



CITY OF HOBART

AGENDA

Parks and Recreation Committee Meeting

Open Portion

Thursday, 11 June 2020

at 5:15 pm

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We value people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

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**Parks and Recreation Committee Meeting (Open Portion) held Thursday,
11 June 2020 at 5:15 pm.**

**This meeting of the Parks and Recreation Committee is held in accordance
with a Notice issued by the Premier on 3 April 2020 under section 18 of the
COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020.**

COMMITTEE MEMBERS

Briscoe (Chairman)
Deputy Lord Mayor Burnet
Thomas
Ewin
Sherlock

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

Lord Mayor Reynolds
Zucco
Sexton
Harvey
Behrakis
Dutta
Coats

**1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A
VACANCY**

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Parks and Recreation Committee meeting held on [Thursday, 12 March 2020](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the Committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORTS

6.1 kunanyi / Mount Wellington - Halls Saddle Visitor Hub - Feasibility Study - Update **File Ref: F20/28567**

Report of the Program Leader Bushland Recreation, the Manager Bushland and the Director City Amenity of 4 June 2020 and attachments.

Delegation: Council

**REPORT TITLE: KUNANYI / MOUNT WELLINGTON - HALLS SADDLE
VISITOR HUB - FEASIBILITY STUDY - UPDATE**

REPORT PROVIDED BY: Program Leader Bushland Recreation
Manager Bushland
Director City Amenity

Report Purpose and Community Benefit

- 1.1. This report presents the findings of investigations into the establishment of a visitor hub at Halls Saddle to provide gateway access to kunanyi / Mount Wellington.

2. Report Summary

- 2.1. A high quality and easily accessible 'front door' required for the mountain has been deemed feasible at Halls Saddle that would improve the visitor experience of the City's greatest natural asset.
- 2.2. Improving access to kunanyi / Mount Wellington is an issue of State importance.

Prior to COVID-19, growing visitor numbers had put aging visitor facilities at key locations under intense pressure at peak times. Consequently local and tourism needs are not being adequately serviced.

- 2.3. The short term implications of COVID-19 for tourism visitation are dramatic and unprecedented.

Medium and longer term outcomes are unknown at this stage, however it remains reasonable to assume that over time visitor numbers will recover to growth projections prior to the COVID-19 outbreak.

- 2.4. In September 2019, the Council endorsed redirecting its efforts away from The Springs to investigate the Halls Saddle site's feasibility and potential for servicing visitor access to the mountain.
- 2.5. The investigation work, detailed in the kunanyi / Mount Wellington Halls Saddle Visitor Hub Feasibility Study (Refer **Attachment A**) has found the site is viable as the primary visitor gateway to the mountain and to accommodate the main required functions for a visitor gateway including approximately 285 car parks, a bus interchange and a visitor centre.
- 2.6. The concept plans provided are generally in conformity with the requirements of the planning scheme with no notable impediments identified in providing the necessary infrastructure and services.
- 2.7. Should the Council resolve to develop a Halls Saddle Visitor Hub, funding in the order of \$5.7M will be required.

- 2.8. Given the Council's financial constraints, external funding opportunities should be pursued.

The Government COVID-19 economic stimulus programs could potentially fund the project with the concept at a stage it could be accelerated to shovel relatively quickly (subject to all relevant approvals) and deliver a much needed community asset that will generate jobs, growth and value in the economic recovery phase.

3. Recommendation

That:

1. ***The kunanyi / Mount Wellington Halls Saddle Visitor Hub Feasibility Study, marked as Attachment A to the report, be received and noted.***
2. ***The Study be used as the basis for further development of the proposal for Halls Saddle to become the primary gateway entrance for access to kunanyi / Mount Wellington and the City's recreational tracks and trails in that area.***
3. ***The next project phase be progressed and include:***
 - (i) ***Design development to enable the City to pursue external funding opportunities.***
 - (ii) ***Engagement with stakeholders and the community to inform design development.***
 - (iii) ***Further development of the business model and planning for the proposal.***
4. ***A further report be provided to the Council on the findings of the above, at the appropriate time.***

4. Background

- 4.1. kunanyi / Mount Wellington is Tasmania's third most visited tourist attraction and most visited natural attraction.

The mountain currently attracts 500,000 visitors per year and within ten years visitation to the mountain was projected to grow up to 700,000 visitors per year.

- 4.2. kunanyi / Mount Wellington requires a high quality and easily accessible 'front door' for people wishing to explore the mountain's forests, walking tracks and mountain bike trails.

- 4.3. Over the last two years the City has investigated the establishment of a new publicly funded visitor hub at The Springs.

However, whilst a visitor hub at The Springs would be a feasible and a major attraction, the site itself (and Pinnacle Road) has limited capacity to cope with projected traffic volumes and parking.

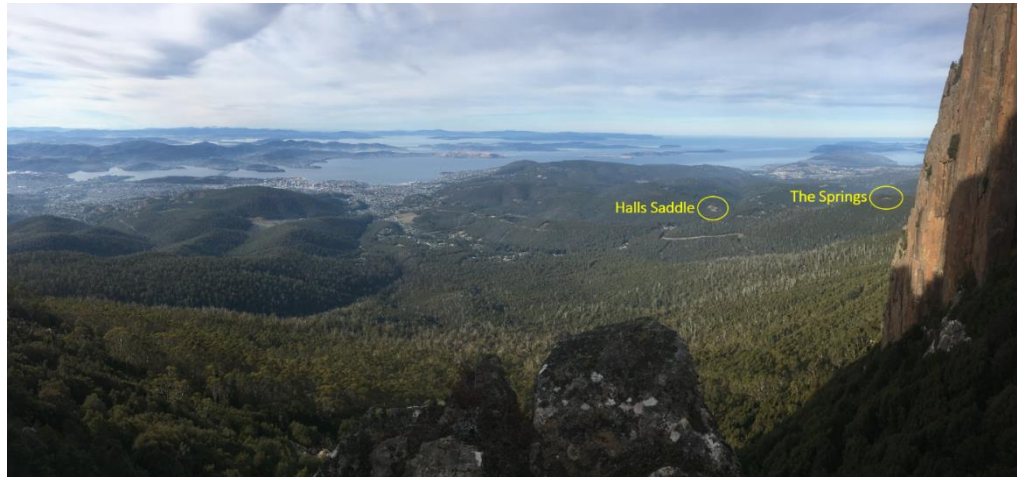
- 4.4. On 23 September 2019, the Council endorsed investigating an alternative site at Halls Saddle to establish its potential role as the primary road-based gateway entrance facility for servicing visitor access to the mountain. (Refer **Attachment B** for the Preliminary Assessment report of July 2019 previously provided to the Council)

That: 1. The Springs Visitor Centre Concept as developed to date, not be progressed.

- 2. Comprehensive assessment and feasibility assessment be undertaken into the Halls Saddle site to establish its potential role as the primary road-based gateway entrance facility for servicing visitor access to the mountain.*

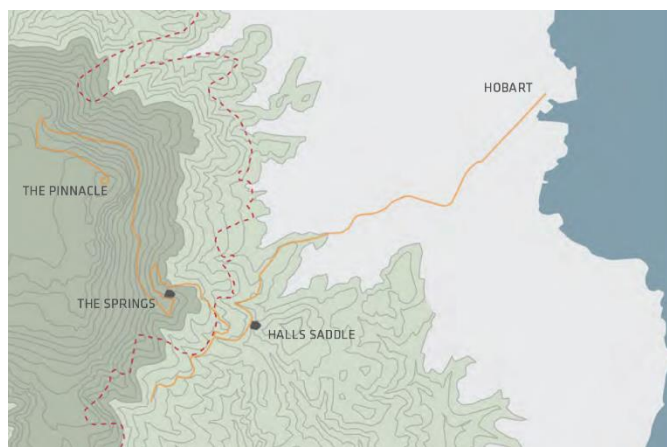
- 3. This work to involve:*

- (i) Concept development – including confirming required site functions and feasibility assessment.*
- (ii) Site master planning to ensure any required functions can fit within the site.*
- (iii) A transport / access analysis – including the site's potential role in providing for a regular mountain bus service.*
- (iv) Determination of infrastructure and services requirements at the site.*
- (v) Compliance with planning scheme, including bushfire risk requirements.*
- (vi) Preparation of a high level assessment of the financial investment required to develop the Halls Saddle site as proposed.*
- (vii) The identification of potential grant funding and other external funding opportunities that could provide the investment required to develop the Halls Saddle site.*



Halls Saddle site from the Organ Pipes (yellow circle)

- 4.5. The investigation work, detailed in the kunanyi / Mount Wellington Halls Saddle Visitor Hub Feasibility Study (Refer **Attachment A**) has found the site is viable as the primary visitor gateway to the mountain and to accommodate the main required functions for a visitor gateway including approximately 285 car parks, a bus interchange and a range of other visitor facilities.
- 4.6. The Feasibility Study involved:
 - 4.6.1. Concept development;
 - 4.6.2. Site master planning;
 - 4.6.3. A transport/access analysis including consideration of the site's potential role in providing for a regular mountain bus service;
 - 4.6.4. Determination of infrastructure and services requirements;
 - 4.6.5. Compliance with planning scheme, including bushfire risk requirements; and
 - 4.6.6. High level cost estimates.



Indicative map

- 4.7. The findings in relation to each element of the September 2019 Council resolution are summarised below.

Concept Development

- 4.8. The vision for the site is captured on page 5 of the Feasibility Study.

As the primary visitor gateway to the mountain the Halls Saddle visitor hub can be

"the starting point to experience kunanyi/Mt Wellington – to see it, to get to know what it offers and to deepen your understanding of its mystery and magic.

The whole site is dedicated to delivering this experience."



Render of the proposed visitor centre development (page 20 of Study).

Site Master Planning

- 4.9. The concept plan is portrayed on page 18 of the Study. The former quarry site can accommodate the main required functions for a visitor gateway including approximately 285 car parks, a bus interchange and visitor facilities.
- 4.10. The concept elements include car park / interchange, café, visitor information, mountain bike entry node facilities, toilets / showers, lookout and space / services for commercial providers (i.e. bike hire).

Transport / Access Analysis

- 4.11. Engineering firm GHD undertook a transport and access analysis to ensure sufficient patrons can access the proposed hub at Halls Saddle including car parking, bus interchange, circulation requirements and ancillary services.

A summary of the review is on page 9 of the Study, with the full GHD report on pages 27-47.

The Halls Saddle site can deal with the identified transport issues.

“The proposed concept provides approximately 285 car parking spaces at the Halls Saddle site.

This would be sufficient for the majority of the year, with additional measures for meeting the Saturday demand during January requiring consideration” (page 9 of Study).

- 4.12. A parking accumulation model was developed to test the site's potential role in providing for a regular mountain bus service.

“The Halls Saddle site is seen as an opportunity to transform transport and access for kunanyi / Mount Wellington.

The primary purpose of the site is to provide car parking and an interchange for shuttle services with the opportunity to provide additional features such as a café, visitor centre, toilet and shower facilities and connections for walking and cycling.”

“The proposal is not anticipated to generate additional traffic to the area but to instead redirect existing traffic heading to kunanyi / Mount Wellington and to advocate mode shift to minimise demand on Pinnacle Road”

- 4.13. The investigations (visitor projections and parking accumulation model) have found that a system with a mix of transport modes could be introduced in stages as visitor numbers grow and improved services come on-line.

Infrastructure and Services Requirements

- 4.14. Engineering firm Gandy and Roberts completed a high level assessment of the site's latent conditions / suitability for creation of level areas and foundations for any proposed buildings and car park needs.

JMG completed a similar assessment for the required services including water, sewer and power provision.

- 4.15. No impediments were identified (see page 10 of the Study for a summary of the review).

Mains water and power supply already run through the site and an on-site sewerage system (Septic/ AWTs Sewer) is recommended as the most practical and economical option.

Compliance with Planning Scheme

- 4.16. Statutory planning consultants Emma Riley and Associates (ERA) advise that the proposal and concept plans are generally in conformity with the requirements of the planning scheme (a summary of the review is on page 11 of the Study).
- 4.17. The key considerations to obtain planning approval under the *Hobart Interim Planning Scheme 2015* for the Visitor Centre will be to minimise impacts on natural values (the site is a highly disturbed former quarry site), minimise impact on landscape values and maintain the enclosed natural and almost total screening of any buildings from Huon Road.
- 4.18. Regarding bushfire risk requirements, the ERA report notes the building be built to BAL 29 and the extent of the hazard managed area located on the edge of the cleared quarry is portrayed on the site masterplan (page 18 of the Study – shaded area surrounding the visitor centre building).

Potential Cost

- 4.19. Cost estimates for the buildings and infrastructure necessary to support the proposed visitor facility have been prepared by quantity surveyors Matrix Management Group with all appropriate limitations identified.
- 4.20. A high level estimate in the order of \$5.7M (excl. GST) has been identified and include the cost for capital works associated with:
- Infrastructure services (i.e. potable water, sewage, power);
 - Building construction & internal fit out (i.e. hospitality, amenities);
 - Soft and hard landscaping;
 - Vehicle movement (i.e. roads, car parking, bus set downs);
 - Pedestrian and cycle movement (i.e. paths, track connections, trail heads).

Funding Sources

- 4.21. The proposal could leverage significant broader economic benefits to Hobart and the State (i.e. contribution to tourism economy, local businesses, and the recreational / health benefits).

Post COVID-19 nature-based tourism including mountain biking could play a significant role in the economic recovery of our City and region.

- 4.22. Potential grant funding and other external funding opportunities that could provide the investment required to develop the Halls Saddle site have been considered.

- 4.23. However in light of COVID-19, the Tasmanian and Australian Government COVID-19 economic stimulus programs are more likely.
- 4.24. The Halls Saddle Visitor Hub could accelerate its development to shovel ready very quickly and deliver a much needed community asset that will generate jobs, growth and value in the economic recovery phase.
- 4.25. There are also opportunities for third party investments in infrastructure elements (i.e. rentable space).

5. Proposal and Implementation

- 5.1. This report seeks the Council's endorsement to enact the next stage of the project and further develop the concept for a visitor gateway for the mountain located at the Halls Saddle site.
- 5.2. The next stage of work will:
 - 5.2.1. Inform the Council of key stakeholders (and the community's) view on the role the site can play in solving transport issues and servicing visitor access to the mountain.
 - 5.2.2. Further develop planning and approvals to a shovel ready point, and position the City to be able to capitalise on any available Government economic stimulus programs.
 - 5.2.3. Progress a cost effective solution to longer term mountain visitation pressures while tourism numbers are impacted by COVID-19.
- 5.3. The next project phase be enacted to include:
 - 5.3.1. Progress design of the concept to enable the Council to pursue external funding opportunities.
 - 5.3.2. Engagement with stakeholders and the community to help inform design development.
 - 5.3.3. Further development of the business model and planning for the proposal.

6. Strategic Planning and Policy Considerations

- 6.1. The 2018 City of Hobart community vision recognises the Mountain as key to Hobart's sense of place, culture and economy. Improving visitor access to the Mountain helps deliver the City's vision.

- 6.2. The Wellington Park Management Trust is currently developing a Visitor and Recreation Strategy for Wellington Park. Improving access to kunanyi / Mount Wellington is a crucial issue to address.
- 6.3. A decentralised model of mountain visitation would see a number of key access hubs including Halls Saddle (primary), Fern Tree Park (just renovated), The Springs, Big Bend and the summit.
- 6.4. These key access hubs along with the extensive network of walking and mountain bike tracks would enable local, national or international visitors to access powerful nature experiences on the mountain.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. Project development -

There is an existing allocation of \$43,000 within the City's operating budget which could be used to further project investigations (i.e. schematic design, other works necessary to prepare for a development application).

7.2. Impact on Future Years' Financial Result

7.2.1. Should the Council resolve to build a Halls Saddle Visitor Hub, funding in the order of \$5.7M will be required.

7.2.2. At present there is no capital allocation for this project in the City's 10-Year Capital Works Program.

7.2.3. A concerted campaign to secure funding for the project could be pursued.

7.2.4. Commercial components (i.e. a café) could potentially support the development and provision of public / tourist services via annual lease payments.

7.2.5. Alternative options to the City funding in full the built infrastructure may be available (i.e. potential concessions to a long term lessee who may be able to fully or partially fund the build). Any such exploration / investigation would be the subject of future reports to the Council.

7.3. Asset Related Implications

7.3.1. Should the Halls Saddle development eventuate, it would be a new asset and incur new ongoing maintenance costs. The proposed operating model (leases etc) would need to be designed to cover this.

- 7.3.2. The extent, quality and level of service at the mountain's key entry points require significant upgrade to meet the high and projected growing mountain visitation.

8. Legal, Risk and Legislative Considerations

- 8.1. A development at Halls Saddle would require planning approval under the *Hobart Interim Planning Scheme 2015*.

External preliminary opinion is that the concept plans are generally in conformity with the requirements of the planning scheme.

- 8.2. The site is outside Wellington Park and therefore there are no permits or approvals required from the Wellington Park Management Trust.

9. Environmental Considerations

- 9.1. The site is a highly disturbed former quarry and is zoned environmental management.

Environmental impacts influenced the development of the site concept and, if a development application were to proceed, further development and any associated environmental impacts would be subject to the statutory planning process.

10. Marketing and Media

- 10.1. Considering the public interest in the mountain, it will be necessary to implement communications measures to advise the public, key stakeholders and interested parties of the process being undertaken.

11. Community and Stakeholder Engagement

- 11.1. The investigation to this point has been preliminary and aimed to determine the feasibility and potential scope for visitor facilities at the Halls Saddle location.
- 11.2. The City of Hobart has a well-established community consultation process which can be initiated once the Council determines if the proposal is worthy of further work at this point in time.

12. Delegation

12.1. This matter is delegated to the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Greg Milne
**PROGRAM LEADER BUSHLAND
RECREATION**



John Fisher
MANAGER BUSHLAND



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 4 June 2020
File Reference: F20/28567

Attachment A: Halls Saddle Visitor Hub Feasibility Study - March 2020 ↓
Attachment B: Halls Saddle Preliminary Assessment - July 2019 ↓

KUNANYI/MOUNT WELLINGTON HALLS SADDLE VISITOR HUB

Feasibility Study
Hobart City Council
17th March 2020



HP

REPORT PREPARED FOR:

Hobart City Council

PREPARED BY:

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 With inputs from;
 TERROIR
 MCa
 GHD
 Emma Riley & Associates
 Gandy & Roberts
 JMG
 Matrix Management Group

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REVISION	DATE	ISSUED TO	NOTES
02	17 March 2020	Hobart City Council	Final Issue

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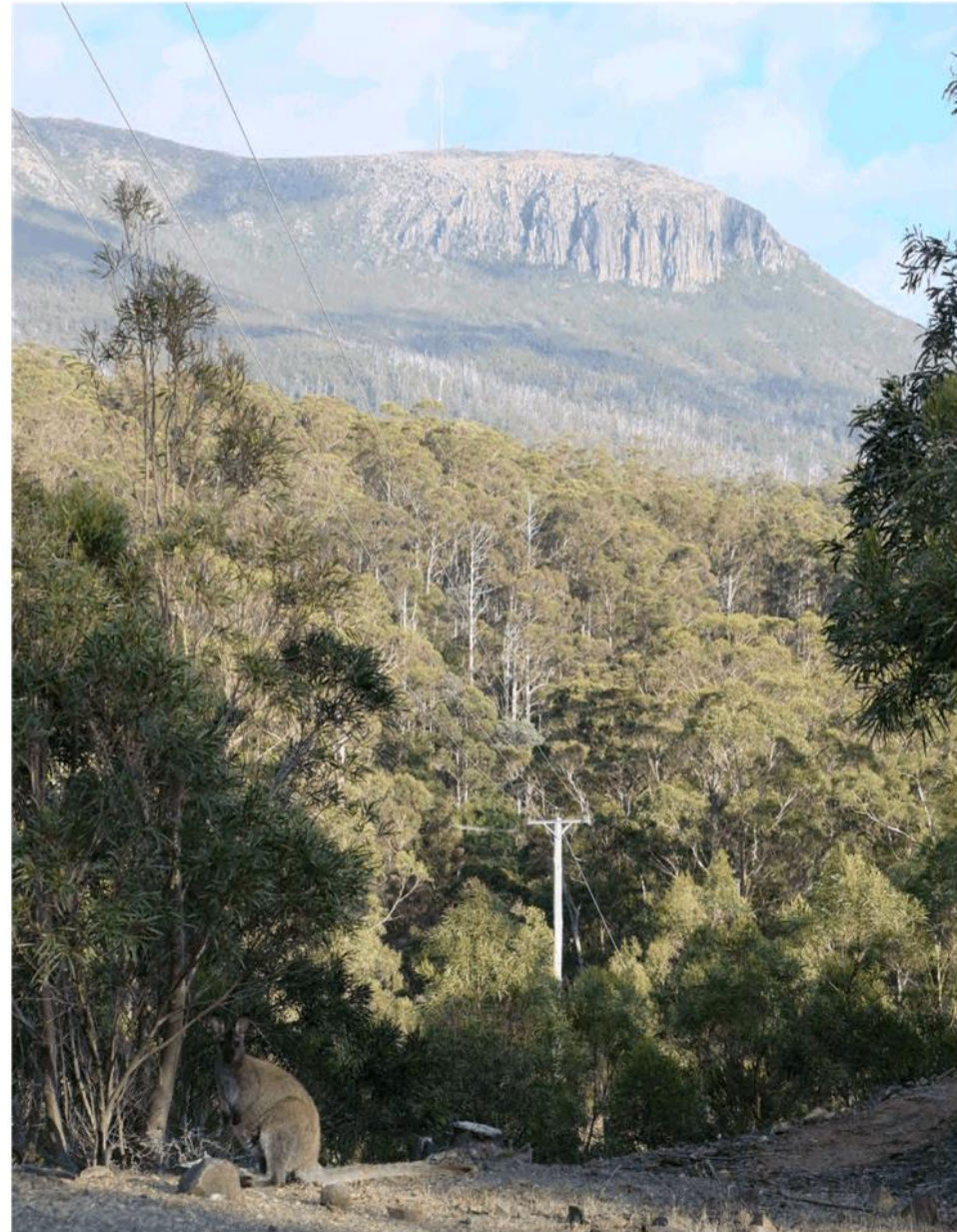
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01 INTRODUCTION

The Hirst Projects' team was asked by Hobart City Council to assess the Halls Saddle site, at the foot of kunanyi, Mt Wellington, as a suitable place for a Visitor Hub.

This assessment follows the planning of the Hub at a previous site, The Springs, which, whilst deemed appropriate for a Visitor Centre, was not suited to the existing or forecast visitation and the traffic, access and parking concerns that already influence experiences on and around the mountain.

The Masterplan for Halls Saddle has addressed these issues, as well as assessing bushfire, services and engineering considerations that are fundamental for any development in this environment.



KUNANYI/MOUNT WELLINGTON
HALLS SADDLE VISITOR HUB

02 VISION

KUNANYI/ MT WELLINGTON

Kunanyi/Mt Wellington evokes an almost spiritual reverence from locals who have grown up in its presence and from visitors that see it as an extraordinary piece of Tasmanian nature and history.

Its majesty and unspoiled wilderness seeps into the pores of those who are enticed to explore it. The natural beauty resonates and the moods of the mountain are a source of wonder.

On kunanyi/Mt Wellington, you are near Hobart, yet far from it.



HALLS SADDLE

Halls Saddle, in the foothills of the mountain, introduces the visitor to the beauty of kunanyi/Mt Wellington. The surrounding forest and rock, the views of the mountain and the connections to the nearby communities make it an ideal launching pad for the more intimate experience of being on the mountain itself.

- You are on the verge of the mountain experience
- You anticipate the journey and are both excited and awed
- You engage with its beauty and crave deeper knowledge
- You become an active participant in generating recognition and respect for this special place



HALLS SADDLE HUB

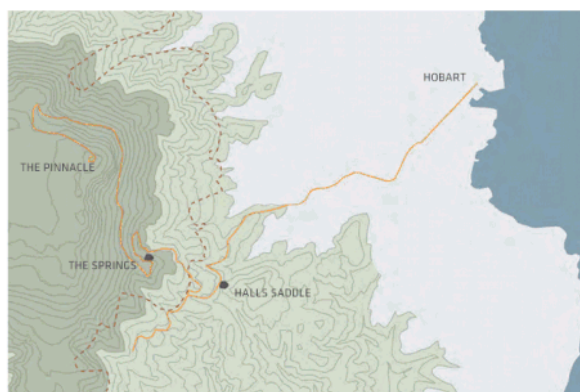
The Halls Saddle Hub provides a series of experiences, directly related to an experience of the mountain. Each component provides an opportunity to better understand and access this awesome place, its wild heart and its deep history.

From this site there is safe access, in all weathers, onto the tracks and trails, up to the Springs and the Summit.



MOUNT WELLINGTON AND THE FOOTHILLS

The Halls Saddle site is located in the foothills of kunanyi/Mt Wellington and has accessible connections with a wide area of the foothills of the mountain. The map to the right shows these areas in light green. In contrast, The Springs has a direct connection with The Pinnacle, indicated in dark green, but has less direct connection with the foothills.



"Halls Saddle is the starting point to experience kunanyi/Mt Wellington – to see it, to get to know what it offers and to deepen your understanding of its mystery and magic. The whole site is dedicated to delivering this experience."

KUNANYI/MOUNT WELLINGTON
 HALLS SADDLE VISITOR HUB



03 MARKET ANALYSIS

SUMMARY OF REVIEW BY MCA CONSULTANTS

EXECUTIVE SUMMARY

The Market Analysis indicates that the Halls Saddle Hub has the potential to increase local visitation to the mountain, benefiting the community and local business.

Overall numbers have not met projected scenarios developed prior to 2018. Visitation is indicated to rise, however it is over a longer period.

For this reason, the analysis undertaken for the Masterplan has included a low growth scenario, for tourists and locals, delivering around 561,000 visitors in 2027/28.

ANALYSIS SUMMARY

The analysis, using data available at the time of writing, includes indicative 10 year projections of future visitation. At the next stage we advise that further analysis will be undertaken based on the agreed configuration of facilities at the Halls Saddle site.

VISITOR NUMBERS ARE INCREASING:

- Total visitors have been increasing and reached 513,225 in 2018/19, with tourist visitors making up around 65% of visitors and local Tasmanian visitors 35%.
- Over the period 2013/14 -2018/19 tourist visitors increased by 101,601 or 43% (from 233,086 to 333,687). There was a major growth surge between 2015/16 and 2016/17, with total visitors increasing by 47,831. However, tourist visitor growth has slowed in the last 2 years visitors to around 1% per year, with growth of around 10,000 between 2016/17 and 2018/19.
- Almost all of the growth is accounted for by tourist visitors. This growth in visitors to the mountain is in turn being driven by the continued growth in tourist visitors to Hobart (mainly interstate visitors).

A MAJOR TOURIST ATTRACTION

- kunanyi/Mount Wellington is the third most visited attraction by tourists in Hobart for (333,687 in 2018/19) Saturday Salamanca Market (423,451) and MONA (349,836) are the top two.¹
- Tourist visitors also go to other attractions in Hobart and elsewhere in Tasmania. For example, 52% of tourist visitors

to the Royal Tasmanian Botanical Gardens and 43% of those going to Saturday Salamanca Market also visited kunanyi/ Mount Wellington.²

- Hobart and surrounds had around 1.031 million interstate/ international visitors in 2018/19 up from 826,667 in 2013/14. Using this visitor data as a benchmark, this implies that in 2018/19, around 32% of these visitors to Hobart and surrounds went to kunanyi/Mount Wellington.

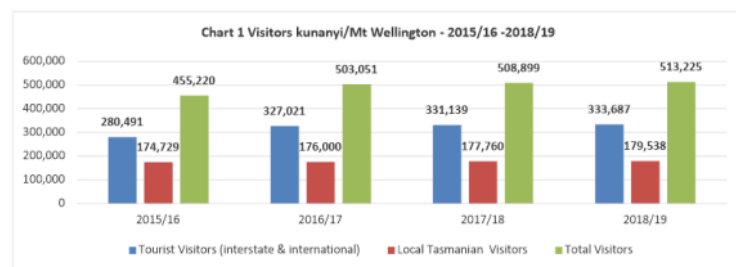
¹ Tourist visitors comprise interstate and international visitors. Port Arthur is included for a comparison.

² Based on analysis of TVS data.

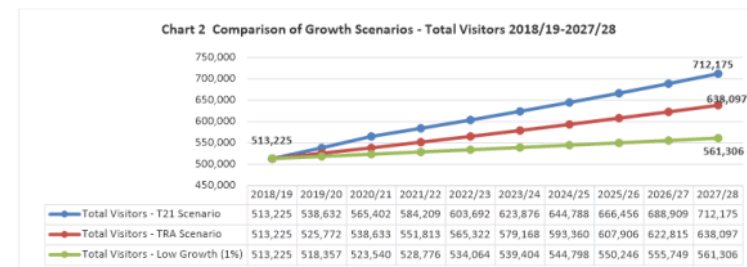
CONTINUED GROWTH IS EXPECTED

Some 10-year projections (2018/19 to 2027/28) were made based on 3 growth scenarios for tourist visitors and local visitors: Low Growth/ Base (1% annual growth); TRA Growth/Medium; and T21 Growth/ High. For the scenarios total visitor numbers in 2027/28 range from: 561,306 (low); 638,097 (medium) to 712,175 (high). Tourists remain the major driver of visitor numbers.

The development of facilities at Halls Saddle has the potential to put kunanyi/Mount Wellington on the medium to high growth paths. They would also boost visits by locals. For example, an enhanced mountain bike trail network in close proximity to Hobart would be a major attraction and is likely to see a significant number of users from Hobart and surrounding areas, as well as being an attraction for some interstate visitors.



Source: TVS data 2020, Accessed Feb 2020 & Natural Acumen 2017 report data & MCA estimates



Source: MCA projections & analysis, February 2020

FULL REVIEW IN APPENDIX
 KUNANYI/MOUNT WELLINGTON
 HALLS SADDLE VISITOR HUB

04 CONCEPT ELEMENTS

HALLS SADDLE: AN EXCITING OPPORTUNITY

Halls Saddle will be the true hub for everyone interested in exploring kunanyi/Mt Wellington.

CONNECTION

Halls Saddle, in the foothills, directly connects to the city of Hobart and nearby places of wonder and interest. Many of these places – Waterworks Reserve and Gentle Annie Falls and the village of Fern Tree, have qualities and stories that directly relate to and enrich the qualities and stories of the Mountain.

It affords exclusive views of the Mountain. Emerging out of the trees to the higher points of the site, reveals the true beauty and vastness of kunanyi. These views are stunning in all weathers and entice visitors to make their personal journey onto and into the Mountain.

It also offers that feeling of enclosure and safety, a place to start and a place to come back to as part of the journey into the wild places and open spaces that kunanyi offers.

ENTRY AND EXIT

Halls Saddle will be an experience in itself. As soon as visitors enter the site, they will know that they are in a special place. The surrounds, the landscape of the site itself, the built form, the wayfinding and well-placed information and artworks will all deliver a message – 'pause, take in the beauty around you and before you, and leave inspired for more'.

EXPERIENCES

Visitors have many needs, driven by their personalities, their companions, their cultural interests, the time of day, the season. This hub provides experiences that are directed at addressing these needs.

They need to know more about this place and the journeys that can be taken from there

For transport

And a good coffee

To fix your bike, or borrow one for the day

To be ready to go out in all weathers

To rest and play

MEMORIES

Halls Saddle is not a place to dwell as a destination, but it is a place where memories can be made and captured. The shorter walks, the viewing points, the built form will offer those experiences that make the visitor want to take a photo or write or draw. It will be a place that people can use to meet their colleagues and take time to connect before they make their way into wilder parts. It will inspire learning; it will make a mark.

EASE

Arriving at the Hub on foot, by bike, by car, by bus or by coach will be easy. The site will be designed to make this the natural place to start and stop. It will deal with the practical aspects of arrival and departure so that visitors can concentrate on the reason they are there – to get onto and into kunanyi/Mt Wellington.

"Halls Saddle is not a place to dwell as a destination. It is a natural place to start and stop. It will deal with the practical aspects of arrival and departure so that visitors can concentrate on the reason they are there- to get onto and into kunanyi/Mt Wellington."



04 CONCEPT ELEMENTS

The Halls Saddle Hub provides a series of experiences, directly related to an experience of the mountain. Each component provides an opportunity to better understand and access this awesome place, its wild heart and its deep history.

From the site there is safe access, in all weathers, onto the tracks and trails, up to The Springs and The Pinnacle.

The whole of the Halls Saddle site delivers the visitor experience.

Whether walking, cycling or driving, from the moment of entry, visitors will know they have entered the kunanyi/Mt Wellington experience. This message will be delivered through the signage, landscape, lighting, paths and all built infrastructure. Whilst the Visitor Centre building will be a striking element, it is part of a much larger opportunity to deliver the vision.

The experience delivery elements considered for this site fall into seven categories:



1. ACCESS AND PARKING:

Critical elements to ensure that visitors can utilize both public transport and private vehicles to reach the Hub and begin their mountain experience

- Entry/exit
- Road
- Bike path
- Footpath
- Road crossing
- Trail connection
- Car park
- Bus Interchange



2. INFORMATION AND INTERPRETATION SERVICES:

Elements that can be delivered across the entire site, as well as from specialist service areas within the Hub building

- Visitor information
- Interpretation
- Site Signage



3. SUPPORT AND ENJOYMENT SERVICES:

Elements such as seating, dining and shopping that provide services that will enhance any visit to the mountain and make sure that it is memorable

- Café
- Shop
- Seating



4. PROGRAM SERVICES:

Elements that support specialist programs e.g. mountain bike riding, walking tours, arts and cultural tours, that enhance the mountain experience

- Mountain Bike riding
- Walks and Tours
- Educational classes and events



5. NATURE AND PLAY:

Elements that are complementary to the mountain experience and that make the Hub a destination for the community to enjoy year round

- Picnic Shelters
- Barbeque
- Nature play
- Lookouts



6. AMENITIES:

Toilets and other amenities that are fundamental to the Hub visitor experience

- Toilets
- Showers and lockers



7. COMMERCIAL PROVIDERS:

These are additional elements that are relevant to the mountain experience, but that would be delivered by the private sector, in partnership

- Event Space (e.g. other use of car park)

Some of these elements may be collocated to provide a richer and more effective service.

“The whole of the Halls Saddle site delivers the visitor experience.”

05 TRANSPORT ACCESS ANALYSIS

SUMMARY OF REVIEW BY GHD

This summary is subject to, and must be read in conjunction with, the limitations set out in Section 1.3 and the assumptions and qualifications contained throughout the Transport and Access Analysis Report.

GHD was engaged to prepare a Transport and Access Analysis to inform the Halls Saddle Visitor Hub Investigations. The Halls Saddle site is seen as an opportunity to transform transport and access for kunanyi / Mount Wellington, with the primary purpose being to provide car parking and an interchange for shuttle services. The proposal is not anticipated to generate additional traffic but to encourage mode shift to minimise traffic volumes on the narrow and winding Pinnacle Road.

Patronage forecasts for Pillinger Drive and Pinnacle Road were reviewed as part of the Springs Visitor Traffic Study (GHD, 2019) and indicate future (2025/2026) peak two-way traffic volumes as follows:

- Weekday peak of 220 vehicles per hour (12 noon to 1 pm) occurs on Monday.
- Weekend peak of 330 vehicles per hour (3 pm to 4 pm) occurs on Saturday. An additional 200 (two-way) vehicles per hour than existing volumes.

The proposal is expected to reduce private vehicle trips on Pillinger Drive and Pinnacle Road and as such reduce the associated safety risk. Instead, access to kunanyi / Mount Wellington from Halls Saddle is to be provided by walking and cycling trails (pipeline track) and by bus transport. In the peak season the expected demand from the site can be accommodated by five buses per hour during the peak periods with three or four buses per hour at other times. The ability to service kunanyi / Mount Wellington with buses is limited by the road width and lack of passing opportunities, however this could be managed through radio communication between drivers, scheduling and planned passing points. The proposal concept is estimated to provide space for two to four buses to stop which is considered sufficient given the anticipated number of buses in operation.

Parking accumulation modelling was conducted to estimate future car parking requirements for the Halls Saddle site. Assuming existing parking at The Pinnacle and The Springs remains in use, the remaining parking demand during the peak period, which occurs on Saturday afternoons in January, is estimated to be approximately 500 spaces. However, excluding January, the peak demand for the remainder of the year is 270 spaces.

The proposed concept, provided by Hirst/Terroir, provides approximately 285 car parking spaces at the Halls Saddle site. This would be sufficient for the majority of the year, with additional measures for meeting the Saturday demand during January requiring consideration.

The following recommendations apply to the development of the Halls Saddle site:

- The car park layout should be provided in accordance with AS2890.1, AS2890.6 and advice provided in the NCC 2019 Building Code of Australia - Volume One.
- In order to address the sight distance deficiency at the Huon Road / Chimney Pot Hill Road intersection vegetation clearing and maintenance is recommended.
- For the site access on Chimney Pot Hill Road one or a combination of the following measures should be adopted to meet sight distance requirements:
 - Alignment improvements.
 - Vegetation clearing.
 - Reduction of the speed limit to 50 km/hr in the vicinity of the access.
- The grade of the access road should be limited to 15%.
- The bus stop should be located within close proximity of the visitor centre to provide good pedestrian connectivity.
- Separation of the car park circulation and bus and provision of pedestrian paths along desire lines are recommended for pedestrian safety and amenity.

“The proposed concept provides approximately 285 car parking spaces at the Halls Saddle site. This would be sufficient for the majority of the year, with additional measures for meeting the Saturday demand during January requiring consideration.”

06 INFRASTRUCTURE AND SERVICES REQUIREMENTS

SUMMARY OF REVIEWS BY GANDY & ROBERTS AND JMG

The following is the text taken from the Gandy & Roberts report that relates to civil engineering. Additional information regarding structural engineering advice is found in the Appendix.

GANDY & ROBERTS CIVIL ENGINEERING SUMMARY

GEOTECHNICAL

The quarry face appears to be globally stable, but further geotechnical assessment will need to be carried out in the next phase to determine whether local areas will require stabilisation.

It is understood that the current proposal includes reuse of existing filled terraced areas. Further geotechnical assessment should be undertaken to establish whether the fill is suitable to support car parking areas. Despite this, some initial assessment has been undertaken as follows.

Fig. 1 indicates historical Debris flow (red lines) at higher levels where slopes exceed 40° or thereabouts. Slopes at our site are much lower than this, so it is considered unlikely that slope stability will be an issue.

Fig. 1 also confirms that the site was quarried (also apparent from Fig. 2), and we would expect that quarried rock and gravel was used

STORMWATER DISPOSAL

WSUD disposal and treatment of car park stormwater will be required for this site. Options such as vegetated swales, and pervious paving could be explored as possible solutions. Water will need to be cleaned up with gross pollutant traps and then the clean water distributed back into the natural landscape. There is ample scope to do this on such a large site so there are no real impediments to the form as far as the car park is concerned.

ACCESS FOR VEHICLES

The car park form will be defined by the size and type of delivery vehicles accessing the site and also by the requirements for fire fighting as the building location. This will follow the normal process for heavily forested locations and will be evaluated as the design develops.

SCHEMATIC DESIGN STAGE

The next step from an engineering perspective at schematic design stage would be to undertake a geotechnical investigation. I would suggest machine excavated test holes at the building site location to determine the soil profile and potential building foundation system and Dynamic Cone Penetrometer testing in the car park areas to inform the design of pavements.

JMG REPORT SUMMARY

WATER SUPPLY

The proposed site is within close proximity of an existing DN150 TasWater reticulation water main. Given the proposed requirements for the site this main would be suitable to service both domestic and fire water supplies.

SEWER

Three options have been considered for treatment of wastewater to meet the future requirements of the site. Details are in the appendix.

ELECTRICITY SUPPLY

The site is skirted by a TasNetworks high voltage transmission line, on the southern side, which runs from Huon Road to Ridgeway. Subject to discussions with TasNetworks, it may be feasible to take supply from these aerials, dependent upon the voltage and configuration of the aerials. Alternatively, it may be necessary to take supply from the Huon Road high voltage aerials.



Fig. 1 Extract from Hobart Landslide Inventory and Geomorphology



Fig. 2 Aerial photograph - Google Maps

07 PLANNING SCHEME & BUSHFIRE REQUIREMENTS

SUMMARY OF REVIEW BY ERA

ERA Planning & Environment have provided advice on the proposal. Each item is explained further in the full report included in the Appendix:

- The site is within the Environmental Management Zone under the Hobart Interim Planning Scheme 2015 (planning scheme) 2.1
- The site is also subject to several overlays including the Biodiversity Protection Area overlay, Bushfire Prone Area overlay and the Fern Tree Cultural Landscape overlay. 2.2
- The site is within a bushfire prone area and will therefore need to meet the requirements of the Directors Determination – Requirements for Building in Bushfire Prone Areas.
- It is understood that GHD and JMG have considered the car parking, traffic and servicing requirements and the applicability of the planning scheme standards. Specifically, they will be required to address the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, and any requirements of TasWater.

The key considerations to obtain planning approval under the Hobart Interim Planning Scheme 2015 for the Visitor Centre will be to minimise impacts on natural values (including consideration of bird strike), minimise impact on landscape values and maintain the enclosed natural and almost total screening of any buildings from Huon Road. It is our preliminary opinion that the concept plans provided are generally in conformity with these requirements noting that further consideration of building height, materiality, bulk, natural values and bushfire requirements is necessary.

It is recommended that the City of Hobart as the planning authority is met with as soon as feasible to ensure that the planning approvals process is as smooth as practicable and any foreseeable issues/concerns are raised and mitigated at the earliest possible stage during the design process.

08 SITE MASTERPLANNING

VISITOR HUB EXEMPLAR

THE SILL NATIONAL LANDSCAPE DISCOVERY CENTRE NORTHUMBERLAND, UK

The Sill is a visitor attraction which aims to excite and inspire people of all ages to explore the landscape, history, culture and heritage of Northumberland.

The Sill features a landscape exhibition, modern learning and event spaces, a local food café, a world-class Youth Hostel, a rural business hub, and a shop specialising in local crafts and produce. The Sill is a showcase of local pride and passion and a gateway into the countryside.



KUNANYI/MOUNT WELLINGTON
HALLS SADDLE VISITOR HUB

TRANSPORT EXEMPLARS

FREYCINET PENINSULA MASTER PLAN 2019

Approximately 300,000 visitors to the state visit the Freycinet Peninsula per year. Visitor numbers have increased by 9% per annum in the past five years.

Wineglass Bay is a key visitor attraction within Freycinet National Park and is accessed via walking trails starting from the Wineglass Bay car park. The parking area currently accommodates 183 spaces, with a further 51 temporary spaces on the edge of Freycinet Drive.

High volumes of visitors can result in the Wineglass Bay car park being full during peak times and people parking on the side of Freycinet Drive. Freycinet Drive is narrow and winding and has a risk of conflict between vehicles and pedestrians. Currently public transport takes walkers to Coles Bay and a morning service continues to the Wineglass Bay car park.

The Freycinet Peninsula Draft Master Plan, 2018 proposes a 'transport system' comprising of the following initiatives:

A shuttle bus system operating out of the existing visitor centre at Ranger's Creek to relieve parking at the Wineglass Bay car park.

A new Visitor Gateway Hub located close to the intersection of Jetty Road/Freycinet Drive intersection. The Visitor Gateway Hub will include car parks to provide for up to 300 car parking spaces and 25 to 30 large vehicle spaces. Visitors will be encouraged to park at the Visitor Gateway Hub and use either a shuttle bus, walking or cycling modes.



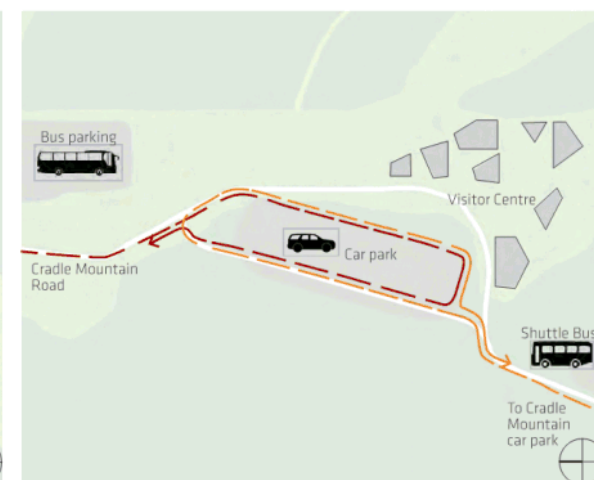
CRADLE MOUNTAIN

Cradle Mountain is located at the northern end of the Cradle Mountain - Lake St Clair National Park in the central highlands region of Tasmania. Dove Lake, at the foot of Cradle Mountain is a key visitor attraction.

Increased traffic demands to Cradle Mountain created parking issues within the park and resulted in congestion, degradation of the road and roadside vegetation, and road safety issues along the road. To reduce the impact of high volumes of visitors to Cradle Mountain, a shuttle bus is provided to connect visitors between the Cradle Mountain Visitor Centre and Dove Lake.

The Shuttle bus operates a frequent service every 20 minutes, seven days a week. Visitors park their cars at the visitor centre (located 2km before the park boundary) and take the shuttle bus service to Dove Lake. Private vehicle access between the visitor centre and Dove Lake is not permitted during shuttle bus operation times. Visitors possessing a valid Parks Pass can use the shuttle service free of charge. To meet the demand, shuttle buses have been upgraded to buses with larger capacity.

To manage future transportation needs, potential plans are for visitors to Cradle Mountain to travel via a cable car from the visitor centre to Dove Lake.



08 SITE MASTERPLANNING

CONTEXT AND REGIONAL NETWORK OPPORTUNITIES



The Halls Saddle site is ideally located at the intersection between multiple recreational connections to Wellington Park and Ridgeway Park. There are several existing walking and cycling tracks which converge at the site including the historic Pipeline Track. Multiple tracks link the Halls Saddle site with The Springs and the walking tracks to The Pinnacle. In addition there are current proposals to improve the existing mountain bike track network in the foothills. The City of Hobart is developing a mountain bike network plan which identifies 47km of new mountain bike tracks, many of which are accessible from the Halls Saddle site.

- LEGEND
- Existing Tracks
 - Potential Tracks
 - In progress
- PROPOSED MOUNTAIN BIKE NETWORK
- Proposed MTB routes

08 SITE MASTERPLANNING

TRAFFIC ANALYSIS - OPPORTUNITIES AND CONSTRAINTS

OFF-PEAK DEMAND

- Shuttle buses runs when demand requires them
- All car parks are in use
- Halls Saddle used for a wide range of activities which will keep the Hub activated



PEAK DEMAND: OPTION 1

- Shuttle buses run all day
- Car parks at The Springs and The Pinnacle are available until they are full



PEAK DEMAND: OPTION 2

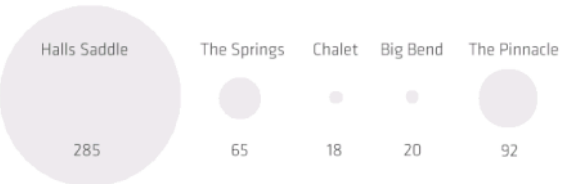
- Shuttle buses run all day
- Private vehicle access may be restricted for periods due to parking demand exceeding available on-mountain supply (i.e. large snow events)



LEGEND

- Route to The Springs and The Pinnacle
- Possible walking and cycling tracks
- - - Restricted route to The Springs and The Pinnacle

NUMBER OF CAR SPACES

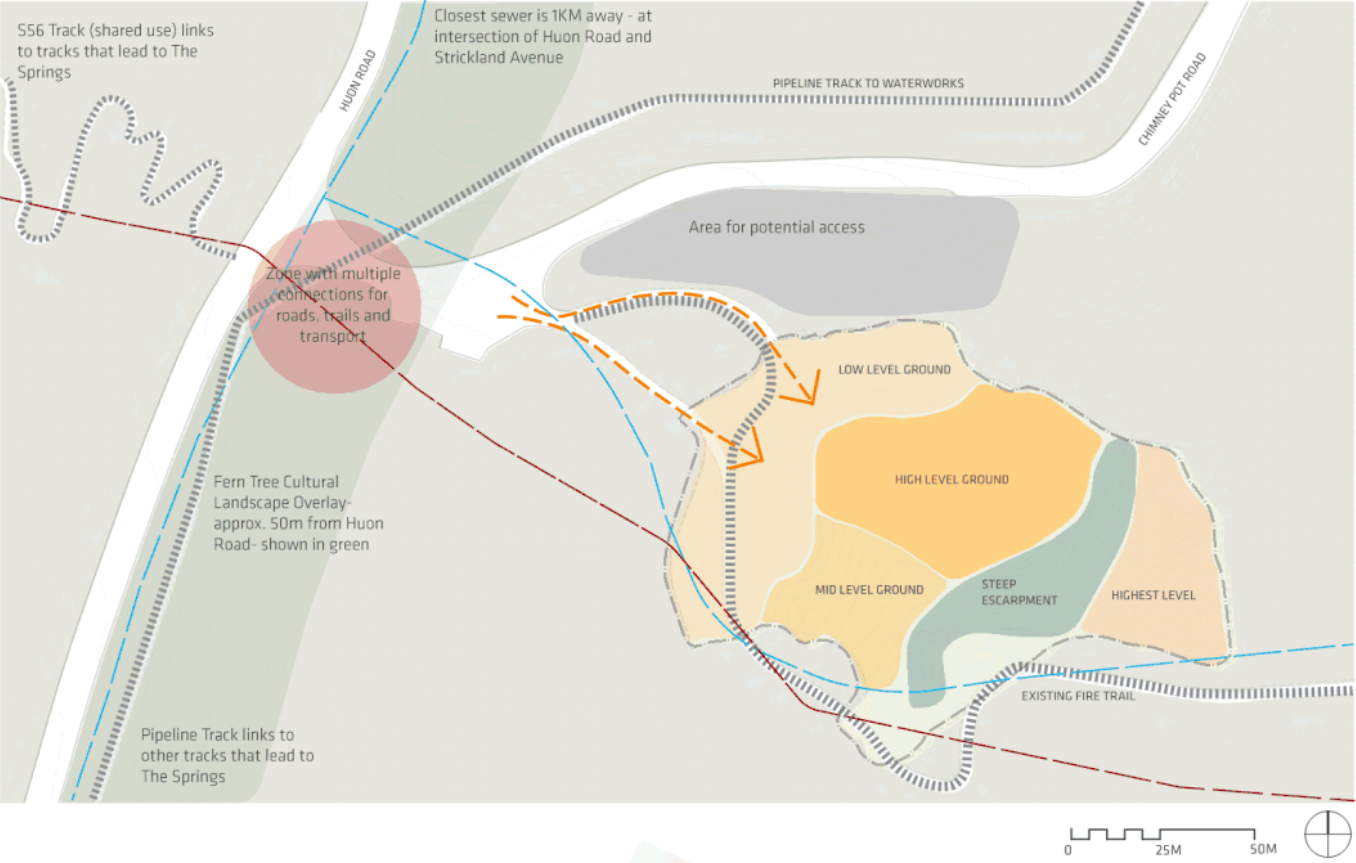


DISTANCES AND MODES OF TRANSPORT DURING PEAK DEMAND



08 SITE MASTERPLANNING

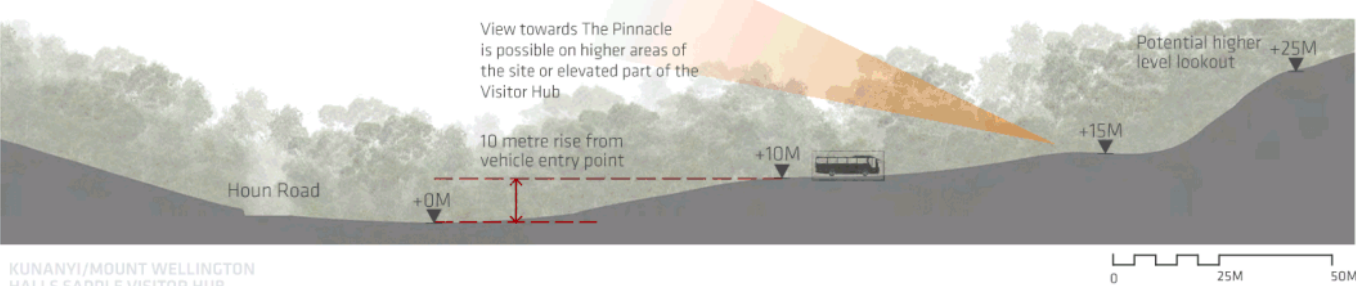
SITE ANALYSIS



The Halls Saddle site is a former quarry site situated within the Ridgeway Reserve in the eastern slopes of kunanyi/Mt Wellington. The site is adjacent to the Huon Road and is a 10 minute car journey from The Springs and 20 minute drive from The Pinnacle. The site is accessed from an existing small car park area where Chimney Pot Road meets the Huon Road. At this junction there are multiple connections including the Pipeline Track which has historic features which include stone aqueducts. The S56 Track is another existing track which links to other routes which lead to The Springs. Other tracks are proposed for this area including the Chimney Pot Hill Loop which extends to the east towards Ridgeway Park.

The site is currently accessed by two steep gravel tracks which rise 10m over a distance of approximately 50m. The cleared area of the site is largely made up of three tiered areas of flat ground. At the rear of the site is a steep escarpment with a higher level of land to the east. There is an existing fire trail that runs through the site and over the hill to Ridgeway. Elevated areas of the site offer panoramic views towards kunanyi/Mt Wellington and the surrounding foothills.

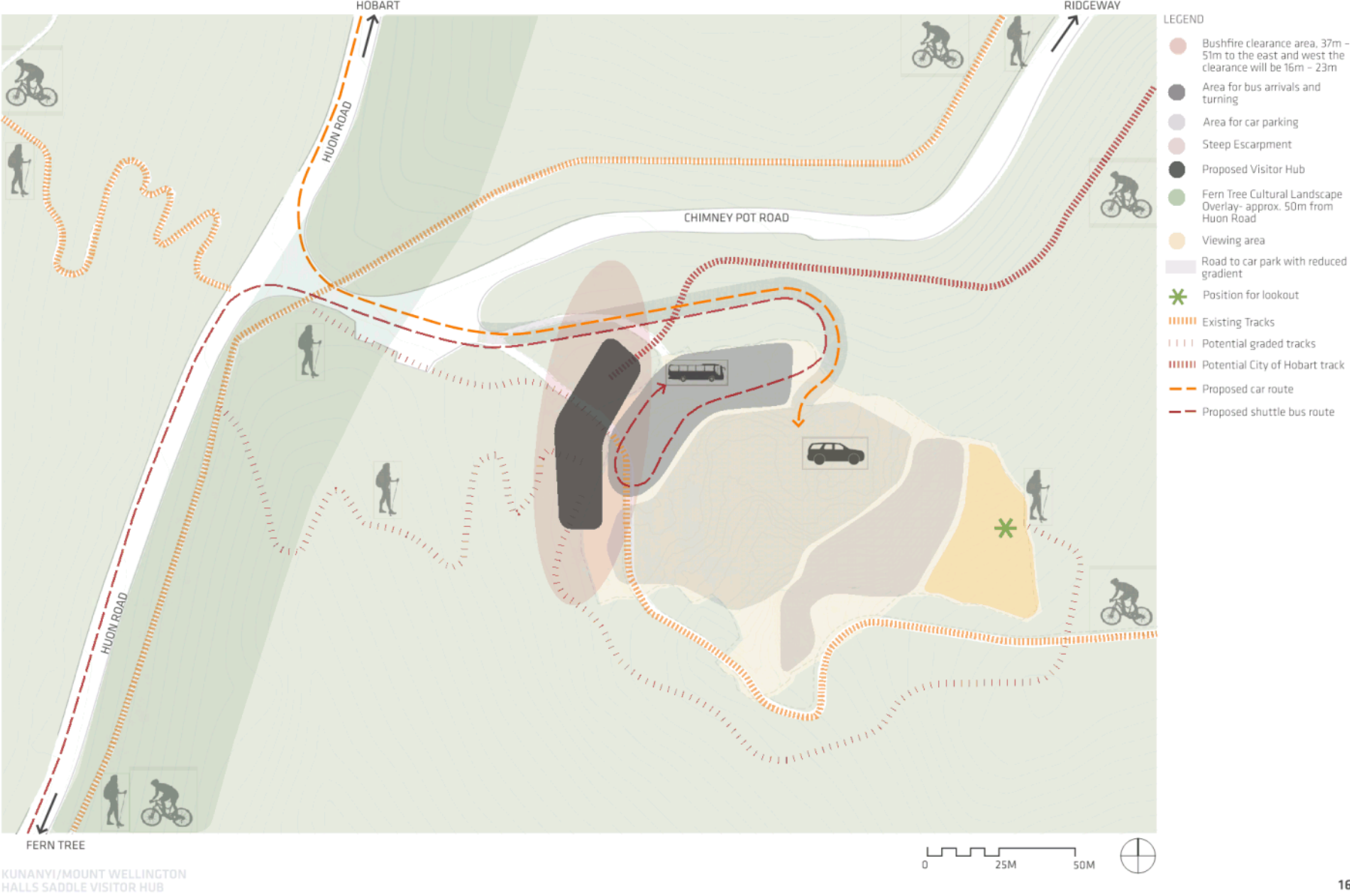
SECTION THROUGH SITE ALONG EXISTING ENTRY ROAD



KUNANYI/MOUNT WELLINGTON
HALLS SADDLE VISITOR HUB

08 SITE MASTERPLANNING

ZONING DIAGRAM



08 SITE MASTERPLANNING

INDICATIVE AREAS FOR VISITOR CENTRE

Functional requirements.

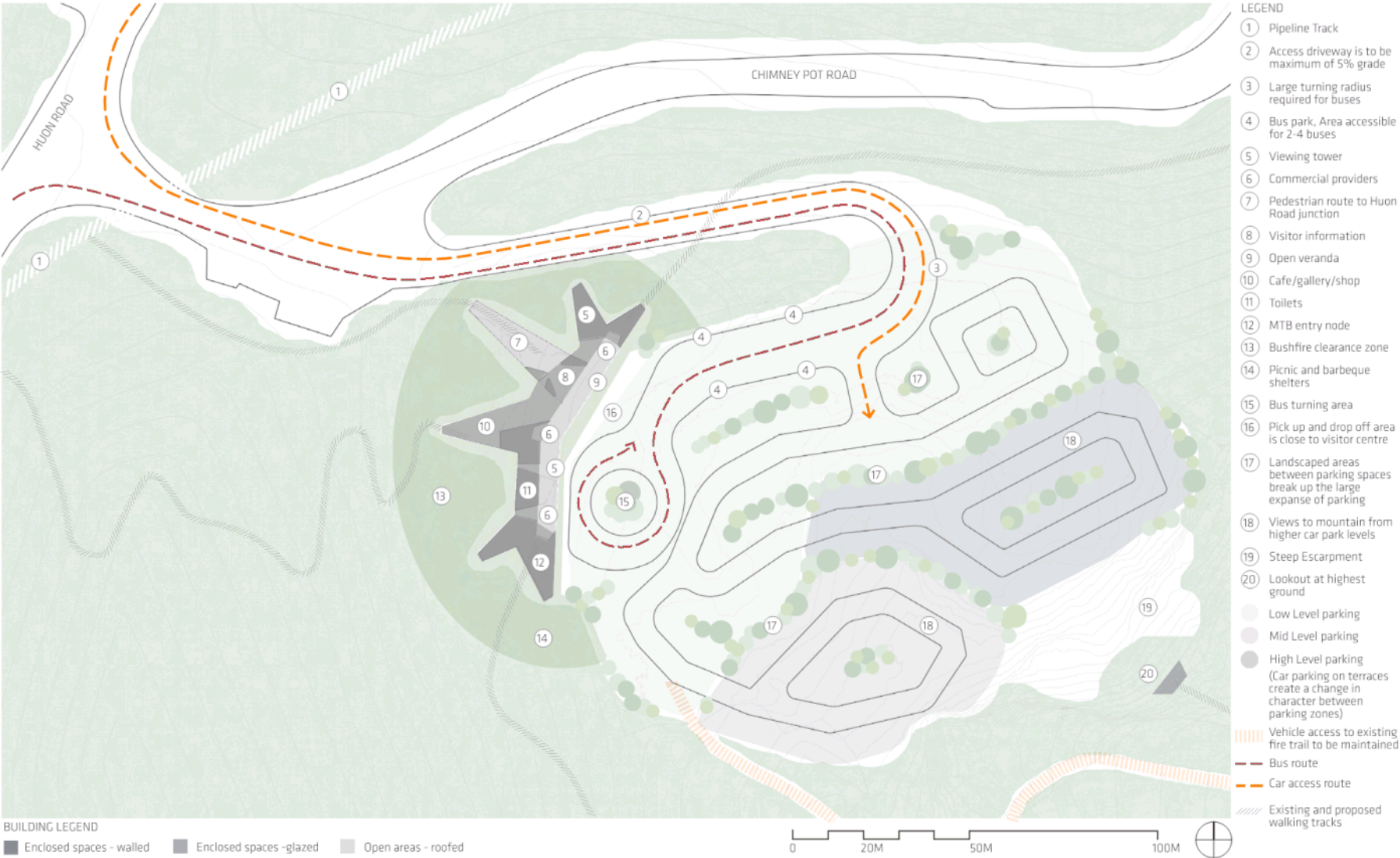


These symbols represent various amenities and experiences found throughout the Visitor Hub site.



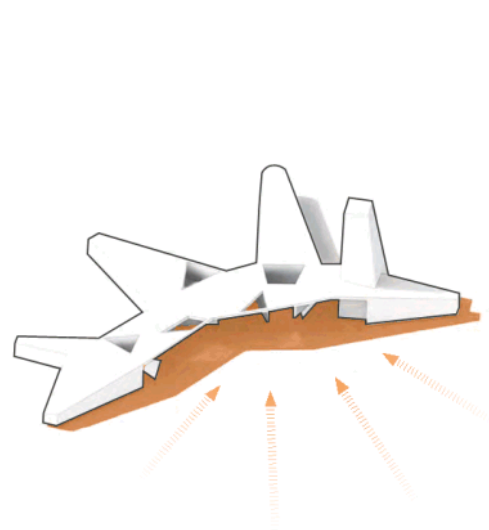
08 SITE MASTERPLANNING

CONCEPT PLAN



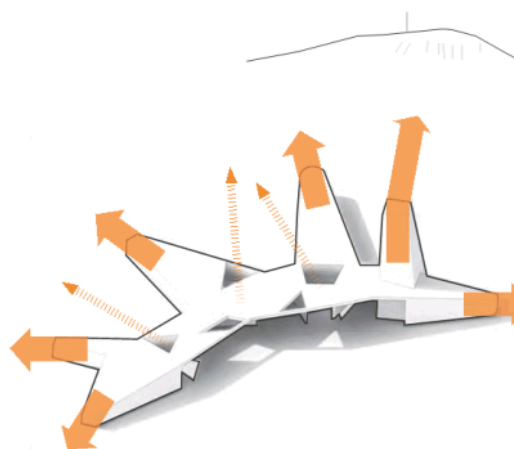
09 VISITOR CENTRE CONCEPT

CONCEPT BUILDING DESIGN PRINCIPLES



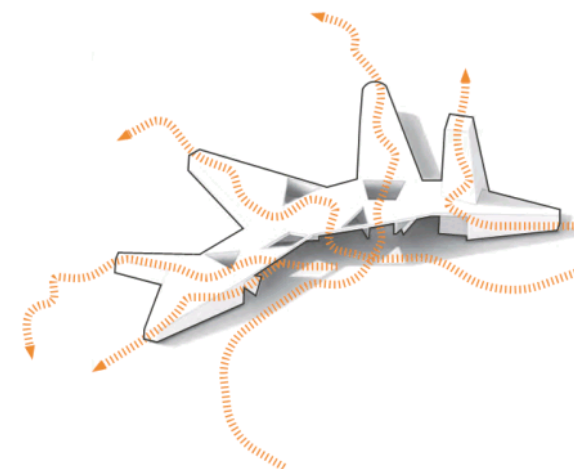
EDGE TO CLEARING WITH BROAD UNDERCOVER AREA

The building is located at the edge of the cleared area and features a large open undercover space facing the parking area. This arrival space will draw visitors towards the building and the amenities it provides including visitor information, a café, commercial providers and public toilets. All of the building amenities are directly accessed from the central open space which offers a sense of enclosure without losing the outdoor nature of the experience. Visitors are encouraged to enjoy the facilities but not to remain at the building for a long time. Pick up and drop off points for shuttle buses are directly adjacent to the open space to centralise visitor activity.



CONNECTING TO AND REACHING OUT TO TRAILS AND VIEWS

The building form is generated by the surrounding landscape to reach out to and also to bring in the adjacent landscape. Each area of the building specifically focuses on landscape or a vantage point to allow the visitor to experience the surroundings as an introduction to the mountain and foothills. For example, a visitor may enjoy a coffee overlooking the tall trees at the Pipeline Track or go to the lookout tower above the tree canopy to view the mountain and the Organ Pipes beyond.



DISCOVER A VARIETY OF OPPORTUNITIES TO MOVE THROUGH BUILDING AND LANDSCAPE

The building forms part of a broader site experience and the visitor centre will be a central part of the journey for the visitor. Upon arrival at the car park the visitor is encouraged to discover views of the mountain and is drawn towards the visitor centre where multiple routes and experiences can be enjoyed throughout the building and also out into the landscape. Opportunities to use the building as a starting point for nature walks, lookout walks and to the wider area including mountain biking trails, tracks to Kunanyi/ Mt Wellington and Ridgeway, all originating from the visitor centre.

09 VISITOR CENTRE CONCEPT

VISUALIZING THE HALLS SADDLE HUB: THE VISITOR CENTRE

The entire Halls Saddle site will introduce visitors to kunanyi/ Mt Wellington.

Within the site many of the core functions will be housed within a visitor centre.

The built form of this centre must respond to the beauty of the mountain and will engage visitors with the sights, sounds, textures and tones of the landscape – land and sky – celebrated here.

The building itself must be a valued asset that works hard as an interpretive component of the Hub and makes a positive contribution to its community and economic value.

This image has been created, not to determine the architecture at this Masterplan stage, but to suggest how such a concept might be realized. This has allowed the team to consider how the spaces required might be addressed to function efficiently, and to ensure that visitors arriving by car, bike or on foot are drawn in to this unique 'gateway' to their mountain experience.



KUNANYI/MOUNT WELLINGTON
HALLS SADDLE VISITOR HUB

10 CAPITAL COSTS

SUMMARY OF COST REPORT BY MATRIX MANAGEMENT GROUP

INTRODUCTION

The Budget Estimate (February 2020) prepared by Matrix Management Group provides an opinion of probable capital costs for Halls Saddle Visitor Hub.

The Budget Estimate of \$5,383,000.00 (Excl. GST) includes preliminary estimates of development costs covering:

- Infrastructure
- Building and fixed fitout;
- Landscaping;
- Roads and parking and footpaths

Please note the following exclusions from the estimate:

- GST
- Professional Fees
- Increased Costs Beyond This Date
- Loose Furniture, Fittings & Equipment
- Adverse Site Conditions
- Curtains & Blinds
- Authority connection/Headworks Charges
- Commercial Tenancy Fit-Outs
- Lift to Viewing Tower

Note: In addition to the Septic/ AWTS Sewer system option listed JMG have also provided an option for connection to the existing TasWater sewer main located along Huon Road approximately 1km away including a TasWater pumping station, with 1km of rising sewer main to the Halls Saddle site. An order of cost for these works has been estimated at \$700,000.

DESCRIPTION

Preliminaries	501,509.00
Substructure	134,453.75
Upper Floors	29,200.00
Staircases	36,000.00
Columns	50,760.00
Roof	117,612.00
External Walls	451,615.00
External Doors	81,000.00
Internal Walls	29,400.00
Wall Finishes	20,000.00
Floor Finishes	47,625.00
Ceiling Finishes	39,140.00
Fitments	101,650.00
Sanitary Fixtures	84,250.00
Special Equipment	50,000.00
Ventilation	31,870.00
Air Conditioning	112,000.00
Fire Protection	2,000.00
Electric Light & Power	121,000.00
Special Services	25,000.00
Site Preparation	55,000.00
Roads, Footpaths & Paved Areas	1,207,830.00
Outbuildings & Covered Ways	188,985.00
Landscaping & Improvements	493,100.00
External Stormwater Drainage	120,000.00
External Sewer Drainage- Septic system or AWTS system	120,000.00
External Water Supply	30,000.00
External Fire Protection	50,000.00
External Electric Light & Power	350,000.00
Special Provisions	702,000.00
TOTAL:	\$5,383,000.00

BREAKDOWN OF COSTS

Refer Appendix for full Breakdown of Costs

APPENDIX

SUBCONSULTANTS REPORTS

- MCa - To Halls Saddle project: market analysis
- GHD - Transport Engineering
- ERA - Land use planning, bushfire management, environmental assessment
- Gandy and Roberts - Structural, civil, hydraulic engineering services
- JMG - Electrical – power supply and communications. Hydraulics – water supply, sewer. Investigations, concepts, cost estimates and report.
- Matrix - Quantity Surveying Services/Full Cost Plan

MCa - MICHAEL CONNELL & ASSOCIATES - MARKET ANALYSIS

1. Introduction

This report provides an analysis of current visitor numbers to kunanyi/Mount Wellington and some 10-year projections of future visitors. It provides a base of information on visitors to the mountain now and potential numbers in the future.

The report analyses visitor numbers to kunanyi/Mount Wellington utilising data from the Tasmanian Visitor Survey (TVS) for the financial years 2013/14-2018/19 and information from the Natural Acumen Report March 2017.³ Detailed information is available from the TVS on interstate and international visitors, but only limited information is available on local visitors from other sources. Local visitor numbers are derived from the earlier Natural Acumen estimates.

The projections of potential visitor numbers (to 2027/28) are made for three alternative growth scenarios.

2. Visitors to kunanyi/Mount Wellington

2.1 Recent Visitor Numbers

At a top level this is what the visitor mix and numbers look like. These are estimates using data from the TVS and the analysis undertaken by Natural Acumen.⁴ The latest financial year TVS data is for 2018/19.

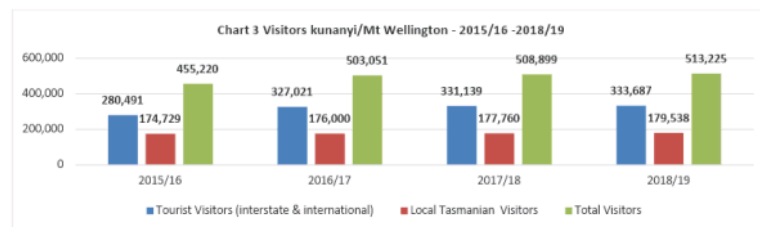
Total visitors have been increasing, with tourist visitors making up around 65% of visitors and local Tasmanian visitors accounting for 35%. Over the period 2013/14 -2018/19 tourist visitors increased by 101,601 or 43% (from 233,086 to 333,687). There was a major growth surge between 2015/16 and 2016/17, with total visitors increasing by 47,831.

Almost all of the growth was accounted for by tourist visitors. This growth in visitors to the mountain is in turn being driven by the strong growth in tourist visitors to Hobart (mainly interstate visitors). However, tourist visitor growth has slowed in the last 2 years visitors to around 1% per year.

Table 1 Visitors to kunanyi/Mount Wellington -2015/16 to 2018/19 Financial Years (estimates)

Mount Wellington Visitors	2015/16	2016/17	2017/18	2018/19	Increase 2016/17-2018/19	Share 2018/19 %	Sources
Tourist Visitors (interstate & international)	280,491	327,021	331,139	333,687	6,666	65%	TVS Data Feb 2020 Visitors grew around 1% per year between 2016/17 & 2018/19
Local Tasmanian Visitors	174,729	176,000	177,760	179,538	3,538	35%	2015/16 & 2016/17 Natural Acumen-estimates from March 2017 Report. Local visitors assumed to increase at the same rate as tourists (1% per year)
Total Visitors	455,220	503,021	508,899	513,225	10,204	100%	Total visitors 2016/17 from Natural Acumen-estimates from March 2017 Report

Source: TVS data 2020, Accessed Feb 2020 & Natural Acumen 2017 report data & MCa estimates



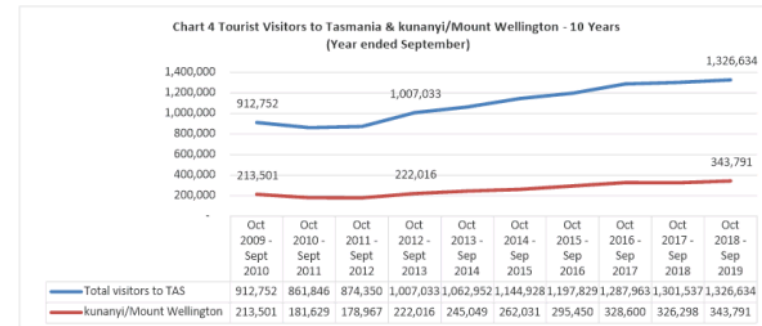
Source: TVS data 2020, Accessed Feb 2020 & Natural Acumen 2017 report data & MCa estimates

³ Ten-year visitor TVS tourist visitor numbers are also included for the year ended September.

⁴ kunanyi / Mount Wellington - Visitation to the Mountain, Natural Acumen, March 2017.

The tourist visitors had the following characteristics: 80% were from interstate and 20% were from overseas; the interstate visitors were from Victoria 24%, NSW 25%, Queensland 15% and other states/territories 19%. The group size averaged 2.53 persons, which aligns with Tasmanian Parks and Wildlife Service's multiplier of an average of 2.5 persons per vehicle.⁵

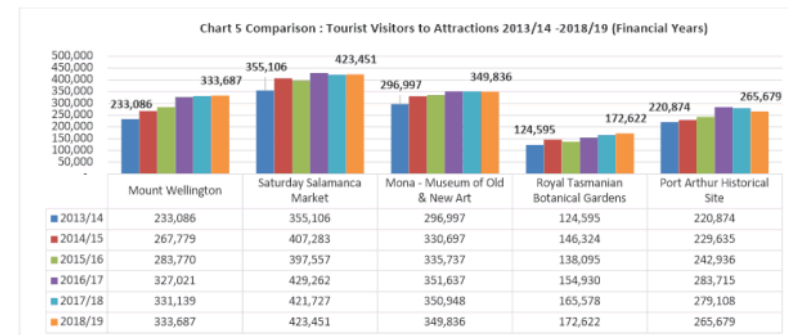
The following chart shows the 10-year trend for tourist visitors (year ended September) to Tasmania and kunanyi/Mount Wellington.



Source: Tasmanian Visitor Survey (TVS) YE September 2019

2.2 Comparison with Other Attractions

kunanyi/Mount Wellington is a major attraction for tourist visitors to Tasmania and is the third most visited attraction in Hobart. Saturday Salamanca Market and MONA are the top two.⁶



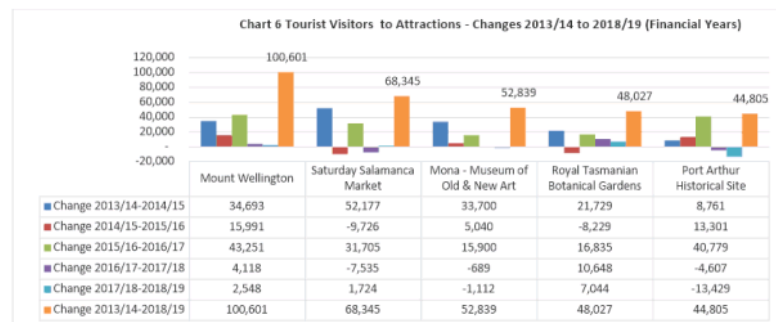
Source: TVS data 2019, Accessed February 2020

Tourist visitor numbers have been increasing, with kunanyi/Mount Wellington experiencing the highest growth in the 2013/14 -2018/19 period, a 100,601 increase or 43.2% growth. Growth was strongest in the 3 years from 2013/14 and has been limited in the last 2 years (around 1% growth per year).

⁵ kunanyi / Mount Wellington - Visitation to the Mountain, Natural Acumen March 2017 P19

⁶ Tourist visitors comprise interstate and international visitors. Port Arthur is included for a comparison.

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Source: TVS data 2019, Accessed February 2020

Table 2 Hobart Attractions Visited by Tourists 2013/14-2018/19

Attractions	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Change 2013/14-2018/19	% change 2014-2019
Hobart Attractions								
kunanyi/Mount Wellington	233,086	267,779	283,770	327,021	331,139	333,687	100,601	43.2
Saturday Salamanca Market	355,106	407,283	397,557	429,262	421,727	423,451	68,345	19.2
MONA - Museum of Old and New Art	296,997	330,697	335,737	351,637	350,948	349,836	52,839	17.8
Royal Tasmanian Botanical Gardens	124,595	146,324	138,095	154,930	165,578	172,622	48,027	38.5
Other Attractions								
Port Arthur Historic Site	220,874	229,635	242,936	283,715	279,108	265,679	44,805	20.3

Source: TVS data 2019, Accessed February 2020

Tourist visitors to the Mountain also go to other attractions in Hobart and elsewhere in Tasmania. The Natural Acumen Report identified the share of tourist visitors to other attractions, who also visited kunanyi/Mount Wellington.⁷ For example in 2015/16 52% of visitors to the Royal Tasmanian Botanical Gardens and 43% of those going to Saturday Salamanca Market also went to the Mountain.

Table 3 Tourist Visitors to Other Attractions - Proportion Going to kunanyi/Mount Wellington

Attractions	Proportion who also visited kunanyi/Mount Wellington	
	2015-16 %	9 Year Average %
Royal Tasmanian Botanical Gardens	52.3	49.4
Saturday Salamanca Market	42.6	41.9
Port Arthur Historic Site	38.9	33.1
Cradle Mountain/Valley	44.9	40.4
Freycinet National Park	57.5	62.8
Russell Falls/Mt Field NP	57.3	53.9

Source: kunanyi / Mount Wellington - Visitation to the Mountain, Natural Acumen March 2017 P21

⁷ Based on analysis of TVS data.

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2.3 Visitors to Hobart

Hobart and surrounds had around 1.031 million interstate/international visitors in 2018/19 up from 826,667 in 2013/14. Using this visitor data as a benchmark, this implies that in 2018/19, 32% of these visitors to Hobart and surrounds went to kunanyi/Mount Wellington.

Table 4 Tourist Visitors to Hobart Region 2013/14-2018/19 (Financial Years)

Tourist Visitor	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Change 2013/14 - 2018/19	Change 2015/16 - 2018/19	Change 2013/14 - 2018/19	Change 2015/16 - 2018/19
Hobart City	763,244	854,473	859,068	921,738	945,348	947,861	184,617	88,793	11.6%	10.3%
Other Hobart & Surrounds (Total)	239,443	270,369	268,855	304,706	312,488	273,864	34,421	5,009	2.1%	1.9%
Total Hobart & Surrounds (Total)	826,667	927,569	935,008	1,009,114	1,033,559	1,030,732	204,065	95,724	11.6%	10.2%

Source: TVS data 2020, Accessed February 2020 (Table 1d)

3. Projections of Visitor Numbers**3.1 Drivers of Growth**

Some projections were made of future visitor numbers to kunanyi/Mount Wellington based on growth in the visitor market to Tasmania and Hobart and growth in the local market.

- The drivers of the interstate/international market are growth rates for visitors to Tasmania. Growth rates have been very strong and has tended to exceed the Tasmanian Government T21 Tourism Strategy targets. Hobart visitor numbers have settled at just over 1 million in the 3 years to 2018/19.
- The increase in local visits to kunanyi/Mount Wellington is driven by population growth, which is relatively low, compared with growth in other state capitals.

The development of facilities at Halls Saddle has the potential to put kunanyi/Mount Wellington on the medium to high growth paths. They would also boost visits by locals. For example, a mountain bike trail in close proximity to Hobart would be a major attraction and is likely to see a significant number of users from Hobart and surrounding areas, as well as being an attraction for some interstate visitors.

3.2 Visitor Projections – Overview

Visitor Growth projections were prepared based on three alternative growth scenarios – growth based on T21 Strategy scenarios; growth based on Tourism Research Australia's forecast growth rates; and a lower projection based on continuing recent growth rates (average 1% growth per year).⁸ The base year for all the projections is the 2018/19 TVS data for tourist visitors and an estimate of local visitors.

These projections will be further developed based on the facilities that are recommended for Halls Saddle.

3.2.1 Growth Projections

T21 Growth Scenario: this is based on applying the recent growth rates that have been achieved under the Tasmanian Government's T21 Tourism Strategy.⁹ Growth in visitor numbers to Tasmania has been growing much faster than predicted in the T21 Strategy and have averaged 6% per year in recent years.

The following are the growth rates underlying the projections:

- Tourist Visitors: 2018/19 to 2020/21 annual growth rate of 6%; and 2021/22 to 2027/28 annual growth rate of 4%.
- Local Tasmanian visitors: growth at half the rate for tourists – i.e. 2018/19 to 2020/21 annual growth rate of 3%; and 2021/22 to 2027/28 annual growth rate of 2%.

This scenario sees visitors to the mountain increasing from 513,225 in 2018/19 to 712,175 in 2027/28.

⁸ The first 2 scenarios have been adapted from MCA's earlier report - Market Analysis: kunanyi / Mount Wellington, March 2018.⁹ T21: The Tasmanian Visitor Economy Strategy 2015-2020, T21, Progress Report 3 May 2017, Tasmania Government

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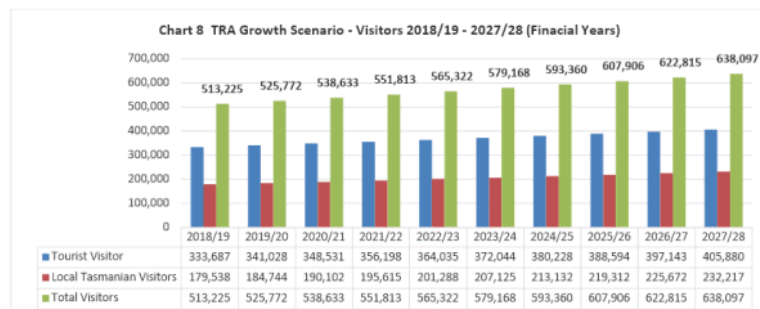


Source: MCA projections and analysis, February 2020

TRA Growth Scenario: this is based on applying the Tourism Research Australia's recent forecast growth rates (national) for the period out to 2027/28.¹⁰ The following are the growth rates underlying the projections:

- Tourist Visitors: 2018/19 to 2027/28 annual growth rate of 2.2%.
- Local Visitors: 2018/19 to 2027/28 annual growth rate of 2.9%.

This scenario sees total visitors increasing from 513,225 in 2018/19 to 638,097 in 2027/28.



Source: MCA projections and analysis, February 2020

Lower Growth: this is based on applying the recent growth rate of tourist visitor to the mountain out to 2027/28. The growth rate for tourist has been around 1% per year over the 3 years to 2018/19. This same growth rate was also used for local visitors. The following are the growth rates underlying the projections:

- Tourist Visitors: 2018/19 to 2027/28 annual growth rate of 1.0%.
- Local Visitors: 2018/19 to 2027/28 annual growth rate of 1.0%.

This scenario sees total visitors increasing from 513,225 in 2018/19 to 561,306 in 2027/28.

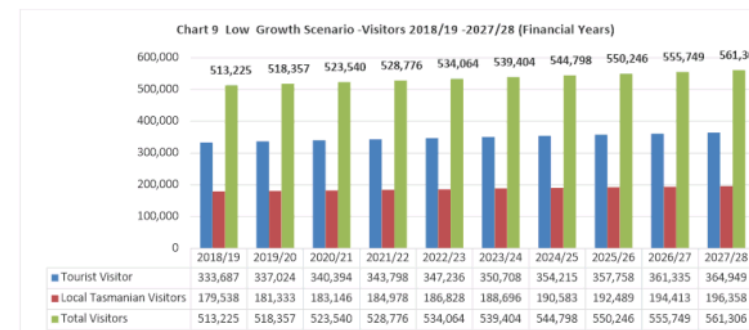
¹⁰ TRA Tourism Forecasts 2017, Tourism Research Australia P7. Growth in tourist visitors based on forecast growth rate of 2.2% per year for overnight visitors for the period to 2025/26; and local visitors based on growth rate of 2.9% per year for day visitors for the period to 2025/26.

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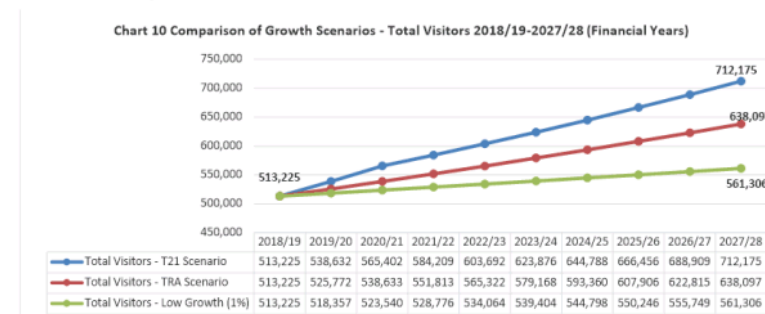
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Source: MCA projections and analysis, February 2020

3.2.2 Comparing Projections

The following charts compare annual visitor numbers for each of the growth scenarios. The Low Growth Scenario can be treated as a Base Case; TRA Growth Scenario as a Medium Case; and T21 Scenario as the High Case.



Source: MCA projections and analysis, February 2020

Table 5 Projections - kunanyi/Mount Wellington Visitors 2018/19 -2027/28 (Financial Years)

Visitor Growth Projections	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Low Growth Scenario:										
Base										
Tourist Visitor	333,687	337,024	340,394	343,798	347,236	350,708	354,215	357,758	361,335	364,949
Local Tasmanian Visitors	179,538	181,333	183,146	184,978	186,828	188,696	190,583	192,489	194,413	196,358
Total Visitors	513,225	518,357	523,540	528,776	534,064	539,404	544,798	550,246	555,749	561,306
TRA Growth Scenario:										
Medium										
Tourist Visitor	333,687	341,028	348,531	356,198	364,035	372,044	380,228	388,594	397,143	405,880
Local Tasmanian Visitors	179,538	184,744	190,102	195,615	201,288	207,125	213,132	219,312	225,672	232,217
Total Visitors	513,225	525,772	538,633	551,813	565,322	579,168	593,360	607,906	622,815	638,097
T21 Growth Scenario: High										
Tourist Visitor	333,687	353,708	374,931	389,928	405,525	421,746	438,616	456,161	474,407	493,383
Local Tasmanian Visitors	179,538	184,924	190,471	194,281	198,166	202,130	206,172	210,296	214,502	218,792
Total Visitors	513,225	538,632	565,402	584,209	603,692	623,876	644,788	666,456	688,909	712,175

Source: MCA projections and analysis, February 2020

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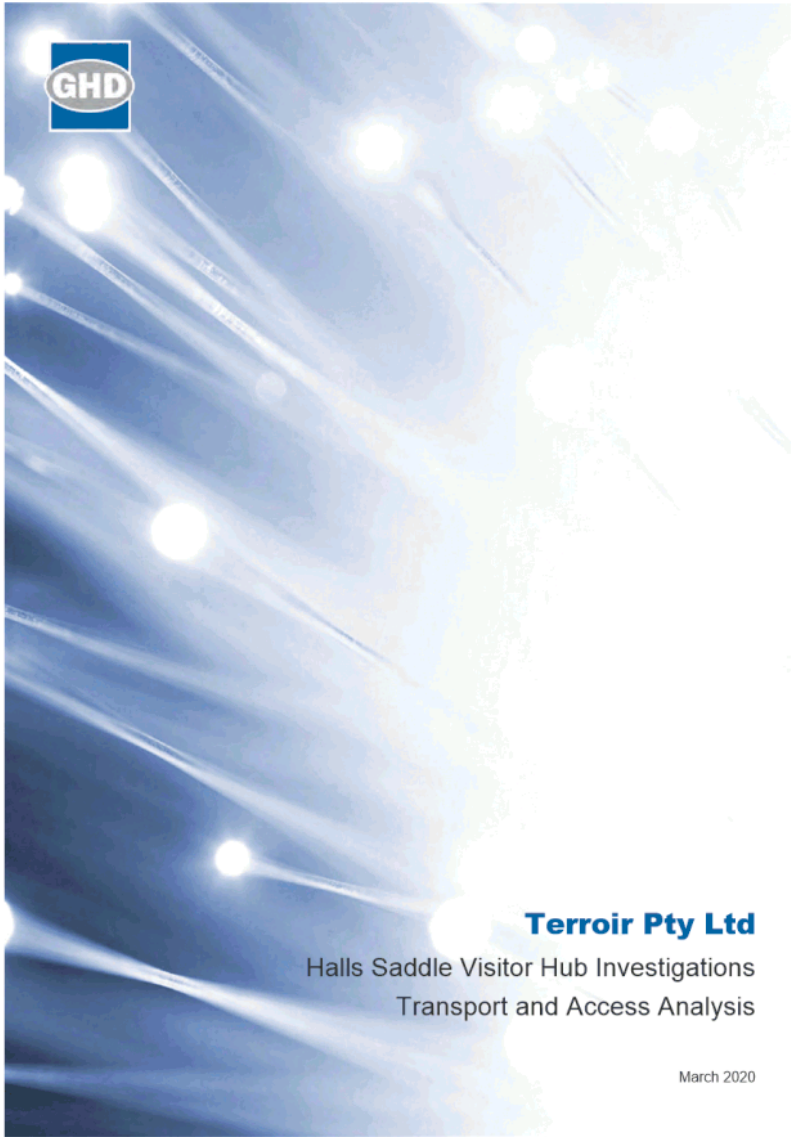


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1. Introduction

1.1 Background

Previous investigations have been conducted into the feasibility of a visitor hub on kunanyi / Mount Wellington at The Springs, however the site has limited capacity to cope with projected traffic volumes and parking. As a result, an alternate site at Halls Saddle (formerly Ridgeway Quarry) is proposed.

Hirst Projects and Terroir were commissioned by the City of Hobart (Council) to undertake the *Halls Saddle Visitor Hub Investigations*. The investigations will determine the feasibility of the Halls Saddle Site to act as a visitor hub and provide access to kunanyi / Mount Wellington.

GHD was engaged to prepare a Transport and Access Analysis for the proposed Halls Saddle Visitor Hub to inform the investigations.

1.2 Purpose of this report

The purpose of this report is to assess the potential traffic, parking and road safety impacts of the proposed Halls Saddle Visitor Hub development.

1.3 Scope and limitations

This report has been prepared by GHD for Terroir Pty Ltd and may only be used and relied on by Terroir Pty Ltd for the purpose agreed between GHD and the Terroir Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Terroir Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

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GHD has not been involved in the preparation of other documentation supporting the Halls Saddle Visitor Hub development and has had no contribution to, or review of any other reports other than in the Halls Saddle Visitor Hub Investigations – Transport and Access Analysis. GHD shall not be liable to any person for any error in, omission from, or false or misleading statement in, any other part of any other documentation supporting the Halls Saddle Visitor Hub development.

1.4 Subject site

Halls Saddle is situated on Chimney Pot Hill Road, near the junction with Huon Road, as shown in Figure 1. A fire trail connects Chimney Pot Hill Road to the site of the proposed development.

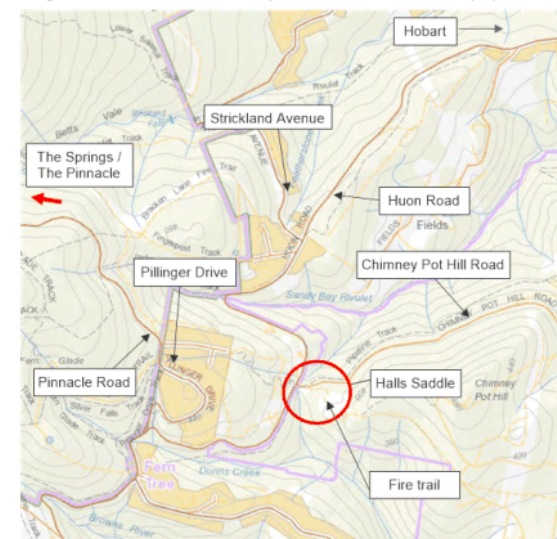


Figure 1 Subject site

Base map obtained from www.thelist.tas.gov.au © State of Tasmania

1.5 Referenced documents

The following documents were referred to during the preparation of this report:

- The Springs Visitor Traffic Report, GHD, 2019
- Crash data, Department of State Growth, 2009-2019
- Pinnacle Road Traffic volumes, Hobart City Council, January 2018
- Pillinger Drive – Pinnacle Road, Road Safety Risk Review, Pitt and Sherry, 2016
- Pinnacle Road Capacity Assessment, GHD, 2019
- Pinnacle Road, Road Safety Risk Review, GHD, 2019
- The Tasmanian Visitor Economy Strategy, 2015-2020, T21 Progress Report's, May 2017 and December 2019, Tasmanian Government
- Census data, Australian Bureau of Statistics, 2016

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2. Existing conditions

2.1 Road network

2.1.1 Description of road network

Chimney Pot Hill Road is a local road connecting Huon Road and Ridgeway Road. It is a narrow two-way road without line marking and has a posted speed limit of 60 km/hr.

Huon Road is an arterial road and part of the B64 Tasmanian road route connecting Hobart to kunanyi / Mount Wellington, Fern Tree, Longley and Huonville. It is a two-way road with two lanes, with a posted speed limit of 60 km/hr. At the junction with Chimney Pot Hill Road, Huon Road is curved however is relatively straight for 200 m either side of Chimney Pot Hill Road. Huon Road is a bus route, and a bus stop is located on Huon Road 70 m south of Chimney Pot Hill Road.

Pillinger Drive provides access to residential properties from the Huon Highway, and extends to the Wellington Park boundary near the Bracken Lane junction. It is a two-way, two lane road with a posted speed limit of 50 km/hr. The road is approximately 0.8 km long and is narrow and winding.

Pinnacle Road is an extension of Pillinger Drive and serves as the access road for kunanyi / Mount Wellington via Wellington Park. Pinnacle Road is also winding, narrow (with points on the road being only 3.61 m wide) and has, at times, a steep upwards gradient towards The Pinnacle. Road widths for Pillinger Drive and Pinnacle Road are provided in Table 1.

Table 1 Road widths

	Pillinger Drive (metres)	Pinnacle Road (metres)
Average width	5.20	5.89
Minimum width	4.12	3.61
Maximum width	6.80	11.30
90% of the road is wider than	4.45	4.70

Source: Pillinger Drive – Pinnacle Road, Road Safety Risk Review, Pitt and Sherry, 2016

2.2 Traffic volumes

2.2.1 Chimney Pot Hill Road

Traffic volume data, provided by Council, was collected during March 2003 on Chimney Pot Hill Road between Huon Road and Ridgeway Road. The traffic data indicates an ADT of approximately 300 vehicles per day with lower volumes travelling on the road on weekends. It is anticipated that traffic volumes might have increased since 2003, however current traffic volumes are still anticipated to be low for existing conditions, due to minimal development in the area.

The daily profile for Chimney Pot Hill Road was fairly consistent from 7:00 am through to 8:00 pm ranging from 15 to 25 vehicles per hour. The daily profile for Chimney Pot Hill Road is shown in Figure 2.

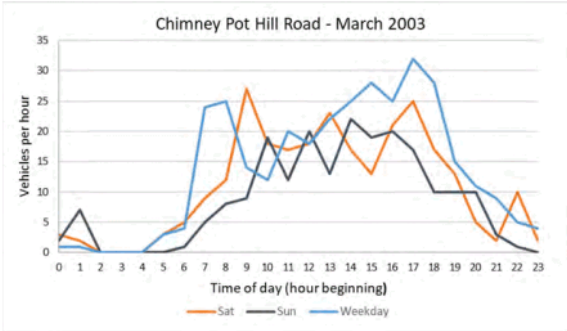


Figure 2 Chimney Pot Hill Road average daily profile – March 2003

2.2.2 Huon Road

Traffic volume data, provided by Council, was collected for June 2010 on Huon Road between Strickland Avenue and Chimney Pot Hill Road. The daily profile for Huon Road is shown in Figure 3. The traffic data indicates an ADT of approximately 2,050 vehicles per day with peak volumes occurring on weekends.

The two-way average weekday peak traffic volumes range from 185 vehicles per hour on weekdays to 300 vehicles per hour on weekends. The weekday peak hour coincides with commuter peaks whereas the Saturday and Sunday profiles peak closer to midday, which is likely to be traffic accessing kunanyi / Mount Wellington. It is anticipated that Huon Road is a mix of local commuter traffic and access to/from kunanyi / Mount Wellington.

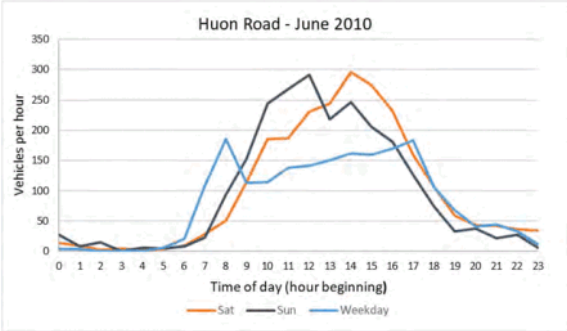


Figure 3 Huon Road average daily profile – June 2010

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2.2.3 Pinnacle Road

Traffic volume data, provided by Council, was collected from Monday 8 January to Monday 31 December 2018 on Pinnacle Road (north of Bracken Lane). More recent data provided by Council, was collected from Thursday 2 May 2019 to Thursday 18 November 2019 on Pinnacle Road (north of Bracken Lane).

Based on the available data for 2019, Pinnacle Road is estimated to carry an average of 1,110 vehicles on a weekday, with average weekend volumes of 2,000 and 1,850 on a Saturday and Sunday respectively. A steady increase in traffic volumes from 2018 to 2019 is observed.

Figure 4 shows the ADT for each month that data was provided for in 2018 and 2019. The 2019 volumes are consistent with the 2018 profiles, with the exception of May and June. The 2018 data for May was skewed by road closures (due to snow) where private vehicles could not access the mountain. However, a significant increase in vehicles travelling on Pinnacle Road was seen in both May and June 2019 compared to 2018 which are likely influenced by tourist arrivals and variance in weather conditions. The variances in the data show the susceptibility of kunanyi / Mount Wellington visitation to weather conditions.

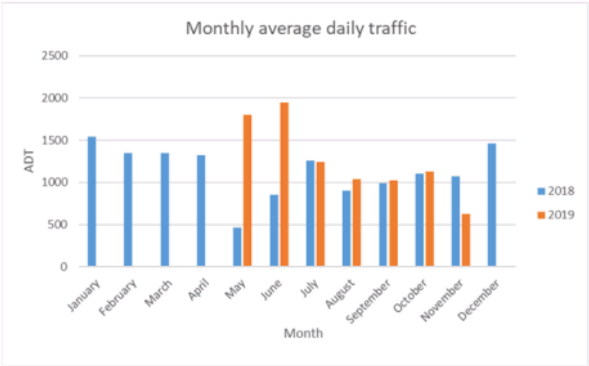


Figure 4 Pinnacle Road monthly ADT for 2018 and 2019

Daily traffic volume profiles for the recorded month are provided in Appendix A for 2018 and Appendix B for 2019. The profiles are generally similar to the Huon Road profile shown in Figure 3 however are unaffected by the commuter peaks due to the function of Pinnacle Road. The weekday peak hour generally occurs around midday, between 10 am and 1 pm all year. The Saturday peak hour occurs between 3 pm and 4 pm for the majority of months.

Capacity of Pinnacle Road

Pinnacle Road is a narrow road with a number of points at which passing is not safe and/or possible for vehicles. Pinnacle Road is the only vehicle route to access The Springs and The Pinnacle. Based on the outcomes from the *Pinnacle Road Capacity Assessment* (GHD 2019)

the capacity of Pinnacle Road was assessed against the Highway Capacity Manual (HCM) methodology for Class II two-lane highways, due to its function as a tourist route.

Level of service (LOS) is a qualitative stratification of the performance of a road and is designated a value of A to F, with LOS A representing the best operating condition and service quality from the users' perspective and LOS F the worst.

The highest peak hour volume on Pinnacle Road was observed to occur on Saturdays in July, where peak volumes typically occurred around 1:00 pm – 4:00 pm, with an even directional split. Existing peak hour volumes are in the order of 290 vehicles per hour (vph), which under the HCM assessment achieves LOS B. An additional 100 vehicles during the peak hour is likely to result in a performance reduction to LOS C, and an additional 600 vehicles (from existing) would result in a reduction to LOS D.

A worse LOS is observed in the evening due to strong directional flows in the PM peak (4:00 – 6:00 pm) during some seasons, at this time a high proportion of vehicles are travelling south (towards Fern Tree). This was particularly noticeable in the data for Saturdays in August, where 90% of vehicles are travelling south on Pinnacle Road in the PM peak. A peak demand of 230 vehicles per hour was recorded with 207 of the vehicles travelling south resulting in LOS C for southbound vehicles. Performance is expected to reduce to LOS D at a two-way flow demand of 400 vph.

It is desirable to minimise traffic volumes on Pinnacle Road in order to minimise impacts of platooning and preserve amenity on kunanyi / Mount Wellington.

2.3 Crash history

Crash data was obtained from the Department of State Growth for the 10-year period between 1 January 2010 and 31 December 2019 for Huon Road between Strickland Avenue and Summerleas Road, as well as Chimney Pot Hill Road, Pillinger Drive and Pinnacle Road. During this period, there were 72 recorded crashes, 16 of which resulted in injury. The dominant crash types were 'off path on curve' with 23 crashes (32%) and 'head on' type crashes with 20 crashes (28%). Approximately 20% of the crashes occurred during darkness.

Table 2 provides a summary of the crash data during the 10-year period.

Table 2 Summary of crash data 2010 - 2019

Location	Number of Crashes		Dominant Crash Types
	Total	Injury	
Mid-Block Segments			
Chimney Pot Road	1	0	Off path on curve (1)
Huon Road	15	5	Off path on curve (6) Head on (5)
Pillinger Drive	4	1	-
Pinnacle Road	46	6	Head on (13) Off path on curve (11) Off path on straight (9) Manoeuvring (8)
Intersections			
Huon Road / Pillinger Drive	4	2	Head on (2) Off path on curve (2)
Huon Road / Summerleas Road	2	2	Off path on curve (2)
Total	72	16	

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Of the crashes recorded 50 (70%) were on Pinnacle Road and Pillinger Drive. Head on and off path crash types were dominant crash types with the off path being the leading cause of injury crashes.

Huon Road is observed to have a high number of injury crashes in comparison to the total number of crashes. Of the injury crashes on Huon Road three were head on.

No crashes occurred within approximately 100 m of the intersection of Chimney Pot Hill Road and Huon Road in the 10-year period.

Figure 5 shows that crashes are most prevalent on Saturday and Sunday, corresponding with peak visitation days.

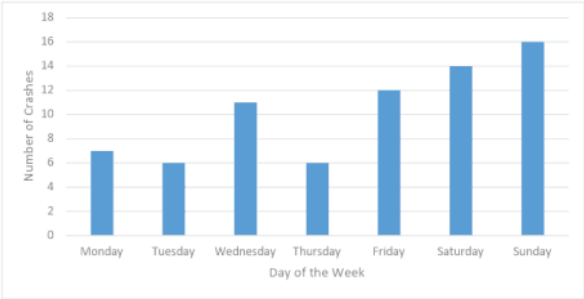


Figure 5 Crashes by day of the week

The number of crashes were significantly less in spring (11 crashes) than summer, autumn and winter (21, 20 and 20 crashes respectively). Figure 6 shows that peaks occurred in March, July and December. The number of crashes recorded in July is higher than other months and is likely due to high visitor numbers coinciding with icy road conditions.

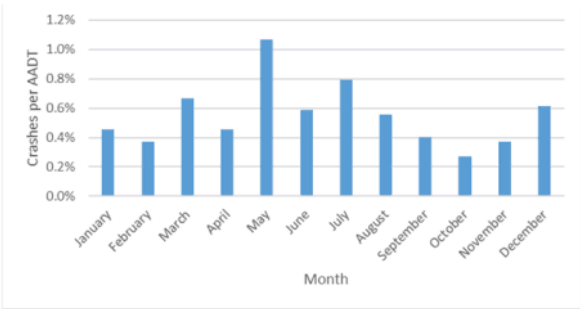


Figure 6 Crashes per ADT by month

3. Proposed development

The Halls Saddle site is seen as an opportunity to transform transport and access for kunanyi / Mount Wellington. The primary purpose of the site is to provide car parking and an interchange for shuttle services with the opportunity to provide additional features such as a café, visitor centre, toilet and shower facilities, RV overnight facilities and connections for walking and cycling. The off-mountain location has been considered after previous studies identified difficulties servicing the transportation needs for the mountain.

The proposed concept plan for the site is shown in Figure 7. The development may include the following features:

- Car parking (approximately 285 car parking spaces)
- Interchange for shuttle services
- Lookout / viewing tower
- Café
- Visitor information branch
- Mountain bike entry node facilities
- Public toilets / showers
- Lookout
- Bike hire and other commercial facilities

The proposal is not anticipated to generate additional traffic but to instead redirect existing traffic heading to kunanyi / Mount Wellington and to advocate mode shift to minimise demand traffic volumes on Pinnacle Road.

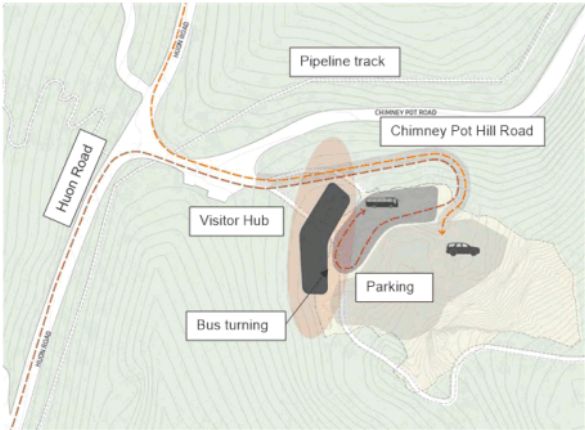


Figure 7 Concept plan for site

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4. Patronage forecasts

Patronage forecasts for Pillinger Drive and Pinnacle Road were reviewed as part of the *Springs Visitor Traffic Study* (GHD, 2019) and are detailed in the following sections. The December 2019 T21 Progress Report indicates total visitor numbers are slightly lower than projected by 2020 although may still be achieved by the end of the year.

4.1 The Pinnacle visitor numbers – 2016 / 2017

Local visitor estimates (vehicles per hour) to kunanyi / Mount Wellington were taken from *The Springs Visitor Hub Feasibility Study* (Hobart City Council, 2018). As shown in Figure 8, the daily profile is similar to the traffic counts described in Section 2.1 (and presented in Appendix A and Appendix B); however, the volumes are of a different magnitude (reflecting different data sources). The daily visitor profile is based on a daily January peak total across a standard week.

Weekday peak traffic volumes of 140 vehicles per hour (12 noon to 1 pm) occur on Monday. On a weekend, peak traffic volumes of 230 vehicles per hour (3 pm to 4 pm) occur on Saturday. The Sunday peak period occurs between 11 am and 2 pm, whereas the Saturday peak occurs later between 2 pm and 5 pm, and reflects a pattern of tourists visiting Salamanca Markets on a Saturday morning, and then visiting kunanyi / Mount Wellington in the afternoon.

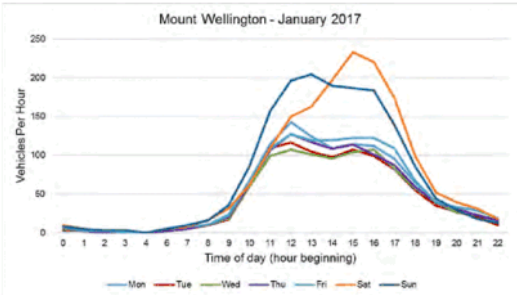


Figure 8 kunanyi / Mount Wellington daily visitor profile – January 2017

Source: The Springs Visitor Hub Feasibility Study, 2018, Hobart City Council

4.2 The Pinnacle visitor numbers – 2025 / 2026

The growth in visitor numbers will result in up to an additional 710 vehicles per day on Pinnacle Road and Pillinger Drive, compared to 2016/17 volumes. Based on the current visitor numbers, detailed in Section 2.1, this equates to an approximate 34% increase in daily vehicle numbers during the peak day.

Assuming the timing of visits remains unchanged between 2016 and 2026, weekday peak traffic volumes of 220 vehicles per hour (12 noon to 1 pm) occur on Monday. On a weekend, peak traffic volumes of 330 vehicles per hour (3 pm to 4 pm) occur on Saturday. This equates to an increase of 200 (two-way) vehicles per hour over the 10 year analysis period.

5. Car parking requirements

Parking requirements depend on the average length of stay of visitors, the timing of visits, the turnover of parking spaces, and the proportion of visitors to kunanyi / Mount Wellington who stop at the Halls Saddle site. Parking accumulation modelling was conducted as part of the *Springs Visitor Traffic Study* (GHD, 2019), and the assessment was updated to provide results based on the Halls Saddle site.

5.1 Method

This assessment involved the development of a basic spreadsheet model to estimate future car parking requirements for the Halls Saddle site. The input data, and key assumptions are described below. The focus of this assessment is the peak accumulation of parking demand on weekends and weekdays.

5.1.1 Data sources

The data sources used are outlined in Table 3. See the *Springs Visitor Traffic Study* (GHD, 2019) for input data tables.

Table 3 Data inputs

Data input required	Data available	Source
2026 Average vehicles per day	Tasmanian Government's T21 Tourism Strategy growth scenario	The Springs Visitor Hub Feasibility Study, 2018, City of Hobart
Daily profile of visits	Timing of visits to kunanyi / Mount Wellington (share of daily visits)	The Springs Visitor Hub Feasibility Study, 2018, City of Hobart

Projected estimates in the average number of vehicles per day for 2025/2026 were used in the modelling. For the weekend peaks (Saturdays and Sundays) the number of vehicles increases from around 1,630 per day (2017) to around 2,330 for the T21 scenario (2026) during the seasonal peak (January).

Visitor patterns were used to distribute the average number of vehicles per day by hourly periods. Duration of stay proportions were used to estimate the number of visitors parked during the peak hour. Duration of stay proportions were estimated in collaboration with the City of Hobart.

It was assumed that the existing car parks at The Pinnacle and The Springs will remain open and therefore the Halls Saddle site will not be required to cater for the entire parking demand on kunanyi / Mount Wellington.

At The Pinnacle and The Springs, it is assumed that a majority of visitors will stay for a relatively short period (<2 hours) with 60-90% staying less than one hour. The assumed duration of stay proportions for The Pinnacle and The Springs are given in Table 4 and Table 5 respectively.

At the Halls Saddle site, visitors will be able to take a bus to The Pinnacle, which is expected to take in the order of 30 minutes in each direction. Visitors will also be encouraged to walk or cycle from the Halls Saddle site, on the various kunanyi / Mount Wellington tracks. It is assumed that most visitors will stay between 2-4 hours at the Halls Saddle site, with the assumed duration of stay proportions provided in Table 6.

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Table 4 Assumed duration of stay proportions – The Pinnacle

Duration of Stay (hours)	Visitors arriving before midday	Visitors arriving after midday
0 to 1	75%	90%
1 to 2	15%	8%
2 to 3	5%	1%
3 to 4	4%	1%
4 to 5	1%	0%
5 to 6	0%	0%
6 to 7	0%	0%
7 to 8	0%	0%
8 to 9	0%	0%
9 to 10	0%	0%
TOTAL	100%	100%

Table 5 Assumed duration of stay proportions – The Springs

Duration of Stay (hours)	Visitors arriving before midday	Visitors arriving after midday
0 to 1	60%	80%
1 to 2	15%	12%
2 to 3	5%	5%
3 to 4	10%	2%
4 to 5	5%	1%
5 to 6	2%	0%
6 to 7	1%	0%
7 to 8	1%	0%
8 to 9	1%	0%
9 to 10	1%	0%
TOTAL	100%	100%

Table 6 Assumed duration of stay proportions – Halls Saddle

Duration of Stay (hours)	Visitors arriving before midday	Visitors arriving after midday
0 to 1	0%	0%
1 to 2	40%	55%
2 to 3	35%	35%
3 to 4	20%	10%
4 to 5	5%	0%
5 to 6	0%	0%
6 to 7	0%	0%
7 to 8	0%	0%
8 to 9	0%	0%
9 to 10	0%	0%
TOTAL	100%	100%

The existing car parks at The Pinnacle and The Springs cater for 92 and 65 vehicles respectively. With the development of the Halls Saddle site, the estimated proportion of visitors parking at each location is provided in Table 7. Based on this distribution, the overall duration of stay proportions for kunanyi / Mount Wellington are provided in Table 8.

Table 7 Estimated proportion of visitors parking at each site

Location	Proportion of visitors
The Pinnacle	20%
The Springs	15%
Halls Saddle	65%

Table 8 Modelled duration of stay proportions

Duration of Stay (hours)	Visitors arriving before midday	Visitors arriving after midday
0 to 1	24%	30%
1 to 2	31%	39%
2 to 3	25%	24%
3 to 4	15%	7%
4 to 5	4%	0%
5 to 6	0%	0%
6 to 7	0%	0%
7 to 8	0%	0%
8 to 9	0%	0%
9 to 10	0%	0%

5.1.2 Estimated parking requirements

The peak parking requirements for kunanyi / Mount Wellington for an average weekday and weekend are shown in Figure 9. The peak parking demand for 2025/26 is 656 spaces, which occurs in January on a Saturday afternoon correlating with the peak from Section 4.1.

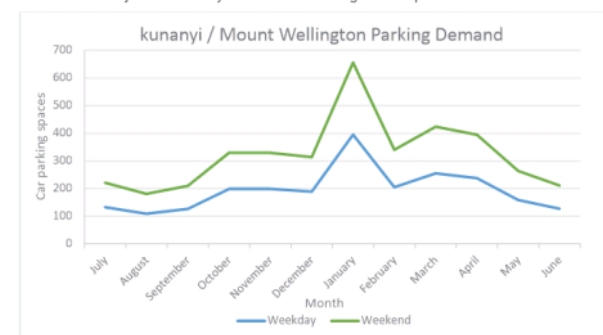


Figure 9 Seasonal parking demand for 2025/26

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Taking into account the existing parking at The Pinnacle (92 car parking spaces) and The Springs (65 car parking spaces), the remaining demand is 499 spaces. The parking demand throughout the year is summarised in Table 9.

Table 9 Car parking demand 2025/26

Month	Peak demand	Remaining demand (minus The Pinnacle and The Springs)
July	221	64
August	181	24
September	210	53
October	330	173
November	330	173
December	314	157
January	656	499
February	341	184
March	424	267
April	395	238
May	264	107
June	211	54

Further detail regarding the peak period, on Saturday in January, is provided in Table 10. The peak occurs on Saturday afternoon, between approximately 1 and 6 PM.

Table 10 January peak parking demand

Time	Demand	Remaining demand (minus The Pinnacle and The Springs)
900-1000	136	-
1000-1100	249	92
1100-1200	384	227
1200-1300	384	227
1300-1400	475	318
1400-1500	550	393
1500-1600	629	472
1600-1700	656	499
1700-1800	596	439
1800-1900	440	283
1900-2000	275	118
2000-2100	171	14

If access to the existing car parks at The Pinnacle and The Springs was not to be maintained, and the Halls Saddle site was required to cater for the entire parking demand on kunanyi / Mount Wellington, the total number of parking spaces required would increase. This is due to longer stays and less parking turnover anticipated at Halls Saddle compared to The Pinnacle and The Springs. The parking demand throughout the year for this situation is provided in Table 11.

Table 11 Car parking demand 2025/26, existing parking on kunanyi / Mount Wellington not accessible

Month	Peak demand
July	270
August	221
September	256
October	403
November	402
December	383
January	801
February	416
March	517
April	482
May	322
June	258

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6. Review of precedent locations

This section provides a review of precedent locations' transport and access arrangements. The proposal identifies the potential need for visitation to kunanyi / Mount Wellington to be serviced by a separate area in order to improve safety, amenity and ability to cater for the increasing visitation demand. The following sections review Tasmanian and broader Australian locations which utilise off-site parking and bus services to provide visitor access.

6.1 Freycinet

Freycinet National Park is on the east coast of Tasmania, Australia. Approximately 300,000 visitors to the state visit the Freycinet Peninsula per year. Visitor numbers have increased by over 9% per annum in the past five years¹.

Wineglass Bay is a key visitor attraction within Freycinet National Park and is accessed via walking trails starting from the Wineglass Bay car park. The parking area currently accommodates 183 spaces, with a further 51 temporary spaces on the edge of Freycinet Drive.

High volumes of visitors can result in the Wineglass Bay car park being full during peak times and people parking on the side of Freycinet Drive. Freycinet Drive is narrow and winding and has a risk of conflict between vehicles and pedestrians. Currently public transport takes walkers to Coles Bay and a morning service continues to the Wineglass Bay car park².

The Freycinet Peninsula Draft Master Plan, 2018³ proposes a 'transportation system' comprising the following initiatives:

- A shuttle bus system operating initially out of the existing visitor centre at Ranger's Creek to relieve parking at the Wineglass Bay car park.
- A new Visitor Gateway Hub located close to the intersection of Jetty Road / Freycinet Drive intersection. The Visitor Gateway Hub will include car parks to provide up to 300 car parking spaces and 25 to 30 large vehicle spaces. Visitors will be encouraged to park at the Visitor Gateway Hub and use either a shuttle bus, walking or cycling modes.
- Construction of a shared use path from the Visitor Gateway Hub to the Wineglass Bay car park to encourage pedestrian and cyclist modes. Bike hire will also be available from the new visitor centre.

6.2 Cradle Mountain

Cradle Mountain is located at the northern end of the Cradle Mountain-Lake St Clair National Park in the central highlands region of Tasmania. Dove Lake, at the foot of Cradle Mountain is a key visitor attraction.

Increased traffic demands to Cradle Mountain created parking issues within the park and resulted in congestion, degradation of the road and roadside vegetation, and road safety issues along the road. To reduce the impact of high volumes of visitors to Cradle Mountain, a shuttle bus is provided to connect visitors between the Cradle Mountain Visitor Centre and Dove Lake.

The shuttle bus operates a frequent service every 20 minutes, seven days a week. Visitors park their cars at the visitor centre (located 2 km before the park boundary) and take the shuttle bus

¹ The Freycinet Peninsula Draft Master Plan, Parks and Wildlife Service, March 2018

² Parks and Wildlife Service, November 2018, Accessed 18 December 2018
<<https://www.parks.tas.gov.au/index.asp?base=2258>>

³ The Freycinet Peninsula Draft Master Plan, Parks and Wildlife Service, March 2018

service to Dove Lake⁴. Access to Dove Lake is gated and as such private vehicle access between the visitor centre and Dove Lake is restricted between 8:00 am and 6:00 pm. Visitors possessing a valid Parks Pass can use the shuttle service free of charge. To meet the demand, shuttle buses have been upgraded to buses with larger capacity.

To manage future transportation needs, potential plans are for visitors to Cradle Mountain to travel via a cable car from the visitor centre to Dove Lake.

6.3 Cape Byron

Cape Byron is the easternmost point of mainland Australia, situated approximately 3.5 km east of Byron Bay. Approximately 1.5 million people visit the Lighthouse Precinct annually⁵.

Car Parking is provided at Cape Byron Lighthouse precinct and Information Centre carpark, the lower lighthouse carparks and at Captain Cook lookout, Cosy Corner, and The Pass carparks⁶. The car parking demand has historically been managed through pricing and parking restrictions based on proximity to the Cape Byron Lighthouse. However, during peak times, car parks are often at capacity. The capacity of the car parks cannot be increased due to physical limitations and management requirements to maintain the natural and historical settings.

The road networks servicing the Cape are narrow and winding, with limited opportunities for turning, passing, stopping and parking. The roads can become congested during peak times.

The Cape Byron Preliminary Visitor Master Plan, 2017 proposes the following traffic and parking initiatives:

- Introduction of electric shuttle bus transit to transport visitors from the proposed Arkwall Cultural Centre to the Lighthouse Precinct. The shuttle service would accommodate peak flows and low demand periods.
- Registered tourist buses would be granted access to the Lighthouse Precinct, but private vehicle access would be restricted.
- Removal of car parking at the Lighthouse Precinct. Car Parking will only be available for emergency services, lessee vehicles and accommodation guest parking.

Walking trails would be upgraded to encourage pedestrians.

⁴ Parks and Wildlife Service, October 2018, Accessed 18 December 2018 <<https://www.parks.tas.gov.au/?base=3301>>

⁵ Cape Byron Preliminary Visitor Master Plan, 2017, State of NSW and the Office of Environment and Heritage

⁶ NSW National Parks and Wildlife Service, 2018, Accessed 18 December 2018

<<https://www.nationalparks.nsw.gov.au/things-to-do/visitor-centres/cape-byron-information-centre/visitor-info/Getting-there-and-parking>>

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7. Transport and access analysis

7.1 Parking supply and demand

The parking demand is estimated in Section 5, however parking supply is limited by the available area for parking. The current concept estimates provision of 285 car parking spaces.

The proposal provides a sufficient number of car parking spaces to cater to the full demand for car parking on kunanyi / Mount Wellington from June through to September. It is noted that weather conditions may restrict access to the mountain for visitor vehicles during some months and as such providing for the demand off-mountain will lead to improved access during these periods. For October through to May (with the exception of January) the demand can be catered for by the proposed concept in conjunction with existing car parking at The Springs and The Pinnacle.

The peak in January occurs on Saturday afternoons, coinciding with the end of the Salamanca Market. It is assumed this is caused by a high proportion of visitors combining these two attractions on a Saturday. It is likely that this demand is currently met by informal parking on the side of Pinnacle Road and projected growth would likely not be able to be accommodated by the existing parking supply. Additional measures will be required to meet this peak demand.

Although the supply of 285 spaces falls short of the full parking demand, this provision is considered acceptable for the purpose of the site, noting that considerations should be made to cater for the additional demand during the Saturday afternoon peak in January.

7.1.1 Car park layout

The car park layout including circulating and access roadways should be provided in accordance with *AS2890.1 Parking facilities Part 1: Off-street car parking*.

It is recommended to provide the ability to close the car park at night to restrict anti-social behaviour.

7.1.2 Accessible parking

Advice provided in the *NCC 2019 Building Code of Australia - Volume One* specifies the requirement for accessible car parking spaces as "One for every 100 car parking spaces or part thereof". Based on the provision of 285 car parking spaces three accessible parking spaces are required to comply with this standard.

Accessible parking spaces should be provided in accordance with *AS2890.6 Parking facilities Part 1: Off-street parking for people with disabilities*.

Accessible parking should provide suitable access to both the café / visitor centre area and the bus stop. Accessible parking at The Springs and The Pinnacle should also be retained.

The buses and bus stops should be designed to provide access for all visitors to kunanyi / Mount Wellington, including for people with disabilities.

7.2 Access

7.2.1 Intersections

Intersection of Huon Road / Chimney Pot Hill Road

The Huon Road / Chimney Pot Hill Road junction is a T-junction, with no turn lanes provided. In accordance with *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised*

Intersections, the required safe intersection sight distance for a speed limit of 60 km/hr is 123 m, the existing sight distance is shown in Figure 10.



Figure 10 Sight distance from Chimney Pot Hill Road

In order to address the sight distance deficiency, given there will be a significant increase in right turn movements from Chimney Pot Hill Road onto Huon Road, vegetation clearing and maintenance is recommended.

Austroads Guide to Road Design (Part 4) warrants that basic rural left and right turn treatments (BAL and BAR) be applied to all T-junctions unless more advanced treatment is required. Part 4: Intersections and Crossings General. A.8 provides the warrants for intersections with a design speed less than 100 km/hr. Assuming that at least 50% of existing volumes on Huon Road would now turn into Chimney Pot Hill Road to access the site rather than continue on Huon Road, the warrants indicate BAR and BAL treatments are considered sufficient.

However, due to physical constraints of the site it is likely not possible to include a basic right turn treatment (BAR). This is considered acceptable noting as precedent that the existing intersection of Pillinger Drive and Huon Road does not have BAR. Additionally, the new site will typically generate left in / right out movements (rather than right in movements) from private vehicles with the exception of the shuttle bus service performing right in / left out movements.

Site access at Chimney Pot Hill Road

The proposed site is accessed from Chimney Pot Hill Road via the existing fire trail. The proposal will formalise the access retaining priority for the Chimney Pot Hill Road through movement. Sight distance from the fire trail to Huon Road to the left and approximately 50 m to the right. This does not meet the minimum sight distance requirement for an access driveway of 65 m as specified in *AS2890.1 - Figure 3.2*. In the formalisation of the access, the alignment could be straightened and vegetation clearing undertaken to increase the sight distance. Alternatively reduction of the speed limit on Chimney Pot Hill Road to 50 km/hr in the vicinity of the access would reduce the minimum required sight distance to 45 m.

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It is noted that the existing fire trail access is of relatively steep grade, although engineering survey of the site has not been undertaken as part of this assessment. This will need to be considered in the design of the site access. *Austrroads Guide to Road Design (Part 3)* notes that grades should generally be kept as flat as possible. The effect of grade on various vehicles is provided in *Table 8.2* of the guide and from the guidance provided, a maximum grade of 15% should be adhered to given the anticipated volumes and heavy vehicle use. In accordance with the guide, the maximum length of a grade greater than 6% is 300 m.

Based on available contour data, a height change of approximately 10 m is anticipated between Chimney Pot Hill Road and the car parking area. A height change of 10 m, with a maximum gradient of 15%, would require a minimum length of 70 m.

Requirements for grades at accesses as provided in *AS2890.6 Clause 3.3*, should be complied with in order to minimise the impacts of turning vehicles on Chimney Pot Hill Road. The first 6 m from Chimney Pot Hill Road should be limited to a maximum 5% grade.

Fire trail

A fire trail runs through the existing Halls Saddle site and the proposal uses the fire trail at the connection from Chimney Pot Hill Road to provide access and as such should be upgraded to meet the required function of being the car park access. Connection for the fire trail should be retained and remain reasonably direct.

7.2.2 Access to kunanyi / Mount Wellington

The proposal will likely result in changes to how visitors access kunanyi / Mount Wellington. This will result in a reduction in access via Pillinger Drive and Pinnacle Road by private vehicles.

Access to kunanyi / Mount Wellington from Halls Saddle is proposed to be provided by walking and cycling trails (including the pipeline track) and by bus transport.

7.3 Potential for shuttle buses to service Pinnacle Road

In order to successfully utilise the Halls Saddle site, a sufficiently frequent transport connection to attractions, such as The Springs and The Pinnacle, is required. It is proposed that this could be serviced by a shuttle bus running between Halls Saddle, The Springs and The Pinnacle.

7.3.1 Demand for bus services

The demand for a bus service can be estimated based on the time of arrivals to the Halls Saddle site. Based on the *Timing of Visits to kunanyi / Mount Wellington (share of daily visits)* data used to develop the parking accumulation model and expected arrivals, the demand has been predicted and is presented in *Table 12*. The vehicle arrivals are determined based on the expected parking supply of approximately 285 spaces. This does not account for the peak demand for mountain visitation, but instead looks at the likely maximum number of visitors that can be accommodate by the proposal car park.

It is expected that most visitors will travel in groups of two, however groups of up to five are anticipated. To determine the number of passengers, an average vehicle occupancy of 2.3 was assumed, which is the average Tasmanian household size as determined in the 2016 census (ABS, 2016).

It is not expected that all visitors to Halls Saddle will use the shuttle service. Some are expected to park at Halls Saddle to access tracks for walking and cycling. It has been assumed that 75% of visitors to Halls Saddle will use the shuttle service.

The required number of buses was determined based on a capacity of 50 seated passengers, for a standard 12.5 m bus. This does not consider standing passengers.

The peak demand is five buses per hour with three or four buses per hour providing sufficient capacity at other times.

Table 12 Demand for bus services based on arrival time

Time Period	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900
Vehicle Arrivals	47	65	71	85	101	95	75	43	23
Passengers	109	149	162	196	232	219	174	99	52
Bus Demand	2.2	3.0	3.2	3.9	4.6	4.4	3.5	2.0	1.0

7.3.2 Constraints

The ability to service kunanyi / Mount Wellington with buses is limited by the road width and passing opportunities. Figure 11 shows the width deficiencies along Pinnacle Road for allowing two buses to pass. Where a 0 m deficiency is recorded this is an opportunity for passing, such points happen frequently but over short distances for the first 6 km however some longer distance passing areas are observed in the 6 km closer to The Pinnacle. As shown in Figure 11 passing opportunities for two 12.5 m buses are limited and bus drivers would be required to coordinate in order to minimise delays. This could be managed through radio communication between drivers, scheduling and planned passing points such as at The Springs and informal parking areas along Pinnacle Road.

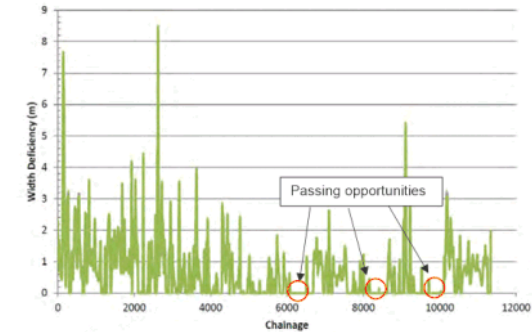


Figure 11 Width deficiency for two buses

Source: Pillinger Drive – Pinnacle Road, Road Safety Risk Review, Pitt and Sherry, 2016

It should also be noted that an increase in the use of Pinnacle Road by buses will result in a reduced Level of Service for passenger cars, particularly in the first 4 km, due to a reduction in overtaking opportunities, due to the width of the bus emphasising areas with significant width deficiencies. However, this should be offset due to the anticipated reduction to the use of private vehicles on Pinnacle Road.

A standard minibus could instead be considered, to increase the number of passing opportunities, however more than twice the number of buses would be required to meet the passenger demand. There are still numerous locations where passing would not be possible or safe for two minibuses, and the larger demand of buses would make for more complex

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coordination. A minibus would cater for approximately 21 passengers seated in comparison with a standard 12.5 m bus servicing approximately 50 seated.

7.3.3 Precincts

The Halls Saddle site presents the opportunity to control access to kunanyi / Mount Wellington by establishing precincts such as The Springs, The Pinnacle and other key attractions. A similar practice could be implemented during peak times as the shuttle for Dove Lake at Cradle Mountain discussed in Section 6.2, where the road is closed to general traffic and access is provided through a shuttle bus service.

The key attractions of kunanyi / Mount Wellington are located at The Springs and The Pinnacle. The gates highlighted in Figure 12 could be used to restrict access up the mountain for safety or amenity reasons. It should be noted this cannot be achieved for a significant proportion of the year where the predicted parking demand cannot be serviced by Halls Saddle alone.

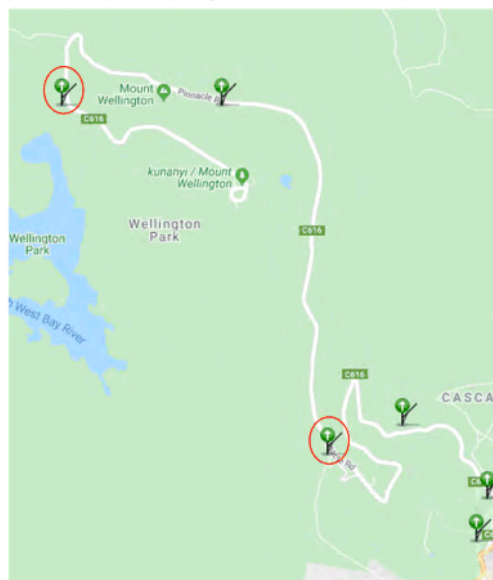


Figure 12 Existing road closure gates

Source: City of Hobart, Pinnacle Road Status

Greater offsite parking provisions would be required to restrict access year round whilst still meeting full visitor demand. Similarly the ability to transport visitors solely via bus may not be possible due to width deficiencies on Pinnacle Road.

There is an opportunity to use such a precinct model to improve the local area traffic management on kunanyi / Mount Wellington. By separating the 11 km road into attraction or activity based precincts, visitors may have an increased awareness of the road environment.

7.3.4 Provisions for buses

The proposal includes a bus turning facility and parallel parking for bus drop-off and pick-up. Roundabout infrastructure was proposed for outside the visitor centre to allow easy turning for buses.

Austroads Guide to Road Design Part 4B: Roundabouts provides the desirable central island radius as 10 m for single lane roundabouts in speed environments of less than 40 km/hr. For a standard 12.5 m bus, a circulating carriageway of 6.3 m is required, requiring the total diameter of the roundabout including roadway 32.6 m. Roundabouts can be difficult for large vehicles to circulate and it may be less restrictive to provide a simplistic turning facility without a central island. *Austroads Design Vehicles and Turning Path Templates Guide* indicates a turning radius of 12.5 m for a standard 12.5 m bus travelling at 5 km/h.

As per the *Local Government Association of Tasmania Standard Drawings*, the typical space required for a bus stop is 36 m, which allows room for the bus to pull in and out. To allow space for two buses to park at once, an additional 13 m would be required (49 m).

It is recommended that a minimum of two bus stops are provided to allow for the area to be serviced by multiple buses during peak periods. If the parallel parking area is extended to allow a 49 m long bus zone on both sides this would accommodate up to four buses at any time.

7.4 Surrounding road network impacts

7.4.1 Huon Road

The proposal is not anticipated to generate additional traffic on the surrounding road network so impacts on Huon Road are limited to the intersection of Chimney Pot Hill Road. South of Chimney Pot Hill Road, the proposal is likely to reduce or limit further traffic growth as a result of people accessing kunanyi / Mount Wellington choosing to use the Halls Saddle car park rather than travelling up Pinnacle Road.

A high occurrence of injury crashes was identified on Huon Road in Section 2.3. The proposal is not anticipated to generate additional trips on Huon Road and as such should not exacerbate any safety deficiencies. It is acknowledged that the visitor forecasts indicate a continuing increase in visitors to the area, however the proposal itself is not expected to generate traffic over and above the visitor forecasts and may impact the length of generated trips or the choice of mode for people accessing kunanyi / Mount Wellington.

No crashes were recorded within the 10 year period at the intersection of Huon Road and Chimney Pot Hill Road which will be subjected to additional turning traffic as a result of the proposal.

7.4.2 Chimney Pot Hill Road

The proposal will result in increased use of Chimney Pot Hill Road between Huon Road and the access to the site. Chimney Pot Hill Road is currently subjected to low traffic volumes and it is unlikely that existing traffic will be adversely impact by the proposal. The proposal includes upgrades to Chimney Pot Hill Road between Huon Road and the access to accommodate the change in use and additional volume.

No safety deficiencies on Chimney Pot Hill Road were identified from the crash history in Section 2.3. The existing fire trail access had no recorded crashes and it is acknowledged that

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the proposal will significantly increase the use of this access, however through the formalisation of the access it should be made suitable for the anticipated traffic volumes.

7.4.3 Pinnacle Road

The proposal is likely to reduce or limit further growth of traffic volumes on Pillinger Drive and Pinnacle Road resulting from people accessing kunanyi / Mount Wellington.

Capacity

The *Pinnacle Road Capacity Assessment* (GHD 2019) is summarised in Section 0. The existing LoS is determined to range from B to C and it is noted that minimising traffic volumes on Pinnacle Road is desirable in order to minimise impacts of platooning and preserve amenity on Mount Wellington.

During times of strong directional flow (such as the PM peak), there is insufficient capacity on Pinnacle Road to absorb an additional 200 (two-way) vehicles per hour without a significant reduction in driver amenity. This growth is predicted for the 2025/2026 Saturday peak.

It was identified that the road width is deficient in numerous places to enable vehicles travelling in opposite directions to pass, with a larger proportion where a vehicle and bus or two buses are unable to pass. The growth in the number of vehicles will increase the probability of a vehicle meeting another vehicle in the opposite direction as well as time spent following resulting in a decline in the service for road users.

As a recreational route, speed performance is not as important as on a commuter route, and a level of platooning may be more acceptable to users. However, with a reduction in both speed and overtaking opportunities, platooned vehicles may be more likely to undertake risky overtaking manoeuvres by accepting a lower gap in opposing traffic or choosing a location with unsuitable road geometry.

Safety and amenity

Pinnacle Road is a narrow road that is windy in nature, with many sharp curves. The roadway is generally enclosed by rock-face and point hazards on one side with a steep cliff on the other. GHD completed a Road Safety Risk Assessment in 2019, which identified numerous safety deficiencies along Pinnacle Road. The prevailing risk rating for the road was medium to high.

Due to cultural and historical significance as well as physical constraints potential upgrades to Pinnacle Road are limited and deficiencies to road width and safety are not able to be addressed requiring other means of improving safety such as limiting traffic volumes.

A growth in the number of vehicles will increase the probability of a vehicle meeting another vehicle in the opposite direction during a narrow section, increasing the risk of sideswipe or head on crashes. As well as the risk of run-off road crashes being increased by an overall increase in volume.

As identified in Section 0, the majority of crashes within the study area occur on Pinnacle Road and Pillinger Drive. The proposal is expected to reduce private vehicle trips on these roads and as such reduce this overall safety risk.

7.5 Pedestrian and cyclist impacts

The site at Halls Saddle provides additional linkages for pedestrians and cyclists to access the Pipeline track.

The proposal should locate the bus stop within close proximity of the visitor centre and facilities providing good connectivity for pedestrians. Cyclists and pedestrians will likely be required to

cross the car park to reach the facilities and bike entry node, however separating this from the bus route is recommended to reduce conflict for vulnerable road users.

It is recommended that protected pedestrian paths are provided along desire lines where possible.

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8. Conclusion

This Transport and Access Analysis investigated the potential traffic impacts of the proposal for the Halls Saddle Site. The key findings of this report are:

- The proposal concept includes 285 car parking spaces. Although the full parking demand for kunanyi / Mount Wellington cannot be supplied at the Halls Saddle site alone, by utilising car parks at The Springs and The Pinnacle demand can be met for the majority of the year.
- A bus service from Salamanca Market to kunanyi / Mount Wellington could be considered to meet the demand in peak periods during January.
- Car park layout and accessible parking should be provided in accordance with AS2890 and NCC 2019 Building Code of Australia - Volume One.
- Vegetation clearing is recommended to increase sight distance at the Huon Road / Chimney Pot Hill Road junction in order to comply with standards.
- Improvements should be made to the sight distance at the car park access driveway to Chimney Pot Hill Road during the formalisation of the access.
- The grade of the access road should be limited to 15% as recommended in *Austrroads Guide to Road Design (Part 3)*.
- A shuttle service is proposed to provide a frequent connection between Halls Saddle and key attractions such as The Springs and The Pinnacle.
- Demand for bus service during peak times is expected to be five buses per hour (based on 50 passengers seated).
- The proposal concept includes space for at two bus stops, with the potential to increase to up to four during detailed design, which should be sufficient given the anticipated demand for buses.
- Supply of bus services will be limited by passing opportunities along Pinnacle Road.
- The bus stop should be located within a close proximity of the visitor centre to provide good pedestrian connectivity as well as provision of separated pedestrian paths through the parking areas.
- Separation of the car park circulation and bus is recommended to improve safety for pedestrians and bus patrons.
- The proposal is not expected to increase traffic volumes on Huon Road and as such is not anticipated to exacerbate any safety deficiencies.
- The proposal is likely to reduce crash risk by reducing the number of vehicles on Pillinger Drive and Pinnacle Road as well as prevent further reduction to Level of Service on these roads.

Appendices

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Appendix A – Pinnacle Road 2018 traffic profiles

The average daily profiles for Pinnacle Road for January to December 2018 are shown in Figure 13 to Figure 24.

The two-way average weekday peak traffic volumes vary from 45 vehicles per hour in May to 160 vehicles per hour in January. The weekday peak hour generally occurs around midday, between 10 am and 1 pm all year.

Overall, the Sunday daily profile is similar to the weekday profile (except during March); however, the weekday volumes are of a different magnitude. On a Sunday, peak traffic volumes vary from 80 vehicles per hour in May to 200 vehicles per hour in February. For the majority of months, the peak occurs late morning to midday, with a decline in volumes over the afternoon.

The two-way average Saturday peak traffic volumes vary from 100 vehicles per hour in May to 250 vehicles per hour in July. The Saturday peak hour occurs between 3 pm and 4 pm for the majority of months.

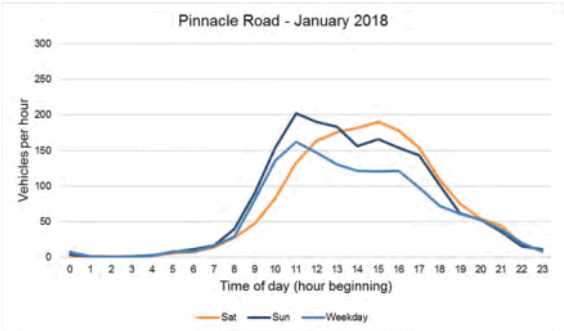


Figure 13 Pinnacle Road average daily profile – January 2018

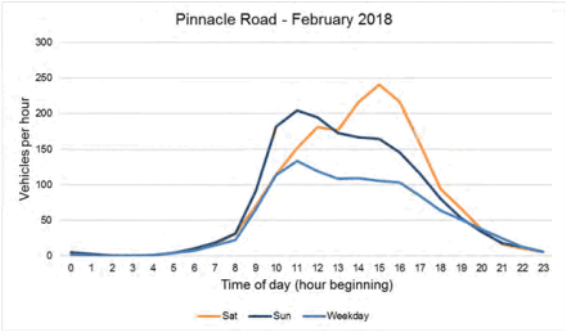


Figure 14 Pinnacle Road average daily profile – February 2018

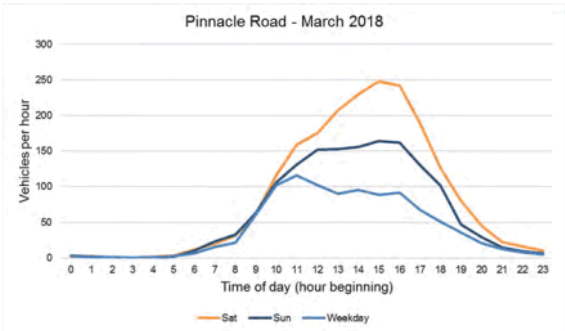


Figure 15 Pinnacle Road average daily profile – March 2018

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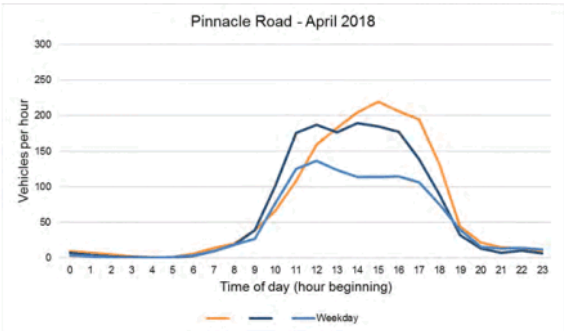


Figure 16 Pinnacle Road average daily profile - April 2018

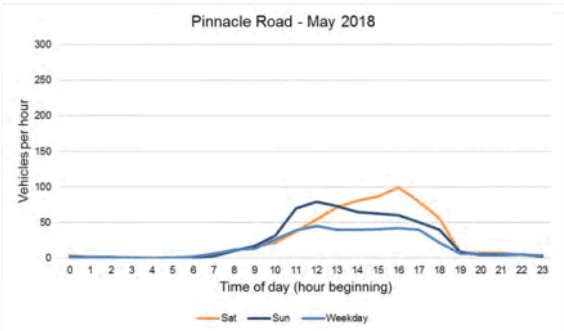


Figure 17 Pinnacle Road average daily profile - May 2018

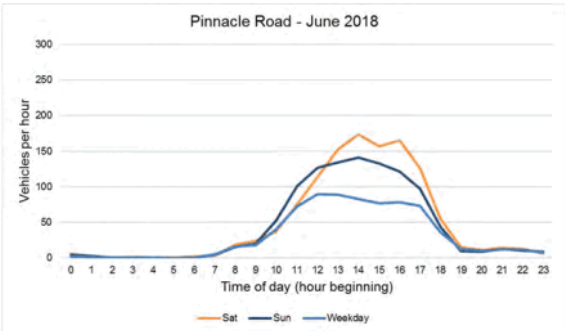


Figure 18 Pinnacle Road average daily profile - June 2018

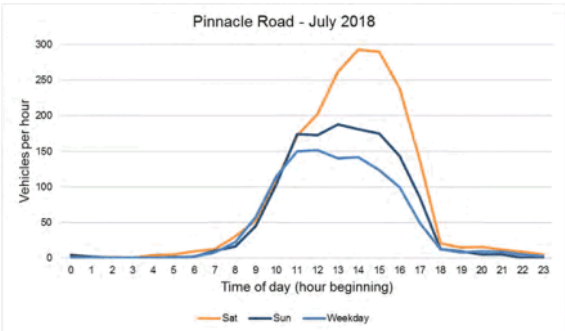


Figure 19 Pinnacle Road average daily profile - July 2018

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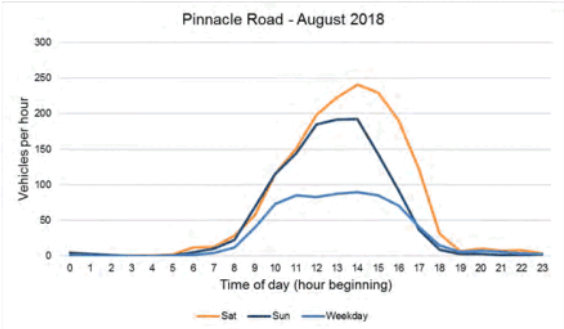


Figure 20 Pinnacle Road average daily profile - August 2018

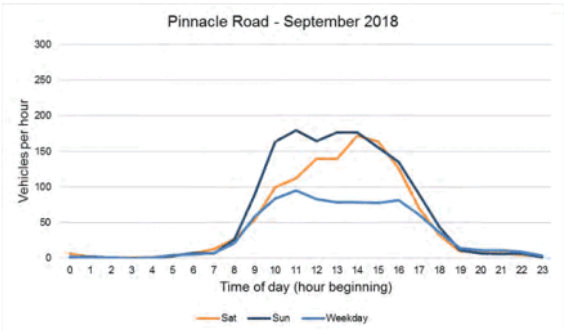


Figure 21 Pinnacle Road average daily profile - September 2018

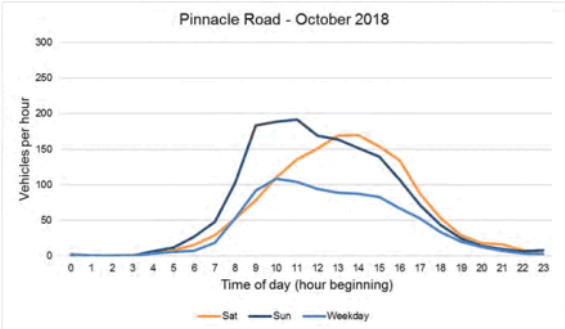


Figure 22 Pinnacle Road average daily profile - October 2018

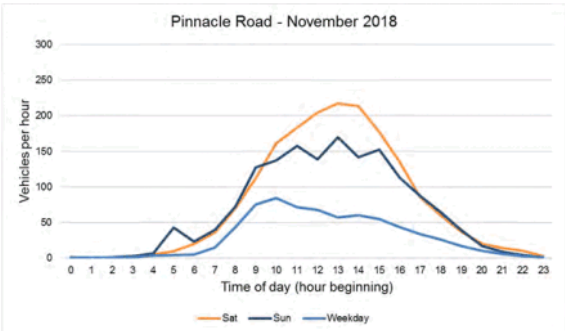


Figure 23 Pinnacle Road average daily profile - November 2018

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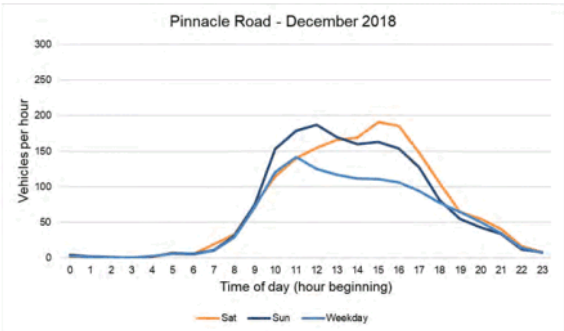


Figure 24 Pinnacle Road average daily profile – December 2018

Appendix B – Pinnacle Road 2019 traffic profiles

Due to the limited data available, profiles are only able to be generated for May through to October, which are shown in Figure 25 to Figure 30.

The two-way average weekday peak traffic volumes vary from 63 vehicles per hour in November to 196 vehicles per hour in June. The weekday peak hour generally occurs between 11 am and 12 pm, with the exception of October and November, where the peak occurs between 10 am and 11 am.

Overall, the weekday and Sunday daily profiles are similar in shape (except during July and August), however the weekday volumes are of lower magnitude. On a Sunday, peak traffic volumes vary from 158 vehicles per hour in October to 375 vehicles per hour in June. For the majority of months, the peak occurs late morning to midday, with a decline in volumes over the afternoon.

The two-way average Saturday peak traffic volumes vary from 98 vehicles per hour in November to 466 vehicles per hour in June. The Saturday peak generally occurs around 2 pm to 3 pm.

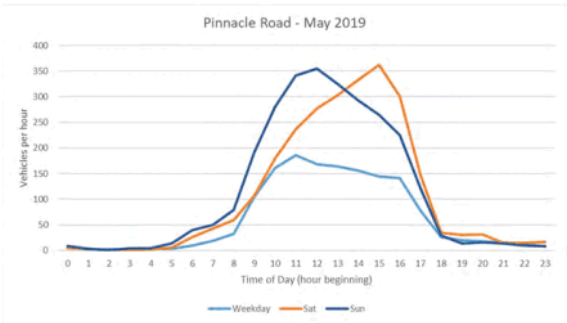


Figure 25 Pinnacle Road average daily profile – May 2019

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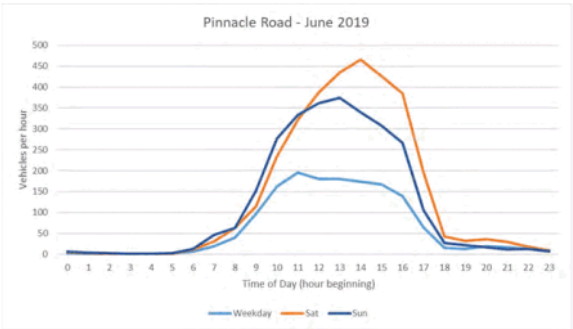


Figure 26 Pinnacle Road average daily profile - June 2019

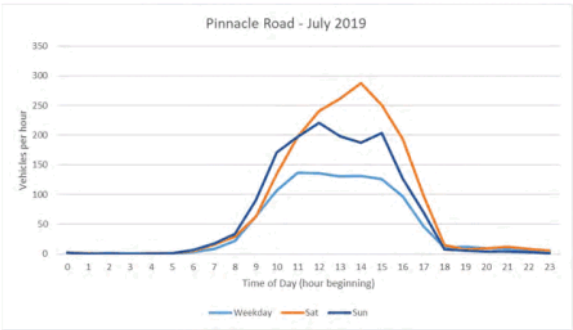


Figure 27 Pinnacle Road average daily profile - July 2019

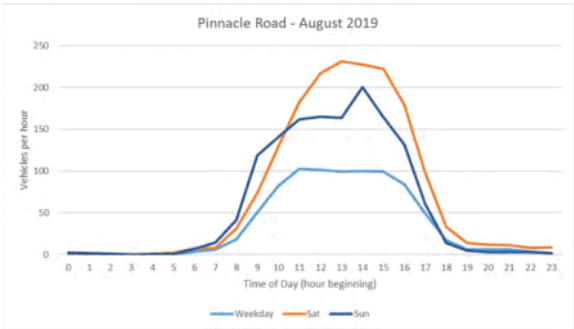


Figure 28 Pinnacle Road average daily profile - August 2019

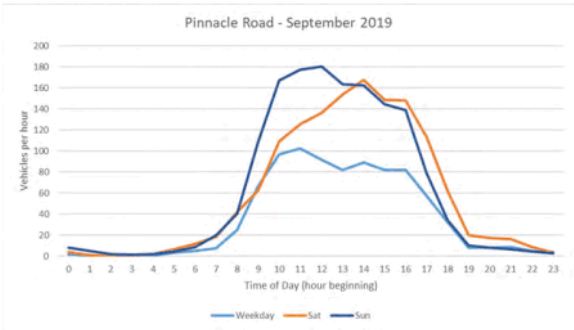


Figure 29 Pinnacle Road average daily profile - September 2019

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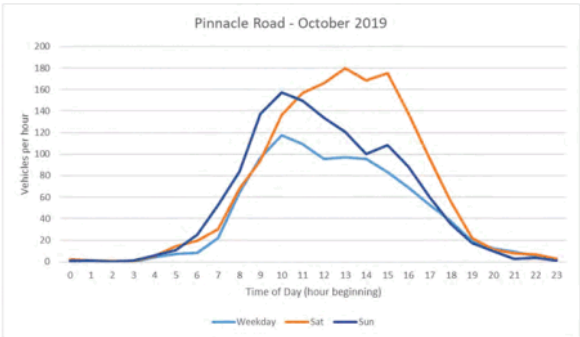


Figure 30 Pinnacle Road average daily profile – October 2019

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47862/https://projectsportal.ghd.com/sites/pp16_04/hallsaddlevisitorhub/ProjectDocs/12523795_HallsSaddleVisitorHubInvestigations_TransportAccessAnalysis.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	S Chapman	M Brooks		M Brooks		14/02/2020
0	S Chapman	A Moore		A Moore		26/02/2020
1	S Chapman	M Brooks		M Brooks		16/3/2020

ERA - PLANNING, BUSHFIRE MANAGEMENT, ENVIRONMENTAL ASSESSMENT



MEMO

To: Dave McPeak Terroir Architects
Scott Balmforth Terroir Architects
Sally Hirst Hirst Projects

From: Clare Hester, ERA Planning & Environment

Date: 28 February 2020

Re: Halls Saddle Visitor Centre Feasibility

1. INTRODUCTION

The following advice is based upon a review of the requirements of the *Hobart Interim Planning Scheme 2015* together with the PDF documentation provided on the 14 February 2020 and titled kunyanyi/Mount Wellington Halls Saddle Visitor Hub, Draft Feasibility Study. I further note that an email received from Terroir on the 15 February 2020 further refined the options to be considered.

2. PRELIMINARY PLANNING ADVICE

2.1 Environmental Management Zone

The site is within the Environmental Management Zone under the *Hobart Interim Planning Scheme 2015* (planning scheme).

The use as a Visitor Centre falls within the use class of Tourist Operation, which is a discretionary use pursuant to clause 29.2, as a reserve management plan does not apply to the site. There are no use standards for land that is not within a reserve management plan. A Visitor Centre itself is not defined. Notwithstanding, it is opined that the functions and supporting infrastructure such as the bus interchange/car parking, café, gallery, playground, garden and picnic/barbeque area would be considered ancillary to a Visitor Centre. It must be demonstrated that the ancillary uses in terms of size and intensity is such that they are directly associated with and a subservient part of the main Visitor Centre use and therefore in accordance with clause 8.2.2, which states:

A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same use class as that other use.

There are several key clauses under the Environmental Management Zone that need to be considered during the design phase. This includes clauses 29.4.1 Building height, 29.4.2 Setbacks and 29.4.3 Design

Table 1 below over page outlines the requirements of each of these clauses.

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Table 1: Key clauses under the Environmental Management Zone

Planning scheme requirement	Response
Clause 29.4.1 Height	
The permitted building height under cl 29.4.1 is 7.5m. If the proposal exceeds this height the corresponding performance criteria must be satisfied which states: <i>P1</i> <i>Building height must satisfy all of the following:</i> <i>(a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape of the area;</i> <i>(b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:</i> <i>(i) overlooking and loss of privacy;</i> <i>(ii) visual impact when viewed from adjoining lots, due to bulk and height;</i> <i>(c) be reasonably necessary due to the slope of the site or for the functional requirements of infrastructure.</i>	There are no desired future character statements for the zone. Accordingly, the key requirements that need to be adequately met by the design is that the landscape of the area is maintained, there are no detrimental impacts on it and the height is reasonably necessary due to the slope of the land or the functional requirements of infrastructure.
Clause 29.4.2 Setback	
The permitted frontage setback under cl 29.4.2 A1 is 30m. If the building setback encroaches beyond this permitted standard (noting that the current design appears to encroach this setback from Chimney Pot Hill Road) then the following performance criteria will need to be satisfied: <i>P1</i> <i>Building setback from frontage must satisfy all of the following:</i> <i>(a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape;</i> <i>(b) minimise adverse impact on the landscape as viewed from the road;</i>	Regarding frontage setback, which applies to both Huon Road and Chimney Pot Hill Road the key requirements are the impact on the landscape, being consistent with the prevailing setbacks and minimising impact on native vegetation. The concept plan focuses the development in the area that has significant existing disturbance, with the building being constructed to a BAL 29; both these design features contribute to demonstrating the minimisation of impact on native vegetation. It is opined that the further detailed design phase can adequately address the impact on landscapes through height, materiality and bulk. Regarding sign and rear boundaries, the concept plan appears to comply with the permitted standard of 30m.

ERA - PLANNING, BUSHFIRE MANAGEMENT, ENVIRONMENTAL ASSESSMENT

Planning scheme requirement	Response
<p>(c) be consistent with the prevailing setbacks of existing buildings on nearby lots;</p> <p>(d) minimise loss of native vegetation within the front setback where such vegetation makes a significant contribution to the landscape as viewed from the road.</p> <p>Similarly permitted setbacks from side and rear boundaries is 30m under cl 29.4.2 A2. The corresponding performance criteria state:</p> <p>P2</p> <p>Building setback from side and rear boundaries must satisfy all of the following:</p> <p>(a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape;</p> <p>(b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:</p> <p>(i) overlooking and loss of privacy;</p> <p>(ii) visual impact, when viewed from adjoining lots, through building bulk and massing.</p>	
Clause 29.4.3 Design	
<p>Clause 29.4.3 A1 will not be met by the proposal due to the clearance of native vegetation. The relevant performance criteria that must be considered states:</p> <p>P1</p> <p>The location of buildings and works must satisfy all of the following:</p> <p>(a) be located in an area requiring the clearing of native vegetation only if:</p> <p>(i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope;</p> <p>(ii) the extent of clearing is the minimum necessary to provide for buildings, associated works and associated bushfire protection measures;</p>	<p>The concept plan focuses the development including the car park in the area that has significant existing disturbance, with the building being constructed to a BAL 29; both these concept design features contribute to demonstrating the minimisation of impact on native vegetation.</p> <p>To satisfy this clause it will be important that the existing cleared areas are utilised (as far as practicable), for the development and any impact to significant environmental values (refer part 2.2.2 below) is avoided which can be further addressed during the design phase of the Visitor Centre and associated infrastructure.</p> <p>Regarding A2, this clause can be satisfied during the detailed design phase, noting that the corresponding performance criteria requires exterior building surfaces to avoid adverse impacts on the visual amenity of</p>

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QUARRY MOUNT WELLINGTON
HALLS SADDLE VISITOR HUB

Planning scheme requirement	Response
<p>(iii) the location of clearing has the least environmental impact;</p> <p>(b) be located on a skyline or ridgeline only if:</p> <p>(i) N/A...</p> <p>(c) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape.</p> <p>Clause A2 requires the building surfaces to be coloured using colours with a light reflectance value not greater than 40 percent.</p>	<p>neighbouring land and detracting from the landscape, views and vistas.</p>

2.2 Codes and overlays

The site is also subject to several overlays including the Biodiversity Protection Area overlay, Bushfire Prone Area overlay and the Fern Tree Cultural Landscape overlay.

2.2.1 Fern Tree Cultural Landscape Overlay

The proposed location for the Visitors Centre and most of the associated development appears to be clear of this overlay (approximate 50m setback from Huon Road). It is highlighted however, that both buildings and works trigger this code. The two key clauses under E13.9.2 are as follows:

P1

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.3.

P2

Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.3.

The conservation policy listed in Table E13.3 for this site is:

The Huon Road corridor from Jacksons Bend south to the Municipal boundary is an important tourist route, which provides panoramic viewing points with vistas to the southeast over North West Bay.

Its landscape values stem from the historic winding narrow character of the road around the contour, its natural verge edges, the enclosing nature of the surrounding forest and under storey vegetation, its stone built form structures and the enclosed nature and almost total screening of any buildings as seen from the road.

Satisfying the performance criteria will need to be addressed during the design phase of the supporting infrastructure located within this overlay; this will need to include consideration of vegetation retention and removal; noting that the conservation policy identifies the enclosed nature and almost total screening of any buildings as seen from the road.

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2.2.2 Biodiversity Protection Area

The site is within a Biodiversity Protection Area and therefore clearance, conversion or disturbance of native vegetation will trigger an assessment against the Biodiversity Code. ERA have undertaken a desktop environmental values assessment together with a preliminary site visit on the 27 February 2020, which includes consideration of:

- the Natural Values Assessment (NVA) database – which provides an NVA Report identifying threatened fauna and flora records within 500 m and 5000 m from the edge of the study area;
- the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) Protected Matter Search Tool (PMST) which provides a PMST Report that identifies any matters listed under the EPBC Act within a 2000 m buffer around the study area; and
- the Land Information System Tasmania (LIST) database – which provides information on the location of vegetation communities according to the TASVEG 2013 including the location of threatened vegetation.

The results of these tools are as follows:

- no threatened flora species on or within 500m of the proposed site;
- 40 threatened flora species which have previously been recorded within 5000m of the site;
- one threatened fauna species *Perameles gunnii* (eastern barred bandicoot) which has previously been recorded with 500 meters of the site;
- 11 fauna species which have some potential to occur on or near to the site;
- no raptor nests within 500 metres;
- 11 raptor nests that have previously been recorded within 5000 metres of the site;
- no geoconservation sites;
- no Acid Sulphate Soils within 1000 metres;
- it is unlikely that threatened flora will occur within the proposed site (under the *Tasmanian Threatened Species Protection Act 1995* or the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*);
- It is unlikely that threatened vegetation communities will occur within the proposed site (under the *Tasmanian Nature Conservation Act 2002*); and
- the remaining vegetation that was not previously cleared during quarry operations is of good quality and is likely to provide high quality fauna habitat (multiple bird species including swift parrots were heard/observed during the short site visit).

In summary, it is considered that the likelihood that there would be threatened flora occurring within or near to the site is LOW, primarily due to the vegetation communities, geology and history of disturbance for the local area. There is however a higher probability that the site does provide some fauna habitat for mammals and birds which may also be threatened species. It is not considered that the area would provide significant or critical habitat for fauna due to its previous land use of quarrying, proximity to Huon road and domestic dwellings. There is some potential for multiple hollow bearing trees being present (several were observed during the preliminary site visit) which may provide nesting opportunities for species such as the Mask Owl and other matters such as swift parrot habitat that are likely to affect the location and the design of the building. These design considerations will need to be considered during the final designs to minimise possible impacts to threatened bird species.

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KERRY MOUNT WELLINGTON
HALLS SADDLE VISITOR HUB

Accordingly, in accordance with Table 10.1 of the Biodiversity Code, as the site is likely to contain fauna habitat for mammals and birds that may be threatened, the site will fall under the moderate biodiversity values in the Code. It is highlighted that a full natural values assessment will need to be confirmed through an on ground natural values assessment at the optimum time of year (Sep to Jan) once the final location and design of the Visitor Centre has been determined.

2.3 Bushfire Prone Area

The site is within a bushfire prone area and will therefore need to meet the requirements of the Directors Determination – Requirements for Building in Bushfire Prone Areas. This will include considerations of hazard management areas, water for firefighting purposes and vehicle access. It is noted that whilst the Bushfire Prone Areas Code is not triggered by the proposal, the vegetation clearance will require approval; accordingly, the requirements of the directors determination in terms of access, water and vegetation clearance will be an important consideration in any preliminary design.

The following is a brief outline of the approximate requirements. It is noted that once the location and design of the building is finalised a complete Bushfire Assessment Report including a bushfire hazard management plan will be required. In brief however:

- the buildings will need to be constructed to a BAL 29 standard in accordance with Section 7 of AS3959:2018¹;
- the vegetation type is classified as Forest in accordance with Table 2.3 of AS3959:2018; and
- clearance to the north and south the clearance requirements will be 37m – 51m, to the east and west the clearance will be 16m – 23m (see Figure 1 over page).

It is highlighted that some established trees can be retained in hazard management areas subject to there being horizontal separation between tree crowns and vertical separation between ground litter and the canopy by pruning low branches.

2.4 Carparking, traffic and servicing

It is understood that GHD and JMG have considered the car parking, traffic and servicing requirements and the applicability of the planning scheme standards. Specifically, they will be required to address the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, and any requirements of TasWater.

¹ AS 3959:2018 Australian Standard Construction of buildings in bushfire-prone areas

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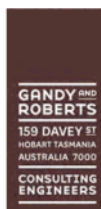
Figure 1: Location of visitor centre that the vegetation clearance requirements identified is based upon

3. CONCLUSION

The key considerations to obtain planning approval under the *Hobart Interim Planning Scheme 2015* for the Visitor Centre will be to minimise impacts on natural values (including consideration of bird strike), minimise impact on landscape values and maintain the enclosed natural and almost total screening of any buildings from Huon Road. It is my preliminary opinion that the concept plans provided are generally in conformity with these requirements noting that further consideration of building height, materiality, bulk, natural values and bushfire requirements is necessary.

It is recommended that the City of Hobart as the planning authority is met with as soon as feasible to ensure that the planning approvals process is as smooth as practicable and any foreseeable issues/concerns are raised and mitigated at the earliest possible stage during the design process. It is understood however, that it is your preference to not engage with the City of Hobart at this time.

GANDY AND ROBERTS - STRUCTURAL, CIVIL, HYDRAULIC ENGINEERING



Report below on Civil and Structural aspects of the project

STRUCTURAL ENGINEERING

Site Access and Limitations on Building Form

- The site has an access road which may require some temporary clearing and strengthening to allow larger construction vehicles to gain access. There are no real constraints on materials because of this. There does not appear to be any foreseeable transport restrictions to the site for materials delivery and there are a number of craneage options that will allow different forms of construction to be explored. The only limitations delivering precast will be some restrictions on size, with only larger panels causing an issue

Concrete Construction

- In-situ concrete can be delivered to site without an issue and can be chosen as a form of construction. The only issue with pouring concrete at elevated sites is that normal concrete construction requirements limit pouring at temperatures over 5 degrees. This means that any system that has a significant number of concrete pours would mean limiting the construction window to warmer months. As noted previously the construction with precast elements can be used and is common industry practice for solid wall systems.

Timber Construction

- Timber fabrication in bushfire prone areas requires careful assessment of evacuation options, however recent involvement with projects at Freycinet and Cradle mountain national parks are either under construction or in the planning stages indicate that it can be done. Exposed timber structures are also more susceptible in the climatic conditions of elevated sites but good detailing and design can provide solutions to this if this type of construction is preferred.

Lightweight Construction

Lightweight structures are fine to explore but the roof structures will possibly be governed by snow loads (see below) so sizing can be more than in typical situations. Snow loads become relevant at altitudes at or above 400m, and this site is roughly this height.

Detailing to minimize snow loading should also be considered. Snow loads on roof structures, and hence the cost of building those structures, can be minimised by having steeper roof slopes and minimising elements that contain snow on the roof such as parapets. These types of design constraints will, if they are followed, define the form of the building. This will need to be balanced up against the preferred architectural form, as flat roofs with parapets can be built they will just accumulate more snow and will need to be more robust. A good example is the building we designed for Forestry Tasmania at Maydena, it is at a significantly higher elevation that the springs site and has performed well.

CIVIL ENGINEERING

Geotechnical

The quarry face appears to be globally stable, but further geotechnical assessment will need to be carried out in the next phase to determine whether local areas will require stabilisation.

It is understood that the current proposal includes reuse of existing filled terraced areas. Further geotechnical assessment should be undertaken to establish whether the fill is suitable to support carparking areas. Despite this, some initial assessment has been undertaken as follows.

Fig. 1 indicates historical Debris flow (red lines) at higher levels where slopes exceed 40° or thereabouts. Slopes at our site are much lower than this, so it is considered unlikely that slope stability will be an issue.

Fig. 1 also confirms that the site was quarried (also apparent from Fig. 2), and we would expect that quarried rock and gravel was used to construct the terraces, and that they have been trafficked by heavy vehicles. If so, we would expect that it is highly likely that they will be suitable for carparking.



Fig. 1 Extract from Hobart Landslide Inventory and Geomorphology

GANDY AND ROBERTS - STRUCTURAL, CIVIL, HYDRAULIC ENGINEERING



Fig. 2 Aerial photograph – Google Maps

Stormwater Disposal

- WSUD disposal and treatment of carpark stormwater will be required for this site. Options such as vegetated swales, and pervious paving could be explored as possible solutions. Water will need to be cleaned up with gross pollutant traps and then the clean water distributed back into the natural landscape. There is ample scope to do this on such a large site so there are no real impediments to the form as far as the carpark is concerned.

Access for Vehicles

The carpark form will be defined by the size and type of delivery vehicles accessing the site and also by the requirements for fire fighting as the building location. This will follow the normal process for heavily forested locations and will be evaluated as the design develops.

SCHEMATIC DESIGN STAGE

- The next step from an engineering perspective at schematic design stage would be to undertake a geotechnical investigation. I would suggest machine excavated test holes at the building site location to determine the soil profile and potential building foundation system and Dynamic Cone Penetrometer testing in the carpark areas to inform the design of pavements.

JMG - ELECTRICAL, COMMUNICATIONS, HYDRAULICS

**HALLS SADDLE VISITORS CENTRE
FEASIBILITY STUDY
ENGINEERING INFRASTRUCTURE**

Initial investigations have been undertaken to assess the state of existing infrastructure, and to consider solution for servicing the proposed Visitors Centre site, as outlined below.

Water Supply

The proposed site is within close proximity of an existing DN150 TasWater reticulation water main. Given the proposed requirements for the site this main would be suitable to service both domestic and fire water supplies.

A new mains connection would be required, complete with a suitably sized water meter assembly and backflow prevention device in accordance with TasWater requirements.

To size this water meter assembly calculations would need to be undertaken to determine the maximum probable simultaneous flow for the domestic water supply. The fire water if required would be sized based on the overall floor area of the development and the requirement of Fire Hydrants and Fire Sprinklers (if required).


Sewer

Three options have been considered for treatment of wastewater to meet the future requirements of the site.

Option 1: Install a new suitably sized septic system, with the outlet of the septic discharging into an in-ground storage tank. A remote suction point would enable removal of the effluent from site by a wastewater management contractor. The constant truck access to the site, and associated high cost, make this a non-preferred option. Siting of the storage tank will also be difficult, and the rocky site may necessitate a largely above ground installation. We are also aware that on-site storage of effluent will not be allowable into the future, which further discounts this option.

Option 2: Install a new aerated wastewater treatment system (AWTS), which is essentially a compact sewerage treatment plant designed for on-site use. The effluent from the AWTS would be suitable for local irrigation or soakage, which provides an advantage over the on-site septic system as there is no need to remove material from the site. This system will require a suitable area to install the surface irrigation system for evapotranspiration. This is the preferred system for no site effluent treatment, which avoids the need for storage, and best manages the environmental impacts. There may be siting and installation difficulties due to rocky terrain, which will need to be addressed.

An order of cost for these works has been estimated at \$120,000.



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Option 3: There is an existing TasWater sewer main located along Huon Road towards Strickland Ave, approximately 1 km away. In order to utilise this sewer main, it would be necessary to construct a TasWater pump station, and install 1 km of rising sewer main from the pump station to the Halls Saddle site.

An order of cost for these works has been estimated at \$700,000, a substantially more expensive option compared to the Option 2, and so this option is discounted.

Electricity Supply

The site is skirted by a TasNetworks high voltage transmission line, on the southern side, which runs from Huon Road to Ridgeway. Subject to discussions with TasNetworks, it may be feasible to take supply from these aerials, dependent upon the voltage and configuration of the aerials. Alternatively, it may be necessary to take supply from the Huon Road high voltage aerials.

We would propose to establish a local substation, dedicated to the Visitors Centre site, either as pole-top and ground mount kiosk substation, and sized to accommodate the expected load. Any aerial cabling would be insulated aerial bundled cable, suitable for use in the forest environment, to mitigate any fire risk.

In order to confirm the feasibility and to establish further details of this supply proposal, it will be necessary to determine an approximate maximum demand for the site, and to then undertake initial discussions with TasNetworks.

Supplementary power from PV is another option to be considered. The roof of the Visitor Centre may lend itself to a limited capacity PV cell installation, otherwise a substantial open area would be required to achieve a capacity to offset the full building load. However, the local weather conditions and shading aspect would impact somewhat on the performance of PV panels, and so this option will require further assessment to determine its viability.

Chris Holloway
JMG Engineers and Planners
28 February 2020

HIRSTPROJECTS.COM.AU



THE SPRINGS VISITOR HUB

INVESTIGATION OF HALLS SADDLE SITE

PRELIMINARY ASSESSMENT 24 JULY 2019

BACKGROUND

Feasibility

The Springs Visitor Hub Feasibility Study was completed in February 2018. Council endorsed the Study in March 2018. Council instructed that the project be progressed to the Investment stage, subject to a number of issues being further examined.

In November 2018 Hirst Projects was invited to manage the sourcing of information that would inform the Investment stage. This work included Masterplan alignment, Aboriginal engagement, transport and access analyses, bushfire strategy, cable car risk analysis and infrastructure services and planning.

This work was undertaken and completed in March 2019.

In addition, a new Masterplan for the Springs was initiated in September 2018 by the Wellington Park Management Trust. It places car-parking, adjacent to the road at three locations at the Springs. It proposes that any visitor centre be located, at the rear of the carpark, at a different site to that originally proposed. It should be noted that the original Study responded to the primacy of heritage and landscape values and considered that sensitive architecture in the form of the Hub was respectful and appropriate.

Key Objectives

The important objectives driving the development of the Hub were:

- To ensure that Mountain continues to be valued and maintained as one of Tasmania's most significant natural assets
- To optimize the investment made in the development of tracks and trails that allow the community and visitors to enjoy the Mountain
- To support ongoing and increased visitation to the Mountain by the community and visitors

It is understood that access is vital, but increased traffic and parking or other major infrastructure that detracts from the pristine nature of the Mountain does not meet these objectives.

Key Issues

The issue of transport and access on the Mountain were found to be complex and the most pressing issue. As part of the solution, regardless of the establishment of a Hub, it was determined that access by cars and car-parking was restricted and that an all-weather bus service would have a positive influence on access across the seasons. This has now been tested and established.

It has been determined however that the current and forecast increase in traffic, and the need for parking, must be more effectively managed, through more extensive use of buses. A Visitor Hub at the Springs would be a major attraction, yet the site has limited capacity to cope with both bus parking and bus transfer.

In July 2019 Halls Saddle was identified as a site that could help solve the access issues and offer new opportunities to relocate some of the functions of the Springs Visitor Hub.

HALLS SADDLE

LOCATION**Public Bus Transport**

Halls Saddle is ideally located at the base of the Mountain, on Huon Road. It is already an access road for buses going to and from Hobart and Fern Tree.

Bus stop 25, Chimney Pot Hill Road, is on Huon Rd opposite the Halls Saddle site.

Existing Walking and Riding

Pipeline Track: Importantly the site is immediately adjacent to the Pipeline Track. This creates a link with Waterworks Reserve and Gentle Annie Falls to the north east and Fern Tree and the redesigned Ferntree Park to the south west. Pipeline is a major, largely wide and easy track that provides an excellent starting point for exploration. The Pipeline Track leads to the multiple tracks that connect with tracks further into and up the Mountain.

S56: The lower end of the S56 track begins directly opposite the site. This is a shared use track that leads walkers and mountain bikers up the Mountain, connecting to the summit.

Pilinger Drive Track: This track connects the site to Ferntree and creates a loop through the foothills of the Mountain.

Chimney Pot Trails: there are several fire trails, as well as a hardened surface access road to the hill above the Halls Saddle site. These are relatively undeveloped for walking at present but in the future may provide the basis for walking and riding loops that take advantage of the site, and the views of the Mountain in all weathers.

New Tracks and Trails

The Halls Saddle site will also bring new opportunities, especially connecting the interpretive elements of the Hub concept associated with the environment, nature and heritage. Planned tracks up to Shoobridge Bend, the use of existing and planned fire trails and roads will allow for expansion of the product offer from this site over time.

These trails will suit the growing market of walkers, runners and mountain bikers, create opportunities for local adventure and for the development of world class events.

New Bus Transport

The Halls Saddle site is well positioned and appears large enough to provide the bus transport facilities that will be well suited to both tourist buses and to Mountain specific access buses. These facilities can be positioned to provide an integrated experience where a visit to the Hub can be part of the transfer activity.

SITE STATUS AND ZONING

Halls Saddle is owned by Council. It is essentially a cleared site providing a large expanse for development of infrastructure and affording exceptional views of the Mountain and the summit.

Its current zoning is for uses:

- Natural and cultural values management
- Passive recreation

Other permitted uses, under a reserve management plan, provide for various of the functions required for the Hub concept. These include:

- Community meeting and entertainment
- Food services
- General retail and hire
- Sports and recreation
- Tourist operation
- Vehicle parking

It should be noted that Visitor Accommodation is a permitted use, under a reserve management plan. With the larger scale of facility that this site could potentially accommodate, this could be investigated as a Hub enhancement opportunity.

CAPACITY

Halls Saddle is a functionally much larger site than the Springs.

The area designated under the Wellington Park Management Trust's new Masterplan for the proposed visitor centre and associated carparking at the Lower Springs site offers some 3,000 – 3,500 sq m of functional space in comparison with Halls Saddle which offers approximately 11,000 – 11,500 sq m (to be confirmed). This is a major advantage and could potentially accommodate not only the facilities proposed at the Springs but also, and most importantly, to allow for a larger carpark and bus transfer operations.

It would appear that this site could accommodate the Hub and both increased carparking and a tailored bus transfer facility, as well as bike parking. This enhances the opportunity for the travel up the Mountain to be part of the overall experience rather than merely a mode of transport.

Note: These figures require further analysis to make an accurate assessment and to determine how these uses might be placed on the site.

EXPERIENCE

The Feasibility Study envisaged a 'base camp' concept. It responded to the deeply held reverence that the community has for the Mountain, and its many attractions and the desire that locals and visitors have to engage and explore. It reflected the ideas of wild nature, deep history and heritage and the way that the Mountain has inspired lovers of arts and culture, sport and recreation as well as wellbeing and spirituality.

In particular it reflected the need to be aware and informed of the ways of approaching the Mountain to make the most of any journey. This gave rise to the 'base camp' notion – a destination in its own right and the place to prepare for discovery.

Halls Saddle

The Halls Saddle site would appear to provide a very suitable setting for this experience for the following reasons:

- It is near to the Hobart cbd, yet not urban in its ambience.
- It lies near the base of the Mountain, where the treed slopes start
- It affords stunning views of the Mountain which indicate its enormity and variety
- It connects directly to major tracks and trails
- It also has its own natural surrounds that can be optimized to add to the overall experience

Significantly it does not negate the opportunity at the Springs. Rather it offers the opportunity to take the visitor on the whole journey, from base camp, through the Springs transition camp and further on to other places on the Mountain. Each place offers a different view and a different experience and can then attract multiple visits.

The functions proposed for the Springs that have the potential to be equally, if not more successful here are:

- Information and interpretation
- Café/gallery/retail
- Lockers
- Play
- Garden
- Picnic/barbeque
- Mountain bike riding

It also has the potential for a more visitor-centric walkers hut/group space.

There may also be an opportunity for additional functions, such as accommodation and entertainment that can contribute to both experience and to financial sustainability.

Springs

The Springs site should still be considered as a place that can add to the Hub concept and expands the visitor experience.

This location provides:

- Access for a bus transfer service – as a drop-off and meeting point for tours from Halls Saddle or from the summit.
- A different perspective on wild nature and heritage, including the Exhibition Gardens and the old hotel site which are currently relatively unknown
- Access to a different set of tracks and trails
- Different views of and from the Mountain

Each of the upper, middle and lower Springs sites could be considered in interpretive terms if the lower Springs is no longer heavily reliant on providing carparking.

The proximity of the Springs to the summit makes it easier for visitors to access by walking. The café function could continue in its low-key format, supporting a longer visit.

Should the concept move to Halls Saddle, then a whole-of-Mountain experience could be considered. Whilst the major infrastructure could be accommodated at the base, various key sites can add to the experience and provide a connected and comprehensive set of attractions

OTHER

The proximity of the Halls Saddle site to other attractions at the base of the Mountain provides additional opportunities for walkers and riders. For example:

- Connection to the Ferntree Tavern
- Connection to Waterworks Reserve and Cascade Brewery

Each of these has quality food and beverage and evening entertainment and event offerings.

CONCEPT TESTING

There is no shortage of experience on and around the Mountain. The Hub was designed to 'open the door' and 'shine a light' on the things that are already there.

There is no shortage of stories to tell, or people with the knowledge and skills to tell them.

The availability of Halls Saddle could open the doors to an even more attractive facility. With improved access from the city onto the Mountain, in all weathers, the concept could be raised to the next level as 'kunanyi. The Mountain Experience Centre.' Such an attraction would embrace the whole Mountain and create an environmental and cultural centre that would rival the world's best.

We would advise that the Hub concept and Halls Saddle capacity be tested.

Site Masterplanning

In order to test the ability of this site to deliver the endorsed vision, and address the transport and access issues, the following should be considered:

- Undertake a masterplan of the Halls Saddle site to support the basic Hub functions plus the necessary increased transport and parking capacity
- Undertake concept refinement to test the capacity for, and attraction of, a full-service Mountain itinerary. This would enable testing of, for example, the space that could be made available to an accommodation partner offering eg walker or education accommodation such as is available at:
 - The Sill: Northumberland Landscape Discovery Centre
 - Bundanon: The Arthur and Yvonne Boyd Education Centre, Riversdale

The additional activities that can be supported with increased capacity, such as those available at:

- Banff Mountain Centre (arts and culture)
- Scotland's Outdoor Training Centres (sports and recreation)

Modest but striking infrastructure at the Springs to highlight the values of that place, such as created in Europe, for example:

- Path of Perspectives, Innsbruck

6.2 Wellington Park - Consumption and/or Sale of Alcohol
File Ref: F20/55371

Memorandum of the Manager Bushland and the Director City Amenity of
5 June 2020 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: PARKS AND RECREATION COMMITTEE

Wellington Park - Consumption and/or Sale of Alcohol

The City recently received the below email in respect to the sale and consumption of alcohol within Wellington Park. There was a specific request that this information be tabled at the next meeting of the City's Parks and Recreation Committee.

For your information I am forwarding a paper on alcohol in Wellington Park. The paper was prepared by a range of concerned citizens in Hobart who helped on its history, law and policy of alcohol.

The paper has been circulated to the South Hobart Progress Association and the Fern Tree Progress Association and will also go to Ridgeway Progress Association too for consideration, discussion and action. It has also been discussed with the Tasmanian National Parks Association.

You may well be hearing from them soon.

We were concerned to learn that the Wellington Park Management Trust has considered (and we suspect not rejected) an application for permission to sell and supply alcohol on the Mountain. That would be a very significant change — the Mountain has always been Dry — and we believe it should not be done without the consent of the community and without serious consideration by Council of what it would mean.

We trust this paper will help you in such considerations.

Refer **Attachment A** for the paper referenced in the email above.

Background

Wellington Park is established pursuant to the *Wellington Park Act 1993* whereat the Wellington Park Management Trust is the regulatory body. The Trust co-ordinates the implementation of strategies and procedures for the Park, including the Wellington Park Management Plan.

The Park is owned by multiple landholders, being the City of Hobart, Glenorchy City Council and the Crown (Parks and Wildlife), with the principal visitor facility sites (Pinnacle Road, the Springs, the Summit) all located on City of Hobart land.

Proposal

To allow the Committee to consider the matter of alcohol consumption and potential sale within Wellington Park, it is proposed that City Officers provide a further report on the statutory processes and powers, including risk management related issues, which may be relevant to future informed consideration by the Council.

RECOMMENDATION

That City Officers provide further information to the Parks and Recreation Committee on the statutory processes and powers in respect to the consumption and/or sale of alcohol within Wellington Park.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



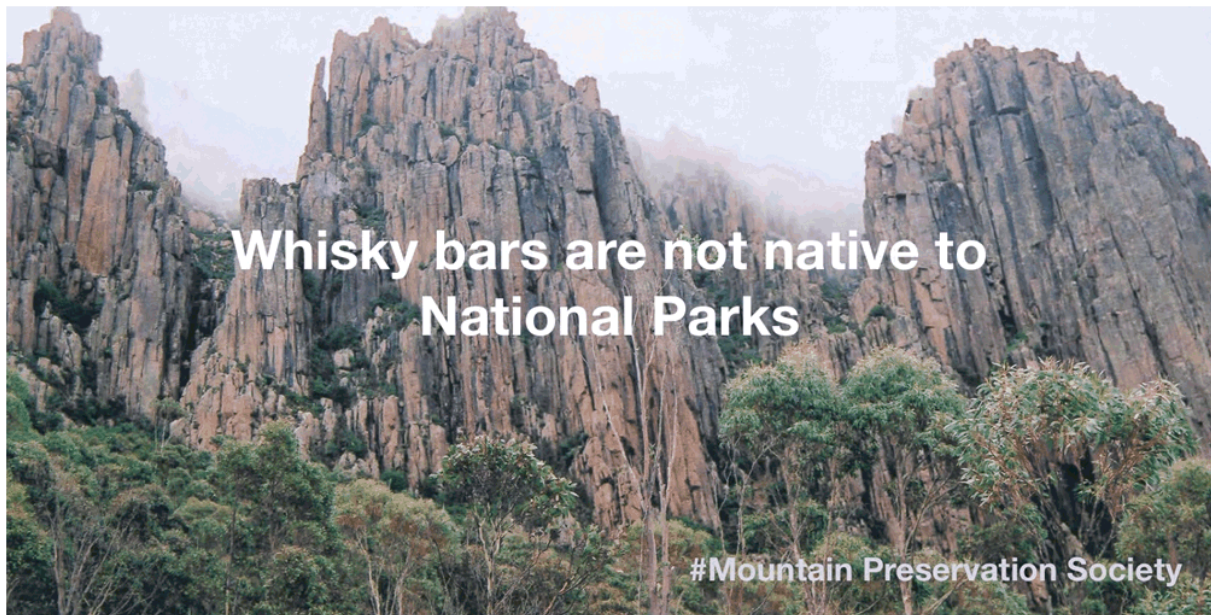
John Fisher
MANAGER BUSHLAND



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 5 June 2020
File Reference: F20/55371

Attachment A: Dry Mountain ↴



Rising above the Influence: alcohol in Wellington Park

"To possess an open container of alcohol in a public street is illegal but this does not stop you enjoying a picnic in a park or on a beach where council by-laws permit."

—Tasmania Police website

In the 'enjoyment' referred to above, the unstated ingredient is alcohol—it is as if the joy is contained in the alcohol.

So influential is alcohol in Australian culture that even Tasmania Police—whose most traumatic duties most commonly have alcohol in the mix—published the statement above on their website as advice.

BACKGROUND

It is ubiquitous and since records began, of all its mind-altering alternatives, alcohol is tops at causing social harm; yet *any* suggestion by *any* one to put *any* curb on alcohol is mocked and dismissed as wowserism.

No longer. Communities that had to rise above the influence of an industry as well as the bubbly drinking culture of their own fellow-citizens by defiantly adopting the tag of wowser eventually persuaded a few local Councils to write by-laws to halt the unintended, but so common and frequent problems induced by enjoying.

Community succeeded. Local Councils have the legal power in any of their Parks on their own land to ban or to restrict alcohol consumption and sale. Councils can even declare Prohibition Zones. And, increasingly, they have done so. Bondi went alcohol free in 2004, and Hobart City Council has even more long-standing by-laws restricting the sale and supply as well as the possession and consumption of alcohol in its parklands.¹ Few Hobart parks have no restrictions, a dozen of its parks have restrictions, three have bans. St David's, Princess Park, the Regatta Grounds and Salamanca Place, for example, have closing-time Restrictions. Long Beach and Franklin Square have total alcohol bans. The bans do not prevent the issue of event licences (a 'Special License') on occasions like the Summer Twilight Market at Long Beach or Friday's Franco Eats in Franklin Square.²

'Park' is a zoning designation increasingly synonymous with no drinking or smoking permitted. The most common areas declared alcohol-free are public parks.

Many countries restrict (or combine restrictions with alcohol-free zones) in their national parks. National Parks in Canada (like Banff, Yoho and Kootenay) have significant no-alcohol areas and stiff restrictions. "There's a lot of places to party in this world and national park campgrounds are really... they're not the place for that," said Heidi Perren, a Parks Canada prevention co-ordinator.³ National Parks in the South of France have summer bans. Many USA Parks have alcohol-free zones. Countries where alcohol is totally banned in National Parks include Thailand and South Africa.

Alcohol was banned from Uluru National Park in 2007. It is banned in Brunswick Heads Reserve (Byron Bay) over Christmas.

Tasmania's National Parks Service promotes park weddings and functions where alcohol may (with permission) be consumed, but only two Tasmanian Parks permit the sale of alcohol. Wellington Park—which has the status of a National Park—is not one of them.

¹ The other Authority with alcohol powers is the Wellington Park Management Trust

² [List of Parklands](#) An alcohol-free Park map for Hobart has not been produced.

³ See Appendix for source articles

The Mountain has always been Dry. Even the Mountain 'Hotel' at The Springs was Dry. From its construction in 1907 until its conflagration in 1967 every (?) lessee, (note: *lessee*, not *licensees*) sought permission to sell alcohol, some tried more than once. All were refused every time. The *Mountain Park Act* (1922) specifically forbade the sale of intoxicating beverages in the Park and a Council Act did the same. For one push a Hobart Elector Poll was called. The people rejected any licence being granted.⁴

The Trust recently ("about a year ago") deferred for 12 months a decision on an application to sell alcohol in the Park. It is the news of this deferral—rather than dismissal—that raised our concern about a potential change in the status of alcohol in the Park.⁵

RESPONSIBILITY AND COMMUNITY

State and federal government agencies have emerged from the alco-cultural haze to support community. "The use of alcohol comes at an enormous cost to society" is how *Tasmanian Drugs Policy* portrays the situation. Limiting the harm from alcohol is now a crucial social goal. "The Tasmanian Alcohol Action Framework [in the *Tasmanian Drugs Policy*] provides a strategy that guides activities and partnerships between Government Agencies, local councils, community sector organisations, and the liquor and hospitality industries. The Framework focuses on:

1. Cultural change
2. An effective system for controlling the supply of alcohol
3. Effective interventions to address the priorities of health and wellbeing of the population."⁶

This is the "joined-up approach".

Community sector organisations are at the heart of this. Today in Australia any person living or working in any area can ask a council to establish an alcohol-free zone. The local police, a local community group or a council itself may ask. As no one lives in Wellington Park, only a handful work there, there is no police presence and Council by-laws do not apply; a request for an alcohol free zone in the Park must come from the community at South Hobart, Fern Tree or Ridgeway.

Any request would need to go to two organisations. As the Council and also the landowner of Wellington Park, Hobart City Council needs to know. Their consent is also required before any business would be permitted to sell alcohol on its land.

As land manager, Wellington Park Management Trust consent is also required. The word "alcohol" does not appear in the Wellington Park Management Plan but this drafting oversight does not absolve the Trust of actual oversight. The onus on alcohol control in the Park is with the Trust. The Trust is effectively the Licensing Authority for the Park. Their permission is necessary for all proposed commercial activities.

⁴ [History of the Springs Hotel](#) (Maria Grist)

⁵ The applicant was the Lost Freight café at The Springs

⁶ [Alcohol Action Framework](#) (Health Department of Tasmania)

Responsibility attaches to the Trust, its Trustees as well as to the Council for their decisions. With responsibility comes legal liability. Who could argue with the Hobart City Council and the Trust for having a joined-up approach that preserves the Park as an alcohol free place and increases the social benefits of natural enjoyment.

SALE AND SUPPLY OF ALCOHOL IN WELLINGTON PARK

Countless shards of glass, empty bottles and cans of alcoholic beverages were found strewn below the Pinnacle's observation platforms during the 2020 community kunanyi clean-up day. Children make snowmen here.



How does alcohol enhance the enjoyment of nature?

No doubt, there are people who will find an argument or relate many experiences of it, but is every one better off with people in the Park consuming alcohol around them? How about a shop selling alcohol or serving alcohol? And permission to drink it anywhere you like in the Park?

Wellington Park is a place for "Healthy Parks, Healthy People" events run by the Tasmanian National Parks Service.

As public agencies, the Trust and the HCC must act in the best interest of public health and community safety. Would the sale of alcohol in the Park enhance the reputation of the Park as a health-giving and safe space? What message should the Park send to the community of parents and their children?

Bars may lure new drinkers to the Park but such attractions would also alter the nature of the experience of the Park. Is that beneficial to the community?

The Park is set apart. The Trust is required to preserve and protect the unique qualities of the Park as a natural place. To do so it utilizes No-Go-Zones as a policy measure to protect the water supply. Numerous other activities are restricted or outlawed in the Park.

Who could argue with the Trust if it formalised as policy a refusal to allow sale of alcohol in the Park?

The sale of alcohol has never been allowed in the Park, so a No Sale or Supply by-law would not spoil any existing operators as no existing operator has a sale or supply permit.

The Park already has numerous natural watering holes.

CONSUMPTION OF ALCOHOL IN WELLINGTON PARK



Single-car accident on Pinnacle Road. Date Unknown.

None of the Values of the Park are enhanced by the consumption of alcohol either. The Park has at its core the idea of recreation, not inebriation. An Alcohol-free Park would compliment other requirements (like quiet and peaceful enjoyment) in the Management Plans and Codes of Conduct.

The Trust's Management Plan states that the Trust will "Promote the adoption of minimal impact and safe recreational practices within the Park."

Though it may present a low incidence of risk, alcohol consumption *anywhere* introduces dangers to public (as well as individual) safety. In brightly lit, populous cities and suburbs society manages, but in a wild, alpine and remoter location the risks are higher and the consequences graver. The most dangerous part of any alpine expedition is the descent. Surely, the last place you would put an alcohol dispensary would be at the summit?

The Pinnacle in particular is said by some to possess one of the most spectacular views in Tasmania. Who would require alcohol in order to appreciate the scene is probably the last person to whom alcohol should be served.

The Park's Regulations prohibit "offensive and riotous behavior" and a Ranger is permitted to expel any person from the Park who is intoxicated. It is acknowledged that riotous behavior is a very infrequent occurrence in the Park; nevertheless, Authorized Officers typically work alone and either a no-sale policy and/or a no-consumption policy would making their work environment less hazardous and their work easier. The same arguments apply to the Council which also has a workforce on the Mountain.

THOSE IN FAVOUR?

Did any one ever tell you to mix a bit of Nature in with your alcohol?

Alcohol producers have sought to associate themselves with active, outdoor lifestyles but alcohol does not support an active life nor does it enhance any of the Park's aims, objectives or management. Alcohol is antithetical to the Values of the Park, and a very impressive list of medical experts and health organisations would confirm this. They support alcohol-free zones.⁷

The Tasmanian National Parks Association has indicated that it would support an alcohol-free Park.

There are some still opposed. For what reasons?

A Northern Territory Tourism Association spokesperson argued against the alcohol ban in Uluru National Park saying: "All your grey nomads that have alcohol in their vehicles, or in their fridges or their eskies, that happen to be there at sunset, and think 'Gee! It'd be nice... this is a lovely, beautiful, mystic place; let's just have a little glass of wine while we watch the sun go down on one of the world's icons'".⁸ The argument is risible. Would a bar in front of the Mona Lisa enhance her mystical loveliness?

It might be argued that "We will serve alcohol responsibly and getting down the Mountain is no more of a safety issue than anywhere else." But the issue is not responsible service. The issue is ethical. Selling intoxicants is valuable, but not virtuous.

Tasmania's Licensing Board has, amongst its primary reasons for refusing to issue a new venue licence, "the consideration of the potential impact that the proposed increase may have on alcohol free areas, children's playgrounds and *public parks*." [italics added] Moreover, "Potential adverse effects on public amenity are among the objects of the Act and would be considered in licence applications. Public amenity includes the nature and character of the local community and how the proposed licence would fit that location."

It would seem that the Licensing Board, too, would have difficulty in issuing a licence. Wellington Park is a public park and a children's playground. The nature and character of the Park's "local community" is an ecological community and its naturalness has a very high public amenity. One question for both the Trust and the Council is: How is the Park's "location" a good fit for such proposals?⁹

Responsible service of alcohol begins not at the tap, but at the top, with the authority that permits it to be served: the Trust and the HCC.

⁷ See Appendix for a list

⁸ See News reports in the Appendix for full text and context

⁹ [Guide to Tasmanian Liquor Licensing law](#) (Treasury)

ALCOHOL OPTIONS

Sale

Licensed premises have never been permitted in the Park however there are two potential sites: The Springs Specific Area and the Pinnacle Specific Area. A No-sale-or-supply of alcohol in the Park policy would maintain consistency with the past wishes of the community and aligns with contemporary social strategies, but it lacks flexibility and may appear dictatorial. On the other hand, a “Clayton’s Solution” of a one-site monopoly would be unfair to the other Specific Area. Permitting alcohol sale would face significant opposition from the community and medical authorities. A compromise proposal on Sale and Supply you might agree with is: “We believe that the supply and sale of alcohol in the Park should be restricted to Special (Event) Licences.”

Consumption

Possession and consumption may occur anywhere in the Park. Policing a ban on consumption would be practically impossible; nevertheless, significant restrictions on consumption would be in accord with international and local practice.

Options 1: A Dry Mountain

A Dry Mountain has clarity and simplicity in its favour as well as widespread support. Credible objections are hard to conjure.

Option 2: An alcohol-free zone

Creating an Alcohol free zone in the popular portion of the Park while retaining no restriction on consumption in the bulk of the Park would be a clear-cut option that also offered a greater impression of compromise. The map illustrates a two-zone option.

Option 3: Multiple alcohol zones

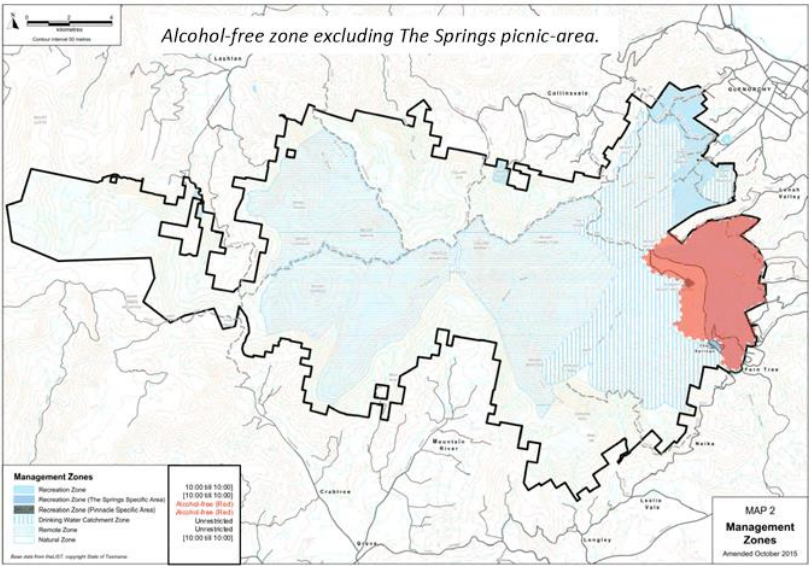
Site-specific restrictions utilising the current Park Zoning system.

For example:

- No consumption or sale permitted in the alcohol-free Natural Zone (See Map overleaf).
- Consumption restricted [10.00am–10.00pm] in Natural Zones elsewhere.
- Consumption unrestricted in the Drinking Water Catchment Zone and the Remote Zone.

Multiple alcohol zoning is a limiting strategy that offers the most flexibility through site and timing restrictions and is the most capable of gradual modification, but it is at the same time the most complex option. How would you know what Zone you were in? This option that would require agreement from the land managers in the Trust. Exceptions would be seen as an invitation to seek further exceptions, “watering-down” the Park’s status.

A compromise position on Consumption you might agree with is: “We believe that the consumption of alcohol in the Park should be restricted to ... ”



APPENDIX

CONSULTATION

No organisations have been consulted: that task is for Council and the Trust.

Organisations in health and community are highly likely to support an Alcohol-free Park. So too are government departments. Recreation groups too will tend to support no alcohol. Commercial sense would suggest that the local tavern would also support an alcohol ban in the Park, but the Cascade Brewery would not.

Experts

Australian Medical Association
Royal Australian College of General Practitioners (RACGP)
Cancer Council of Australia (Tasmania)
Pharmacy Guild of Australia

Government

Department of Sport and Recreation
Health Department Tasmania

Community

Progress Associations: South Hobart, Fern Tree, Ridgeway
Tasmanian National Parks Association
Hobart Walking Group
Other recreational user groups
Tasmanian Aboriginal Centre

Business

Fern Tree Tavern
Lost Freight café
Cascade Brewery

NEWSPAPER REPORTS

'Can you imagine drinking in a church?'

Alcohol-free zone proposed for Biamanga

The major reason for a proposed alcohol-free zone (AFZ) in Biamanga National Park, (NSW) the site of Mumbulla Falls, is because it would ensure a greater level of respect in the sacred region.

The zone is proposed for the area around the picnic area, falls and waterhole, and is a move instigated by the Biamanga National Park Board of Management.

"Can you imagine someone going into a church and drinking?" the board's chair and Yuin man Uncle Bunja Smith said

"This is a very special place for us so we want to create that atmosphere, we want to create that culture, and we want people to understand the significance of the place."

The other reason the board wants to install an AFZ is for safety, as while Mr Smith said they had no recorded accidents or incidents at the site the board was "about prevention", as alcohol, slippery rocks and broken glass could be a recipe for disaster.

"What happens if someone injures themselves there? It's not an easy place to get to or to get someone from," he said. He said the board could "go down the Ayers Rock route of banning everyone" - referring to the decision by the Anangu to [permanently close](#) Uluru to climbers - but said they still wanted the public to use the site and the move was more about education and the sharing of culture.

"When I talk about culture I mean the culture of people that come there and use it, the culture of respect for the place itself," he said.

"We don't want to stop you visiting, we want you to come there, we want you to have a barbecue."

All of Biamanga is a special area to the traditional custodians, but he said waterhole at Mumbulla Falls was of particular significance as it was a place of initiation and a significant site of lore for men, supported by women.

Traditional custodians already request people do not swim in the waterhole, with Mr Smith saying again it was a matter of respect.

"There's divided schools of thought around whether people should be swimming in it or not, which is why we've haven't gone down the path of closing it," he said.

"We'd prefer you didn't swim in it, but if you do understand there can be consequences from spiritual aspects.

"People make better choices when alcohol doesn't cloud their brains."

Kempsey Alcohol-Free Zones renewed at September council meeting

KEMPSEY Shire Council recently voted at their regular meeting to renew nine Alcohol-Free Zones (AFZ), and additionally, added Leith Street Park as a new 24hr, 7 days a week Alcohol Prohibited Area (APA).

All the councillors present voted unanimously to renew the following AFZs:

- Crescent Head CBD
- Greenhill Residential Area
- Hat Head (Special Event: December 1 to January 30)
- Kempsey CBD
- Smithtown Residential Area
- South West Rocks CBD
- South Kempsey Residential Area
- West Kempsey CBD
- West Kempsey Residential Area

These zones apply to streets, footpaths, car parks and are marked with proper signage. They will be in effect over four years from October 1, 2019, until September 30 2023, and are designed to assist NSW police in **reducing alcohol-related crime and anti-social behaviour in public areas**.

Alcohol-Free Zones and Alcohol Prohibited Areas allow police to confiscate and dispose of open alcohol in the zones; fines may apply if requests from police are ignored.

After the Kempsey Shire's existing Alcohol-Free Zones expired in 2019, they sought community feedback on whether additional zones should be created. They received 31 submissions via the 'Your Say Macleay' Portal.

- 77.4 per cent agreed that AFZ and APA improve community safety
- 76.9 per cent agreed that Leith Street Park should be added

There were several additional areas suggested, and they are being investigated further with the NSW police and key stakeholders. Guidelines stipulate that there be a minimum 30 day consultation period; however, the council exceeded that by providing eight-weeks.

Council has been establishing and renewing AFZ in various areas since 1993 in response to requests from NSW police, Kempsey Local Aboriginal Land Council, local chambers of commerce, and various residents and local groups.

Alcohol ban at national parks to be strictly enforced

Thailand Dec 03. 2017

Department of National Parks, Wildlife and Plant Conservation's director-general Thanya Netithammakun yesterday warned tourists to stay alcohol-free inside national parks.

"Offenders are liable to one month in jail and/or a maximum fine of Bt1,000," he said.

Thanya said he had instructed all park officials to strictly enforce the rule.

"Those found drinking alcohol will also be immediately expelled from national parks," he added.

"People visiting national parks yearn for nature. So, we will make clear no alcohol beverages are allowed," he said.

Canadian Parks Cut the Cord

An inaugural ban on alcohol in mountain park campgrounds west of Calgary has resulted in the quietest long weekend in recent years.

For the first time, Parks Canada instituted a temporary ban on possessing or drinking alcohol in front-country campgrounds in Banff, Yoho and Kootenay national parks over the May long weekend.

"Last year it was just terrible. It was just so loud, and so noisy and so obnoxious that I didn't enjoy the camping," said Antoinette Krieg-Meyer, who has been going to the Tunnel Mountain Village campground for about 30 years. "This year, it's nice and quiet."

The ban was brought in after complaints of rowdy campers spoiling the experience for others.

"There's a lot of places to party in this world and national park campgrounds are really, they're not the place for that," said Heidi Perren, a Parks Canada prevention co-ordinator.

Alcohol banned in Uluru National Park

Updated 24 Aug 2007, 4:29pm

It will soon be illegal for visitors to Uluru in central Australia to have a glass of wine as they watch the sun set over the rock.

From September 14, alcohol will be banned in the Uluru-Kata Tjuta National Park as part of the Commonwealth's intervention in Northern Territory Indigenous communities.

The Central Australian Tourism Industry Association's chairman, Steve Ratray, says it will affect the experience of many travellers.

"All your grey nomads that have alcohol in their vehicles, or in their fridges or their eskies, that happen to be at sunset, and think 'gee it'd be nice, this is a lovely beautiful, mystic place, let's just have a little glass of wine while we watch the sun go down on one of the world's icons'," he said.

The Ayers Rock Resort will not be affected by the changes.

NT Tourism Minister Paul Henderson says he is yet to receive any complaints about the ban.

"Guests at the Voyages Resort will still be able to have wine with their meals and will be able to have a beer around the pool," he said.

"What's being banned is alcohol in the park itself. I don't believe that that will have a huge impact on tourism visitation to Central Australia.

"If I do receive complaints as the Minister for Tourism, I'll certainly be forwarding those through to the Commonwealth Minister."

An Alcohol-free Park would sit well in the Wellington Park Visitor leaflet, complimenting several aspects of the Visitor Code.

WELLINGTON PARK INFORMATION • BUSH WALKING

► **SAFETY IN WELLINGTON PARK**

Be prepared and stay safe

Ensure you are well prepared for the walk you choose.

Detailed walk information is available at: wellingtonpark.org.au/bushwalking/

Check the weather at: bom.gov.au/tas/forecasts/mtwellington.shtml
 Conditions can change quickly. Icy winds, snow, low cloud and heavy rain can occur at any time of year. Temperature drops 1 degree for every 100m you climb.

On longer and higher altitude walks you must have adequate clothing. Do not attempt walks in snow conditions or poor visibility unless you are very experienced, well prepared, and in the company of others. Low cloud can reduce your visibility to a few metres. All tracks can be slippery when covered in snow and ice. Be prepared to turn back.

Hiking Shoes

Waterproof Jacket

Warm Jacket

Warm hat

Sun hat & sunscreen

Water & food

Map

Phone

Leave a plan
Tell someone reliable where you are going and your anticipated return time. This will help us find you in an emergency.

Alcohol free zone
Wellington Park is an alcohol-free zone. Sale, supply and consumption of alcohol requires a Special (Event) Permit. Contact XX XXX XXX.

► **SHARING THE TRACKS**

Be aware that some tracks are shared use for walking and bike riding. Check track signage and obey the Track Users Code. Read the full Code at: wellingtonpark.org.au/bikes/

Bicycles are permitted on roads, most fire trails, and selected tracks. Refer to the map and signage. Please report any illegal track use e.g. trail bikes, to the Ranger on 0408 517 534.

Track Users Code

Remember the 3 respects:

1 RESPECT EACH OTHER

- Expect walkers, riders, runners, dogs and wildlife.
- Listen and look out for each other.
- Give way to slower track users.
- Be cautious near corners and blind spots.
- Be mindful of vulnerable track users with different levels of mobility, vision and hearing, particularly the elderly and the very young.
- Keep devices and headphones at low volume.

2 RESPECT THE TRACK

- Keep to the formed track.
- Don't modify tracks or make new ones.

3 RESPECT THE PARK

- Respect heritage, including the historic tracks.
- Allow others quiet enjoyment of the Park.
- Follow Leave No Trace principles – Took it in? Take it out.
- Do not disturb flora and fauna.
- Start with clean boots and bikes.
- Have a plan and tell someone where you're going.
- Be prepared for the conditions and the weather.
- Be prepared for emergencies.
- Do not enter restricted areas in drinking water catchments.
- Do not consume alcohol in the Park's Alcohol-free Zone.

Bushfires

On days of EXTREME or CATASTROPHIC fire danger Wellington Park will be closed and visitors must exit immediately. During the fire danger period please check the Tasmanian Fire Service website fire.tas.gov.au before entering.

Take precautions during days of High, Very High and Severe fire danger. Under these conditions walks in remote areas of the Park should be carefully planned and include a strategy for safely exiting the Park. Visitors should take a charged mobile phone with them. In the event of a bushfire in the Park, exit immediately via the safest route.

Lighting fires is prohibited except in designated fireplaces at Fern Tree Park, The Springs, Junction Cabin and The Chalet. It is an offence to light any fire during a Total Fire Ban. Non-emergency firewood must not be collected from the Park.

FOR FURTHER INFORMATION ON WELLINGTON PARK CONTACT:
wellingtonpark.org.au | tasmap.tas.gov.au | greaterhobarttrails.com.au | Tasmanian Travel and Information Centre: 03 6238 4222

6.3 Sandy Bay Sailing Club - Request for Extension of Lease
File Ref: F19/164732

Report of the Parks Projects Officer, the Manager Parks and Recreation
and the Director City Amenity of 5 June 2020.

Delegation: Council

**REPORT TITLE: SANDY BAY SAILING CLUB - REQUEST FOR
EXTENSION OF LEASE****REPORT PROVIDED BY:** Parks Projects Officer
Manager Parks and Recreation
Director City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to consider a request from Sandy Bay Sailing Club to formalise for a further 10 year extension and another 10 year option to their current lease agreement of the Sandy Bay Sailing Club, Long Point Road, Sandy Bay.

2. Report Summary

- 2.1. A request has been received from Sandy Bay Sailing Club from its current expiry in 2031 for a further 10 years and with another 10 year option.
- 2.2. The reason for the extension is to provide the club with certainty for its ongoing operations and confidence to proceed with the approved masterplan development for the Club, specifically to construct a new boat storage facility which will improve both site facilities and OH&S issues.
- 2.3. The Council previously approved in 2018 an extension of the lease footprint of the Club to accommodate its redevelopment.
- 2.4. The request is supported.

3. Recommendation***That:***

1. ***A lease to the Sandy Bay Sailing Club over the Sandy Bay Sailing Club, Long Point Road, Sandy Bay for a period of ten (10) years with an option of a further (10) years, from the expiry of their current lease in 2031, be approved, subject to no objections being received during the statutory community engagement process required under Section 178 and 179 of the Local Government Act 1993.***
 - (i) ***Should any objections be received during the community engagement period, a further report will be provided to the Council.***

2. ***The leased area be provided at a nominal annual rent (\$50 per annum).***
3. ***The General Manager be authorised to finalise the terms and conditions of the lease.***
4. ***In accordance with the Council Policy Grants and Benefits Disclosure the benefit recognised to the Sandy Bay Sailing Club by way of reduced rental as part of the new lease be disclosed in the City's Annual Report.***

4. Background

- 4.1. In 2010, the Council approved a 10 year lease with two option periods for a further 10 years and one year over the Sandy Bay Sailing Club, Long Point Road Sandy Bay extending the property under lease until 2031.
- 4.2. The Council, at its meeting 23 July 2018 granted approval for an extension of the lease footprint of the Sandy Bay Sailing Club to enable it to accommodate proposed development works in accordance with its approved master plan.



Indication of lease footprint

- 4.3. The Sandy Bay Sailing Club has experienced growth over the past five years due to a changing program and coaching structures with membership doubling during this period currently just over 300.
- 4.4. Recent upgrades at the Club have been undertaken with assistance from a State Government grant and Origin Energy that has included renovation of the kitchen, a doubling of the size of the girls changeroom area and addressing several OH&S issues.
- 4.5. The immediate lease period extension request has followed the granting of a planning permit for a new boat storage and has been developed to improve both site facilities and safety.
- 4.6. The extension request is sought to provide certainty to the Club given their significant capital investment to the site.

5. Proposal and Implementation

- 5.1. Should the Council approve the recommendation, the following will need to occur for implementation:
 - 5.1.1. Pursuant to Sections 178 and 179 of the *Local Government Act 1993*, community engagement be undertaken.
 - 5.1.2. Upon conclusion of the community engagement process:
 - 5.1.2.1. Should no objections be received, the General Manager be authorised to finalise the terms and conditions of the lease; or alternatively
 - 5.1.2.2. Should objections be received, a further will report be provided to the Council on the matter.

6. Strategic Planning and Policy Considerations

- 6.1. The *Capital City Strategic Plan 2019-2029* supports the proposal with Strategic Objective 2.3:

2.3 Hobart communities are active, healthy and engaged in lifelong learning.

2.3.1 Provide and progressively enhance a range of quality place and facilities where people can enjoy education, recreation, socialising, healthy living and other activities and events.
- 6.2. Assessment of the request was undertaken in accordance with Council Policy 'Leases to Non Profit Organisations'.
- 6.3. The proposed benefit of the lease, on nominal terms, is to be recorded in the City's Annual Report, in accordance with Council Policy 'Grant and Benefits Disclosure'.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. There will be no impact to the Council as result of this proposal.

7.2. Impact on Future Years' Financial Result

7.2.1. As the Club has developed all facilities on the site, a nominal annual rental will continue to be applied.

8. Legal, Risk and Legislative Considerations

8.1. Any new lease documentation will be prepared by the City's Legal Services team.

9. Social and Customer Considerations

9.1. The Sandy Bay Sailing Club is an important community facility and that supports Hobart and Tasmania's strong association with the sea and sailing. The Club has a long history of not only producing successful sailors but also facilitating access to water-based recreational activities for a broad cross-section of the Tasmanian Community.

9.2. The Club has grown substantially in recent years and supporting a lease extension will allow the club to confidently continue its scope for growth.

10. Delegation

10.1. The matter is delegated to the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Kellie Williams
PARKS PROJECTS OFFICER

Lee Farnhill
MANAGER PARKS AND RECREATION

Glenn Doyle
DIRECTOR CITY AMENITY

Date: 5 June 2020
File Reference: F19/164732

**6.4 Derwent City Bowls Club (Bowling Greens and Buildings), Cnr
Lettitia and Ryde Street, North Hobart - Lease Renewal
File Ref: F20/50248**

Report of the Parks Projects Officer, the Program Leader Projects and Assets, the Manager Parks and Recreation and the Director City Amenity of 5 June 2020.

Delegation: Council

REPORT TITLE: DERWENT CITY BOWLS CLUB (BOWLING GREENS AND BUILDINGS), CNR LETTITIA AND RYDE STREET, NORTH HOBART - LEASE RENEWAL

REPORT PROVIDED BY: Parks Projects Officer
Program Leader Projects and Assets
Manager Parks and Recreation
Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to consider a request from the Derwent City Bowls Club for a new 20 year lease for the bowling greens and clubrooms in North Hobart

2. Report Summary

- 2.1. The Derwent City Bowls Club has requested a new 20 year lease over their City owned clubrooms and bowling greens in North Hobart.
- 2.1.1. It is proposed to offer the Club a new 10 year lease, with an option for a further 10 years.
- 2.1.2. The Club has held a lease over the premises since the 1920's after moving from the TCA Ground.
- 2.1.3. The club requested a variation to the premises in 2015 to add an additional area at the rear entrance to enable the lessee to construct an access ramp and to relinquish a disused bowling green which was approved. Their lease was amended to reflect the changes in December 2015.
- 2.1.4. The new lease is supported subject to the City's obligations under the *Local Government Act 1993*.
- 2.1.5. The report is recommending approval of a lease renewal with the Derwent City Bowls Club.

3. Recommendation

That:

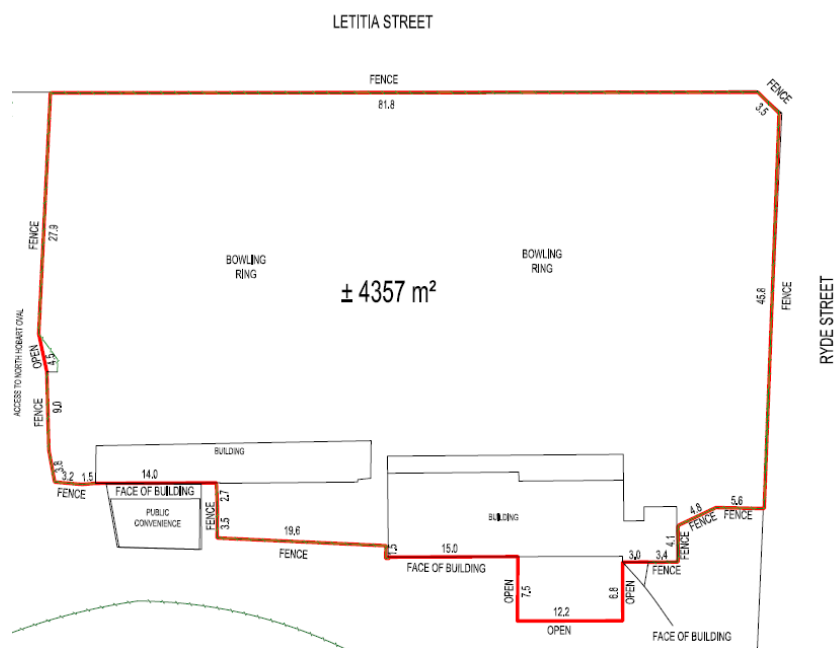
- 1. *A lease to the Derwent City Bowls Club over the bowling greens and buildings at 1 Ryde Street, North Hobart for a period of ten (10) years, with an option for a further ten (10) years, be approved, subject to no objections being received during the statutory community engagement process required under Sections 178 and 179 of the Local Government Act 1993.***

- (i) *Should any objections be received during the community engagement period, a further report will be provided to the Council.***

2. ***The leased area be provided at a nominal annual rent (\$50 per annum)***
3. ***The General Manager be authorised to finalise the terms and conditions of the lease.***
4. ***In accordance with the Council Policy Grants and Benefits Disclosure the benefit recognised to the Derwent City Bowls Club by way of reduced rental as part of the new lease be disclosed in the City's Annual Report.***

4. Background

- 4.1. The Derwent City Bowls Club hold a lease with the City for its clubhouse and bowling greens at 1-5 Ryde Street, North Hobart, and is situated on the same property title as North Hobart Oval.
 - 4.1.1. The current lease was originally approved by the Council in 1999.
 - 4.1.2. A variation of the original lease was approved on 17 December 2015 to add an additional area at the rear entrance to enable the lessee to construct an access ramp and to relinquish from the original lease a disused 3rd bowling green.
- 4.2. The Derwent City Bowls Club lease area is indicated below





- 4.3. The current lease area is well maintained by the Derwent City Bowls Club, and as such is considered a minimal impact to the City.

5. Proposal and Implementation

- 5.1. It is proposed that a new lease for a period of 10 years with an option for a further 10 year extension to the Derwent City Bowls Club, at a nominal annual rental of \$50, be given in-principle approval.
- 5.2. Pursuant to Section 179 of the *Local Government Act 1993*, as the requested lease term exceeds five years, the City undertake community consultation, as required under Section 179 of the Act 'Sale, exchange and disposal of public land'.
- 5.3. It is proposed that subject to no receipt of public objection to the proposed lease, following the community consultation prescribed under Section 179 of the Act, the General Manager negotiate the terms of the lease, at nominal rental, with the value of the benefit to be recorded in the City's annual Report, in accordance with Council Policy *Grant and Benefits Disclosure*.
- 5.3.1. In accordance with the Act, should any objections be received from the public, a further report will be presented back to the Council.

6. Strategic Planning and Policy Considerations

- 6.1. The *Capital City Strategic Plan 2019-29* supports the proposal with Strategic outcome 2.3:
- Hobart communities are active, healthy and engaged in lifelong learning.*
- 6.2. Assessment of the request was undertaken in accordance with Council Policy *Leases to Non Profit Organisations*.

- 6.3. The proposed benefit of the lease, on nominal terms, is to be recorded in the City's Annual Report, in accordance with Council Policy *Grant and Benefits Disclosure*

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
- 7.1.1. The commercial annual rental valuation of the Derwent City Bowls club lease area is \$40,000.
- 7.1.2. The value of the reduced rental is recorded in the City's Annual Report in accordance with the Council Policy *Grants and Benefits Disclosure*.
- 7.2. Impact on Future Years' Financial Result
- 7.2.1. There will be minimal impact on future years' operating results.
- 7.3. Asset Related Implications
- 7.3.1. The City owns the building and as such has it listed as an asset.
- The terms of the lease requires the Club to meet the outgoings for the leases facility.

8. Legal, Risk and Legislative Considerations

- 8.1. Any new lease documentation will be prepared by the Council's Legal Services Officer.

9. Social and Customer Considerations

- 9.1. The Club has a consistent membership and has been a long term tenant of the area.

10. Community and Stakeholder Engagement

- 10.1. Pursuant to Sections 179 and Sections 178 of the *Local Government Act 1993*, community consultation be undertaken in accordance with the Act, as listed below:
- 10.1.1. Notification in the Mercury on at least two separate occasions;
- 10.1.2. Display of the notification onsite;
- 10.2. The notifications to advise the public that any objections to the proposed lease may be made to the City within 21 days of the date of the first publication.

11. Delegation

11.1. The matter is delegated to the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Kellie Williams
PARKS PROJECTS OFFICER



Shannon Avery
PROGRAM LEADER PROJECTS AND ASSETS



Lee Farnhill
MANAGER PARKS AND RECREATION



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 5 June 2020
File Reference: F20/50248

**6.5 COVID-19 Safe Plans - City Playgrounds, BBQS and Sportsgrounds
and Related Hire
File Ref: F20/56363**

Memorandum of the Director City Amenity of 5 June 2020.

Delegation: Committee



City of **HOBART**

MEMORANDUM: PARKS AND RECREATION COMMITTEE

COVID-19 Safe Plans - City Playgrounds, BBQS and Sportsgrounds and Related Hire

The State Government implemented the closure of public facilities in March 2020 in order to curtail the community transmission of COVID-19.

Recent relaxation of restrictions allows the staged re-opening of many open space facilities, subject to the development COVID-19 Safe Plans to ensure the risk to the public and the workforce can be mitigated.

Accordingly, the City has been developing COVID-19 Safe Plans in accordance with State Government guidelines.

Of particular, COVID-19 Safe Plans have been approved, at the time of writing, for the following facilities/activities that allow the public to recommence enjoyment and active use of various City facilities, including:

- Playgrounds and skate parks;
- BBQ sites (both those free to use on a first-come basis, and those managed through bookings);
- Legacy Park community ovens;
- Sporting codes use of sportsgrounds (currently only for training purposes);
- Hired use of the Mornington Skills Centre;
- Bushcare and Bush Adventures programs and activities.

All COVID-19 Safe Plans address State Government guidelines, addressing in particular:

- Social distancing;
- Permitted numbers of attendees;
- Hygiene protocols and cleansing regimes;
- Display of information posters promoting and advising of public health advice and measures;
- Relevant operational controls.

The City continues to work closely with key user groups to ensure the staged re-opening of facilities and recommencement of activities progresses in a safe manner.

RECOMMENDATION

That the information summarising the City's COVID-19 Safe Plans that relate to the City's re-opening of its playgrounds and bbqs and the hired use of its sportsgrounds, be received and noted.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 5 June 2020
File Reference: F20/56363

7. COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Elected Members.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Committee Action Status Report

PARKS AND RECREATION COMMITTEE - STATUS REPORT

OPEN PORTION OF THE MEETING

November 2014 to May 2020

Ref.	Detail	Report / Action	Action Officer	Comments
1	HARRINGTON STREET PUBLIC TOILETS – PROPOSED DECOMMISSIONING AND REMOVAL Open Council 25/5/2015, Item 15	<p>The Harrington Street public toilets be immediately decommissioned and a communication strategy, including signage, be developed to direct users to facilities located in the nearby Centrepont Shopping Centre.</p> <p>The General Manager be authorised to proceed with the demolition of the Harrington Street public toilets and replacement with an appropriately designed wall, subject to:-</p> <p>(i) a further report being provided detailing the proposed replacement wall, including opportunities for the creation of a public space, opportunities for public art, interpretation of the historical bridge and increased visual access to the Hobart Rivulet.</p>	Director City Amenity	A report is being finalised on the matter
2	SOLDIERS MEMORIAL AVENUE – MANAGEMENT PLAN REVIEW Open Council 25/1/2016, item 13 Open Council 23/5/2016, item 18	<p>A review of the Soldiers Memorial Avenue Management Plan 2004 be undertaken with the development of a new management plan, at an estimated cost \$15,000 to be funded from the Open Space Planning Function.</p> <p>(i) The management plan consider the utilisation of the 'Tree Widows' material for the interpretation and promotion of the Soldiers Memorial Avenue.</p> <p>The Friends of Soldiers Memorial Avenue be advised of the Council's decision.</p>	Director City Amenity	Consultants engaged with a draft plan scheduled to be received early 2020

Ref.	Detail	Report / Action	Action Officer	Comments
3	BATTERY POINT SHARED ACCESSWAY Open Council 25/1/2016, item 17	<p>That a report be prepared that details options available as a means of facilitating movement in and around Battery Point and its foreshore, and addresses the following:</p> <ol style="list-style-type: none"> 1. The implementation, in the short term, of the formalisation of an existing road route through Battery Point. 2. Analysis of the options include detail on the following: <ol style="list-style-type: none"> (i) estimated financial implications; (ii) planning and legal implications; and (iii) how the proposal relates to the City of Hobart Strategic Plan 2015-2025. 3. Analysis of any opportunity costs in respect to proceeding or not proceeding with a shared access way, including its impact with other planned projects. 4. Details on engaging the local and wider community in respect to the options. 	Director City Planning	A review of the City's Capital Works Program is underway in light of the impact COVID-19 on the City's financial position

Ref.	Detail	Report / Action	Action Officer	Comments
4	<p>KUNANYI / MOUNT WELLINGTON - PROPOSED VISITOR CENTRE AT THE SPRINGS - ALTERNATIVE PROPOSAL</p> <p>Open Council 22/5/2017, item 19</p> <p>Open Council 19/3/2018, item 24</p> <p>Open Council 23/9/2019, item 20</p>	<p>The Springs Visitor Centre Concept as developed to date, not be progressed.</p> <p>Comprehensive assessment and feasibility assessment be undertaken into the Halls Saddle site to establish its potential role as the primary road-based gateway entrance facility for servicing visitor access to the mountain.</p> <p>This work to involve:</p> <ul style="list-style-type: none"> (i) Concept development – including confirming required site functions and feasibility assessment. (ii) Site master planning to ensure any required functions can fit within the site. (iii) A transport / access analysis – including the site's potential role in providing for a regular mountain bus service. (iv) Determination of infrastructure and services requirements at the site. (v) Compliance with planning scheme, including bushfire risk requirements. (vi) Preparation of a high level assessment of the financial investment required to develop the Halls Saddle site as proposed. (vii) The identification of potential grant funding and other external funding opportunities that could provide the investment required to develop the Halls Saddle site. <p>The costs associated with the work to investigate the Halls Saddle concept, estimated to be in the order of \$100,000 be allocated from the 2019-2020 Bushland Capital Works budget.</p> <p>A report be provided on the findings of the above for the Council's consideration by February 2020.</p>	Director City Amenity	A report is attached to the Agenda

Ref.	Detail	Report / Action	Action Officer	Comments
5	<p>PROPOSED EXTENSION OF THE INTERCITY CYCLEWAY - REGATTA GROUNDS THROUGH MACQUARIE POINT TO EVANS STREET</p> <p>Open Council 22/5/2017, item 20</p> <p>Open Council 24/7/2017, item 29</p>	<p>That the City work in partnership with the Macquarie Point Development Corporation to enable the construction of the extension of the Intercity Cycleway, from McVilly Drive, Hobart Regatta Grounds, through Macquarie Point to Evans Street and include any bicycle infrastructure work that may be required into traffic flows with all sections being built concurrently.</p> <p>The City's financial contribution of an estimated \$400,000 to construct approximately 400m of the cycleway from McVilly Drive to the boundary of the Macquarie Point development site, be approved.</p> <p>The approval be provided on the condition that the Macquarie Point Development Corporation fund construction of the cycleway through its site to Evans Street (approximately 600 metres).</p> <p>The General Manager be authorised to progress all required negotiations with the Macquarie Point Development Corporation and to lodge development applications for the works, as may be required.</p> <p>Design of the final alignment and detail of the cycleway be undertaken in consultation with relevant stakeholders, to the satisfaction of the Hobart Bicycle Advisory Committee.</p> <p>Should there be variation in the cost of the build, by 20 per cent or more, the project must be referred back to Committee.</p> <p>A joint media release be issued together with the Macquarie Point Development Corporation at the appropriate time.</p>	Director City Amenity	<p>The Macquarie Point Development Corporation has recently closed its pathway pending works within its site.</p> <p>The City's design works are finalised.</p> <p>External funding opportunities to progress the works will continue to be explored</p> <p>Advice will be provided to Elected Members should the project proceed.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
6	<p>Long Beach Reserve, Lower Sandy Bay - Proposed Installation of Outdoor Exercise Equipment - Community Engagement Outcomes</p> <p>Open Council 19/3/2018, item 12</p> <p>Open Council 17/9/2018, item 26</p> <p>Open Council 23/3/2020, item 14</p>	<p>That the proposal for installation of outdoor exercise equipment in Long Beach Reserve, Lower Sandy Bay, to be located on the site of the scheduled to be replaced Long Beach Public Toilets (marked as option 2 within clause 4.3 of item 6.1 of the Open Parks and Recreation Committee agenda of 12 March 2020), be approved.</p> <p>The City explore external funding opportunities, including working with community groups, to allow the development of the proposal to proceed in the future.</p> <p>The General Manager be delegated approval to secure all statutory approvals, should external funding be secured.</p>	Director City Amenity	<p>External funding opportunities continue to be explored</p> <p>Advice will be provided to Elected Members should the project proceed.</p> <p>Complete</p>
7	<p>Draft Queens Domain Summit Plan 2018</p> <p>Open Council 19/3/2018, item 21</p> <p>Open Council 20/8/2018, item 17</p> <p>Open Council 21/1/2019, item 24</p>	<p>That the Queens Domain Summit Plan 2018 be approved</p> <p>Officers investigate the possibility of lowering the speed limit on the Summit Road.</p> <p>Respondents be notified of the Council's decision and the key amendments to the Summit Plan.</p> <p>The final Queens Domain Summit Plan will be made publically available through the City's website and other platforms.</p> <p>Implementation of the Queens Domain Summit Plan be undertaken at a cost of \$1.2M as allocated in the Capex Program (\$900,000) and \$300,000 from the Queens Domain Parking Fund.</p>	Director City Amenity	<p>Funding to implement the master plan will principally be reliant on external funding.</p> <p>Elected Members will be advised as funding become available.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
8	<p>kunanyi/Mount Wellington - Organ Pipes</p> <p>Open Council 19/12/2018, item 12</p> <p>Open Council 19/3/2019, item</p>	<p>The below report was deferred at the Council meeting on 19 March 2019 to allow an opportunity to discuss with the State Government its level of support for the proposed listing of the eastern face of kunanyi / Mount Wellington onto the National Heritage Register.</p> <p><i>That a report be prepared to consider the merits or otherwise;</i></p> <p>(i) <i>Of seeking national heritage listing for the Organ Pipes of kunanyi/Mount Wellington and/or</i></p> <p>(ii) <i>An extension of the South West World Heritage area to include the Wellington Park; and</i></p> <p>(iii) <i>The report to also investigate and ascertain who is the correct party to formally make the nomination to seek a national heritage listing or inclusion in the South West World Heritage area.</i></p>	Director City Amenity	<p>The Council decision is being actioned with advice sought from the Minister to confirm the State government position on a nomination.</p>

Ref.	Detail	Report / Action	Action Officer	Comments
9	<p>Girrabong Park, Lenah Valley</p> <p>Open Council 19/12/2018, item 13</p> <p>Open Council 18/3/2019, item 17</p> <p>Open Council 21/10/2019, item 21</p>	<p>That the Council endorse the revised concept plan for Girrabong Park, Lenah Valley, marked as Attachment A to item 6.1 of the Open Parks and Recreation Committee agenda of 10 October 2019.</p> <p>Feedback be sought from the local community on the revised concept plan for the Park, noting the Council's recent determination of the Park as a shared-use area (being an off-lead dog exercise area between 9am and 7pm, but with dogs prohibited outside those hours) to inform the finer detailed design of the Park as part of the implementation.</p> <p>Subject to positive feedback from the community, funding for the staged implementation of the Girrabong Park revised concept plan be considered when the Council determines the 2020-21 and 2021-22 Capital Works Programs and Annual Budgets at an estimated cost of \$160,000 over two years, with an estimated increased annual operational expense of \$10,000 per annum.</p> <p>In respect to TasNetworks' proposed upgrade of the substation located within the Park, the General Manager be delegated the authority to negotiate and finalise the terms of a subsequent new easement, including seeking from TasNetworks any costs in relation to works required to accommodate the new substation and its impact on other Park infrastructure.</p>	Director City Amenity	<p>Funding for the works will be subject to future capital works program or external funding.</p> <p>Elected Members will be advised as funding becomes available.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
10	<p>Review of the Dog Management Strategy 2014-2018</p> <p>Open Council 19/12/2018, item 19</p> <p>Open Council 20/5/2019, item 29</p> <p>Open Council 19/9/2019, item</p>	<p>Further discussions be undertaken between Council officers and the Hobart Dog Training Club into the possible promotion of the free dog training classes for new dog ownership in certain circumstances.</p> <p>A review of the dog walking area maps, currently available on the City of Hobart website be undertaken and ascertain if improvements can be implemented to provide a more interactive and user friendly resource for dog owners.</p> <p>Council 23 August 2019</p> <p>That pursuant to section 24 of the Dog Control Act 2000, the Council notes the public submissions received during the public consultation period and provided under separate cover.</p> <p>Pursuant to section 20 of the Dog Control Act 2000 the Council declare the areas in Attachment B as modifications to the areas already declared contained in Attachment A.</p> <p>The Council endorse notification of the declared areas in Attachment B, pursuant to section 25 of the Dog Control Act 2000 by public notice on 24 August 2019 to take effect on 23 September 2019 and to remain in force until 23 June 2023.</p>	Director City Planning	The Council decision is being actioned.

Ref.	Detail	Report / Action	Action Officer	Comments
11	<p>New Town Sports Precinct - Draft Master Plan</p> <p>Open Council 19/12/2018, item 22</p> <p>Open Council 17/6/2019, item 31</p>	<p>That the New Town Sporting Precinct Master Plan, dated 29 May 2019 and marked at Attachment A to item 6.7 of the Open Parks and Recreation Committee agenda of 6 June 2019, be approved as a tool for guiding the future planning and development of the precinct.</p> <p>The following actions in the Implementation Plan be progressed:</p> <ul style="list-style-type: none"> (i) The City continue to monitor the potential for any future site options and the feasibility for relocating the New Town Croquet Club; (ii) The City undertake a local area traffic management plan, including an initial assessment of the potential benefits or implications arising from implementation of the Master Plan; (iii) Sporting clubs initiate feasibility assessments for the proposed new sports facilities within the precinct; (iv) The City and the clubs seek funding support and grants to support implementation of the Master Plan on a staged basis; and (v) Should funding become available for the project, the City take a lead role in facilitating the staged implementation of the Master Plan. <p>The City undertake development of a local area traffic management plan and progress additional planning for the site, at an estimated cost of \$50,000 to be funded within Parks and Recreation Management Function within the 2019-20 Annual Plan.</p> <p>The City continue to work with stakeholders in the management of the site.</p>	Director City Amenity	<p>Development of a local area traffic management plan is complete and referred to stakeholders</p> <p>Funding to implement the master plan will principally be reliant on external funding.</p> <p>Elected Members will be advised as funding becomes available.</p> <p style="text-align: center;">Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
12	Swan Street Park, North Hobart - Proposed Refurbishment Open Council 19/12/2018, item 23 Open Council 20/5/2019, item 34	<p>That the Council approve the revised refurbishment plan for Swan Street Park, North Hobart, marked as Attachment A to item 6.7 of the Open Parks and Recreation Committee agenda of 9 May 2019, to enable detailed planning and construction to proceed.</p> <p>Funding of an estimated \$375,000 be provided as follows:</p> <ul style="list-style-type: none"> (i) \$320,000 from the existing allocation within the 2019/2020 Capital Works Program. (ii) \$55,000 from the 2019/2020 asset renewal budget. <p>The General Manager be authorised to secure all necessary statutory approvals for the works, proceed with the upgrade and finalise lease arrangements with the landowner.</p>	Director City Amenity	<p>Statutory approvals are being sought and landlord approvals are progressing.</p> <p>Funding to implement the refurbishment will principally be reliant on external funding.</p> <p>Elected Members will be advised as funding becomes available.</p> <p style="text-align: center;">Complete</p>
13	Bicycle and Pedestrian Bridge over Brooker Avenue - Proposed Name 'Rose Garden Bridge' Open Council 18/3/2019, item 18 Open Council 19/8/2019, item 16	<p>That 'Rose Garden Bridge' be submitted as the Council's recommended name for the new bicycle and pedestrian bridge across Brooker Avenue, located between Bathurst Street and the University Rose Gardens on the Queens Domain, to the Nomenclature Board of Tasmania, pursuant to the Survey Co-ordination Act 1944 (Tasmania).</p> <p>The City explore ways to commemorate persons and groups of significance with strong connections to the development of the University Rose Gardens, including Kitty Henry and TT Flynn.</p>	Director City Planning	<p>The Nomenclature Board has accepted the name for the Bridge</p>
14	Sanitary Product Trial Report Open Council 15/4/2019, item 17 Open Council 23/3/2020, item 16	<p>That the Council support the ongoing provision of the Pinkbox sanitary product vending machine in the Kemp Street public conveniences in partnership with Share the Dignity until a service review in June 2021.</p> <p style="text-align: center;">The Council consider the installation of a second Pinkbox in an appropriate location, to be decided in partnership with Share the Dignity, early in the 2020-21 financial year at an estimated cost of \$2,500.</p>	Director Community Life	<p>Elected Members will be advised as funding becomes available.</p> <p style="text-align: center;">Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
15	<p>Marieville Esplanade – Derwent Sailing Squadron – Extension of Lease Area</p> <p>Open Council 20/5/2019, item 32</p>	<p>That the Derwent Sailing Squadron's request to lease an adjoining portion of public land located in Marieville Esplanade, Sandy Bay, be declined.</p> <p>The City undertake surface improvement and car park line marking works on the site.</p> <p>Longer term options for the land be considered as part of a masterplan development for the Marieville Esplanade location planned to be undertaken during the 2019-20 financial year.</p>	Director City Amenity	<p>The DSS has been advised of the Council's decision</p> <p>Planning is progressing for surface improvement and line marking works.</p> <p>The development of a master plan is required to be deferred pending identification of future internal or external funding opportunities.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
16	Franklin Square Amenities Building - Proposal to Install Luggage Lockers Open Council 17/6/2019, item 28	<p>That the proposal to provide luggage lockers for the travelling public be endorsed.</p> <p>Approval be provided for the General Manager to enter negotiations with 'ezy Lockers' for a partnership facilitating the provision of lockers at Franklin Square on a revenue sharing arrangement.</p>	Director City Innovation	<p>Safe secure storage would help commuters, shoppers, visitors, tourists and students spend more time in the city, bringing vibrancy and economic benefit to the CBD.</p> <p>Product / Result: Facilities for commuters, including CPTED-compliant smart lockers and services.</p> <p>Enhanced national and international reputation as an inviting and convenient place to spend time.</p> <p>The project aligns with the Connected Hobart Action Plan Initiative: CVI05 Smart Locker Trials.</p>
17	Waterworks Reserve - Master Plan Development Open Council 19/8/2019, item 17	<p>That the draft Waterworks Reserve Master Plan be reviewed to guide future development and asset replacement in the Waterworks Reserve.</p> <p>A community engagement process and collation and review of relevant survey and user data be undertaken to determine the values and user experiences of the Waterworks Reserve.</p> <p>The draft Waterworks Reserve Master Plan be presented back to the Council in 2021 for endorsement to release for public exhibition and feedback.</p>	Director City Amenity	<p>Planning is underway to undertake the review, however develop of the master plan will be subject to identification of future internal or external funding opportunities.</p>

Ref.	Detail	Report / Action	Action Officer	Comments
18	Recreational Vehicle Black Water Dump Point - Proposed Installation Open Council 19/8 2019, item 18	<p>That funding and development of a Recreation Vehicle black water dump point (proposed for installation in Selfs Point Road, in the vicinity of Rugby Park and the 10 Lives Cat Centre) be considered when the Council determines the 2020-21 Capital Works Program and annual budget at an estimated cost of \$51,000 with an estimated annual operational expense of \$6,500 per annum.</p> <p>Should the project proceed, the contribution to the project by the Campervan and Motorhome Club of Australia (CMCA) (being the supply of the Dump-Ezy 'lid' of the proposed system) be acknowledged in the promotion of the project in the media at the appropriate time.</p> <p>Should the project proceed, the General Manager be authorised to secure all necessary approvals for the project.</p>	Director City Amenity	<p>Elected Members will be advised if funding becomes available for this initiative.</p> <p style="text-align: center;">Complete</p>
19	Proposal to Lease Crown Land - Ross Rivulet, South Hobart and Rear of Summerhill Road, West Hobart Open Council 19/8/2019, item 19	<p>That approval be granted for the Council to enter a 30 year lease agreement with Crown Land Services (Department of Primary Industries, Water and Environment) for public and recreational purposes of the following properties:</p> <ol style="list-style-type: none"> a. An approximate area of 945m² of Reserved Road that is un-granted Crown land located between 51A Summerhill Road and Knocklofty Reserve b. An approximate area of 1,000m² of Reserved Road that is un-granted Crown land located between Lot 1, Stevens Farm Drive, West Hobart (folio reference CT 173390/1) owned by the Council as public open space (folio reference CT 171950/1), and the adjacent eastern portion of the Ross Rivulet creek bed vested in the Crown <p>The General Manager to be authorised to negotiate the terms and conditions of the lease agreements.</p> <p>Transfer of the title of these Crown land parcels to the Council be pursued in the longer term.</p>	Director City Amenity	<p>The lease in respect to land located between 51A Summerhill Road and Knocklofty Reserve is being progressed.</p> <p>In respect to the portion of land adjacent to Ross Rivulet, further detailed investigations and design analysis has determined the site remains impractical to deliver a suitable pathway across the land. The City will therefore cease progress to acquire a lease of that land.</p>

Ref.	Detail	Report / Action	Action Officer	Comments
20	Domain Athletic Centre - Proposed Athletics Tasmania Master Plan Open Council 23/9/2019, item 21	<p>That the Draft Domain Athletic Centre Master Plan, as prepared by Athletics Tasmania, marked as Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 12 September 2019 be endorsed to allow key user groups and wider community engagement to be undertaken.</p> <p>(i) Following community engagement and feedback, the draft master plan for the site be referred back for the Council's approval to allow Athletics Tasmania to seek to secure external grant funding for the development.</p>	Director City Amenity	<p>Community engagement has been completed with feedback being reviewed by Athletics Tas, however it is understood significant changes to the proposal will be required.</p> <p>Elected Members will be advised if the proponent progresses the proposal</p> <p style="text-align: center;">Complete</p>
21	Queens Walk, New Town - Request for Lease Renewal - The Friends School Open Council 21/10/2019, item 24	<p>That approval be granted for The Friends School to renew its lease over 3,217m² of City-owned land, located adjacent to the Brooker Highway within the Queens Walk precinct, New Town for a period of five (5) years, at a nominal annual rental.</p> <p>(i) Should a new lease be approved, the value of the reduced rental to the Friends School be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'.</p> <p>The General Manager be authorised to negotiate and finalise the terms of the lease including addressing weed management of the site.</p>	Director City Amenity	<p>The lease is with the School to finalise</p>

Ref.	Detail	Report / Action	Action Officer	Comments
22	Kayak Wash-Down Facilities at Long Beach, Sandy Bay - Proposal for Site Improvement Works Open Council 21/10/2019, item 25	<p>That the report on the proposed formalisation of the Kayak Wash down area at Long Beach, Sandy Bay located adjacent to the Sandy Bay Bathing Pavilion, be received and noted.</p> <p>Funding for site improvement works in relation to the kayak wash down area at Long Beach, Sandy Bay (located adjacent to the Sandy Bay Bathing Pavilion) be considered when the Council determines the 2020-21 Capital Works Program and Annual Budget at an estimated cost of \$18,000 with an estimated annual operational expense of \$1,600 per annum.</p> <p>The General Manager be authorised to seek to secure any planning or heritage approvals for the works, should they be required.</p>	Director City Amenity	<p>Elected Members will be advised if funding becomes available.</p> <p>Complete</p>
23	Legacy Park, Queens Domain - Request for Installation of a Naming Stone - Hobart Legacy Inc Open PRC 10/10/2019, item 6.5	<p>That the request from Hobart Legacy Inc for a naming stone to be installed within Legacy Park, Queens Domain in light of the recently approved naming of the park, be approved.</p> <p>In accordance with the 'Memorial Plaques and Tree Plantings in Parks, Bushland and Reserves' policy, the final location of the plaque be to the satisfaction of the Director City Amenity.</p>	Director City Amenity	<p>The stone has been installed</p> <p>Complete</p>
24	McAulays Reserve, Sandy Bay - Proposed Track Upgrade Open Council 18/11/2019, item 18	<p>That the report seeking to upgrade the McAulays Reserve, Sandy Bay walking track, between Manning Avenue and McAulay Road, and its extension through to the boundary of Waimea Heights Primary School, be received and noted.</p> <p>Funding for track improvement and extension works be considered when the Council determines the 2020-21 Capital Works Program and Annual Budget at an estimated cost of \$50,000 with an estimated annual operational expense of \$1,500 per annum.</p>	Director City Amenity	<p>Elected Members will be advised if funding becomes available.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
25	<p>188A Lenah Valley Road, Lenah Valley - Lease Renewal - Lenah Valley RSL and Community Club Over Parts of Haldane Reserve</p> <p>Open Council 18/11/2019, item 19</p>	<p>That a new lease be executed with the Lenah Valley RSL and Community Club over portions of the City's Haldane Reserve, Lenah Valley, as shown as Lot 1 and Lot 2 on Plan F-930-40 marked as Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 7 November 2019.</p> <p>(i) The lease include a licence for unrestricted access to Area 1 and Area 2, and a licence to use Lot 3 for overflow parking on special occasions with prior approval of the General Manager.</p> <p>(ii) The lease term be for 5 years (with the option of for a further 5 years) at nominal rental value.</p> <p>Community engagement be undertaken pursuant to Sections 178 and 179 of the Local Government Act 1993.</p> <p>(i) Upon conclusion of the community engagement process;</p> <p style="padding-left: 20px;">(a) Should no objections be received, the General Manager be authorised to finalise the terms and conditions of the lease; or alternatively</p> <p style="padding-left: 20px;">(b) Should objections be received, a further report be provided to the Council on the matter.</p> <p>Should a new lease be approved, the value of the reduced rental to the Club be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'.</p> <p>The Club be encouraged to negotiate with the Department of Health to access the rear of the adjoining Child Health Clinic property at 186 Lenah Valley Road, for potential development of additional car parking.</p>	Director City Amenity	The Council decision is being actioned

Ref.	Detail	Report / Action	Action Officer	Comments
26	Draft City to Gardens Way Connectivity and Wayfinding Plan - Community Engagement Open Council 16/12/2019, item 20	<p>That the Draft City to Gardens Way Connectivity and Wayfinding Plan, marked as Attachment A to item 6.2 of the Open Parks and Recreation Committee agenda of 5 December 2019, be endorsed for release for community engagement for a four week period commencing early 2020.</p> <p>A further report be provided detailing the outcome of community engagement and presenting the final City to Gardens Way Connectivity and Wayfinding Plan, including an implementation plan.</p> <p>(i) The implementation plan to outline future and ongoing maintenance funding requirements.</p>	Director City Amenity	<p>Community engagement has been completed with feedback being reviewed.</p> <p>A report will be prepared in due course.</p>
27	Wilson Street, North Hobart - Proposed Upgrade to Pocket Park Open Council 16/12/2019, item 21	<p>That the landscape plan for the Wilson Street Pocket Park, North Hobart, marked as Attachment A to item 6.3 of the Open Parks and Recreation Committee agenda of 5 December 2019 be endorsed.</p> <p>Funding for site improvement works be considered when the Council determines the 2020-21 Capital Works Program and Annual Budget at an estimated cost of \$21,100 with an estimated annual operational expense of \$1,000 per annum.</p>	Director City Amenity	<p>Elected Members will be advised if funding becomes available.</p> <p>Complete</p>
28	Long Beach Reserve, Lower Sandy Bay - Proposed Replacement Public Toilet Facilities - Community Consultation Outcomes Open Council 16/12/2019, item 22	<p>That the concept designs for replacement public toilet facilities located at Long Beach Reserve, Lower Sandy Bay, marked at Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 5 December 2019, be approved.</p> <p>The General Manager be authorised to submit a development application for the development and to secure all statutory approvals for construction to commence in 2019/2020.</p>	Director City Amenity	<p>Elected Members will be advised if funding becomes available.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
29	Tolmans Hill Park - Concept Plans for Public Toilets and Barbecue Facilities - Community Engagement Open Council 16/12/2019, item 23	<p>That the Concept Plans for the development of new toilets and barbecue facilities at Tolmans Hill Park, Tolmans Hill, marked as Attachment A to item 6.5 of the Open Parks and Recreation Committee agenda of 5 December 2019, be endorsed for public release to enable community engagement to be undertaken.</p> <p>A further report be provided to the Council following community engagement for approval of the plan, to allow a development application to be lodged.</p>	Director City Amenity	<p>Community Engagement was deferred with the onset of the COVID-19 pandemic.</p> <p>Funding for the project is likely to require external funding in order to proceed.</p>
30	Garrington Park - Installation of New Barbeque facilities Open Council 28/1/2020, Item 12,	<p>The Draft Concept Plan for the development of a barbeque and shelter facility at Garrington Park, New Town, marked as Attachment A to item 6.1 of the Open Parks and Recreation Committee agenda of 16 January 2020, be endorsed for public release to enable community engagement to be undertaken.</p> <p>(i) The Draft Concept Plan incorporate bicycle parking infrastructure within the site.</p> <p>A further report be provided following completion of the community engagement process.</p>	Director City Amenity	<p>A report is being prepared for the Council.</p>

31	<p>Bushland Track Naming Confirmation</p> <p>Open Council 28/1/2020, item 13</p>	<p>That the following tracks have names assigned to them as follows:</p> <table><tr><th>RESERVE</th><th>TRACK</th><th>PROPOSED NAME</th></tr><tr><td>Queens Domain</td><td>Domain Athletics Centre Area</td><td>Bandicoot Track</td></tr><tr><td>Queens Domain</td><td>Grassland Gully Tracks</td><td>Grassland Gully Track</td></tr><tr><td>Queens Domain</td><td>Pinetum Tracks</td><td>Pinetum Track</td></tr><tr><td>Bicentennial Park</td><td>Churchill Avenue to Nelson Road</td><td>Lambert Rivulet Track</td></tr><tr><td>Bicentennial Park</td><td>Churchill Ave to Mt Nelson Signal Station</td><td>Signal Station Track</td></tr><tr><td>Bicentennial Park</td><td>Lambert Avenue to Churchill Avenue</td><td>Lambert Rivulet Track</td></tr><tr><td>Waterworks</td><td>Gentle Annie Falls access</td><td>Gentle Annie Falls Track</td></tr><tr><td>Knocklofty</td><td>Mt Stuart Track to Northern Access FT</td><td>Woodmans Track</td></tr><tr><td>Knocklofty</td><td>Salvator Track to Excellis FT</td><td>Salvator Rosa Glen Track</td></tr><tr><td>Knocklofty</td><td>Reservoir to Fielding Drive</td><td>Brickworks Track</td></tr><tr><td>McRobies Gully</td><td>Lower Slides Track</td><td>McRobies Gully Track</td></tr><tr><td>McRobies Gully</td><td>Slides Connector</td><td>Jurassic Shark</td></tr></table> <p>Subject to their endorsement by the council, the names will be submitted to the Nomenclature Board of Tasmania for ratification.</p>	RESERVE	TRACK	PROPOSED NAME	Queens Domain	Domain Athletics Centre Area	Bandicoot Track	Queens Domain	Grassland Gully Tracks	Grassland Gully Track	Queens Domain	Pinetum Tracks	Pinetum Track	Bicentennial Park	Churchill Avenue to Nelson Road	Lambert Rivulet Track	Bicentennial Park	Churchill Ave to Mt Nelson Signal Station	Signal Station Track	Bicentennial Park	Lambert Avenue to Churchill Avenue	Lambert Rivulet Track	Waterworks	Gentle Annie Falls access	Gentle Annie Falls Track	Knocklofty	Mt Stuart Track to Northern Access FT	Woodmans Track	Knocklofty	Salvator Track to Excellis FT	Salvator Rosa Glen Track	Knocklofty	Reservoir to Fielding Drive	Brickworks Track	McRobies Gully	Lower Slides Track	McRobies Gully Track	McRobies Gully	Slides Connector	Jurassic Shark	<p>Director City Amenity</p>	<p>Names were approved. Complete</p>
RESERVE	TRACK	PROPOSED NAME																																									
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Ref.	Detail	Report / Action	Action Officer	Comments
32	<p>Tasmanian Hockey Centre - Request for Extension of Lease</p> <p>Open Council 28/1/2020 Item 14</p>	<p>That in-principle approval for a ten (10) year lease extension with a further ten (10) year option to Hockey Tasmania for a lease over the Tasmanian Hockey Centre be granted, from the expiry of their current lease in 2029, at a nominal annual rental.</p> <p>(i) Should a new lease be approved, the value of the reduced rental to the Association be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'.</p> <p>Community engagement be undertaken pursuant to Sections 178 and 179 of the Local Government Act 1993.</p> <p>(i) Upon conclusion of the community engagement process, should no objections be received, the General Manager be authorised to finalise the terms and conditions of the lease; or alternatively;</p> <p>(ii) Should objections be received, a further report be provided to the Council on the matter.</p> <p>A sub-lease to Telstra matching the same extended lease period be approved.</p> <p>An appropriate clause be incorporated within the lease agreement with Hockey Tasmania, providing the council with the ability to amend the footprint of the leased area, if required in the future.</p>	Director City Amenity	<p>The lease extension has been finalised.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
33	Ember Attack Strategy Open Council 28/1/2020, item 11	<p>That the Council requests a report on whether there is value in the City developing an 'Ember Attack Strategy' for Hobart.</p> <p>As a prerequisite to the preparation of the report, the Tasmania Fire Service be consulted in respect to strategies that it currently has in place in relation to ember attacks.</p> <p>The report also address other appropriate actions that the City of Hobart could take to build maximum resilience in respect to bushfire preparedness through changes to planning schemes and local area plans.</p> <p>An elected member briefing be convened to provide an update on bushfire preparedness, at the appropriate time.</p>	Director City Amenity	<p>A briefing was provided to the March meeting.</p> <p>A report is being prepared.</p>
34	Proposed Mountain Bike Network for the foothills of kunanyi / Mount Wellington Open Council 23/3/2020, item 15	<p>That the Council endorse the community consultation process for the mountain bike network including the release of the report titled 'kunanyi / Mount Wellington Foothills MTB Project', marked as Attachment C to item 6.2 of the Open Parks and Recreation Committee agenda of 12 March 2020 and the City of Hobart 'summary report', marked as Attachment A to item 6.2 of the Open Parks and Recreation Committee agenda of 12 March 2020, to inform the development of a final mountain bike network plan.</p> <p>A further report be provided on the outcome of community engagement process and subsequently proposed 'Mountain Bike Network Plan' for the foothills of kunanyi / Mount Wellington.</p>	Director City Amenity	<p>Community engagement has concluded with feedback being reviewed.</p>

Ref.	Detail	Report / Action	Action Officer	Comments
35	TasNetwork Easements for Substations Fitzroy Gardens & Girrorabong Road Playground	<p>Approval be granted to TasNetworks for two easements located within the following parkland areas:</p> <p>(i) Fitzroy Gardens (20 Fitzroy Crescent, Dynnryne) in accordance with TasNetworks' site plans N003024-T131035-001 and N003024-T131035-002 and KS-301 Kiosk Substation General Arrangement.</p> <p>(ii) Girrorabong Road Playground (31-33 Girrorabong Road, Lenah Valley) in accordance with TasNetworks' plans N003561 drawing number AS-29490 and KS-301 Kiosk Substation General Arrangement.</p> <p>The General Manager be authorised to negotiate the terms and conditions of the easement, and to extinguish any redundant easements arising from the works.</p> <p>TasNetworks undertake all works, documentation and complete the easement registration at its cost.</p>	Director City Amenity	The matter is with TasNetworks to progress Complete
36	Fees and Charges - Community Life Division - DKHAC Proposed Direct Debit Default Fee Open Council 23/3/2020, item 18	That the Council approve the new direct debit default fee of \$12, specific to the Doone Kennedy Hobart Aquatic Centre only, effective from 30 April 2020.	Director City Life	Complete

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The General Manager reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

8.1 New Town Rivulet
File Ref: F20/32263; 13-1-10

Memorandum of the Director City Amenity of 28 May 2020.

Delegation: Committee

That the information be received and noted.



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

NEW TOWN RIVULET

Meeting: Parks and Recreation Committee

Meeting date: 12 March 2020

Raised by: Deputy Lord Mayor Burnet

Question:

Could the Director please provide advice in relation to potential impact on the New Town Rivulet (if any) due to the bridge being installed to service the sub-division located on the northern end of John Turnbull Park?

Response:

The new bridge recently installed on the northern end of John Turnbull Park, resides within the Glenorchy City Council municipal area and was subsequently assessed and approved by Glenorchy.

However the City of Hobart owns and maintains the Rivulet both up and down stream of the new bridge, and construction access and footprint involved City of Hobart land.

Prior to and during the course of the bridge's construction the City has engaged closely with Glenorchy and the developer to ensure the impact on the rivulet during the construction period has been minimised. Monitoring of the works was undertaken, with the developer reactive to the City's request to improve some aspects of the management of the construction site.

Upon completion of the bridge construction, including remediation and revegetation it is the City's staff position that the bridge will not adversely impact the hydrology and flow of the New Town rivulet, compared to pre-existing condition. A position based on the final bridge span and clearance being greater than existing downstream bridges.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 28 May 2020
File Reference: F20/32263; 13-1-10

9. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council Committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

10. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Information of a commercial and confidential nature

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Reports
Item No. 4.1	Ropes Course on City Land Proposal - Update LG(MP)R 15(2)(c)(i)
Item No. 5	Committee Action Status Report
Item No. 5.1	Committee Actions - Status Report LG(MP)R 15(2)(g)
Item No. 6	Questions Without Notice