This means that for the remainder of 2026 after construction is completed, half of the staff will begin working at the facility, for half the year. By the beginning of 2028, it is assumed that the facility will be running at 100% capacity, with all staff present. The timeline therefore is that 25% of the total eventual operating expenditures would be spent in 2026 (half the staff for half the year), 50% in 2027, and 100% from 2028 onwards.

In line with other AFL clubs, the facility is expected to not only act as the training base for the professional teams, but also to be the administrative centre for non-playing staff. There will be 121

office-based staff members, 65 of whom are for club administration, and 56 of whom are for team support, including coaches.

In line with other AFL teams, there is expected to be a squad of 40 AFL players, and 25 AFLW players, for a total of 65 playing staff. The average AFL player salary in 2022 was \$406,000⁴ while for AFLW players it was about \$46,000⁵

The average salary of non-playing staff has been assumed to be \$100,000 per annum.

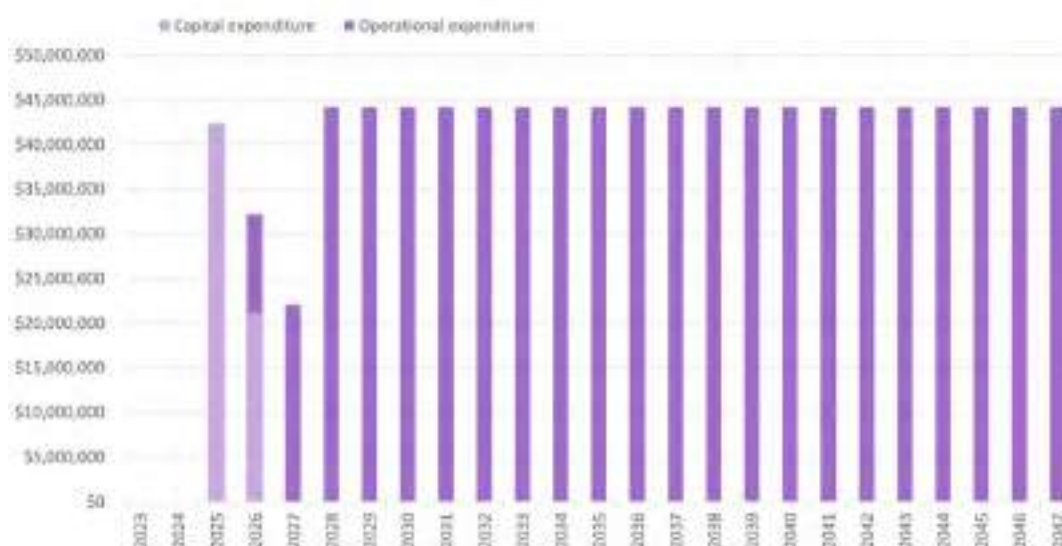
TABLE 2: ANNUAL SALARY EXPENDITURE FOR TASMANIAN AFL CLUB

Position	Number of staff	Annual salary	Wages expenditure
AFL players	40	\$406,000	\$16,240,000
AFLW players	25	\$46,000	\$1,150,000
Non-playing staff	121	\$100,000	\$12,100,000
Total	186		\$29,490,000

Source: Department of State Growth, Tasmania; SGS Economics & Planning

Based on a review of AFL club annual reports, it has been assumed that wages for all playing and non-playing staff represent two thirds of the total operational expenditure of AFL clubs. Therefore, a multiplier of 1.5 has been applied to derive the direct economic impact of the operation of the proposed facility. This means the operational expenditure is \$44,235,000 p.a.

FIGURE 1: DIRECT CAPITAL AND OPERATING EXPENDITURE



Source: SGS Economics & Planning, 2023

⁴ https://www.espn.com.au/afl/story/_/id/35662913/afl-players-rake-record-salaries-season-2022

⁵ https://www.sportspromedia.com/decision-makers/politics-and-governance/aflw-cba-collective-bargaining-agreement-2022-player-salaries/?zephrr_sso_ott=pKoPYF

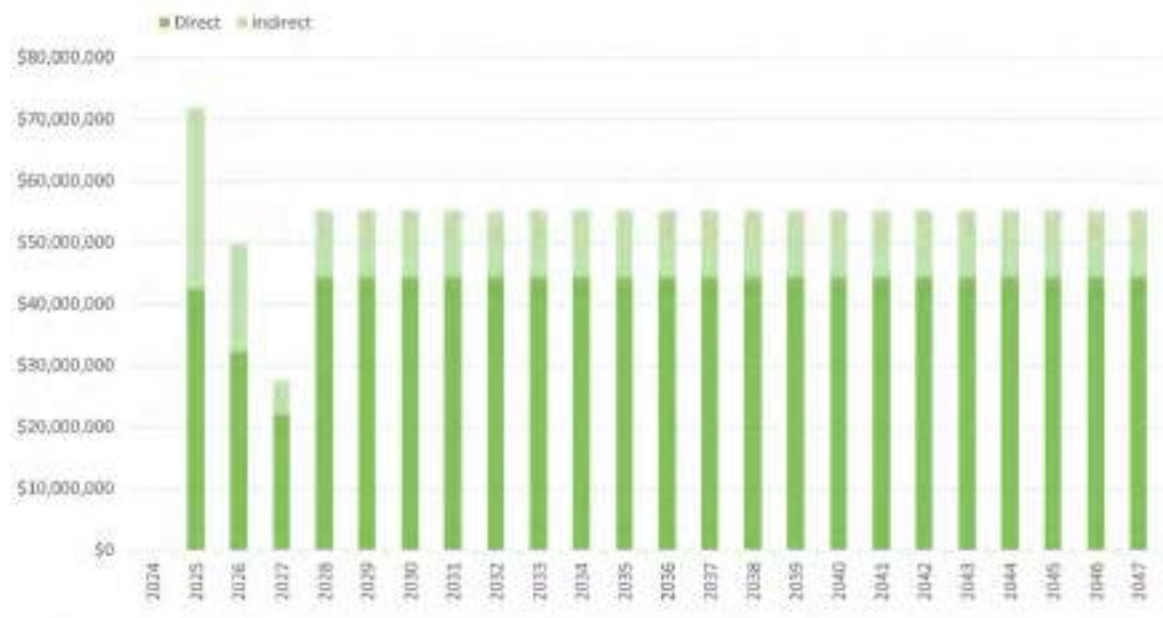
3. Total impacts

3.1 Regional income

The construction of the proposed facility indirectly stimulates the regional economy through the procurement of goods and services such as materials, labour and other inputs required during both the 18 month initial construction period. Likewise, once the facility has begun operating, it too indirectly stimulates the regional economy.

Including the direct impacts discussed above, the total impact on (Greater Hobart's) regional income of \$55,160,000. The peak occurs during the construction phase in 2024, where the total economic impact on regional income is \$71,755,000.

FIGURE 2: TOTAL REGIONAL INCOME



Source: SGS Economics and Planning, 2023

TABLE 3: GREATER HOBART'S REGIONAL INCOME TIMELINE

	2025	2026	2027	2028 onwards
Direct impact	\$42,233,000	\$32,225,000	\$22,118,000	\$44,235,000
Indirect impact	\$29,422,000	\$17,442,000	\$5,463,000	\$10,926,000
Total impact	\$71,755,000	\$49,667,000	\$27,581,000	\$55,151,000

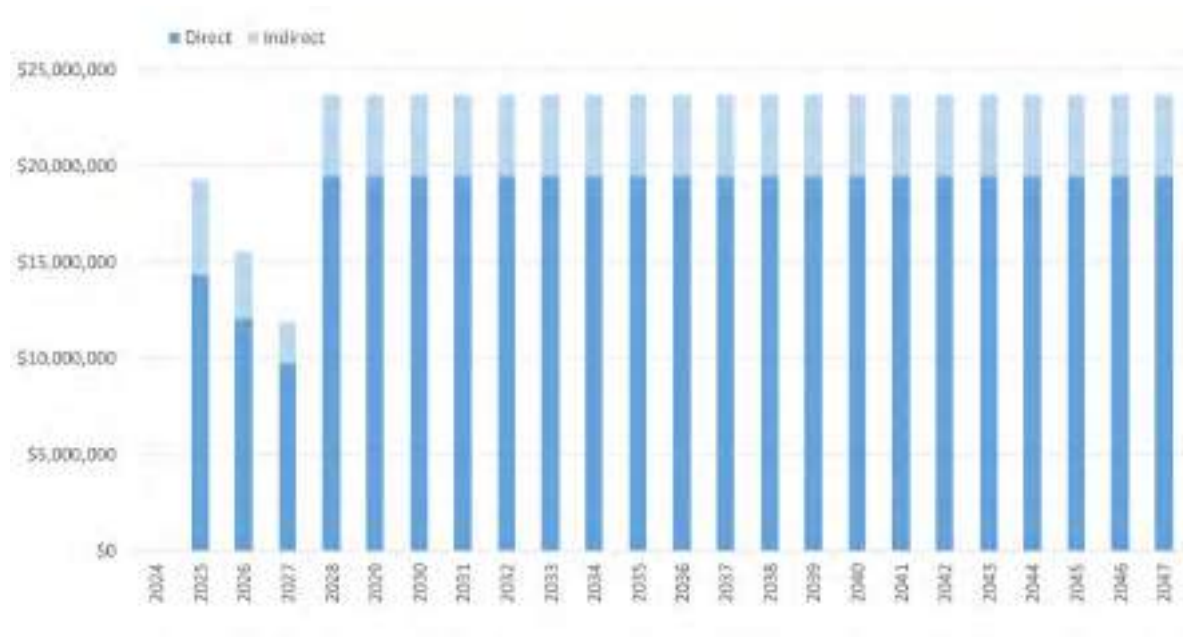
Source: SGS Economics & Planning 2023

3.2 Regional value added

The regional value added from the construction and operation of the proposed facility represents the direct impacts discussed in the previous chapter, as well as the flow-on impacts caused in the industries of their respective suppliers, in terms of their profits and the salaries and wages of those employed in these industries.

Including the direct impacts discussed above, from 2028 onwards, the total economic impact on regional value added is \$23,710,000. The timeline of annual economic impacts is presented in Table 4 below.

FIGURE 3: DIRECT AND INDIRECT IMPACT ON REGIONAL VALUE ADDED



Source: SGS Economics & Planning, 2023

TABLE 4: REGIONAL VALUE ADDED TIMELINE

	2025	2026	2027	2028 onwards
Direct impact	\$14,351,000	\$12,041,000	\$9,732,000	\$19,463,000
Indirect impact	\$4,953,000	\$3,538,000	\$2,123,000	\$4,427,000
Total impact	\$19,304,000	\$15,579,000	\$11,855,000	\$23,710,000

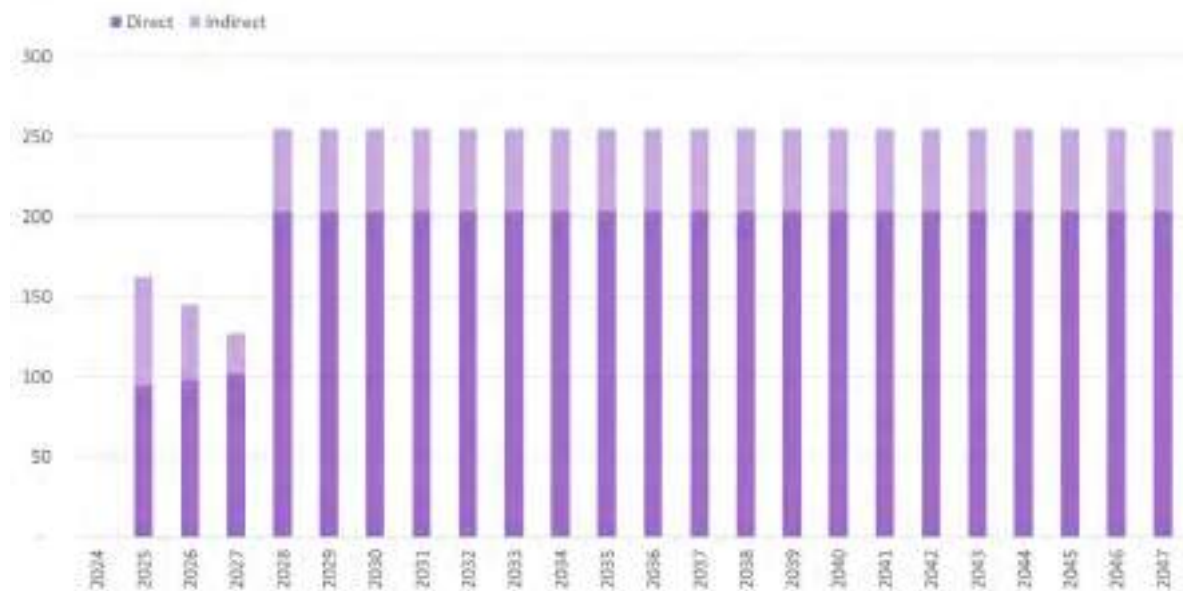
Source: SGS Economics & Planning 2023

3.3 Regional employment

The regional employment from the construction and operation of the facility includes the direct employment of players, coaches and other staff at the club. It also includes the flow-on employment generated in related industries. During the construction phase, this includes the employees of supplier industries such as materials providers and waste removal. Once the facility has begun operating, flow on employment would occur in related industries such as stadium management and television and radio coverage.

Including the direct impacts discussed earlier, the total impact on regional employment from this project is the creation of 255 jobs in 2028, which continue throughout the life of the facility. Jobs are also created during the construction phase of the project, and the annual timeline of the total impacts on regional employment are shown in Table 5.

FIGURE 4: DIRECT AND INDIRECT REGIONAL EMPLOYMENT



Source: SGS economics and Planning, 2023

TABLE 5: REGIONAL EMPLOYMENT TIMELINE

	2025	2026	2027	2028 onwards
Direct impact	95	98	102	203
Indirect impact	68	47	26	52
Total impact	163	145	128	255

Source: SGS Economics & Planning 2023

3.4 Impact by major industry groups

The capital expenditures on the proposed facility stimulate the Construction industry directly and indirectly, as discussed. Likewise, the operational expenditures once the facility is up and running, stimulate the Arts and Recreation Services industry. However, in many cases, the flow-on impacts into other industries outweighs the direct impacts of expenditure.

The following tables present the regional income, value added and employment by the industries most impacted. These are based on the ABS input-output tables by 1-digit industry for Tasmania.

TABLE 6: REGIONAL INCOME BY INDUSTRY

Industry	2025	2026	2027	2028 onwards
Arts and Recreation Services	\$64,000	\$1,922,000	\$3,780,000	\$7,560,000
Professional, Scientific & Technical Services	\$3,099,000	\$3,395,000	\$3,692,000	\$7,385,000
Information Media & Telecommunications	\$851,000	\$2,048,000	\$3,245,000	\$6,491,000
Manufacturing	\$14,409,000	\$8,550,000	\$2,691,000	\$5,383,000
Administrative & Support Services	\$876,000	\$1,751,000	\$2,626,000	\$5,253,000
Other industries	\$52,457,000	\$32,001,000	\$11,545,000	\$23,090,000
Total	\$71,755,000	\$49,668,000	\$27,581,000	\$55,161,000

Source: SGS Economics & Planning

TABLE 7: REGIONAL VALUE ADDED BY INDUSTRY

Industry	2025	2026	2027	2028 onwards
Arts and Recreation Services	\$17,000	\$821,000	\$1,625,000	\$3,250,000
Professional, Scientific & Technical Services	\$834,000	\$1,210,000	\$1,587,000	\$3,174,000
Information Media & Telecommunications	\$229,000	\$812,000	\$1,395,000	\$2,790,000
Manufacturing	\$3,876,000	\$2,517,000	\$1,157,000	\$2,315,000
Administrative & Support Services	\$236,000	\$682,000	\$1,129,000	\$2,258,000
Other industries	\$14,112,000	\$9,537,000	\$4,962,000	\$9,925,000
Total	\$19,304,000	\$15,579,000	\$11,855,000	\$23,710,000

Source: SGS Economics & Planning

TABLE 8: REGIONAL EMPLOYMENT BY INDUSTRY

Industry	2025	2026	2027	2028 onwards
Arts and Recreation Services	0	9	17	35
Professional, Scientific & Technical Services	7	12	17	34
Information Media & Telecommunications	2	8	15	30
Manufacturing	33	23	12	25
Administrative & Support Services	2	7	12	24
Other industries	119	86	53	107
Total	163	145	128	255

Source: SGS Economics & Planning

3.5 Town centre impacts

Once the facility is operating at full capacity from 2028 onwards, it is expected that all workers will be present at the facility, including playing and non-playing staff. These staff members would spend money in the local economy, i.e. the economy of the local government area that the proposed facility is built in. However, it is presumed that playing staff will have provided catering and therefore not be spending externally to the club facility. Therefore, the remaining 121 non-playing staff represent the pool of workers whose expenditure would stimulate the local economy.

The average Australian spent \$18.52 on lunches, snacks and beverages during their workday, per week, in 2015⁶. This accounts for the range of expenditure of Australian workers, including those who don't spend any money on food and drink while they are at work, and amounts to \$1,051 per year, when indexed to the 2022 value of \$AUD. For the proposed facility, this means that by 2028, about \$127,000 would be being spent in the local economy on food and beverages per year.

Note, this economic impact is not in addition to the previously discussed total impacts. Rather, it represents part of the flow-on or indirect economic impacts of the operation of this facility that were previously discussed.

⁶ <https://mccrindle.com.au/article/the-cost-of-work-what-we-pay-to-work/>

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Corporation

9. MOTIONS ON NOTICE

Nil

10. COUNCILLORS' QUESTION TIME

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

10.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a Councillor may give written notice to the Chief Executive Officer of a question in respect of which the Councillor seeks an answer at the meeting).

Nil

10.2 ANSWERS TO QUESTIONS ON NOTICE

Nil

10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Cr Mulder

1. My question relates to Clarence Council road priorities which are now several years old. The quarterly report in regard to our road priorities refers us to the Hobart City Deal website. I looked at what I believed to be the latest report there and there is not one Clarence Council road in there nor was there one Clarence Council road in the last State Government budget. Could you advise us Mr Mayor how the Clarence Council road priorities are progressing?

ANSWER

Taken on notice.

(Further information) At its meeting on 20 July 2020, Council resolved 8 road transport priorities and 4 active transport priorities.

It was noted in the council report that adopting a priority list of road infrastructure projects would allow council to provide an immediate response when requests for funding arise from State or Federal Government.

Due to the amount of detail involved, a separate briefing memo will be provided on the status of the individual projects.

2. Neither does the quarterly report make any mention of the Begonia Street sealing. Can you advise as to the progress and why it does not seem to be in any of the road projects in the report?

ANSWER

(Head of Infrastructure and Natural Assets) The design is progressing in terms of the sealing of the road and I will provide an update on that specific project. Page 88 of the quarterly report does note that the design is complete for Begonia Street road sealing project but I will confirm the status.

(Further information) Design works for the sealing and traffic calming in Begonia Street is complete and tender documentation is currently being prepared to enable an external contractor to be engaged. It is anticipated the project will be completed in 2024, subject to the tender approval process and contractor availability.

Cr Hunter

My question is in relation to organisational structure and staff resourcing. As far as ensuring our duty of care to the organisation and appropriate resourcing and being able to do that, could we have a more detailed breakdown of the different areas as well as the number of positions and the number of people in those positions.

ANSWER

Taken on notice.

(Further Information) A copy of the organisation chart at program level detailing full-time equivalent numbers was provided to Cr Hunter on 5 December 2023.

Cr Hulme

1. In response to a query from a resident about putting a yellow line to indicate parking restrictions on a section of road I was told that council's policy was not to provide such markings where restrictions already exist under traffic law such as within a certain distance of intersections but I have noticed that there are other places within our city where there are yellow line markings on corners and I wonder whether that is because we had a different policy when those line markings were installed?

ANSWER

(Head of Infrastructure and Natural Assets) It is probable that it is a legacy issue. We have an internal traffic working group to assess parking and restrictions and requests that come through, although we are trying not to have kilometres of yellow lines across the municipality because of cost, maintenance, look. We take due respect of road rules as they apply and people should not be parking in those areas. We can have the specific area investigated, if there is a yellow line on the road it has been there for a number of years with previous personnel considering that request.

2. My question relates to the Future of Local Government Review report. Do we know what the next steps would be in terms of looking at the recommendations of that report, there is nothing that will affect us in respect to proposed amalgamation but in terms of shared services what would be the next steps in progressing that?

ANSWER

(Chief Executive Officer) As you would be aware the consultation runs to 29 February 2024. We plan to use December and January at officer level to examine the 37 recommendations and develop our position on those and then circulate those to councillors, probably in January to workshop in early February. That will be a fairly substantial piece of work. In the background to all of that we haven't had contact yet from LGAT or other bodies in terms of coordinating responses.

(Mayor) I would like to commend the Hon Sue Smith AM and her team for a very comprehensive report and there were some very fine recommendations made.

Cr James

1. What is council's cash reserve at 30 June 2024?

ANSWER

Taken on notice.

(Further information) The total cash holdings of council at 30 June 2023 was \$103.175M. This included monies held in daily transactional accounts, as well as monies placed in term deposits. However as per the audited financial statements of council, \$58.101M was subject to restrictions, namely for employee provisions and reserves for (but not limited to) infrastructure renewal, public open space, car parking, and community services. \$45.074M was therefore considered unrestricted at that time.

2. My question is regarding the Kangaroo Bay development precinct. In particular Kangaroo Bay boulevard. On page 12 of the quarterly report it says the process of sale of the land is ongoing. In answer to my question at the previous council meeting it said Council is anticipating presenting a development application before Christmas. In regard to the boulevard development at Kangaroo Bay could I have some clarification as to whether we are going to seek the sale of that land alternatively it will be on hold while the development application is submitted?

ANSWER

(Chief Executive Officer) I think it is difficult to conflate two issues with one on that site. As you would be aware, a person can lodge a development application with landowner's consent so clearly anything that came forward from Hunter Developments requires our consent before it goes any further and we haven't seen anything yet. The issue of the sale of the land is tied to the Preferred Developer Agreement and that is the next stage on. In the context of where things stand at the moment Hunter Developments are choosing to develop another D/A, another proposal for us to consider. One would assume that if that is supported by council through the development application process they will also want to discuss that in terms of the sale, equally they could go the other way around.

Cr Walker

1. My question is regarding consultation on the High Performance Centre that was recently undertaken by council. There is a substantial amount of community interest in this matter. Could you please specify when the community can expect the wider publication of the survey or some detail around that?

ANSWER

(Acting Head of Strategic Development, Communications and Engagement) The consultation results will go live after the council meeting of 11 December.

(Further information) While a full consultation report will be made available following the council meeting on Monday, 11 December, a summary of findings is included in the agenda report, in line with the data provided to Councillors at the workshop on Monday, 6 November, in order to fulfil the requirement to respond to the previously endorsed recommendation, as well as to assist in informing the officer's recommendation to Councillors.

A separate memo has also been circulated to *councillors*.

2. Mr Mayor, noting your concern around prolix preambles to questions but I think I need to put these assumption in as I make this. In relation to the fire levy which I believe council receives 4% if you like handling fee, I would assume that 1% is eaten up by credit card surcharges and I think that is being overly generous. I think you could suggest that the administration costs as far as adding to the rates bill would be generously costing this organisation 1% again so there is 2%. Noting that any outstanding debt council is accruing interest on. My question to the CFO is where am I getting it wrong assuming that council is getting about 2% clipping the ticket for this?

ANSWER

(Chief Financial Officer) Yes, your calculations are reasonably accurate. Last year, we received \$270,000 so I would have to step out the final calculation but 1% for administration is probably light on.

(Question contd)

Just for clarification is this a burden (collecting fire tax) that you welcome in your role that you currently perform?

ANSWER

(Chief Financial Officer) It is not a bad percentage but we would need to look, to step it out.

Cr Goyne

1. Following on from my previous questions regarding vagrant animals. We currently have sheep that like to go for a stroll along Rifle Range Road every morning. They have no owners. They have been contained by members of the public because the public believes that they are probably better at managing it than council. Do we have plans in place for further managing vagrant animals which seems to be mainly in Sandford?

ANSWER

Taken on notice.

(Further information) As advised at the September meeting, Council has few options under current legislation to deal with animals (other than dogs) escaping and causing a nuisance except where they are on a road/road verge. It may be possible to address this issue during a by-law review in relation to animal management, which can be investigated in 2024.

2. There are some neat patchwork squares along South Arm Highway I have had people asking me what they are for because they are very symmetrical. Can I be enlightened about what their purpose is?

ANSWER

Taken on notice

(Further information) The square patches on South Arm Highway relate to geotechnical and service investigations recently completed to inform the detailed design of the Rokeby Bypass, being done on behalf of the Department of State Growth.

Cr Chong

Could we be advised where we are up to with the cat management policy discussions?

ANSWER

(Head of Regulatory Services) We planned for a workshop but there have been a number of higher priorities so we will arrange something for early in the New Year.

10.4 QUESTIONS WITHOUT NOTICE

A Councillor may ask a Question without Notice of the Chairman or another Councillor or the Chief Executive Officer. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will be recorded in the following Agenda.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, a Councillor or the Chief Executive Officer may decline to answer a question without notice.

11. CLOSED MEETING

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

- 11.1 APPLICATIONS FOR LEAVE OF ABSENCE
- 11.2 JOINT AUTHORITY MATTER
- 11.3 PROPERTY MATTER - RICHMOND
- 11.4 CONTRACTUAL MATTER
- 11.5 PERSONNEL MATTER

This report has been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- personnel matters;
- contracts and tenders for the supply of goods and services;
- proposals to acquire land or an interest in land or for the disposal of land;
- information provided to the council on the condition it is kept confidential; and
- applications by Councillors for a Leave of Absence;

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.