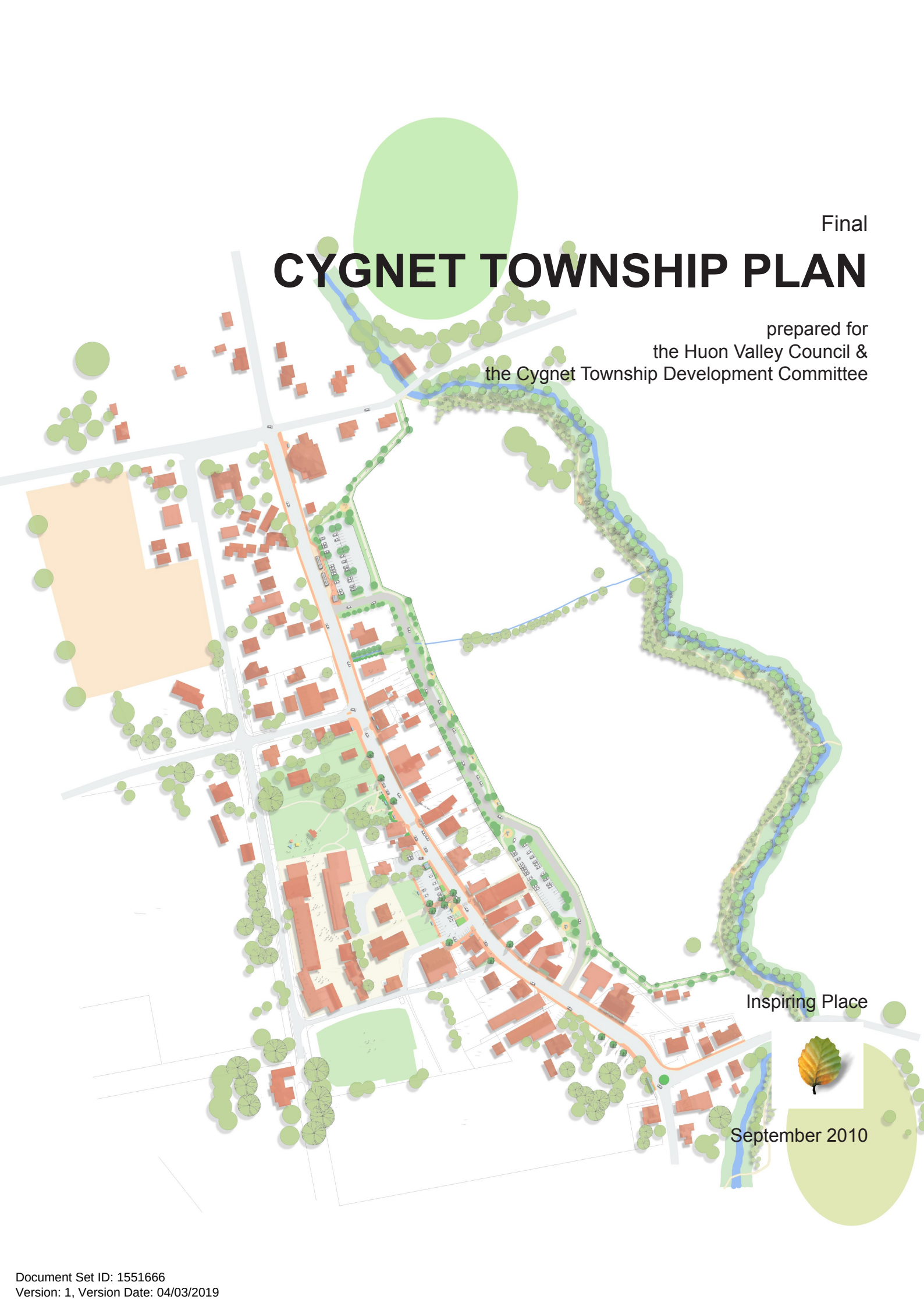




CYGNET TOWNSHIP PLAN

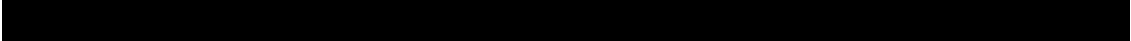
Final

prepared for
the Huon Valley Council &
the Cygnet Township Development Committee

Inspiring Place



September 2010



Final Plan

CYGNET TOWNSHIP PLAN



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CONTENTS

Chapter 1 Introduction	1
1.1 Background	1
1.2 The 2004 Town Plan	3
1.3 Review of the 2004 Plan	5
1.4 Acknowledgements	6
Chapter 2 Extended Township Planning	7
2.1 Land Use Planning & Development.....	7
2.1.1 Background.....	7
2.1.2 Critical Issues	8
2.1.3 Recommended Actions.....	9
2.2 Landscape Values & Amenity.....	9
2.2.1 Background.....	9
2.2.2 Critical Issues	10
2.2.3 Recommended Actions.....	10
2.3 Community Open Spaces.....	11
2.3.1 Background.....	11
2.3.2 Critical Issues	13
2.3.4 Recommended Actions.....	14
Chapter 3 Main Street Planning	15
3.1 Vehicle Circulation and parking	15
3.1.1 Background.....	15
3.1.2 Critical Issues	17
3.1.3 Recommended Actions.....	18
3.2 Pedestrian Circulation & Trail Network	19
3.2.1 Background.....	19
3.2.2 Critical Issues	20
3.2.3 Recommended Actions.....	20
3.3 Township Amenity	21
3.3.1 Background.....	21
3.3.2 Critical Issues	22
3.3.3 Recommended Actions.....	22
Chapter 4 Implementation Strategy	27

Appendix A Township Colour Scheme

Appendix B Review of Public Comment

CHAPTER 1

INTRODUCTION

1.1 BACKGROUND

The Mellukerdee people were perhaps the most maritime of the Aboriginal peoples of Tasmania, and utilised the coast and immediate hinterland throughout the year¹. This original intimacy with, and importance of, the estuarine and coastal environmental is repeated throughout more recent times. In 1793 Bruni D'Entrecasteaux imparted the name Port des Cygnet after the many swans seen in the estuarine port, implicitly acknowledging the natural values of the district².

Subsequently established as a probation station in 1845 Port Cygnet, the district attracted farmers, orchardists, timber workers, boat builders and their families, and was later proclaimed as the township of Lovett in 1862³. In the early 1900's the town was renamed Cygnet, relating the town to its increasingly important estuarine port. Located 50 km south of Hobart, the Port of Cygnet provided a major transport hub for the Huon and D'Entrecasteaux districts.

During the late 19th century over 1500 people lived in the town, while the number of residents has decreased, the 1990s saw a resurgence in residents to be just over 850 people in 1996⁴. While the town no longer serves a major port, its role as a regional centre supporting agricultural and cottage art and craft industries, along with a regular commuter population, has ensured diverse lifestyles allowing Cygnet to weather the social and economic decline witnessed by many regional towns.

Today, Cygnet can build upon its broad cultural assets generated by new and established residents and a strong indigenous community. Taking advantage of its location just over 50km south of Hobart (see Figure 1.1), Cygnet can draw upon an increasing visitor base, further broadening the Town's inherent diversity in order to return social and economic benefits for all community members.

¹ Ryan, L., 1996. *The Aboriginal Tasmanians* Allen & Unwin, S Leonards. pp.39-41.

² Cockerill, J. in *Port Cygnet Guide and Directory 2003/04* Port Cygnet Promotions, Cygnet. p.4.

³ Cockerill, J. Op. cit. pp.3-4.

⁴ Huon Valley Council, 2001. 'Draft Huon Valley Planning Study – March 2001' unpublished report for the Huon Valley Council. p.47.



Figure 1.1 Location of Cygnet in southern Tasmania⁵.

⁵ Adapted from Department of Environment and Land Management, 1998. *Tasmanian Towns Street Atlas* Department of Environment and Land Management, Hobart. p.35.

1.2 THE 2004 TOWN PLAN

In July 2003, the Huon Valley Council and the Cygnet Streetscape Reference Group (hereafter, the Reference Group) prepared a project brief inviting consultants to provide plan management, advice and oversight of the consultation process in the preparation of a concept township plan for Cygnet.

Recognising the strong participatory approach submitted, Council and the Reference Group engaged Inspiring Place P/L to develop with the Cygnet community a long-term concept plan for the township's future.

This report documents the development of the *Cygnet Township Plan* (hereafter, the *Plan*), providing issue analysis, design rationale and supporting commentary. The proceeding report includes:

- the background to, and approach taken in preparing the *Plan* (this Chapter);

- a discussion of the background situation, critical issues, opportunities and recommended actions associated with township planning in the wider geographic context surrounding the Cygnet town centre (Chapter 2);

- a discussion of the background situation, critical issues, opportunities and recommended actions associated with planning and development of Cygnet's centre (Chapter 3); and

- an implementation strategy detailing the recommended actions and a proposed priority for implementation (Chapter 4).

Included at the end of this report was an A3 plan illustrating many of the recommendations contained within the proceeding report. The broad stages involved in the preparation, conduct and documentation of the *Plan* are outlined below.

STAGE 1 INITIAL BRIEFING

An initial meeting with the Cygnet Streetscape Reference Group was held on the 28th October 2003 in the Cygnet Town Hall. This meeting confirmed the work program and established targets for the completion of tasks. The meeting also provided an initial forum for the Reference Group to discuss the scope, extent and methodology of the project.

STAGE 2 ORGANISATION

The second stage of the project was a preparatory stage for organising base maps, undertaking initial research and arranging the consultation and concept planning stages to follow. The planning intensive that followed was promoted through media releases provided to the Huon News and Cygnet Classifieds newspapers, A4 posters displayed in local businesses within Cygnet, and telephone calls to community groups and organisations.

STAGE 3 CONSULTATION AND TOWNSHIP PLAN

Stage 3 revolved around an 'intensive' planning program conducted in Cygnet on Sunday 23rd, Tuesday 25th and Wednesday 26th November 2003. The 'intensive' included:

- a 'walk and talk' on a Sunday afternoon involving the broad community and key stakeholders in an assessment of the opportunities, constraints, issues and options associated with the township that attracted approximately 50 community members;

- on-site meetings with the Huon Valley Council officers and the Department of Infrastructure, Energy and Resources (DIER), Transport Division;

- a 'door knock' of the businesses and organisations in the main street, meetings with representatives of key organisations wishing to have input into the *Plan* (informally on the Tuesday and Wednesday);

- preparation of a preliminary concept to address the identified issues and opportunities for the *Plan*; and

- presentation of a preliminary concept to the Reference Group on Thursday 12th December for an initial response to the ideas and directions being taken prior to the preparation of a *draft Plan*.

STAGE 4 DRAFT DOCUMENTATION, COMMUNITY REVIEW AND FINAL DOCUMENTATION

The outcomes of the 'intensive' process, and the preparation of a more detailed *Plan* comprise Stage 4 of the project. The *Plan* includes:

- plans, sections and elevations illustrating the key recommendations; and

a brief accompanying report which describes:

the approach to the project;

the context for the plan (e.g. site conditions, existing activities, historic character and opportunities and constraints);

the strategic framework (cultural tourism context, business and recreational needs, etc.), matters of detailed design (e.g. traffic management, walking links, other amenities) and suggested materials and design treatments; and

an implementation strategy with recommended priorities.

A preliminary concept was presented to the Huon Valley Council management executive (MANEX) on Thursday 5th February 2004, to gain an initial response. Detailing within the concept was then amended to align the plan with Council's strategic direction.

The *draft Plan* and accompanying report were displayed for four weeks at the Cygnet Laundromat, Cygnet Library, Red Velvet Lounge and Huon Council Chambers. Community input and response was invited via a number of comment books provided with the large format plan and each copy of the planning report.

A meeting with the Cygnet Streetscape Reference Group was held on the 05th May 2004 to discuss any proposed amendments in response to the community comment, and develop the priorities for the various recommended actions following the public review period.

Where necessary, the *Plan* was altered to better reflect the comments and concerns raised during the public review, prior to final submission of the finalised *Plan* to Council.

1.3 REVIEW OF THE 2004 PLAN

In September 2009 the Council engaged Inspiring Place Pty Ltd to revise the 2004 *Plan* given that a number of the listed projects were now completed within the town, there were new projects in planning (e.g. relocation of the bus shelter) and the need for further investigation into road access to future car parking areas on the eastern side of the town centre.

The review process involved:

- briefing with Council staff and site visit;
- review of background information, completed and planned works;
- further site investigations to identify best options;
- undertaking a walk and presentation with the Cygnet Township Development Committee;
- presentation of the revised town plan concept to the Cygnet town forum in November 2009;
- revision of the town plan report ready for public review and comment; and
- review of the public comment received and the final preparation of the revised town plan.

1.4 ACKNOWLEDGEMENTS

Inspiring Place would like to thank the Council, Cygnet Township Development Committee, local businesses and community members who contributed ideas to the original and revised plan.

CHAPTER 2

EXTENDED TOWNSHIP PLANNING

This Chapter provides a discussion of issues and opportunities evident within the complete study area, and their connections to the Cygnet town centre. The issues include:

- land use planning and development (Section 2.1);
- landscape values and amenity (Section 2.2); and
- open space and trail networks (Section 2.3).

For each of the above groupings, the following sections provide:

- a background discussion summarising the existing condition, previous works and opportunities;
- a succinct summary of the critical issues; and
- the recommended actions to achieve the desired outcome.

Many of the recommendations are illustrated in the *Plan* that is included at the end of this report.

2.1 LAND USE PLANNING & DEVELOPMENT

2.1.1 Background

The *Port Cygnet Planning Scheme 1988* (hereafter, the *Planning Scheme*) is the primary land use planning and development control document for Cygnet. Important controls under the Planning Scheme include:

- the Reserved Business/Open Space zoning of the land to the east of Mary Street;
- considerable Closed Residential zonings, that have not as yet been developed both within Cygnet and located to the east of Agnes Rivulet;
- the zoning of the eastern side of Mary Street primarily as Business; and

mixed zonings along the western side of Mary Street – including Community Services, Closed Residential, Business and Open Space.

Council is currently developing a new planning scheme for the Huon Valley, including Cygnet. The proposed scheme will depart from the current traditional or prescriptive planning approach, utilising a more performance-based approach to planning and development control. Such an approach suggests land use development assessments be based more on their furtherance of sustainable development rather than prescriptive zonings and planning controls. While not being a purely performance based scheme, the proposed scheme aims to introduce greater flexibility in land use development⁶.

While the planning scheme may impact upon the implementation of the *Plan*, the time frames for the implementation of a new planning scheme and that for the preparation of the *Plan* were not compatible. Ideally, the community desires and concerns reflected in the *Plan* will inform future land use planning in Cygnet.

2.1.2 Critical Issues

The important observations regarding the current land use zonings in and around Cygnet include:

a sufficient amount of residential and industrial zonings both within and to the east of the town;

commercial development along Mary Street believed (by some operators) to be constrained by the parking provisions within the *Planning Scheme*;

the residential zoning of the northern portion of the Mary Street may limit commercial development within this area; and

the zoning of the land to the east of Mary Street as Reserved Business/Open Space provides limited development and/or use opportunities.

⁶ Ferrier, T., Huon Valley Council, *pers comm.*, 26.11.03.

2.1.3 Recommended Actions

The recommended actions for improvements in township planning for Cygnet through land use planning include:

the finalisation and subsequent introduction of a more performance-based planning scheme for the Huon Valley may provide greater flexibility to support the use and development of Mary Street as the business precinct of Cygnet, and the retention of the rural character of Cygnet⁷;

the continued preference for infill development of Mary Street for general business development - business development should be consolidated between the Mary Street and Lymington Road intersection in the south, and the Mary Street and Frederick Street intersection in the north, rather than encouraging commercial development to spread beyond Mary Street in any direction;

mechanisms for the use of the land to the east of Mary Street should be pursued for;

the opportunity to establish a rear access to the commercial properties along the eastern side of Mary Street; and

alternative vehicle circulation if pursued in the future (see Section 2.1);

the Council land bounded by Louisa, Frederick and George Streets and Golden Valley Road should be developed as a health centre; and

alternative uses of the existing caravan park site may be pursued in the future *if* a new development is undertaken that replaces its current role.

2.2 LANDSCAPE VALUES & AMENITY

2.2.1 Background

Cygnet is set amongst a diverse landscape, the township is surrounded by rural farmlands and rural-residential developments, these in turn are framed by the forested hillsides of Grey Mountain, Galleries Hill and Balfes Hill. While the riverside setting of Cygnet is not evident from the town centre, this setting and proximity of the Town's surrounding hills are important elements of Cygnet's landscape character

⁷ Ibid. *pers. comm.* 26.11.03.

that should inform land use planning and development. Similarly, the larger a lot size of the surround rural-residential housing development contributes to the rural character of the Town.

2.2.2 Critical Issues

The important observations regarding the landscape and amenity values in and around Cygnet include:

loss of rural backdrop to the town centre through inappropriately sited rural residential subdivision and clearing of bushland for such development; and

the replacement of areas of diverse farm and wooded landscape with larger commercial timber plantations.

2.2.3 Recommended Actions

The recommended actions to protect and enhance landscape values and amenity in and around Cygnet include:

the completion of a landscape character and scenic assessment for the Huon Valley as strategic support for the new planning scheme; and

liaison with the Forest Practices Board and forestry companies to ensure that local landscape values are adequately managed.

2.3 COMMUNITY OPEN SPACES

2.3.1 Background

Within Cygnet there are several community open spaces that have been improved through considerable community efforts. The major open spaces in Cygnet include:

Burtons Reserve – approximately 7.5 ha of land adjoining the Port Cygnet Wildlife Sanctuary, facilities include play equipment, toilets, walking tracks, barbeque facilities and ball courts;

Cygnet Recreation Ground – formal sporting ground catering for cricket, football, training nets, clubrooms and change rooms;

Loongana Park – informal community park with paths, public toilets, cycle racks, seating and picnic tables; and

Sports Ground – grassed sporting area for cricket and football, regularly used by the Cygnet Primary School to compliment their school grounds.

The *Huon Valley Sport and Recreation Plan 1996* (hereafter the *Recreation Plan 1996*) suggested the key issues needing to be addressed regarding open space in Cygnet at the time were⁸:

the need to develop an overall direction for the siting of sports and recreation facilities within the town in the future;

the future of the existing skateboard ramp;

the lack of local parks; and

lack of recreation trails within the town.

Regarding the above issues, the *Recreation Plan 1996* made several observations that have again been raised during the course of the current project. These observations particularly relate to the planning, design and location of a skateboard facility, the lack of good quality local parks (now partially addressed through the recent development of Burtons Reserve and Loongana Park), and the absence of recreational trails⁹.

⁸ Hepper Marriott Tasmania P/L & Hepper Marriott and Associates P/L, 1996. 'Huon Valley Sport and Recreation Plan 1996' unpublished report to the Huon Valley Council. pp.80-81.

⁹ Ibid. p.79.

The recommended strategies within the *Recreation Plan 1996*, regarding open space included¹⁰:

'retain and continue to upgrade the Cygnet Recreation Ground as one of the principal sports grounds for the Huon Valley;

priority for the development of the old Burtons Factory site as a major community park with a focus on passive and informal recreational activities, heritage and conservation values;

the construction of new netball courts in the future near the proposed indoor sports centre at the Cygnet Recreation Ground, and the use of the old netball courts at the old Burtons Factory site for youth basketball and other informal sports;

the redevelopment of the existing skateboard facility and relocation to the park area behind the public toilets on Main Road [Mary Street];

the development of new playgrounds at the proposed childcare centre site and the old Burtons Factory site, with Council pursuing other opportunities for local parks within the town in the future; and

the development of bikeway/walkways with priority for safe access along Main Road for the length of the town'.

The current project provides in principle support for many of these strategies, although the location of some facilities (i.e. skateboard facility, safe route for pedestrians and walkers through the town) has been altered in light of the broader context.

The need for a path and trail network remains pertinent in light of the importance of recreational walking as continues to be the most popular recreational activity within Southern Tasmania, with over 50% of participants in southern Tasmania participating in recreational walking¹¹. This predominance of recreational walking is similarly reflected in national recreational statistics¹².

It is now widely recognised that people who participate regularly in recreation and sporting activities enjoy the benefits that an active lifestyle has on their health and sense of well-being. Many Tasmanians spend the proportion of their time either in

¹⁰ Ibid. pp.80-81.

¹¹ Office of Sport and Recreation, 2002. *Participation in sport and recreation activities in the south of Tasmania* Office of Sport and Recreation, Department of State Development, Hobart. p.17.

¹² Australian Sports Commission, 2001. (Extract From) *Participation in Exercise, Recreation and Sport* Australian Sports Commission, Canberra. Available: <http://www.activeaustralia.org/facts/index.htm> 15.03.04.

education or workplaces and it is important to consider the environments and time schedules of people when attempting to increase physical activity. It is also important for local governments to provide opportunities for residents of all ages to participate in a range of recreation activities through the provision of sporting facilities, trails, tracks and other open spaces.

These recreation opportunities are similarly reflected in the needs of visitors to Tasmania. Such facilities need not solely cater for the resident population of the Cygnet area, if done well, such recreation facilities may provide an important attractor for the regional population and visitors to Tasmania generally. Such an additional visitor attraction within Cygnet would again extend the visitors stay within the area and benefit the local community.

Development Plans for Burtons Reserve and Loongana Park have been developed with considerable community participation. It has been requested that the purpose of the current project be not to extensively revise these community driven plans. Rather, the *Plan* recognises opportunities that have been identified during the current project and may be investigated by the respective management groups for these two open space sites. A 10 buffer on the eastern side of Agnes Rivulet has been fenced from stock and revegetation works initiated by the landholder and the Port Cygnet Land and Water Care group¹³.

2.3.2 Critical Issues

The important issues regarding open space usage in Cygnet include:

- the existing Council operated Caravan Park is constrained in size and of relatively poor standard;

- a continuing need for recreation facilities catering for *informal* sport (i.e. casual basket ball, BMX/MTB jumps and a skate facility);

- a limited need for an area that acts as an informal focal point for younger residents; and

- continuing need for further upgrading and development of Burtons Reserve and Loongana park as per existing plans.

¹³ Gordon, J., Community Liaison Officer, Huon Valley Council, *pers. comm.* 17.05.04.

2.3.4 Recommended Actions

In addition to the above parks, it is recommended that Council proceed to plan for improved access to the rear of the properties on the eastern side of Mary Street, and by doing so provide the opportunity for improved car parking, local open space, landscaping and trails.

As suggested above, the *Plan* identified several opportunities for further developments within Burtons Reserve and Loongana Park. Recognising the efforts devoted to existing community plans for these two sites, the *Plan* seeks only to articulate opportunities that were identified by community members, rather than prescribe their development. Therefore, possible opportunities that may be considered within existing management of Burtons Reserve may include:

- a connection to the proposed Cultural Recreation Area (see discussion above) via the multiple use path network;

- the provision of improved visitor facilities – including seating, interpretation and picnic facilities within the Reserve;

- provision of mature landscaping and tree plantings to provide shade and shelter from the wind; and

- the retention and upgrading of at least one netball/basketball court at Burtons Reserve for informal sport – ideally such casual sports facilities (would be integrated with the proposed Cultural Recreation Area discussed below), thus allowing Burtons Reserve to develop more as a passive recreation area based around natural values, and the Sports Centre and Recreation Ground to continue as the formal sporting venues.

Possible opportunities that may be considered within existing management of Loongana Park include:

- relocation of the two Telstra phone booths to an area adjacent the public toilet;

- paving of a new formal entrance and access paths through the site and to the toilets; and

- enlarged soil embankment to create more of an amphitheatre around the central performance space.

CHAPTER 3

MAIN STREET PLANNING

This Chapter provides a discussion of issues and opportunities evident within the Cygnet town centre. For each issue, the following Sections provide:

- a background discussion summarising the planning context, previous studies and works;
- a succinct summary of the critical issues;
- articulation of the aims and a discussion of the options (where appropriate) for addressing the critical issues; and
- the recommended actions to achieve the desired outcome.

Many of the recommendations are illustrated in the *Plan* that is included at the end of this report.

3.1 VEHICLE CIRCULATION AND PARKING

3.1.1 Background

During the initial stages of the project, there was considerable debate regarding the establishment of by-pass road that would direct traffic around Cygnet. While this project does not purport to be a comprehensive evaluation of the pros and cons of a vehicular by-pass around Cygnet, summary observations can be articulated as these underpin the current project.

The arguments for such a by-pass include:

- a reduction in the amount of traffic, particularly heavy vehicles, traveling through Cygnet, contributing to;
 - improved pedestrian and cyclist safety within the town;
 - improved opportunity for streetscape plantings;
 - reduced traffic noise; and
 - improved vehicle circulation; and
- the option of closing Mary Street to traffic for civic events (i.e. Huon Folk Festival, Taste of the Huon and the Christmas pageant).

While there was considerable support for the by-pass from some residents and businesses contacted, there are constraints upon the practicality of the by-pass, many of which were also expressed strongly by other residents and businesses, including:

the high cost of such a by-pass road and the alternative uses to which such resources could be put;

the absence of a strong attractor to draw visitors into the town rather than choosing to by-pass Cygnet;

lower traffic volumes (particularly heavy vehicles) through the town relative to other regional towns that have had by-pass proposals evaluated¹⁴;

a lack of consensus among residents (including business operators, senior citizens, students and other residents) as to whether there are *widespread* pedestrian safety and traffic circulation problems in Cygnet – although there was general agreement that there are some *site specific* problems (i.e. pedestrian crossing of Mary Street and Golden Valley Road); and

uncertainty as to whether other traffic management mechanisms cannot achieve the same outcome for less cost with equal or better improvements in main street amenity.

Some of the potential benefits and/or impacts of a by-pass road cannot be designated as either positive or negative upon Cygnet. By way of example, some visitors may choose an extended stay in Cygnet due to improved pedestrian amenity, this may in turn have positive benefits for the local community. Conversely, a by-pass may encourage visitors and residents alike not to stop in Cygnet, this may in turn have a negative impact upon the local community.

Therefore, a substantive approach (one that integrates social, environment and ecological benefits and costs) must be used to evaluate the by-pass proposal if it were to be pursued in the future.

The current project does not recommend a whole of town by-pass road given:

only limited issues identified through the community consultation regarding pedestrian safety along Mary Street – apart from several key locations, there was no widespread consensus that pedestrian safety was a critical issue within Cygnet;

¹⁴ R. Bauer, Department of Infrastructure, Energy & Resources, *pers. comm.* 03.12.04.

limited Council support for the acquisition of additional land required; and

the costs of the by-pass works far outweigh the proposed gains, particularly as similar improvements in traffic circulation may be achieved through a combination of alternative mechanisms.

So as to improve traffic circulation and pedestrian safety, this project assumes that visitors and residents alike will be required to travel a slightly increased distance between vehicle parking and shopping areas. The need to walk between vehicle parking and shopping has long been accepted in urban centres, yet the traditional ease of parking in regional towns has established a 'privilege' of being able to park directly outside the destination, often at the expense of pedestrian and streetscape amenity. While this increased travel cost may be resisted, it is substantially off-set by other recommendations within this plan, and is therefore accepted within the current study.

3.1.2 Critical Issues

The pertinent observations regarding traffic circulation within Cygnet include:

the Mary Street carriageway is reasonably narrow, particularly for heavy vehicles to pass one another, this is exacerbated by road side parking provisions;

many vehicles use the intersection of Mary Street and Golden Valley Road, and the Lymington Road Channel Highway intersection as u-turn points;

the through traffic along Louisa Street constrains the use of the adjacent oval by Cygnet Primary School Students;

school bus traffic, student pick-up and drop-off in the town centre car park exacerbates traffic flow difficulties in this area;

parking near the Golden Valley Road and Mary Street intersection reduces sight lines for turning vehicles; and

the new western footpath at the Golden Valley Road and Mary Street intersection impedes the turning radius for medium rigid (and larger) vehicles turning west into Golden Valley Road.

Important observations regarding the provision of car parking within Cygnet (excluding the town centre parking area discussed in detail below at Section 3.4) include:

the new footpath(s)¹⁵ within the southern end of Cygnet have reportedly reduced the amount of available roadside parking, and business expressed a strong desire to retain all existing road side parking;

many off street car parking areas and spaces are poorly defined and surfaced, reducing their efficiency and amenity;

there is considerable (on and off Street) parking available in Cygnet, but there is considerable reluctance for shoppers to use parking that is not on-street and adjacent their intended destination; and

there is some limited all day 'commuter' parking within the town centre car park which reduces the available parking for short term stays.

In the revision of the *Plan* the Council asked that consideration be given to the realignment of the rear access road reserve on the eastern side of Mary Street with the view to having access adjacent to the BP service station. The proposed road would allow vehicle access to Council owned land set aside for a future car park and the potential to continue the road to rejoin Mary Street. This would effectively provide the option for low vehicle speed access to the car park that is conveniently located to allow pedestrians to access the town centre shops and services. This outcome is similar to many European villages so as to help reduce traffic congestion in the main town centre.

3.1.3 Recommended Actions

The recommended actions to improve traffic circulation within Cygnet include:

consideration of the construction of roundabouts at the Lymington Road, Mary and Charlton Street intersections;

construction of a road on the eastern side of Mary Street businesses that would provide access to a future car parking area and convenient pedestrian access to the town centre;

relocation of the bus stop and construction of a new shelter to be located near the BP service station;

¹⁵ This includes both the reconstructed western footpath and the planned reconstruction of the eastern footpath early in 2004.

realignment of the Golden Valley Road and Mary Street intersection to improve safety (see below), reduce vehicle speed entry and provide improved turning radii;

construction of a pedestrian refuge (SSB – Safety Bar Island Type 1) on Golden Valley Road adjacent the Mary Street intersection; and

traffic calming and road re-alignment or closure of a portion of Louisa Street to limit through traffic between the Primary School and the Sports Ground.

The recommended actions to address vehicular parking issues within the centre of Cygnet include:

limit the length of stay along Mary Street to short term parking (i.e. half hour);

businesses are to be encouraged and/or assisted to provide and promote off street customer parking at their premises;

the development and maintenance (including adequate drainage) of an informal overflow parking area that caters for both long term customer and visitor parking to the east of Mary Street behind the Town Hall (i.e. greater than 2 hours)(see above);

relocation of the bus stop to the northern end of Mary Street which will help reduce the parking of vehicles by bus users in the main car park;

the use of road markings to define on street parking spaces; and

the redevelopment of the Town centre parking area to provide improved circulation, visitor facilities and medium stay parking (i.e. 1 to 2 hours)(see Section 3.4).

3.2 PEDESTRIAN CIRCULATION & TRAIL NETWORK

3.2.1 Background

There are some existing pedestrian linkages within Cygnet, these include the newly constructed path along the edge of Lymington Road and within Burtons Reserve. Many community members also suggested there is an informal walking route from Thorpe Street to Garfield Avenue and/or Guys Road via the Golf Course.

Considerable engineering design of the footpaths and Mary Street carriageway in many points has now been completed.

3.2.2 Critical Issues

The critical issues regarding the existing footpaths and pedestrian circulation within Cygnet include:

the absence of defined pedestrian crossing points across Mary Street; and

the absence of safe and defined crossing point(s) across Golden Valley Road, Frederick Street and the Channel Highway (opposite Burtons Reserve).

The predominant issues identified in relation to path and trails networks within and around Cygnet include:

a limited number and length of multiple use trails (that cater for walking, jogging, cycling and skating) within the town, particularly those accessible to families and younger residents and visitors, that are separated from traffic circulation;

poor definition of the trail along Lymington Road – resulting in reduced safety and amenity for path users; and

the absence of a safe and accessible route linking existing recreation nodes (i.e. Sports Centre, Recreation Ground and Burtons Reserve).

3.2.3 Recommended Actions

The recommended actions to improve pedestrian safety and circulation within Cygnet include:

the definition of a pedestrian walkway through coloured carriageway paving, narrowing of the carriageway and reduced speed limits at these points; or

the provision of new pedestrian crossings in locations as shown on the master plan.

While the authors and the many members of the Cygnet community support the re-establishment of 'zebra' crossings, discussions with DIER representatives suggest that the re-instatement of the zebra crossing within Cygnet is not consistent with Departmental policy, and would not be supported. In light of this policy, priority may

wish to be given to pursuit of the former option for improved pedestrian crossing of Mary Street and the Channel Highway.

The recommended actions for establishing an extended recreational path and trail network include:

- the resurfacing and landscaping of the trail along Lymington Road – so as to provide a distinction between the road verge and the trail;

- the continuation of the Lymington Road trail to the Robleys Point picnic facilities and beyond to the launching ramp and public toilets at Catos Bay;

- development of a trail from Burtons Reserve through the Coastal Reserve around the eastern foreshore of Port Cygnet;

- upgrading the pedestrian link between the Primary School (and Sports Centre) and the Child Care Centre, St James College and Mary Street – possibly integrated with an open space linkage through the Council owned residential land;

- upgrading and defining the pedestrian route between Mary Street and the Recreation Ground; and

- the development of the multiple use trail network on the eastern side of Mary Street properties aligned with the proposed new road link.

3.3 TOWNSHIP AMENITY

3.3.1 Background

Streetscape amenity is broad range of improvement that can play an important role in activating the local town space, benefiting residents, business and visitors alike. An active streetscape can provide a range of elements that creates interest and pride in the town's fabric, contributing to both economic and social benefits for the local community.

Recognising the large amount of streetscape work previously completed for Cygnet, this Section draws together many of these elements, integrating them with opportunities identified during discussions with local residents and businesses and organisations. Existing streetscape improvements include:

- limited street furniture (i.e. seats, rubbish bins);

western Mary Street footpath upgrade;

several murals on commercial buildings in Mary Street;

limited adoption of the agreed streetscape colour scheme (see Appendix A);

provision of public toilets in Loongana Park; and

provision of banner poles at the northern and southern ends of Mary Street.

While many of the prior recommended actions (Sections 2.1 through to 3.5) can be seen as being parts of a long or medium term vision, many of the actions within this proceeding Section can be implemented immediately, or within the short term, by Council in collaboration with relevant community groups, organisations and businesses. These short term gains may provide initial motivation and enthusiasm, fueling the furtherance of the vision and benefiting residents and businesses alike.

3.3.2 Critical Issues

Within the Cygnet town centre there are several issues that reduce the amenity enjoyed by residents and visitors alike, including:

the limited adoption and implementation of prior streetscape planning, although there has been significant improvements with Council's street works;

approaches to Cygnet are in places unkempt and there are no defined entrances to Cygnet;

the lack of shade, and seating which is protected from the elements (i.e. seating that is both shaded and sheltered from rain), particularly near sites that are used for bus passenger pick-up and drop-off;

there are only limited elements of interpretation, interest or excitement within the streetscape (including interpretation of the many historic buildings);

the streetscape reflects little of the history, culture or art of the local community; and

no defined or focused town centre.

3.3.3 Recommended Actions

The recommended actions to improve the amenity of the Cygnet include:

the streetscape furniture should be sympathetic with the historic characteristics of the town;

the provision of 'pocket parks' which may include mature plantings (to provide shade), landscaping, seating and/or rubbish bins;

a Town landscape program, including;

- mature tree plantings¹⁶ within carriageway outriggers along the western edge of the Mary Street carriageway;

- landscaping of the proposed roundabouts with native shrubs to DIER specifications;

- mature tree plantings around the Town Centre parking area; and

- improved weed control and roadside vegetation maintenance program on the approaches to Cygnet;

the inclusion of Aurora conduit in the programmed eastern footpath redevelopment to facilitate future under-grounding of electricity services;

'adopt a box' planter boxes along Mary Street where footpath width allows and individuals, businesses and organisations support their introduction (potential sites may include the Post Office, Antique store at the intersection of Frederick and Mary Street, outside the Chemist and café adjoining the town centre parking area, outside the Haberdashery at the intersection of Golden Valley Road and Mary Street, and where appropriate within the eastern redevelopment of the footpath);

refurbishment of banner poles to increase their use and promote the sense of arrival to Cygnet during community events, improvements may include;

- secure footings and pole attachment means;

- return of banner poles to southern entrance area on reconstructed footings;

- trimming of vegetation adjacent the northern poles to improve visibility;

- alignment of all banner arms offset to inbound traffic;

¹⁶ Potential tree species may include: Golden Honey Locust (*Gleditsia triacanthos* 'Sunburst'), White gum (*Eucalyptus pulchella*), and or Crabapple (*Malus ioensis* 'Plena').

lanyard system for setting and retrieval of banners;

develop a set of banners to support entry signage, Huon Folk Festival, Christmas Pageant, Taste of the Huon etc.; and

formalised maintenance and banner setting/retrieval program (i.e. banner changing included in Council works program or resolution and articulation of liability if banners are to be maintained by community members);

increased use of interpretative and artistic elements within Mary Street, including;

footpath inserts developed in collaboration between the students, Council, businesses and community members included in forthcoming upgrade of the eastern footpath;

interpretive 'mural map' depicting Cygnet (potentially on the wall of 'Wild Thyme' cottage adjoining Loongana Park);

portrayal of building histories through thematic interpretation plaques;

small community based artistic (i.e. sculpture, painting, 'life like' murals) elements integrated with pocket parks, street furniture and/or in collaboration with business premises; and

extension of the mural program developed in collaboration between students, Council, businesses and community members (potential locations include the Newsagency, Laundromat, Wild Thyme Cottage and the Porthole);

develop a township entry at the Lymington Road and Charlton Street intersection, including;

return banner poles to southern entrance area on new footings (see above);

widening of footpath between the hardware store and the Lymington Road and Charlton Street intersection; and

design and construction of a purpose built fence or railing to formalise the display signage; and

further implementation of established streetscape colour scheme for street furniture by Council, community and business stakeholders within Mary Street, potentially including;

- the Town's existing banner poles;

- any outdoor seating and tables provided by businesses;

- the use of established colour scheme in township entry signs (being developed by Reference Group); and

- the support for the use of complimentary colours by businesses in any building refurbishments (i.e. provision and/or subsidisation of materials, collaboration with Reference Group by stakeholders planning refurbishment works to ensure compatibility).

CHAPTER 4

IMPLEMENTATION STRATEGY

This Chapter outlines the processes and opportunities for implementing the works proposed in the *Plan*, and includes a staged implementation plan identifying the priority, initiating stakeholder for recommended actions within the *Plan*.

The key features of the revised Plan are:

potential for a two-way future access road to be developed from the northern end of Mary Street (north of the BPP service station) past the rear of the Mary Street properties to connect to Council owned land (located at the rear of the hall) and then onto Mary Street – this will require negotiation with the landowner(s) to widen the existing road reserve (20m width);

potential for Council to negotiate the acquisition of the land area (north of the BP service station) to develop as a car park, new bus stop location, bus shelter and to provide an entry point to the above access road;

potential for the development of a shared trail within the road reserve and in the longer term a trail link to Agnes Rivulet and circuit along the rivulet (Council currently owns a section on the southern part of Agnes Rivulet);

enhancement of the proposed road reserve with landscaping, park furniture and public art;

use of the road reserve to construct bio-retention swales to help improve drainage;

formalizing pedestrian paths from the new car park to allow pedestrians safe and convenient access to the shops and services on Mary Street

Table 4.1 identifies the recommended action, the suggested priority for the staging of the recommended works, along with an identification of the initiating responsibility. The plan at the rear of the report provides a reduced summary of the *Plan*.

It is acknowledged that current funding availability may not cover the complete package of works recommended in the *Plan*. Therefore, the long term implementation of the plan should be staged over a number of years as funds permit.

Given the uncertainty regarding the available funding allocations and sources, a recommended time frame has not been provided by the current project, instead a priority has been assigned to each initiative in order to guide implementation.

Within Table 4.1, the following abbreviations are used:

HVC – Huon Valley Council;

DIER – Department of Infrastructure, Energy and Resources;

CTDC – Cygnet Township Development Committee; and/or

A/S – Appropriate stakeholder/business/organisation concerned with recommendation (e.g. Arts Council, Landcare, individual businesses landholders etc.).

A priority has been assigned to each recommended action. Very High priorities are those, which form a key component of the overall vision. Many other recommendations within the *Plan* are contingent on the initiation of these Very High priority recommendations.

High priority actions are defined as those which:

- are required to protect significant natural and cultural values;
- are required under relevant standards, legislation and orders;
- meet identified needs for high priority user groups;
- require immediate action to alleviate existing public liability and safety concerns;
- provide benefits for a diversity of users; and/or
- are important operational matters with minimal cost.

Medium priority actions are defined as those which:

- improve the safety of the Town;
- are required to enable staging of other works;
- enhance the recreational experience and extend opportunities for visitor use; and/or
- improve the amenity of the Town.

Low priority actions are defined as those which:

are ongoing measures in response to localised problems;

have high costs associated with them and can be forgone until such time as funds are available; and/or

require further planning and involvement of other agencies.

The designation of a high priority to an item does not necessarily imply an immediate time frame for its implementation. In many cases, additional planning and design development is required before a recommendation can be acted upon. While an action may have been assigned a particular priority within the *Plan* it does not necessarily imply a fixed order of development. The availability of funding may well change the order in which components of the *Plan* are implemented.

Recommended Initiative	Initiating Stakeholder	Suggested Priority	Report Reference
Adoption of <i>Revised Cygnet Township Plan 2009</i> as the basis for guiding future streetscape works and township planning in Cygnet	CTDC, HVC, A/S	Very High	n/a
Prioritisation of recommended works by the Cygnet Township Development Committee in light of available funds.	CTDC	Very High	n/a
Initiate purchase of land to the north of the BP service station for a future bus stop, bus shelter, car park and access point for a future road located to the eastern side of the Mary Street properties (Stage 1)	HVC	Very High	s3.1/s2.3
Initiate development of Council land for a car park behind the Town Hall and access link road from Mary Street to the south (Stage 2)	HVC, A/S	High	s3.1
Initiate development of an access road to link the proposed northern car park to the planned Council car park (Stage 3)	HVC, A/S	Moderate	s3.1
Establishment of an initial low cost BMX/ MTB dirt jump area in the vacant land immediately to the east of the Recreation Ground (between the access road and equestrian paddock)	HVC, A/S	High	s2.3
Realignment of the Golden Valley Road and Mary Street intersection to improve safety (see below), reduce vehicle speed entry and provide improved turning radii	DIER, HVC	High	s3.1
Construction of a SSB –Safety Bar island Type 1 on Golden Valley Road adjacent the Mary Street intersection	DIER, HVC	High	s3.1
Encourage and/or assist businesses to provide and promote customer parking at the rear of their premises	CTDC, A/S, HVC	High	s3.1
The provision of marked pedestrian 'zebra' crossings between the Town Hall and Town Centre car park, the Red Velvet Lounge and the Thyme Cottage, and across the Channel Highway adjacent Burtons Reserve, and/or the definition of a pedestrian walkway through coloured carriageway paving, narrowing of the carriage way and reduced speed limits	DIER, HVC	High	s3.5
Development of the Council land bounded Louisa, Frederick and George Streets and Golden Valley Road as a health centre	HVC	Moderate	s2.1
Limit the length of stay along Mary Street to short term parking (i.e. half hour)	CTDC, A/S, HVC	Moderate	s3.1
Define on-street parking spaces along Mary Street with line markings	HVC	Moderate	s3.1

Recommended Initiative	Initiating Stakeholder	Priority	Report Reference
The inclusion of Aurora conduit in the programmed eastern footpath redevelopment to facilitate future under-grounding of electricity services	HVC, Aurora	Moderate	s3.6
Construction of a roundabout at the Lymington Road, Mary and Charlton Street intersection	DIER, HVC, CSRG	Moderate	s3.1
Traffic calming and road re-alignment on Louisa Street to limit traffic through between the Primary School and adjacent oval	HVC, A/S	Moderate	s3.1
Ensure street furniture is sympathetic with the historic characteristics of the town.	HVC	Ongoing	S3.3
The upgrading and defining the pedestrian route between Mary Street and the Recreation Ground	HVC	Moderate	s3.5
The provision of 'pocket parks' which may include mature plantings (to provide shade), landscaping, seating and/or rubbish bins	CTDC, A/S, HVC	Moderate	s3.6
The increased use of interpretative and artistic elements within Mary Street, as identified with the <i>Plan</i>	CTDC, A/S, HVC	Moderate	s3.6
The development of an 'adopt a box' planter boxes along Mary Street where footpath width allows and individuals, businesses and organisations support their introduction, at the potential sites identified within the <i>Plan</i>	CTDC, A/S, HVC	Moderate-Low	s3.6
The refurbishment of banner poles to increase their use and promote the sense of arrival to Cygnet	CTDC, HVC	Moderate-Low	s3.6
The resurfacing and landscaping of the trail along Lymington Road to Robleys Point facilities	HVC	Low	s3.5
The development of a trail from Burtons Reserve through the Coastal Reserve around the eastern foreshore of Port Cygnet	HVC, A/S	Low	s3.5
The upgrading the pedestrian link between the Primary School (and Sports Centre) and the Child Care Centre, St James College and Mary Street – possibly integrated with an open space linkage through the Council owned/developed residential land	HVC	Low	s3.5
The further implementation of established streetscape colour scheme for street furniture by Council, community and business stakeholders within Mary Street, as identified with the <i>Plan</i>	CTDC, A/S, HVC	On going	s3.6
Continued preference for infill development of Mary Street as the primary commercial district in Cygnet	HVC	On going	s2.1

Table 4.1 Suggested implementation for the *Cygnet Township Plan*.

APPENDIX **A**

TOWNSHIP COLOUR SCHEME

Figure A.1 is reproduction of a sample colour scheme provided to Inspiring Place by the Reference Group as the agreed colour scheme for Cygnet. This sample has been utilised with the preceding report as the recommended basis for paving and street furniture within the Town, and has to date been partially implemented within the Cygnet streetscape (e.g. new footpath paving, seating, banner poles and rubbish bins).

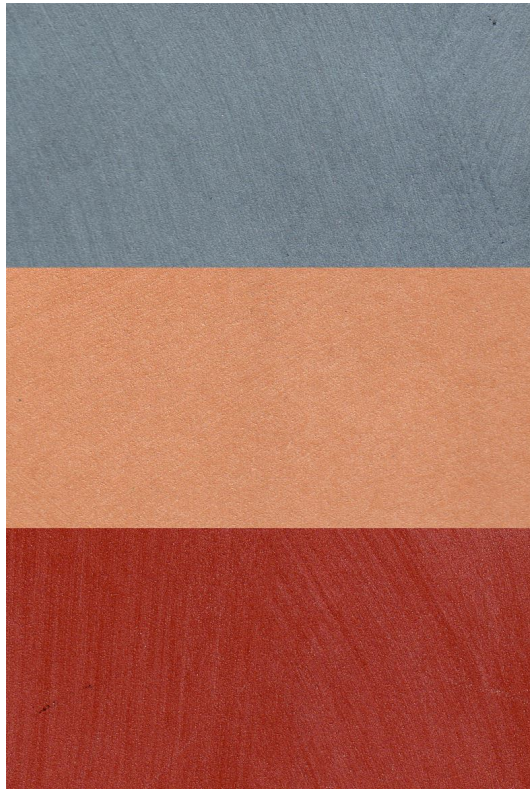


Figure A.1 Reproduction of a sample of the agreed colour scheme for Cygnet (Note: colour detail may vary with reproduction).

APPENDIX **B**

REVIEW OF PUBLIC COMMENT

The *draft Cygnet Township Plan* (hereafter, the *draft Plan*) was released for public review on public display from 29th March to 23rd April 2004.

Public review of the *draft Plan* consisted of display of a plan in the Cygnet Laundromat, and copies of the accompanying report (with reduced plan included) available through the Cygnet Library, Red Velvet Lounge and the Huon Council offices. With each report a comment was provided for the record of community comment.

The public review of the *draft Plan* resulted in 22 written submissions, most of which were provided within the available comment books. Included in the review process was a meeting (5th May 2004) with the Cygnet Streetscape Reference Group to discuss the review process and results.

Table B.1 provide a summary of submissions received on the *draft Plan*. Included in the Table are the authors' responses to each of the matters raised, and how the final report (hereafter, the *Plan*) will be amended if required.

The typographic or minor errors of fact that were identified by respondents will be corrected.

Submission Ref.	Comment	Response
1	Concern that service road has been degraded in <i>draft Plan</i> for the Preliminary as presented to the Reference Group	The service road has not been downgraded although it was omitted from the 'Action Plan'. The strong support for the service road demonstrated through the review will be reflected in the report, and the Action Plan will be amended to include the service road.
2	- Concern that there is an absence of recommendations for the northern end of Mary Street - Do not want bank cut away from in front of town centre parking area - Support for service road - Support Cultural Recreation Area - Support cycle/walking paths - Support for BMX track	- The project considers the current priority for streetscape works lies in consolidating and reinforcing the main commercial hub of Cygnet (between Charlton Street and Frederick Street). No amendment is required. - The <i>draft Plan</i> did not recommend the removal of the grass bank in adjoining the town centre parking area. No amendment required. - The support is appreciated and will inform revision of the Action Plan.
3	- Greater justification/context required for the plan, ideally wait until completion of the new <i>Planning Scheme</i> - Suggestion to secure land to the east of Mary St for future use - Suggest a need for a town square or market facility - Suggest a need for overflow parking, possibly as open space - Concern that youth recreation facilities are not enough	- Due to the statutory process required, the implementation of a new <i>Planning Scheme</i> may yet be some time away, while changes to the planning scheme may certainly provide greater strategic context and justification to the <i>draft Plan</i>, there is no reason why the community views expressed in the <i>Plan</i> cannot similarly inform a new <i>Planning Scheme</i>. The <i>Plan</i> will be amended to highlight this relationship. - The <i>draft Plan</i> already acknowledges the long term advantage of securing land to the east of Mary Street, particularly as a benefit of the 'Council Purchase' scenario. No amendment required. - The <i>draft Plan</i> already acknowledges the value of a town square and/or market facility and the this role is recommended as ephemeral use of the town centre parking area. No amendment required. - The <i>draft Plan</i> already acknowledges the role of open space (such as the cultural recreation area and/or rear parking facilities) as ephemeral overflow parking. No amendment required. - The determination of what youth activities are required is well beyond the scope of the current project, the current project does however recommended the use of many areas and nodes within the cultural recreation area for youth recreation. No amendment required.

Submission Ref.	Comment	Response
4	- Support Cultural Recreation Area - Support for recommendations regarding improved amenity and layout of towns centre parking area - Support recommendations of roundabouts - Support for service road - Support for potential caravan/camping park as designated - Support for walking tracks - Support for revegetation along Agnes Creek	The support is appreciated and will inform revision of the Action Plan.
5	- Concern the buses will no longer being able to access the town centre car park - Suggestion that vacant land next to BP be utilised for overflow parking - Support for service road	- The proposed layout of the Town Centre parking area does not preclude the entry and exit of buses, subsequent design development will ensure adequate turning radii. No amendment is required. - Vacant land next to the BP service station was recommended as access to the rear service road (access to parking) and cultural recreation area, rather than parking facilities. No amendment is required. - The support is appreciated and will inform revision of the Action Plan.
6	General support for the plan but concern that without the service road the plan has little value	The support is appreciated and will inform revision of the Action Plan.
7	Observation that now is an appropriate time for new caravan/camping park as current caretaker is retiring	No amendment is required.
8	General support for the <i>draft Plan</i>, particularly the cultural recreation area and walking tracks	The support is appreciated and will inform revision of the Action Plan.
9	same author/submission as 2 above,	n/a

Submission Ref.	Comment	Response
10	- Support for the service road (with addition of speed humps) - Support for roundabouts - Support for pocket parks - Support for street plantings - Support for town centre parking area	The support is appreciated and will inform revision of the Action Plan.
11	General support for the plan, concern for Council's willingness to actually implement the recommendations of the Plan	No amendment is required.
12	- General support for the plan, would like to see more music and art spaces - Perhaps a skate facility	- The support is appreciated and will inform revision of the 'Action Plan. - The <i>draft</i> Plan recommends the inclusion of a skate facility and art spaces within the cultural recreation area, also refer to response to submission 3 above. No amendment required.
13	- General support for the <i>draft Plan</i> - Need to upgrade public toilet facilities - Support for the service road - Support for walking/cycle paths - Concern for actual adoption of the plan in light of increasing tourism visitors	- The support is appreciated and will inform revision of the 'Action Plan. - Facilities within Loongana were excluded from the scope of the current project due the existing and ongoing implementation of a development plan by the local community. No amendment required.
14	- Support for pedestrian crossings on Mary Street - Support for walking/cycle tracks - Suggestion of extending cycle track on to Ables Bay - Concern that the <i>draft Plan</i> does not mention minimum housing lot sizes to retain country feel - Support for Cultural Recreation Area	- The support is appreciated and will inform revision of the 'Action Plan. - The <i>Plan</i> will be amended to reflect the potential value of minimum lots sizes in retaining the 'rural character' of the surrounding rural residential area.

Submission Ref.	Comment	Response
15	▪ Suggestion that funds from sale of land behind fire station be reinvested in Cygnet ▪ Suggestion the land east of Mary Street should be purchased ▪ Concern for small lot sizes and pedestrian access in new Reardon subdivision ▪ Suggestion a new vehicular bypass is required given high traffic volumes	▪ The <i>draft Plan</i> recommends the use of proceeds from the sale of land within Cygnet to contribute toward other proposals. Council policy suggests that funds from the sale of land within Cygnet are not necessarily retained for use within that town. No amendment required. ▪ The <i>draft Plan</i> acknowledges that Council purchase of the land to the east of Mary Street is a strong option, unfortunately existing Council policy requires alternatives to direct purchase be identified. The <i>Plan</i> will be amended to include the further alternative of Council being granted the 'first right of refusal' over the land, through declaration of an 'interest' in the land area. ▪ The <i>Plan</i> will be amended to reflect the potential value of minimum lots sizes in retaining the 'rural character' of the surrounding rural residential area. ▪ The <i>draft Plan</i> included a summary discussion regarding the provision of a 'bypass' around Cygnet. At the current time the idea was not supported by the authors based on discussions with DIER staff regarding traffic volumes. The future provision of a bypass will be acknowledged as a benefit of Council purchasing the land to the east of Mary Street.
16	▪ Suggestion to make Cygnet the first eco village in Australia ▪ Suggestion of liaison with 2000 Sydney Olympic Committee for ideas and evidence ▪ Suggestion to ban plastic bags from Cygnet ▪ Construction of a second level on the Town centre parking area	▪ While such initiatives are commendable, they are beyond the streetscape and township and planning scope of the current project (e.g. eco village initiatives and plastic bags), liaison with external organisations was conducted where necessary. No amendment required. ▪ The construction of a second storey above the existing town centre parking area is considered by the authors as a critical impact upon the amenity of the Town, and would not provide the same outdoor multiple use space (i.e. markets, festival) as redevelopment of the car park. No amendment required.
17	▪ Support for upgraded signage/display at Channel Highway intersection ▪ Observation that Mary St/ Golden Valley Rd is more important than other end ▪ Support for Service Road	▪ The support is appreciated and will inform revision of the Action Plan.

Submission Ref.	Comment	Response
18	Concern that too many roundabouts are planned, suggestion that traffic lights at southern intersection would be better	Community consultations and the public review has demonstrated very strong support for the proposed roundabouts as an effective means to control unsafe traffic movements within Cygnet. No amendment required.
19	- General support for <i>draft Plan</i> - Support for roundabouts and traffic calming - Concern that the plan does not take into account increased traffic from developments on the outskirts of town - Noise created by flags on banner poles would be irritating - Land for overflow parking is waterlogged - Provision of a bus stop next to town centre parking area - Limit parking in town centre parking area - Between the roundabouts should be 50km/h - Provide off street parking	- The support is appreciated and will inform revision of the 'Action Plan. - The project scope did not allow for substantive traffic forecasts and modeling, the cumulative results of the recommendations within the plan are envisaged to cater for reasonable future traffic demands. Consultations with DIER indicated that current road configuration has the capacity to cater for traffic volumes within the short to medium term, and that the traffic management works herein could extend this time frame further. No amendment is required. - The use of the banner poles was proposed for specific events (e.g. Taste of the Huon, Huon Folk Festival, etc.) rather than continual use, although this intention was not clear within the report. The <i>Plan</i> will be amended to highlight this intention in light of concerns regarding noise, maintenance, cost etc. - Site visits and discussions with residents suggest the area identified for the main parking area (behind the Town Hall) is not subject to regular inundation, rather the area further east toward Agnes Rivulet is more prone to inundation, further engineering plans will be required when works are implemented. The <i>Plan</i> will be amended to highlight the need for detailed engineering plans prior to implementation. - Parking limits in Mary Street are discussed in the <i>draft Plan</i>, consultations suggested that commuter parking in the Town Centre Parking area was not a significant problem. The <i>Plan</i> will be amended to include a recommendation to limit the length of stay in the Town Centre Parking area. - Bus stop and facilities (e.g shelter, seating and information) are provided adjacent the town centre parking area. No amendment required. - The existing speed limit through Cygnet, between the locations of the proposed roundabouts is already 50km/h (Shopping Zone). No amendment required. - The <i>draft Plan</i> already provides off street parking, accessed from the service road. No amendment required.

Submission Ref.	Comment	Response
20	- Support for Cultural Recreation Area - Support for traffic calming (i.e. roundabouts, pedestrian crossings) - Support for recommendations regarding the town centre car park - General support for the <i>draft Plan</i>	The support is appreciated and will inform revision of the Action Plan.
21	- Support for pedestrian crossings - Greater emphasis should be placed on tree planting along Mary St and the town centre parking area - Why is there an ugly iron rail in front of Loongana?	- The support is appreciated and will inform revision of the Action Plan. - The narrow width and services within both the carriageway and footpath along Mary Street preclude extensive tree planting, the provision of pocket parks and mature tree planting within the town centre parking area, along with the street planting shown on the <i>draft Plan</i> are considered an appropriate balance. No amendment required. - Facilities within Loongana were excluded from the scope of the current project due the existing and ongoing implementation of a development plan by the local community. No amendment required.
22	- Support for walking tracks and revegetation of Agnes Rivulet - Support for roundabouts - Golden Valley Rd intersection is too narrow for inclusion of a pedestrian island - Support for re-establishment and use of banner poles - Support for pocket parks - Suggest more street tree plantings are required	- The support is appreciated and will inform revision of the Action Plan. - The <i>draft Plan</i> includes the realignment of Golden Valley Road and Mary Street intersection to provide the pedestrian island and turning radii, further engineering plans will be required when works are implemented. No amendment required.

Table B.1 Summary of submissions received and authors' response.

CYGNET TOWNSHIP PLAN 2010

