

**KINGSTON PARK - PROPOSED SPECIFIC AREA PLAN AMENDMENTS**  
**DEPARTMENT OF STATE GROWTH**  
**18 December 2019**

Department of State Growth

4 Salamanca Place, Hobart TAS 7000  
GPO Box 536, Hobart TAS 7001 Australia  
Ph 1800 030 688 Fax (03) 6233 5800  
Email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov](http://www.stategrowth.tas.gov).



Mr Gary Arnold  
General Manager  
Kingborough Council  
By email: [kc@kingborough.tas.gov.au](mailto:kc@kingborough.tas.gov.au)

**Draft Amendment PSA-2019-3: Rezoning and Amendments to Former Kingston High School Site Specific Area Plan**

Dear Mr Arnold,

The Department of State Growth (State Growth) has reviewed the draft planning scheme amendment PSA-2019-3 for the Former Kingston High School Site, Kingston and wishes to provide the following comments.

**State Roads**

The proposed rezoning from Urban Mixed Zone to Inner Residential in the vicinity of the Kingston Bypass significantly increases the potential density of residents living close to the Bypass than would have been allowed under the existing zoning. As part of this site is within 50m of the road boundary, the site would be likely to be impacted by traffic noise. It is unclear whether the site can adequately mitigate noise and this should be proved prior to the rezoning of an area close to a major road which would allow such a high density of housing (it is noted that the Inner Residential zone does not have a prescribed maximum height limit, unlike the Urban Mixed Use zone).

It is therefore recommended that the applicant provide a noise report and a traffic impact assessment (TIA), with the outcomes of the TIA being referred to in the noise report to capture the anticipated traffic growth in the area. The noise report should also note that the Kingston Bypass may be subject to upgrades in future to increase capacity, which would be anticipated to increase noise associated with the corridor.

**Passenger Transport / Active Transport**

It is recommended that the applicant considers setting planning requirements to provide bicycle parking spaces and end of trip facilities on the site. Bicycle parking spaces should be required for all development types, including for staff within commercial developments. The development site is adjacent to the Principle Cycling Network identified in the Principle Urban Cycling Network Hobart and also the existing arterial cycleway identified in the Hobart Regional Arterial Bicycle Network Plan. It is noted that Kingston Park is adjacent to the Principle Cycling Network identified in the Principle Urban Cycling Network Hobart and adjacent to the existing arterial cycleway identified in the Hobart Regional Arterial Bicycle Network Plan.

From a policy perspective, Kingborough Council may like to consider an Acceptable Solution that sets maximum on-site car parking space numbers (based on development type) to reduce reliance on private vehicle ownership, encourage public transport use and reduce congestion on the road

network. The maximum car parking space numbers could be what is available in the Kingborough Interim Planning Scheme 2015 now as the minimum car parking spaces. The acceptable solution could be based off a number of other jurisdictions' planning controls. For example, the City of Sydney's maximum car parking controls are set out in in Division 1 Car parking ancillary to other development, Part 7 Local provisions – general of Sydney Local Environment Plan 2012.

If you have any queries regarding the matters raised above, please do not hesitate to contact Mia Potter, Planning Officer, Network Planning on (03) 6166 3382 or email [Mia.potter@stategrowth.tas.gov.au](mailto:Mia.potter@stategrowth.tas.gov.au) who can coordinate engagement with relevant State Growth officers.

Yours sincerely



Denise McIntyre  
**Manager Network Planning**

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