We acknowledge the Mumirimina people as the Traditional Custodians of naniyilipata, the lands of Clarence Plains. We pay our respects to Elders past and present. We are committed to honouring the Tasmanian Aboriginal communities' unique cultural and spiritual relationships to the land, waters and seas and their rich contribution to our shared home.

Clarence Plains

Draft Masterplan

16 September 2022

DRAFT



BETTER ENVIRONMENTS
THROUGH UNIQUE DESIGN

PROJECT 20471

mode

CChange
Sustainable Solutions

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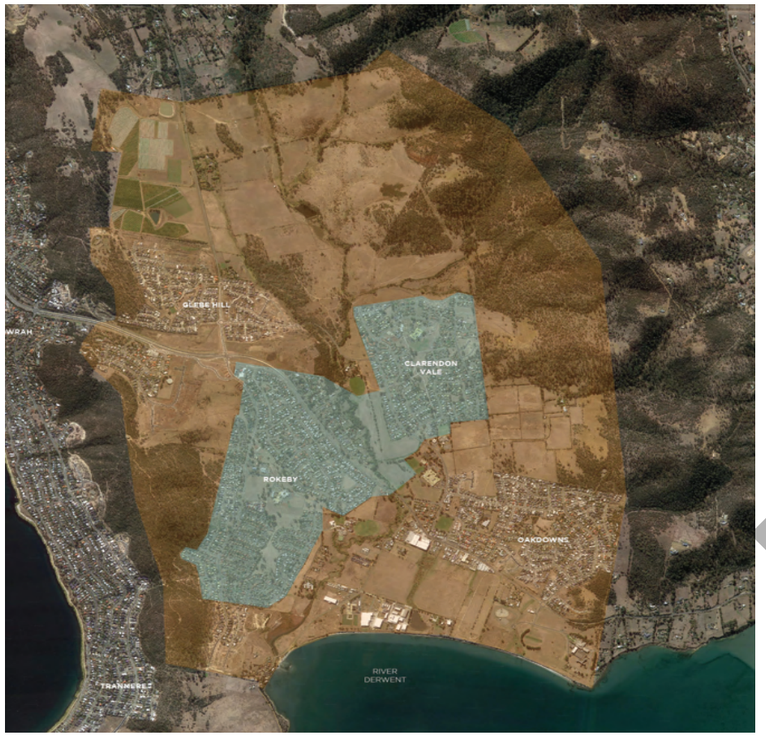
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Executive Summary

Background

Clarence Plains is a diverse community in Southern Tasmania and is one of the fastest growing areas in the State. In the 5 years to 2016, population grew by 11%, and by 2035 the area could be home to around 20,000 people. In recognition of this, Clarence City Council commissioned MODE and C Change Sustainable Solutions (C Change) to develop the Clarence Plains Master Plan.

The Master Plan provides a dynamic long-term framework to guide future growth and development of the community.



Clarence Plains, Master Plan Study Area



The objectives of the Master Plan were to:

- Develop strategic partnerships that lead to improved social and community outcomes
- Creating an authentic identity and sense of community
- Identifying opportunities for improving and expanding housing stock through infill and wider housing choice
- Consultation to engage the community and key stakeholders
- Strategic direction for the development of public open space, management and connectivity
- Planning of community infrastructure and land use
- Provision of future active and passive recreation facilities
- Opportunities to improve amenity through improved streetscape and open spaces

To fulfil the above, the consultant team;

- Reviewed all work completed to date in the Clarence Plains area and all pertinent background material;
- Reviewed historic and projected future demographic and economic characteristics of Clarence Plains together with reviewing key assets and infrastructure in the area;
- Held consultation with community organisations, not for profit organisations, local government officers and state government agencies;
- Completed a community survey, which provided opinions from 281 respondents.

From this information a scoping study was produced, which culminated in identifying the key elements needing to be addressed in the Master Plan. These are shown in the following.

- Not all in the study area identify with Clarence Plains as a whole, or parts of the area. The Master Plan needs to bring the community together while still acknowledging local identity.
- Housing is currently homogenous. Diversity of housing is required to ensure that options people in all parts a family cycle are in the area and so that people can age in place. Matching housing types to current and future need is important.
- Transport within study area and links to key nodes outside study area. Walkability, safety of connections, interesting and informative tracks and trails need to be considered. Great work being done on trail biking in partnership with others and more action on this front is needed.
- Access to local and accessible employment opportunities is needed, and this will assist in providing economic stability and improvements in wellbeing. As well, access to services, infrastructure, safe and well-appointed parks, sport and recreational areas needs to be improved. Access to required infrastructure and facilities.
- Sustainability is important, and the Master Plan needs to ensure that infrastructure and facilties are robust, that energy efficiency is considered, that further opportunities for local food production is present, and that digital functionality is present. . Need to ensure community values this too. Built form also important - parks, open space and tracks and trails need to be safe, functional and attractive.
- The indigenous and non-indigenous cultural heritage is very important to the area and its identity. Reflecting this wherever possible is required.
- Creation of community hubs is highly important. Providing the community with meaningful areas to interact, access goods and services, relax, work and recreate is needed. Active and passive recreation needs to be activated and community owned wherever possible by arts, events and creativtiy.

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Executive Summary

The Master Plan

The Master Plan was developed on the following vision or 'big moves':

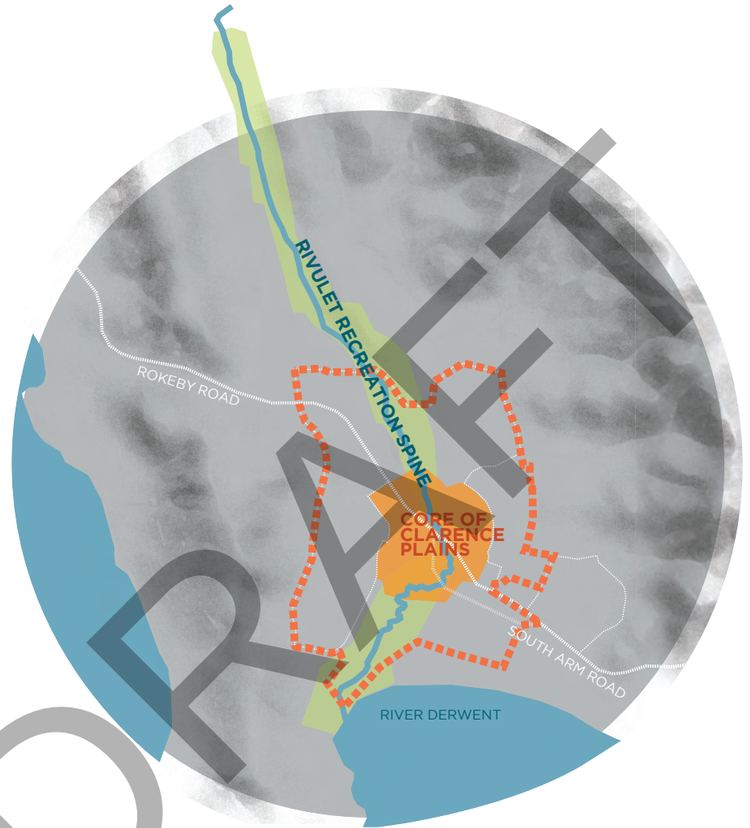
- Creating a cohesive and distinctly 'Clarence Plains' central core based on recreation, while ensuring that 'locality' is expressed between precincts;
- Creating and consolidating community hubs that will directly service the individual precincts, but also provide opportunity to get some cross-visitation from people across Clarence Plains;
- Celebrating and sensitively developing the natural and cultural environments;
- Connecting people with required services and employment both within the study area where possible and also via public and private transport to external connections
- Ensuring that recommendations result in a safe and inviting place for all, one that allows for aging in place, a diversity of housing, safe and inviting open spaces, recreational areas
- Increasing pride and 'oneness' through the area by ensuring One Community Together and other locals are partners in implementation

The key elements of the Master Plan includes:

- The Spine and Core
- Ring Routes
- Five Distinctive Precincts
- Sensitive Densification

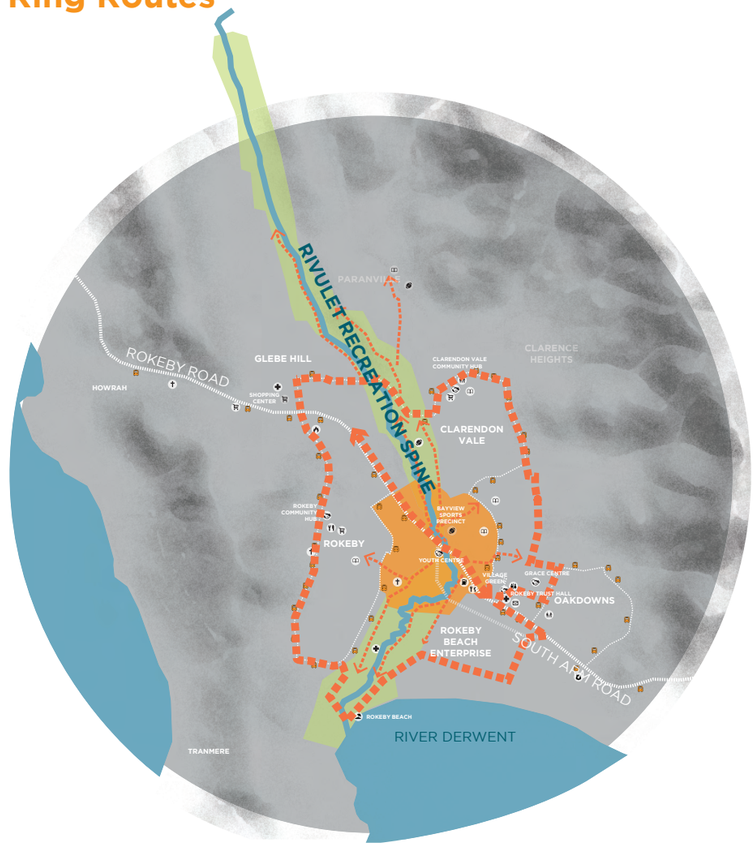
The overview of these elements are shown in the following. Further details on these, including the open space and recreation within the Clarence Plains area, are included in the body of the report.

Spine and Core



The central component of the Master Plan is the Spine and Core area that re-establishes the Rivulet and creates cohesion through recreational activities. It will be an area that is 'owned' by all within Clarence Plains and provide recreational pursuits that will enable the community to come together. Wherever possible interpretation of indigenous and non-indigenous culture and history will be included.

Ring Routes



As well as the inner core, an outer secondary ring route will be established. This will strengthen the inner core and link all precincts through their community hubs based on existing transportation links wherever possible. The ring routes will establish interesting, safe, active transportation and visual links, and assist cohesion by joining the community precincts.

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Executive Summary

5 Distinctive Precincts



It is proposed with five precincts; Rokeby, Rokeby Beach Enterprise, Oakdowns, Clarendon Vale and Glebe Hill. Celebrating the uniqueness of each of the precincts is important, however the intention is to not create islands but to blur the edges and have the precincts overlap via connections, shared valued areas & facilities, connective walkways and planting. The precincts will all be underpinned with their own hub – and the hubs' roles will be based on what is, in the first instance, most important to that community.

Sensitive Densification



To provide diversity of housing, it is envisaged to sensitively and carefully densify areas near to transport. Areas near high frequency bus network can be rezoned into inner residential that allows different types of housing such as townhouses whereas medium frequency bus network areas can be densified such as group housing. Areas close to services and shops can be envisaged to be rezoned to medium density to allow mixed use of shops, retail activity and medium density apartments, providing employment and economic activity to local areas.

Key Elements Throughout

- Identity of Clarence Plains
- Alleviating social stigma
- Community development
- Equitable access
- Access to health, employment and training
- Aboriginal engagement and community
- Safety and sense of ownership
- Tree planting and streetscape activation
- Sensitive densification
- Local art
- Digital connectivity
- Environmental sustainability
- Nature & walking trails
- Youth employment & social inclusion
- Economic prosperity
- Provision of health services
- Recreational and nature

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Priority Recommendations

	Creating a cohesive and distinctly 'Clarence Plains'	Creating and consolidating community hubs	Celebrating and sensitively developing the natural and cultural environments;	Connecting people with required services and employment	Ensuring that recommendations result in a safe and inviting place for all, one that allows for aging in place, a diversity of housing, safe and inviting open spaces, recreational areas	Increasing pride and 'oneness' through the area by ensuring One Community Together and other locals are partners in implementation
Establishing the core, and in particular, master planning in detail the core area	●●●		●●●		●●●	●
Identifying a potential route for the secondary ring road, via a masterplan, and developing a landscape / vegetation master plan to assist in precinct characterisation as well as visual link throughout Clarence Plains	●●	●●●	●●	●●●	●●	●
Master Planning the community hubs in detail. Potentially in the following order: Rokeby; as this is seen as a gentrifying area and the need to attract more first home buyers, Glebe Hill as this area is establishing, Clarendon Vale as the area would benefit from further activity, and then Oakdowns as commercial bookend is important to ensure everyone has access to services		●●●		●●●	●	●
Developing open space in further detail such as Regional Park and others - refer to Open Space and Connections Strategy recommendations	●●		●●		●●●	●
Developing an Indigenous and non-Indigenous cultural heritage plan for the area, and ensuring this gets incorporated into the future master planning	●●●		●●●			●
Pursuing development that showcases sensitive density design	●●			●	●●●	●
Discussing with Department of Health the potential to use Clarence Plains as a trial for in-home hospital	●●			●●●		●
Discussing with not-for-profit organisations the potential for a training cafe in Clarendon Vale	●	●●●		●●●		●

The recommendations are rated according to how important they are in achieving the key elements above.

PRIORITY LEGEND
●●● High priority
●● Medium priority
● Low priority

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Priority Recommendations

Scale	Projects	Timeline	Costs
		2022 2024 2026 2028 2030 2032 2034 2036 2038 2040	<$200k / <$500k / <$1m / $1m>
Small	Detailed Masterplan & Implementation to 5 precinct Community Hubs & Core Precinct (Including Landscaping Masterplan of Regional Park & Clarence Plains Rivulet Recreation Spine)		Master Plan / Implementation
	Landscape upgrades to Community Hubs including Edible Planting		
	Planning Rezoning for Sensitive Densification		
Medium	Landscape & Urban Fabric upgrades to Core Precinct		
	Ring Route Development (Incremental)		
	Detailed Masterplan of Rokeby Beach Enterprise		
Large	South Arm Road Realignment		
	High Street Redevelopment		
	Grade Separated Connections Across South Arm Road		
	Youth Hub Relocation & Development		
	Complete Road & Landscape Network		

Above the recommendations of master plan are ranked according to implementation timeline and estimated costs.

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Introduction



Master Plan Boundary 2014

Master Plan Updated Boundary 2021

Background

Clarence Plains is a diverse community in Southern Tasmania and is one of the fastest growing areas in the State. In the 5 years to 2016, population grew by 11%, and by 2035 the area could be home to around 20,000 people. In recognition of this, Clarence City Council commissioned MODE and C Change Sustainable Solutions (C Change) to develop the Clarence Plains Master Plan. The Master Plan will provide a dynamic long-term framework to guide future growth and development of the community.

The Clarence Plains community for the Master Plan is defined by the suburbs of Rokeby, Clarendon Vale, Glebe Hill and Oakdowns, including the fringe of the study area of Paranville - Pass Road, Fenshaw - Rockingham Dr, Clarendon Vale, Howie's - Tollard Drive, Rokeby and Glebe Hill - Goodwins Road.

In 2014, the consultants produced a Master Plan for Mission Australia for a smaller component of the study area (Rokeby and Clarendon Vale only).

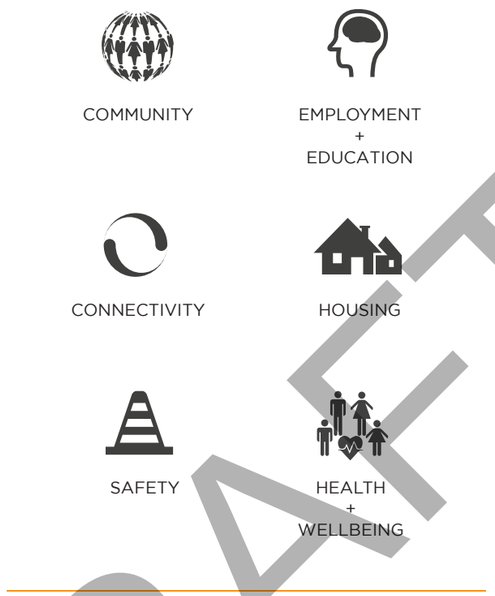
Due to the success of the 2014 Master Plan, Council requested that current Master Plan build upon previous work completed for Mission Australia, whilst acknowledging the differences due the expanded study area.

The current study area, and the 2014 study area are shown on the left.

Previous Mission Australia 2014 Master Plan

The 2014 Master Plan for the smaller study area highlighted a number of issues, many of which are still relevant today. These included:

- A strong sense of community by people from Clarendon Vale and Rokeby (but acknowledging that there is a sense of separation from some within suburbs in the extended study area);
- High levels of entrenched disadvantage for some and the need for further employment opportunities / access to employment / training nodes;
- The relative isolation of the area through limited efficient public transport options, local employment options and local health services;
- The need for further housing options so people can age in place;
- Crime and feelings of being unsafe, due to a minority of people within the study area participating in illegal trail biking, vandalism / graffiti, arson incidents, and general lack of lighting / amenity within some parts of the study area;
- Safety issues associated with the initial Radburn design of Clarendon Vale and Rokeby and the need to investigate other ways of dealing with laneways;
- Stigma attached to components of the study area due to the levels of perceived and real crime;
- Health and wellbeing issues within the community, the need for sustainable food options as well as more efficient access to health and wellbeing services.



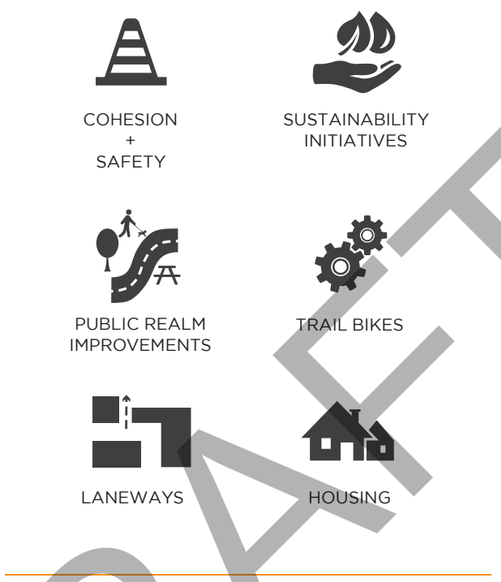


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Previous Mission Australia 2014 Master Plan

There was much good work completed for the 2014 Master Plan. Successes to date include the following:

- **Community Cohesion and Safety:** In alignment with the Master Plan, One Community Together was created with four focus areas: Community Life; Community Spaces; Activities and Services; and Work and Learning. The group meets regularly and are well represented by service providers in the area. Further consultation has been conducted with One Community Together for this Master Plan, and ensuring open communication with the group moving forward is instrumental to further successes in the area.
- **Sustainability initiatives and increasing access to nutrition information:** Since 2014 there have been 7 home gardens, 2 community gardens, and 1 raised garden bed constructed and cared for in a bid to increase local food production and nutrition. In addition, 79 sustainability workshops covering 200 students and community members were completed. Three local residents were trained in facilitation and 5 local residents were trained in garden construction so that further sustainability work could be completed.
- **Public Realm Improvements:** In alignment with the implementation of the 2014 Master Plan, One Community together identified the community's top 10 wishes for public spaces and have delivered 4 clean up Australia days - each with around 100 volunteers and 11 community partners. One Community Together have created a Facebook page with a focus on waste management. Together with police and landowners, One Community Together has removed 150 car wrecks and have become a 'go to' for Council with consultation.
- **Trail Bikes:** Together with the Police and Council, One Community Together are part of a Trail Bike working group. This group has implemented important safety programs, such as the bicycle helmet program and the MOTOSAFE education program, and has investigated traffic calming measures. Providing diversionary activities as well as incentives to access suitable legal facilities have also been a focus.
- **Laneways:** Clarence City Council secured $500,000 to commence the suggested upgrades to laneways in the 2014 Plan, and Mission Australia Housing is now working closely with the State electricity provider to determine if there are better ways to deal with laneways that contain electrical infrastructure.
- **Housing:** Housing was a key focus of the 2014 Master Plan and since 2014, 308 Mission Australia houses have been upgraded, 115 new heat pumps have been provided, and new social homes secured. The delivery of maintenance has also been made more efficient.





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Previous Mission Australia 2014 Master Plan

In addition to successful outcomes, the approaches used in the 2014 Master Plan were a great success. These emphasised place based approaches, inclusion of community, having effective and knowledgeable lead agencies and creating partnerships that were producing mutual benefits from efforts. These approaches have been retained for the 2022 Master Plan.

It is acknowledged that there is still work to do, particularly with the broader study area of the current Master Plan, and this is discussed in more detail in the following sections.

SUCCESSFUL APPROACHES

Place based approaches welcomed and effective - need to bring community along

Effective and knowledgeable lead agencies

Effective and focused partnerships with mutual benefits as outcomes

WORK STILL TO DO

Social cohesion between the broader area a key consideration. Listening to community values through consultation will be key

Safety needs further work - trail bikes, laneways, public space, circulation around the study area - Need to ensure perceived and real safety at the core of recommendations

Supply and safe / functional access to facilities, services and jobs essential - within the study area and also links to key employment areas outside study area



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PROJECT METHOD AND OBJECTIVES

Noting some of the learnings from previous study, Council's project objectives for the Clarence Plains Master Plan include the following:

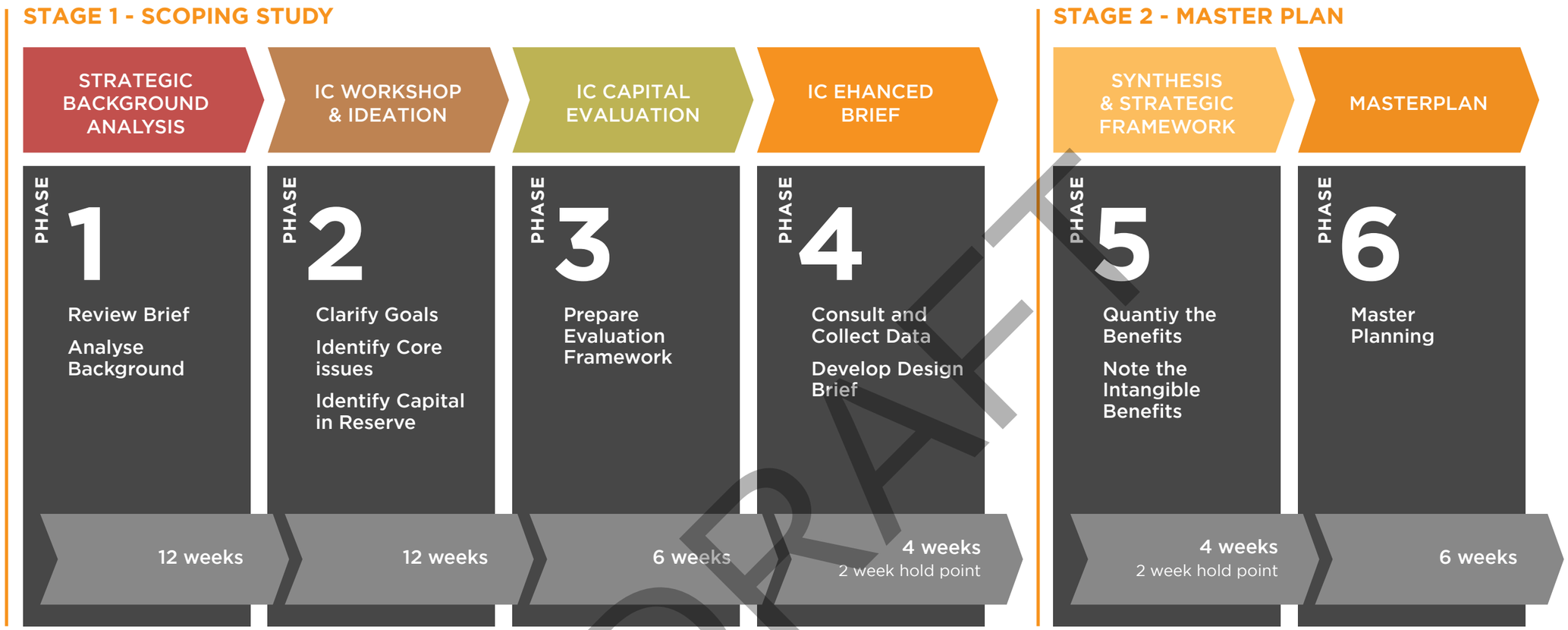
- Develop strategic partnerships that lead to improved social and community outcomes
- Creating an authentic identity and sense of community
- Identifying opportunities for improving and expanding housing stock through infill and wider housing choice
- Consultation to engage the community and key stakeholders
- Strategic direction for the development of public open space, management and connectivity
- Planning of community infrastructure and land use
- Provision of future active and passive recreation facilities
- Opportunities to improve amenity through improved streetscape and open spaces

PROJECT OBJECTIVES



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MASTERPLAN PROCESS



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MODE and C Change has built on the history and knowledge of the earlier work developing and expanding on the aims and objectives of the 2014 Master Plan - with the objectives for a **community focused** wider integrated long-term Master Plan.

Innovation Capitalisation™

The current Master Plan will be developed based on Mode's and C Change's Innovation Capitalisation (IC) method. IC is a method whereby underlying issues are noted, and the opportunities that they present (called 'capital in reserve') are identified. A framework for capitalising on opportunities is acknowledged and the Master Plan is developed accordingly.

The Scoping Study is the first part in the larger master planning exercise and constitutes the first four phases of the method above. The overall output produced by this is the Scoping Study Report, which includes:

- A clear definition of issues to resolve.
- A list of opportunities to be further explored in the Master Plan Stage. Together with the issues to resolve, this constitutes the 'capital in reserve';
- A way forward, outlining key timelines and development authorities.

The second part consists of two phases as per above which culminates in this document and will address Clarence City Council's long term objectives including;

- Aged council infrastructure and community facilities
- Strategically plan and develop public open space for active and passive recreation
- Plan for greater infill and housing choice
- Develop long term partnerships to continue social and community improvements
- Strategical plan for connecting the suburbs with the consideration of a potential four lane highway in the future

Context

CLARENCE CITY COUNCIL POLICY ENVIRONMENT

It is noted that the Master Plan will feed into the City of Clarence's wider planning, and must be cognisant of Clarence Council's vision.

Key Strategies for Clarence Council as a whole includes the region being :

A PEOPLE FRIENDLY CITY

Clarence values diversity and encourages equity, inclusiveness and accessibility. We aspire to create high quality public places for all people to live actively, engage socially and enhance our health and wellbeing.

A WELL PLANNED LIVEABLE CITY

Clarence will be a well-planned liveable city with services and infrastructure to meet current and future needs of our growing and vibrant community.

A PROSPEROUS AND CREATIVE CITY

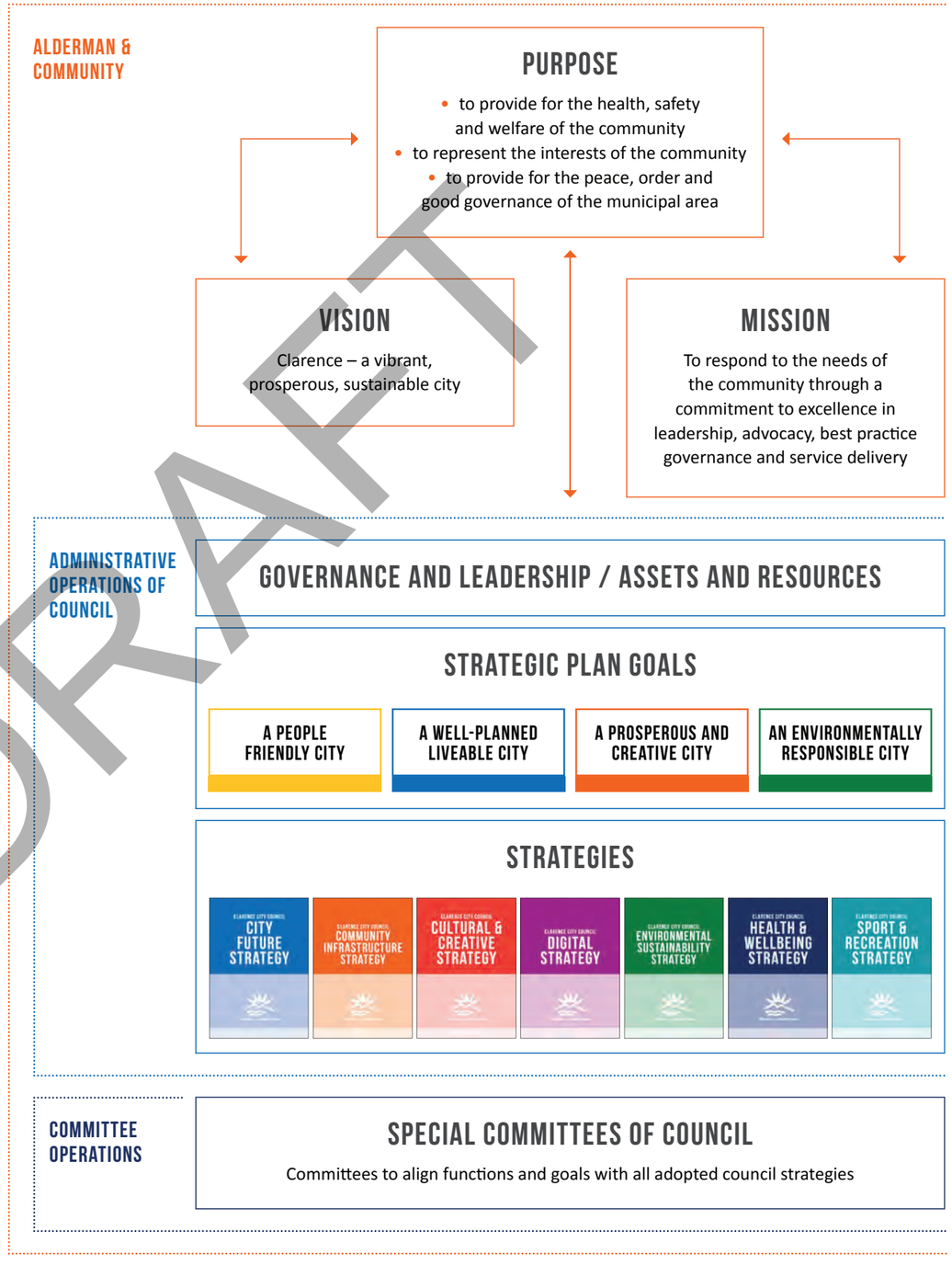
Clarence encourage creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people.

AN ENVIRONMENTALLY RESPONSIBLE CITY

Clarence is environmentally responsible, valuing and protecting the natural environment for a sustainable and liveable future.

A PEOPLE FRIENDLY CITY	A WELL-PLANNED LIVEABLE CITY	A PROSPEROUS AND CREATIVE CITY	AN ENVIRONMENTALLY RESPONSIBLE CITY
Clarence values diversity and encourages equity, inclusiveness and accessibility. We aspire to create high quality public places for all people to live actively, engage socially and enhance our health and wellbeing.	Clarence will be a well-planned liveable city with services and infrastructure to meet current and future needs of our growing and vibrant community.	Clarence encourages creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people.	Clarence is environmentally responsible, valuing and protecting the natural environment for a sustainable and liveable future.

Extract from *Clarence City Council Strategic Plan 2021-2031*



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Context

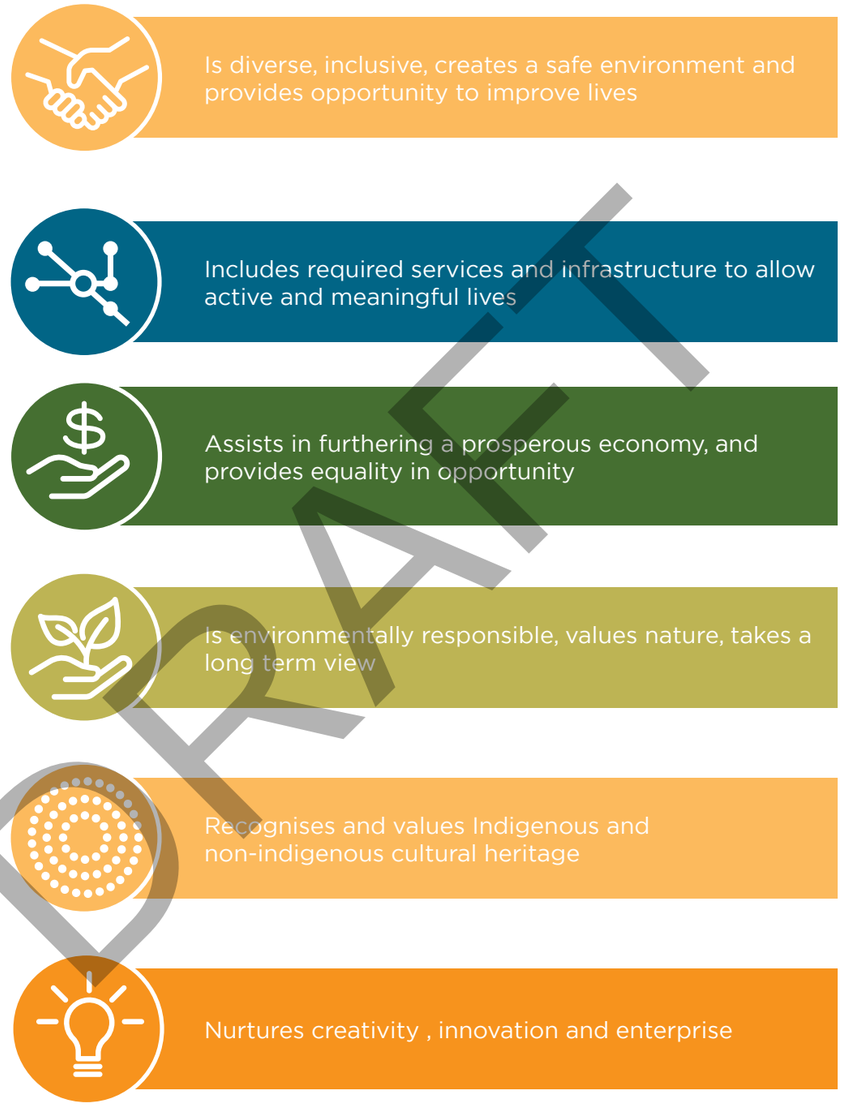
Based on a review of numerous Council policies, strategies and plans, the Master Plan must include, acknowledge and/or add value to the following important elements:

- **Liveability:** The Plan must produce welcoming, vibrant places, services and infrastructure, that are appropriate to community's values
- **Well-being:** The physical, mental, and social wellbeing of the community and individual must be taken into account and optimised when planning for infrastructure and initiatives.
- **Maximising Safety:** Safety must be paramount throughout the Master Plan, and intiaives must be cognisant of producing beneficial outcomes in all areas: \ie. reduction of family and domestic violence, improvements in safety for bicycle users, road uses and pedestrians; reduction of hooning and trailbikes; improvements in safety through decreases in arson, and increases in public area safety.
- **Connectivity:** Reducing the isolation for residents of the study area is essential – ensuring that physical connections and connections within the community and to other communities improve connectivity
- **Universal access:** Ensuring that initiatives acknowledge Clarence City Council's commitment to ensuring that those with a disability or mobility issue have the right to equal access and opportunity to fully participate in and contribute to the social, economic and cultural life of the city.
- **Prosperity and enterprise:** Improve access to employment and/or local employment opportunities such that prosperity for all can be improved
- **Supporting Youth and Young people:** Providing viable alternatives to reduce boredom and give youth and young people a sense of purpose
- **All Age Friendly:** Recognition of inclusiveness for and all parts of lifecycles
- **Environmental protection, management and enhancement:** Valuing and enhancing healthy landscapes throughout the Master Plan
- **Indigenous recognition and broad cultural history:** Recognising, protecting, and enhancing elements where appropriate for both indigenous and non-indigenous culture/heritage
- **Open Space and Recreation:** Producing functional and high value open space and recreational opportunities throughout the Master Plan
- **Arts and Culture:** Ensuring that wherever possible art and culture, and providing local opportunities for the same, is included in the Master Plan.

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In summary, it is acknowledged that a successful Clarence Plains Masterplan:

- Is diverse, inclusive, creates a safe environment and provides opportunities to improve lives
- Includes required services and infrastructure to allow active and meaningful lives
- Assists in furthering a prosperous economy, and provides equity in opportunity
- Is environmentally responsible, values nature, takes a long term view
- Recognises and values indigenous and non-indigenous cultural heritage
- Nurtures creativity, innovation and enterprise



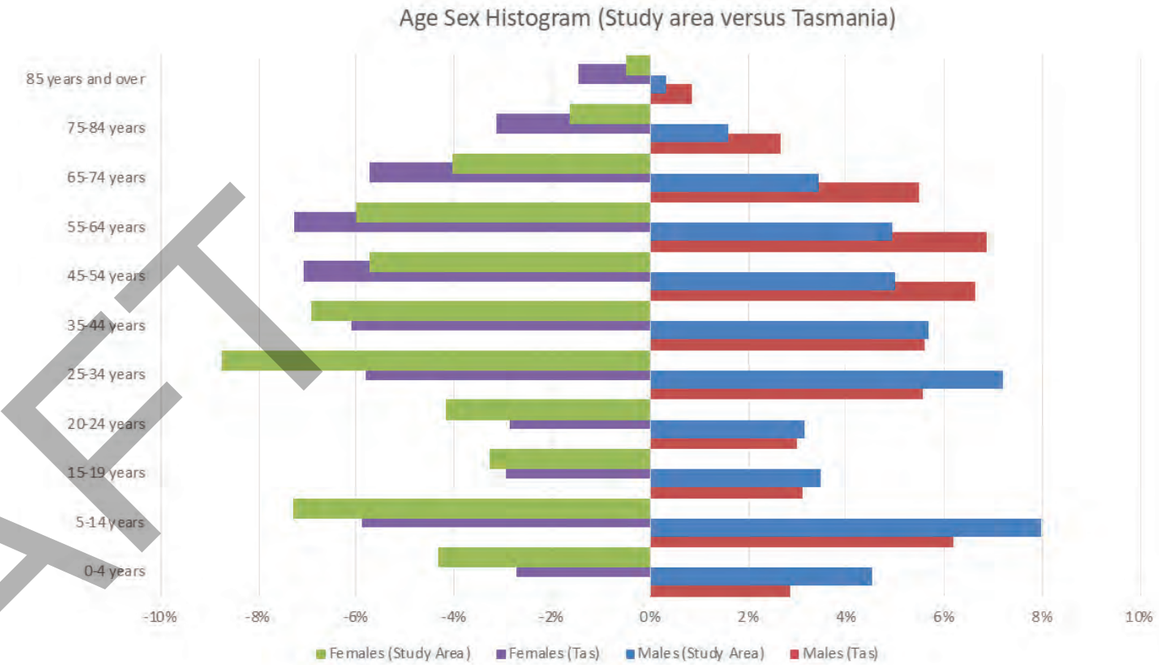
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Statistics

CLARENCE PLAINS DEMOGRAPHIC AND ECONOMIC CHARACTERISTICS

Understanding the Clarence Plains community is critical to appropriately planning for the area. A review of the 2016 ABS Population and Household Census for the postcode 7019 [1], revealed that Clarence Plains exhibited the following characteristics[2] :

- Approximately 6,100 people lived in the area in 2016, and of these, 47% were male
- The area has the potential to grow to a community with more than 20,000 people over the next 10-15 years
- In comparison to Tasmania generally, the study area is relatively young: Median age 32 (Tas = 42)
- There is a higher proportion of people identifying as Aboriginal in the study area 7.9% (Tas = 4/6%)
- On average, there are 1.9 children per family household, and the average occupancy is 2.5 people/household
- In comparison to Tasmania, there are lower medium weekly household income $964 (Tas = $1,100)
- As well as Australian (86.4%), there is a range of other ancestries, with the next top three proprotions being people from England (2.1%), New Zealand (0.7%), and Malaysian (0.2%)
- In 2016, there was considerably higher unemployment within the study area compared to Tasmania (Study area - 9.4%, Tas = 7.0%)
- Most common occupations were Technicians and Trades 16.8% (Tas 14%), Clerical and Admin 15.8% (Tas 13%), Community and personal services 15.4% (Tas=12.4%), Labourers 14.5% (Tas11.6%), Sales 13/3% (Tas 9.9%). Although signficiantly lower compared to Tas there were pockets of people holding ‘professional’ occupations throughout areas (Study area 9.3 % versus Tas 18.8%)



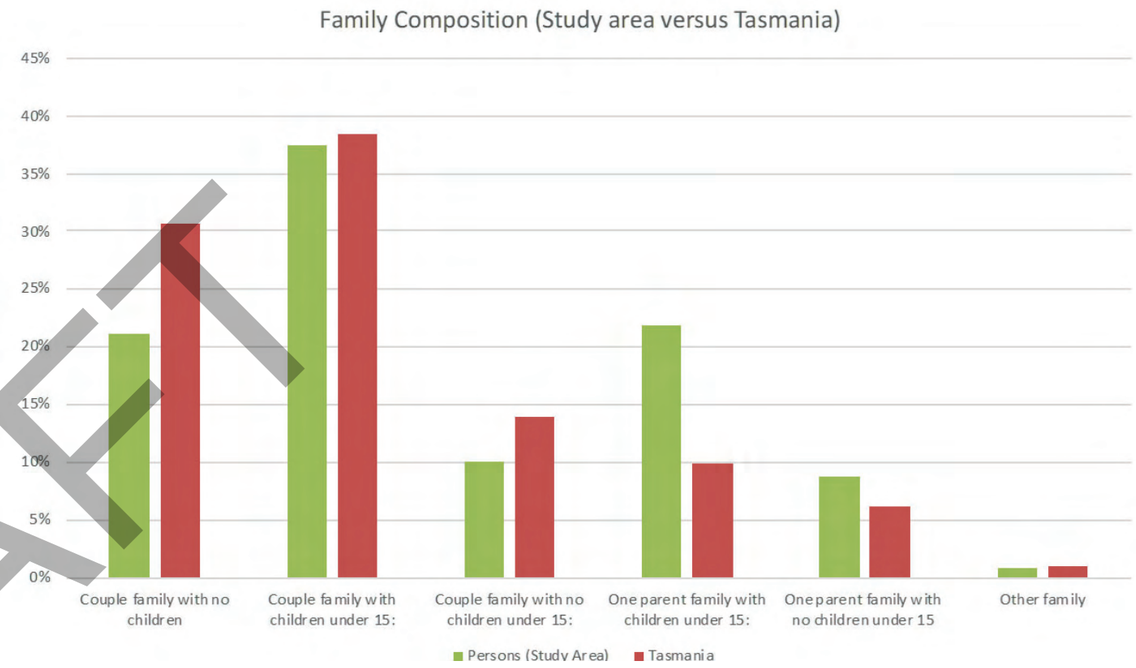
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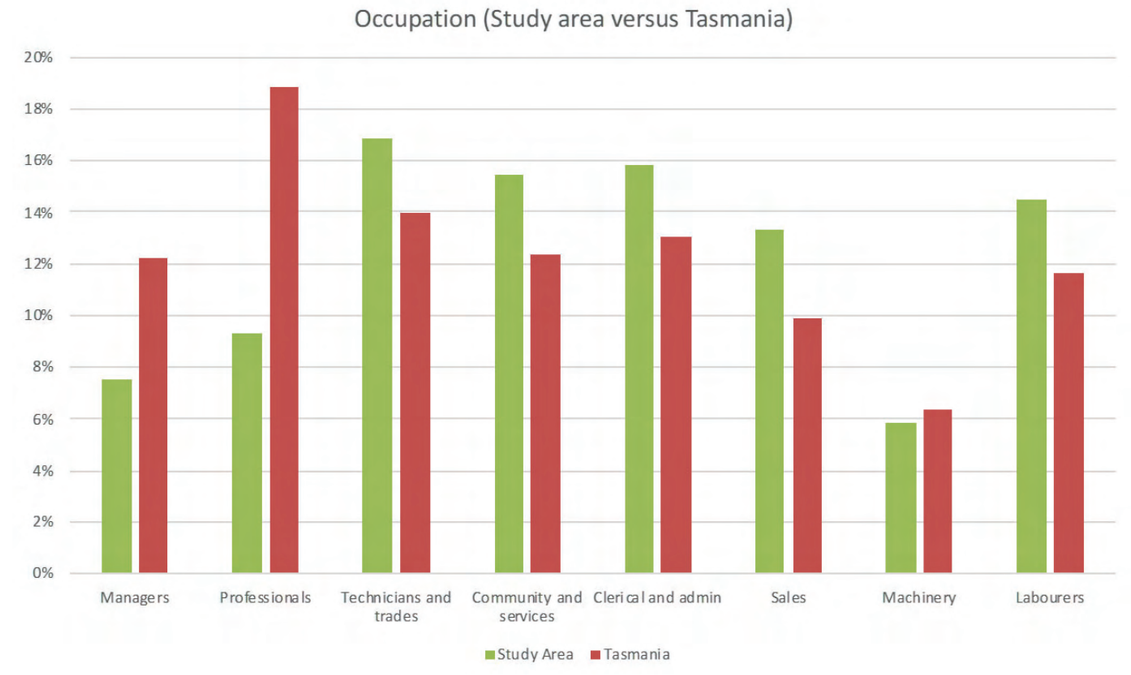
1. This includes Rokeby, Clarendon Vale and Oakdowns, but does not include Glebe Hill.

2. a full set of graphs associated with the demographics is included in Appendix 1

Statistics

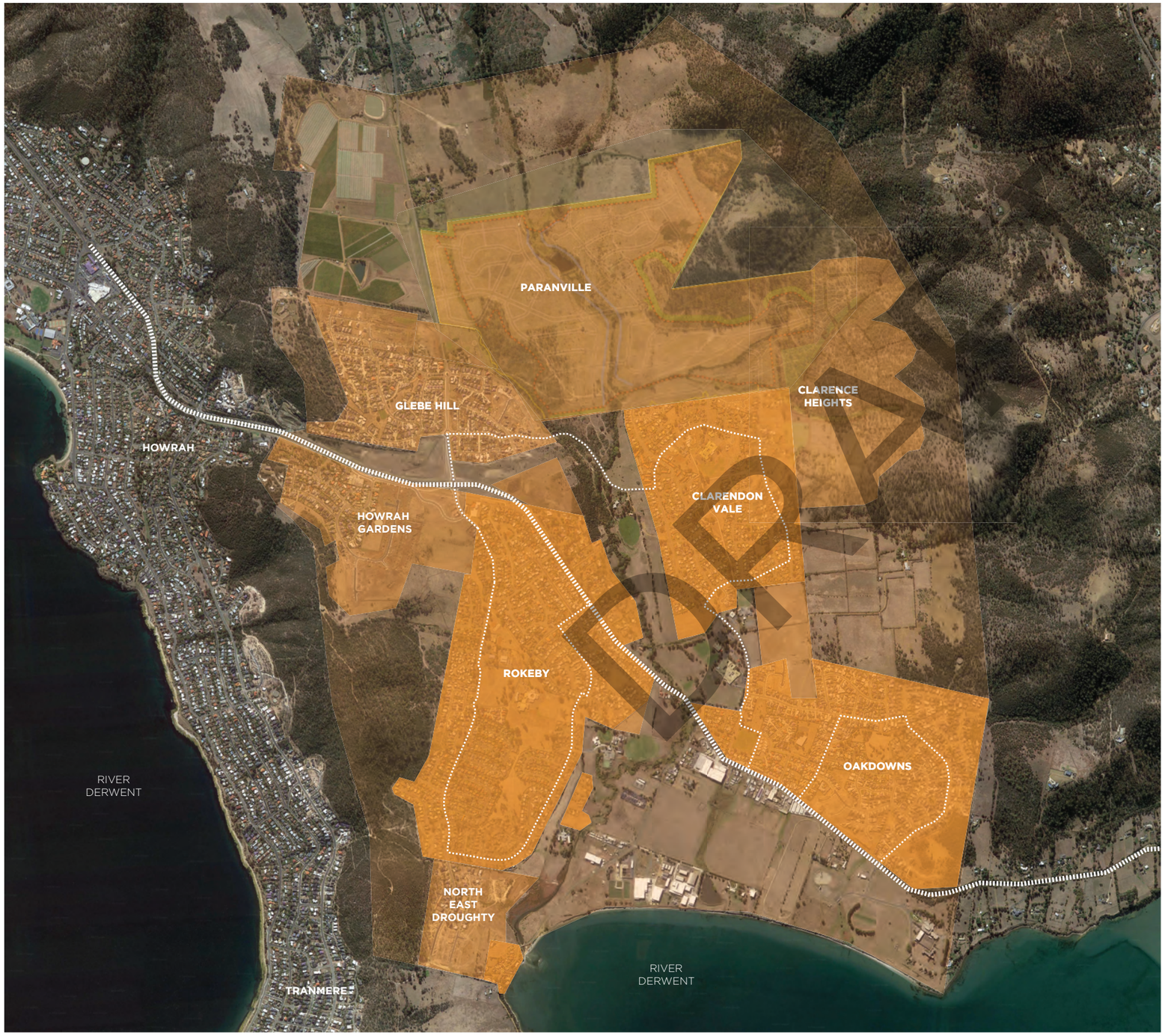
- Proportions of families nominating as ‘One parent families’ were considerably higher than Tasmania as a whole ((Study area 33.6 % versus Tas 17.4%) but couple families with children were similar (Study area 34.6% versus Tas 38.2%)
- Proportions of rental households in ‘housing stress’ were higher than Tasmania as a whole (Study area 18.3% versus Tas 10.2%), which is considerable given that many are already renting from state or community housing. Median rents at 2016 were similar to Tasmania (Study area 210 per week, Tas 220 per week).
- Separate house was by far the dominant dwelling type with 92.6% of the housing stock in this category (Tas 87.6%). Semi-detached proportions were similar to Tasmania, but there was a considerably lower proportion of flats and units (Study area Semi detached 5.4% versus Tas=5.8%; Study area Flat or apartment 1.7% versus Tas 5.7%).





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Context Analysis



PLANNING DEVELOPMENTS

Clarence Plains consists of established suburbs of Rokeby, Clarendon Vale and Oakdowns. The newly developing suburbs and development are Glebe Hill, Howrah Garden, Paranville and Clarence Heights and also North East Droughty.

Older suburbs have more cohesive sense of identity whereas the newer suburbs may not want to associate themselves with the older suburbs. Established suburbs especially Rokeby and Clarendon Vale have social stigma affliated with the perceived and real crime associated within parts of the area.

A challenge for the Master Plan is to include initiatives that help create a sense of 'oneness' between the established and establishing areas, and ensure that newly developing areas are connected to the established areas.

LEGEND

- Established Suburb
- Upcoming Suburb

Context Analysis



LAND USE

There is plenty of open space in Clarence Plains and also reserve assets that can be opportunities for passive recreational use. Clarence Rivulet is an opportunity to connect the various suburbs and the upcoming sports precinct at Bayview Secondary College can serve as a further anchor of connectivity.

The light industrial area fronting the River Derwent is potentially unattractive. Clarence Plains still has the rural agrarian landscape amidst the development of new housing and future development needs to encourage developers to maintan and enhance this historical landscape.

LEGEND

- Urban & Business
- Residential
- Community Purpose
- Open Space
- Rural
- Landscape Conservation
- Light Industrial

Context Analysis



COMMUNITY SERVICES & ASSETS

Clarence Plains has a good access to schools, and a number of community services and assets. This includes Rokeby Neighbourhood Centre, Clarendon Vale Neighbourhood Centre, Youth Centre and Grace Centre. There is currently four discernible activity centres with grocery shops with the historic heart at Rokeby Village Green the most active activity centre. Nevertheless there does not seem to be much cafes and restaurants other than grocery access in Clarence Plains. Upcoming nodes that can be capitalised are Coles retail centre at Glebe Hill on the junction of Pass Road and Rokeby Road and Bayview Secondary College Sports Precinct opposite of Youth Centre on Rokeby Road.

There are a number of inactive community assets such as the Rokeby Trust Hall & Clarendon Oval which can be potential opportunities for further activation.

LEGEND

- Community Centres
- Schools
- Childcare & Family Centres
- Clinics
- Sports
- Church
- Grocery Shops
- Food
- Post Office
- Petrol Station
- Police
- Fire Station
- Toilet
- Mission Australia
- Gymnasium
- Beach
- Upcoming

Context Analysis



TRANSPORTATION

There are bus lines servicing Rokeby Road and South Arm Road with three loops; Goodwins Road and Mockridge Road for Clarendon Vale Tollard Drive and Duntroon Drive for west Rokeby as well as Cavenor Drive and Oakdowns Parade for Oakdowns. However, consultation has indicated that the frequency of services is an issue, and due to this many within the study area feel isolated. Ensuring that there are good connections to activity, service and employment nodes outside of the study area is very important.

The lack of efficient public transport services from the study area has encouraged driving as the predominant transport. There are opportunities to improve accessibility from the study area to key external employment, services and activity nodes by advocating for more frequent public transport links, as well as having better active transport links and infrastructure to the higher frequency public transport services in the study area. In addition, there are opportunities of improving accessible and cycling links between the suburbs. With Rokeby Beach there is an opportunity perhaps for boat access.

LEGEND

- Bus Stop
- Bus every 1/2 hour
- Bus every hour

Context Analysis



OPEN SPACE

Clarence Plains has plenty of open space with rich biodiversity attributed to the Clarence Rivulet as well as great natural assets of Rokeby Hills and Meehan Range. There is also an access to Rokeby Beach. As evidenced in the community survey, the natural areas of Clarence Plains are valued highly by the community. As such, there are further opportunities to improve biodiversity links between the reserve and suburbs.

Paranville the upcoming suburb is planned with great attention to provision of open spaces. North of Clarence Plains has an agrarian outlook which is desirable. Meehan Range has an opportunity for a scenic trail overlooking Clarence Plains.

The Radburn planning of west Rokeby has introduced open spaces that lead nowhere and less than safe. Addressing these issues of safety is a high priority of the Master Plan.

In addition to safety issues, the community has indicated that many facilities could be improved with a more diverse and useful range of amenities and equipment within the current parks and playgrounds.

LEGEND

- Community Purpose
- Open Space
- Rural
- Landscape Conservation
- Watercourse

Context Analysis



WALKABILITY

Radburn planning of west Rokeby has introduced backlanes for walkability and additional open spaces for good intentions however as some of the laneways are narrow and lead to nowhere they feel less safe, real or perceived.

South Arm Road, due to to the speed of cars might pose a challenge for walkability between the northern and southern side.

Existing nature trails exist to natural assets at Clarence Plains, although they might need to be upgraded or maintained; this include along Clarence Plains Rivulet, as well as nature trails along ridges of Rokeby Hills, Glebe Hills and Meehan Range. Rokeby Hills and Glebe Hills has a developed and ongoing open space and reserve management plan that can be continued into Rokeby for continuation of biodiversity link and walkability. There is also a informal biodiversity walk at Glebe Hills, as well as an informal heritage trail around heritage buildings near Rokeby Village Green.

There are opportunities to coordinate between the different paths and trails, across the suburbs as well as natural assets - including access to foreshore trail.

LEGEND

- Walking Path
- Heritage Trail
- Rivulet Trail
- Nature Trail
- Foreshore Trail

Consultation Outcomes

Considerable consultation activities were conducted to assist in clarifying the issues and identifying potential opportunities for the Clarence Plains Master Plan. Due to the project being conducted through the COVID-19 Pandemic, all consultations were virtual.

Acknowledging the essential requirement that the Clarence Plains Master Plan respond to the needs and desires of the Clarence Plains community, Clarence City Council hosted several engagement activities targeted at gaining feedback from the community. This included conducting a community survey and providing opportunities for community members to tell their stories about what it is like to live in the area. The results of the community survey are provided below.

In addition to the community, meetings and or other engagement with the following organisations occured:

- Community organisations such as One Community Together[3]
- Council officers
- State Government officers, including Department of Education, Department of State Growth, Department of Health, Department of Communities and Housing, Tasmanian Police and Emergency Services
- Not for profit groups, such as Mission Australia

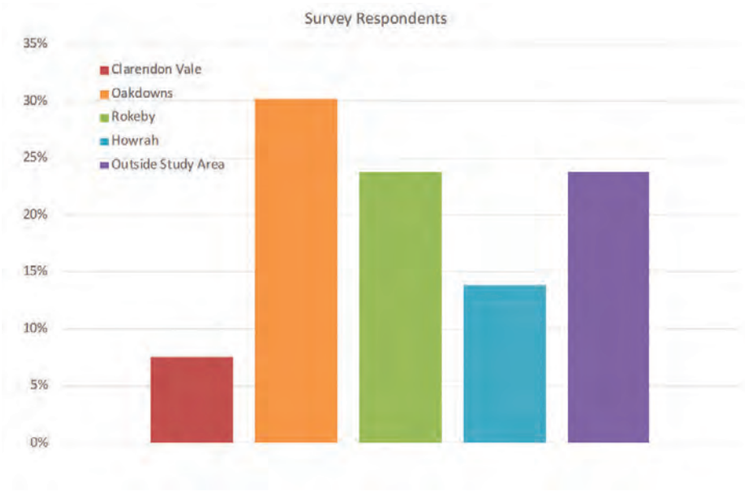
COMMUNITY SURVEY OUTCOMES

The community survey was developed by Council with input from the Consultants and asked the community's views on several issues, including:

- Clarence Plains' issues, and current and desired identity / opportunities
- Feelings of Safety
- Expectations around remaining in the Clarence Plains area, and adequacy of housing
- Transport to work
- Public open space quality and requirements
- Health and community services used and needed in Clarence Plains
- Businesses and facilities required in the Clarence Plains
- Streetscape quality and issues (trees, lighting, footpath)

The survey was advertised through several means and the community was encouraged to complete the survey on-line. Hard copies of the survey were also available at the Neighbourhood Centres within the study area for anyone who required a non-digital version. 281 responses to the survey were received.

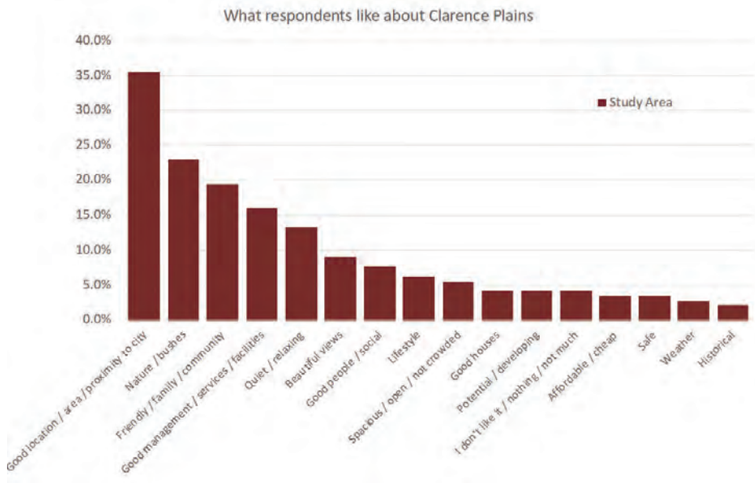
Of the 281 responses received, 76 percent were from people within the Study area, with a spread throughout the suburbs in the Master Plan area. The following sub-section notes the key findings from the survey and Appendix 2 contains further detail.



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3. Note, the consultants and Council made several attempts to consult with Indigenous Groups, but no meeting was able to be held. The Master Plan will be shared with indigenous groups to provide further opportunities for their views to be included.

Consultation Outcomes



What Respondents Liked about Clarence Plains

To commence the survey, people were asked what they liked about Clarence Plains. Responses that were provided by more than 10 percent of the study area included the following:

- Good location / proximity to the City (35% of the study area respondents nominated this)
- Nature and the bushlands in the area (23% of the study area respondents)
- Community oriented, friendly and family oriented (19% of the study area respondents nominated this, but it is noted that only 7% of Rokeby's residents agreed)
- Good management of facilities and services (16% of the study area respondents)
- Quiet and relaxing (13.2% of the study area respondents, but 0% nominated this from Clarendon Vale)

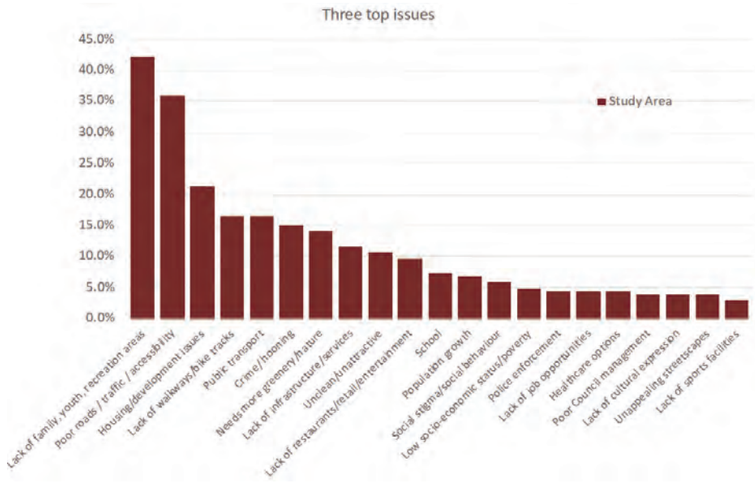
Three words to describe Clarence Plains

Respondents were asked to nominate three words to describe Clarence Plains. Responses that were nominated by 10% or more of respondents included:

- Growing / developing / changing (30% of study area)
- Has much potential for the future (20% of study area, although 0% from Clarendon Vale noted this)
- It's a forgotten area / disadvantaged (19% of study area, with 57% from Clarendon Vale noting this)
- Family friendly area (16% of study area)
- Poverty / poor / low socioeconomic area (16% of study area)
- Underserviced (12% of study area, but only 4% in Oakdowns)
- River, nature (11% of study area)

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Consultation Outcomes



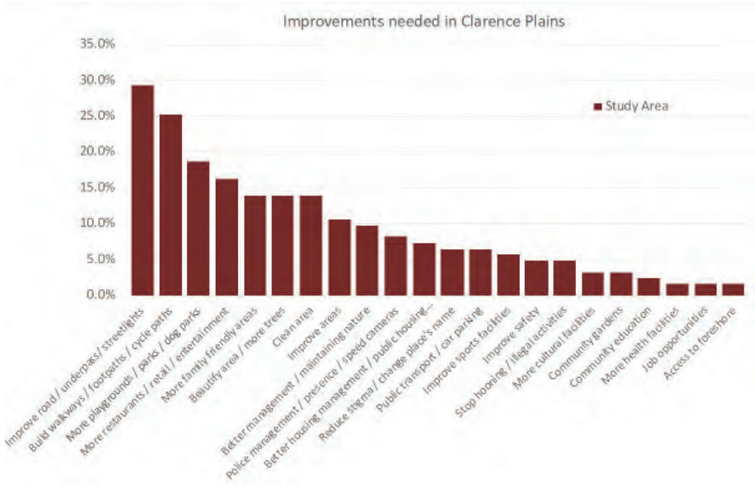
Top Issues in the Study Area

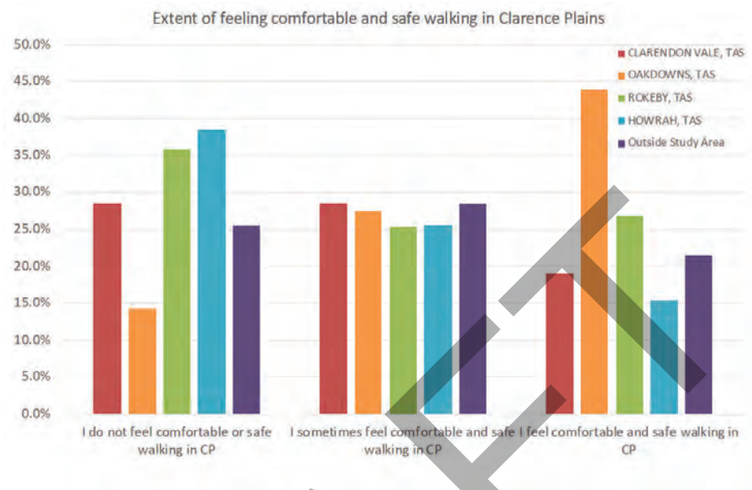
Respondents were asked what they felt the top three issues were in the Clarence Plains study area. A wide variety or responses were noted, with the top ten issues being:

- Lack of family, youth and recreational areas (particularly noted from Oakdowns' respondents)
- Poor roads and/or accessibility to other areas (particularly noted from Howrah's respondents)
- Housing issues and issues with development generally in the area (particularly noted from Clarendon Vale's respondents)
- Lack of walkways and bicycle tracks (generally across the area, apart from Howrah respondents)
- Issues with public transport (generally across the area, with a lesser proportion from Howrah respondents noting this as an issue)
- Concerns around crime and in particularly people 'hooning' around the area (particularly noted from Clarendon Vale's respondents)
- The need for more greenery and/or natural areas (particularly noted from Howrah's and Rokeby's respondents)
- Lack of infrastructure and services (generally acknowledged by all areas)
- Unattractive and/or unclean areas (particularly noted from Clarendon Vale's and Rokeby's respondents)

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Consultation Outcomes





Improvements Needed

The survey also asked respondents what were the three key improvements needed in the Clarence Plains area. Responses that attracted more than 10% of study area respondents included:

- Improving the roads, streetlights, providing transport connections and/or safe under/over pass (29% of study area)
- Walkways / footpaths / cycle paths (25% of study area)
- More / better playgrounds, parks, dog parks (19% of study area)
- Restaurants / retail / entertainment facilities (16% of study area)
- More family friendly areas (14% of study area and noting that 27% of Clarendon Vale's respondents noted this response)
- Beautification works, more trees, more greenery (14% of study area)
- Ensuring the area is clean (14% of study area)
- Generally improving the area (11% of study area

Safety

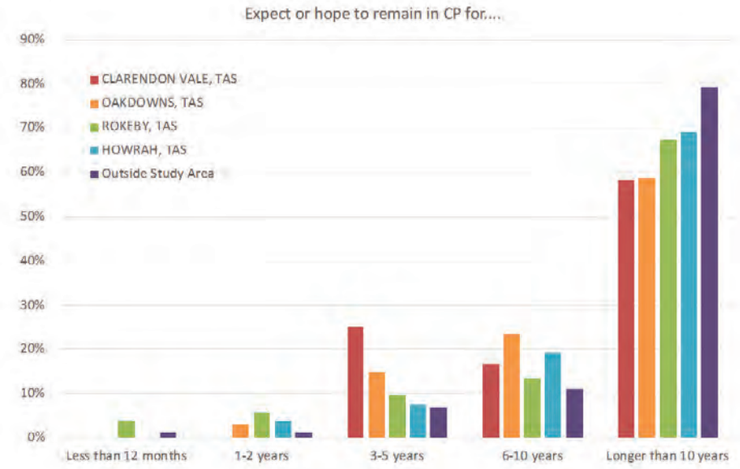
Survey respondents could nominate whether they felt safe and comfortable walking around Clarence Plains. More than half of all respondents indicated that they did not, or often did not, feel safe and comfortable in Clarence Plains. The highest proportion of people feeling safe walking in the region were from Oakdowns – here, 44% of respondents indicated they felt safe in the area.

The top three responses that would make survey respondents feel more comfortable and safe in Clarence Plains included:

- Decrease crime / improve surveillance / police presence, and/or
- Having better lighting throughout the area and particularly in streets and public areas
- Improving / maintaining footpaths and facilities

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Consultation Outcomes







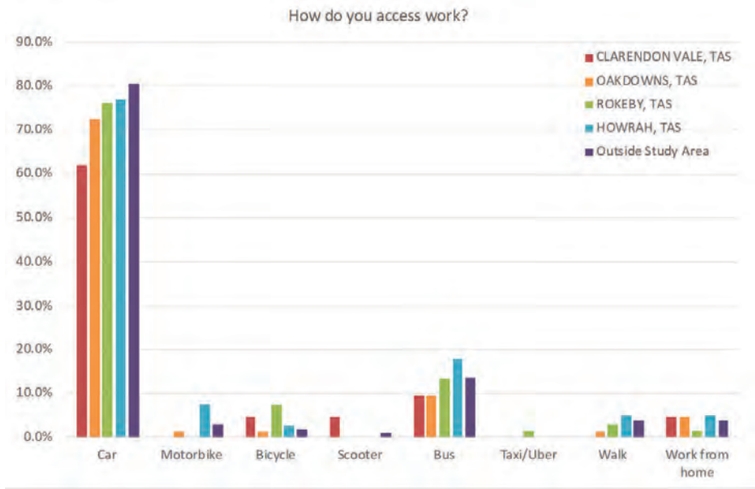
Housing

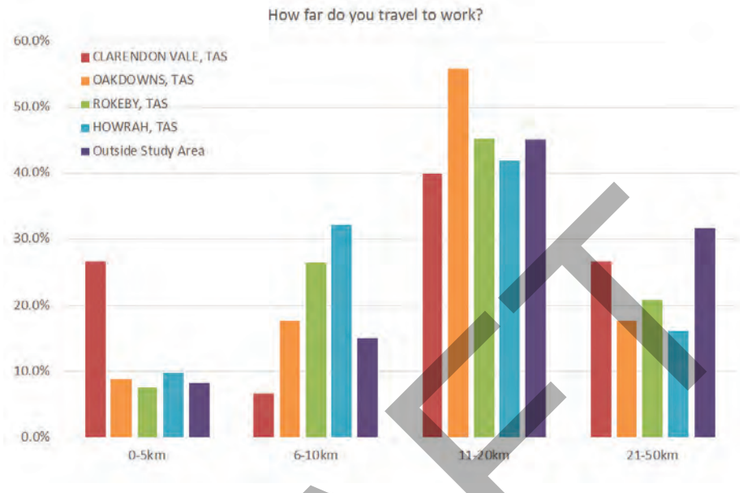
The majority of survey respondents indicated that they expected/ hoped to stay in Clarence Plains over the longer term. However, approximately 39% of respondents from Clarendon Vale and Oakdowns indicated they expected/hoped to move from the area over the next 10 years.

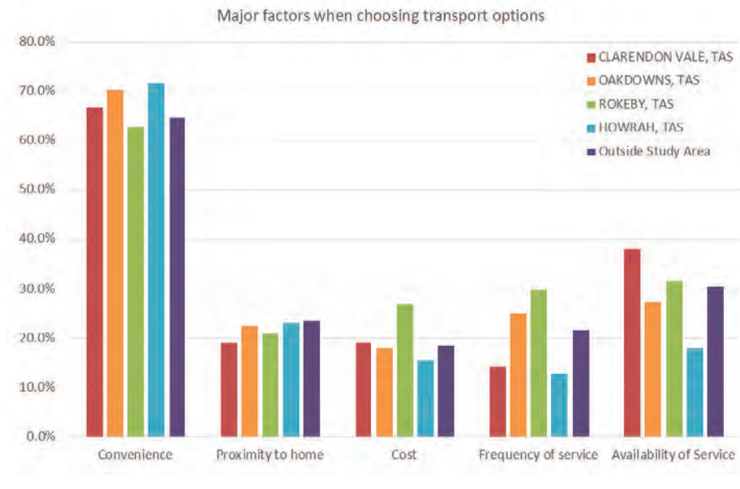
Many respondents were happy with their current housing, and less than 10% indicated that they would be downsizing over the next 5-10 years. There were small proprotions of respondents who indicated they would be leaving the region, particularly in the next 6-10 years.

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Consultation Outcomes







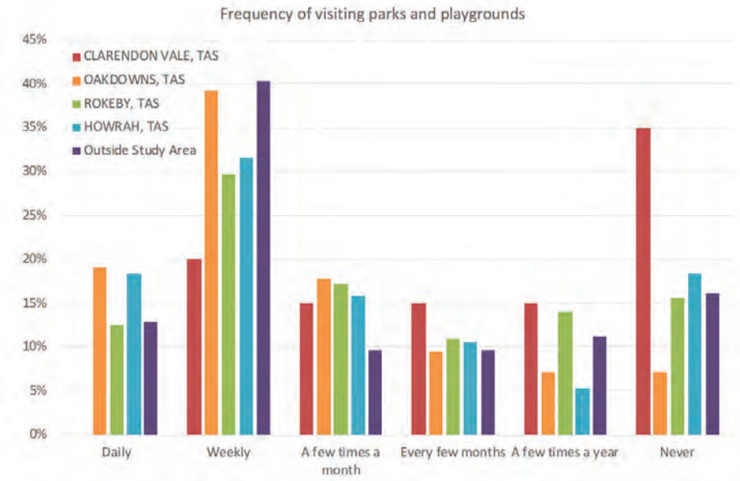
Transport (bus, car, walking, ride)

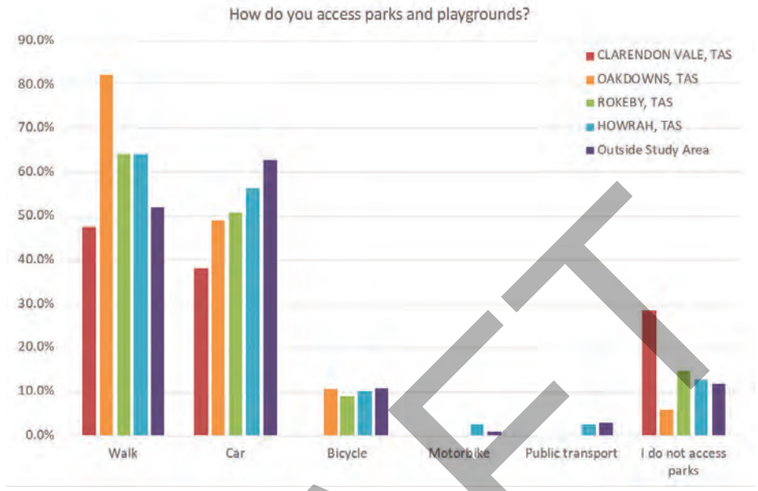
Most survey respondents accessed their work via car, with around 11% of the study area respondents utilising the bus to access work – this included 10% for Clarendon Vale and Oakdowns, 13% for Rokeby and 18% of respondents from Howrah. Less than 5% of survey respondents worked from home.

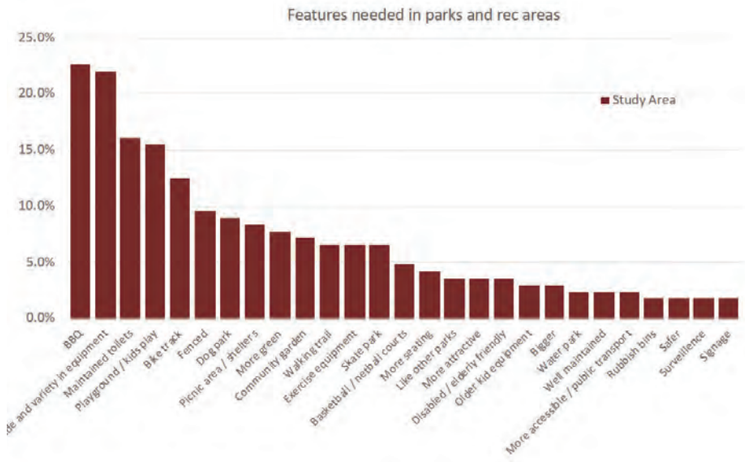
On average, survey respondents within the Study Area travelled approximately 16km to arrive at work. However, there were variations by suburb, and some respondents indicated they travelled upwards of 21km to access their workplace. Major factors noted in determining mode to work included convenience (at least 63% across all suburbs). Some respondents indicated that availability of options, frequency of options, cost and proximity to home were also considerations.

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Consultation Outcomes



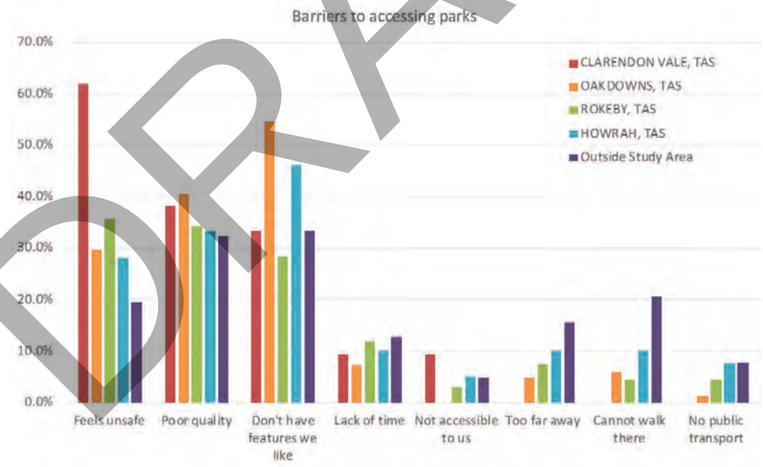




Public open space (including parks and playground)

Respondents were many questions about parks and playgrounds in the Clarence Plains area. On average, respondents from the study area visited parks and playground more than 1 time per week, with a number of respondents from all parts of the study area except Clarendon Vale utilising parks and playgrounds daily. Approximately 60 percent of respondents from the study area walk to parks, and most of the remainder drive. Only a few cycle to parks.

Some people liked that some of the parks were spacious, accessible, in good condition and the natural/green. However, many indicated that there were issues with the current offering of parks and playgrounds. Around 15 percent of those who answered the frequency of visit to public open space question indicated they did not ever visit parks. Survey respondents noted that there were barriers to visiting parks and playgrounds, with the most frequent responses indicating that



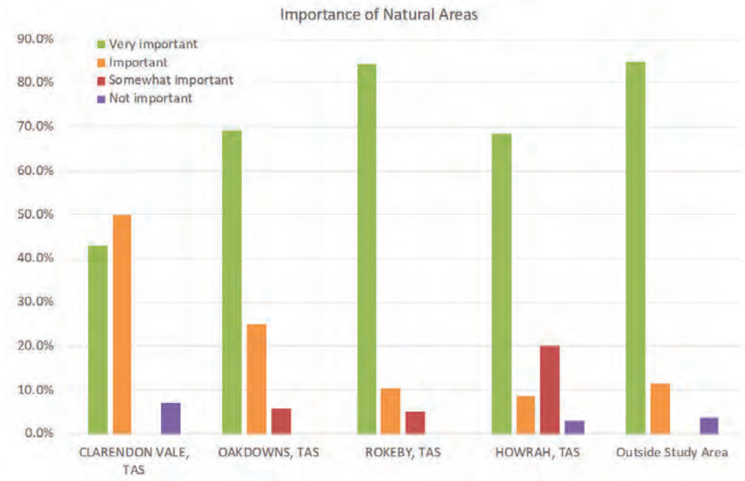
- The current parks and playgrounds do not have the facilities respondents would like; and/or
- The parks, playgrounds and equipment are of a poor quality; and/or
- They felt unsafe in the open spaces in Clarence Plains (particularly respondents from Clarendon Vale).

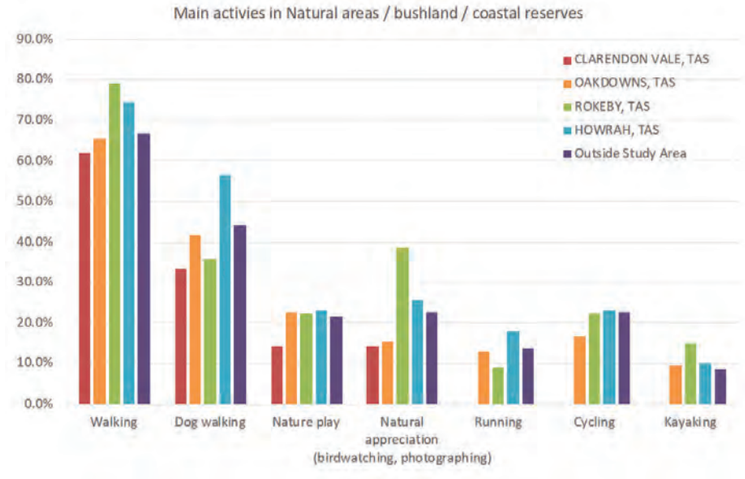
Many features were indicated as being needed in parks and playgrounds. The responses that were nominated by more than 10% of the study area included the following. Lessor occurring responses are shown in the graph at the end of the sub-section:

- Barbeques (23% of the study area indicated this feature);
- Upgraded and a wider variety of equipment (22%)
- Maintained toilets and amenities (16%)
- Better playgrounds, areas for children to play (15%)
- Bike tracks (13%)

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Consultation Outcomes



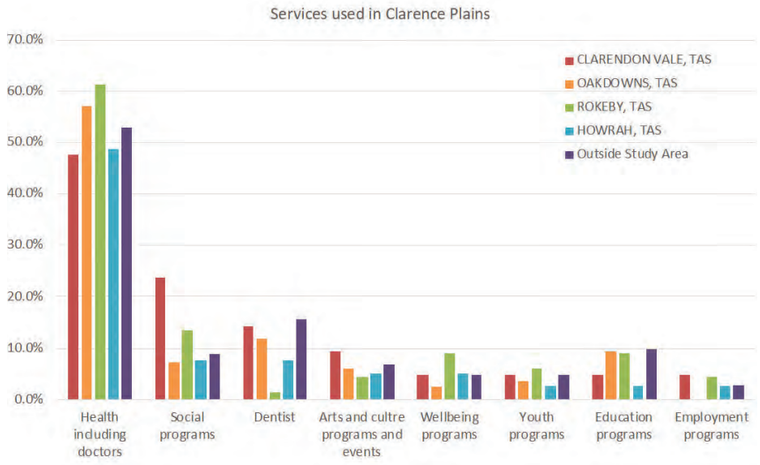


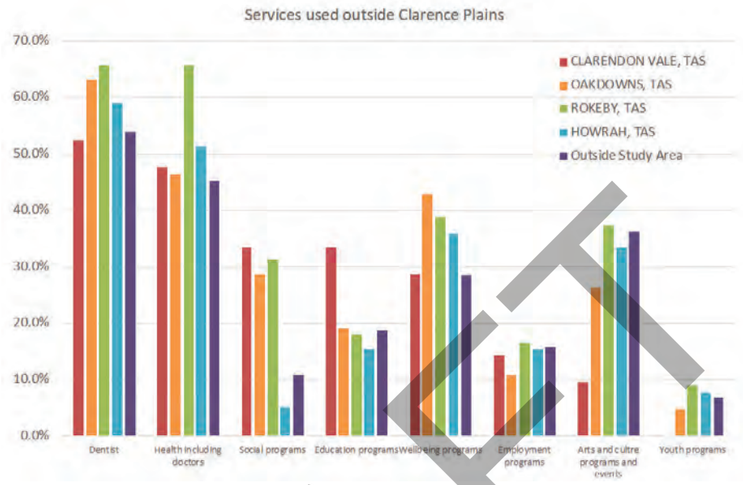
Natural Areas

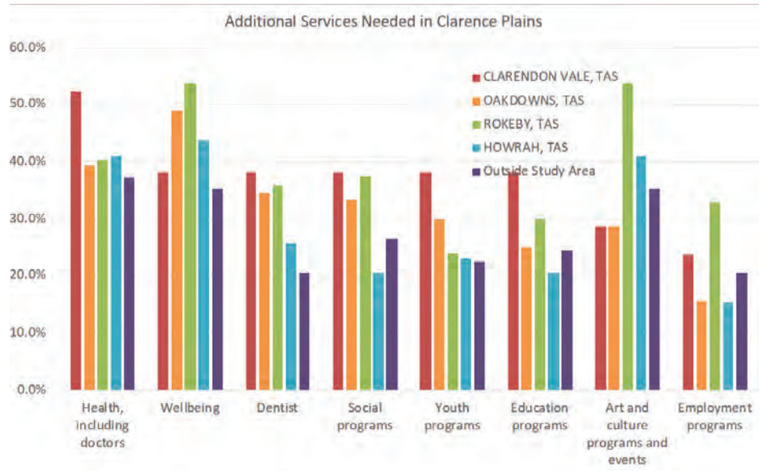
Over 75% of survey respondents felt that the natural areas were very important, with an additional 17% thinking they were important. Survey respondents indicated that the visited natural areas for the nature and wildlife or bushland (38% an 19% respectively), because it is accessible or convenient (26% and 14% respectively) and because of the great views (14%). The main activity in the natural areas walking.

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Consultation Outcomes





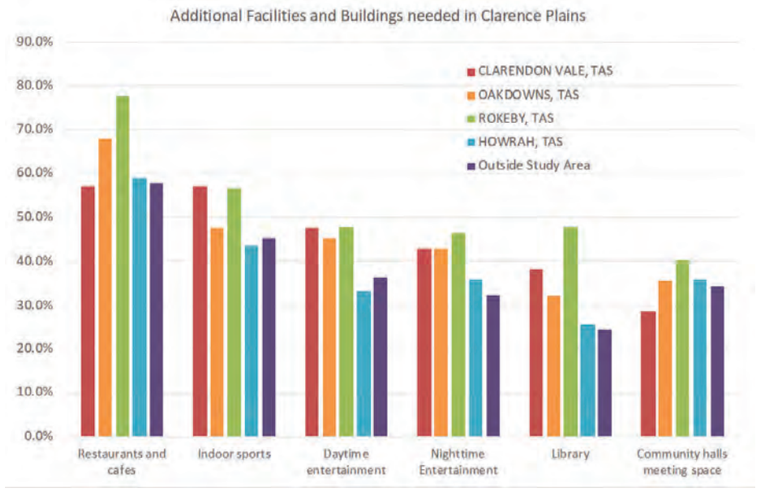


Health and community services used and needed in the area

Health services were the most highly nominated services used in the Clarence Plains area by respondents of the survey (with between 48% and 62% of survey respondents indicating they used the health services provided in Clarence Plains). Approximately 20% of Clarendon Vale respondents also noted they used social programs. However, many respondents indicated that it was more usual for them to use services outside Clarence Plains when it came to health and wellbeing. There was a high demand for further local health and well being from many survey respondents.

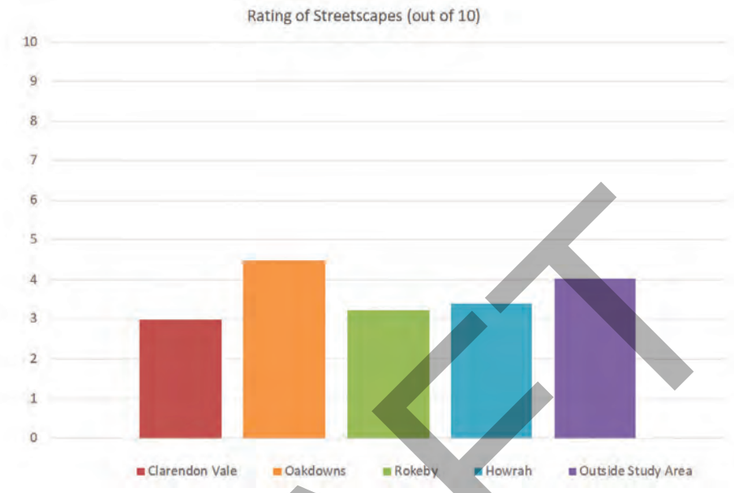
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Consultation Outcomes



Business Services and Facilities Needed

Survey respondents were asked what additional facilties and buildings they felt were needed in Clarence Plains. Over half of all respondent indicated that restaurant and cafes were needed, and around 50% also indicated indoor sports facilities. Daytime and night time entertainment were noted, and between 30% to 47% indicated that libraries and further community halls/meeting spaces were also needed. Only a minority of survey respondents indicated that no further facilities were needed.



Streetscape Quality

Streetscape quality in Clarence Plains was generally classified as low by most survey respondents.

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Scoping Study Findings

Stigma of Clarendon Vale. Not all in study area identifies with Clarence Plains. Need to bring community in. Need an intergenerational approach.

Economic stability and improvements in wellbeing. Access to jobs. Acess to services. Access to required infrastructure and facilities.

Diversity of housing need to be addressed. Matching housing types to the need

Sustainability important. Need to ensure community values this too. Built form also important - parks, open space and tracks and trails need to be safe, functional and attractive.

Provision of health services important. Aging in place, 'hospital at home' services all need to be address. Potential for trials in the area?

History - Indigenous and non-indigenous cultural heritage reflected where possible

Connections important - transport within study area. Linked to key nodes outside study area, walkability, safety of connections, tracks and trails. Great work being done on trail biking in partnership with others, but more is needed.

Creation of community hubs necessary. Active and passive recreation needs to be activated and assisted in community ownership wherever possible by arts, events and creativtiy.

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Opportunities to take forward



From stakeholder discussions, there were various strengths, weaknesses, opportunities and constraints identified in the map on the left. These are categorised into three groups; open spaces, planning and community development.

LEGEND

- Open Spaces
- Planning
- Community Development

Opportunities to take forward



PUBLIC ASSETS

From council asset register there are several disused assets in addition to council open spaces that can be revitalised such as;

- Rokeby Trust Hall & Public Toilet near Village Green
- Village Green - a small cricket ground
- Clarendon Vale Oval & Changeroom Facility

Other council assets that are in use are;

- Rokeby Community Centre on Nelson Park & Tollard Drive
- Social Heart & Skate Park adjacent to Clarence Plains Child and Family Learning Centre at Clarendon Vale
- Youth Centre on Rokeby Road - due for renewal

LEGEND

Open Spaces

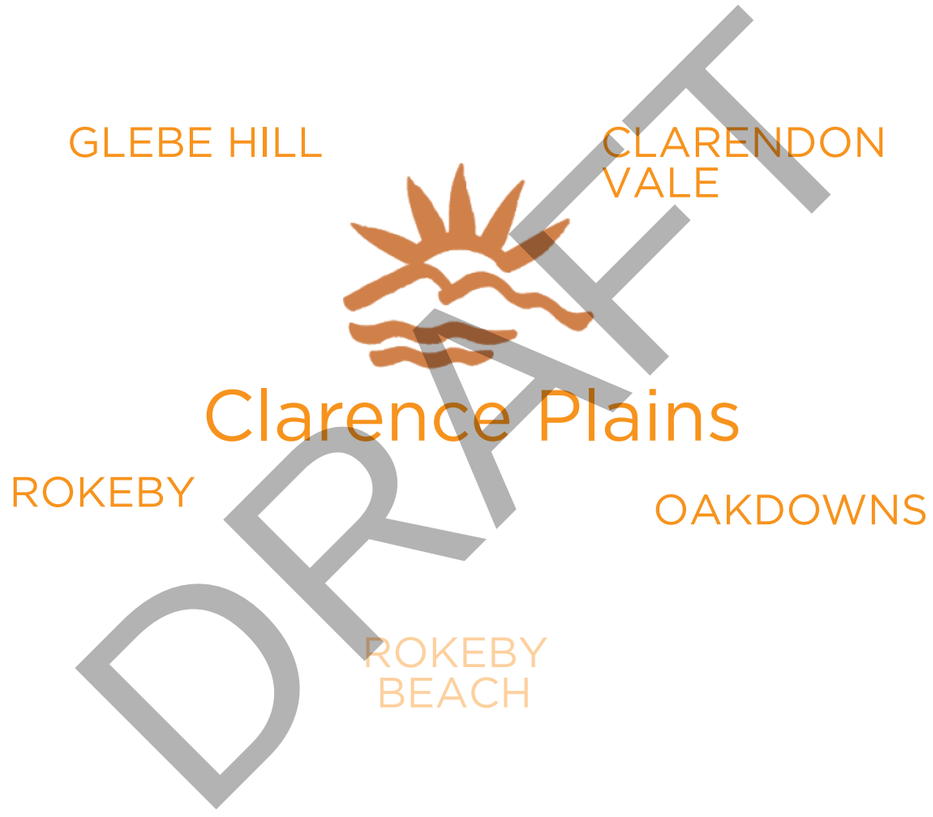
Playground

Masterplan: The Big Moves

Creating a cohesive distinctly 'Clarence Plains' environment - both aesthetically and through connectivity - this includes streetscapes, amenity, links, safety and incorporation of history and indigenous culture

Celebrating the natural environment – ensuring natural areas developed sensitively such as interpretative walks as well as having natural flora reacquainted throughout the area

Increasing pride and 'oneness' through the area by ensuring One Community Together are partners in implementation, by utilisinglocal artists, ensuring walks and interpretation include local organisations, and making sure public parks and playgrounds are safe



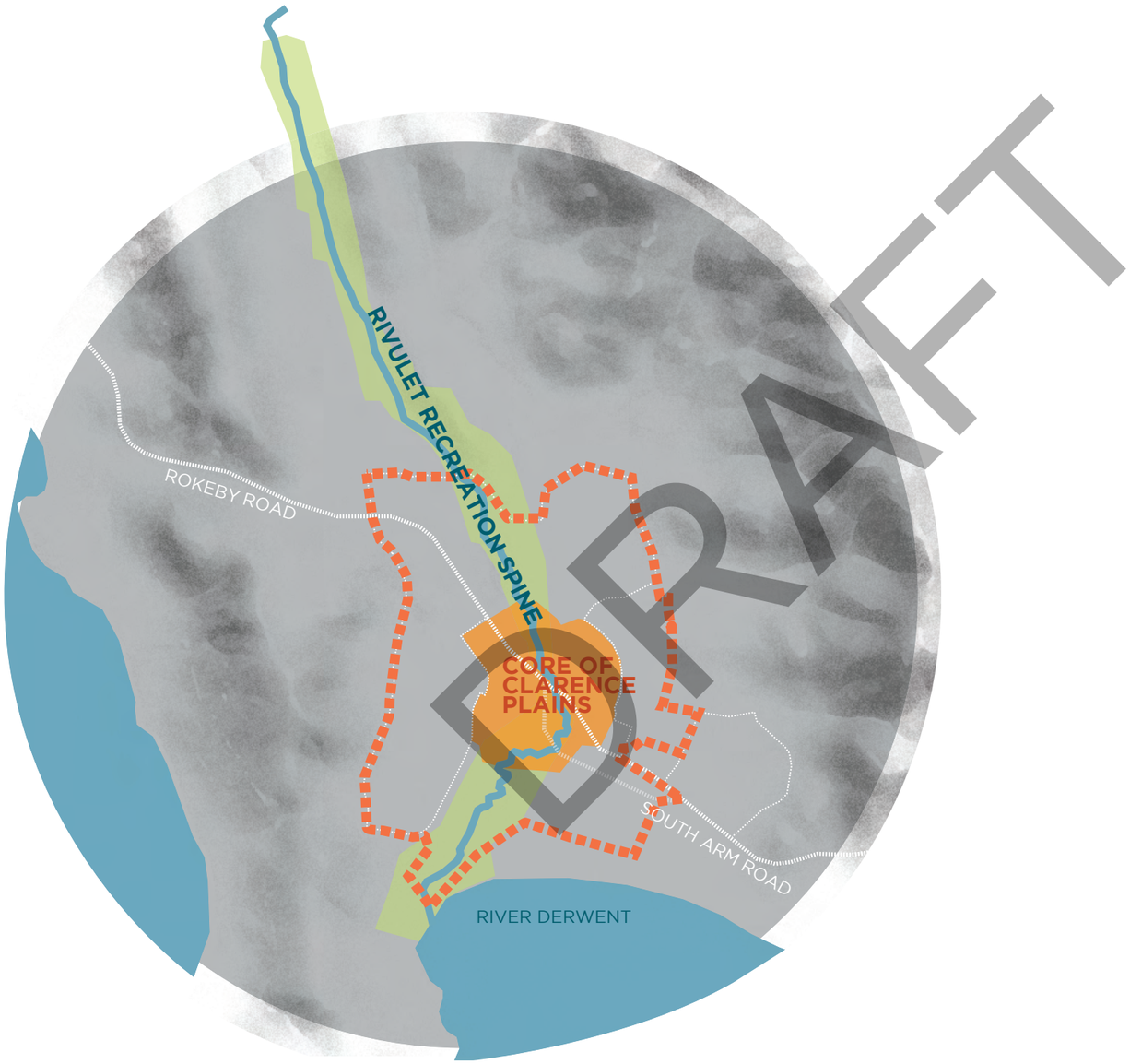
It is heard that there are calls for cohesion whilst being aware that each area of Clarence Plains is unique. This cohesion can be assisted through connectivity and a core area. Recreation, nature and sports often bring people together, it is proposed that this becomes the spine of the master plan of Clarence Plains.

Creating and consolidating community hubs –this will be the focus and will encompass many of the other issues - include retail, commercial, community services, potentially residential

Connecting people with required services and employment both within the study area where possible and also via public and private transport, but also external to the study area through connections –for example 'in reach' hospital services, creating real opportunities for employment through trade centres and links with existing services

A safe and inviting place for all - diversity of housing, ensuring services are present, aging in place, parks that are safe and functional universal design and access

Masterplan: Spine and Core



The centrepiece of the masterplan is the natural spine of Clarence Plains with Bayview being the central core.

These areas and activities will be utilised by everyone, and it is envisaged with pathways and connections throughout to ensure all neighborhoods are connected to the spine, connected to each other and connected to external areas.

The spine will also connect north and south developing areas, such as the future Skylands development and others.

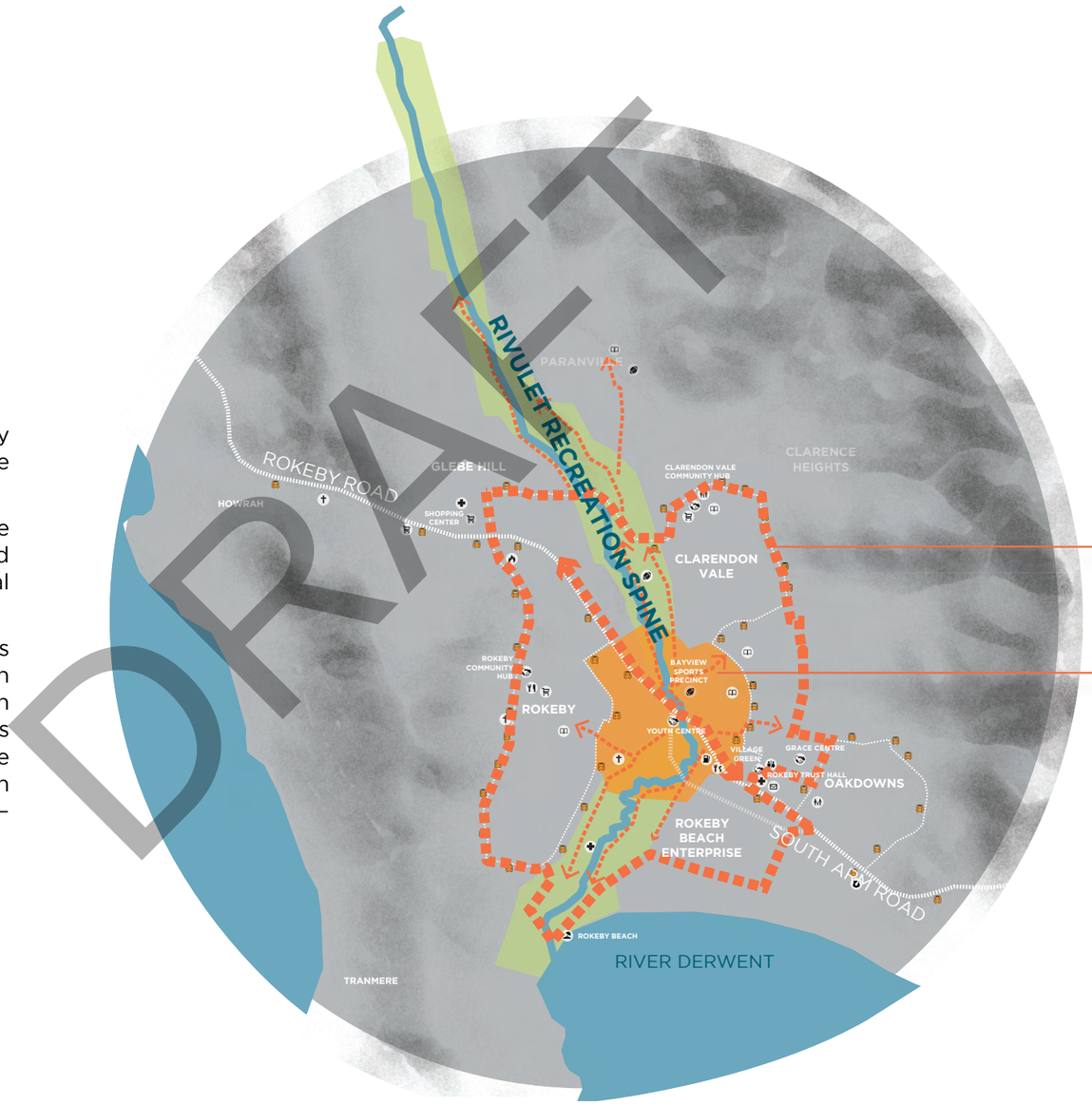
As well as a cohesive core and spine, cohesion for the wider Clarence Plains area will come through consistent aesthetic streetscapes and planting and will incorporate indigenous and non-indigenous history where appropriate.

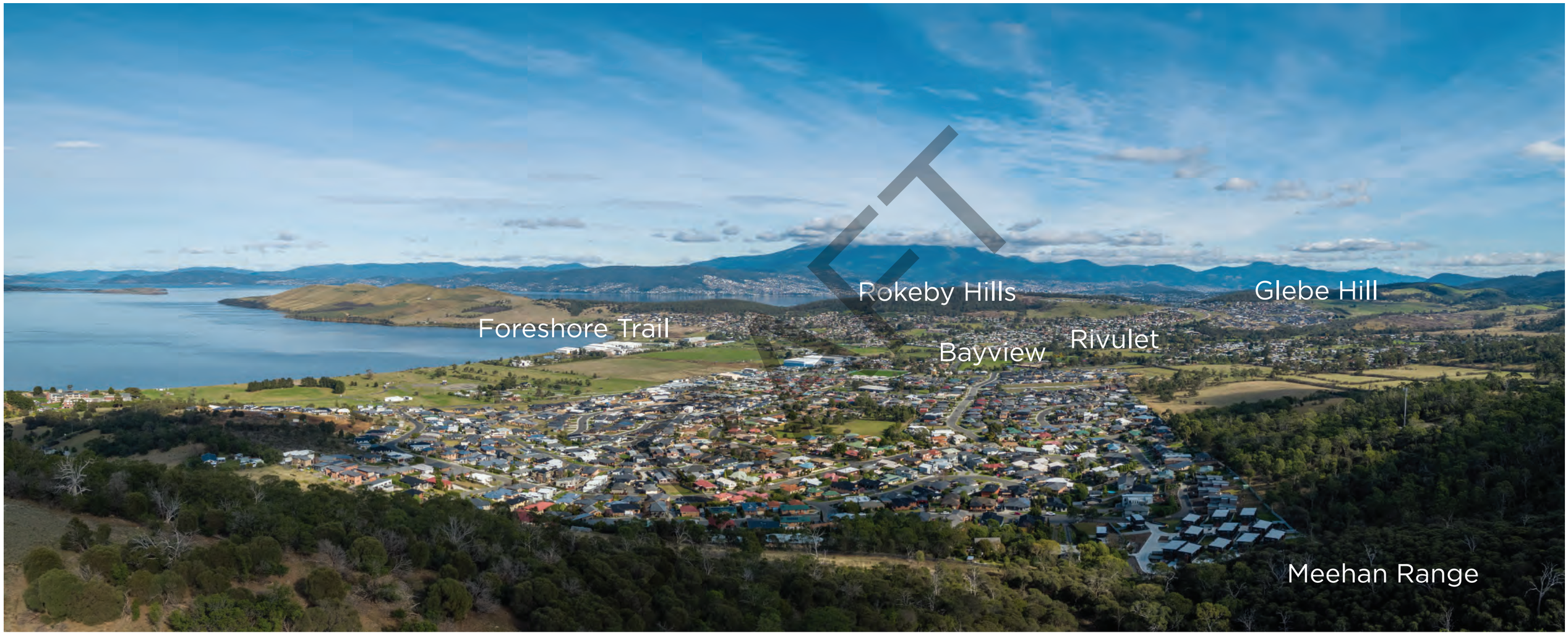
Masterplan: Ring Routes

The core and recreational spine will be a shared area, owned by all in Clarence Plains – not wanting to create sides and isolate communities either side of the spine.

As such the precinct planning – in the following pages, will have overlapping areas between precincts so that there are no isolated areas are created. There will be considerable active and visual links and connections between the areas.

The core area will be strengthened with reinforced connections to outer areas, and it is also proposed to create a ring route with community bus for example to connect all the community hubs in the different areas. This is based on existing road and connections as much as possible, will have active transport options, and have cohesive planting and street works to create a spine that can connect all of Clarence Plains. Part of the route is aspirational – to be developed in the future.





Natural assets as identity of cohesive Clarence Plains

Masterplan: 5 Distinctive Precincts

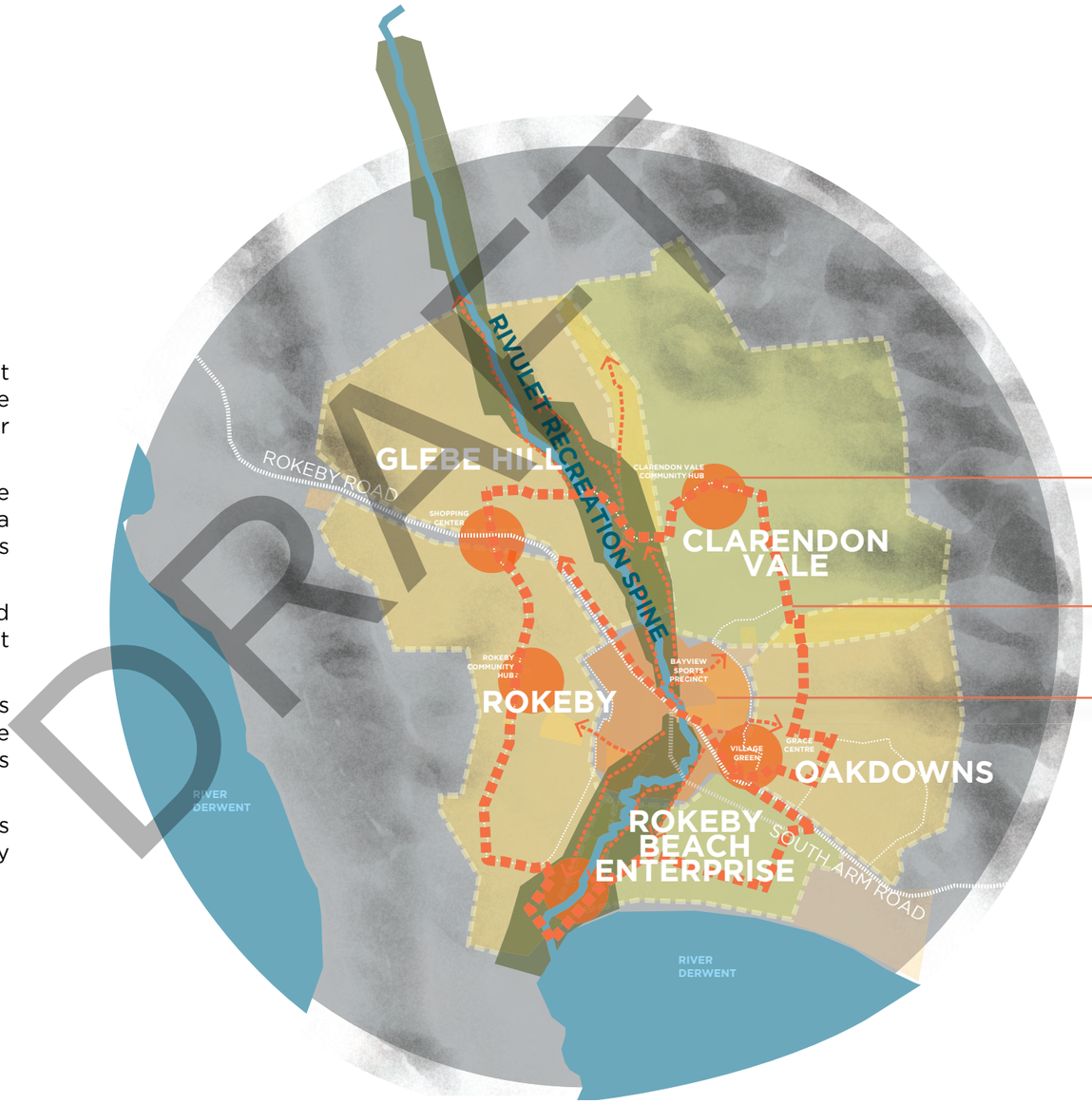
Celebrating the uniqueness of each of the precincts is important – it pays respect to the people who are there, and provides the ability for community pride to shine through as people place their own stamp on them.

However the intention is to not create Islands – as such the proposal to blur the edges, and have the precincts overlap via connections, shared valued areas & facilities, connective walkways and planting.

The precincts will all be underpinned with their own hub – and the hubs' roles will be based on what is, in the first instance, most important to that community.

The hubs will also contain some level of service or facility that is likely to be valued by other neighbourhoods, and therefore create a 'reason' for people from other precincts to frequent areas outside their immediate surrounds

All hubs shall be easily accessed by the whole of Clarence Plains and accessibility, walkability, livability, safety and good quality density will be common traits in all.



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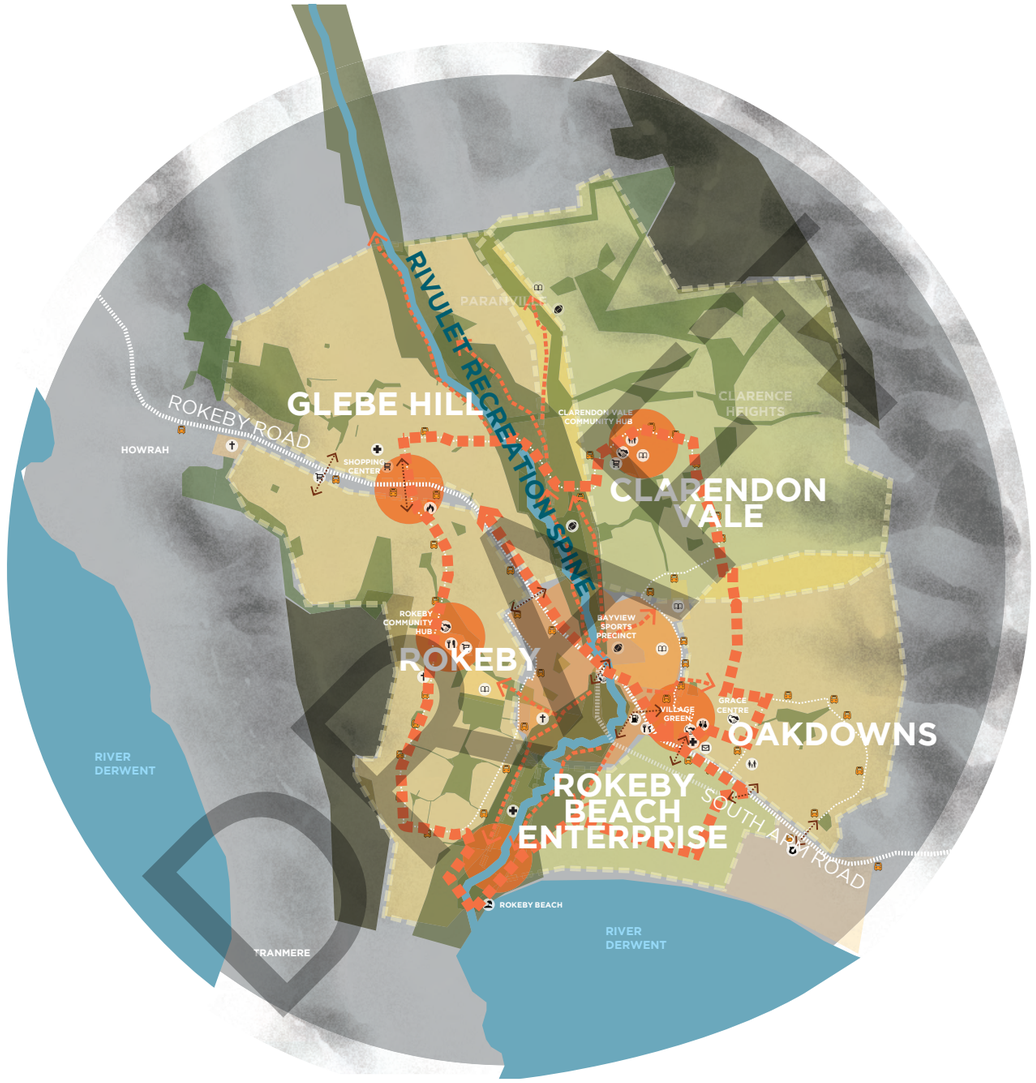
Masterplan: 5 Distinctive Precincts

GLEBE HILL

Centred on the retail /commercial centre, this will be one of two book ends for the commercial areas in Clarence Plains. It will be underpinned by open space and aesthetically pleasing areas.

ROKEBY

Centred on the Rokeby Community Hub, it is envisaged that this would also include incubator space, employment services, and further potential health services. Open space and youth space will be proposed.



CLARENDON VALE

Centred on the Clarendon Vale Community Hub, we propose to encourage other support and health services to locate here, include a not for profit presence and the potential for a café doubling as a training hub. Improved recreational areas and youth space are also envisaged.

OAKDOWNS

Centred on the Village Green area and the Grace Centre, this beautified area will be the other book end for the commercial presence of Clarence Plains. It would also include an upgraded open space/recreational facilities and consolidation of youth training facility at Grace Centre.

ROKEBY BEACH ENTERPRISE

This area is bounded by the proposed South Arm Road Realignment, the envisaged High Street to the north and to the south, Derwent River to the south, and the Rivulet Spine to the west. Although further into the future, it is envisaged that this area could be sensitively developed and have a focus on the beach, while still including housing, employment and enterprise including future technology, light industry & marine sectors. This area should be subject of a detailed masterplan to capitalise on its existing natural potential.

Masterplan: Key Elements Throughout

Identity of Clarence Plains – indigenous & non-indigenous history and natural assets

Alleviating social stigma through narrative sharing, public art & mentorship

Community development through consolidated hubs and working with community groups

Provide for equitable access, permeable walkable neighbourhoods and active travel by foot, bicycle or mobility device

Improve access to health, employment and training outside the area

Build & improve & facilitate Aboriginal engagement and community

Safety at the forefront by Crime Prevention Through Environmental Design (CPTED) to be utilised throughout, increasing passive surveillance, and sense of ownership increased through community programs, local artists such as lighting as public art

Tree planting for comfort on the streets as well as potential for food sources. Streetscape activation through planting, street front planning improvements & flexibility such as. verge, swings, gatehouses

Density in appropriate areas only with diversity of housing with sensitive development & rezoning close to services & transportation

Utilisation of local artists with council art strategy to be site specific / local narratives and other community projects to create sense of ownership

Digital connectivity within residential areas and in community hubs

Environmental sustainability through biodiversity & river trail & connections, community gardens & education in open spaces

Working with community group to synergically develop walking, cycling and nature trails

Youth employment & social inclusion through apprenticeship, work experience, recruitment & maintenance programs

Economic prosperity – entrepreneurships, markets, links to employment nodes, development of shops

Provision of health services through ‘in reach’ services trail & synergy with childcare centres

Recreational and nature areas to be upgraded to be safe and inviting

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Precinct Plan: Rokeby



0 500 m

- Clarence Plains Rivulet Recreation Spine
- Ring Route
- Ring Route (Aspirational & to be developed)
- Proposed new & upgrades to existing community facilities
- Potential new landmarks to establish identity of Clarence Plains
- Promote history & heritage buildings through signage, tours and trail
- Define nature trail junctions through interpretive signage and resting points
- Potential opportunity for lookout
- Possible apartments & mixed use rezoning & development
- Possible inner residential infill rezoning (close to high frequency transport)
- Possible inner residential infill rezoning (close to bus transport)

Precinct Plan: Oakdowns



0 500 m

- Clarence Plains Rivulet Recreation Spine
- Ring Route
- Ring Route (Aspirational & to be developed)
- Proposed new & upgrades to existing community facilities
- Potential new landmarks to establish identity of Clarence Plains
- Promote history & heritage buildings through signage, tours and trail
- Define nature trail junctions through interpretive signage and resting points
- Potential opportunity for lookout
- Possible apartments & mixed use rezoning & development
- Possible inner residential infill rezoning (close to high frequency transport)
- Possible inner residential infill rezoning (close to bus transport)

Precinct Plan: Clarendon Vale



Precinct Plan: Glebe Hill



Precinct Plan: Rokeby Beach Enterprise



0 500 m

- Clarence Plains Rivulet Recreation Spine
- Ring Route
- Ring Route (Aspirational & to be developed)
- Proposed new & upgrades to existing community facilities
- Potential new landmarks to establish identity of Clarence Plains
- Promote history & heritage buildings through signage, tours and trail
- Define nature trail junctions through interpretive signage and resting points
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- Possible apartments & mixed use rezoning & development
- Possible inner residential infill rezoning (close to high frequency transport)
- Possible inner residential infill rezoning (close to bus transport)

Clarence Plains Community Hub Masterplan

POTENTIAL REGIONAL PARK LOCATION

PROPOSED LAND SWAP FROM HOUSING TASMANIA TO COUNCIL LAND FOR COMMUNITY SERVICES

PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING

RELOCATE YOUTH CENTRE CONSOLIDATED CLARENCE PLAINS COMMUNITY HUB WITH MIXED USE & RESIDENTIAL ON TOP



LEGEND

- PROPOSED RING ROUTE
- EXISTING WALKWAY
- PROPOSED STREETSCAPE UPGRADE FOR HERITAGE WALK
- PROPOSED / UPGRADE WALKWAY
- PROPOSED MEDIUM DENSITY MIXED USE REZONING
- PROPOSED INNER RESIDENTIAL REZONING
- COMMUNITY USE
- GREEN SPACES
- LANDMARK OPPORTUNITY FOR CLARENCE PLAINS
- NEW INTERPRETIVE SIGNAGE TO HERITAGE BUILDINGS
- UPGRADE / ADDITION TO EXISTING COMMUNITY CENTRE
- COMMUNITY CENTRE
- UPCOMING SPORTS FACILITY
- SCHOOL
- FUEL
- FOOD

Rokeby Community Hub Masterplan



OPPORTUNITY FOR OLD COUNCIL CENTRE

UPGRADES TO CONSOLIDATE ROKEBY COMMUNITY HUB & POTENTIAL LOCATION FOR ABORIGINAL LEARNING CENTRE DIGITAL CONNECTIVITY FLEXIBLE DIFFERENT USE IN THE FUTURE

ROKEBY NEIGHBOURHOOD CENTRE WILL MOVE HERE & PROPOSED MIXED USE MEDIUM DENSITY REDEVELOPMENT ABOVE

INCUBATOR SPACE, EMPLOYMENT SERVICES, ARTIST GALLERY/WORKSHOP DIGITAL HUB, COMMUNITY SHED, CHILDCARE, ABORIGINAL LEARNING CENTRE & RESIDENTIAL ABOVE, FURTHER DEVELOP YOUTH OPEN SPACE

COUNCIL TO COMMISSION DETAILED OPEN SPACE MASTERPLAN TO INCLUDE PROPOSED ORCHARD FOR OPEN SPACES & NATIVE PLANTING, SITE-SPECIFIC OUTDOOR ART

OPPORTUNITY TO REZONE TO MIXED USE WITH RESIDENTIAL ABOVE

LEGEND

- UPGRADE EXISTING COMMUNITY CENTRE
- PROPOSED NATURE TRAIL JUNCTIONS
- PROPOSED MEDIUM DENSITY MIXED USE REZONING
- PROPOSED INNER RESIDENTIAL REZONING
- COMMUNITY USE
- GREEN CORRIDOR
- EXISTING
- PLAYGROUND
- SKATEPARK
- COMMUNITY GARDEN
- COMMUNITY CENTRE
- SCHOOL
- SHOP
- FOOD

Oakdowns Community Hub Masterplan

RESTORE HERITAGE BUILDING AS A LOCAL MUSEUM AND NEW INTERPRETIVE SIGNAGE

UPGRADE VILLAGE GREEN EDGE AND STREET ART FOR POSSIBLE FUTURE WEEKEND MARKET

OPPORTUNITY FOR LANDMARK GATEWAY TO ROKEBY VILLAGE, IMPROVE PERCY PARK, POTENTIALLY DECOMMISSION UNITING CHURCH CEMETERY & RELOCATE HEADSTONES TO PERCY PARK

WALKWAY UPGRADE FOR HERITAGE WALK

UPGRADE ROKEBY TRUST HALL TO IMPROVE FACILITY & CONNECTION TO VILLAGE GREEN

COLLABORATION TO INVEST IN TRAINING & MAKER SPACE & IMPROVE STREET INTERACTION TO VILLAGE GREEN



DEFINE AND UPGRADE STREETSCAPE AS HIGH STREET

PROPOSED OPEN SPACE SETBACK AS WATERWAY BUFFER & WALKING PATH

PROPOSED REZONING TO MEDIUM DENSITY MIXED USE RETAIL INCLUDING RESIDENTIAL

N

0 100 M

LEGEND

- PROPOSED WALKWAY
- PROPOSED MEDIUM DENSITY MIXED USE REZONING
- PROPOSED INNER RESIDENTIAL REZONING
- COMMUNITY USE
- GREEN SPACES
- UPGRADE EXISTING COMMUNITY FACILITY
- RESTORE HERITAGE BUILDING / NEW INTERPRETIVE SIGNAGE
- PROPOSED SITE-SPECIFIC ART
- PLAYGROUND
- MEDICAL CENTRE
- COMMUNITY CENTER
- POST OFFICE
- CHILDCARE
- CEMETERY
- FOOD

Clarendon Vale Community Hub Masterplan

ENCOURAGE SUPPORT & HEALTH & DENTAL SERVICES AND NOT FOR PROFIT PRESENCE TO LOCATE HERE

POTENTIALLY CAFE DOUBLING AS TRAINING HUB

OPPORTUNITY FOR ART & SCULPTURE PROGRAMS, ORCHARD & NATIVE GARDEN, UPGRADE OPEN SPACE & YOUTH RECREATIONAL FACILITIES



LEGEND

- PROPOSED MEDIUM DENSITY MIXED USE REZONING
- PROPOSED INNER RESIDENTIAL REZONING
- COMMUNITY USE
- GREEN CORRIDOR
- UPGRADE COMMUNITY FACILITIES
- PROPOSED SITE-SPECIFIC ART
- PLAYGROUND
- SKATEPARK
- COMMUNITY GARDEN
- COMMUNITY CENTRE
- COMMUNITY SHED
- SCHOOL
- SHOP
- FOOD

N

0 100 M

Glebe Hill Community Hub Masterplan



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Rokeby Beach Community Hub Masterplan



Sensitive Densification



Possible apartments & mixed use rezoning & development

Inner residential zoning
Maximum height 9.5m

Possible inner residential infill rezoning (close to high frequency transport)

Possible inner residential infill rezoning (close to bus transport)

Community Services

Utilities

Existing Green Spaces

Proposed Green Spaces

To provide diversity of housing, it is envisaged to sensitively and carefully densify areas near to transport. Areas near high frequency bus network can be rezoned into inner residential that allows different types of housing such as townhouses whereas medium frequency bus network areas can be densified such as group housing.

Areas close to services and shops such as Rokeby and Rokeby Beach Enterprise can be envisaged to be rezoned to medium density to allow mixed use of shops, retail activity and medium density apartments, providing employment and economic activity to local areas.

Indicative examples of these housing typologies is shown in the following pages.

Indicative Typological Examples























TOWN LANDMARK

VISITOR / INFORMATION PAVILION

The masterplan proposes the core centre of Clarence Plains at the intersection between the Clarence Plains Rivulet and Rokeby Road, befitting the name of the area and accessible to all, as well as reinforcing the identity of the area. It is envisaged that a town landmark structure, serving both as visitor & information pavilion and destination overlooking the area. This area also serves as the entry point to the main street towards current South Arm Road with shops as well as historic Village Green with surrounding heritage buildings such as Rokeby Watch House and St Matthew's Church.

CLARENCE PLAINS RIVULET LANDSCAPE RECREATION SPINE

Clarence Plains Rivulet as well as Stokell Creek is designated as the recreation spine of the proposed masterplan, accessible to all. The aim for Clarence Plains Rivulet Landscape Recreation Spine redevelopment is to emphasise the natural waterway of Clarence Plains Rivulet as a natural asset by incorporating trails, landscape & biodiversity activation, conservation & improvement, education and interpretation and a main anchor between different suburbs. The material selection and design of the paths should allow the water and natural landscape of the rivulet to dominate. Trailing from the mouth of the rivulet and saltmarsh close to Rokeby Beach, the Rivulet leads to the core centre of Clarence Plains at the intersection of Rokeby Road, and northwards towards Clarendon Vale Oval, and through to Clarence House Estate and beyond, as well as splitting off to Stokell Creek at future Paranville development.

The landscape development could include new boardwalks as well as upgrading existing trails with seating, interpretive signage informing the visitors about the historic values of the Rivulet. The idea is to reimagine the Clarence Plains Rivulet by allowing visitors to enjoy a diverse palette of native vegetation, a waterway and pathways.

SALTMARSH COASTAL & INDIGENOUS INTERPRETIVE TRAIL

At the mouth of the Clarence Plains Rivulet, the saltmarsh presents an important habitat that support a community of distinctive freshwater and marine plants and animals. This area is special and would need to be continuously, carefully conserved and properly and sensitively managed, whilst presenting an immense opportunity for appreciation, education and interpretation. This could be coupled with indigenous knowledge of the rich flora, fauna and the coast as well education on potential midden sites.

Meeting between the Clarence Plains Rivulet, the beach and saltmarsh, a future community or learning hub could be located here whilst being sensitive to the area. There is also a desire for a foreshore trail eastward towards the Police Academy although this would have to take into account current issue of coastal erosion.

This is also the junction between Rokeby and the future Skylands development and coastal trail further south as well as a desired connection as a potential but delicate bridge between Rokeby and future western redeveloped industrial area.

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Indicative Typological Examples














ROKEBY BEACH FACILITIES LANDMARK, KAYAK RAMP & PIER

Rokeby Beach is an accessible beach from Clarence Plains and can be an important recreational point and transport stop for the area. It is a current stop for kayak trails, and opportunity for a proposed pier.

With that there is a great opportunity for a proposal for a facility for water sports such as existing kayak, windsurfing, rowing, as well as a potentially a roofed beach pavilion, toilet facility, barbecue with active landscaped elements as well as a proper boat ramp and jetty.

It can also be a destination by way of a incorporating a landmark art structure to incorporate all of the above, denoting the meeting point between Clarence Plains Rivulet, Rokeby Beach, the saltmarsh as well as River Derwent - further reinforcing the identity and interest of the area.

NATURE & FIRE & SUBURBAN TRAIL CONNECTIONS

The junctions between nature trails, suburban, rivulet and coastal walking trails can be coordinated and improved with signage and rest stops to encourage connectivity and activity between suburbs and outside of Clarence Plains. This is particularly obvious between Glebe Hill Bushland Reserve and Rokeby Hills Bushland Reserve and their adjacent housing areas.

On the eastern end there is desire to establish nature trails upwards to Meehan Skyline Trail alongside Meehan Range - and as indicated in Clarence City Council's Tracks & Trails Action Plan - negotiation with private landowners is crucial to allow public access on these trails and concurrently with existing and future fire trails to improve walkability and better appreciation of natural areas. The maintenance of fire and other trails and controlled bush fire can also be community and employment activities. There is also construction and maintenance opportunities for synergies for trails to be developed for cycling, mountain biking and horse riding to detract from illegal trail biking.

These trails can connect to interest points such as public art, lookouts and embellished utilities such as water tanks. These can form a biodiversity corridor between the hills, suburban reserves and waterways throughout Clarence Plains.

LOOKOUTS

Clarence Plains has great natural assets that can engender the identity of the place, from the rivulet, hills as well as the coast. Specific lookouts can be proposed as interest points to view Clarence Plains from, increasing recreational activity and encourage people from different areas to visit.

From the hills such as Rokeby Hills, Glebe Hill and even Meehan Range, lookout points can be constructed alongside nature trails as well as utility infrastructure such as water tank can be upgraded to include a lookout and interpretational signage. Such lookouts can overlook Clarence Plains, giving greater sense of identity of place.

Similarly this can be proposed at Clarence Plains Rivulet and can also be coupled with the landmark structures, potentially located at strategic locations such as the core of Clarence Plains, nearby Clarendon Vale Oval, Clarendon House, Clarence House Estate and even at Rokeby Beach.

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Indicative Typological Examples











STREETSCAPE BEAUTIFICATION

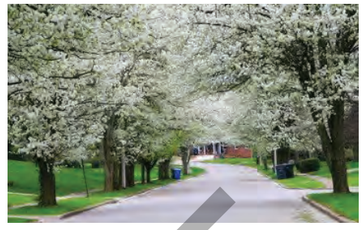
The masterplan proposes improvements to the streetscape character of the suburban area. This includes street tree planting, better street lighting and pathway upgrades for aesthetics, shade, safety and accessibility. Additionally house owners can be encouraged to take ownership of the verge and street front by relaxing the planning policies to allow for minor structures such as letterboxes, benches, swings, treehouses, gatehouses, stands, street library, to improve street activation, passive surveillance as well as encouraging residents to plant out their verge with gardens. Other commercial uses such as street front home office, shop houses and workshops can even be encouraged to further street interaction and support entrepreneurship.

Street calming measures may also be implemented in areas of high speed traffic to make streets safer and more pedestrian friendly.











RING ROUTE COMMUNITY BUS

The proposed ring route connects community hubs in different areas, for residents to travel around perhaps with community bus service. This ring route to be emphasised with streetscape upgrade that reinforces the importance of this route, for example with strategic tree avenue planting of a similar species to highlight the street.

Inner connections between the ring route and the core is also proposed to encourage movement, walking and vehicular towards the core district of Clarence Plains. This is important to link to employment nodes both inside and outside of Clarence Plains.













SUBURB OPEN SPACE STRATEGY
NATIVE PLANTING, TREE ORCHARDS & PERMEABLE FENCE

Rokeby and Oakdowns are both Radburn planning suburbs that are blessed with abundant open space facing the back of houses - however are likely perceived to be unsafe due to lack of activation, passive surveillance and access. This can be improved by various activation and crime prevention through environmental design strategies, by improving access and visibility from road to these open spaces through land acquisition, native planting to improve the open spaces, better lighting and visually permeable fencing towards these open areas to improve passive surveillance as well as community food gardening schemes, such as fruit orchard and bush tucker to increase activation to these open spaces and also as outdoor learning spaces.

Other activation opportunities include amenity upgrades such as dog park, basketball courts even community tree houses- to be reviewed as part of a wider open space strategy throughout Clarence Plains. There also needs to be continued work with police on community policing in regards to safety.

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Indicative Typological Examples


















WEEKEND MARKETS

Introducing a seasonal or weekend market to Clarence Plains will be a great opportunitty for increasing the social interactions and community engagement. The weekend market would consist of platforms for craftspeople, artists, chefs and bakers to sell their goods. Along with many stalls for other products to be sold. The Seasonal market would would consist of season specific goods for the wider community such as from fruit orchard trees and bushtucker food.

HIGH STREET

As the future South Arm Road is realigned, the masterplan proposes the reimagination of the current South Arm Road in Oakdowns to be slower traffic with pedestrian friendly and accessible walkways. This would include activating the street fronts by introducing shops, cafes and other retail facilities. Adding benches, lighting, public art and landscape treatment would soften the street to be welcoming to the residents and wider community as well as generating local economic activity.

INDUSTRIAL WAREHOUSES FOR CREATIVE BUSINESSES & ENTERPRISE

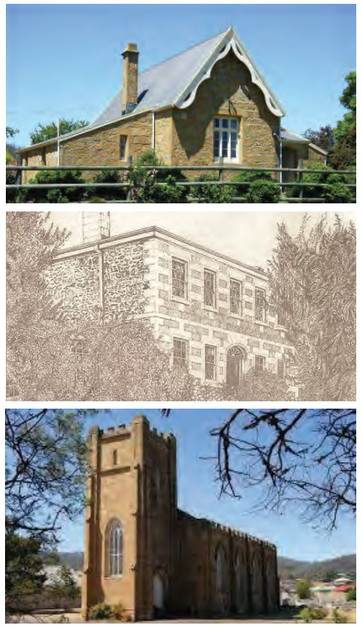
South of South Arm Road at Clarence Plains and facing foreshore has a current industrial precinct that is less than attractive. This is potential to attract creative industries and enterprise by proposing adaptive reuse of existing warehouses. The existing precinct can still accommodate maritime and IT industries but also creative industries such as, art & gallery, fashion design, workshops, offices and boutique shops in addition to residential on top.

This precinct will also take into account that the foreshore of Rokeby Beach is a natural asset and to have setback fronting the foreshore to ensure that this area will be appreciated and enjoyed by the community.

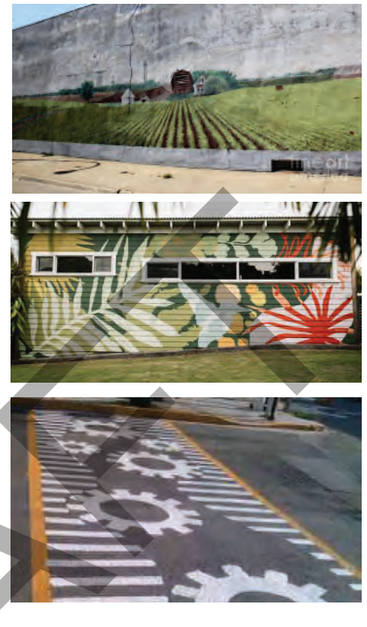
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Indicative Typological Examples













HERITAGE TRAIL

Clarence Plains has a few heritage buildings that are worth celebrating and brought to activation; this includes St Matthew's Church, Rokeby Watch House, Rokeby House, Clarendon Vale House and Clarence House Estate. St Matthew's Church can be restored and repurposed and rejuvenated as a local museum and point of interest, whereas Clarence House Estate can be discussed as a public destination and wine tours, reflecting on history of Clarence Plains.

The heritage trail can be upgraded by paving and interpretive signage and concurrently commercial street of current South Arm Road can be redesignated as a main street that is more friendly to pedestrians - by paving, public art and streetscape upgrades to lighting and bench to improve placemaking. Similarly this can be applied to activity centres around community hubs in each precincts.

SITE-SPECIFIC PUBLIC ART POLICY

Community and public art such as mural, active graffiti spaces, sculptures and even structures are opportunities to reinforce and enrich the identity of place, especially if they are tailored to be site-specific to Clarence Plains, which can be visual but also narrative to share history and memories of experiences of Clarence Plains. This can vary from murals depicting local floral & fauna, landmarks, landscapes, history, maps to outdoor sculptures repurposing recycled materials or disused artifacts - that can be located in various areas including activating open areas, points of interests along trails and particularly activity centres and precincts.

This can alleviate social stigma by narrating the diverse history of the space and discourage unwanted graffiti as well as activating spaces and increase passive surveillance in addition to the obvious improvement of aesthetics to streetscape and landscape. Community hubs can also support spaces as art workshops to cultivate art and resident artists or organising community art events. Suburban walking trails can be futher developed to describe history of place together with story sharing and mentoring by local intergenerational champions.

PEDESTRIAN BRIDGE & GATEWAY

High speed traffic of Rokeby Road and South Arm Road unfortunately divides Clarence Plains into north and south, thus there is a need for a possible pedestrian bridge for connection, particularly between Glebe Hill and Howrah to link both commercial areas and suburban areas. Located as the entrance way to Clarence Plains this proposed pedestrian bridge can serve as a gateway landmark to signify the arrival and reinforcing identity to the area as a whole.

Similarly at the junction between Rokeby Road and Pass Road an opportunity for public art that signifies as a gateway can be proposed.

POWER TRANSMISSION WILDFLOWER CORRIDOR

There is power transmission easements around Clarence Plains particularly one on the eastern end of the future development Paranville. Whilst no trees are allowed on these easements, there is an opportunity of rehabilitating these easements as a green public corridor for wildflower pollinations, increasing interest in the area.

Simultaneously these easements can provide public walking linkages such as one further south of South Arm Road.

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Indicative Typological Examples



















CONSOLIDATED COMMUNITY HUB WITH RESIDENTIAL ABOVE

Consolidating community / youth hub with co-location of multi-agency approach of community services such as housing, medical, employment, art space, workshop together with outdoor amenities & recreation such as playground, community garden as well as commercial, retail, cafe as employment training such as hospitality as well as shop top medium density residential in addition to the usual community services such as digital hub, library and community spaces for hobby, study and gathering. This is as community hubs can play a role of activating the area and as meeting points they are located in; a consolidated one in the core area of Clarence Plains to be shared by all, as well as in their respective precincts as activity centres.

Links to schools, education, sports and other open spaces for community hubs will also be important, maintained and improved upon such as trade apprenticeships, work experience through schools and recruitment with key services. Adjacent open spaces to hubs including Village Green can be weekend market of crafts and food to develop further employment and entrepreneurial opportunities. For health services, there is opportunity for trial of in reach services with Department of Health with suburbs of high walkability as well as co-locating aging activity centres with childcare services.

INNER RESIDENTIAL

Clarence Plains are is identified as one of the fastest growing areas in southern Tasmania, and the current planning policies needs to be reviewed to accomodate new housing supply whilst also reducing sprawling and loss of natural biodiversity assets of the area. In alignment with Department of State Growth's report of Toward Infill Housing Development, the strategy of future residential development should include infill development with close proximity to public transport, amenities, employment and greater diversity of housing. While the development of greenfield single residential will continue at the behest of upcoming land developers, this masterplan looks at potentially rezoning existing residential areas close to public transport to allow for appropriate density and diverse housing stock, including grouped housing, townhouses and terraces as identified, as well as casual commercial uses such as home offices, shophouses and workshops at streetfronts to activate streetscapes. Such infill rezoning should allow up to maximum of 3 storeys, relaxation of setbacks whilst still mandating minimum open spaces for residents.

For this the higher priority is areas closer to the more frequent bus network and subsequently the less frequent bus network.

MIXED USE MEDIUM DENSITY DEVELOPMENT

It is important to acknowledge that medium density development needs to be balanced with the landscape character of Clarence Plains as not to detract from aesthetics of the skyline whilst also admitting benefits of economic development, employment opportunities, streetscape activation, greater housing diversity and affordability. As such areas of mixed use medium density development rezoning is identified at activity centres, surrounding community hubs and commercial centres such as in around Rokeby Hub at Hart Place, as well as current industrial zone south of South Arm Road towards the foreshore. Such rezoning should allow up to maximum of 5 storeys development - as well as encouraging commercial and enterprise uses on ground level facing the street whilst also preserving the natural frontage towards the foreshore for community enjoyment.

South Arm Road realignment project by Department of State Growth should guide a new transport hub around the mixed use medium density & industry area - to allow for connectivity between Clarence Plains and external nodes for services and employment.

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PARANVILLE
CLARENCE HEIGHTS
GLEBE HILL NATURE RESERVE
GLEBE HILL PARK
GLEBE HILL
GLEBE HILL PLAYING FIELD
HOWRAH CHURCH OF CHRIST
GLEBE HILL FAMILY PRACTICE
SHOPPING CENTRE
RALEIGH COURT PARK
HOWRAH
HOWRAH SUNRISE EARLY LEARNING CENTRE
GLEBE HILL PLAYGROUND
CLARENDON VALE COMMUNITY HUB
CLARENDON VALE PRIMARY SCHOOL
CLARENDON HOUSE
CLARENDON VALE OVAL
CLARENDON VALE
TASWATER
MORRISBY PLAY PARK
BANYALLA PLAY PARK
NEILSON PARK
ROKEBY COMMUNITY HUB
HOOKEY STREET PARK
ROKEBY HILLS
RIVERCITY CHURCH
ROKEBY PRIMARY SCHOOL
ROKEBY
PROPOSED REGIONAL PARK
BAYVIEW SECONDARY COLLEGE
BAYVIEW SPORTS PRECINCT
ROKEBY WATCH HOUSE
FORMER STATE SCHOOL
ST MATTHEW'S CHURCH
PERCY PARK
VILLAGE GREEN
ROKEBY PLACE
ROKEBY TRUST HALL
GRACE CENTRE
OAKDOWNS PARK
OAKDOWNS
KNOPWOOD SHOPPING CENTRE
OAKDOWNS EARLY LEARNING CENTRE
SUBSTATION
EMMANUEL CHRISTIAN SCHOOL
ROKEBY BEACH ENTERPRISE
HOBART CLINIC
TASWATER
NORTH EAST DROUGHTY
ROKEBY BEACH
ROKEBY HOUSE
JOHN PAUL II CATHOLIC SCHOOL
MEEHAN RANGE
TASWATER
TASMANIA POLICE ACADEMY
RIVER DERWENT
RIVER DERWENT

Open Space and Connections Strategy | Summary

The Open Space and Connections Strategy is a continuation of the central Clarence Plains Masterplan document. This strategy further develops the core masterplan themes of **connection**, **community** and **celebration of the natural environment**.

This Open Space and Connections assessment aims to address current gaps within the planning scheme and is to serve as a base for further improvement through community and public works consultation.

OPEN SPACE SUMMARY OF FINDINGS

Extensive background research has been prepared to identify all Open Space and Connections opportunities and constraints as well as areas for immediate action. A summary of the finding outcomes is listed below:

- Several opportunities for open space development identified
- Opportunities for the development of the rivulet outlined.
- Park matrix and level of embellishment for each park category established.
- Street Profile Framework (level of development) established.
- Park embellishments for existing parks identified.
- Current street tree application explored.

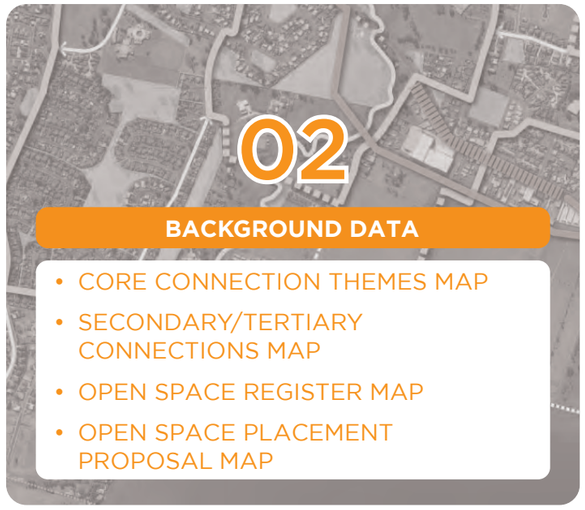
OPEN SPACE PRIORITY ACTION RECOMMENDATIONS

From the initial research findings the follow priority recommenations within the document can be made for the Greater Clarence Area:

- Several new District parks and a Regional Park location identified.
- High Street revitalization recommendations made.
- Recommendations for additional park embellishment outlined.
- Future Street Tree Strategy (including species and placement) outlined.

OPEN SPACE AND CONNECTION STRATEGY CONTENTS:









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Open Space + Connections Maps

CORE CONNECTION THEMES | SCALE: 1:12500 @ A3

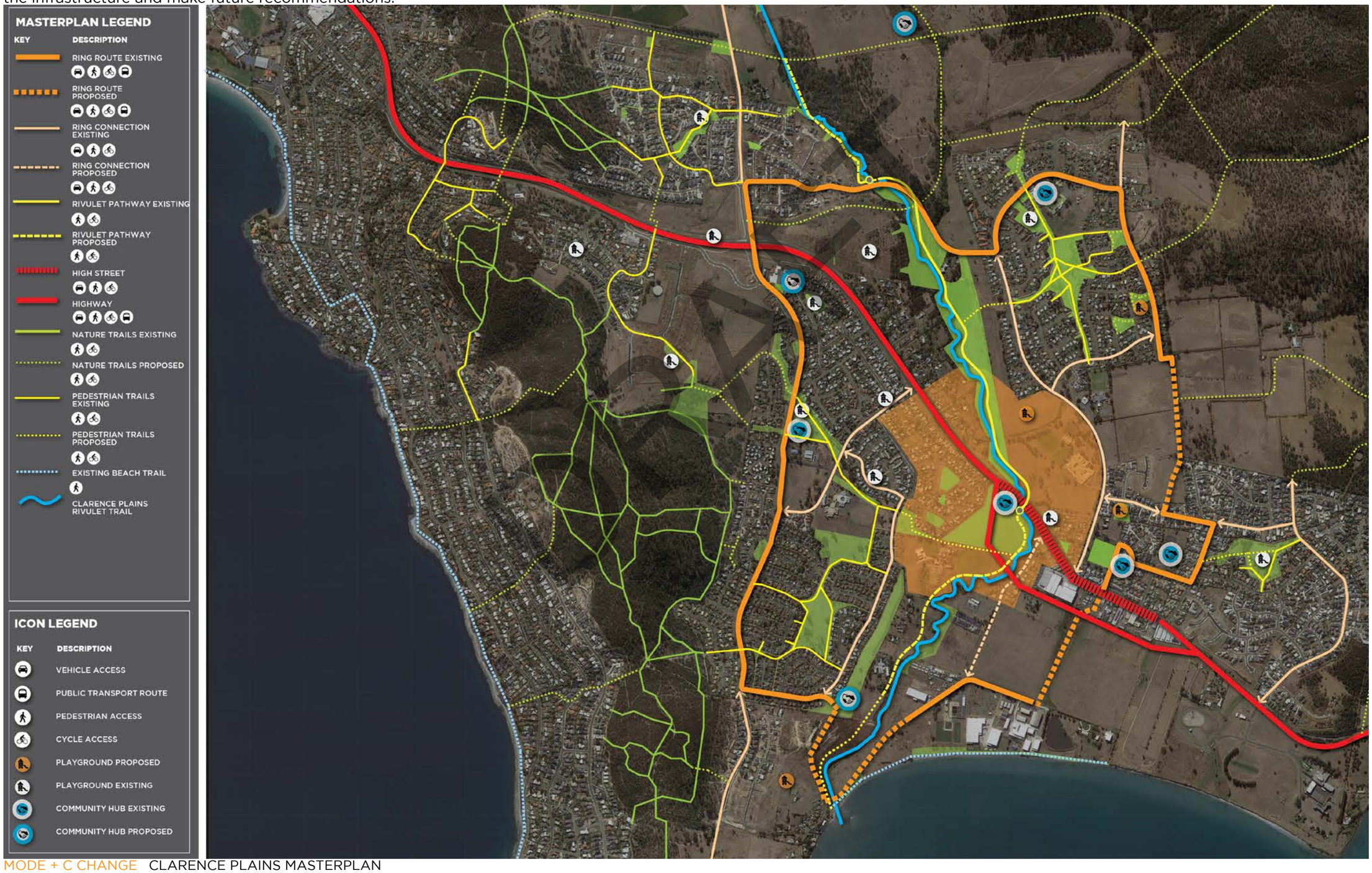
The masterplan below represents the Core and Secondary Ring Routes that will define the connection between suburbs. Through the centre of the precinct is the Rivulet Recreation Spine.



Open Space + Connections Maps

SECONDARY + TERTIARY CONNECTIONS | SCALE: 1:12500 @ A3

The map below defines all connections of significance within the study area and how they interact with the Ring Route and central Recreation Spine. This allows us to determine gaps in the infrastructure and make future recommendations.



Open Space + Connections Maps

OPEN SPACE REGISTER | SCALE: 1:12500 @ A3

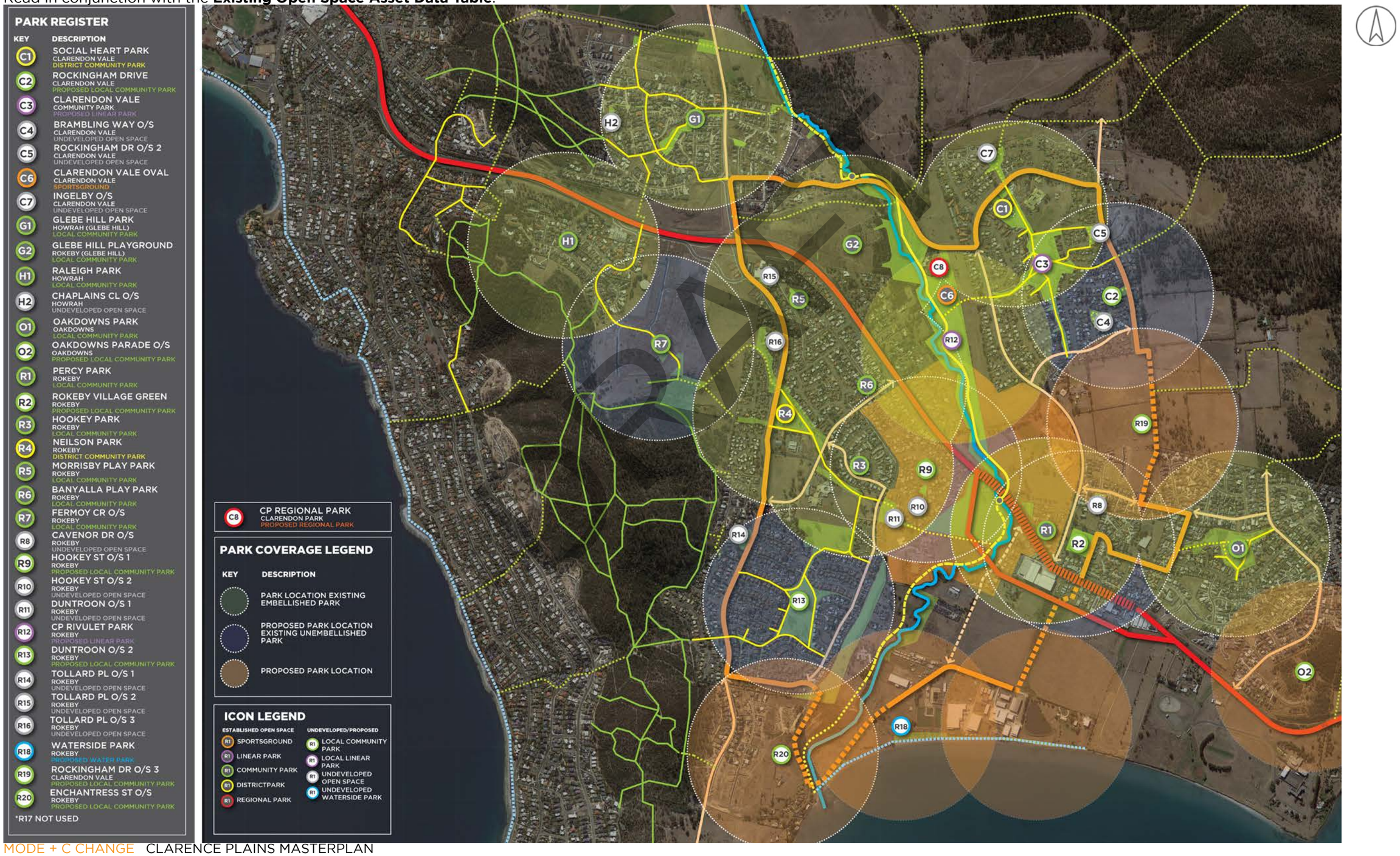
An analysis of existing parks and open spaces in the study area was undertaken to determine their location, distribution, size and level of embellishment. This information was used to make recommendations as to where existing parks might be further embellished or where new parks might be established. Suggested levels of embellishment for each park type are provided in the Park Categorization Matrix and Park Profiles.



Open Space + Connections Maps

OPEN SPACE DISTRIBUTION | SCALE: 1:12500 @ A3

The map below builds on the previous map drawing a 400m radius around each embellished open space and inputting recomendation for further embellishment.
Read in conjunction with the **Existing Open Space Asset Data Table**.



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Park Embellishment Matrix

					PLAYGROUND			EXERCISE EQUIPMENT				AMENITIES								ANIMALS			VEGETATION				CONNECTIONS					WAYFINDING		
Park Name	Key	Suburb	CAT	SQM	Shade	Play Equip	Fenced	Gym	Skate Park	Sports Field	Multi-court	Toilets	Club-house	BBQ's	Drinking Fountain	Picnic shelters	Seats	Bins	Off-Leash	Fenced off-Leash	Dog Bins	Shade Trees	Orchard Planting	Amenity Planting	Kickabout Space	Pedestr Pathways	Cycle Access	Road Frontage	Cycle Parking	Car Parking	Identification	Directional	Interpretive
Social Heart Park	C1	Clarendon Vale	DCP	59438.5	P	X	X	X	X		X	P		P	P	X	X	X	X		X	P	P	P	X	X	X	X	P	P	P		
Rockingham Drive Open Space 1	C2	Clarendon Vale	LCP	3894.8	P	P									P	P	P	P				P		P	P	P		X			P		
Clarendon Vale Community Park	C3	Clarendon Vale	LLP	8643.8	P	P					P				P	P	P	P	P		P	P			P	X	X	X	P		X	P	P
Brambling Way Open Space	C4	Clarendon Vale	UOS	4312.6																					X	X		X					
Rockingham Drive O/S 2	C5	Clarendon Vale	UOS	4475.7																					X	X		X					
Clarendon Vale Oval	C6	Clarendon Vale	LSG	104700.0	P	P				X	P		P		P	P	P	P	X			P		X	X	X	P		P	P	X	P	P
Ingleby Open Space	C7	Clarendon Vale	UOS	5918.3															X						X								
Clarence Regional Park	C8	Clarendon Vale	RGP	104700.0	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Glebe Hill Park	G1	Glebe Hill	LCP	8886.4	P	X	X								P	P	X	X	X		X	P		X	X	X	X	X	P	X	P	P	P
Glebe Hill Playground	G2	Glebe Hill	LCP	740.2	P	X	X								P	P	X	X	X		X			X		X	X	X			P		
Raleigh Park	H1	Howrah	LCP	1492.7	P	X									P	X	X	X	X		X	X		X	X	X	X	X			X		
Chaplains Cl Open Space	H2	Howrah	UOS	752.4																		P				X							
Oakdowns Park	O1	Oakdowns	LCP	27272.8	X	X									P	P	P	X	X		X	X		X	X	P	P				P	P	
Oakdowns Pde Open Space	O2	Oakdowns	LCP	1363.2	P	P									P	P	P	P	P		P	P		P		P	P	X	P		P		
Percy Park	R1	Rokeby	LCP	3095.6	P	X	X								P	P	X	X	X			X		X		P	P	X	P	X	P	P	X
Rokeby Village Green	R2	Rokeby	LSG	15012.6	P	P				X		X			P	P	P	P				P	P	P	X	P	P	X	P	X	X	P	P
Hookey Park	R3	Rokeby	LCP	2020.8	P	X	X								P	P	X	P	X			P			X	P	P	X			P		
Neilson Park	R4	Rokeby	DCP	20043.1	P	X		X	X		P	X		P	P	X	X	X	X	P	P	P	P	P	X	P	P	X	P	X	X	P	P
Morrisby Play Park	R5	Rokeby	LCP	3927.0	P	X									P	P	P	P	X			P		X	X	P	P	X			P		
Banyalla Play Park	R6	Rokeby	LCP	1329.0	P	X	X								P	P	P	P				X		X	X	P	P	X			P		
Fermoy Cressent Open Space	R7	Rokeby	LCP	4365.1	P	P									P	P	P	P	P		P	P		X	X	X	X	X	P		P		
Cavenor Drive Open Space	R8	Rokeby	LCP	3957.4	P	P									P	P	P	P				P		P	P	X	P	X			P		
Hookey St Open Space 1	R9	Rokeby	UOS	5149.6																					X	X		X			P		
Hookey St Open Space 2	R10	Rokeby	UOS	2953.4																					X			X			P		
Duntroon Open Space 1	R11	Rokeby	UOS	7976.2																					X	X					P	P	
Clarence Plains Rivulet Park	R12	Rokeby	DWP	41427.8	P	P											P								X	X	P				P	P	P
Duntroon Open Space 2	R13	Rokeby	LCP	62800.5	P	P									P	P	P	P	P	P	P	X		X		X	X	P	P	P	P	P	P
Tollard Place Open Space 1	R14	Rokeby	UOS	2782.1																								X	P				
Tollard Place Open Space 2	R15	Rokeby	UOS	3043.3																								X	P				
Tollard Place Open Space 3	R16	Rokeby	UOS	4635.1																								X	P				
Chipmans Road Linear Park	R17	Rokeby	UOS	37885.2													P					P				P					P	P	P
Waterside Park	R18	Rokeby	DWP	3982.1	P	P		P	P		P	P		P	P	P	P	P		P	P	P	P	P	P	P	P	X	P	P	P	P	P
Rockingham Drive O/S 3	R19	Rokeby	UOS	1043.3	P	P									P	P	P	P				P		P	P	P	P	P	P		P		
Enchantress St O/S	R20	Rokeby	UOS	2637.1	P	P									P	P	P	P				P		P	P	P	P	P	P		P		

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EMBELLISHMENTS

- X — Existing
- P — Proposed

CATEGORIES

- UOS — Unembellised open space
- LLP — Local linear park
- LCP — Local community park
- LSG — Local sportsground
- DCP — District community park
- DWP — District water park
- RGP — Regional Park

Park Categorization Matrix and Park Profiles

Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
Linear Park	• Close (i.e. within 400m) to ancillary streets and located on or close to bikeway network. • Where practicable, the perimeter length of the park has direct frontage to a public road of public place. • Provide access control barriers e.g. bollards, access gates	• •Linear Park to be a minimum of 30m width. • To be located outside of waterway channel whenever possible. • No criteria for topography, except that it be accommodating for pedestrians, cyclists and maintenance access.	• These Linear parks are to actively provide connections between the Core/ Secondary Ring Routes of Clarence Plains and Ring Spoke connections.	• Pathways including pedestrian and cycle access with max 1:20 grade. • Shade planting. • Seating every 500m • Drinking Fountain every 1km	• No formal carparking on site.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• A predominantly vegetated corridor, using endemic species. • In identified instances, Linear Park connections are to incorporate 'Orchard Corridors' of edible fruit species.	• A shaded linear walking track, taking advanatge of elevated or water views where possible.	• Retain and protect any features of cultural significance. • Protect and interpret relevant features of the trail.
Local Sportsground	• On or close to major street and within 400m of a regularly serviced bus route. • Located on or proximate to bike/ pedestrian pathway network. • At least one side of sportsground to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 5ha, and regular in shape. • Topography to avoid major cut and fill. • Field gradient 1:70 - 1:100 • Site area to exclude land below Q10 flood level. • Minimum Q10 flood level for ovals and fields. • Minimum Q50 flood level for courts. Q100 if courts are fenced. • Minimum Q100 flood level for buildings, playgrounds and other expensive facilities.	• Adequate coverage within each study area for max. 10min drive or 20 minute cycle ride. • Where possible, these facilities should be close to proposed neighborhood centers and major recreation zones.	• Sports Fields, courts, and wickets, with a north-south orientation • Pathways including pedestrian and cycle access with max 1:20 grade. • Play space 20m x 15m including shade • Multi-purpose Courts (x4) • Amenities building (5 cubicles) • Bicycle parking • Seating • Drinking Fountain (x1)	• Internal access roads. • Formal carparking on site 100 - 150 cars and 4 coaches. • Overflow parking for 50 cars or on-street parking desirable.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Internal shade planting to oval/field surrounds. • Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Accent/orchard planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Emphasis location with distinctive street front planting., • Retain attractive views where possible.	• Retain and protect any features of cultural significance.
Local Community Park	• Within 5 mins walk of dwellings. • Located on or proximate to bike/ pedestrian pathway network. • At least one side of park to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• 1000m2-1ha. • Topography to avoid major cut and fill. • At least 50% of the park area to be 5% gradient or less with topographic variation to provide a range of play and user interest. • Entire park to be above Q100 flood level.	• Distribution to be placed within 400m of most (i.e 90%) of houses within the area. • Ideally part of or adjacent to linear or waterside parkland.	• Shaded picnic facilities, including tables and bench seats (x1) • Seating • Kickabout area (30m x 20m). • Pathways including pedestrian and cycle access with max 1:20 grade. • Play space 20m x 15m including shade • Drinking Fountain (x1)	• No formal carparking on site. • Ensure room for on-street parking along park frontage.	• Identification signage.	• Shade trees around playground areas. • Street tree planting to all park/road frontages and pathways. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Attractive and interesting for children and family groups. • Retain clear views into the park and frame views within the park.	• Retain and protect any features of cultural significance.

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Park Categorization Matrix and Park Profiles

Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
District Community Park	• On or close to major street and within 400m of a regularly serviced bus route. • Located on or proximate to bike/ pedestrian pathway network. • At least one side to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 4ha. • Topography to avoid major cut and fill. • At least 30% of the park area to be 5% gradient or less with topographic variation to provide a range of play and user interest. • Entire park to be above Q100 flood level.	• Ensure access is approximately 15-20mins by private car to the facility, and 30mins by public transport from all areas within the planning district. • Sited proximate to a major recreation area of non structured nature (e.g. linear park or wetland area).	• Shaded picnic facilities, including tables and bench seats (x6). • Seating. • BBQ areas (x3). • Kickabout area (50m x 70m). • Multi-purpose Court (x1) • Drinking Fountain (x2). • Pathways including pedestrian and cycle access with max 1:20 grade. • Amenities building (5 cubicles). • Bicycle parking. • Play space 60m x 40m including shade	• Internal access roads. • Formal carparking on site 50 cars and 1 coach.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Orchard Planting. • Accent planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Attractive and interesting for children and appealing for family groups. • Retain clear views into the park and frame views within the park. • Opportunity for seasonal color using variations in planting. • Protection of all existing natural features.	• Retain and refurbish historic features / building / structures etc. • Protect heritage trees. • Explain history / indigenous history of park through interpretive signage. • Provide indigenous interpretive signage (e.g. flora, fauna).
District Waterside Park	• Adjoining a permanent water body and accessible within a 10-15 minute drive. • On or close to major street and within 400m of a regularly serviced bus route. • Located on or proximate to bike/ pedestrian pathway network. • At least one side to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 5ha. • Topography suitable for waterside walking / cycling route. • In some instances a boardwalk may be required as a substitute for a constructed walkway. • Where possible buildings and playgrounds to be located above Q100 flood level. • In all instances buildings and playgrounds to be located above Q20 flood level.	• Ensure access is approximately 15-20mins by private car to the facility, and 30mins by public transport from all areas within the planning district. • Sited proximate to a major recreation area of non structured nature (e.g. linear park or wetland area).	• Boat ramp including trailer turning / washdown area and canoe access point. • Shaded picnic facilities, including tables and bench seats (x6). • Seating. • BBQ areas (x3). • Kickabout area (50m x 70m). • Multi-purpose Court (x1) • Drinking Fountain (x2). • Pathways including pedestrian and cycle access with max 1:20 grade. • Amenities building (5 cubicles). • Bicycle parking. • Play space 60m x 40m including shade	• Internal access roads. • Formal carparking on site 50 cars, 1 coach and 10 boat trailers.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Accent planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Retain clear views into the park and frame views within the park. • A shaded linear walking track, taking advanatge of water views where possible. • Ensure waterfront planting does not obscure water views excessively. • Modify water edge at key locations only. Retain natural edge where possible. • Protection of all existing natural features.	• Retain and refurbish historic features / building / structures etc. • Protect heritage trees. • Explain history / indigenous history of park through interpretive signage. • Provide indigenous interpretive signage (e.g. flora, fauna).

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Park Categorization Matrix and Park Profiles

Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
Regional park	• On or close to major street and within 400m to arterial road on major bus route or railway station or within or adjoining a Town Centre. • Located on or proximate to bike/ pedestrian pathway network. • At least one side to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 5ha. • Topography to avoid major cut and fill. • At least 30% of the park area to be 5% gradient or less with topographic variation to provide a range of play and user interest. • Developed area of park to be above Q100 flood level.	• Ensure access is approximately 15-20mins by private car to the facility, and 30mins by public transport from allareas within the planning district. • Sited proximate to a major recreation area of nonstructured nature (e.g.linear park or wetland area).	• Shaded picnic facilities, includingtables and bench seats (x12). • Seating. • BBQ areas (x6). • 1 x large kickabout area (nominal size: 50 x 70m) • 2 x small kickabout areas (nominal size: 30 x 40m) • Multi-purpose Court (x1) • Drinking Fountain (x3). • Pathways including pedestrian and cycle access with max 1:20 grade. • 2 x Amenities building (5 cubicles). • 3 x Concessionary Hardstand area. • Bicycle parking. • Play space 60m x 40m including shade • 1 x themed adventure playground (nominal size: 100 x 100m) on either a flat • (1:50 maximum grade) or terraced site incorporating: a range of play equipment for children aged 2 – 12; shade structure; seating (2 x 1 Table and 2 bench seats); softfall;1 drinking fountain and	• Internal access roads. • Formal carparking on site 150 cars and 4 coaches.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Orchard Planting. • Accent planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance. • Feature/avenue shade tree planting using native species or deciduous/exotic species. • Revegetation areas to use native tree and groundcover species. • Minimise impact on surrounding residents through screening facilities without limiting casual surveillance opportunities.	• Attractive and interesting for children and appealing for family groups. • Retain clear views intothe park and frame viewsw ithin the park. • Opportunity for seasonal color using variations inplanting. • Protection of all existing natural features.	• Retain and refurbish historic features / building / structures etc. • Protect heritage trees. • Explain history / indigenous history of park through interpretive signage. • Provide indigenous interpretive signage (e.g. flora, fauna).

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Park Profiles

UNEMBELLISHED OPEN SPACE | LINEAR PARK | **LOCAL SPORTSGROUND** | LOCAL COMMUNITY PARK | DISTRICT COMMUNITY PARK | DISTRICT WATERSIDE PARK | REGIONAL COMMUNITY PARK

PROFILE 2 - LOCAL SPORTSGROUND

PARK PRECEDENT IMAGES



1. SPORTS FIELDS



2. WATER FOUNTAINS



3. MULTI-PURPOSE COURTS



4. BIKE PARKING



5. SPORTS FIELDS



6. CONNECTION TO PEDESTRIAN AND vCYCLE NETWORK

PARK CATEGORY INFORMATION

Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
Local Sportsground	• On or close to major street and within 400m of a regularly serviced bus route. • Located on or proximate to bike/ pedestrian pathway network. • At least one side of sportsground to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 5ha, and regular in shape. • Topography to avoid major cut and fill. • Field gradient 1:70 - 1:100 • Site area to exclude land below Q10 flood level. • Minimum Q10 flood level for ovals and fields. • Minimum Q50 flood level for courts. Q100 if courts are fenced. • Minimum Q100 flood level for buildings, playgrounds and other expensive facilities.	• Adequate coverage within each study area for max. 10min drive or 20 minute cycle ride. • Where possible, these facilities should be close to proposed neighborhood centers and major recreation zones.	• Sports Fields, courts, and wickets, with a north-south orientation • Pathways including pedestrian and cycle access with max 1:20 grade. • Play space 20m x 15m including shade • Multi-purpose Courts (x4) • Amenities building (5 cubicles) • Bicycle parking • Seating • Drinking Fountain (x1)	• Internal access roads. • Formal carparking on site 100 - 150 cars and 4 coaches. • Overflow parking for 50 cars or on-street parking desirable.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Internal shade planting to oval/field surrounds. • Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Accent/orchard planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Emphasis location with distinctive street front planting., • Retain attractive views where possible.	• Retain and protect any features of cultural significance.

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Park Profiles

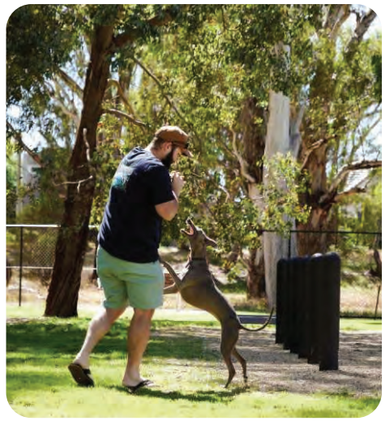
UNEMBELLISHED OPEN SPACE | LINEAR PARK | LOCAL SPORTSGROUND | **LOCAL COMMUNITY PARK** | DISTRICT COMMUNITY PARK | DISTRICT WATERSIDE PARK | REGIONAL COMMUNITY PARK

PROFILE 3 - LOCAL COMMUNITY PARK

PARK PRECEDENT IMAGES



1. NATURE PLAY



2. OFF LEASH DOG AREAS



3. WATER FOUNTAIN ACCESS



4. LOCAL LEVEL PLAY EQUIPMENT



5. SEATING



6. SHADE SAIL

PARK CATEGORY INFORMATION

Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
Local Community Park	• Within 5 mins walk of dwellings. • Located on or proximate to bike/ pedestrian pathway network. • At least one side of park to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• 1000m2-1ha. • Topography to avoid major cut and fill. • At least 50% of the park area to be 5% gradient or less with topographic variation to provide a range of play and user interest. • Entire park to be above Q100 flood level.	• Distribution to be placed within 400m of most (i.e 90%) of houses within the area. • Ideally part of or adjacent to linear or waterside parkland.	• Shaded picnic facilities, including tables and bench seats (x1) • Seating • Kickabout area (30m x 20m). • Pathways including pedestrian and cycle access with max 1:20 grade. • Play space 20m x 15m including shade • Drinking Fountain (x1)	• No formal carparking on site. • Ensure room for on-street parking along park frontage.	• Identification signage.	• Shade trees around playground areas. • Street tree planting to all park/road frontages and pathways. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Attractive and interesting for children and family groups. • Retain clear views into the park and frame views within the park.	• Retain and protect any features of cultural significance.

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Park Profiles

UNEMBELLISHED OPEN SPACE | LINEAR PARK | LOCAL SPORTSGROUND | LOCAL COMMUNITY PARK | **DISTRICT COMMUNITY PARK** | DISTRICT WATERSIDE PARK | REGIONAL COMMUNITY PARK

PROFILE 4 - DISTRICT COMMUNITY PARK

PARK PRECEDENT IMAGES



1. DISTRICT-SCALE PLAY EQUIPMENT



2. LARGE SCALE NATURE PLAY



3. WATER FOUNTAIN ACCESS



4. SHELTERS WITH BBQ



5. MULTI-PURPOSE COURT



6. FENCED DOG PARK AREAS

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PARK CATEGORY INFORMATION

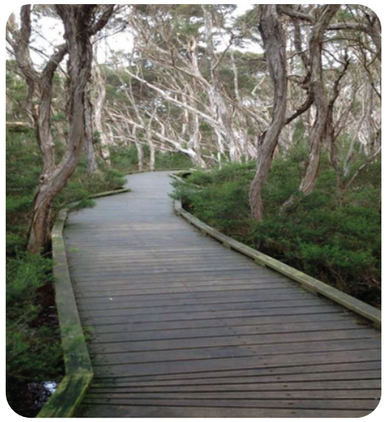
Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
District Community Park	• On or close to major street and within 400m of a regularly serviced bus route. • Located on or proximate to bike/ pedestrian pathway network. • At least one side to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 4ha. • Topography to avoid major cut and fill. • At least 30% of the park area to be 5% gradient or less with topographic variation to provide a range of play and user interest. • Entire park to be above Q100 flood level.	• Ensure access is approximately 15-20mins by private car to the facility, and 30mins by public transport from all areas within the planning district. • Sited proximate to a major recreation area of non structured nature (e.g. linear park or wetland area).	• Shaded picnic facilities, including tables and bench seats (x6). • Seating. • BBQ areas (x3). • Kickabout area (50m x 70m). • Multi-purpose Court (x1) • Drinking Fountain (x2). • Pathways including pedestrian and cycle access with max 1:20 grade. • Amenities building (5 cubicles). • Bicycle parking. • Play space 60m x 40m including shade	• Internal access roads. • Formal carparking on site 50 cars and 1 coach.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Orchard Planting. • Accent planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Attractive and interesting for children and appealing for family groups. • Retain clear views into the park and frame views within the park. • Opportunity for seasonal color using variations in planting. • Protection of all existing natural features.	• Retain and refurbish historic features / building / structures etc. • Protect heritage trees. • Explain history / indigenous history of park through interpretive signage. • Provide indigenous interpretive signage (e.g. flora, fauna).

Park Profiles

UNEMBELLISHED OPEN SPACE | LINEAR PARK | LOCAL SPORTSGROUND | LOCAL COMMUNITY PARK | DISTRICT COMMUNITY PARK | **DISTRICT WATERSIDE PARK** | REGIONAL COMMUNITY PARK

PROFILE 5 - DISTRICT WATERSIDE PARK

PARK PRECEDENT IMAGES



1. WATERSIDE BOARDWALK



2. WATER PLAY



3. ROKEBY SALTMARSH



4. SEATING



5. BOAT RAMP AND PONTOON



6. BOAT RAMP AND PONTOON

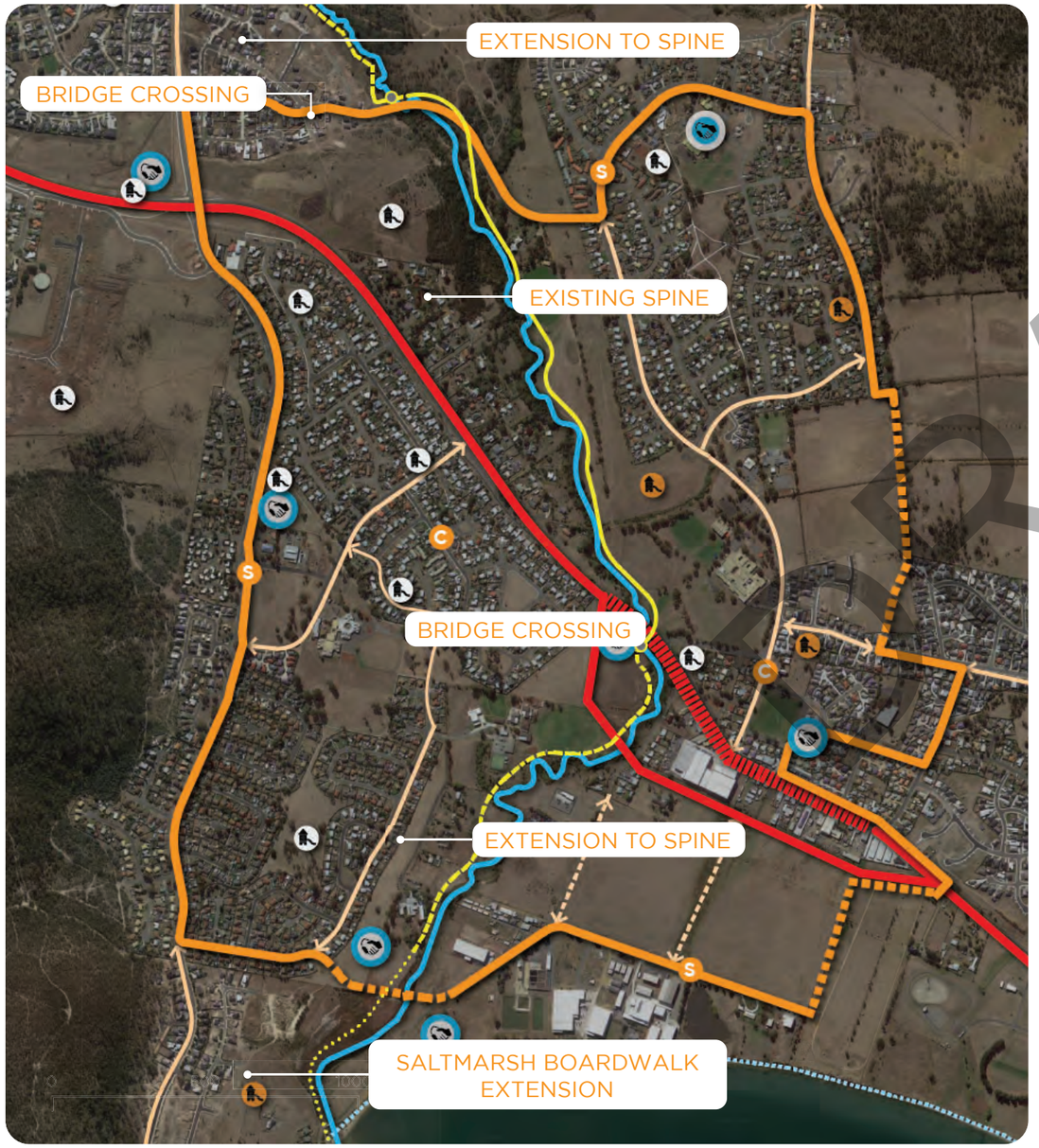
PARK CATEGORY INFORMATION

Suggested Park Category	Open Space and Links			Recreation Range and Opportunity			Ancillary Works		
	Access	Area and Topography	Distribution	Facilities	Carparking	Signage	Planting	Scenic Quality	Heritage/ Indigenous
District Waterside Park	• Adjoining a permanent water body and accessible within a 10-15 minute drive. • On or close to major street and within 400m of a regularly serviced bus route. • Located on or proximate to bike/ pedestrian pathway network. • At least one side to have direct frontage to a road or public place. • Provide access control barriers e.g. bollards, access gates	• Minimum 5ha. • Topography suitable for waterside walking / cycling route. • In some instances a boardwalk may be required as a substitute for a constructed walkway. • Where possible buildings and playgrounds to be located above Q100 flood level. • In all instances buildings and playgrounds to be located above Q20 flood level.	• Ensure access is approximately 15-20mins by private car to the facility, and 30mins by public transport from all areas within the planning district. • Sited proximate to a major recreation area of non structured nature (e.g. linear park or wetland area).	• Boat ramp including trailer turning / washdown area and canoe access point. • Shaded picnic facilities, including tables and bench seats (x6). • Seating. • BBQ areas (x3). • Kickabout area (50m x 70m). • Multi-purpose Court (x1) • Drinking Fountain (x2). • Pathways including pedestrian and cycle access with max 1:20 grade. • Amenities building (5 cubicles). • Bicycle parking. • Play space 60m x 40m including shade	• Internal access roads. • Formal carparking on site 50 cars, 1 coach and 10 boat trailers.	• Identification Signage. • Directional Signage. • Interpretive Signage.	• Shade trees around playground areas and carpark. • Street tree planting to all park/road frontages and pathways. • Accent planting at park entry points or major activity nodes. • Minimize impacts on adjoining residents without limiting casual surveilance.	• Retain clear views into the park and frame views within the park. • A shaded linear walking track, taking advanatge of water views where possible. • Ensure waterfront planting does not obscure water views excessively. • Modify water edge at key locations only. Retain natural edge where possible. • Protection of all existing natural features.	• Retain and refurbish historic features / building / structures etc. • Protect heritage trees. • Explain history / indigenous history of park through interpretive signage. • Provide indigenous interpretive signage (e.g. flora, fauna).

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Open Space Strategy | Rivulet Recreation Spine

The Rivulet Recreation Spine will serves as the regions main tourism and recreation artery, servicing both the ring routes, community core and major transport routes. The upgraded path network will include an extended concrete pedestrian cycling length, boardwalk through the protected Rokeby Saltmarsh and two new bridge crossings, whilst also providing access to a variety of community hubs and sports precincts.



RIVULET RECREATION SPINE

A series of **activated nodes** connected by **safe movement corridors** that meanders along the existing Clarence Plains Rivulet.

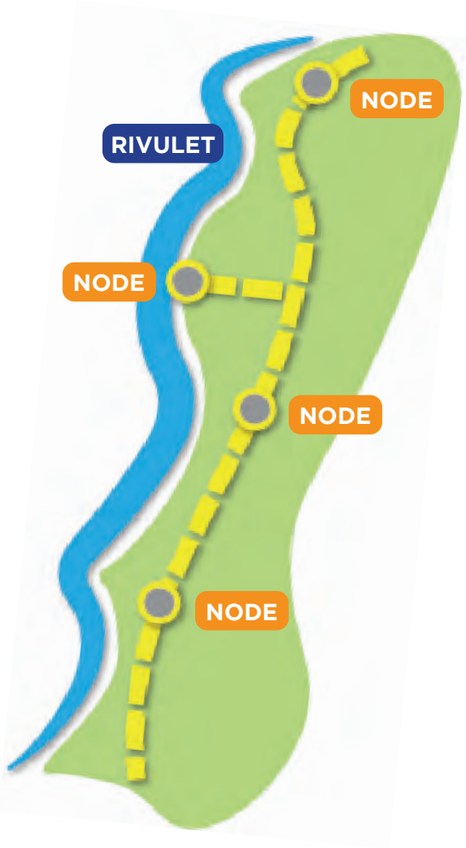
Examples of an 'activated node' include the following:

PLAY NODE Playgrounds of varying sizes.

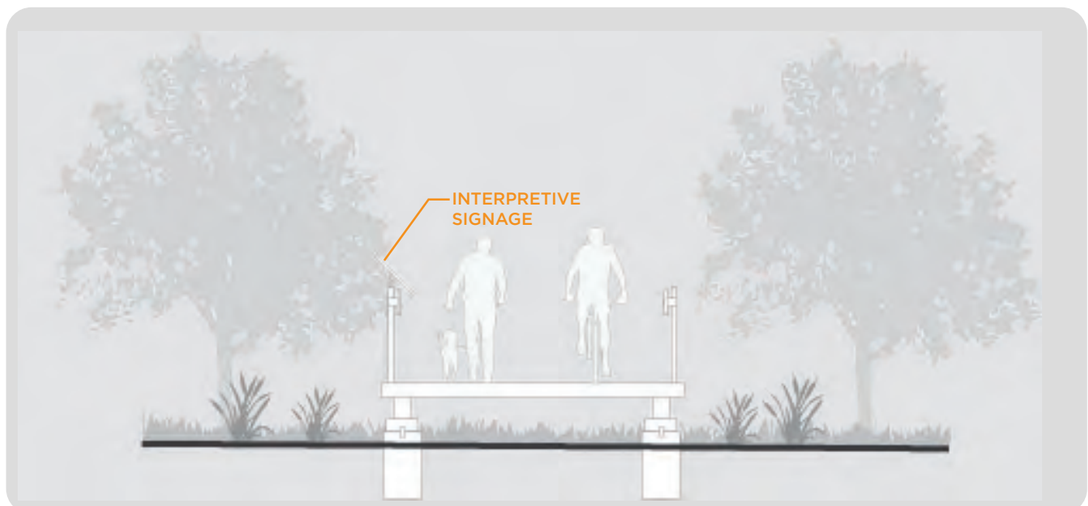
ART NODE Art installations, kinetic and static, prepared by local artisans.

SPORTS NODE Football, cricket, outdoor gyms accessed by the walkway.

NATURE NODE Boardwalk outlook over Rivulet or Saltmarsh areas.



SMART MOVEMENT CORRIDOR EXAMPLE | SALTMARSH BOARDWALK



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Regional Park Options

Regional Park location options have been generated with consideration for:

- LAND AREA
- LOCATION ON THE CLARENCE PLAINS RIVULET LINEAR PARKLAND
- LOCATION ON A MAJOR ROAD OR STREET AND PUBLIC TRANSPORT ROUTE
- PROXIMITY TO OTHER COMMUNITY ASSETS SUCH AS SPORTS FACILITIES OR THE HIGH STREET
- FLOOD IMMUNITY

Proposed Regional Park options include the following:









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Regional Park Options

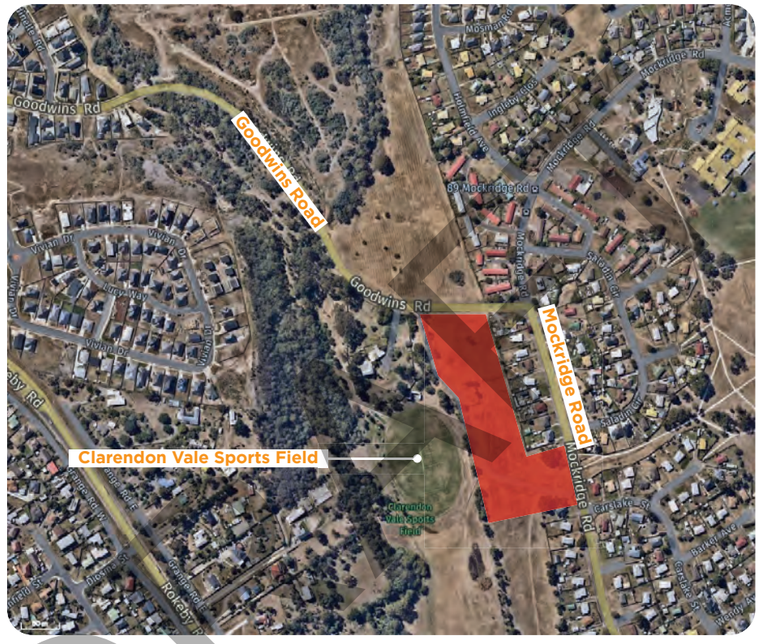
SITE OPTION A - EAST OF CLARENDON VALE OVAL

LAND INFORMATION

Location: 80 Mockridge Road, Clarendon Vale
Property ID: 5220811
Title Reference: 11403/571
Location: 17 Goodwins Road, Clarendon Vale
Property ID: 2166872 (part)
Title Reference: 13868/3
Area: 2.3Ha approx.
Zoning: Particular Purpose and Open Space
Siting advantages:
- Part of Clarence Plains Rivulet Linear Park
- Dual road frontage
Goodwins Rd and Mockridge Rd
- On public transport route

Topography: Generally flat
Flood Immunity: Good

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



1. As viewed from Goodwins Road frontage



2. As viewed from Goodwins Road frontage



3. As viewed from Goodwins Road frontage

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Regional Park Options

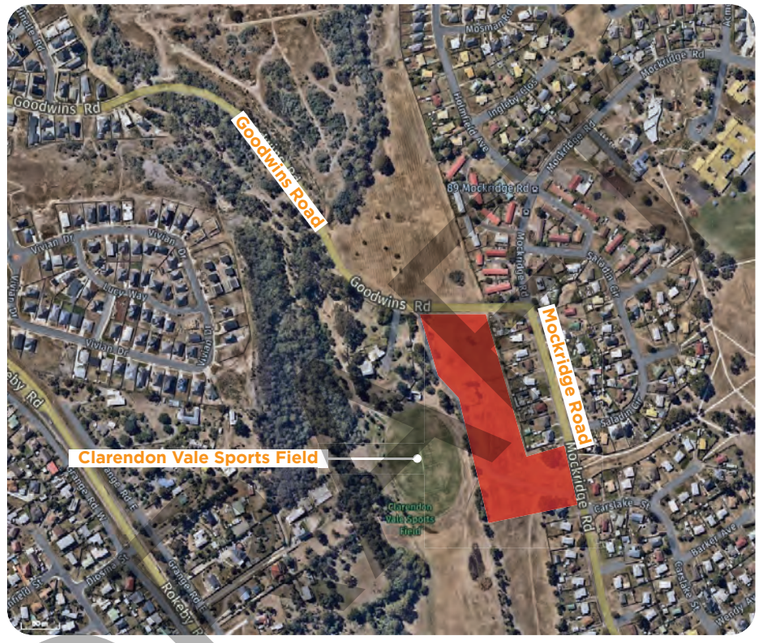
SITE OPTION A - EAST OF CLARENDON VALE OVAL

LAND INFORMATION

Location: 80 Mockridge Road, Clarendon Vale
Property ID: 5220811
Title Reference: 11403/571
Location: 17 Goodwins Road, Clarendon Vale
Property ID: 2166872 (part)
Title Reference: 13868/3
Area: 2.3Ha approx.
Zoning: Particular Purpose and Open Space
Siting advantages:
- Part of Clarence Plains Rivulet Linear Park
- Dual road frontage
Goodwins Rd and Mockridge Rd
- On public transport route

Topography: Generally flat
Flood Immunity: Good

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



4. As viewed from Mockridge Road frontage



5. As viewed from Mockridge Road frontage



6. As viewed from Mockridge Road frontage

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Regional Park Options

SITE OPTION B - NORTH OF CLARENDON VALE OVAL

LAND INFORMATION

Location: 22 Goodwins Road, Clarendon Vale

Property ID: 2166880 (part)

Title Reference: 164805/1

Area: 2.4Ha approx.

Zoning: Community Purpose

Siting advantages:
- Part of Clarence Plains Rivulet Linear Park
- Road frontage - Goodwins Rd
- On public transport route

Topography: Generally flat

Flood Immunity: Average

SITE LOCATION



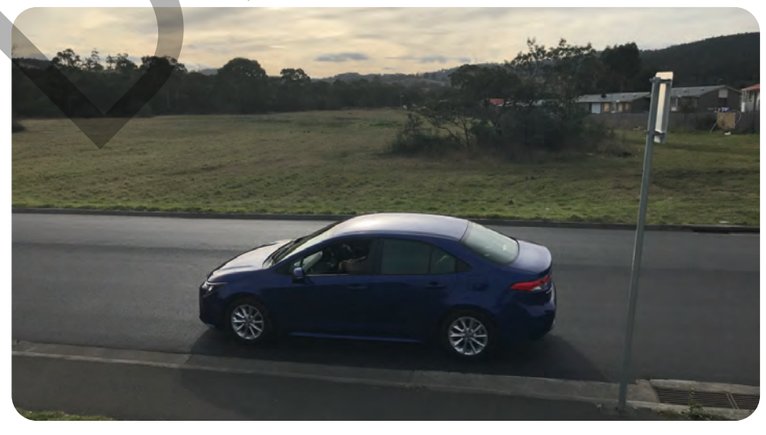
FLOOD MAPPING



STREET VIEW IMAGES



1. As viewed from Goodwins Road frontage



2. As viewed from Goodwins Road frontage



3. As viewed from Goodwins Road frontage

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Regional Park Options

SITE OPTION C - NORTH OF BAYVIEW COLLEGE

LAND INFORMATION

Location: 130 Mockridge Road, Clarendon Vale

Property ID: 5220619

Title Reference: 7309/553

Area: 2.2Ha approx.

Zoning: General Residential (Private freehold)

Siting advantages:
- Part of Clarence Plains Rivulet Linear Park
- Road frontage - Mockridge Rd
- Adjoins Bayview College Sport Precinct
- Close to High Street
- On public transport route

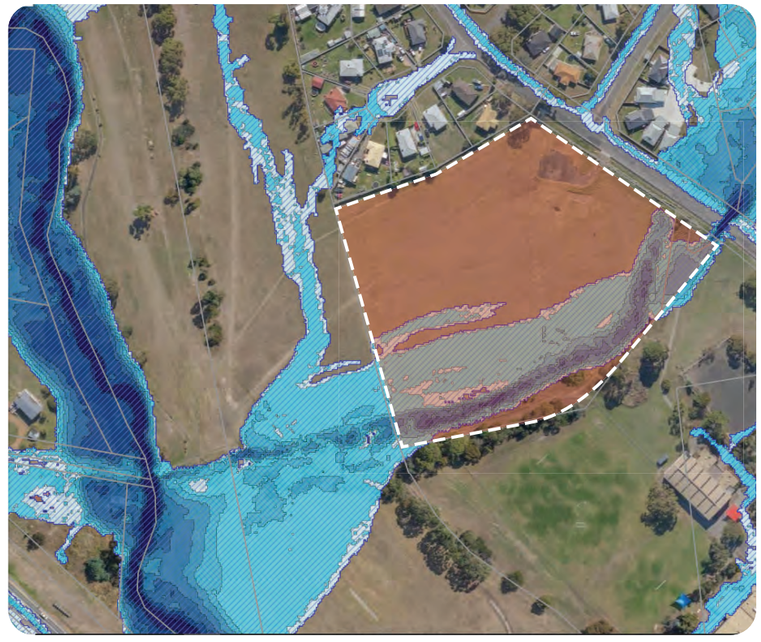
Topography: Generally flat

Flood Immunity: Average

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



1. As viewed from Mockridge Road frontage



2. As viewed from Mockridge Road frontage



3. As viewed from Mockridge Road frontage

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Regional Park Options

SITE OPTION D - ROKEBY BEACH

LAND INFORMATION

Location: 172 Droughty Point Road, Rokeby

Property ID: 2773760

Title Reference: 149272/2

Location: 115 Droughty Point Road, Rokeby

Property ID: 2805881

Title Reference: 150853/2

Area: 6.5Ha approx.

Zoning: Open Space
(Local Government and Private Freehold)

Siting advantages:
- On Derwent River frontage
- Part of Clarence Plains Rivulet Linear Park
- Road frontage – Droughty Point Rd
- Significant environmental asset
- Tourist attraction

Topography: Generally flat

Flood Immunity: Poor

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



1. Clarence Plains Rivulet mouth



2. Clarence Plains Rivulet saltmarsh



3. Rokeby Beach

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Street Profiles

Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL CUL-DE-SAC (Max. 150m And/Or No. Of Equivalent Tenaments Under 15)	• An urban highway primarily providing access to abutting properties and is not normally subject to through traffic. The travel distance from a property on a residential street to a node with a major or minor collector is normally to be less than 200m.	50km/h	15m	6.9m	2 x 3.5m lanes	• One side only • Concrete (25MPa) • 1.5m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02. v3	• No additional bicycle provision	• 4m verge (incl street trees) • 3.5m traffic lane • 3.5m traffic lane • 1.5m footpath • 2.5m verge
LOCAL CUL-DE-SAC (MAX. 150m and/or no. Of equivalent tenaments UNDER 15)	• An urban highway primarily providing access to abutting properties and is not normally subject to through traffic. The travel distance from a property on a residential street to a node with a major or minor collector is normally to be less than 200m.	50km/h	18.0m	8.9m	2 x 4.5m lanes	• One side only • Concrete (25MPa) • 1.5m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02. v3	• No additional bicycle provision	• 4.5m verge (incl street trees) • 4.5m traffic lane • 4.5m traffic lane • 1.5m footpath • 3.0m verge
LOCAL (THROUGH) ROAD	• An urban highway primarily providing access to abutting properties and is normally subject to through traffic	60km/h	18.0m	8.9m	60km/h	• One side only • Concrete (25MPa) • 2.5m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02. v3	• Shared 2.5 m wide pedestrian / bicycle path	• 4.5m verge (incl street trees) • 4.5m traffic lane • 4.5m traffic lane • 2.5m footpath • 2.0m verge
COLLECTOR ROAD	• An urban highway that collects vehicles from residential streets and collectors and directs vehicles to arterial roads or local activities. • The nodes of residential streets or collectors are to be staggered and separated by a distance of at least 100m.	60km/h	20.0m	11.0m	Both sides	• Both sides • Concrete (25MPa) • 3.0m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02. v3	• Shared 3.0 m wide pedestrian / bicycle path both sides	• 1.5m verge (incl street trees) • 3.0m wide shared footpath • 5.5m traffic lane • 5.5m traffic lane • 3.0m wide shared footpath • 1.5m verge (incl street trees)

CONTINUED

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Street Profiles

REFER PREVIOUS

REFER PREVIOUS

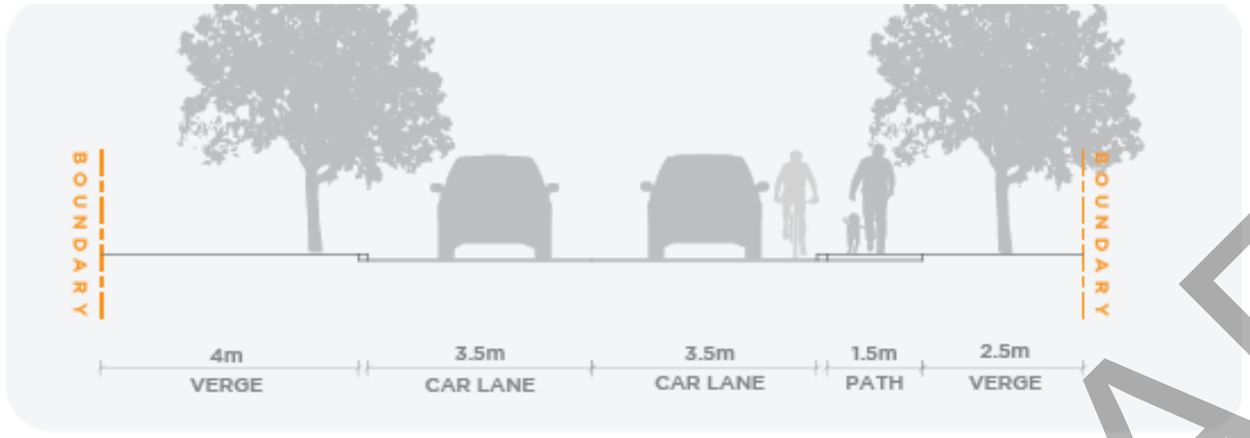
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
SUB-ARTERIAL ROAD	• An urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas, and/or the State road network. • Not normally directly connected to a residential street. • The nodes of collector roads with arterial roads are to be staggered and separated by a distance of at least 150m.	60km/h	20.0m	11.0m	Both sides	• Both sides • Concrete (25MPa) • 3.0m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02. v3	• Shared 3.0 m wide pedestrian / bicycle path both sides	• 1.2m verge (incl street trees) • 3.0m wide shared footpath • 2.3m parallel parking • 3.5m traffic lane • 3.5m traffic lane • 2.3m parallel parking • 3.0m wide shared footpath • 1.2m verge (incl street trees)
ARTERIAL ROAD	• An urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas, and/or the State road network. • Not normally directly connected to a residential street. • The nodes of collector roads with arterial roads are to be staggered and separated by a distance of at least 150m.	60km/h	25.0m	14.3m	Both sides	• Both sides • Concrete (25MPa) • 3.0m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02. v3	• Shared 4.0 m wide pedestrian / bicycle path both side	• 2.0m verge (incl street trees) • 3.0m wide shared footpath • 2.6m parallel parking (incl street trees) • 3.65m traffic lane • 2.5m median • 3.65m traffic lane • 2.6m parallel parking • 3.0m wide shared footpath • 2.0m verge

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Street Profiles

PROFILE 1 - LOCAL CUL-DE-SAC (MAX. 150M AND/OR NO. OF EQUIVALENT TENAMENTS UNDER 15)

STREET PROFILE SECTION



STREET PROFILE INFORMATION

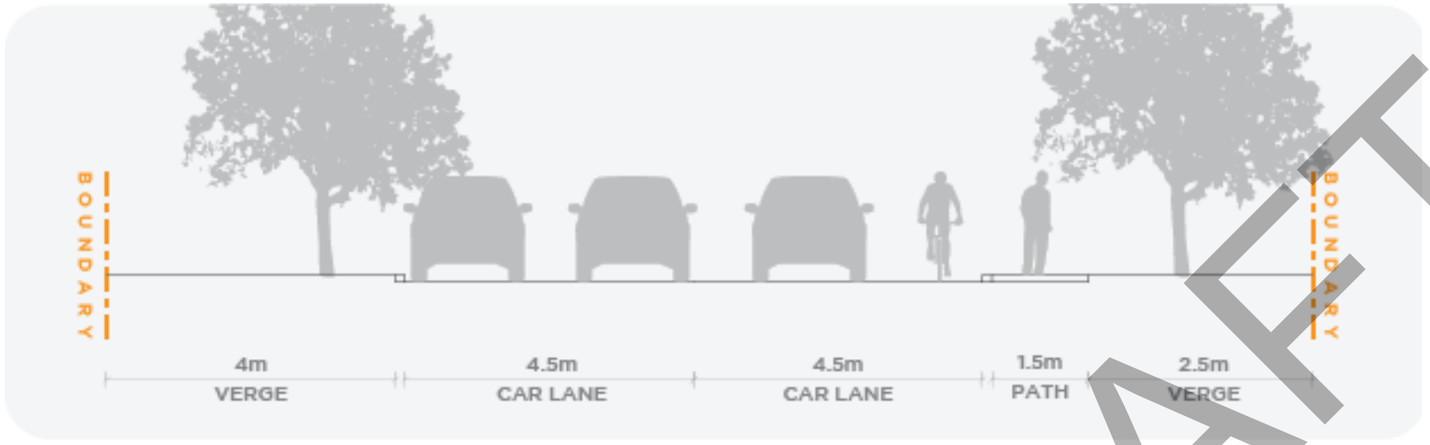
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL CUL-DE-SAC (MAX. 150M AND/OR NO. OF EQUIVALENT TENAMENTS UNDER 15)	• An urban highway primarily providing access to abutting properties and is not normally subject to through traffic. The travel distance from a property on a residential street to a node with a major or minor collector is normally to be less than 200m.	50km/h	15m	6.9m	2 x 3.5m lanes	• One side only • Concrete (25MPa) • 1.5m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02.v3	• No additional bicycle provision	• 4m verge (incl street trees) • 3.5m traffic lane • 3.5m traffic lane • 1.5m footpath • 2.5m verge

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Street Profiles

PROFILE 2 - LOCAL CUL-DE-SAC (UNDER 150M)

STREET PROFILE SECTION



STREET PROFILE INFORMATION

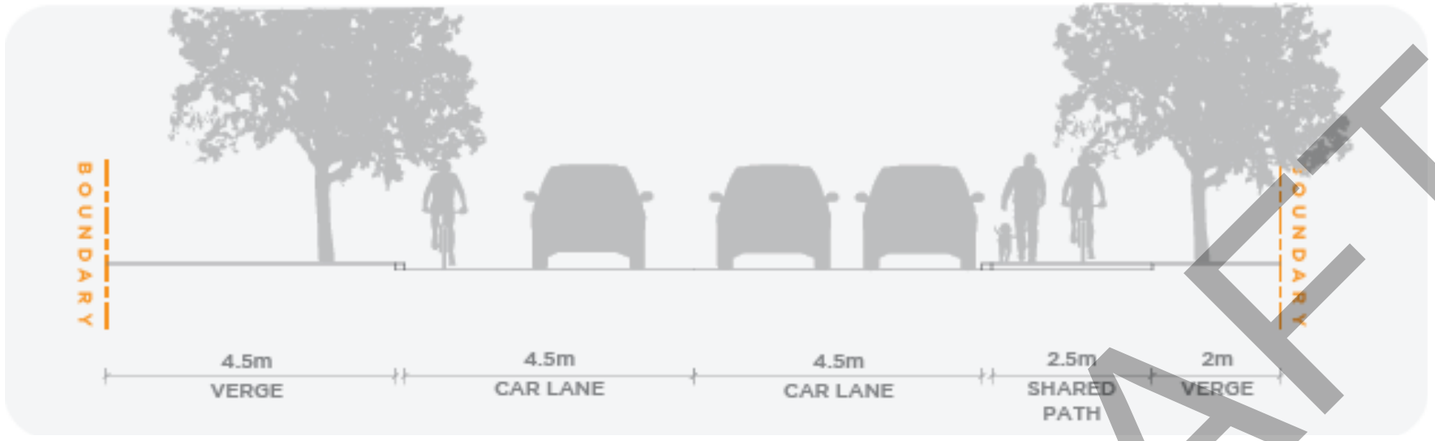
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL CUL-DE-SAC (MAX. 150M AND/OR NO. OF EQUIVALENT TENAMENTS UNDER 15)	• An urban highway primarily providing access to abutting properties and is not normally subject to through traffic. The travel distance from a property on a residential street to a node with a major or minor collector is normally to be less than 200m.	50km/h	18.0m	8.9m	2 x 4.5m lanes	• One side only • Concrete (25MPa) • 1.5m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02.v3	• No additional bicycle provision	• 4.5m verge (incl street trees) • 4.5m traffic lane • 4.5m traffic lane • 1.5m footpath • 3.0m verge

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Street Profiles

PROFILE 3 - LOCAL (THROUGH) ROAD

STREET PROFILE SECTION



STREET PROFILE INFORMATION

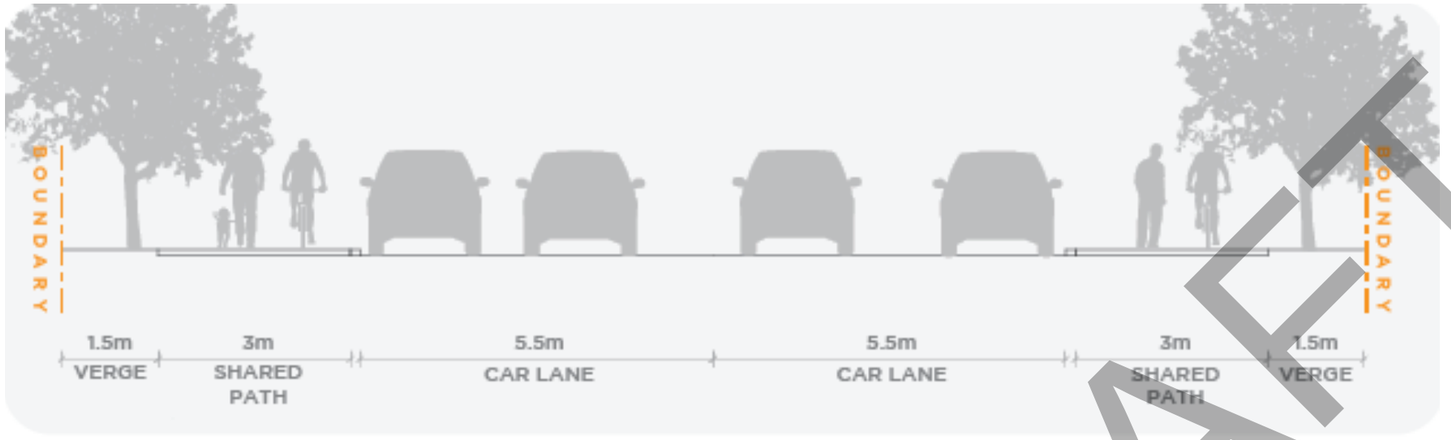
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL (THROUGH) ROAD	• An urban highway primarily providing access to abutting properties and is normally subject to through traffic	60km/h	18.0m	8.9m	60km/h	• One side only • Concrete (25MPa) • 2.5m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02.v3	• Shared 2.5 m wide pedestrian / bicycle path	• 4.5m verge (incl street trees) • 4.5m traffic lane • 4.5m traffic lane • 2.5m footpath • 2.0m verge

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Street Profiles

PROFILE 4 - COLLECTOR ROAD

STREET PROFILE SECTION



STREET PROFILE INFORMATION

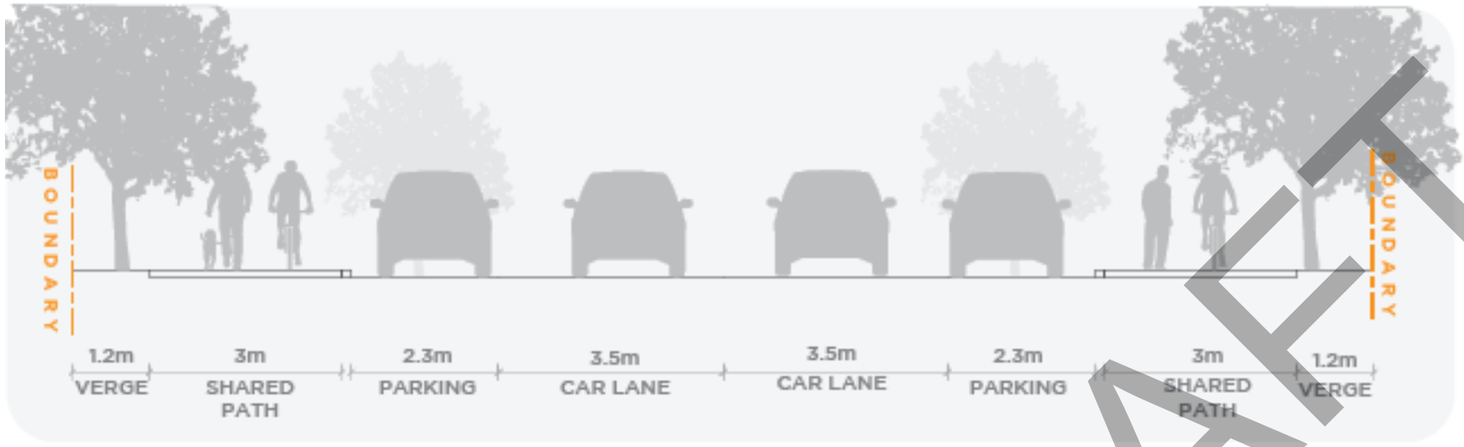
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
COLLECTOR ROAD	• An urban highway that collects vehicles from residential streets and collectors and directs vehicles to arterial roads or local activities. • The nodes of residential streets or collectors are to be staggered and separated by a distance of at least 100m.	60km/h	20.0m	11.0m	Both sides	• Both sides • Concrete (25MPa) • 3.0m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02.v3	• Shared 3.0 m wide pedestrian / bicycle path both sides	• 1.5m verge (incl street trees) • 3.0m wide shared footpath • 5.5m traffic lane • 5.5m traffic lane • 3.0m wide shared footpath • 1.5m verge (incl street trees)

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Street Profiles

PROFILE 5 - SUB-ARTERIAL ROAD

STREET PROFILE SECTION



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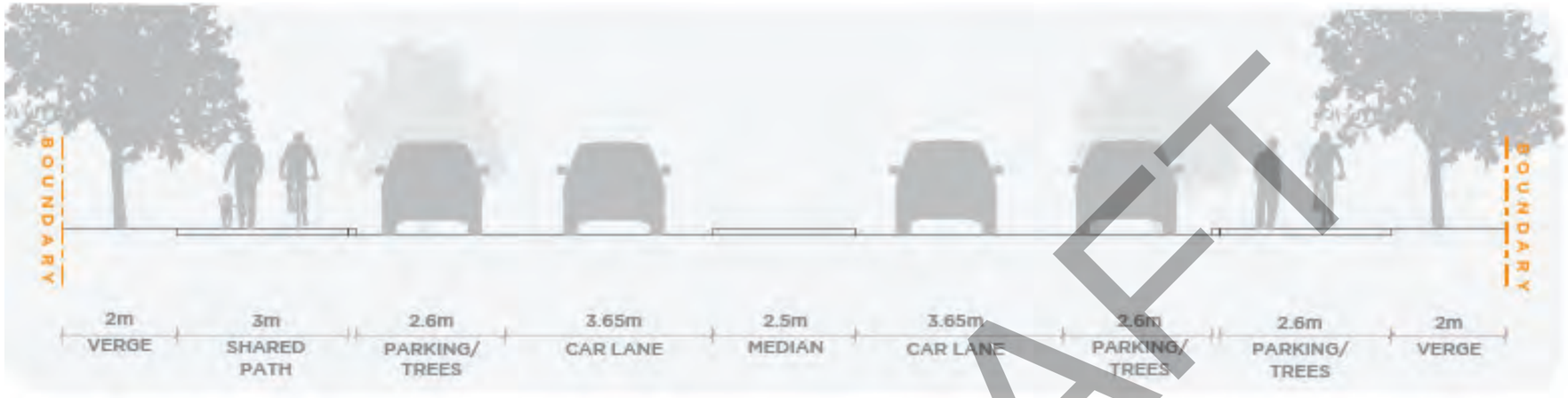
STREET PROFILE INFORMATION

Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
SUB-ARTERIAL ROAD	• An urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas, and/or the State road network. • Not normally directly connected to a residential street. • The nodes of collector roads with arterial roads are to be staggered and separated by a distance of at least 150m.	60km/h	20.0m	11.0m	Both sides	• Both sides • Concrete (25MPa) • 3.0m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02.v3	• Shared 3.0 m wide pedestrian / bicycle path both sides	• 1.2m verge (incl street trees) • 3.0m wide shared footpath • 2.3m parallel parking • 3.5m traffic lane • 3.5m traffic lane • 2.3m parallel parking • 3.0m wide shared footpath • 1.2m verge (incl street trees)

Street Profiles

PROFILE 6 - ARTERIAL ROAD

STREET PROFILE SECTION



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STREET PROFILE INFORMATION

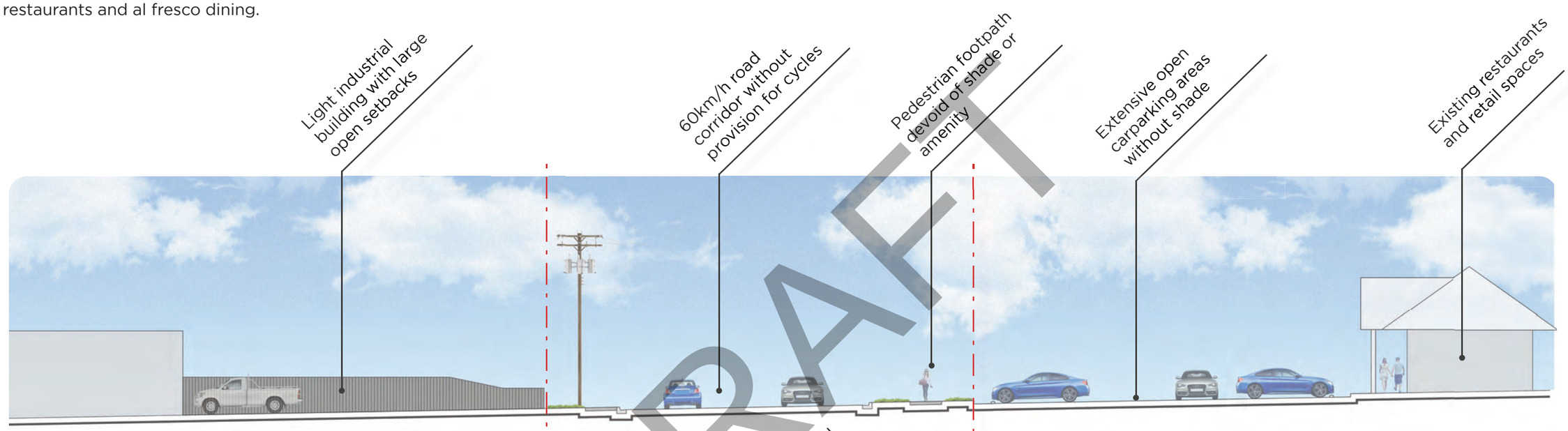
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
ARTERIAL ROAD	• An urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas, and/or the State road network. • Not normally directly connected to a residential street. • The nodes of collector roads with arterial roads are to be staggered and separated by a distance of at least 150m.	60km/h	25.0m	14.3m	Both sides	• Both sides • Concrete (25MPa) • 3.0m wide • Either adjacent to kerb or 100mm from property bounday to IPWEA TSD-G02.v3	• Shared 4.0 m wide pedestrian / bicycle path both side	• 2.0m verge (incl street trees) • 3.0m wide shared footpath • 2.6m parallel parking (incl street trees) • 3.65m traffic lane • 2.5m median • 3.65m traffic lane • 2.6m parallel parking • 3.0m wide shared footpath • 2.0m verge

A New High Street For Rokeby

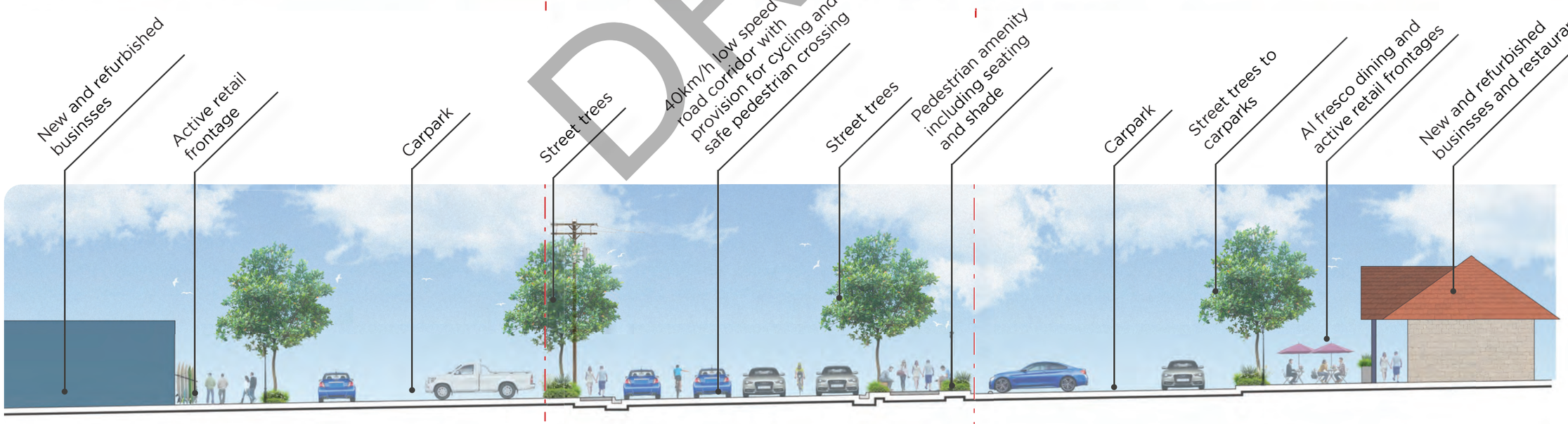
PROPOSED AND EXISTING LAYOUT

The vision for the new Rokeby High Street is to create a low-speed, pedestrian-friendly environment focused on pedestrian amenity, comfort and safety. The High Street will act as a catalyst for increased retail and commercial activity including active shop frontages, restaurants and al fresco dining.

EXISTING HIGH STREET



PROPOSED HIGH STREET



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A New High Street For Rokeby

PRECEDENT IMAGES

KEY	DESCRIPTION
A	ACTIVATED STREET FRONTAGES
B	REFURBISHED RESTAURANT AND RETAIL SPACES
C	DEVELOPED TOWN NARRATIVE
D	SHADE TREES TO LINE STREET AND CARPARK
E	OUTDOOR ALFRESO DINING SPACES
F	SHADE TREES TO LINE STREET AND CARPARK













Street Tree Strategy

Urban trees are an important backdrop to the environment where people live, work and spend time. Each tree within the Clarence Plains region is part of an urban forest population that helps to provide shade, absorb air pollution, filter stormwater, provide habitat to animals and improve the character and feel of streetscapes.

This section outlines the need for a formal Street Tree Strategy and is intended to be considered as a future document working alongside the central Masterplan.

INTRODUCTION

MODE has identified a gap in the planning guidelines for a rounded Tree Strategy and considers the current status, issues and opportunities for Council managed trees, namely the street and park trees of Clarence Plains. The largest issue facing Council is that there are simply not enough street or park trees to provide the benefits needed by the community, in particular shade and amenity.

Planting more trees, whilst the primary objective of this strategy moving forward, is not as simple as digging a hole and planting a tree. Careful planning must ensure that streetscapes contain adequate space to accommodate trees, that the right species is chosen and that ongoing maintenance and risk management is undertaken to create safe and amenable streetscapes.

KEY OBJECTIVES OF THE STRATEGY

The Clarence Plains Street Tree Strategy is envisioned as a further developed document that has a set series of goals to set the framework for Councils ongoing tree programs.

By strategically planting more trees in locations of greatest need and following a set of best practice technical and management guidelines, it intended that the region make great strides environmentally, economically and socially.

These potential of these objectives is further explored in the overset pages outlining both example palettes and tree types, along with a Street Tree Configuuration Matrix.

The key objectives of this strategy include:

01

GENERAL ‘RE-GREENING’ OF THE REGION

02

BEST PRACTICE FOR PLACEMENT AND MANAGEMENT.

03

INTERGRATION OF STREET AND TREE STRATEGIES

04

COMMUNITY ENGAGEMENT AND EDUCATION ON TREE IMPORTANCE.



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Street Tree Strategy | Plant Palettes

The Street tree strategy has been designed to guide street tree planting in the region without being too prescriptive. The underlying philosophy of this Street Tree Strategy is to select the 'right tree for the right location' and understanding the local conditions of the specific planting site is key to this. The palettes and matrix (overleaf) however are a guide to appropriate species palettes and layouts for use according to the type of planting the site is intended to support. The species lists are indicative only and should be further explored.

TREE TYPES

- Floral Display
- Evergreen
- Fruit Bearing
- Desiduous

SIGNATURE SPECIES

Signature species include both avenue trees and trees for accent and highlight. These species are suitable for use in a variety of applications outlined in the overset matrix.



EUCALYPTUS globulus
Tasmanian Blue Gum
Height: >50m Spread: 20-30m
Foliage: Evergreen Fruit: No



EUCALYPTUS amygdalina
Black Peppermint
Height: >20m Spread: 10-20m
Foliage: Evergreen Fruit: No



TILIA cordata
Linden Tree
Height: 10m Spread: 12m
Foliage: Desiduous Fruit: No



EUCALYPTUS viminalis
White Gum
Height: >20m Spread: 15-20m
Foliage: Evergreen Fruit: No

FRUIT TREES

Clarence Plains unique climate, soil makeup and location positions the region with an opportunity to become the 'fruit bowl of southern Tasmania', with fruit trees making up a sizeable portion of feature road trees. Below are several examples of species known to thrive in this region.



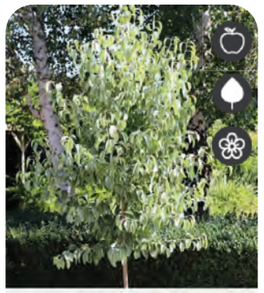
PRUNUS cerasifera
Cherry Plum
Height: 8m Spread: 5m
Foliage: Desiduous Fruit: Yes



MALUS domestica
Apple Tree
Height: 9m Spread: 6m
Foliage: Desiduous Fruit: Yes



PRUNUS persica
Peach Tree
Height: 6m Spread: 6m
Foliage: Desiduous Fruit: Yes



PYRUS nivalis
Snow Pear
Height: 8m Spread: 5m
Foliage: Desiduous Fruit: Yes

NATURAL CHARACTER TREES

Natural character trees are to be selected in consultation with species demonstrated in each locality. Further field–based observations and the expertise and local knowledge of council's Arborists and Environment & Landscape Officers will be required to finalise this selection.



CALLITRIS rhomboidea
Port Jackson Pine
Height: >6-8m Spread: >4-6m
Foliage: Evergreen Fruit: No



BANSKIA integrifolia
Coastal Banskia
Height: >10m Spread: 6-8m
Foliage: Evergreen Fruit: No



CALLISTEMON pallidus
Lemon Bottlebrush
Height: 5m Spread: 2-3m
Foliage: Evergreen Fruit: No



ACACIA dealbata
Silver Wattle
Height: 20m Spread: 10m
Foliage: Evergreen Fruit: No

TREES FOR LOCAL STREETS

Local street trees are applicable for both rural and urban environments and are generally more compact in nature. Local residential streets and industrial areas will also require a significant program of consultation with affected parties before implementation of any new street tree initiatives.



ACER freemanii
Autumn Blaze Maple
Height: 13m Spread: 10m
Foliage: Desiduous Fruit: No



ACER rubrum
Autumn Red Maple
Height: 13m Spread: 9m
Foliage: Desiduous Fruit: No



QUERCUS robur
English Oak
Height: 11m Spread: 11m
Foliage: Desiduous Fruit: No



ULMUS glabra
Golden Elm
Height: 10m Spread: 12m
Foliage: Desiduous Fruit: No

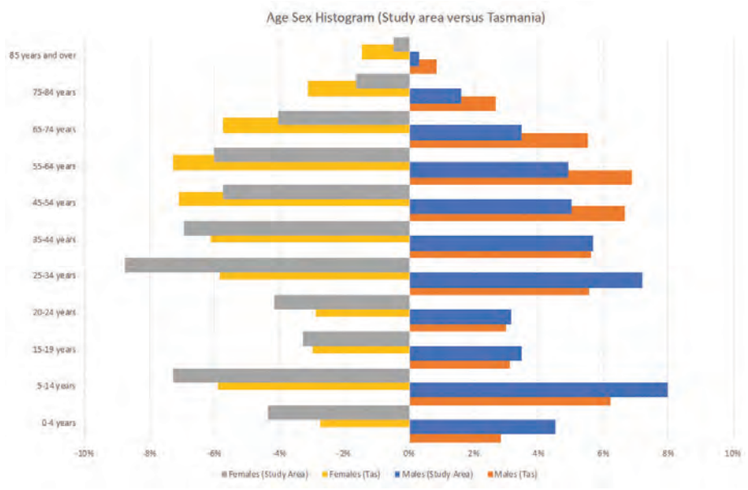
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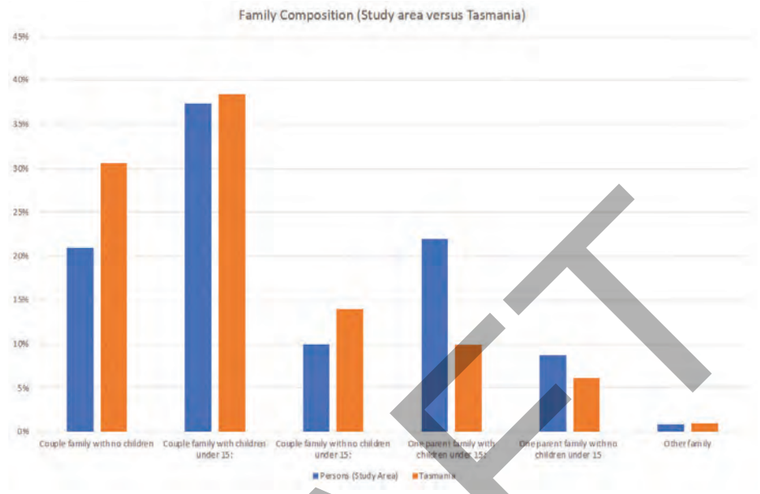
Street Tree Strategy | Street Tree Configuration Matrix

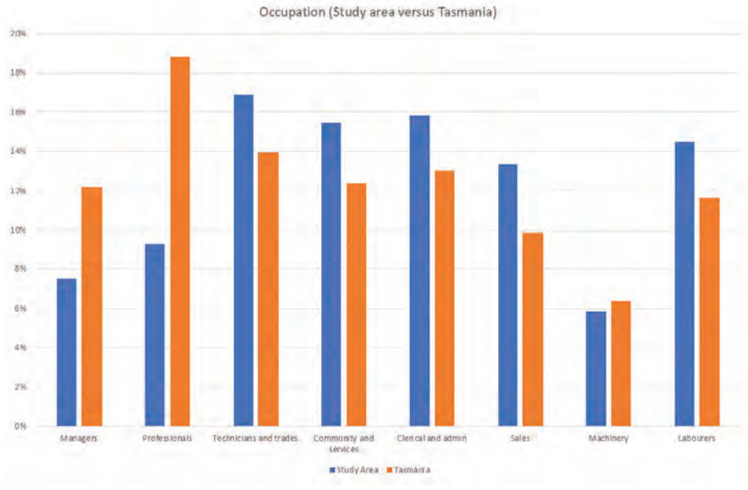
Planting type	Description	Intent of planting	Planting style + configuration				Planting palette application		
			Formal layout	Informal layout	Even spacing	Uneven spacing	Signature/ fruit trees	Natural character trees	Trees for local streets
Feature node - single tree	Area focal points, major intersections, roundabouts, corner trunkations (whether street trees are a single feature tree or group layering should be be determined by function of space, character and purpose).	Build canopy, promote local character, highlight entries with single tree (landmark) plantings.	N/A	N/A	N/A	N/A	●		
Feature node - group layering		Build canopy, promote local character, highlight area with group layering, enhance biodiversity values of appropriate sites.	N/A	N/A	N/A	N/A	●	●	
Major avenue	Arterial routes, sub-arterials, ring route with major road corridors.	Improve the amenity of major travel routes, emphasise lead-ins through uniformity and visual continuity, reinforce local character.	●		●		●		●
High use footpath/ bike path	Major pedestrian routes (including spokes) between suburb centres, recreational and community facilities.	Provide shade, amenity and a visual edge to he road carriageway	●		●		●		●
Park-street interface	Streets abutting recreational parkland (all levels).	Build canopy, enhance population diversity, increase visual amenity, enhance biodiversity values, emphasise landscape character.	●	●	●	●	●	●	
Local residential street	Suburban streets, low speed (50km/h) environments.	Increase visual amenity, minimise future conflicts through use of compact tree palettes	●	●	●	●			●
Local rural street	Rural residential roads.	Build canopy, promote biodiversity.	●	●	●	●	●	●	●
High street or regional core	Clarence High street; (high density, greater conflict potential, awnings etc.).	Place making, encourage visitation through embellishment and the provision of shade.	●	●	●	●	●	●	
Urban buffer	Back of lots, fencelines, buffers to industrial areas	Build canopy, screen and soften built edges, increase visual amenity.	●	●	●	●	●	●	●

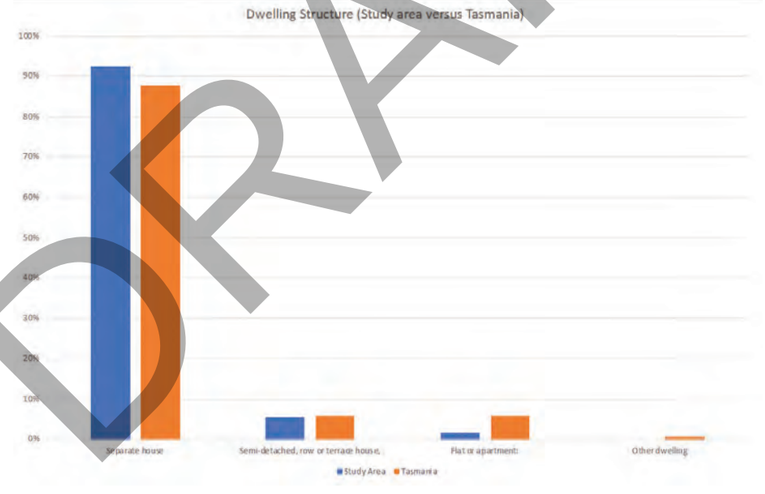
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Appendix 1: Demographic Study









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Appendix 2: Community Survey Outcomes

Three words to describe CP[3]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Growing / developing / changing	14.3%	30.4%	37.9%	22.7%	29.6%	5.9%
Potential / future	0.0%	17.4%	17.2%	31.8%	19.8%	17.6%
Forgotten / disadvantaged	57.1%	13.0%	20.7%	9.1%	18.5%	0.0%
Family friendly	14.3%	26.1%	13.8%	9.1%	16.0%	5.9%
Poverty / low socio-economic / poor	14.3%	17.4%	20.7%	9.1%	16.0%	5.9%
Under-serviced / messy / dirty / slum	14.3%	4.3%	20.7%	9.1%	12.3%	11.8%
River / seaside / beach / nature	14.3%	13.0%	10.3%	9.1%	11.1%	29.4%
Accessible / spacious / convenient	0.0%	8.7%	6.9%	18.2%	9.9%	17.6%
Beautiful / clean	14.3%	13.0%	3.4%	13.6%	9.9%	5.9%
Community / one / together	14.3%	17.4%	3.4%	4.5%	8.6%	11.8%
History	0.0%	4.3%	13.8%	9.1%	8.6%	5.9%
Culture / multicultural / diversity	14.3%	8.7%	3.4%	9.1%	7.4%	23.5%
Quiet / peaceful	0.0%	17.4%	3.4%	4.5%	7.4%	17.6%
Remote / suburban	0.0%	8.7%	3.4%	9.1%	6.2%	5.9%
Racist / antisocial	0.0%	0.0%	6.9%	4.5%	3.7%	0.0%
Affordable	0.0%	4.3%	6.9%	0.0%	3.7%	0.0%
Crime / rough	0.0%	4.3%	3.4%	4.5%	3.7%	0.0%
Expansive	0.0%	0.0%	3.4%	9.1%	3.7%	0.0%
Bogan / eshay	0.0%	4.3%	3.4%	4.5%	3.7%	0.0%
Modern	0.0%	8.7%	0.0%	0.0%	2.5%	0.0%
Crowded	0.0%	0.0%	3.4%	0.0%	1.2%	5.9%
Boring / unappealing	0.0%	0.0%	0.0%	4.5%	1.2%	11.8%
Safe	0.0%	4.3%	0.0%	0.0%	1.2%	0.0%
Fresh air	0.0%	0.0%	0.0%	0.0%		5.9%
Total	7	23	29	22	81	17

What you like about CP[3]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Good location / area / proximity to city	13.3%	34.5%	46.7%	30.8%	35.4%	30.6%
Nature / bushes	13.3%	19.0%	28.9%	26.9%	22.9%	27.8%
Friendly / family / community	26.7%	25.9%	6.7%	23.1%	19.4%	13.9%
Good management / services / facilities	20.0%	13.8%	13.3%	23.1%	16.0%	16.7%
Quiet / relaxing	0.0%	19.0%	13.3%	7.7%	13.2%	11.1%
Beautiful views	0.0%	17.2%	0.0%	11.5%	9.0%	11.1%
Good people / social	20.0%	6.9%	6.7%	3.8%	7.6%	2.8%
Lifestyle	0.0%	6.9%	11.1%	0.0%	6.3%	8.3%
Spacious / open / not crowded	0.0%	1.7%	8.9%	11.5%	5.6%	8.3%
Good houses	0.0%	6.9%	2.2%	3.8%	4.2%	0.0%
Potential / developing	6.7%	5.2%	2.2%	3.8%	4.2%	8.3%
I don't like it / nothing / not much	13.3%	0.0%	4.4%	7.7%	4.2%	2.8%
Affordable / cheap	6.7%	1.7%	6.7%	0.0%	3.5%	0.0%
Safe	0.0%	6.9%	2.2%	0.0%	3.5%	5.6%
Weather	0.0%	1.7%	4.4%	3.8%	2.8%	2.8%
Historical	6.7%	1.7%	0.0%	3.8%	2.1%	0.0%
Modern	0.0%	1.7%	0.0%	3.8%	1.4%	0.0%
Total	15	58	45	26	144	36

Three improvements needed[3]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Area	Area
Improve road / underpass/ streetlights	6.7%	38.5%	25.0%	30.0%	29.3%	50.0%
Build walkways / footpaths / cycle paths	20.0%	32.7%	22.2%	15.0%	25.2%	18.4%
More playgrounds / parks / dog parks	6.7%	21.2%	16.7%	25.0%	18.7%	15.8%
More restaurants / retail / entertainment	0.0%	17.3%	11.1%	35.0%	16.3%	13.2%
More family friendly areas	26.7%	19.2%	5.6%	5.0%	13.8%	2.6%
Beautify area / more trees	6.7%	11.5%	22.2%	10.0%	13.8%	15.8%
Clean area	33.3%	7.7%	16.7%	10.0%	13.8%	0.0%
Improve areas	6.7%	11.5%	13.9%	5.0%	10.6%	0.0%
Better management / maintaining nature	0.0%	11.5%	11.1%	10.0%	9.8%	10.5%
Police management / presence / speed cameras	13.3%	7.7%	5.6%	10.0%	8.1%	0.0%
Better housing management / public housing	13.3%	1.9%	11.1%	10.0%	7.3%	15.8%
Reduce stigma / change place's name	13.3%	3.8%	11.1%	0.0%	6.5%	5.3%
Public transport / car parking	0.0%	3.8%	8.3%	15.0%	6.5%	18.4%
Improve sports facilities	0.0%	5.8%	5.6%	10.0%	5.7%	13.2%
Improve safety	6.7%	1.9%	5.6%	10.0%	4.9%	5.3%
Stop hooning / illegal activities	13.3%	3.8%	2.8%	5.0%	4.9%	0.0%
More cultural facilities	6.7%	0.0%	5.6%	5.0%	3.3%	0.0%
Community gardens	0.0%	3.8%	5.6%	0.0%	3.3%	0.0%
Community education	0.0%	1.9%	5.6%	0.0%	2.4%	2.6%
More health facilities	0.0%	0.0%	2.8%	5.0%	1.6%	5.3%
Job opportunities	6.7%	1.9%	0.0%	0.0%	1.6%	5.3%
Access to foreshore	0.0%	3.8%	0.0%	0.0%	1.6%	0.0%
Public school	0.0%	0.0%	0.0%	0.0%		10.5%
Total	15	52	36	20	123	38

Top 3 issues	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Lack of family, youth, recreation areas	38.1%	55.4%	32.8%	31.6%	42.2%	36.4%
Poor roads / traffic / accessibility	14.3%	36.1%	39.1%	42.1%	35.9%	45.5%
Housing/development issues	38.1%	14.5%	25.0%	21.1%	21.4%	31.8%
Lack of walkways/bike tracks	19.0%	21.7%	17.2%	2.6%	16.5%	10.6%
Public transport	19.0%	19.3%	17.2%	7.9%	16.5%	15.2%
Crime/ hooning	23.8%	10.8%	18.8%	13.2%	15.0%	10.6%
Needs more greenery/nature	9.5%	9.6%	17.2%	21.1%	14.1%	12.1%
Lack of infrastructure/services	14.3%	12.0%	9.4%	13.2%	11.7%	18.2%
Unclean/unattractive	19.0%	6.0%	14.1%	10.5%	10.7%	4.5%
Lack of restaurants/retail/entertainment	0.0%	13.3%	7.8%	10.5%	9.7%	6.1%
School	4.8%	10.8%	4.7%	5.3%	7.3%	12.1%
Population growth	0.0%	9.6%	4.7%	7.9%	6.8%	4.5%
Social stigma/social behaviour	14.3%	2.4%	9.4%	2.6%	5.8%	4.5%
Low socio-economic status/poverty	9.5%	6.0%	4.7%	0.0%	4.9%	1.5%
Police enforcement	14.3%	2.4%	3.1%	5.3%	4.4%	0.0%
Lack of job opportunities	4.8%	4.8%	4.7%	2.6%	4.4%	7.6%
Healthcare options	0.0%	3.6%	4.7%	7.9%	4.4%	3.0%
Poor Council management	0.0%	3.6%	4.7%	5.3%	3.9%	3.0%
Lack of cultural expression	0.0%	3.6%	4.7%	5.3%	3.9%	3.0%
Unappealing streetscapes	0.0%	2.4%	4.7%	7.9%	3.9%	3.0%
Lack of sports facilities	4.8%	0.0%	3.1%	7.9%	2.9%	6.1%
Parking	0.0%	1.2%	0.0%	0.0%	0.5%	3.0%
Climate change	0.0%	1.2%	0.0%	0.0%	0.5%	3.0%
Total	21	83	64	38	206	66

Expect/hope to remain in Clarence Plains

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Less than 12 months			4%		1%	1.4%
1-2 years		3%	6%	3.8%	1%	2.9%
3-5 years	25%	15%	10%	7.7%	7%	11.1%
6-10 years	17%	24%	13%	19.2%	11%	16.4%
Longer than 10 years	58%	59%	67%	69.2%	79%	68.1%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Changes to dwelling next 1-5 years

Suburb	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
No changes	35.7%	36.8%	22.2%	50.0%	41.0%	34.3%
Some alterations to current place	28.6%	42.6%	57.4%	28.6%	37.2%	43.1%
Looking for bigger house	28.6%	16.2%	9.3%	17.9%	15.4%	15.7%
Looking to downsize		2.9%	1.9%	3.6%	6.4%	3.7%
Leaving region	7.1%	1.5%	9.3%			3.2%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Changes to dwelling next 6-10 years

Suburb	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
No changes	50.0%	36.9%	24.5%	46.2%	42.1%	36.5%
Some alterations to current place	25.0%	16.9%	32.1%	34.6%	26.3%	25.0%
Looking for bigger house	25.0%	27.7%	20.8%	11.5%	19.7%	22.6%
Looking to downsize		7.7%	7.5%		7.9%	7.2%
Leaving region		10.8%	15.1%	7.7%	3.9%	8.7%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Access work

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Car	61.9%	72.6%	76.1%	76.9%	80.4%	76.0%
Motorbike		1.2%		7.7%	2.9%	1.4%
Bicycle	4.8%	1.2%	7.5%	2.6%	2.0%	3.2%
Scooter	4.8%				1.0%	0.7%
Bus	9.5%	9.5%	13.4%	17.9%	13.7%	11.8%
Taxi/Uber			1.5%			0.4%
Walk		1.2%	3.0%	5.1%	3.9%	2.5%
Work from home	4.8%	4.8%	1.5%	5.1%	3.9%	3.6%

How far do you travel to work?

How far do you travel to work?	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	
0-5km	26.7%	8.8%	7.5%	9.7%	8.3%	9.7%
6-10km	6.7%	17.6%	26.4%	32.3%	15.0%	20.3%
11-20km	40.0%	55.9%	45.3%	41.9%	45.0%	47.6%
21-50km	26.7%	17.6%	20.8%	16.1%	31.7%	22.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Major factors in choosing transport

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Convenience	66.7%	70.2%	62.7%	71.8%	64.7%	66.3%
Proximity to home	19.0%	22.6%	20.9%	23.1%	23.5%	21.9%
Cost	19.0%	17.9%	26.9%	15.4%	18.6%	20.1%
Frequency of service	14.3%	25.0%	29.9%	12.8%	21.6%	23.7%
Availability of Service	38.1%	27.4%	31.3%	17.9%	30.4%	29.7%

How often do you or your family visit parks and playgrounds in Clarence Plains? * Suburb Crosstabulation

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	
Daily		19%	13%	18%	13%	15%
Weekly	20%	39%	30%	32%	40%	35%
A few times a month	15%	18%	17%	16%	10%	15%
Every few months	15%	10%	11%	11%	10%	10%
A few times a year	15%	7%	14%	5%	11%	10%
Never	35%	7%	16%	18%	16%	15%
Total	100%	100%	100%	100%	100%	100%

Access parks and playgrounds

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Walk	47.6%	82.1%	64.2%	64.1%	52.0%	64.2%
Car	38.1%	48.8%	50.7%	56.4%	62.7%	53.0%
Bicycle		10.7%	9.0%	10.3%	10.8%	9.3%
Motorbike				2.6%	1.0%	0.4%
Public transport				2.6%	2.9%	1.1%
I do not access parks	28.6%	6.0%	14.9%	12.8%	11.8%	12.2%

Barriers to access parks and playgrounds

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Feels unsafe	61.9%	29.8%	35.8%	28.2%	19.6%	29.7%
Poor quality	38.1%	40.5%	34.3%	33.3%	32.4%	36.2%
Don't have features we like	33.3%	54.8%	28.4%	46.2%	33.3%	38.7%
Lack of time	9.5%	7.1%	11.9%	10.3%	12.7%	10.4%
Not accessible to us	9.5%		3.0%	5.1%	4.9%	3.2%
Too far away		4.8%	7.5%	10.3%	15.7%	9.0%
Cannot walk there		6.0%	4.5%	10.3%	20.6%	10.4%
No public transport		1.2%	4.5%	7.7%	7.8%	4.7%

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Appendix 2: Community Survey Outcomes

Things you like about parks and playgrounds	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Spacious / open area	0.0%	25.8%	10.0%	17.2%	17.6%	12.5%
Good location / accessibility	0.0%	21.0%	12.5%	13.8%	15.5%	18.8%
Good condition / well maintained	0.0%	11.3%	17.5%	13.8%	12.7%	9.4%
Greenery	9.1%	4.8%	15.0%	3.4%	7.7%	6.3%
Good facilities / good for all ages	9.1%	6.5%	5.0%	10.3%	7.0%	25.0%
Safe / fenced	0.0%	12.9%	2.5%	3.4%	7.0%	12.5%
Great park / attractive	9.1%	4.8%	5.0%	10.3%	6.3%	9.4%
Good equipment	9.1%	4.8%	10.0%	3.4%	6.3%	15.6%
Children play area	18.2%	6.5%	5.0%	3.4%	6.3%	12.5%
Many parks	9.1%	6.5%	5.0%	0.0%	4.9%	9.4%
Dog area	0.0%	8.1%	2.5%	3.4%	4.9%	0.0%
Not really / no good park / nothing	36.4%	8.1%	15.0%	31.0%	16.9%	9.4%
It exists	0.0%	1.6%	5.0%	3.4%	2.8%	0.0%
Clean	0.0%	1.6%	2.5%	3.4%	2.1%	9.4%
Potential	0.0%	4.8%	0.0%	0.0%	2.1%	0.0%
Modern	0.0%	0.0%	2.5%	3.4%	1.4%	0.0%
Many people	9.1%	0.0%	0.0%	0.0%	0.7%	0.0%
Natural material use	0.0%	1.6%	0.0%	0.0%	0.7%	0.0%
Quiet	0.0%	1.6%	0.0%	0.0%	0.7%	3.1%
Total	11	62	40	29	142	32

Features you would like to see in parks[a]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
BBQ	18.8%	31.1%	10.2%	24.1%	22.6%	11.4%
Upgrade and variety in equipment	18.8%	29.7%	12.2%	20.7%	22.0%	31.8%
Maintained toilets	18.8%	21.6%	10.2%	10.3%	16.1%	6.8%
Playground / kids play	6.3%	17.6%	18.4%	10.3%	15.5%	9.1%
Bike track	0.0%	14.9%	10.2%	17.2%	12.5%	6.8%
Fenced	6.3%	16.2%	4.1%	3.4%	9.5%	11.4%
Dog park	18.8%	9.5%	4.1%	10.3%	8.9%	4.5%
Picnic area / shelters	6.3%	9.5%	6.1%	10.3%	8.3%	2.3%
More green	0.0%	4.1%	16.3%	6.9%	7.7%	0.0%
Community garden	0.0%	8.1%	10.2%	3.4%	7.1%	0.0%
Walking trail	6.3%	6.8%	6.1%	6.9%	6.5%	18.2%
Exercise equipment	0.0%	2.7%	12.2%	10.3%	6.5%	4.5%
Skate park	12.5%	6.8%	6.1%	3.4%	6.5%	6.8%
Basketball / netball courts	6.3%	5.4%	2.0%	6.9%	4.8%	2.3%
More seating	0.0%	6.8%	2.0%	3.4%	4.2%	4.5%
Like other parks	0.0%	2.7%	4.1%	6.9%	3.6%	4.5%
More attractive	0.0%	1.4%	8.2%	3.4%	3.6%	4.5%
Disabled / elderly friendly	0.0%	4.1%	2.0%	6.9%	3.6%	2.3%
Older kid equipment	6.3%	0.0%	2.0%	10.3%	3.0%	2.3%
Bigger	0.0%	4.1%	2.0%	3.4%	3.0%	2.3%
Water park	6.3%	2.7%	2.0%	0.0%	2.4%	2.3%
Well maintained	0.0%	0.0%	6.1%	3.4%	2.4%	4.5%
More accessible / public transport	0.0%	1.4%	4.1%	3.4%	2.4%	6.8%
Rubbish bins	12.5%	1.4%	0.0%	0.0%	1.8%	0.0%
Safer	0.0%	2.7%	0.0%	3.4%	1.8%	6.8%
Surveillence	6.3%	1.4%	0.0%	3.4%	1.8%	0.0%
Signage	0.0%	2.7%	2.0%	0.0%	1.8%	0.0%
Cafes and restaurants	0.0%	0.0%	2.0%	3.4%	1.2%	2.3%
Parking	0.0%	1.4%	2.0%	0.0%	1.2%	4.5%
Drinking tap water	0.0%	1.4%	2.0%	0.0%	1.2%	0.0%
Close to other amenities	0.0%	0.0%	2.0%	0.0%	0.6%	0.0%
Zip line	6.3%	0.0%	0.0%	0.0%	0.6%	0.0%
Electric vehicle charging area	0.0%	0.0%	0.0%	3.4%	0.6%	2.3%
New park	0.0%	0.0%	2.0%	0.0%	0.6%	0.0%
Lights	0.0%	1.4%	0.0%	0.0%	0.6%	0.0%
Golf course	0.0%	0.0%	0.0%	0.0%		2.3%
Futsal court	0.0%	0.0%	0.0%	0.0%		2.3%
Cricket grounds	0.0%	0.0%	0.0%	0.0%		2.3%
Swimming centre	0.0%	0.0%	0.0%	0.0%		2.3%
Total	16	74	49	29	168	44

Services used in CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Health including doctors	47.6%	57.1%	61.2%	48.7%	52.9%	55.6%
Social programs	23.8%	7.1%	13.4%	7.7%	8.8%	10.4%
Dentist	14.3%	11.9%	1.5%	7.7%	15.7%	11.1%
Arts and cultre programs and events	9.5%	6.0%	4.5%	5.1%	6.9%	6.1%
Wellbeing programs	4.8%	2.4%	9.0%	5.1%	4.9%	5.0%
Youth programs	4.8%	3.6%	6.0%	2.6%	4.9%	4.7%
Education programs	4.8%	9.5%	9.0%	2.6%	9.8%	9.3%
Employment programs	4.8%		4.5%	2.6%	2.9%	2.5%

Services used outside of CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Dentist	52.4%	63.1%	65.7%	59.0%	53.9%	59.5%
Health including doctors	47.6%	46.4%	65.7%	51.3%	45.1%	51.3%
Social programs	33.3%	28.6%	31.3%	5.1%	10.8%	23.3%
Education programs	33.3%	19.0%	17.9%	15.4%	18.6%	19.4%
Wellbeing programs	28.6%	42.9%	38.8%	35.9%	28.4%	35.5%
Employment programs	14.3%	10.7%	16.4%	15.4%	15.7%	14.3%
Arts and cultre programs and events	9.5%	26.2%	37.3%	33.3%	36.3%	31.2%
Youth programs		4.8%	9.0%	7.7%	6.9%	6.1%

Additional Services needed in CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Health, including doctors	52.4%	39.3%	40.3%	41.0%	37.3%	40.1%
Wellbeing	38.1%	48.8%	53.7%	43.6%	35.3%	44.1%
Social programs	38.1%	33.3%	37.3%	20.5%	26.5%	32.6%
Youth programs	38.1%	29.8%	23.9%	23.1%	22.5%	26.2%
Education programs	38.1%	25.0%	29.9%	20.5%	24.5%	26.9%
Art and culture programs and events	28.6%	28.6%	53.7%	41.0%	35.3%	36.9%
Employment programs	23.8%	15.5%	32.8%	15.4%	20.6%	21.9%
None		4.8%	9.0%	12.8%	14.7%	9.3%

Additional buildings and facilities needed in CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Restaurants and cafes	57.1%	67.9%	77.6%	59.0%	57.8%	65.6%
Indoor sports	57.1%	47.6%	56.7%	43.6%	45.1%	49.5%
Daytime entertainment	47.6%	45.2%	47.8%	33.3%	36.3%	42.7%
Nighttime Entertainment	42.9%	42.9%	46.3%	35.9%	32.4%	39.4%
Library	38.1%	32.1%	47.8%	25.6%	24.5%	33.3%
Community halls meeting space	28.6%	35.7%	40.3%	35.9%	34.3%	35.5%
None		7.1%	1.5%	2.6%	2.9%	3.6%

Main activities in natural areas / bushland / coastal reserves in CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Walking	61.9%	65.5%	79.1%	74.4%	66.7%	68.8%
Dog walking	33.3%	41.7%	35.8%	56.4%	44.1%	40.9%
Nature play	14.3%	22.6%	22.4%	23.1%	21.6%	21.1%
Natural appreciation (birdwatching, photographing)	14.3%	15.5%	38.8%	25.6%	22.5%	23.3%
Running		13.1%	9.0%	17.9%	13.7%	11.8%
Cycling		16.7%	22.4%	23.1%	22.5%	18.6%
Kayaking		9.5%	14.9%	10.3%	8.8%	9.7%
	100.0%	100.0%	100.0%		100.0%	100.0%

How important do you think the natural value of the areas and reserves in CP are? * Suburb Crosstabulation

		Suburb (suburbs and outside study area)					
		Clarendon Vale	Oakdowns	Rokeby	HOWRAH, TAS	Outside Study Area	Total
How important do you think	Very important	42.9%	69.1%	84.5%	68.6%	84.9%	75.0%
	Important	50.0%	25.0%	10.3%	8.6%	11.3%	17.1%
	Somewhat important		5.9%	5.2%	20.0%		6.1%
	Not important	7.1%			2.9%	3.8%	1.8%

Why visit natural areas[a]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Nature /wildlife	28.6%	11.1%	43.8%	50.0%	35.7%	23.1%
Accessibility	28.6%	33.3%	25.0%	20.0%	26.2%	7.7%
Bushland	28.6%	22.2%	12.5%	20.0%	19.0%	0.0%
Great views	28.6%	11.1%	12.5%	10.0%	14.3%	23.1%
Convenience	14.3%	22.2%	6.3%	20.0%	14.3%	7.7%
Relaxing / peaceful	0.0%	11.1%	12.5%	0.0%	7.1%	0.0%
For health / exercise	0.0%	0.0%	18.8%	0.0%	7.1%	7.7%
Walk dogs	14.3%	11.1%	0.0%	10.0%	7.1%	7.7%
Quiet	14.3%	0.0%	6.3%	0.0%	4.8%	7.7%
Outdoor	0.0%	22.2%	0.0%	0.0%	4.8%	0.0%
Not crowded	0.0%	0.0%	6.3%	0.0%	2.4%	7.7%
Feels remote	0.0%	0.0%	6.3%	0.0%	2.4%	0.0%
Walking	0.0%	0.0%	0.0%	10.0%	2.4%	7.7%
For kids	0.0%	0.0%	6.3%	0.0%	2.4%	23.1%
Established trail	0.0%	0.0%	0.0%	10.0%	2.4%	0.0%
History	0.0%	0.0%	0.0%	10.0%	2.4%	0.0%
Water activity	0.0%	0.0%	6.3%	0.0%	2.4%	15.4%
Total	7	9	16	10	42	13

Rating of streetscapes in Clarence Plains

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
1	33.3%	9.6%	29.0%	25.8%	21.2%	20.7%
2	5.6%	9.6%	14.5%	19.4%	10.6%	10.7%
3	22.2%	12.3%	11.3%	12.9%	12.9%	13.6%
4	22.2%	21.9%	16.1%	6.5%	17.6%	18.6%
5	5.6%	13.7%	14.5%	12.9%	14.1%	13.6%
6	5.6%	8.2%	8.1%	16.1%	10.6%	8.7%
7	5.6%	20.5%	4.8%	3.2%	5.9%	9.9%
8		4.1%	1.6%		4.7%	3.3%
9				3.2%	1.2%	0.4%
10					1.2%	0.4%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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Appendix 2: Community Survey Outcomes

How to improve streetscapes[a]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Tree planting	11.8%	53.2%	50.0%	48.3%	46.9%	38.6%
Improve footpaths	29.4%	21.0%	33.3%	20.7%	25.9%	40.9%
More lights	35.3%	17.7%	18.5%	13.8%	19.1%	15.9%
Improve crossings	17.6%	17.7%	13.0%	17.2%	16.0%	6.8%
Better maintenance	23.5%	11.3%	18.5%	10.3%	14.8%	20.5%
Keep off grass	5.9%	9.7%	13.0%	13.8%	11.1%	6.8%
Street furniture	0.0%	14.5%	9.3%	6.9%	9.9%	0.0%
Connected footpaths	11.8%	12.9%	3.7%	10.3%	9.3%	13.6%
Reduce litter/clean the area	11.8%	3.2%	9.3%	10.3%	7.4%	6.8%
Educate people how to maintain streets	5.9%	1.6%	9.3%	10.3%	6.2%	4.5%
Street furniture at bus stop	5.9%	4.8%	7.4%	3.4%	5.6%	2.3%
Remove graffiti	0.0%	6.5%	3.7%	6.9%	4.9%	4.5%
Cycle tracks	0.0%	6.5%	1.9%	3.4%	3.7%	0.0%
Stop development / better management	11.8%	3.2%	1.9%	0.0%	3.1%	4.5%
Wider streets	5.9%	1.6%	1.9%	3.4%	2.5%	4.5%
Fix road / potholes	0.0%	3.2%	0.0%	6.9%	2.5%	0.0%
Improve roundabouts	0.0%	4.8%	0.0%	0.0%	1.9%	0.0%
Less hooning / more surveillance	11.8%	0.0%	1.9%	0.0%	1.9%	2.3%
Fence bordering	5.9%	0.0%	1.9%	3.4%	1.9%	0.0%
No black bitumen	5.9%	0.0%	1.9%	0.0%	1.2%	0.0%
Less traffic	5.9%	1.6%	0.0%	0.0%	1.2%	6.8%
Line marking	0.0%	0.0%	3.7%	0.0%	1.2%	0.0%
Family friendly	5.9%	0.0%	0.0%	0.0%	0.6%	0.0%
Improve toilets	0.0%	0.0%	0.0%	3.4%	0.6%	0.0%
Drink stations	0.0%	0.0%	1.9%	0.0%	0.6%	2.3%
Improve signage	0.0%	1.6%	0.0%	0.0%	0.6%	2.3%
No large fence	0.0%	0.0%	1.9%	0.0%	0.6%	2.3%
More traffic lights	0.0%	1.6%	0.0%	0.0%	0.6%	0.0%
More parking space	0.0%	0.0%	1.9%	0.0%	0.6%	0.0%
Speed humps	0.0%	0.0%	0.0%	0.0%		6.8%
Safer streets	0.0%	0.0%	0.0%	0.0%		2.3%
Total	17	62	54	29	162	44

Comfort and safety walking in CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
I do not feel comfortable or safe walking in CP	28.6%	14.3%	35.8%	38.5%	25.5%	25.4%
I sometimes feel comfortable and safe walking in CP	28.6%	27.4%	25.4%	25.6%	28.4%	27.2%
I feel comfortable and safe walking in CP	19.0%	44.0%	26.9%	15.4%	21.6%	29.0%
	100.0%	100.0%	100.0%		100.0%	100.0%

How to improve comfort and safety[a]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Decrease crime / improve surveillance / police presence	26.7%	28.9%	35.7%	36.4%	32.5%	25.9%
More lights	46.7%	39.5%	14.3%	36.4%	30.8%	29.6%
Footpath improvements - wider / repair	20.0%	18.4%	35.7%	9.1%	23.1%	22.2%
Better facilities / maintenance	6.7%	2.6%	19.0%	13.6%	11.1%	14.8%
Educate youth / community	6.7%	10.5%	7.1%	13.6%	9.4%	11.1%
Regular clearing of rubbish / bin replacements/ nature strip maintenance	13.3%	2.6%	14.3%	9.1%	9.4%	0.0%
Reduce concentration of low socio-economic	0.0%	5.3%	0.0%	4.5%	2.6%	3.7%
Traffic calming / speed cameras	6.7%	2.6%	0.0%	4.5%	2.6%	11.1%
Better seating and shelter	0.0%	2.6%	2.4%	4.5%	2.6%	0.0%
More green areas	0.0%	5.3%	2.4%	0.0%	2.6%	0.0%
No hooning	6.7%	2.6%	2.4%	0.0%	2.6%	0.0%
Remove housing	0.0%	0.0%	4.8%	0.0%	1.7%	0.0%
More bike paths	0.0%	5.3%	0.0%	0.0%	1.7%	0.0%
Go to other safe area	0.0%	0.0%	0.0%	9.1%	1.7%	0.0%
No motorbike access	6.7%	0.0%	0.0%	0.0%	0.9%	0.0%
Develop retail / commercial strip	0.0%	2.6%	0.0%	0.0%	0.9%	3.7%
Fencing / gate	6.7%	0.0%	0.0%	0.0%	0.9%	3.7%
Have dogs on lead	0.0%	0.0%	0.0%	0.0%		3.7%
Total	15	38	42	22	117	27

What other businesses in region[a]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Cafes and restaurants	30.0%	59.6%	56.4%	56.0%	55.6%	37.5%
Groceries / retail	0.0%	19.2%	20.5%	20.0%	18.3%	25.0%
Clothing	20.0%	7.7%	17.9%	4.0%	11.1%	6.3%
Health Services	20.0%	15.4%	7.7%	0.0%	10.3%	15.6%
Sporting / fitness	0.0%	3.8%	2.6%	24.0%	7.1%	12.5%
Entertainment / social/ night life	0.0%	0.0%	12.8%	8.0%	5.6%	6.3%
Shopping centre	0.0%	5.8%	5.1%	8.0%	5.6%	6.3%
Bakery	0.0%	5.8%	5.1%	4.0%	4.8%	0.0%
Dentist	0.0%	5.8%	5.1%	4.0%	4.8%	3.1%
Convenience	0.0%	1.9%	7.7%	4.0%	4.0%	6.3%
Healthy eating	20.0%	3.8%	2.6%	0.0%	4.0%	3.1%
Hardware	10.0%	1.9%	0.0%	8.0%	3.2%	3.1%
Massage	0.0%	5.8%	2.6%	0.0%	3.2%	0.0%
Hairdressers	10.0%	1.9%	0.0%	4.0%	2.4%	3.1%
Petrol station	0.0%	0.0%	5.1%	4.0%	2.4%	0.0%
Motorsport	0.0%	0.0%	2.6%	8.0%	2.4%	9.4%
Local shops	0.0%	1.9%	5.1%	0.0%	2.4%	12.5%
Children play centre	0.0%	3.8%	0.0%	4.0%	2.4%	12.5%
Financial	0.0%	1.9%	5.1%	0.0%	2.4%	0.0%
Government services	0.0%	5.8%	0.0%	0.0%	2.4%	0.0%
Furniture	0.0%	1.9%	2.6%	0.0%	1.6%	0.0%
Garden Supplies	0.0%	0.0%	2.6%	4.0%	1.6%	0.0%
Art	0.0%	0.0%	5.1%	0.0%	1.6%	9.4%
Gift shop	0.0%	0.0%	2.6%	4.0%	1.6%	3.1%
Food vans	10.0%	0.0%	2.6%	0.0%	1.6%	0.0%
Library	0.0%	1.9%	2.6%	0.0%	1.6%	3.1%
Solicitors	0.0%	1.9%	0.0%	0.0%	0.8%	0.0%
Drycleaners	0.0%	1.9%	0.0%	0.0%	0.8%	0.0%
Florist	0.0%	0.0%	0.0%	4.0%	0.8%	3.1%
Amenities - toilets BBQs etc	0.0%	0.0%	0.0%	4.0%	0.8%	0.0%
Factories	0.0%	0.0%	2.6%	0.0%	0.8%	3.1%
Electrical	0.0%	0.0%	0.0%	4.0%	0.8%	0.0%
Newsagent	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%
Hospitality	10.0%	0.0%	0.0%	0.0%	0.8%	0.0%
Vet	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%
Lawn bowls	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%
Electrical Vehicle Car Changing	0.0%	1.9%	0.0%	0.0%	0.8%	3.1%
Pet facilities /vets	0.0%	0.0%	0.0%	0.0%		3.1%
Total	10	52	39	25	126	32

Employment status

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS		Outside Study Area	Total
Working full time	23.8%	52.4%	47.8%	66.7%	49.0%	48.0%
Working part time	23.8%	22.6%	13.4%	5.1%	24.5%	20.8%
Working casual hours	4.8%	2.4%	7.5%	2.6%	2.0%	3.6%
Student	4.8%	2.4%	4.5%	5.1%	3.9%	3.6%
Out of work but looking	4.8%		3.0%		1.0%	1.4%
Out of work and not looking	4.8%	3.6%				1.4%
Stay at home parent	4.8%	8.3%	6.0%	10.3%	11.8%	8.6%
Retired	9.5%	11.9%	22.4%	7.7%	9.8%	13.6%

Housing situation

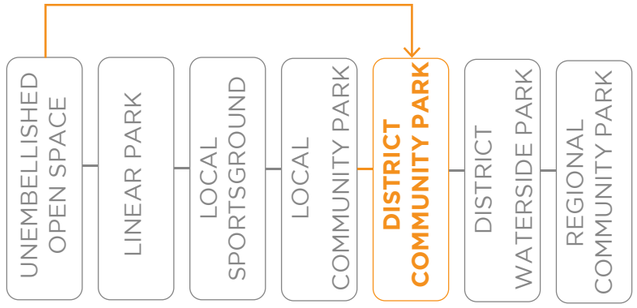
	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Owned outright	15.8%	25.0%	28.8%	20.5%	27.0%	25.5%
Owned with a mortgage	47.4%	67.9%	56.1%	69.2%	59.0%	60.6%
Living with family / friends (rent free)					1.0%	0.4%
Renting	36.8%	7.1%	15.2%	10.3%	13.0%	13.5%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Renting Status

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Renting privately (through real estate)	28.60%	66.70%	37.50%	50.00%	60.00%	48.60%
State or territory housing authority	28.60%		37.50%			14.30%
Housing cooperative / community / church group	14.30%	16.70%	12.50%		10.00%	11.40%
Paying rent to family / friend	28.60%	16.70%	12.50%	50.00%	30.00%	25.70%
	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

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Appendix 3: Park Case Study 1 | Conceptual Only



CODE: R18 | SUBURB: ROKEBY - DUNTROON OPEN SPACE 02

In this case study we will apply the **Park Categorisation Matrix** to a current **Unembellised Open Space** flagged for upgrade within the **Park Coverage Network Masterplan**.

In addition to these upgrades, we will address the access issues presented in this open space by flagging residential lots for potential future acquisition and demolition.



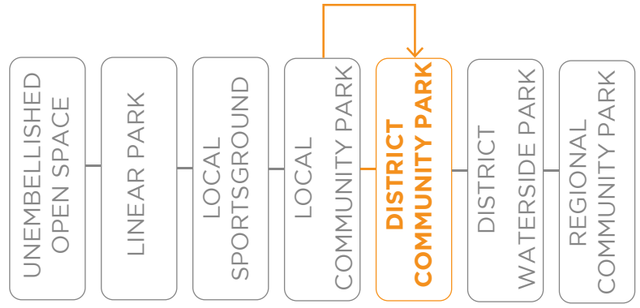




UPGRADES MATRIX

District Community Park	Current	Proposed
Shaded picnic facilities, (x6).	X	+
Seating	X	+
BBQ Areas x 3	X	+
Kickabout Areas	+	+
Multi-Purpose Court	X	+
Drinking Fountain	X	+
Pathways	+	+
Amenities building.	X	+
Bicycle parking.	X	+
Play space, including shade.	X	+
Internal access roads.	X	+
Formal carparking on site 50 cars and 1 coach.	X	+

Appendix 3: Park Case Study 2 | Conceptual Only



CODE: O1 | SUBURB: OAKDOWNS - OAKDOWNS PARK

In this case study we will apply the **Park Categorisation Matrix** to a current **Local Community Park** flagged for upgrade to a **Local District Park** within the **Park Coverage Network Masterplan**.

In addition to these upgrades, we will address the access issues presented in this open space by flagging residential lots for potential future acquisition and demolition.







UPGRADES MATRIX

District Community Park	Current	Proposed
Shaded picnic facilities, (x6).	X	+
Seating	+	+
BBQ Areas x 3	X	+
Kickabout Areas	+	+
Multi-Purpose Court	X	+
Drinking Fountain	X	+
Pathways	+	+
Amenities building.	X	+
Bicycle parking.	X	+
Play space, including shade.	+	+
Internal access roads.	X	+
Formal carparking on site 50 cars and 1 coach.	X	+

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