Clarence Plains Community Hub Masterplan



Rokeby Community Hub Masterplan



OPPORTUNITY FOR OLD COUNCIL CENTRE

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

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

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

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

OPPORTUNITY TO REZONE TO MIXED USE WITH RESIDENTIAL ABOVE

LEGEND

- UPGRADE EXISTING COMMUNITY CENTRE
- PROPOSED NATURE TRAIL JUNCTIONS
- PROPOSED MEDIUM DENSITY MIXED USE REZONING
- PROPOSED INNER RESIDENTIAL REZONING
- COMMUNITY USE
- GREEN CORRIDOR

EXISTING

- PLAYGROUND
- SKATEPARK
- COMMUNITY GARDEN
- COMMUNITY CENTRE
- SCHOOL
- SHOP
- FOOD

Oakdowns Community Hub Masterplan

RESTORE HERITAGE BUILDING AS A LOCAL MUSEUM AND NEW INTERPRETIVE SIGNAGE

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

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

WALKWAY UPGRADE FOR HERITAGE WALK

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

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



DEFINE AND UPGRADE STREETSCAPE AS HIGH STREET

PROPOSED OPEN SPACE SETBACK AS WATERWAY BUFFER & WALKING PATH

PROPOSED REZONING TO MEDIUM DENSITY MIXED USE RETAIL INCLUDING RESIDENTIAL

N

0 100 M

LEGEND

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

Clarendon Vale Community Hub Masterplan

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

POTENTIALLY CAFE DOUBLING AS TRAINING HUB

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



LEGEND

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

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Glebe Hill Community Hub Masterplan



Rokeby Beach Community Hub Masterplan



Sensitive Densification



Possible apartments & mixed use rezoning & development

Inner residential zoning
Maximum height 9.5m

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

Possible inner residential infill rezoning (close to bus transport)

Community Services

Utilities

Existing Green Spaces

Proposed Green Spaces

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

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

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

Indicative Typological Examples























TOWN LANDMARK

VISITOR / INFORMATION PAVILION

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

CLARENCE PLAINS RIVULET LANDSCAPE RECREATION SPINE

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

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

SALTMARSH COASTAL & INDIGENOUS INTERPRETIVE TRAIL

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

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

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

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Indicative Typological Examples














ROKEBY BEACH FACILITIES LANDMARK, KAYAK RAMP & PIER

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

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

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

NATURE & FIRE & SUBURBAN TRAIL CONNECTIONS

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

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

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

LOOKOUTS

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

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

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

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Indicative Typological Examples











STREETSCAPE BEAUTIFICATION

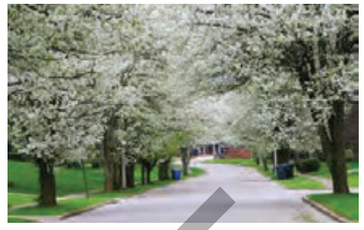
The masterplan proposes improvements to the streetscape character of the suburban area. This includes street tree planting, better street lighting and pathway upgrades for aesthetics, shade, safety and accessibility. Additionally house owners can be encouraged to take ownership of the verge and street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

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











RING ROUTE COMMUNITY BUS

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

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













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

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

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

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Indicative Typological Examples


















WEEKEND MARKETS

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

HIGH STREET

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

INDUSTRIAL WAREHOUSES FOR CREATIVE BUSINESSES & ENTERPRISE

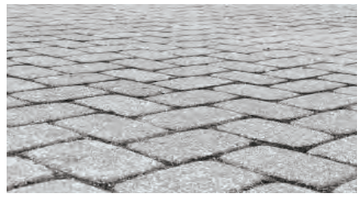
South of South Arm Road at Clarence Plains and facing foreshore has a current industrial precinct that is less than attractive. This is potential to attract creative industries and enterprise by proposing adaptive reuse of existing warehouses. The existing precinct can still accommodate maritime and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

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

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Indicative Typological Examples





HERITAGE TRAIL

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

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







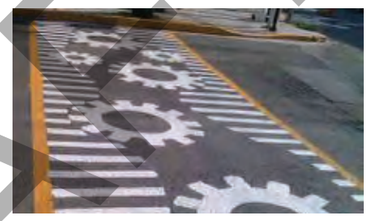


SITE-SPECIFIC PUBLIC ART POLICY

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

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









PEDESTRIAN BRIDGE & GATEWAY

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

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





POWER TRANSMISSION WILDFLOWER CORRIDOR

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

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

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Indicative Typological Examples













CONSOLIDATED COMMUNITY HUB WITH RESIDENTIAL ABOVE

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

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

INNER RESIDENTIAL

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

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

MIXED USE MEDIUM DENSITY DEVELOPMENT

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

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

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

Open Space and Connections Strategy | Summary

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

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

OPEN SPACE SUMMARY OF FINDINGS

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

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

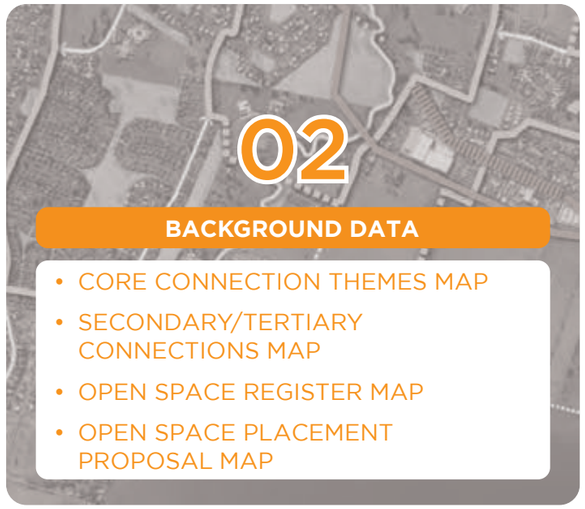
OPEN SPACE PRIORITY ACTION RECOMMENDATIONS

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

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

OPEN SPACE AND CONNECTION STRATEGY CONTENTS:









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Open Space + Connections Maps

CORE CONNECTION THEMES | SCALE: 1:12500 @ A3

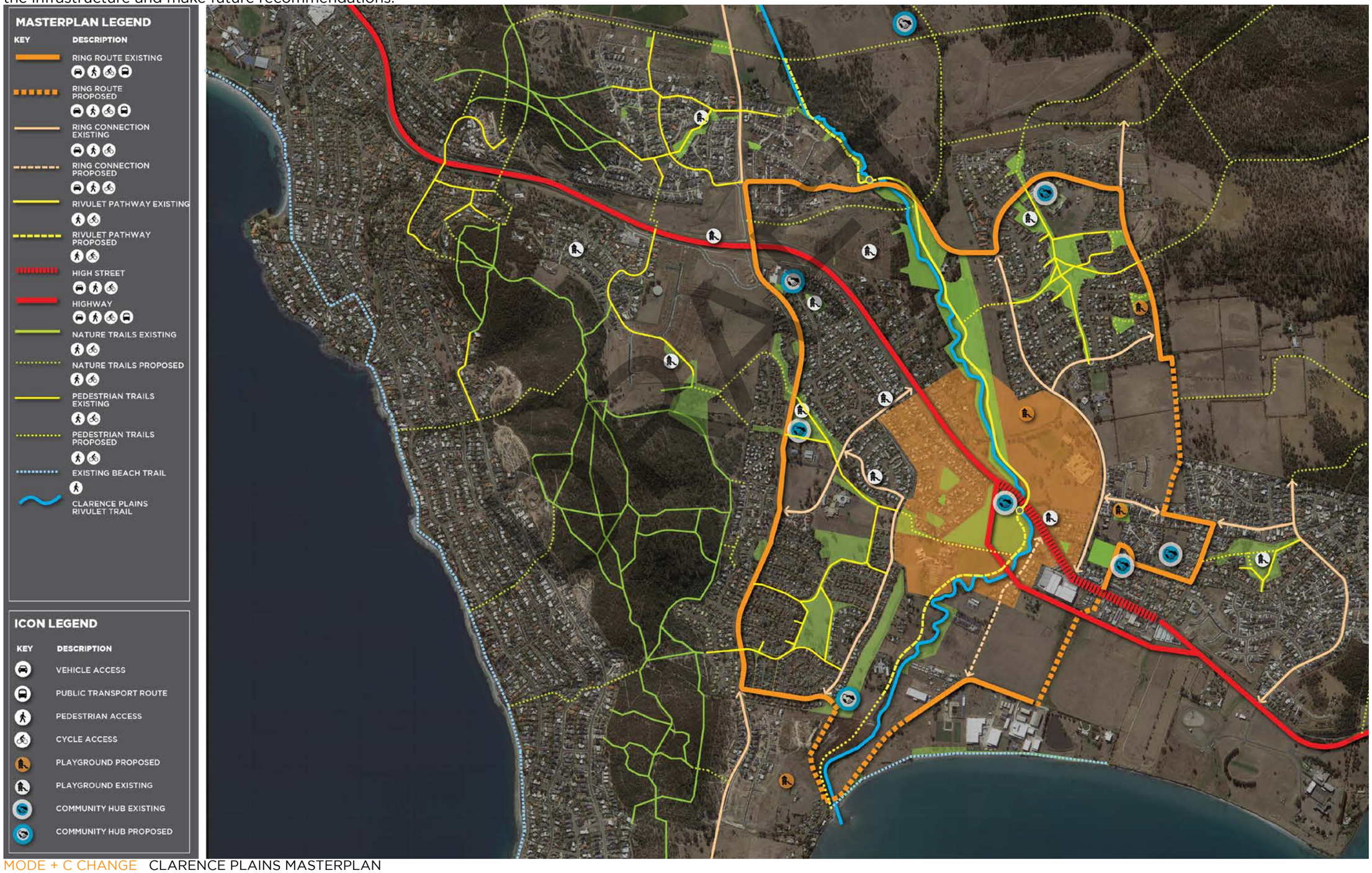
The masterplan below represents the Core and Secondary Ring Routes that will define the connection between suburbs. Through the centre of the precinct is the Rivulet Recreation Spine.



Open Space + Connections Maps

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

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



Open Space + Connections Maps

OPEN SPACE REGISTER | SCALE: 1:12500 @ A3

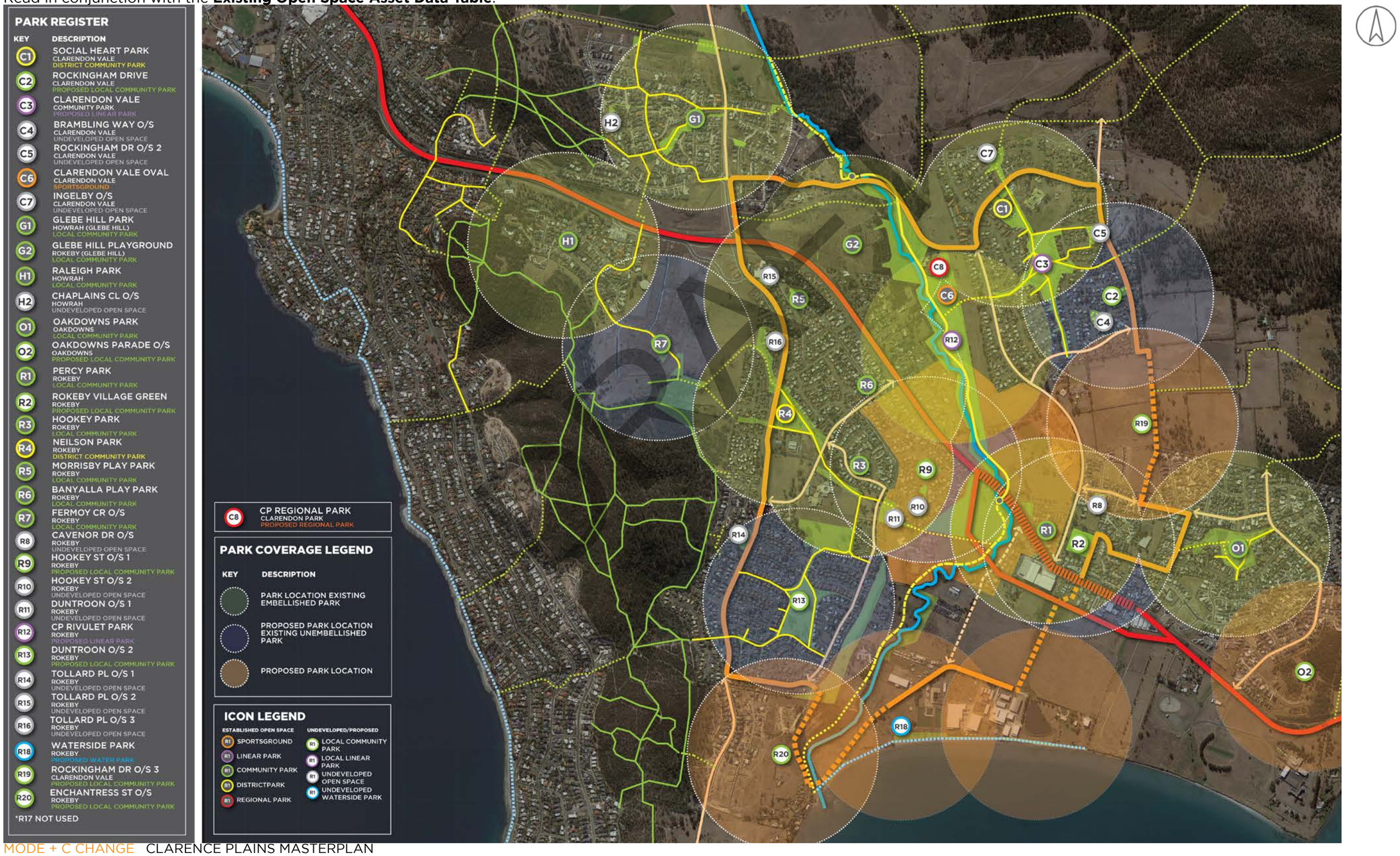
An analysis of existing parks and open spaces in the study area was undertaken to determine their location, distribution, size and level of embellishment. This information was used to make recommendations as to where existing parks might be further embellished or where new parks might be established.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



Open Space + Connections Maps

OPEN SPACE DISTRIBUTION | SCALE: 1:12500 @ A3

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



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Park Embellishment Matrix

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

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EMBELLISHMENTS

- X — Existing
- P — Proposed

CATEGORIES

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

Park Categorization Matrix and Park Profiles

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

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Park Categorization Matrix and Park Profiles

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

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Park Categorization Matrix and Park Profiles

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

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Park Profiles

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

PROFILE 2 - LOCAL SPORTSGROUND

PARK PRECEDENT IMAGES



1. SPORTS FIELDS



2. WATER FOUNTAINS



3. MULTI-PURPOSE COURTS



4. BIKE PARKING



5. SPORTS FIELDS



6. CONNECTION TO PEDESTRIAN AND vCYCLE NETWORK

PARK CATEGORY INFORMATION

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

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Park Profiles

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

PROFILE 3 - LOCAL COMMUNITY PARK

PARK PRECEDENT IMAGES



1. NATURE PLAY



2. OFF LEASH DOG AREAS



3. WATER FOUNTAIN ACCESS



4. LOCAL LEVEL PLAY EQUIPMENT



5. SEATING



6. SHADE SAIL

PARK CATEGORY INFORMATION

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

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Park Profiles

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

PROFILE 4 - DISTRICT COMMUNITY PARK

PARK PRECEDENT IMAGES



1. DISTRICT-SCALE PLAY EQUIPMENT



2. LARGE SCALE NATURE PLAY



3. WATER FOUNTAIN ACCESS



4. SHELTERS WITH BBQ



5. MULTI-PURPOSE COURT



6. FENCED DOG PARK AREAS

PARK CATEGORY INFORMATION

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

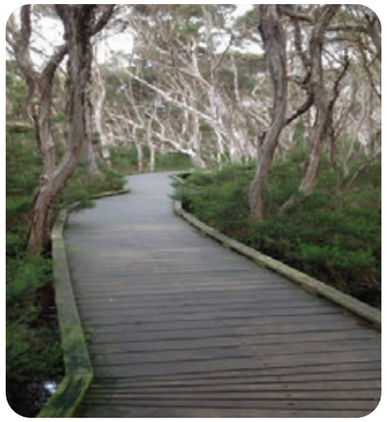
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Park Profiles

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

PROFILE 5 - DISTRICT WATERSIDE PARK

PARK PRECEDENT IMAGES



1. WATERSIDE BOARDWALK



2. WATER PLAY



3. ROKEBY SALTMARSH



4. SEATING



5. BOAT RAMP AND PONTOON



6. BOAT RAMP AND PONTOON

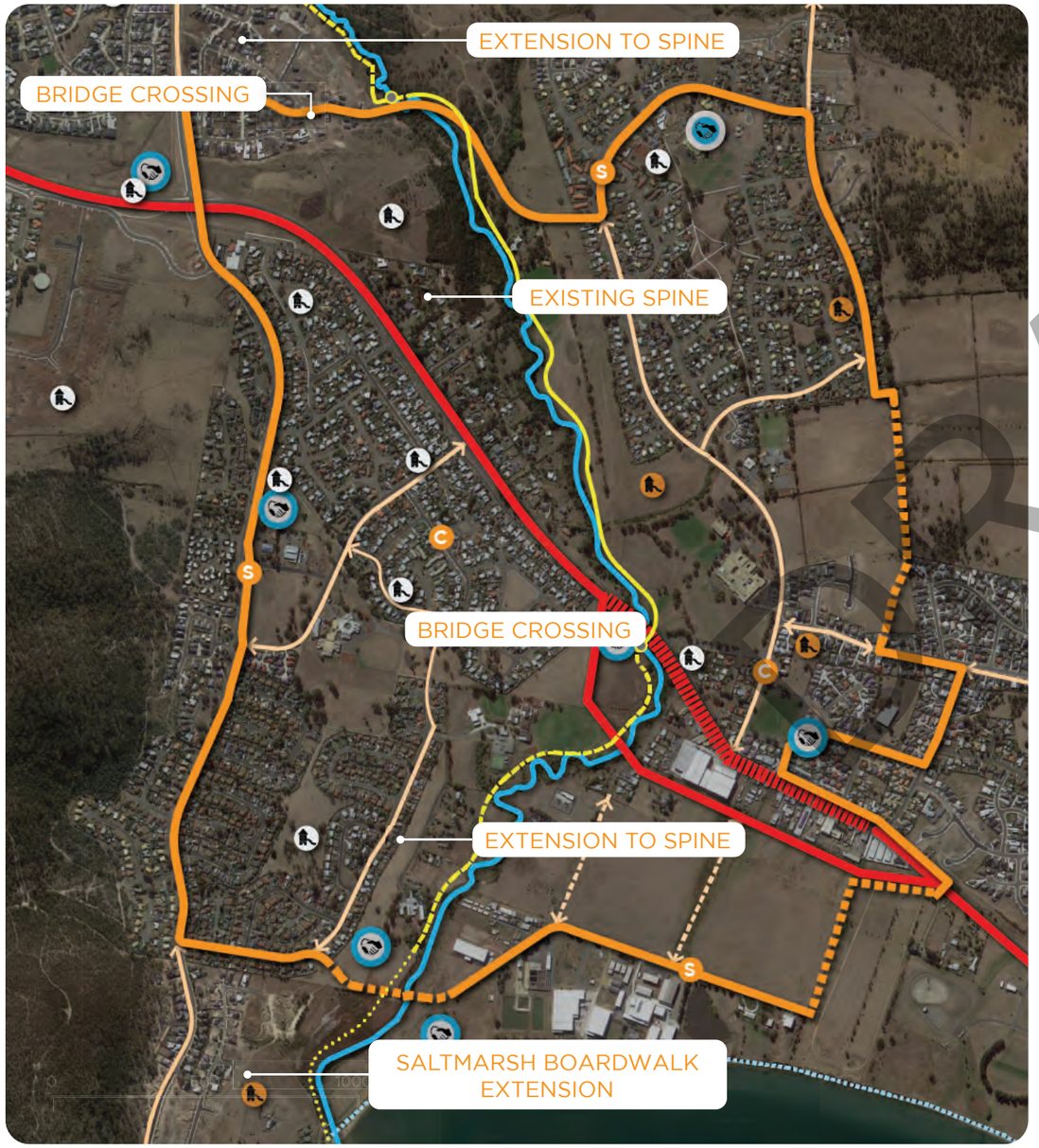
PARK CATEGORY INFORMATION

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

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Open Space Strategy | Rivulet Recreation Spine

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



RIVULET RECREATION SPINE

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

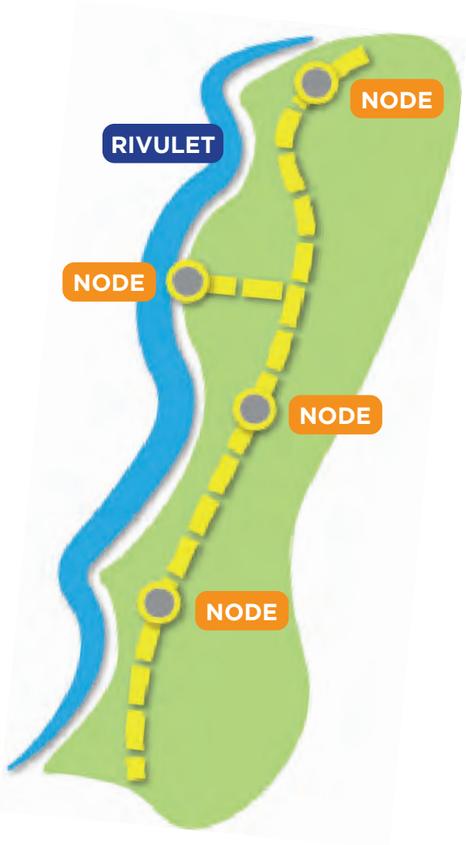
Examples of an 'activated node' include the following:

PLAY NODE Playgrounds of varying sizes.

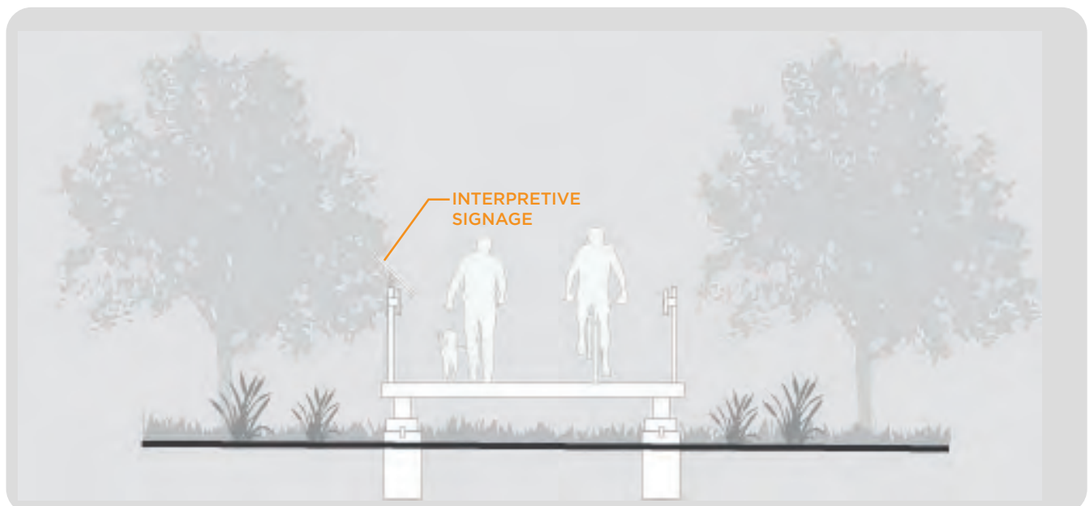
ART NODE Art installations, kinetic and static, prepared by local artisans.

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

NATURE NODE Boardwalk outlook over Rivulet or Saltmarsh areas.



SMART MOVEMENT CORRIDOR EXAMPLE | SALTMARSH BOARDWALK



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Regional Park Options

Regional Park location options have been generated with consideration for:

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

Proposed Regional Park options include the following:









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Regional Park Options

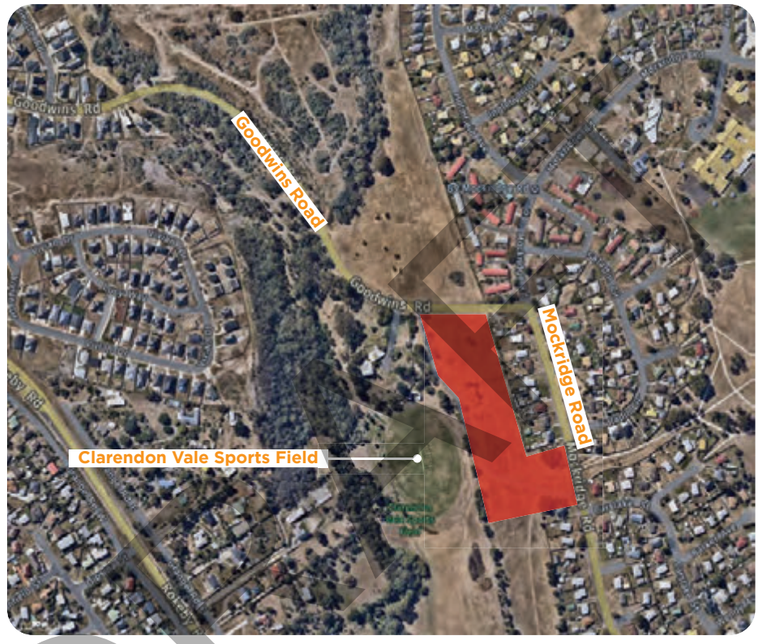
SITE OPTION A - EAST OF CLARENDON VALE OVAL

LAND INFORMATION

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

Topography: Generally flat
Flood Immunity: Good

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



1. As viewed from Goodwins Road frontage



2. As viewed from Goodwins Road frontage



3. As viewed from Goodwins Road frontage

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Regional Park Options

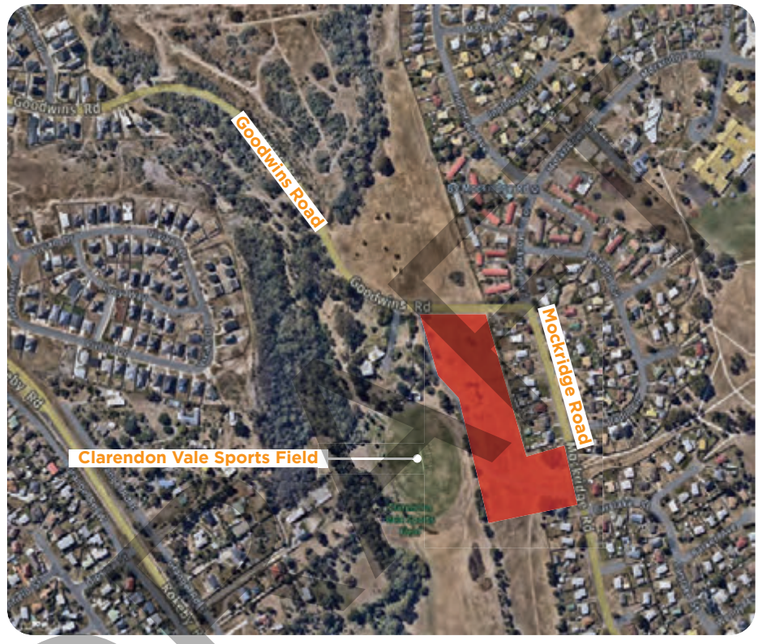
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LAND INFORMATION

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Zoning: Particular Purpose and Open Space
Siting advantages:
- Part of Clarence Plains Rivulet Linear Park
- Dual road frontage
Goodwins Rd and Mockridge Rd
- On public transport route

Topography: Generally flat
Flood Immunity: Good

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



4. As viewed from Mockridge Road frontage



5. As viewed from Mockridge Road frontage



6. As viewed from Mockridge Road frontage

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Regional Park Options

SITE OPTION B - NORTH OF CLARENDON VALE OVAL

LAND INFORMATION

Location: 22 Goodwins Road, Clarendon Vale
Property ID: 2166880 (part)
Title Reference: 164805/1
Area: 2.4Ha approx.
Zoning: Community Purpose
Siting advantages:
- Part of Clarence Plains Rivulet Linear Park
- Road frontage - Goodwins Rd
- On public transport route

Topography: Generally flat
Flood Immunity: Average

SITE LOCATION



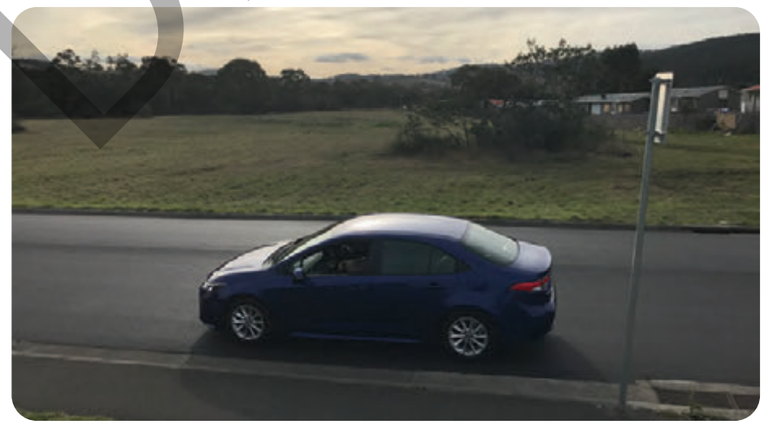
FLOOD MAPPING



STREET VIEW IMAGES



1. As viewed from Goodwins Road frontage



2. As viewed from Goodwins Road frontage



3. As viewed from Goodwins Road frontage

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Regional Park Options

SITE OPTION C - NORTH OF BAYVIEW COLLEGE

LAND INFORMATION

Location: 130 Mockridge Road, Clarendon Vale

Property ID: 5220619

Title Reference: 7309/553

Area: 2.2Ha approx.

Zoning: General Residential (Private freehold)

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

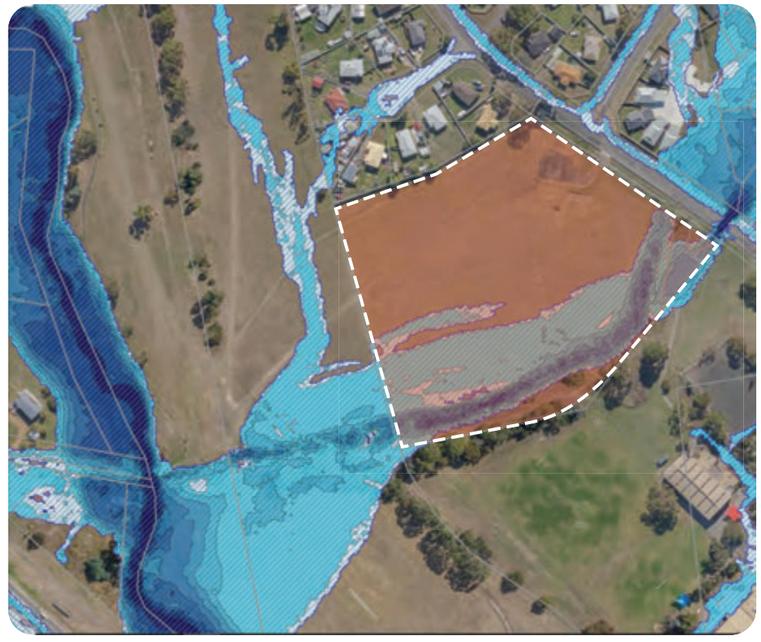
Topography: Generally flat

Flood Immunity: Average

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



1. As viewed from Mockridge Road frontage



2. As viewed from Mockridge Road frontage



3. As viewed from Mockridge Road frontage

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Regional Park Options

SITE OPTION D - ROKEBY BEACH

LAND INFORMATION

Location: 172 Droughty Point Road, Rokeby

Property ID: 2773760

Title Reference: 149272/2

Location: 115 Droughty Point Road, Rokeby

Property ID: 2805881

Title Reference: 150853/2

Area: 6.5Ha approx.

Zoning: Open Space
(Local Government and Private Freehold)

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

Topography: Generally flat

Flood Immunity: Poor

SITE LOCATION



FLOOD MAPPING



STREET VIEW IMAGES



1. Clarence Plains Rivulet mouth



2. Clarence Plains Rivulet saltmarsh



3. Rokeby Beach

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Street Profiles

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

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Street Profiles

REFER PREVIOUS

REFER PREVIOUS

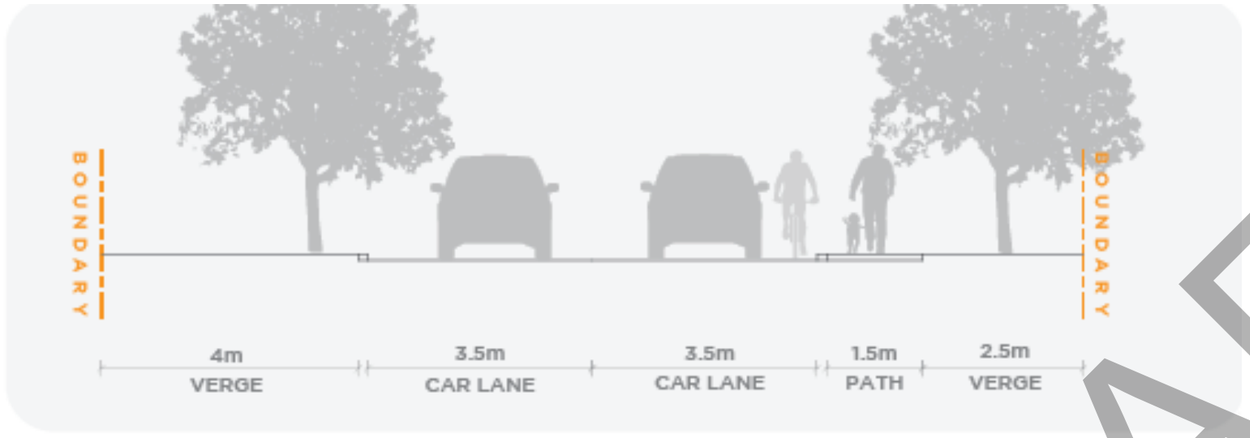
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
SUB-ARTERIAL ROAD	• An urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas,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

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Street Profiles

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

STREET PROFILE SECTION



STREET PROFILE INFORMATION

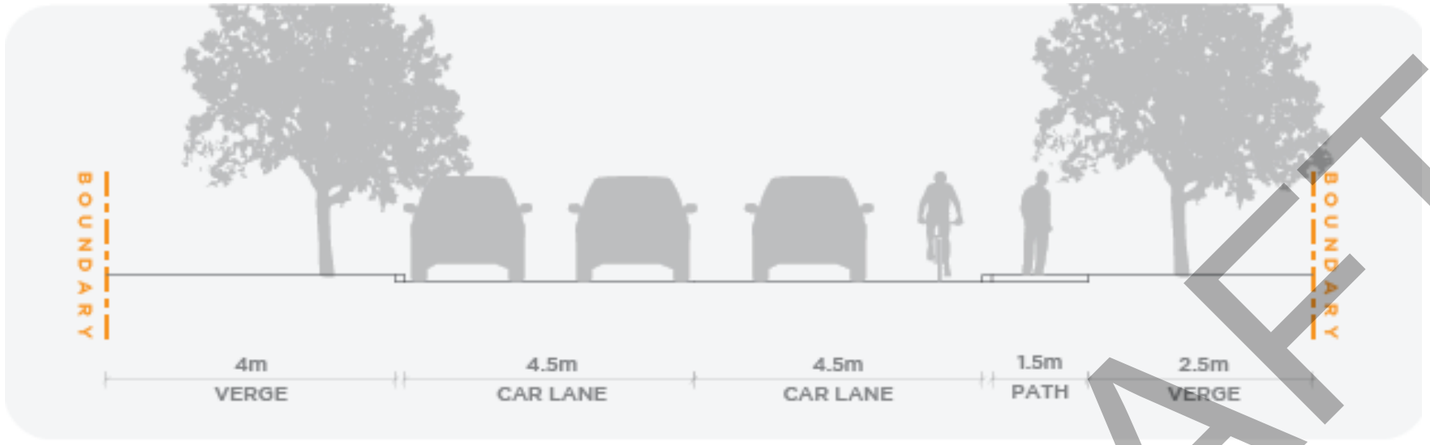
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL CUL-DE-SAC (MAX. 150M AND/OR NO. OF EQUIVALENT TENAMENTS UNDER 15)	• An urban highway primarily providing access to abutting properties and is not normally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

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Street Profiles

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

STREET PROFILE SECTION



STREET PROFILE INFORMATION

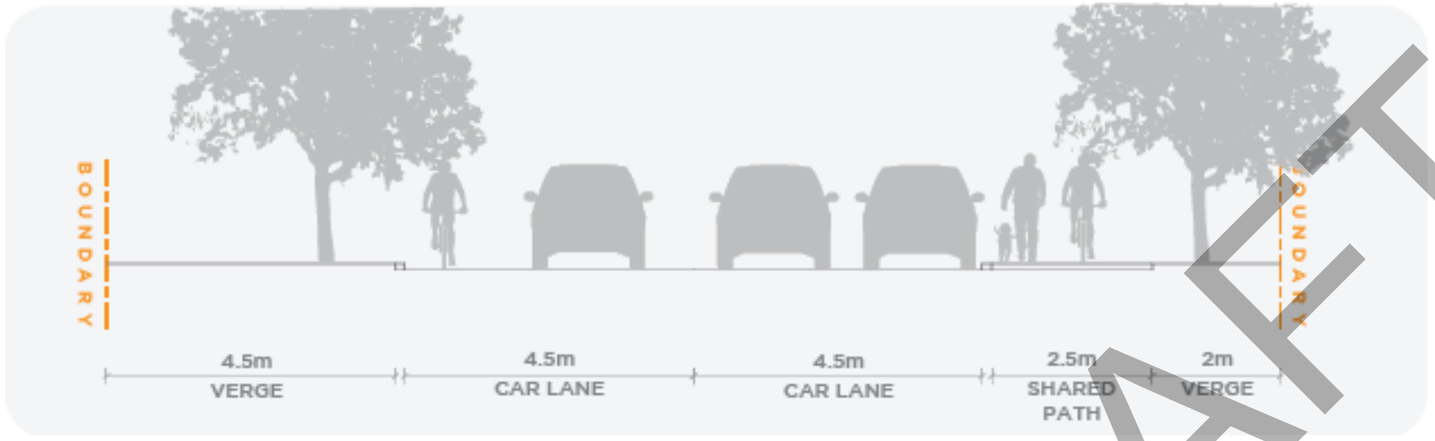
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL CUL-DE-SAC (MAX. 150M AND/OR NO. OF EQUIVALENT TENAMENTS UNDER 15)	• An urban highway primarily providing access to abutting properties and is not normally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

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Street Profiles

PROFILE 3 - LOCAL (THROUGH) ROAD

STREET PROFILE SECTION



STREET PROFILE INFORMATION

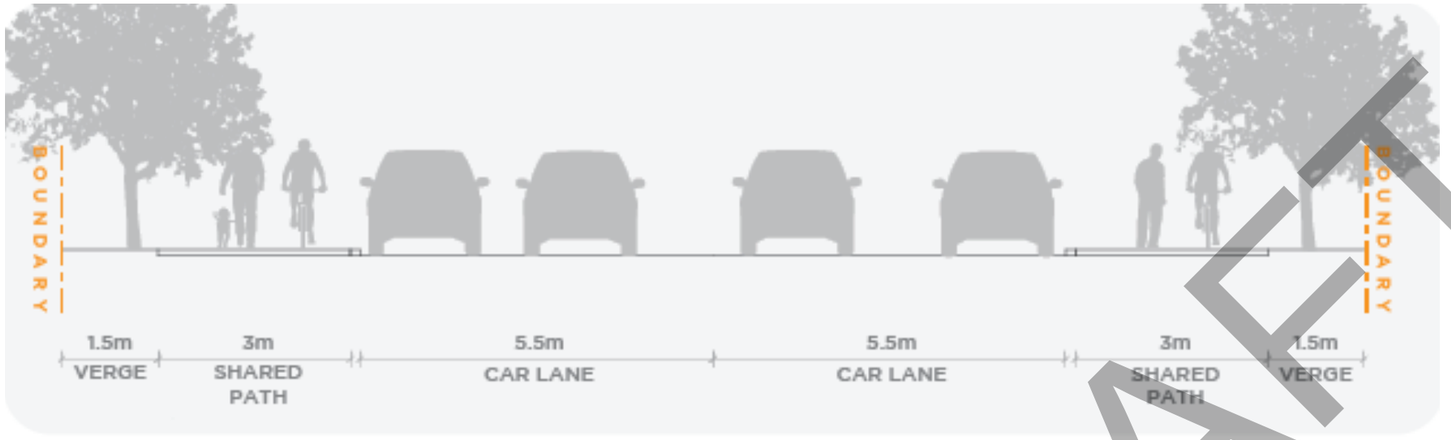
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
LOCAL (THROUGH) ROAD	• An urban highway primarily providing access to abutting properties and is normally subject to through traffic	60km/h	18.0m	8.9m	60km/h	•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

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Street Profiles

PROFILE 4 - COLLECTOR ROAD

STREET PROFILE SECTION



STREET PROFILE INFORMATION

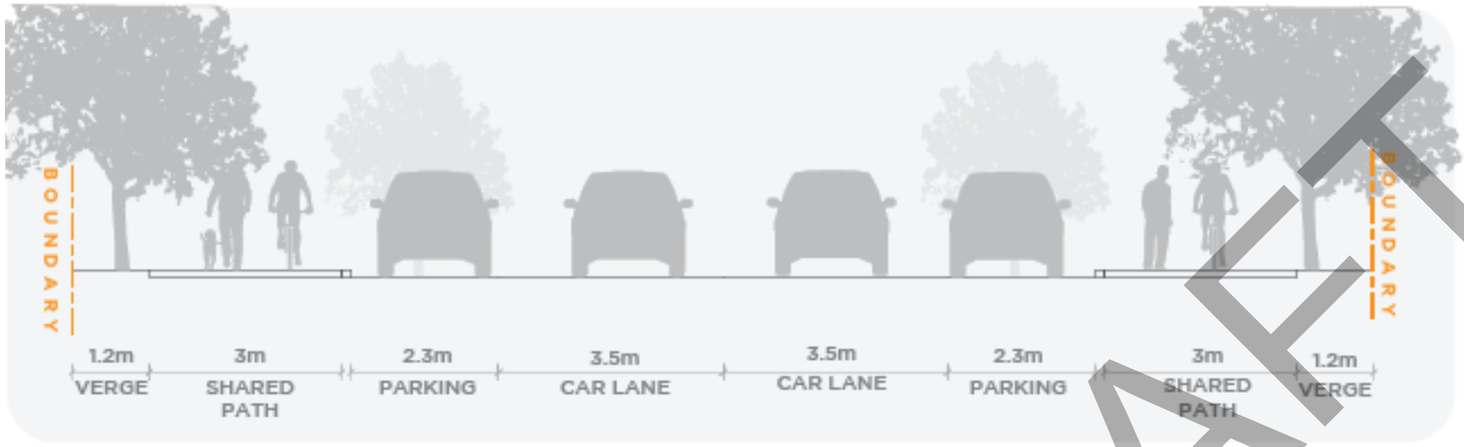
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
COLLECTOR ROAD	• An urban highway that collects vehicles from residential streets and collectors and directs vehicles to arterial roads or local activities. • The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

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Street Profiles

PROFILE 5 - SUB-ARTERIAL ROAD

STREET PROFILE SECTION



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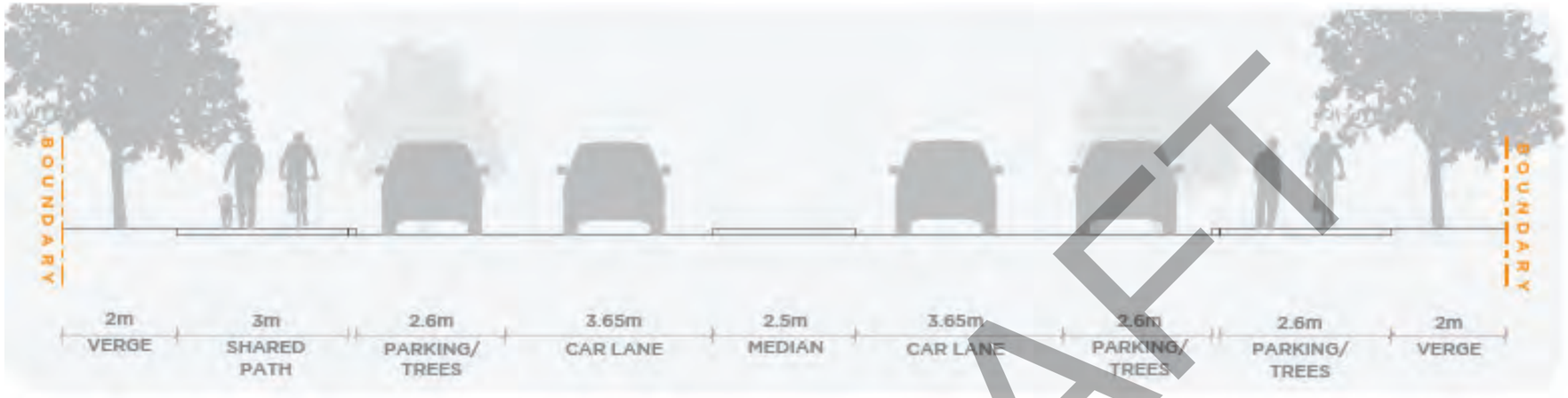
STREET PROFILE INFORMATION

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

Street Profiles

PROFILE 6 - ARTERIAL ROAD

STREET PROFILE SECTION



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STREET PROFILE INFORMATION

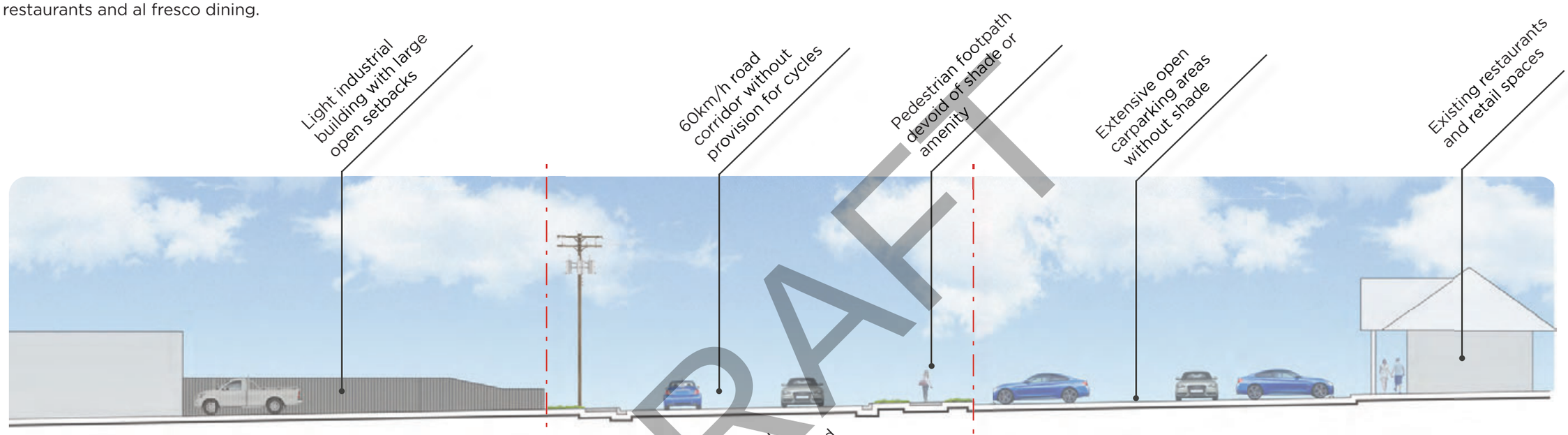
Road Category	Definition	Traffic speed	Min reservation width	Min road width	Lane widths	Footpaths	Bicycle provision	Ideal reserve allocation
ARTERIAL ROAD	• An urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas,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

A New High Street For Rokeby

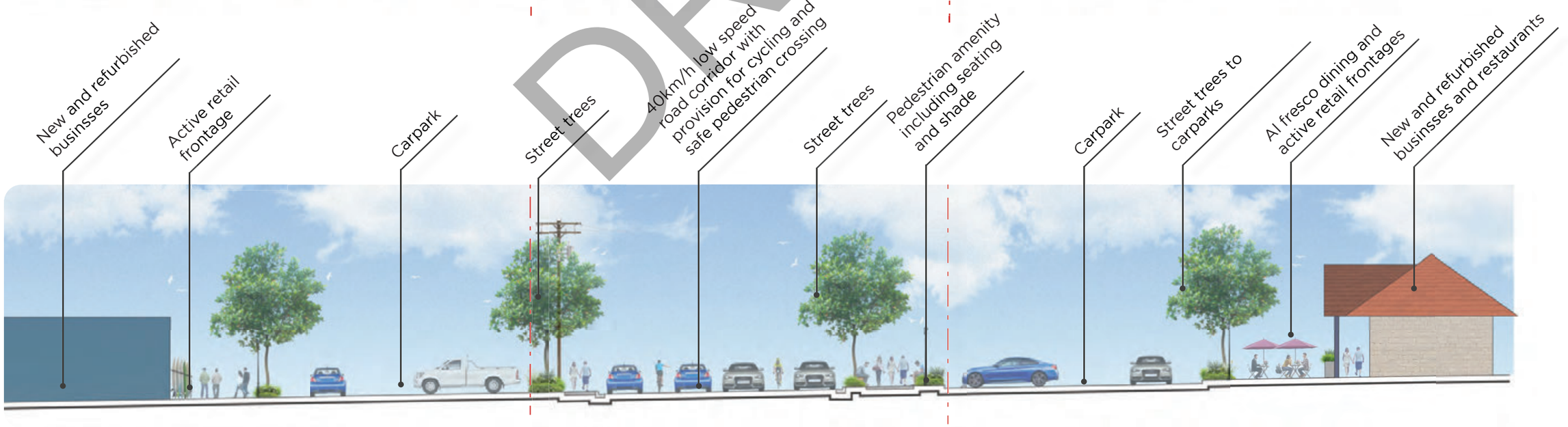
PROPOSED AND EXISTING LAYOUT

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

EXISTING HIGH STREET



PROPOSED HIGH STREET



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A New High Street For Rokeby

PRECEDENT IMAGES

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













Street Tree Strategy

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

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

INTRODUCTION

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

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

KEY OBJECTIVES OF THE STRATEGY

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

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

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

The key objectives of this strategy include:

01

GENERAL ‘RE-GREENING’ OF THE REGION

02

BEST PRACTICE FOR PLACEMENT AND MANAGEMENT.

03

INTERGRATION OF STREET AND TREE STRATEGIES

04

COMMUNITY ENGAGEMENT AND EDUCATION ON TREE IMPORTANCE.



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Street Tree Strategy | Plant Palettes

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

TREE TYPES

- Floral Display
- Evergreen
- Fruit Bearing
- Desiduous

SIGNATURE SPECIES

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



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



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



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



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

FRUIT TREES

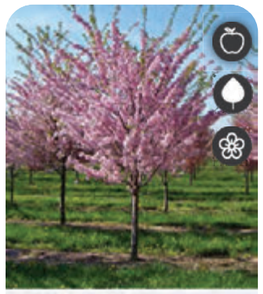
Clarence Plains unique climate, soil makeup and location positions the region with an opportunity to become the 'fruit bowl of southern Tasmania', with fruit trees making up a sizeable portion of feature road trees. Below are several examples of species known to thrive in this region.



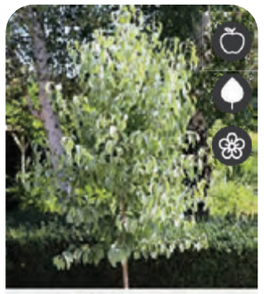
PRUNUS cerasifera
Cherry Plum
Height: 8m Spread: 5m
Foliage: Desiduous Fruit: Yes



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



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



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

NATURAL CHARACTER TREES

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



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



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



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



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

TREES FOR LOCAL STREETS

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



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



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



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



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

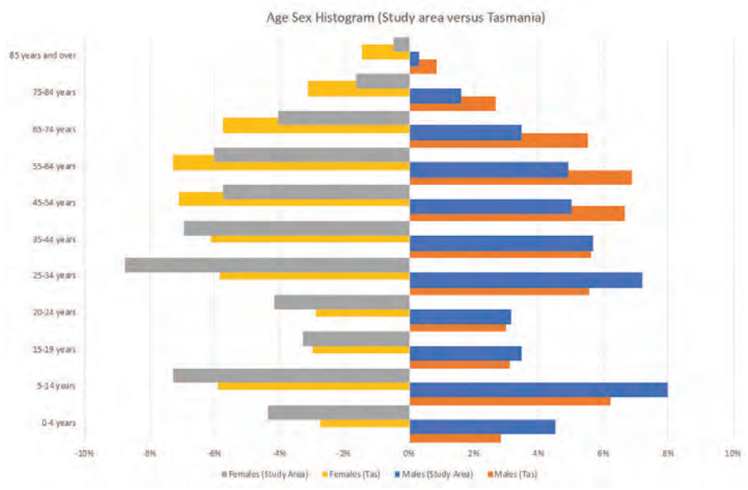
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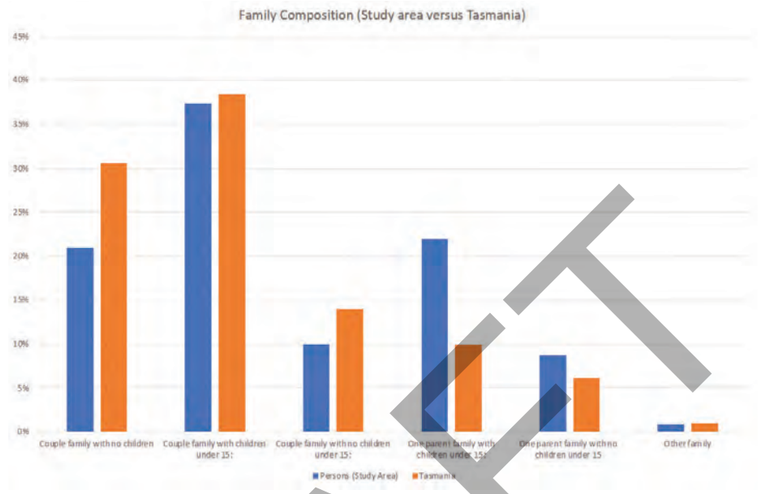
Street Tree Strategy | Street Tree Configuration Matrix

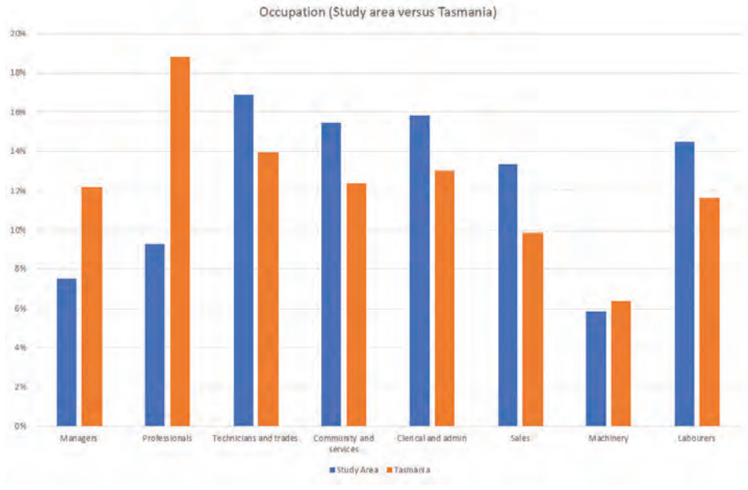
Planting type	Description	Intent of planting	Planting style + configuration				Planting palette application		
			Formal layout	Informal layout	Even spacing	Uneven spacing	Signature/ fruit trees	Natural character trees	Trees for local streets
Feature node - single tree	Area focal points, major intersections,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

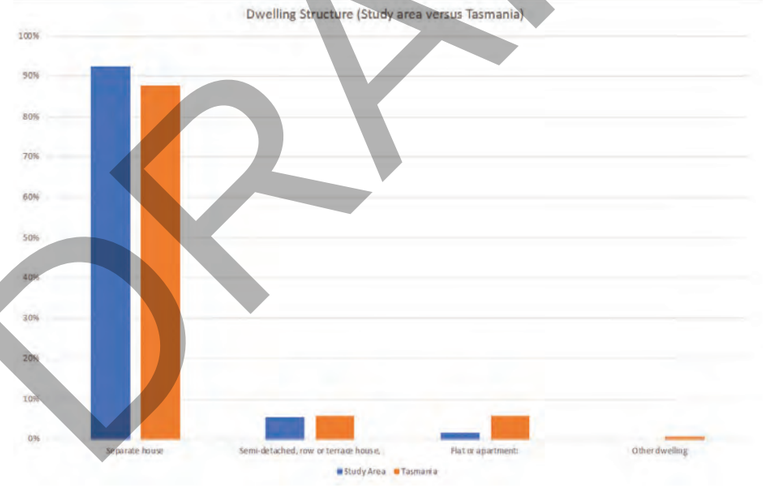
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Appendix 1: Demographic Study









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Appendix 2: Community Survey Outcomes

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

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

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

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

Expect/hope to remain in Clarence Plains

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

Changes to dwelling next 1-5 years

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

Changes to dwelling next 6-10 years

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

Access work

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

How far do you travel to work?

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

Major factors in choosing transport

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

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

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

Access parks and playgrounds

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

Barriers to access parks and playgrounds

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

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Appendix 2: Community Survey Outcomes

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

Features you would like to see in parks[1]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
BBQ	18.8%	31.1%	10.2%	24.1%	22.6%	11.4%
Upgrade and variety in equipment	18.8%	29.7%	12.2%	20.7%	22.0%	31.8%
Maintained toilets	18.8%	21.6%	10.2%	10.3%	16.1%	6.8%
Playground / kids play	6.3%	17.6%	18.4%	10.3%	15.5%	9.1%
Bike track	0.0%	14.9%	10.2%	17.2%	12.5%	6.8%
Fenced	6.3%	16.2%	4.1%	3.4%	9.5%	11.4%
Dog park	18.8%	9.5%	4.1%	10.3%	8.9%	4.5%
Picnic area / shelters	6.3%	9.5%	6.1%	10.3%	8.3%	2.3%
More green	0.0%	4.1%	16.3%	6.9%	7.7%	0.0%
Community garden	0.0%	8.1%	10.2%	3.4%	7.1%	0.0%
Walking trail	6.3%	6.8%	6.1%	6.9%	6.5%	18.2%
Exercise equipment	0.0%	2.7%	12.2%	10.3%	6.5%	4.5%
Skate park	12.5%	6.8%	6.1%	3.4%	6.5%	6.8%
Basketball / netball courts	6.3%	5.4%	2.0%	6.9%	4.8%	2.3%
More seating	0.0%	6.8%	2.0%	3.4%	4.2%	4.5%
Like other parks	0.0%	2.7%	4.1%	6.9%	3.6%	4.5%
More attractive	0.0%	1.4%	8.2%	3.4%	3.6%	4.5%
Disabled / elderly friendly	0.0%	4.1%	2.0%	6.9%	3.6%	2.3%
Older kid equipment	6.3%	0.0%	2.0%	10.3%	3.0%	2.3%
Bigger	0.0%	4.1%	2.0%	3.4%	3.0%	2.3%
Water park	6.3%	2.7%	2.0%	0.0%	2.4%	2.3%
Well maintained	0.0%	0.0%	6.1%	3.4%	2.4%	4.5%
More accessible / public transport	0.0%	1.4%	4.1%	3.4%	2.4%	6.8%
Rubbish bins	12.5%	1.4%	0.0%	0.0%	1.8%	0.0%
Safer	0.0%	2.7%	0.0%	3.4%	1.8%	6.8%
Surveillence	6.3%	1.4%	0.0%	3.4%	1.8%	0.0%
Signage	0.0%	2.7%	2.0%	0.0%	1.8%	0.0%
Cafes and restaurants	0.0%	0.0%	2.0%	3.4%	1.2%	2.3%
Parking	0.0%	1.4%	2.0%	0.0%	1.2%	4.5%
Drinking tap water	0.0%	1.4%	2.0%	0.0%	1.2%	0.0%
Close to other amenities	0.0%	0.0%	2.0%	0.0%	0.6%	0.0%
Zip line	6.3%	0.0%	0.0%	0.0%	0.6%	0.0%
Electric vehicle charging area	0.0%	0.0%	0.0%	3.4%	0.6%	2.3%
New park	0.0%	0.0%	2.0%	0.0%	0.6%	0.0%
Lights	0.0%	1.4%	0.0%	0.0%	0.6%	0.0%
Golf course	0.0%	0.0%	0.0%	0.0%		2.3%
Futsal court	0.0%	0.0%	0.0%	0.0%		2.3%
Cricket grounds	0.0%	0.0%	0.0%	0.0%		2.3%
Swimming centre	0.0%	0.0%	0.0%	0.0%		2.3%
Total	16	74	49	29	168	44

Services used in CP

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

Services used outside of CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Dentist	52.4%	63.1%	65.7%	59.0%	53.9%	59.5%
Health including doctors	47.6%	46.4%	65.7%	51.3%	45.1%	51.3%
Social programs	33.3%	28.6%	31.3%	5.1%	10.8%	23.3%
Education programs	33.3%	19.0%	17.9%	15.4%	16.6%	19.4%
Wellbeing programs	28.6%	42.9%	38.8%	35.9%	28.4%	35.5%
Employment programs	14.3%	10.7%	16.4%	15.4%	15.7%	14.3%
Arts and cultre programs and events	9.5%	26.2%	37.3%	33.3%	36.3%	31.2%
Youth programs		4.8%	9.0%	7.7%	6.9%	6.1%

Additional Services needed in CP

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Health, including doctors	52.4%	39.3%	40.3%	41.0%	37.3%	40.1%
Wellbeing	38.1%	48.8%	53.7%	43.6%	35.3%	44.1%
Dentist	38.1%	34.5%	35.8%	25.6%	20.6%	29.7%
Social programs	38.1%	33.3%	37.3%	20.5%	26.5%	32.6%
Youth programs	38.1%	29.8%	23.9%	23.1%	22.5%	26.2%
Education programs	38.1%	25.0%	29.9%	20.5%	24.5%	26.9%
Art and cultore programs and events	28.6%	28.6%	53.7%	41.0%	35.3%	36.9%
Employment programs	23.8%	15.5%	32.8%	15.4%	20.6%	21.9%
None		4.8%	9.0%	12.8%	14.7%	9.3%

Additional buildings and facilities needed in CP

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

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

	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Walking	61.9%	65.5%	79.1%	74.4%	66.7%	68.6%
Dog walking	33.3%	41.7%	35.8%	56.4%	44.1%	40.9%
Nature play	14.3%	22.6%	22.4%	23.1%	21.6%	21.1%
Natural appreciation (birdwatching, photographing)	14.3%	15.5%	38.8%	25.6%	22.5%	23.3%
Running		13.1%	9.0%	17.9%	13.7%	11.8%
Cycling		16.7%	22.4%	23.1%	22.5%	18.6%
Kayaking		9.5%	14.9%	10.3%	8.8%	9.7%
	100.0%	100.0%	100.0%		100.0%	100.0%

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

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

Why visit natural areas[1]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Nature /wildlife	28.6%	11.1%	43.8%	50.0%	35.7%	23.1%
Accessibility	28.6%	33.3%	25.0%	20.0%	26.2%	7.7%
Bushland	28.6%	22.2%	12.5%	20.0%	19.0%	0.0%
Great views	28.6%	11.1%	12.5%	10.0%	14.3%	23.1%
Convenience	14.3%	22.2%	6.3%	20.0%	14.3%	7.7%
Relaxing / peaceful	0.0%	11.1%	12.5%	0.0%	7.1%	0.0%
For health / exercise	0.0%	0.0%	18.8%	0.0%	7.1%	7.7%
Walk dogs	14.3%	11.1%	0.0%	10.0%	7.1%	7.7%
Quiet	14.3%	0.0%	6.3%	0.0%	4.8%	7.7%
Outdoor	0.0%	22.2%	0.0%	0.0%	4.8%	0.0%
Not crowded	0.0%	0.0%	6.3%	0.0%	2.4%	7.7%
Feels remote	0.0%	0.0%	6.3%	0.0%	2.4%	0.0%
Walking	0.0%	0.0%	0.0%	10.0%	2.4%	7.7%
For kids	0.0%	0.0%	6.3%	0.0%	2.4%	23.1%
Established trail	0.0%	0.0%	0.0%	10.0%	2.4%	0.0%
History	0.0%	0.0%	0.0%	10.0%	2.4%	0.0%
Water activity	0.0%	0.0%	6.3%	0.0%	2.4%	15.4%
Total	7	9	16	10	42	13

Rating of streetscapes in Clarence Plains

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

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Appendix 2: Community Survey Outcomes

How to improve streetscapes[3]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Tree planting	11.8%	53.2%	50.0%	48.3%	46.9%	38.6%
Improve footpaths	29.4%	21.0%	33.3%	20.7%	25.9%	40.9%
More lights	35.3%	17.7%	18.5%	13.8%	19.1%	15.9%
Improve crossings	17.6%	17.7%	13.0%	17.2%	16.0%	6.8%
Better maintenance	23.5%	11.3%	18.5%	10.3%	14.8%	20.5%
Keep off grass	5.9%	9.7%	13.0%	13.8%	11.1%	6.8%
Street furniture	0.0%	14.5%	9.3%	6.9%	9.9%	0.0%
Connected footpaths	11.8%	12.9%	3.7%	10.3%	9.3%	13.6%
Reduce litter/clean the area	11.8%	3.2%	9.3%	10.3%	7.4%	6.8%
Educate people how to maintain streets	5.9%	1.6%	9.3%	10.3%	6.2%	4.5%
Street furniture at bus stop	5.9%	4.8%	7.4%	3.4%	5.6%	2.3%
Remove graffiti	0.0%	6.5%	3.7%	6.9%	4.9%	4.5%
Cycle tracks	0.0%	6.5%	1.9%	3.4%	3.7%	0.0%
Stop development / better management	11.8%	3.2%	1.9%	0.0%	3.1%	4.5%
Wider streets	5.9%	1.6%	1.9%	3.4%	2.5%	4.5%
Fix road / potholes	0.0%	3.2%	0.0%	6.9%	2.5%	0.0%
Improve roundabouts	0.0%	4.8%	0.0%	0.0%	1.9%	0.0%
Less hooning / more surveillance	11.8%	0.0%	1.9%	0.0%	1.9%	2.3%
Fence bordering	5.9%	0.0%	1.9%	3.4%	1.9%	0.0%
No black bitumen	5.9%	0.0%	1.9%	0.0%	1.2%	0.0%
Less traffic	5.9%	1.6%	0.0%	0.0%	1.2%	6.8%
Line marking	0.0%	0.0%	3.7%	0.0%	1.2%	0.0%
Family friendly	5.9%	0.0%	0.0%	0.0%	0.6%	0.0%
Improve toilets	0.0%	0.0%	0.0%	3.4%	0.6%	0.0%
Drink stations	0.0%	0.0%	1.9%	0.0%	0.6%	2.3%
Improve signage	0.0%	1.6%	0.0%	0.0%	0.6%	2.3%
No large fence	0.0%	0.0%	1.9%	0.0%	0.6%	2.3%
More traffic lights	0.0%	1.6%	0.0%	0.0%	0.6%	0.0%
More parking space	0.0%	0.0%	1.9%	0.0%	0.6%	0.0%
Speed humps	0.0%	0.0%	0.0%	0.0%		6.8%
Safer streets	0.0%	0.0%	0.0%	0.0%		2.3%
Total	17	62	54	29	162	44

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

How to improve comfort and safety[4]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Decrease crime / improve surveillance / police presence	26.7%	28.9%	35.7%	36.4%	32.5%	25.9%
More lights	46.7%	39.5%	14.3%	36.4%	30.8%	29.6%
Footpath improvements - wider / repair	20.0%	18.4%	35.7%	9.1%	23.1%	22.2%
Better facilities / maintenance	6.7%	2.6%	19.0%	13.6%	11.1%	14.8%
Educate youth / community	6.7%	10.5%	7.1%	13.6%	9.4%	11.1%
Regular clearing of rubbish / bin replacements/ nature strip maintenance	13.3%	2.6%	14.3%	9.1%	9.4%	0.0%
Reduce concentration of low socio-economic	0.0%	5.3%	0.0%	4.5%	2.6%	3.7%
Traffic calming / speed cameras	6.7%	2.6%	0.0%	4.5%	2.6%	11.1%
Better seating and shelter	0.0%	2.6%	2.4%	4.5%	2.6%	0.0%
More green areas	0.0%	5.3%	2.4%	0.0%	2.6%	0.0%
No hooning	6.7%	2.6%	2.4%	0.0%	2.6%	0.0%
Remove housing	0.0%	0.0%	4.8%	0.0%	1.7%	0.0%
More bike paths	0.0%	5.3%	0.0%	0.0%	1.7%	0.0%
Go to other safe area	0.0%	0.0%	0.0%	9.1%	1.7%	0.0%
No motorbike access	6.7%	0.0%	0.0%	0.0%	0.9%	0.0%
Develop retail / commercial strip	0.0%	2.6%	0.0%	0.0%	0.9%	3.7%
Fencing / gate	6.7%	0.0%	0.0%	0.0%	0.9%	3.7%
Have dogs on lead	0.0%	0.0%	0.0%	0.0%		3.7%
Total	15	38	42	22	117	27

What other businesses in region[5]	Clarendon Vale	Oakdowns	Rokeby	Howrah	Study Area	Outside Study Area
Cafes and restaurants	30.0%	59.6%	56.4%	56.0%	55.6%	37.5%
Groceries / retail	0.0%	19.2%	20.5%	20.0%	18.3%	25.0%
Clothing	20.0%	7.7%	17.9%	4.0%	11.1%	6.3%
Health Services	20.0%	15.4%	7.7%	0.0%	10.3%	15.6%
Sporting / fitness	0.0%	3.8%	2.6%	24.0%	7.1%	12.5%
Entertainment / social/ night life	0.0%	0.0%	12.8%	8.0%	5.6%	6.3%
Shopping centre	0.0%	5.8%	5.1%	8.0%	5.6%	6.3%
Bakery	0.0%	5.8%	5.1%	4.0%	4.8%	0.0%
Dentist	0.0%	5.8%	5.1%	4.0%	4.8%	3.1%
Convenience	0.0%	1.9%	7.7%	4.0%	4.0%	6.3%
Healthy eating	20.0%	3.8%	2.6%	0.0%	4.0%	3.1%
Hardware	10.0%	1.9%	0.0%	8.0%	3.2%	3.1%
Massage	0.0%	5.8%	2.6%	0.0%	3.2%	0.0%
Hairdressers	10.0%	1.9%	0.0%	4.0%	2.4%	3.1%
Petrol station	0.0%	0.0%	5.1%	4.0%	2.4%	0.0%
Motorsport	0.0%	0.0%	2.6%	8.0%	2.4%	9.4%
Local shops	0.0%	1.9%	5.1%	0.0%	2.4%	12.5%
Children play centre	0.0%	3.8%	0.0%	4.0%	2.4%	12.5%
Financial	0.0%	1.9%	5.1%	0.0%	2.4%	0.0%
Government services	0.0%	5.8%	0.0%	0.0%	2.4%	0.0%
Furniture	0.0%	1.9%	2.6%	0.0%	1.6%	0.0%
Garden Supplies	0.0%	0.0%	2.6%	4.0%	1.6%	0.0%
Art	0.0%	0.0%	5.1%	0.0%	1.6%	9.4%
Gift shop	0.0%	0.0%	2.6%	4.0%	1.6%	3.1%
Food vans	10.0%	0.0%	2.6%	0.0%	1.6%	0.0%
Library	0.0%	1.9%	2.6%	0.0%	1.6%	3.1%
Solicitors	0.0%	1.9%	0.0%	0.0%	0.8%	0.0%
Drycleaners	0.0%	1.9%	0.0%	0.0%	0.8%	0.0%
Florist	0.0%	0.0%	0.0%	4.0%	0.8%	3.1%
Amenities - toilets BBQs etc	0.0%	0.0%	0.0%	4.0%	0.8%	0.0%
Factories	0.0%	0.0%	2.6%	0.0%	0.8%	3.1%
Electrical	0.0%	0.0%	0.0%	4.0%	0.8%	0.0%
Newsagent	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%
Hospitality	10.0%	0.0%	0.0%	0.0%	0.8%	0.0%
Vet	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%
Lawn bowls	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%
Electrical Vehicle Car Changing	0.0%	1.9%	0.0%	0.0%	0.8%	3.1%
Pet facilities /vets	0.0%	0.0%	0.0%	0.0%		3.1%
Total	10	52	39	25	126	32

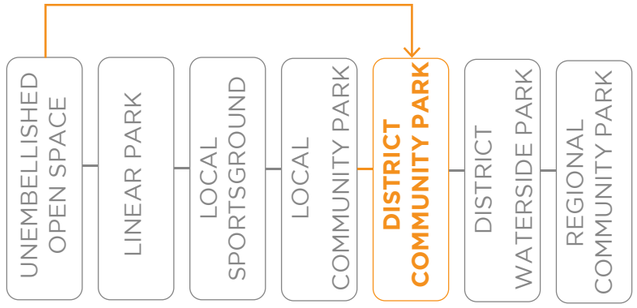
Employment status	CLARENDON VALE, TAS	OAKDOWNS, TAS	ROKEBY, TAS	HOWRAH, TAS	Outside Study Area	Total
Working full time	23.8%	52.4%	47.8%	66.7%	49.0%	48.0%
Working part time	23.8%	22.6%	13.4%	5.1%	24.5%	20.8%
Working casual hours	4.8%	2.4%	7.5%	2.6%	2.0%	3.6%
Student	4.8%	2.4%	4.5%	5.1%	3.9%	3.6%
Out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

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

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

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Appendix 3: Park Case Study 1 | Conceptual Only



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

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

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



01. IDENTIFIED ACQUISITION AND DEMOLITION



02. PARK FOOTPRINT EXPANSION

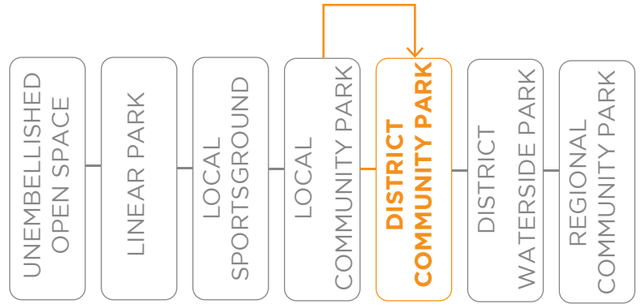


03. INCREASED FRONTAGE CONNECTION

UPGRADES MATRIX

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

Appendix 3: Park Case Study 2 | Conceptual Only



CODE: O1 | SUBURB: OAKDOWNS - OAKDOWNS PARK

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

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







UPGRADES MATRIX

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

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