

HILLWOOD OPEN SPACE PLAN

Continuing to build a liveable place, a future plan for recreation and public open space.



George Town Council
Adopted June 2024
Minute No. 101/24





Plan Place has prepared the Hillwood Open Space Plan for the George Town Council. It supersedes all previous strategic plans concerning open space and path provision for walking, running and cycling in Hillwood, and should be read in conjunction with the *Hillwood Structure Plan 2021*.

The Plan responses and actions set out in the Hillwood Open Space Plan require varying degrees of financial investment to be realised. Many cannot be considered until specific external funding or grants are secured. Additionally, much of the public open space or the provisions of paths will be on Crown land. There will be instances where some Plan responses or actions can only be implemented if supported by the authority managing Crown land in Hillwood.



George Town Council acknowledges the palawa people from the litarimirina tribe from Port Dalrymple as the traditional custodians of the land.

We honour and give thanks for the caring of country, seas and skies of kinimathatakinta and surrounds.

We pay respect to the elders past, present and future for they hold the memories, traditions, culture and hope of pakana people in lutruwita.

A PRACTICAL & RESPONSIBLE APPROACH TO PUBLIC OPEN SPACE

A vision for the future

The Hillwood Open Space Plan devises a framework for the future of the semi-rural residential settlement. It aims to improve walking, running and cycling infrastructure, and public open space in Hillwood.

The plan recommends actions that integrate the planning principles and strategies of the *Hillwood Structure Plan 2021*.

Plan Objectives:

- Enhance the walking, running, and cycling infrastructure, improve road safety, and create better linkages to the waterfront and key community venues and attractors.
- Identify low-cost infrastructure investments or projects that will facilitate the increased use and enjoyment of public open spaces and encourage recreation and physical activity.
- Identify the priorities of the long-term infrastructure asset investments that will guide new development and provide for future strategic growth as articulated by the *Hillwood Structure Plan 2021*.
- Guide colour and material selection for assets, ensuring investments are compatible with Hillwood's semi-rural character and natural environment.

Outcomes:

The plan focuses on investments to improve the useability of the road network and public open spaces in Hillwood.

The key priority for investment is to identify projects addressing the safety of vulnerable users in the public environment.

The plan devises a framework for:

- Short-term actions for seating, way-finding, and traffic calming measures through improved visual cues for motorists, effectively signalling a shared pedestrian-vehicle environment;
- A path network to facilitate walking, running and cycling supported with lighting, signs and way-finding;
- Improvements and upgrades to existing public open spaces are proposed - for instance, it is proposed to add more seating areas, improve the appearance of cared-for spaces, and consider safety to improve their usability and safety; and

- New public open spaces to be incorporated as part of off-road trails in areas that can be intensified and developed.

1. Hillwood Path Network

Short-term actions:

- Erect shared pedestrian-vehicle zone signs within the Hub area and waterfront environment;
- Introduce visual queues in the road environment, using zebra crossings, landscaping and plantings to create slow points in the road environment. The Hub and Leam Road along the waterfront are identified priorities;
- Apply for grants from external sources to facilitate the construction of a path network in Hillwood by the identified priorities of this plan.
- Improve way-finding and provide for interpretative signs at places of significance identified in conjunction with the community that offer insight to ancient heritage, place names or natural environment.

SUMMARY



The interface between the river and the settlement of Hillwood, looking north.



Tidal land area near the Egg Island Creek mouth.



View of Hillwood looking from the upper slopes of the East Tamar Highway towards the river.

Long-term actions:

- Construct trails and paths separate from the sealed pavement of the road for the following sections:
 - Hillwood Jetty Road, from Craighburn Road to East Tamar Highway; and
 - Leam Road, from Hillwood Jetty Road to Leam Road Corner.
- Design and construct an off-road trail network across Hillwood's central and southern sectors in conjunction with new development; and
- Explore opportunities to acquire land to assist with developing a path network separated from the sealed road pavement where sections of the road reserve are narrow and a path is not possible under the current arrangement.

2. Egg Island Point Reserve, and the waterfront between Egg Island Point Reserve and Hill's Corner

Short-term actions:

- Establish resting places along the trail by providing seating at regular intervals. Seek permission from the managing authority to install bench

seats within the licence area.

Medium to long-term actions:

- Investigate increasing the licence area of Egg Island Point Reserve to provide two shelters, seating and picnic tables within the reserve close to the beach on the western side.
- Extend the path from the entry point of the reserve to the Point, linking with the existing gravel vehicle access way.
- Support local usage of the existing boat ramp, providing an advocacy role for the community.

3. Hill's Corner

The land is identified to form part of the Open Space Network of Hillwood.

Short to medium-term actions:

- Before 2027, undertake further investigations and consult the community to determine the Hill's Corner role and function in forming part of the public open space network in Hillwood which is managed by the Council.
- The investigations be undertaken in conjunction with the community to determine the viability of the current Crown lease arrangement.

4. Hillwood Recreation Centre

Short to medium-term actions:

- Prepare a landscape concept plan for a multi-purpose court, incorporating the current tennis court within the Recreation Centre area. The priority is to seek funding to have the playing surface of the existing court resealed.
- Diversify the current assets within the Recreation Centre for public use by including new seating, an outdoor gym station, and a multi-court area. Place new assets in collaboration with the community.
- Upgrade the existing playground equipment and diversify its facilities, improving its multi-purpose function next to existing amenities and hall.
- General investment in seating and way-finding.

Long-term actions:

- Retain the Recreation Centre as a key open space facility within Hillwood, recognising it as the home of the local AFL football club. It contains key assets such as the oval, club rooms, hall, playground, goal nets, and amenities.

5. The Hub

Short to medium-term actions:

- Investigate the opportunity to increase the existing Crown lease area to include the cleared area north of the BBQ shelter.
- Prepare a landscape concept plan for the Hub, using seating, shelters, and structures to divide vehicle access and walking paths and improve the use of the public open space.
- Collaborate with the community to experiment with placing seating, shelters and zebra crossings within the Hub area to signal a shared pedestrian-vehicle zone and encourage the useability of the waterfront for relaxation and viewing the river.

Long-term actions:

- Provide a launching facility for kayaks, canoes, or other small non-motorised vessels to diversify the pontoon's use.
- Investigate the viability of an off-road trail via boardwalk along the waterfront of the Hub area to improve linkage and connection to the adjacent waterfront area.



6. Leam Road Corner & Southern Hillwood

Short-term actions:

- Investigate establishing a Crown lease for the Leam Road Corner, utilising the bay and including the cleared area immediately to the north of the bay.
- Seek permission from the Department of Natural Resources and Environment to undertake maintenance to Leam Road Corner, to provide new seating.
- Acknowledge place significance and memorials through the use of interpretative signs if changes are made to Leam Road Corner.
- If a Crown lease is secured, prepare a concept plan for a staged mini-parklet at Leam Road Corner South.

Medium to long-term actions:

- New subdivision development in Hillwood, south of Leam Road, should include a gravel off-road trail to be located with the riparian reserve of the Macquarie Rivulet to ideally connect with Leam Road Corner and provide cross-connections to the central sector of Hillwood.

The off-road trail be provided within a linear park, 40m-50m wide with a natural bush setting to make it a useable public open space.

The linear park be provided with seating, shelter, way-finding and a water refill station.

LOCATION PLAN



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1. INTRODUCTION

Why an Open Space Plan?

Hillwood was traditionally an orchard area that has become a lifestyle residential settlement in a semi-rural setting alongside the Tamar River (kanamaluka).

Its proximity to George Town and Launceston provides employment and social infrastructure access.

The Hillwood Open Space Plan provides a framework for public open space and infrastructure provision to enhance the local community's liveability, and inform future Council budget and advocacy efforts.

The plan's development is in response to the *Hillwood Structure Plan 2021*, which recommended improved infrastructure provision, including upgrading roads and new pedestrian cycling connections linking residents to the foreshore and key community venues, including the existing recreation ground, pontoon, and BBQ shelter.

Methodology

The George Town Council engaged Plan Place to develop the Open Space Plan, building on the foundation of the Structure Plan. The planning principles and strategies adopted in the *Hillwood Structure Plan 2021* were examined to ensure that the future direction of the Open Space Plan is aligned with this plan.

1. An initial workshop was held with the community to collect information about the vision and priorities for Hillwood. The initial consultation identified a path network for vulnerable users as the highest priority. Generally, the feedback is that residents feel unsafe whether walking, cycling, running, pushing a pram or walking with a mobility device in the road environment. It also highlighted a reliance on car travel to a recreation destination as there are no pedestrian or cycling linkages.
2. From the initial workshops, on-the-ground field studies were undertaken to determine the opportunities for providing a shared pathway to run parallel to the road seal, using the area within a road reserve where possible. Options to provide off-road trails separate from the sealed pavement were also explored.
3. The investigations identified various challenges in some sections of the road network, limiting the opportunity for a shared path. Powerlines, open stormwater drains, and topography are constraints that impact path location.
4. Council's budget and asset investment plan for the medium term was considered.
5. A survey was conducted using Google Forms to test the ideas articulated in the draft plan for providing paths and open space.

The survey questions focussed on:

- Identifying the places in Hillwood utilised for recreation and relaxation;
- Desired seating and comforts within the walking and cycling environment;
- Prioritising a path network;
- Creating a shared pedestrian-vehicle area at the Hillwood Hub; and
- Developing an off-leash dog area at Hillwood Corner.

There were 54 survey responses received and these were analysed to assist with developing the plan.

The investigations and survey information collected from the community have informed and developed this plan.

Feedback from the Council has been integrated into this plan for endorsement. The Open Space Plan is a working document, and it is encouraged that a four review of the document is undertaken, in conjunction with the community, be undertaken to determine whether the identified priorities and actions continue to be desired and achievable.

2. PLAN OBJECTIVES

A PRACTICAL & RESPONSIBLE APPROACH TO OPEN SPACE AND INFRASTRUCTURE PROVISION IN HILLWOOD



Water's edge of kanamaluka and residential uses.

A vision for the future

The Hillwood Open Space Plan devises a framework for the future of this settlement, taking into account the diverse needs and aspirations of the Hillwood community for open space and infrastructure provision.

The plan's recommended actions integrate the planning principles and strategies of the Hillwood Structure Plan 2021 regarding constructing a walking, running and cycling path network and public open space.

Plan objectives are:

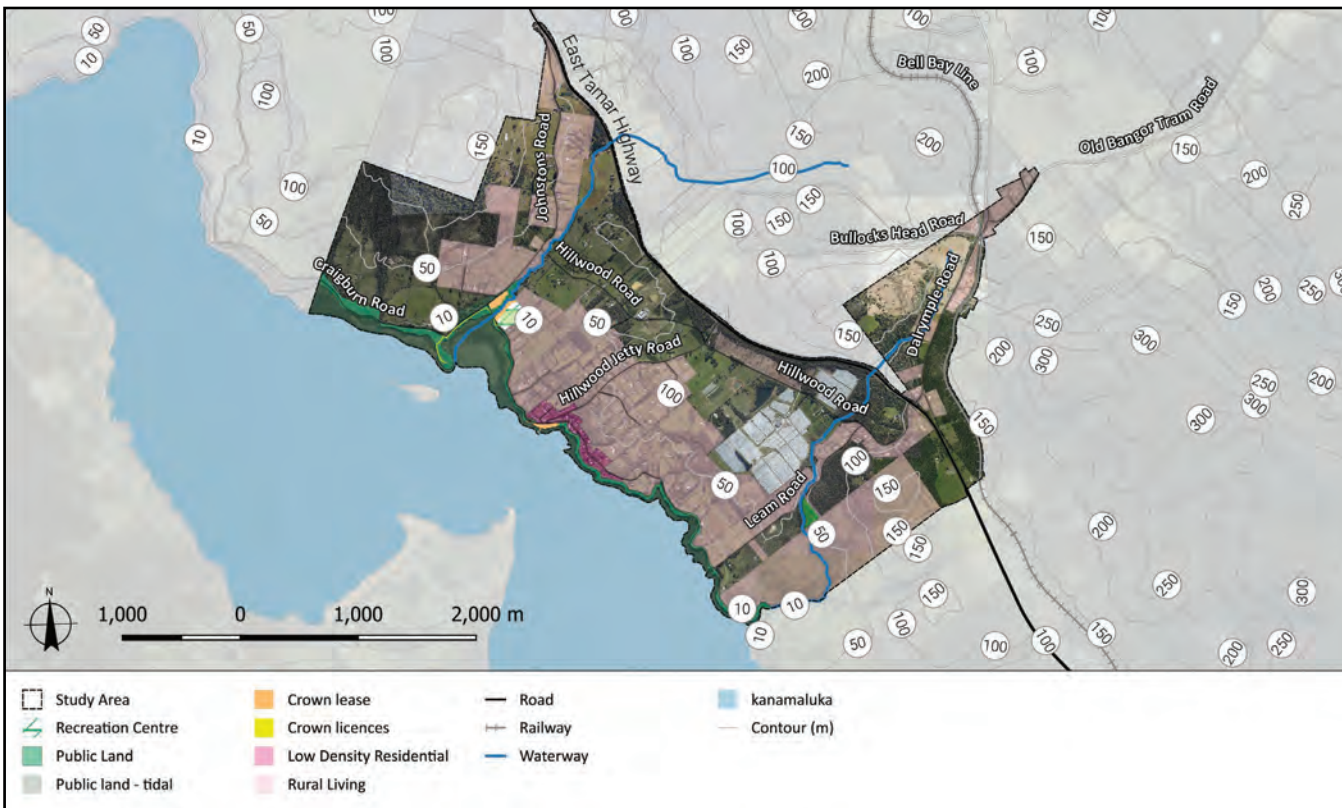
- Enhance the walking, running, and cycling infrastructure network, improve road safety, and create better linkages to the waterfront and key community venues and attractors.
- Identify low-cost infrastructure investments or projects that will facilitate the increased use and enjoyment of public open spaces and encourage recreation and physical activity.
- Identify the priorities of the long-term infrastructure asset investments that will guide new development and provide for future strategic growth as articulated by the *Hillwood Structure Plan 2021*.
- Guide colour and material selection for assets, ensuring investments are compatible with Hillwood's semi-rural character and natural environment.

3. POPULATION OVERVIEW

An attractive place live

Hillwood is a semi-rural residential settlement between the kanamaluka (Tamar River) and the East Tamar Highway. The settlement interfaces with kanamaluka, an attribute highly valued by its residents, and defines Hillwood's natural environment and identity.

The natural landforms of the topography gently rises from the waterfront's edge to the upper slope of the East Tamar Highway. The settlement boasts a leafy green semi-rural settlement, with houses between patches of cleared areas and tall standing trees.



The average age is 50, which is eight years older compared to all of Tasmania. In 2021, families with children represented around 38 percent of the population. Fifty percent of the population are people over 50, with a third of this statistic comprising people between 50 and 64 years old.

The Tasmanian Planning Scheme—George Town provides an opportunity for further subdivision for residential use at Hillwood. The zoning allows development that potentially increases the population by a third of its current size. The proportion of families with children could represent a larger percentage of the population within the next 10 years.

QUICK STATS

- 1 Study Area: **1171 ha**
- 2 Population (ABS 2021): **591 people**
- 3 **2.4** Average number of people per household.
- 4 **2.4** -Average number of motor vehicles per dwelling.
- 5 Arthritis and asthma are recorded to be the two most common long-term health conditions of Hillwood*.



kanamaluka, the interface with the settlement of Hillwood. The photo shows the leafy green nature of Hillwood.

*2, 3, 4 and 5 are statistics sourced from the Australian Bureau of Statistics, 2021 Census All persons QuickStats, <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL60275>

4. HILLWOOD STRUCTURE PLAN



kanamaluka and Leam Road in the foreground, looking towards the Berry Farm and the hinterland.

A sustainable development framework for Hillwood

The Hillwood Structure Plan provides an overall framework for sustainable development in Hillwood over the next 20-years or so.

Hillwood is an attractive semi-rural residential settlement, with residential uses slowly intensifying as zoned land is developed. It provides a regime for new roads and seeks to improve liveability for its residents by improving walking, running and cycling infrastructure and providing well-connected paths.

The Hillwood Open Space Plan, as an extension of the *Hillwood Structure Plan 2021*, continues the themes of the previous plan.

The Hillwood Open Space Plan accounts for the future growth of the residential areas and devises a plan for a staged approach to infrastructure investment over a 20 year time frame.

This approach prioritises the sequence of investments, if funding becomes available, enabling a steady and sustainable development process. The recommendations of this plan should be read in conjunction with the *Hillwood Structure Plan 2021*.

key findings

What were the key findings of the Hillwood Structure Plan?

Consolidation & Intensification

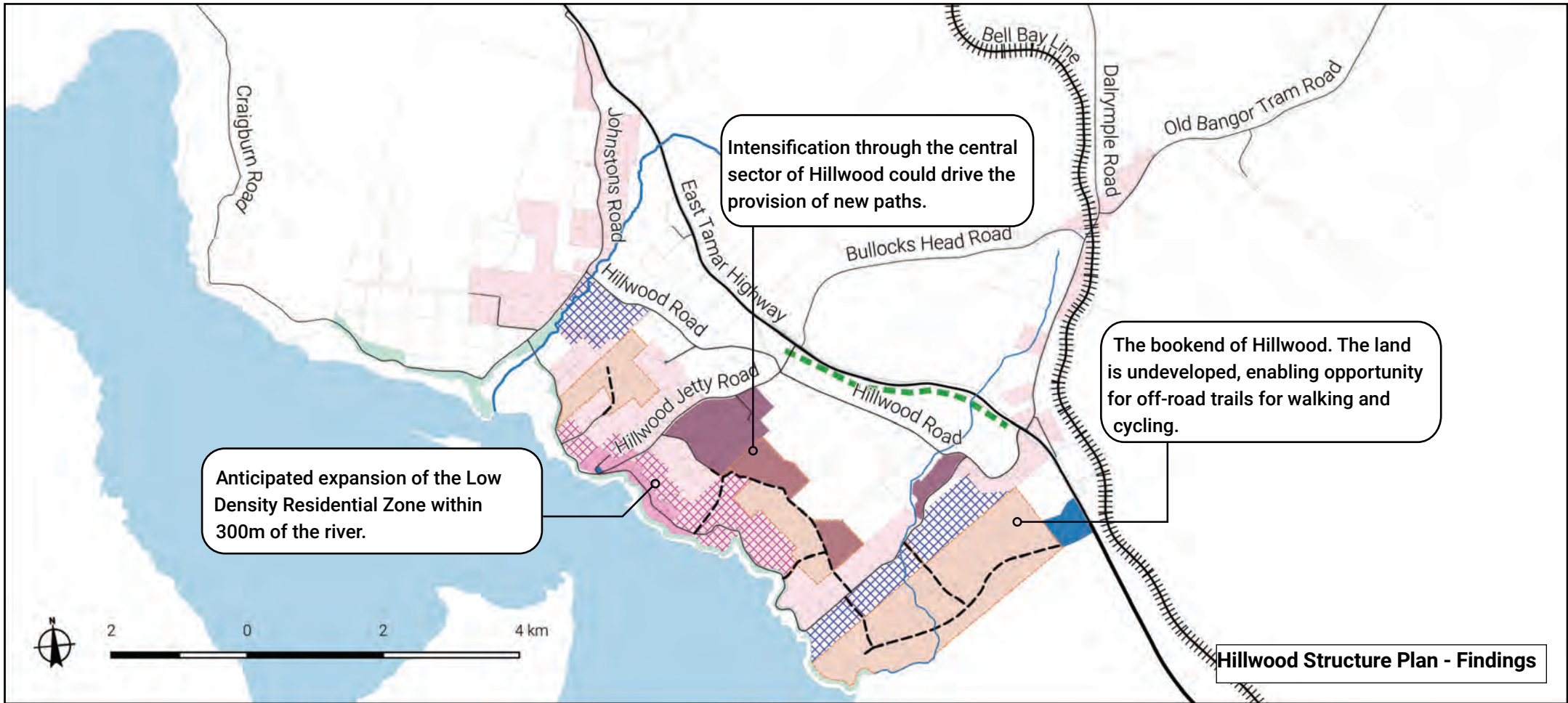
Supports the expansion of the Low Density Residential Zone. Infill development of the rural residential area is encouraged.

Roads

Roads are identified for improvement and upgrades. New roads will be constructed as part of infill and greenfield development in Hillwood.

Open Space & Infrastructure Upgrade

Provide for pedestrian and bicycle movement as part of road upgrades. Facilitate purpose-built pathways and improved linkages.



Hillwood Structure Plan - Findings

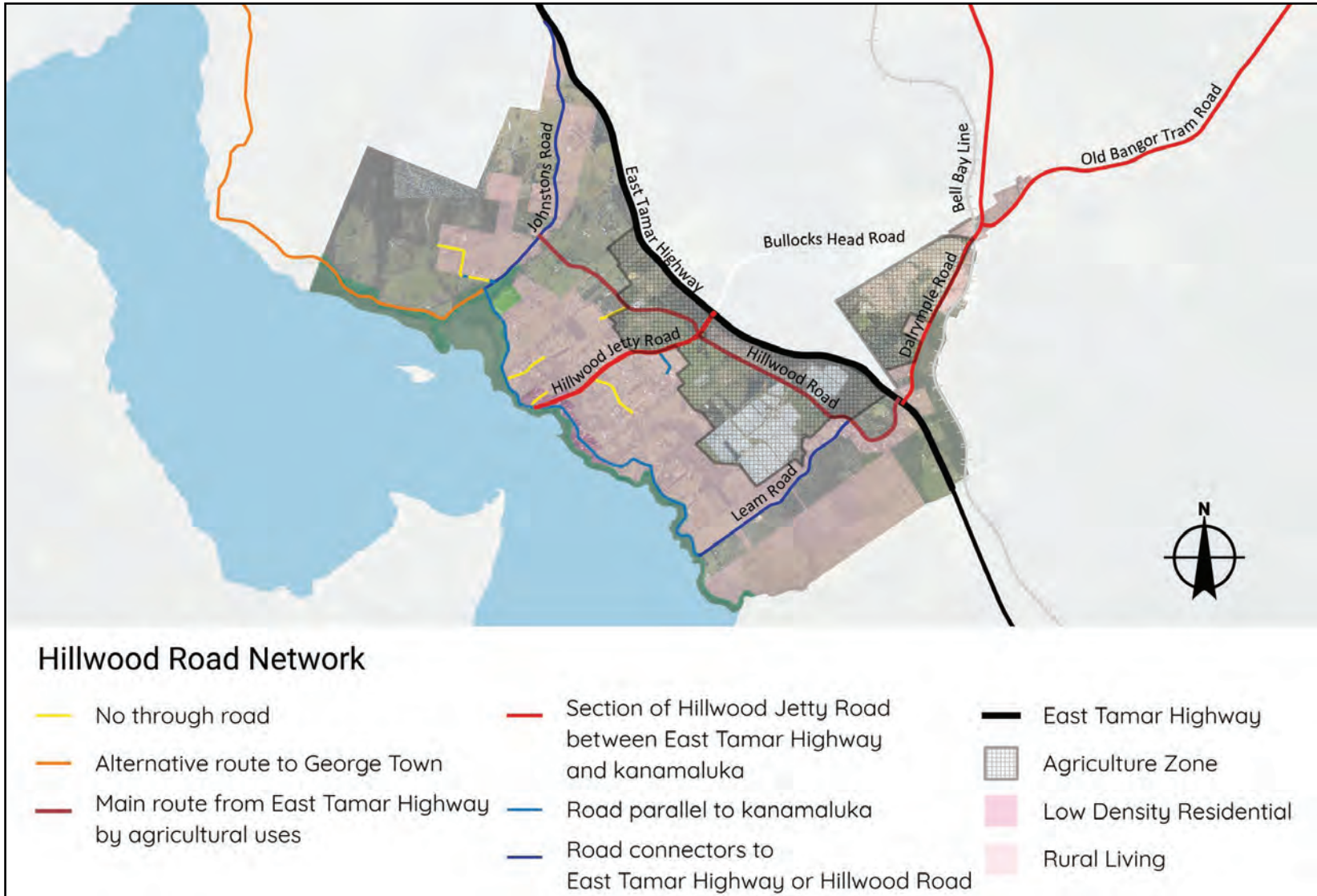
Key Findings

- Future road
- Subdivision potential of residential land
- Consolidation of residential uses

- Zones & Uses**
- Expansion of the Low Density Residential Zone
 - Subdivision, minimum 2ha lots
 - Local business
 - Low Density Residential
 - Rural Living
 - Open Space Network

- Public land - tidal
- Egg Island Creek
- Highway buffer
- Local road
- East Tamar Highway

5. ROAD NETWORK



Hillwood Jetty Road is the central vehicle access point to Hillwood. Two other entries via the East Tamar Highway are located on either side of the central access, at Hillwood Road (southern side) and Johnstons Road (northern side).

Craigburn Road links the Hillwood Corner and Egg Island Point Reserve. It connects with the Batman Highway, providing an alternative route to George Town.

Leam Road and Hillwood Jetty Road are the two main east-west collector roads between the East Tamar Highway and the river. Hillwood Road provides a north-south cross-linkage between Craigburn Road/Johnstons Road and Leam Road.

Six local roads comprise a mix of cul-de-sacs or no-through roads. Generally, these roads will not provide a cross-connection with any proposed walking, running, or cycling path or trail as developed properties constrain them. The exception is Burton Street, where future development could facilitate important cross-connections to the existing road network, such as Leam Road.



Intersection of the East Tamar Highway & Hillwood Jetty Road. Bus stop for metro services.



Hillwood Jetty Road and orchards in view.



Hillwood Road and Hillwood Road looking towards Craigburn Road and Johnstons Road.



Craigburn Road left side of photo.



Craigburn Road continuing into Johnstons Road. Bridge and Egg Island Creek in view.



Hillwood Jetty Road looking towards the south of Hillwood.



Hillwood Jetty Road, Cafe and Pontoon in view



Leam Road looking towards the northern side of Hillwood.



Leam Road bend at southern side of Hillwood with undeveloped rural living land in view.

The internal road network generally comprises a sealed pavement between 4-6m wide, with no kerb and channel (except for a small section of Leam Road). Open drains and powerlines are usually located on the shoulder of the sealed pavement and constrain future paths.

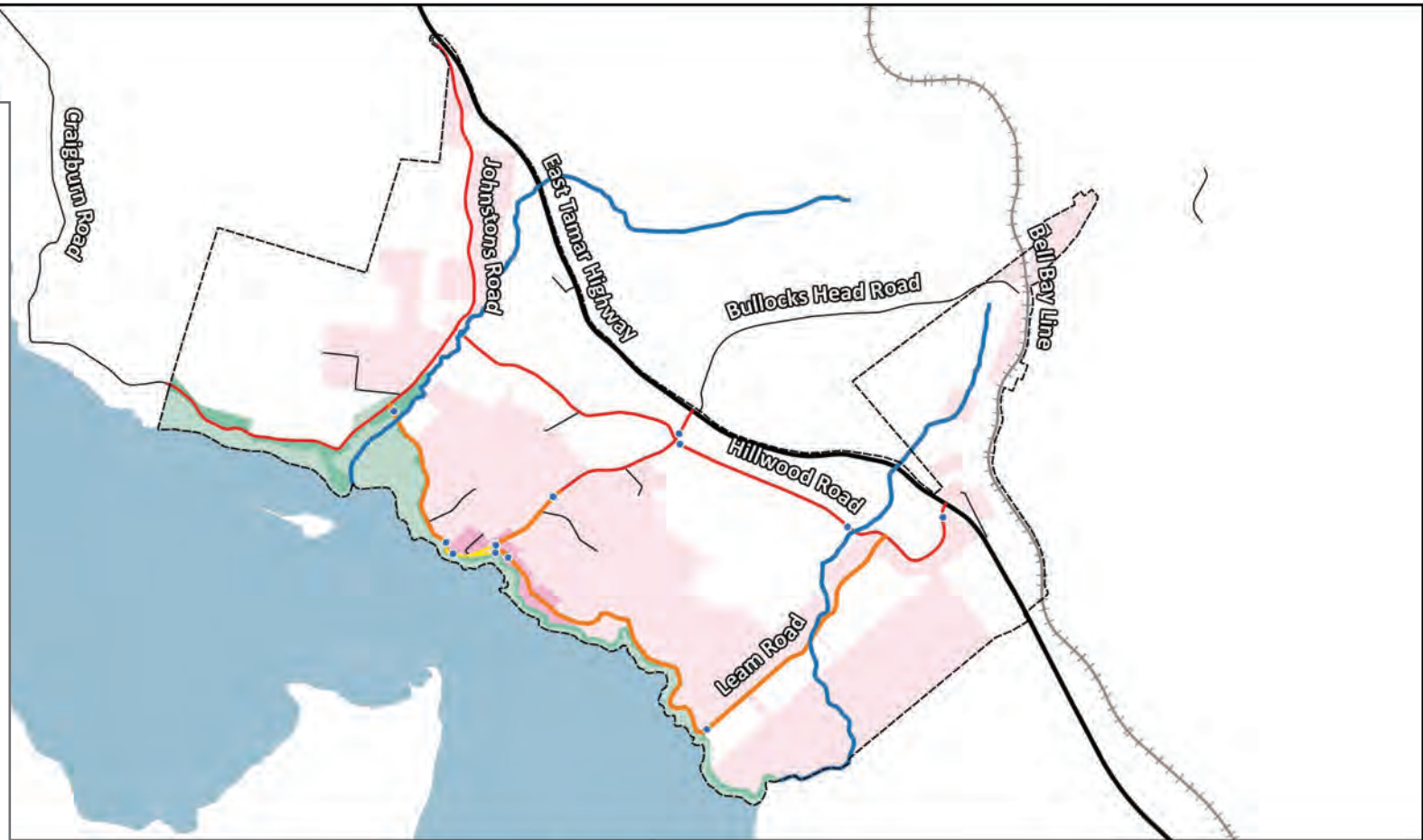
Most roads in Hillwood (excluding no-through roads and roads on Crown land) have wide reserves that enable consideration of a separated path located on the shoulder next to a sealed pavement. However, a separated path cannot be contained on a single side of a road seal, and sections may be split to the other side unless land is acquired.

The road infrastructure is shown in the photos on this page. The historical rural nature of Hillwood is evident with the presence of agricultural uses. The photos illustrate the rural nature of roads with narrow sealed pavements.

The speed limits of roads in Hillwood vary from 70 km/hour to 40km/hour. Street signs mark the speed limit changes on either side of the sealed pavement.

It's crucial for drivers to be aware of the speed limits, especially with the frequent changes and transitions within the internal road network. Unfortunately, many drivers overlook road signs and speed limits, perhaps due to the perception that they are in a rural-type area and that the first speed limit observed applies to the entire section of a road. For example, Hillwood Jetty Road has three different speed limits between the East Tamar Highway and Leam Road, with the first speed limit being 70km/hour and then transitioning to 40km/hour as it approaches The Hub.

There is an absence of visual cues in the Hillwood road environment. Visual cues and road treatments can modify driving behaviour, reducing the speed of vehicles in shared spaces. Vehicle speeds travelling on roads place vulnerable users at an increased risk.



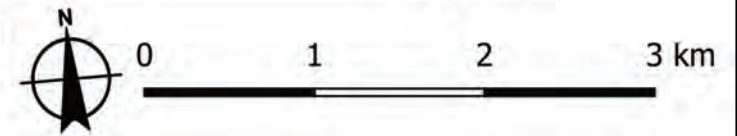
Speed limit of road

- 70 km/hr
- 50 km/hr
- 40 km/hr

- Road sign - Speed limit
- Local Road

Land Use

- Low Density Residential
- Rural Living
- Waterway
- kanamaluka
- Public land - tidal
- Open Space Belt
- Hillwood Study Area

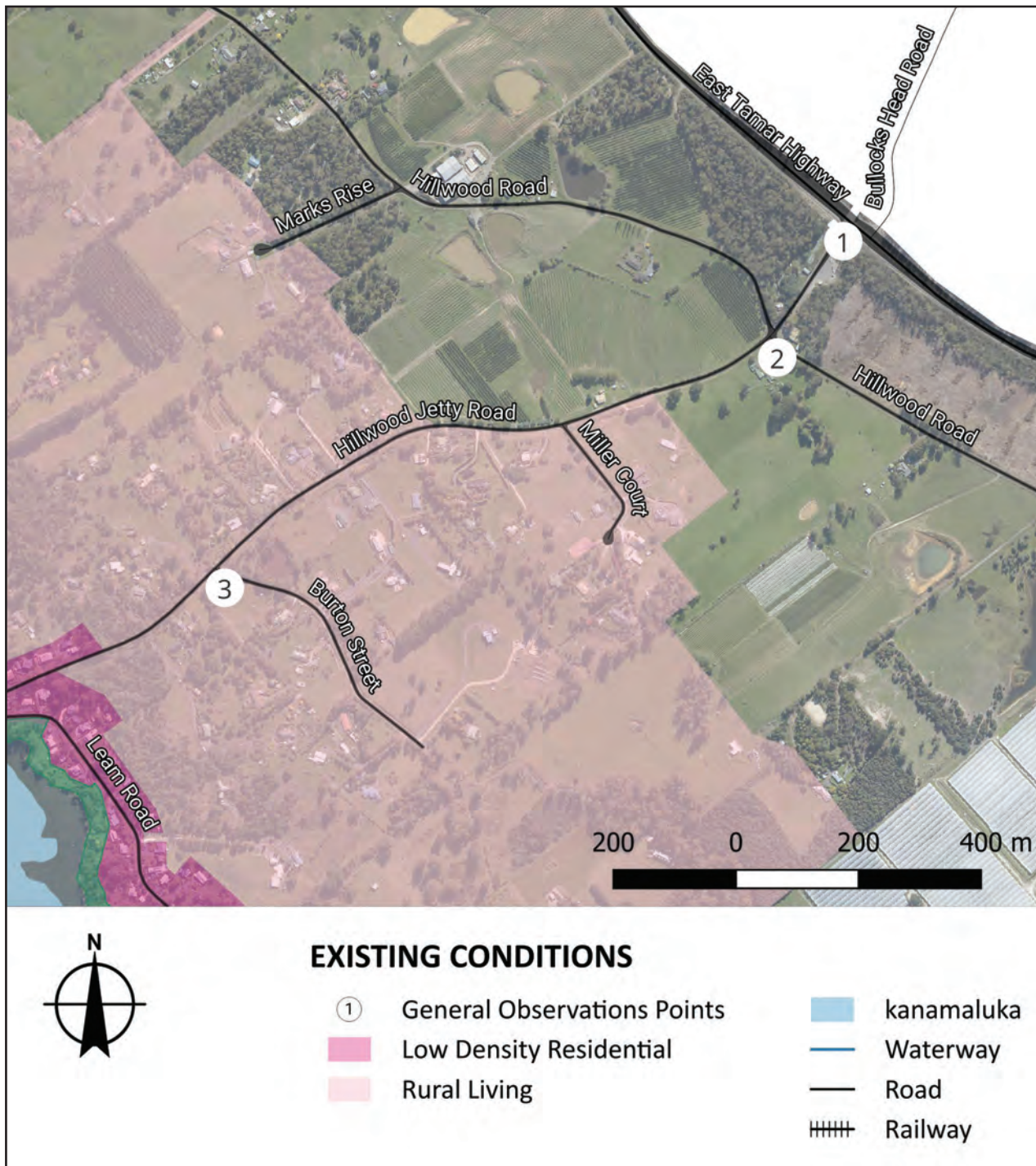


Hillwood Road Speed Environment

Road Network Analysis

Field investigations were conducted to ascertain the constraints and opportunities for a path network in Hillwood. The aim was to identify the potential for enhanced walking, running, and cycling linkages, thereby connecting key attractions in the area with a path network. A concise overview of the is presented below.





1 Hillwood Jetty Road is 1.8km and commences at the intersection with the East Tamar Highway. The road is sealed for its entire length of approximately 2.3km. The seal width is less than 6m for the first 1.2km. The speed limit is 70 km/hr.

There is an absence of street lighting (with one exception) and no formed footpaths.

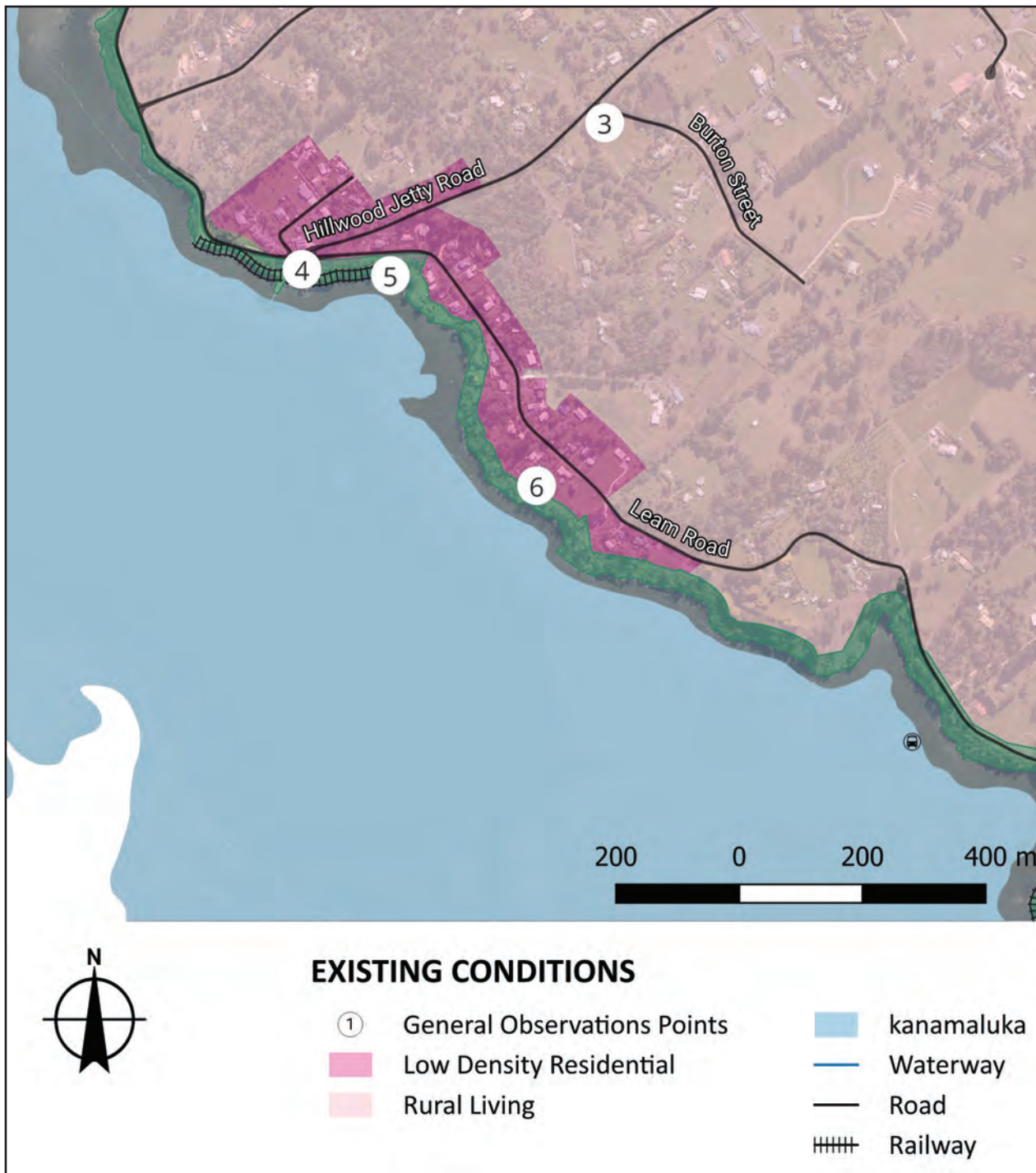
The current infrastructure poses challenges for pedestrians, runners, and cyclists. They are often compelled to use the sealed road surface due to steep verges or overgrown vegetation or domestic gardens encroaching on the road reserve.

2 The agricultural sector of Hillwood, forming a linear band on either side of Hillwood Road, is a defining feature of the area.

Hillwood Jetty Road is defined by a narrow sealed pavement and a linear scattering of trees on either side of the carriageway. The topography of the road varies, with sections of the shoulder rising to sit above the road seal. Domestic gardens also encroach on sections of the road reserve. The topography of some road sections can make it challenging to provide a separate path from the road seal.

The Hillwood Fire Station is located on the southern side of Hillwood Jetty Road near the intersection with Hillwood Road. The ANZAC memorial is located on the same site as the fire station, close to the corner.

3 Burton Street is a 'No-Through Road' that provides vehicle access to homes within the street. Due to the available unmade road reserve and potential development, this area is identified as a key priority to build the walking, cycling and cycling network.



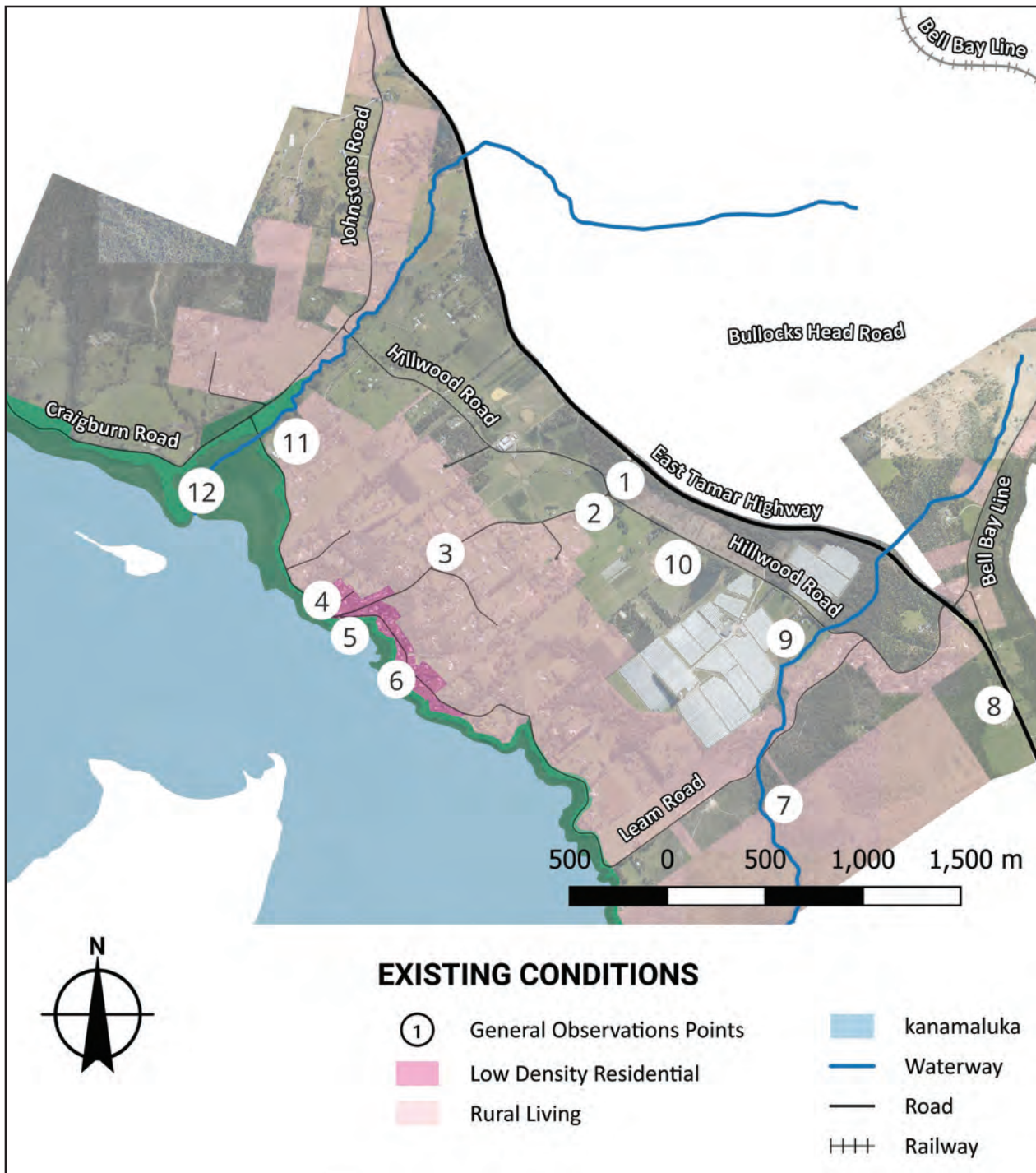
4 The café is a social hub for the community to gather and interact. The pontoon and BBQ area is opposite the café and separated by Hillwood Jetty Road and Leam Road. The walking and cycling environment is only furnished with a small footpath in front of the café. Pedestrians walk on or to the side of the road seal, usually close to the verge, as there are very limited to no defined footpaths.

5 Leam Road is a narrow carriageway with split speed limits that runs parallel to the river between the Leam Road Corner and The Hub. Leam Road provide frontage to much of the Low Density Residential Zone. The sealed pavement, though narrow at 5m, is ideally situated adjacent to the waterfront of kanamaluka and remains flat until the bend at 237 Leam Road, where the topography begins to rise. This section of Leam Road, with its favourable topography and proximity to the water, is identified to be a prime location for walking, running and cycling.

At present, pedestrians and cyclists are compelled to use the sealed pavement, as there are no footpaths on either side of the road reserve. The few benches along this road are not easily accessible to all users, further highlighting the need for improved walking and cycling infrastructure.

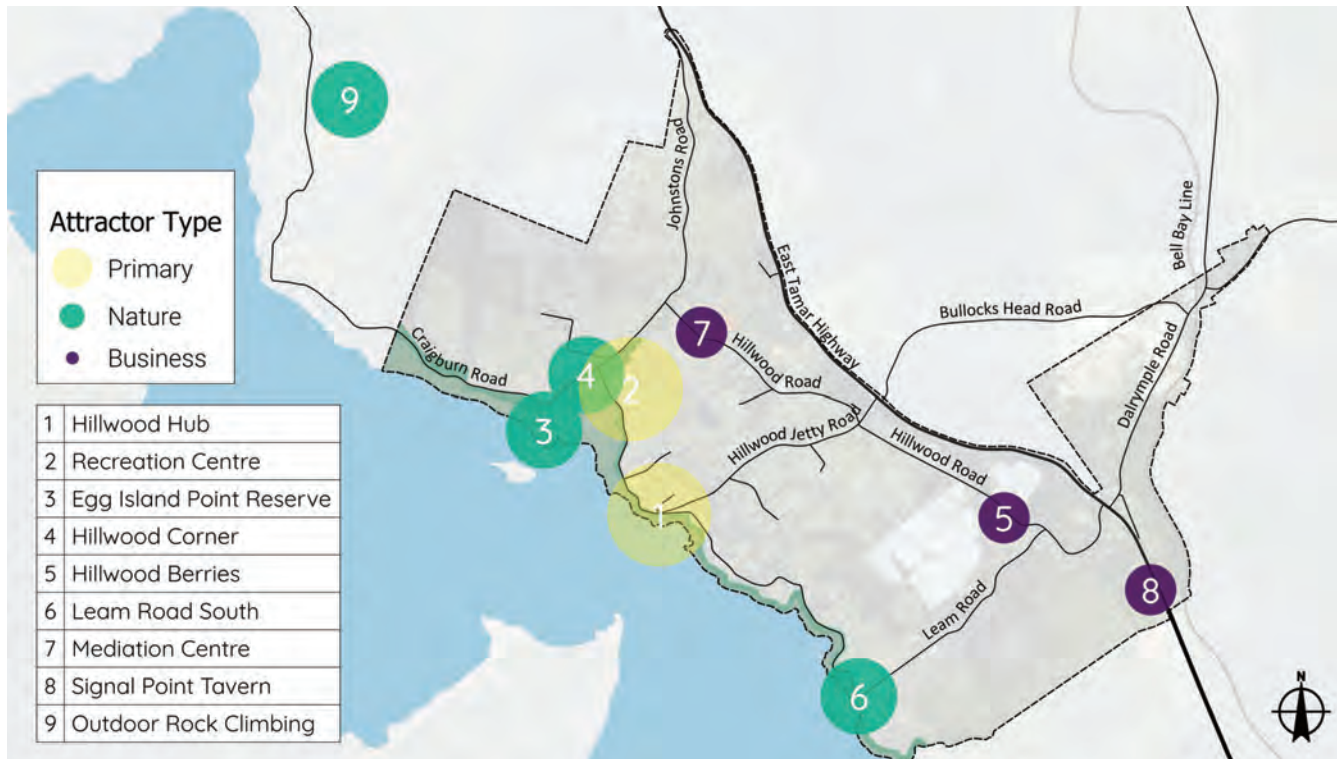
6 There several dwellings located between Leam Road and the kanamaluka. Crown land is in front of these dwellings, providing access to the waterfront. While it may be possible to create a recreation path in front of these dwellings, it is noted that domestic gardens have encroached on this space.





- 7 The land area, the bookend to Hillwood, will allow the population to grow by around 180-210 people if the land is developed efficiently for residential use.
- 8 The Tavern is accessed from the East Tamar Highway. While the undeveloped land area of the most southern side of Hillwood adjoins the Signal Station Tavern site, there is no connection to Hillwood via the road network.
- 9 The Hillwood Berries provides café and opportunity for social interaction and activity. The farm is one of the main attractors to Hillwood.
- 10 Hillwood Road provides access from the East Tamar Highway and extends across Hillwood Jetty Road, concluding at Craigburn Road.
- 11 The oval, hall, and clubrooms are actively used by residents of Hillwood. Many residents walk their dogs around the oval, which is a preferred location due to its amenities.
- 12 Egg Island Point Reserve is a destination recreation space that attracts visitors outside Hillwood for fishing and other recreation. Residents in the area identify this reserve as important to Hillwood's identity.

6. COMMUNITY ATTRACTORS & LINKAGES



Attractors are places within Hillwood that draw people to these locations due to their links with the natural environment, facilities or services offered, opportunities for social interaction or a combination of all these elements.

The cafe, pontoons, and BBQ shelter, which are central attractions for residents and visitors to Hillwood (1), are conveniently located at The Hub by the waterfront. This location is not only a place for incidental social interactions and the central information point for visitors, but also contains public facilities. Moreover, it serves as the main school stop for children catching the bus to George Town, making it a welcoming and accommodating spot for families.

The pontoon is used for boats to moor, launch a kayak or other small non-motorised vessels, or for fishing off the edge of the pontoon.

The Recreation Centre (2) is a mixed-use facility comprising a hall, club rooms, playground, tennis court, amenities and home to the Hillwood Sharks Football Club. The club rooms and Memorial Hall offer large indoor spaces frequently used by the community for functions, markets, community activities and events.

The Egg Island Point Reserve (3) on the north-western side of Hillwood is a serene haven for nature enthusiasts. The bay on the western side of the reserve, known for its tranquillity, is a favourite

location for residents and visitors alike, offering a peaceful escape and easy access to the water.

The Hillwood Corner (4) is a publicly held reserve with no specific assigned function or purpose. Residents enjoy walking across this area, as it is away from the road environment. It is an unimproved reserve with an open grassed area.

The Hillwood Berries (5) is an agri-tourism business, that offers berry picking in the summer months and a cafe open all year round to the public. Residents usually drive their vehicles to this destination. Similarly, the Hillwood Meditation Skills Centre, Signal Station Tavern, and outdoor rock climbing (7, 8, and 9) are attractors at the periphery. These locations are generally car-dependent destinations.

Leam Road South (6) is at the southern end of Hillwood. It is a quiet nook that has foot access to a small bay. While tired and poorly maintained, it is a destination where residents like to sit and overlook the river.

Walking and cycling linkages to the key attractors are illustrated on the next page. The diagram highlights that the semi-rural residential density of Hillwood results in many homes being more than 500m from key attractors.

1	Hillwood Hub
2	Recreation Centre
3	Egg Island Point Reserve
4	Hillwood Corner
5	Hillwood Berries
6	Leam Road South
7	Mediation Centre
8	Tavern
9	Outdoor Climbing

Most residents are not within a short walking distance of the waterfront or other destinations and usually drive, park and walk either from the pontoons or the recreation grounds.



7. HILLWOOD OPEN SPACE PLAN



The Hillwood community's priority, above all else, is to address the safety and function of the road network for all vulnerable users, such as walkers of all ages, runners, cyclists, and parents with prams.

The Hillwood community most desires to provide a path network separated from the road seal. Building a network of paths, promoting walking, running and cycling, and linking public open spaces and community venues are key ingredients for liveability and boosting positive experiences for residents and visitors. The second aspiration of surveyed residents was to invest in and improve existing public open spaces, with increased maintenance regimes as a high priority.

The design principles of creating new paths, upgrading roads, planning improvements to community infrastructure, or planning shared vehicle-pedestrian spaces must be mindful to avoid urbanising the area that diminishes the semi-rural residential character of Hillwood, which is a desired attribute of residents.

Kanamaluka is the focal point of Hillwood's linear public open space belt connecting with Egg Island Point Reserve. Hillwood retains a natural setting and its semi-rural residential character, with the plan identifying

opportunities to:

- Build and improve a safe pedestrian cycleway network, integrating a staged approach to infrastructure investment;
- Improve comfort and amenities to enhance the experience and enjoyment of residents and visitors to the area, revitalising existing public spaces, especially along the water's edge, by upgrading and revitalising existing areas;
- Strengthen the cross-linkages of paths from the waterfront to the upper slopes of Hillwood;
- Plan for amenities and public open space for new residential areas, taking the opportunity to build Hillwood's off-road path and trail network; and
- Support infrastructure provision along the water's edge, incorporating sensitive design principles to minimise environmental impacts on kanamaluka.

The plan has captured the community's priorities for future provision of public space in the area, reflecting their aspirations.

Key actions of the plan:

- Redesign, upgrade and invest in a path network in conjunction with established roads to improve the safe movement of vulnerable users in Hillwood;
- Construct off-road trails for walking, running and cycling, linking public facilities and open spaces in conjunction with infill or greenfield development;
- Identify improvement of existing facilities to diversify the use and function of existing public open space in the area;
- Develop a community identity, encourage involvement and participation in determining investment decisions;
- Support affordable and responsible solutions to the management of roads and public spaces in Hillwood; and
- Construct facilities that appeal to and cater for an array of users, are inclusive and provide equitable access.

PLAN OUTCOMES

The recommended outcomes for the Hillwood Open Space Plan are set out in the Overall Plan, which seeks to develop a path network in conjunction with the provision of public open spaces.

The Overall Plan (7.1) is divided into five areas, providing specific actions for developing attractive, safe and enjoyable public places in Hillwood. The plan areas are:

- 7.2 Egg Island Point Reserve;
- 7.3 Hills Corner;
- 7.4 Recreation Centre, Hall & Oval;
- 7.5 The Hub; and
- 7.6 Leam Road Corner (south) & trail network.

A staged approach is recommended for each plan area to allow incremental investment and to strive towards achieving the Overall Plan. Many of the Plan Responses and Actions that work towards building the Overall Plan depend on external funding and grants for these to be realised. The intention is to implement the responses and actions as grants and funding become available.

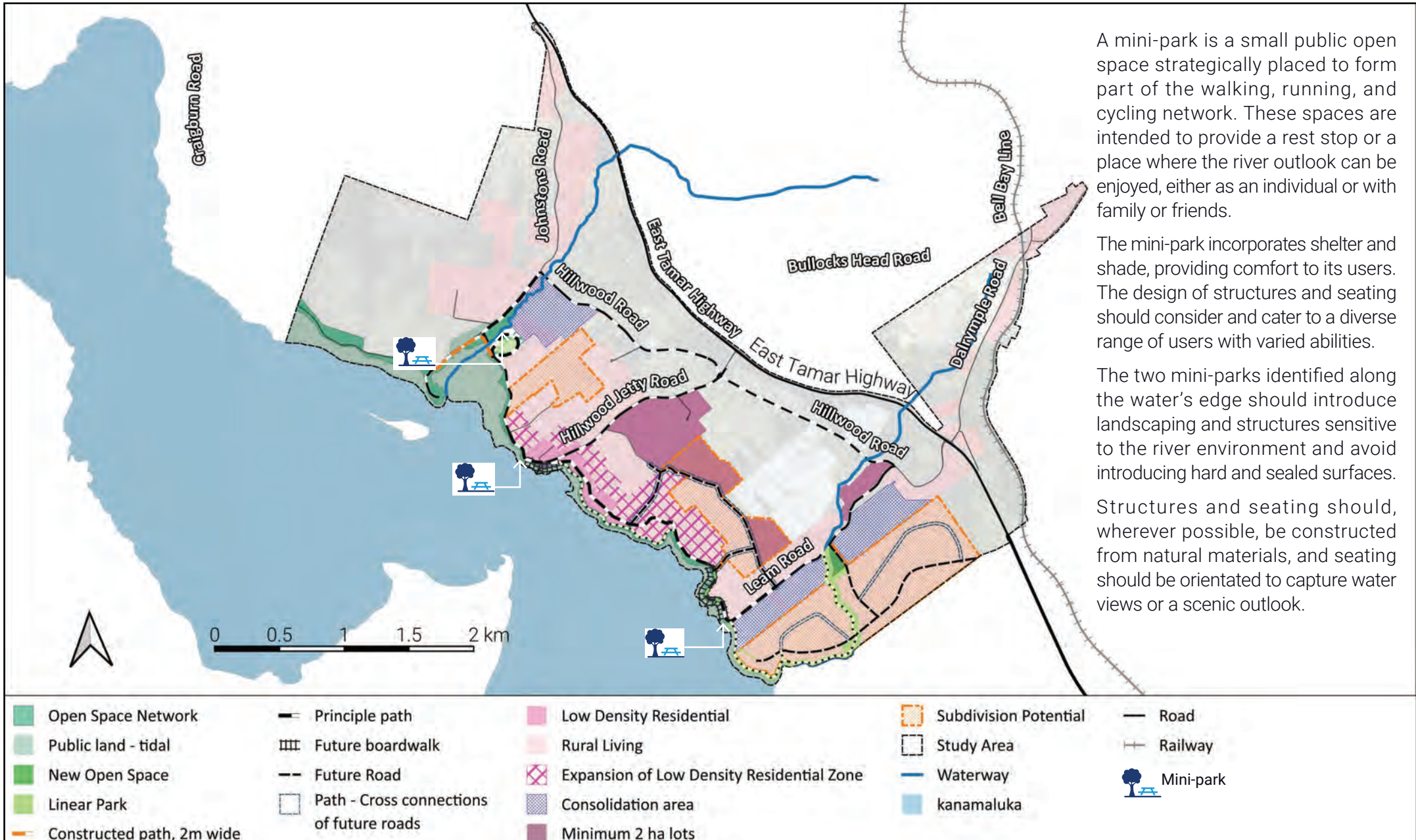
The recommended actions are prioritised to correlate to the following time frames:

- Short-term - up to 5 years;
- Medium-term - 5 to 10 years; and
- Long-term - more than 10 years.

Please note that the responses and actions may span a combination of the time frames shown above. For instance, a response or action may start in the short-term and continue into the medium-term.



7.1 HILLWOOD OVERALL PLAN



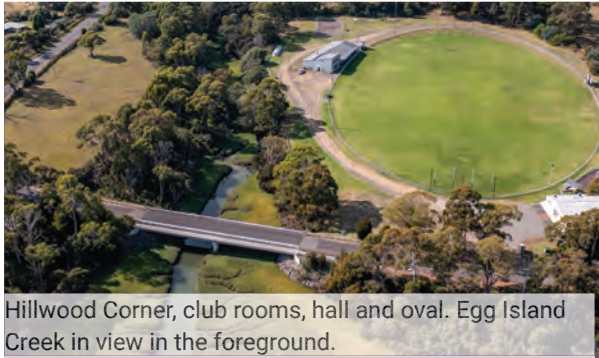
A mini-park is a small public open space strategically placed to form part of the walking, running, and cycling network. These spaces are intended to provide a rest stop or a place where the river outlook can be enjoyed, either as an individual or with family or friends.

The mini-park incorporates shelter and shade, providing comfort to its users. The design of structures and seating should consider and cater to a diverse range of users with varied abilities.

The two mini-parks identified along the water's edge should introduce landscaping and structures sensitive to the river environment and avoid introducing hard and sealed surfaces.

Structures and seating should, wherever possible, be constructed from natural materials, and seating should be orientated to capture water views or a scenic outlook.

Walking, Running and Cycling Path Design



A person's ability to participate in incidental exercise and recreation is the cornerstone of a liveable place and healthy community. Access to safe and efficient movement corridors and connectors for vulnerable road users is paramount to facilitate linkages to public open space and to encourage walking and cycling.

National statistics collected post-pandemic show that, on average, a person living in a region will walk in their local area for more than 10 minutes daily. However, Hillwood's road network does not

facilitate the safe movement of walkers, runners, or cyclists, as there are no separate paths to them as part of the road network. There are no off-road trails creating linkages to the main community venues.

The absence of paths is a legacy of the rural location as it has slowly transitioned to a semi-rural residential area. The absence of paths is directly linked to ad hoc small-scale development over many years, if not decades, where paths would not have been required.

The primary objective of the Hillwood Open Space Plan is to facilitate the construction of new paths, create walking and cycling loops, and improve linkages to community venues in Hillwood.

The construction and design of the path network for Hillwood is challenging due to the constraints imposed by the existing built environment and road network. However, a workable solution can be devised to improve

the safety and comfort of vulnerable users in the road environment.

The plan generally seeks to develop a path network separated from the road's sealed pavement. However, it is acknowledged that a shared pedestrian-vehicle environment will remain for some time. When the opportunity arises, a path separate from the road seal is recommended.

The width of the path will depend on the verge next to the sealed pavement. In some locations, stormwater drainage and power-lines will restrict the width of the path.

A 0.5m wide dividing strip should be provided between the path and a road seal, especially if the path is at the same ground surface level as the road seal. The path design should also integrate, wherever possible, the Council's endorsed policy 17, Diversity, Equitable Access and Inclusion Policy).

Vulnerable Road Users

Walkers

Is any person walking for exercise, recreation or relaxation. Walkers can have a mix of abilities.

Runners

Runners leaving their home to run a loop using the available road network.

Bus Commuters

Commuters walking to and from the bus stop near the Hillwood Jetty Road and East Tamar Highway intersection.

School Children

Children catching the school bus in the morning to George Town. Other than the cafe, there are no formal bus stops.

The community's most desired aspiration is developing a path network. However, the network depends on funding and grant opportunities. Therefore the plan devises a staged approach to developing this network.

The path network is prioritised, divided into smaller linear sections, and ordered from the highest to the lowest priority.

Ideally, path construction should occur annually, but this will be largely dependent on securing grants and funding. The staged approach to priorities and timing of investment devised by this plan must account for economic changes.

As developing a path network is a long-term proposition, the plan has also devised some short-term goals that could be delivered by the council's operational budget.

Short-term actions:

- Improve safety for vulnerable users by installing new signs at:
 - Hillwood Jetty Road (near the Craighburn intersection);
 - Leam Corner South, near 243 Leam Road; and
 - The Hub signalling a shared pedestrian-vehicle environment.
- Install bench seats and bins along Hillwood Jetty Road and Leam Road parallel to the waterfront.
- Devise a plan for road calming measures creating slow points within the road environment along Leam Road and Hillwood Jetty Road parallel to the water's edge using landscaping and other means compatible with the character of Hillwood.

Provide for line marking or zebra crossings at resting stop, comprising at least a bench seat or similar should be provided for every 1km of path.

Long to medium-term actions:

- Design and construct path and trails in accordance with the overall plan. The recommended priorities for the path design and construction are as follows:
 1. Hillwood Jetty Road between the Hub and the East Tamar Highway is the highest priority, to facilitate an east-west connector;
 2. Hillwood Jetty Road between Craighburn Road and The Hub;
 3. Leam Road, from Hub to 243 Leam Road;
 4. Leam Road and Hillwood Jetty Road intersection to 100 Leam Road.

There are challenges with the path provision in conjunction with Leam Road, as there are sections where there is a narrow verge on either side of the road seal due to buildings, structures, and established vegetation.

The path should be provided on the waterfront side of the Leam Road. Where a path cannot be provided, consider alternate treatment to the road environment;

5. Develop a off-road trail and linear park in conjunction with development of Lot 1 East Tamar Highway, Mount Direction (Certificate of Title:1493361);
6. Develop and construct a trail network across Hillwood's central and southern sectors in areas in conjunction with new development; and

7. Facilitate construction of new paths which are separate from the road network. Where road sections are narrow, seek to acquire land for path provision.

Furniture, shelters and structures:

Timber outdoor furniture and structures are preferred and should be of material finishes complimentary to the natural hues and elements of the reserve.

Steel posts and roof sheets for structures or furniture may be used for longevity but exterior finishes of steel must have a light reflectance value of less than 20%.

Structures and seating should have natural hues in browns, greens and grey tones and appear seamless with the natural environment of the reserve.

The ground should remain in a natural state, sealed surfaces only considered if it necessary to protect the infrastructure asset.

7.2 EGG ISLAND POINT RESERVE

Egg Island Point Reserve, nestled at the northern edge of Hillwood and adjoining the Tamar Conservation Area, is a unique haven that attracts both residents and visitors. It offers a rare opportunity to connect with the river environment, away from vehicle traffic.

It is easily accessible via the main entry point from Craigburn Road, allowing vehicle access. The unsealed access, shared by vehicles and vulnerable users, is lined with small boulders to preserve the reserve's peaceful atmosphere.

A boat ramp on the eastern edge is infrequently used as the low tides can make it difficult to launch a boat. The picnic tables offer a place to sit, but do not take advantage of the best view field of the kanamaluka or land on the other side of the river. There are no other amenities, such as toilets, in the reserve, with the closest toilet facilities located at the Hillwood Recreation Centre. Shelters and structures are absent in the reserve, leaving users no refuge from sun, wind, or rain if out for a walk or run through the reserve. Rubbish is often found dumped in the reserve as bins are not provided, which detracts from the enjoyment of the reserve.

Weeds such as blackberries, bluebell creeper and boneseed are scattered across the reserve, with boneseed most prevalent. Cord and rice grasses are established along the reserve's western edge of the river.

With regard to management of the reserve, the upkeep falls to the authority managing the Crown land. The Council cannot invest or modify the reserve without consent from the land owner.



Entrance of Egg Island Point Reserve



Internal access road



Boat ramp



Boat ramp on reserve visible

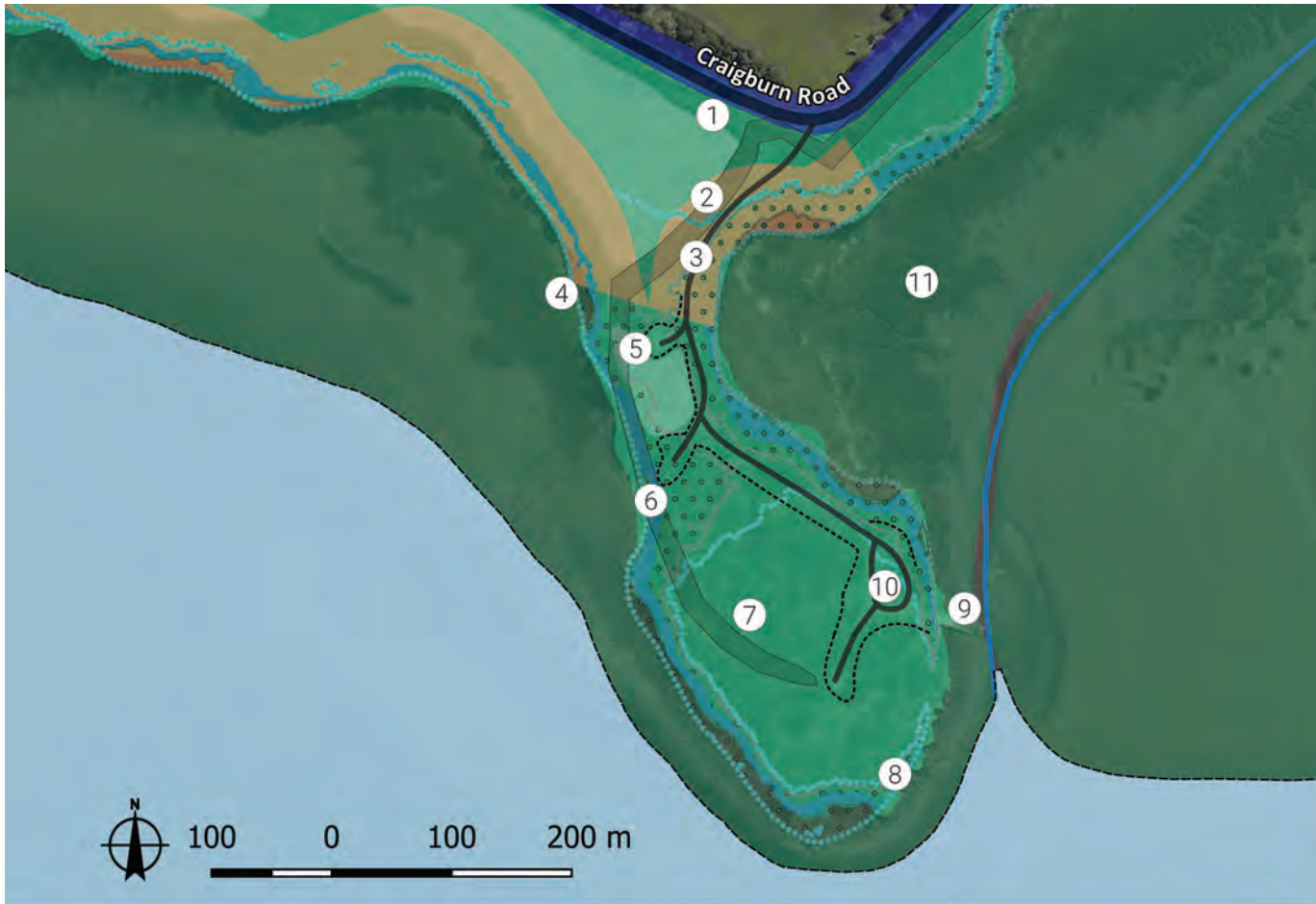


Reserve and Egg Island Creek



Beach on western side of the reserve

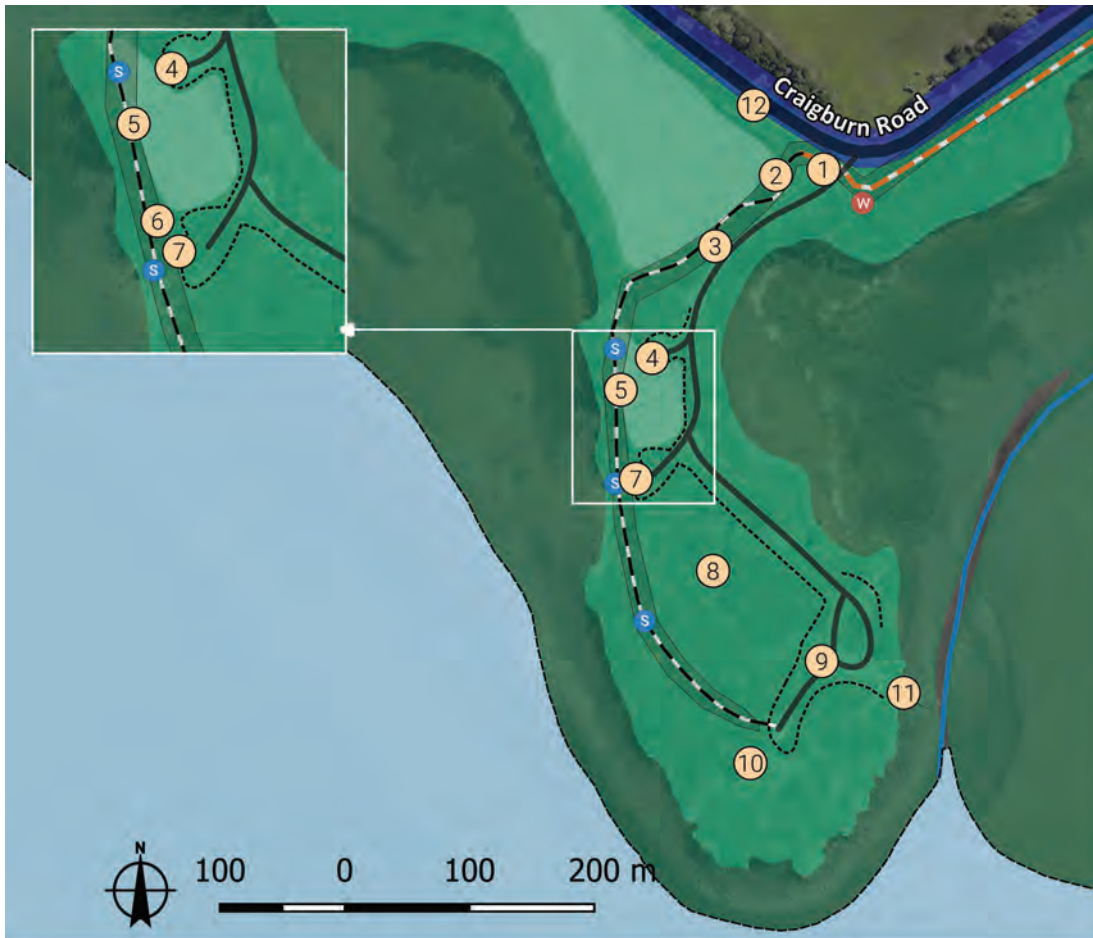
OBSERVATIONS & FEEDBACK



- 1 A single sign identifies the entrance to the reserve.
- 2 Egg Island Point Reserve is a favourite destination for residents and visitors. However, the reserve is not well maintained, and high grasses and rubbish are common observations in this area.
- 3 Small boulders create barriers along the edge of the access way, restricting vehicle movements.
- 4 *Spartina anglica* (rice grass) grows within the tidal area.
- 5 There are picnic tables in a flat, open area of the reserve. The tables are in poor condition. There is no other seating or facilities in this location.
- 6 The tidal beach on the western side of the reserve is a popular destination for spending time by the water.
- 7 A narrow track defines an informal walking trail in this area of the reserve.
- 8 Fishing off the rocks around Egg Island Point. The rocks are only accessible by foot from the unsealed road within the reserve.
- 9 The boat ramp is steep and not frequently used due to the shallow nature of the tide.
- 10 There is no formal parking—vehicles park on the shoulder of the internal access way.
- 11 *Spartina anglica* (rice grass) is an environmental weed that grows on the tidal flats of the Tamar estuary and consumes much of the river edge and mouth of Egg Island Creek.

- | | | | | | |
|------|---------------------|---|-------------------------------------|---|---------------------------------------|
| ---- | Small Boulders | ■ | Road seal | ■ | Medium coastal erosion hazard band |
| — | Egg Island Access | ■ | Council maintained road reserve | ■ | Medium coastal inundation hazard band |
| ■ | Crown licence | ■ | Flood-prone areas | ■ | Egg Island Creek |
| ■ | Public Land | ■ | Future coastal refugia area | ■ | kanamaluka |
| ■ | Public land - tidal | ■ | High coastal inundation hazard band | | |
| ■ | Open grassed area | | | | |

PLAN RESPONSE



- Wayfinding
- Seating
- Constructed path, 2m wide
- Principle path
- Small Boulders
- Egg Island Access
- Open grassed area
- Crown licence
- Public Land
- Public land - tidal
- Council managed road reserve
- Road seal
- Egg Island Creek

- 1 Wayfinding signs provide distances and average walking times.
- 2 New path for the entire linear length of the licence area linking with the internal road to create a loop back to Craigburn Road.
- 3 Design and construct a new path to minimise vegetation clearance.
- 4 Investigate the opportunity for a composting toilet to be located at the reserve.
- 5 Approach *NRE to negotiate and increase the licence area and change the terms of the agreement to install additional facilities within the reserve, such as picnic tables, seating and small shelters.
- 6 New seating clustered at regular intervals and be flood resilient if permitted within the licence area.
- 7 Investigate opportunities to create natural play spaces for children and points of interaction within the reserve with *NRE.
- 8 Devise a weed management plan in conjunction with NRE.
- 9 Council to plan for more regular maintenance checks for rubbish collection.
- 10 Design a path to improve better access for fishing at the reserve.
- 11 Support increased use of the boat ramp, work with *NRE to explore options.
- 12 Link and extend path to create a safe cycling way to George Town.

*NRE - Department of Natural Resources and Environment



PLAN ACTIONS



Examples of furniture, shelters and structures, illustrating natural material finishes.

Short-term actions:

- The priority is to install seating at least at two locations of the constructed path within the licence area to create rest stops.

Note: Council holds a Crown licence over a small proportion of the reserve. The lease is provided to establish a path mainly for walkers, runners, and cyclists separate from the internal unmade road. The current licence arrangement is severely limited and restricted under the current licence agreement. Integrating seating and rest points could form part of the track but can only be carried out with landowner consent. Before seating installation, consent must be given by the Department of Natural Resources as the land manager.

- Address general maintenance, including weed management and rubbish removal, with Council reaching out to the Department of Natural Resources and Environment to devise a plan for improved maintenance of the reserve.

- In conjunction with the Department of Natural Resources explore the opportunity to relocate and upgrade the existing picnic tables. If new picnic tables and seating is permitted, it is preferable to position tables close to the western beach within the licence area.

Medium to long-term actions:

- Investigate increasing the licence area of Egg Island Point Reserve to provide two shelters, and additional seating and picnic tables within the reserve close to the beach on the western side.
- Extend the path from the entry point of the reserve to the Point, linking with the existing gravel vehicle access way.
- Support local usage of the existing boat ramp, providing an advocacy role for the community.

Future outlook:

- Investigate opportunities to increase the lease area to include open areas of the reserve (north of the internal road) for improved use and function.

Furniture and Structures:

Timber outdoor furniture and structures are preferred and should be of material finishes complimentary to the natural hues and elements of the reserve.

Steel posts and roof sheets for structures or furniture may be used for longevity but exterior finishes of steel must have a light reflectance value of less than 20%.

Structures and seating should have natural hues in browns, greens and grey tones and appear seamless with the natural environment of the reserve.

The ground should remain in a natural state, sealed surfaces only considered if it necessary to protect the infrastructure asset.

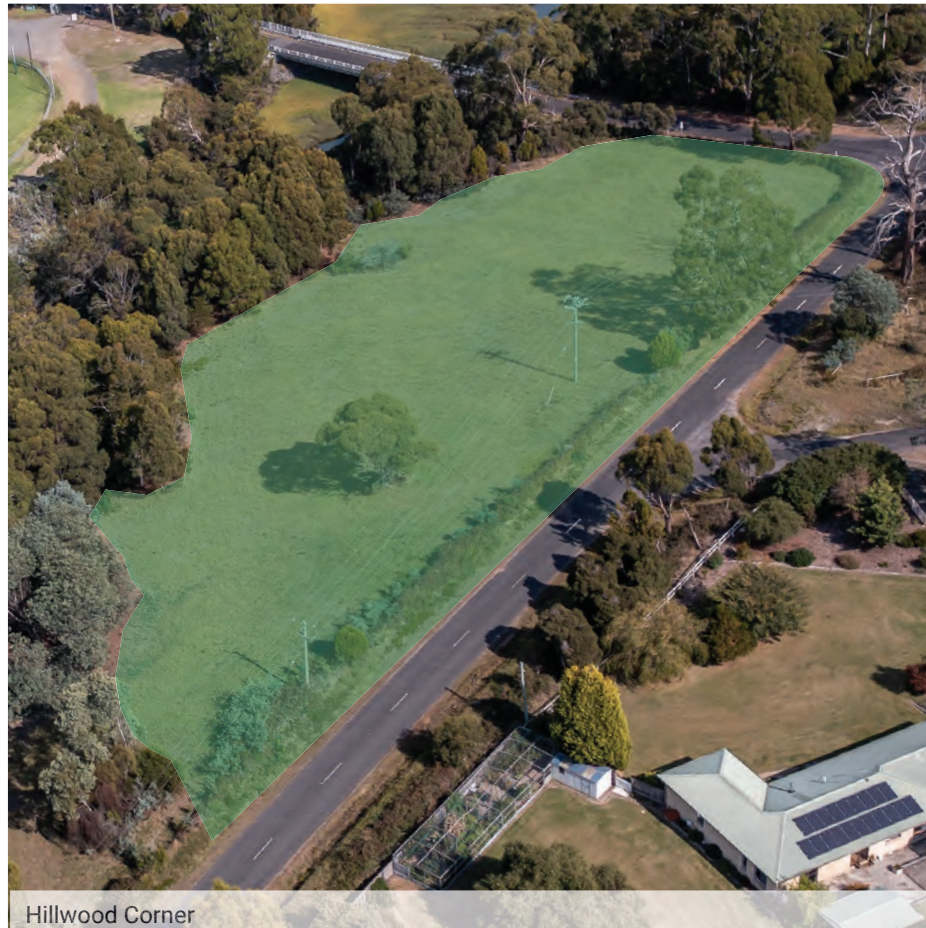
7.3 HILL'S CORNER

Hill's Corner is bordered by Egg Island Creek, Craighburn Road, and Hillwood Jetty Road. The Council leases it for public use. The Crown lease concludes in 2027 and will need to be renegotiated.

The public open space has an open grassed area with trees along the creek line. The site's topography is gently undulating, steeply descending towards Egg Island Creek. A linear line of blackberries runs parallel to Craighburn Road. The reserve is in a medium-density landslip area. The creek line is identified to be subject to coastal erosion and inundation.

The public open space is not directly linked to the Recreation Centre, as it is divided by the creek. The grassed area has an uneven surface there are no defined paths or trails across this space.

The discussions with the community have revealed a promising potential for Hill's Corner, with suggestions that it could be transformed into a dog park. However, it's important to note that residents have expressed mixed views on this matter and different thoughts were presented for its use. The future use of this area, if any, is yet to be decided and will require further consultation with the Hillwood community before any plan actions can be implemented.



Hillwood Corner



Open grassed area of Hillwood Corner



Egg Island Creek and bridge

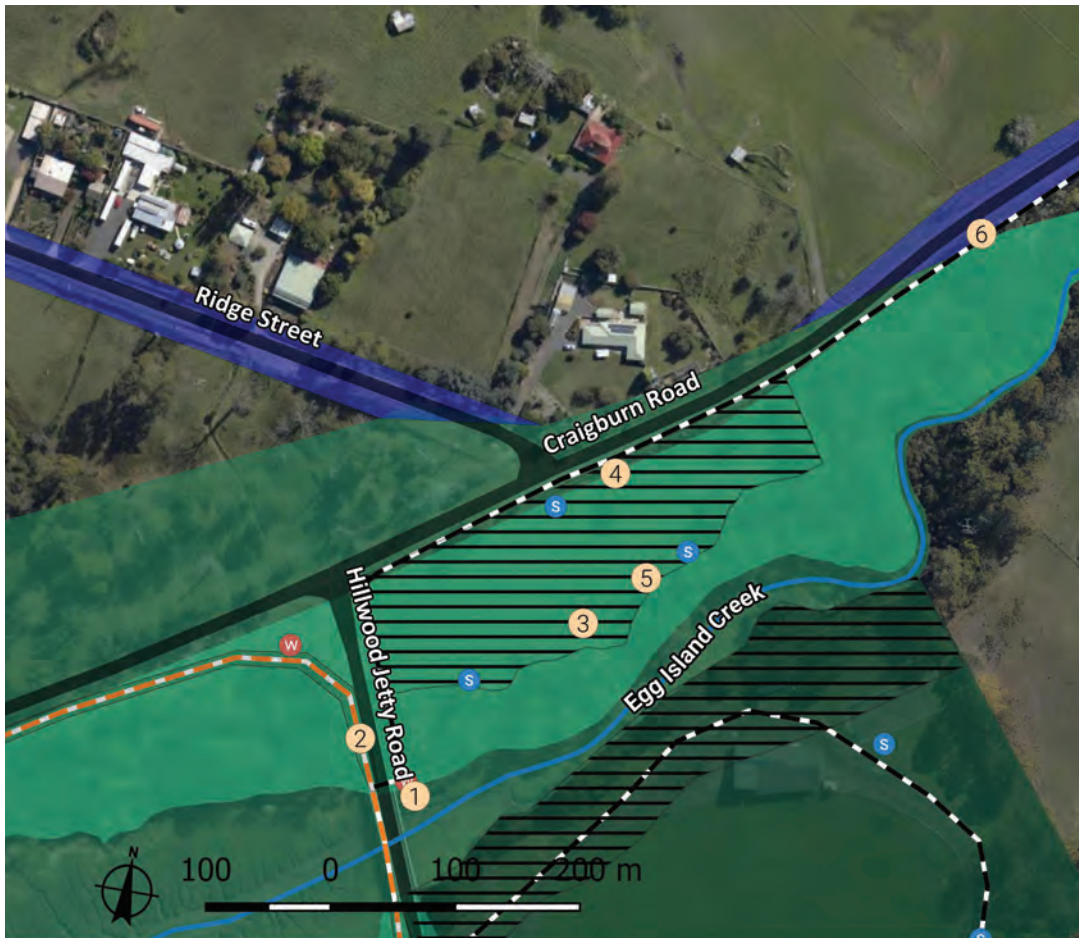
OBSERVATIONS & FEEDBACK



- | | | |
|-------------------|-------------------------------------|---------------------------------|
| Crown lease | Public Land | Road seal |
| Crown licence | Flood-prone areas | Council maintained road reserve |
| Oval | Future coastal refugia area | Egg Island Creek |
| Recreation Centre | High coastal inundation hazard band | |
| Open grassed area | Medium coastal erosion hazard band | |

- | | | | |
|----|--|----|--|
| 1 | Trees on the southern side of Craigburn Road at the edge obstruct views to kanamaluka. | 6 | There are no facilities within the park. It is an unfenced open space which is mown. |
| 2 | Craigburn Road and Hillwood Road intersection. Signage for motorists but an absence of wayfinding signs for walkers, runners or cyclists. | 7 | A linear line of blackberries is established along Craigburn Road side of the site. |
| 3 | Trees have been removed to enable entry from the south-western corner of Hill's Corner from Hillwood Jetty Road. | 8 | Of the 55 survey responses received, 55% supported a dog park, 26% were undecided and 19% were not supportive. The survey results provided mix responses of the future use of the space. |
| 4 | Scenic outlook, views of Egg Island Creek from both sides of the bridge. Hillwood Corner and Recreation Centre also visible from the bridge. | 9 | The ground of Hill's Corner is uneven which makes the area less attractive for walkers and runners. |
| 5 | No bridge or foot crossing across Egg Island Creek between the Recreation Centre and Hill's Corner. | 10 | No footpaths established in this section of Craigburn Road. |
| 11 | Crown land not leased by the Council. | | |

PLAN RESPONSE



- 1 Foot entrance to Hillwood Corner.
- 2 Pedestrian crossing.
- 3 Integrate seating into the space, placing it close to the creek.
- 4 Install seating to become rest points in conjunction with a future path.
- 5 Design and construct a new path to traverse the Hill's Corner. Resolve future use of the site before design of the path commences.
- 6 Continuation of a path along Craigburn and Johnstons Road to Hillwood Road.

- | | | |
|---------------|-------------------|------------------------------|
| Wayfinding | Public Land | Council managed road reserve |
| Seating | Oval | Road seal |
| Proposed path | Recreation Centre | Egg Island Creek |
| | Crown lease area | |



PLAN ACTIONS

Examples of seating, illustrating natural material finishes.



Short-term actions:

- Address general maintenance of Hillwood Corner will regular mowing and attention management or removal of weeds.
- As an intermediary, the open space area would benefit from seating. Installation of seating could be themed such as seats that commemorate persons of Hillwood.
- Install no more than two bench seats near the edge of the entry and towards the creek side of Egg Island Creek.
- Improve way-finding and information for walking, running and cycling. Install a way-finding sign near the newly constructed path on the opposite side to the Hillwood Corner.

Medium to long-term actions:

- Before 2027, undertake further investigations to determine the role and function, if any, of the Hillwood Corner for provision of formal public open space managed by the Council.
- The investigations be undertaken in conjunction with the community to

determine the viability of the current Crown lease arrangement

- Encourage community participation with the development of this public space. The area is sufficiently large for the provision of an off-the-leash dog park. If a dog park is pursued, fencing and an airlock entrance is required. The investment would be significant and requires further consideration before funding is sought.
- Develop a design for the footpath of Craighburn Road and Johnstons Road. Seek funding to develop the path network.

Furniture and Structures:

Timber outdoor furniture and structures are preferred reflective of the natural hues and elements of the reserve;

Steel posts and roof sheets for structures may be used for longevity but exterior finishes must have a light reflectance value of less than 20%; and

Structures and seating should have natural hues in browns, greens and grey and appear integrated with the natural environment of the reserve.

7.4 RECREATION CENTRE

The Recreation Centre is home to the Hillwood Sharks Football Club, which competes in the Premier Division of the Northern Tasmanian Football Association. The council-owned and managed site contains the clubrooms, canteen, Hillwood Memorial Hall, and playground.

Egg Island Creek borders the Recreation Centre to its north. The tree-lined creek and standing vegetation around the periphery with the vehicle track provide a green backdrop to the Recreation Centre's facilities and frame the oval's lush green grass.

The tennis court in the north-eastern corner is a popular spot by residents and is still in use despite its deteriorating surface. The playground, alongside the Hillwood Memorial Hall, is primarily designed for young children. It lacks facilities that can engage older children and youth, highlighting the need for diverse and inclusive improvements to the recreational space.

The Recreation Centre site offers opportunities for diversification through the installation of outdoor exercise equipment, resurfacing the tennis court to create a multi-purpose ball-playing surface, providing shelter and shade, and increasing seating to enhance comfort for passive recreation and spectators.

Ideally, new facilities should be placed around the centre's perimeter, ensuring the oval can continue functioning as intended. The plan actions identify improvements for the Recreation Centre.

There is no pedestrian crossing from the Recreation Centre site's northern boundary across Egg Island Creek. The creek's embankment is steep, making it challenging to cross. The only available access across the creek is via the Hillwood Jetty Road bridge. At this stage, a pedestrian bridge across the creek is a very low-order priority for Hillwood.



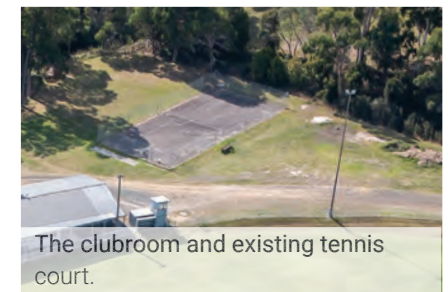
The Recreation Centre



Playground next to the Memorial Hall.

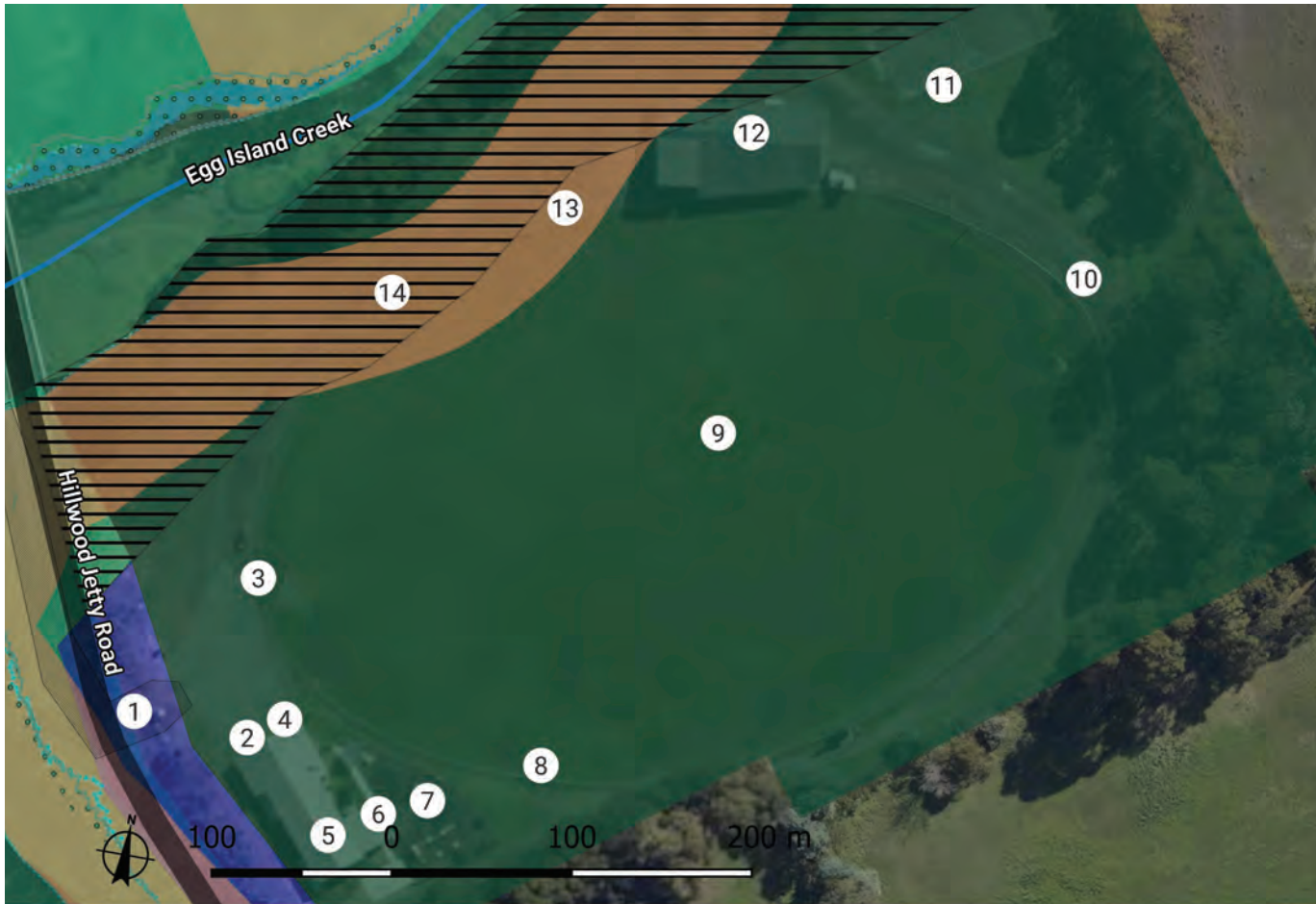


Hillwood Memorial Hall and parking.



The clubroom and existing tennis court.

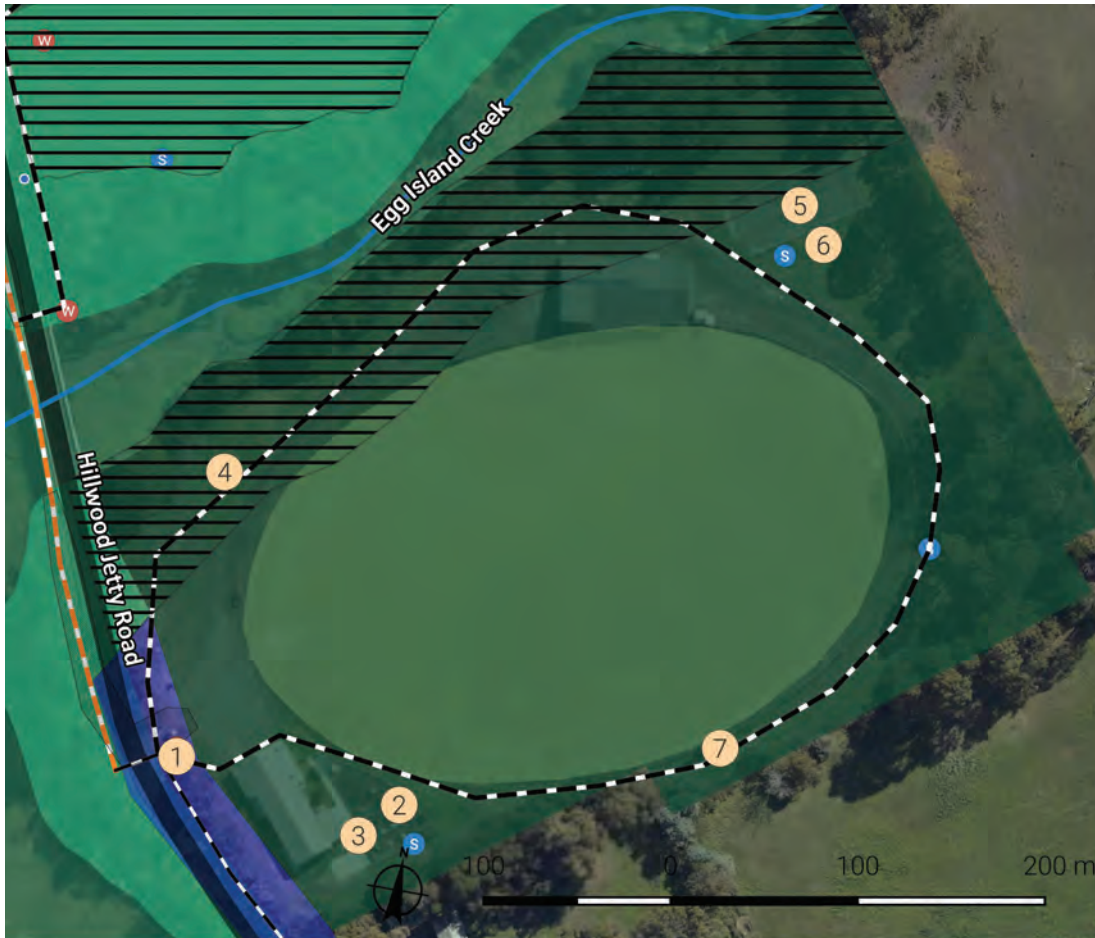
OBSERVATIONS & FEEDBACK



- | | | |
|-------------------|------------------------------------|---------------------------------|
| Public Land | Crown lease | Council maintained road reserve |
| Open grassed area | Flood-prone areas | Egg Island Creek |
| Oval | Future coastal refugia area | |
| Recreation Centre | Medium coastal erosion hazard band | |
| Crown licence | Road seal | |

- 1 Ticket box for AFL football game entry and Hillwood Community sign.
- 2 The book exchange is located in front of the hall.
- 3 Due to Hillwood's topography, many residents choose to drive and walk. The Recreation Centre is a popular place to park.
- 4 Hall entry and home to the Hillwood Progress Association.
- 5 The Hillwood Memorial Hall hosts many events and activities. The building is used for various activities, such as public meetings and markets. Exercise classes are held weekly in the hall.
- 6 Public toilets are at the rear of the hall and have external access from the playground.
- 7 The playground mostly caters for young children to primary school age and does not appeal to youth.
- 8 AFL football spectators use the tracks around the oval to watch games. Residents who prefer an even walking surface and a recreation path close to amenities also commonly use the track.
- 9 The oval turf was reconditioned in 2023.
- 10 Nets behind the goal posts on both sides of the oval.
- 11 The existing tennis court surface is in poor condition and continues to be used by residents.
- 12 The clubrooms, canteen and bar, evening meals served to the public during the AFL football season.
- 13 An open mesh fence defines the perimeter of the oval. The fence is 1.2m high.
- 14 Lighting around oval.

PLAN RESPONSE



- 1 Improve the entrance to the Recreation Centre and integrate a pedestrian crossing to connect with the path on the western side of Hillwood Jetty Road.
- 2 Upgrade play equipment and consider installation of an outdoor table tennis or other equipment to encourage youth to use the area.
- 3 Consider incorporating an additional shelter and BBQ to diversify the existing facilities in this location.
- 4 Design and install outdoor exercise equipment, the location of which will be determined in conjunction with the community. Consider whether equipment can be located within the Crown lease area of the Recreation Centre.
- 5 Upgrade the existing court to incorporate mixed use playing surface.
- 6 Prepare an overall concept plan to incorporate seating around a multi-purpose court and improve the landscape setting. Consider with the community if a shelter should be provided in this location.
- 7 Incorporate the existing internal access way around the oval into a future path network.

- | | | |
|---------------|-------------------|------------------------------|
| Wayfinding | Oval | Council managed road reserve |
| Seating | Recreation Centre | Road seal |
| Proposed path | Public Land | Egg Island Creek |



PLAN ACTIONS



Outdoor table tennis



Seating



Multi-purpose court example



Multi-purpose court example



Outdoor exercise equipment



Court shelter example

Quick wins

- Install additional seating at the Recreation Centre, near the courts and around eastern side of the oval.

Short to medium-term actions:

- Improve way-finding by to the Recreation Centre, improving the appearance of the entrance with new signage or landscaping.
- Prepare a landscape concept plan for a multi-purpose court, incorporating the current tennis court location within the Recreation Centre area. The priority is to seek funding to have the playing surface of the existing court resealed or a new court developed.
- Diversify the current assets within the Recreation Centre for public use by including additional seating, an outdoor gym circuit, and a multi-court area. Place new assets in collaboration with the community.
- Upgrade the existing playground equipment and diversify its facilities, improving its multi-purpose function next to existing amenities and hall. New

investments should appeal to a broad range of users including youth and adults.

Long-term actions:

- Retain the Recreation Centre as a key open space facility within Hillwood, recognising it as the home of the local AFL football club. It contains key assets such as the oval, club rooms, hall, playground, goal nets, and amenities.
- Install a pedestrian crossing to improve connection and linkages from the future and existing paths of Hillwood Jetty Road and Craigburn Road to the Recreation Centre.

Furniture and Structures:

Timber outdoor furniture and structures are preferred and reflective of the natural hues and elements of the Recreation Centre.

Steel posts and roof sheets for structures may be used for longevity. The furniture installed must be durable and designed to be long-lasting; and

Structures and seating should have natural hues in browns, greens and grey and appear integrated with the natural environment of the reserve.

7.5 THE HUB

Residents often describe The Hub as the heart of Hillwood, where they meet up with friends and have incidental social interactions with passing residents who are out walking, running, bike riding, visiting the café, using the BBQ, or accessing the pontoon.

The Hub area includes the café, pontoon providing access to the water, picnic tables and BBQ shelter. The public toilets, bus stop shelter, information signs and a flagpole are located towards the frontage of Hillwood Jetty Road, directly opposite the café.

The pontoon provides access to kanamaluka and is used for recreational fishing, occasionally mooring small marine vessels, and sometimes for launching kayaks, canoes or similar. Launching kayaks and canoes is often difficult, as no separate aid is provided at the pontoon. An unsealed path connects the pontoon to the sealed pavement of Hillwood Jetty Road. The BBQ shelter is off to one side and separated from the pontoon.

There is no direct pedestrian link to Hillwood Jetty Road from the picnic table area. The BBQ shelter and pontoon function as separate spaces. Residents and visitors to Hillwood are drawn to this location due to the access to kanamaluka.

Vehicle access to the pontoon is provided from Leam Road. Vehicle parking generally occurs in a cleared area of this space, with some vehicles parked adjacent to the path leading down to the pontoon. The undefined nature of vehicle parking creates conflict with walkers, runners and cyclists.

A public school bus travels to and from George Town, collecting and dropping off children at the Hub. There are various bus stops throughout the Hillwood area, but this is the only bus shelter along the route.



Top view of the Hub



Overview of the Hub, old jetty site is north of pontoon.



Grassed area looking towards toilets



Bus stop shelter

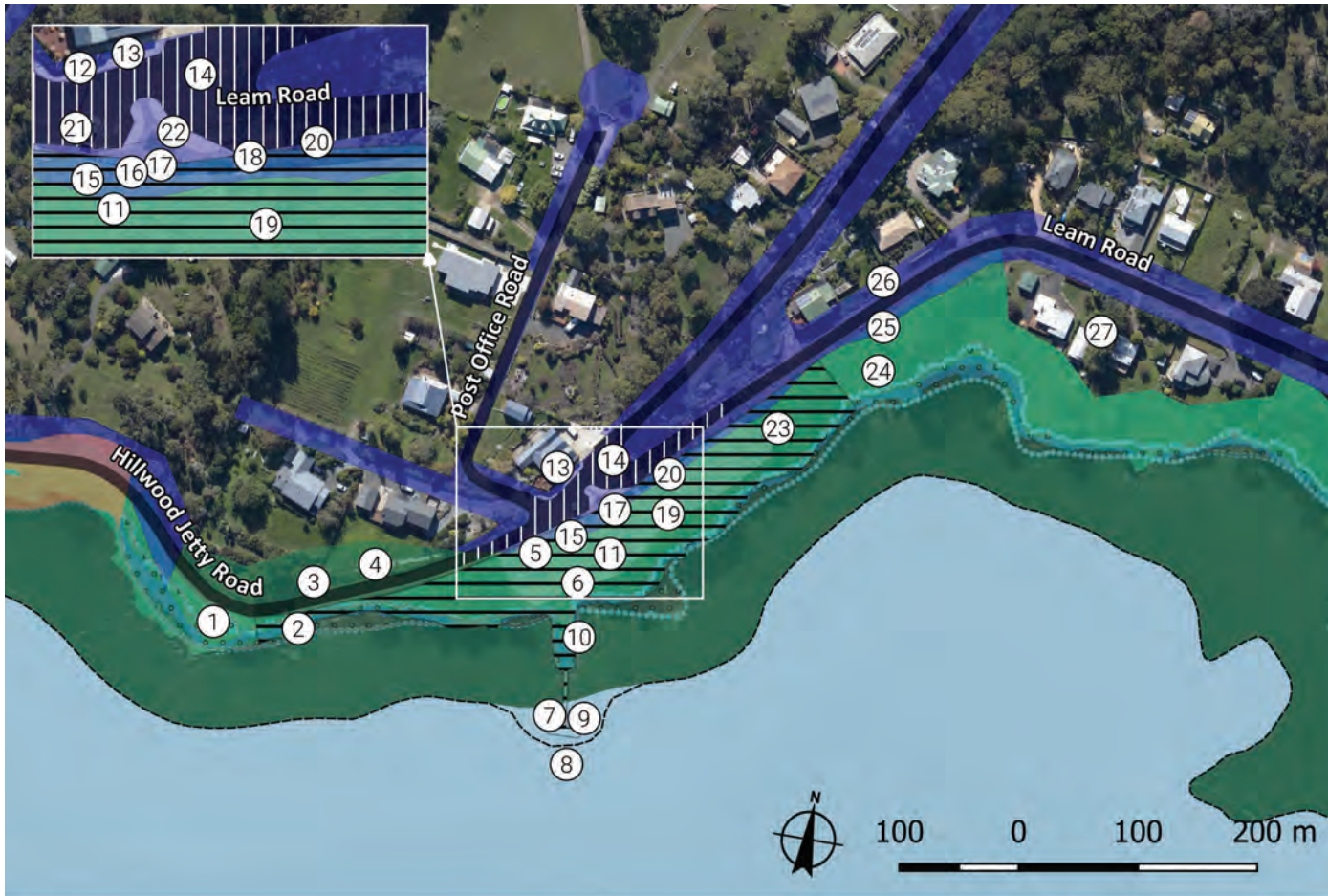













Public toilets



Shelter, BBQ and picnic tables

OBSERVATIONS & FEEDBACK



-  lease_hub
-  Public Land
-  Public land - tidal
-  Council maintained road reserve
-  Road seal
-  Flood-prone areas
-  Future coastal refugia area
-  High landslip hazard band
-  Medium coastal erosion hazard band
-  Medium coastal inundation hazard band
-  Medium landslip hazard band

- 1 The old jetty location, cleared area with an existing free-standing gate.
- 2 No separate path from the road seal of Hillwood Jetty Road.
- 3 Speed limit sign, indicating a speed of 40 km/hour.
- 4 The road reserve of Hillwood Jetty Road narrows, elevated embankment on the shoulder of the verge.
- 5 BBQ shelter with picnic tables with no pedestrian link to Hillwood Jetty Road.
- 6 Vehicles park along the edge of the path near the pontoon.
- 7 Fishing dominates the use of the pontoon.
- 8 No specialised launch facilities for canoes or kayak.
- 9 Mooring possible for sailing or small motorised boats.
- 10 Centralised path from Hillwood Jetty Road to the pontoon.
- 11 Grassed area with picnic tables.
- 12 School bus stop, drops children close to the intersection of Post Office Road.
- 13 Cafe relies on public toilets on the other side of the road for patrons.
- 14 Three way intersection can be difficult to navigate by walkers, runners and cyclists.
- 15 Information sign and flagpole.
- 16 Public Toilets.
- 17 Bus Stop.
- 18 Bus stop for school children traveling to George Town.
- 19 Undefined area used for vehicle parking.
- 20 Pedestrians and runners choose to walk on the road rather than through the undefined parking area.
- 21 Angled vehicle parking.
- 22 Traffic island within the road infrastructure.
- 23 No linkage across this area, used for vehicle parking.
- 24 Seat at bottom of slope, not suited for all user access.
- 25 Stormwater channel.
- 26 Speed limit signs.
- 27 Houses adjoining public land.

PLAN RESPONSE



W Wayfinding

S Seating

- Proposed path

□ Shared pedestrian vehicle zone

▤ Boardwalk, 3m wide

▨ Shared pedestrian-vehicle zone

■ Public Land

■ Public land - tidal

- | | | |
|---|--|---|
| 1 Mini-parklet, providing seating pods overlooking the river. Consider if additional BBQ facilities are required. | 7 Long-term outlook - upgrade pontoon and provide for small boat launch such as kayak and canoes. | 11 Experiment with shared pedestrian environment through landscaping, road treatments and |
| 2 Develop a landscaping plan conjunction with NRE. | 8 Long-term outlook - boardwalk to provide connection to waterfront providing an off-road link to Leam Road. | 12 Cluster seating to maximise the outlook over the river and improve access to water. |
| 3 Long-term outlook - develop a boardwalk to connect the old jetty mini-parklet with the Hub. | 9 Develop a design to redesign the conflict between parking and pedestrians. | 13 Consider moving the school bus-drop off location away from Post Office Road intersection |
| 4 Cluster seating in this area. Seating should be orientated to capture the view. | 10 Explore introduction of different materials and textures in the built environment to signify a shared environment | 14 Explore opportunity to incorporate exercise equipment within the reserve area. |
| 5 Upgrade BBQ shelter and seating. | | |
| 6 Maintain and develop The Hub as the central community meeting area. | | |

■ Council managed road reserve

■ Road seal

■ kanamaluka



PLAN ACTIONS



Sculptured seating



Timber seating with tree



Seating constructed from timber pallets



Rock seating in a semi-circle



Pod structure

Hillwood Jetty Road and Leam Road form a three-way junction offset to the side and at the edge of the Hub. The speed environment along Hillwood Jetty Road and Leam Road is a mix of 40 km/hour to 50km/hour.

Road signs located to the sides of the sealed pavement denotes the change in the speed environment. Residents report that the speed environment is often not respected by visiting motorists. Other than signage, there are no visual cues for a driver to slow down as approaching the Hub, particularly if the approach is from Hillwood Jetty Road in either direction.

Improvements to the Hub can be made without initial significant investment. Low-cost options are available by populating the area with additional seating other amenities. This could substantially improve the comfort and enjoyment of this public space. A detailed landscape plan should be prepared that links the Hub with the old jetty site. The plan advocates for a shared pedestrian and vehicle environment. Generally, this was supported by residents surveyed, although reservations were expressed as that line marking or creating zebra crossings could urbanise Hillwood,

moving away from the semi-rural residential nature of the area.

The shared pedestrian-vehicle space is recommended, and alternatives could be explored with the community to how this is implemented.

There are challenges in providing a path as part of the road network as the combination of the built up area and the narrow shoulders on either side of the sealed pavement can make it near impossible to provide a separate path.

Short-term actions:

- Install additional seating, through placing seating in various configurations within the grassed area of the reserve to enable users to sit and watch the water, read a book, or simply to rest.
- Install seating and a structure such as a pod on the old jetty site.
- Encourage community participation and involvement with installation of seating.
- Investigate the feasibility of upgrade of the pontoon incorporating a launch facility for kayak and canoes.
- Install temporary seating up along Hillwood Jetty Road opposite the café to increase the presence of people in the road environment.

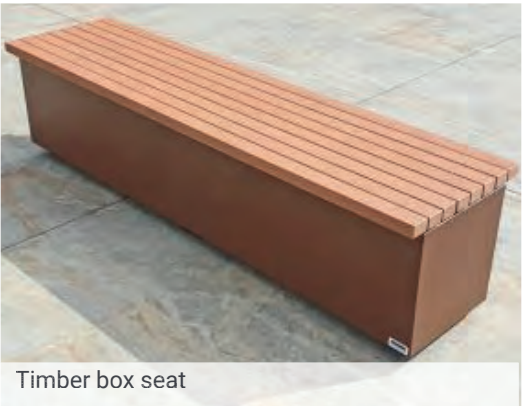
PLAN ACTIONS



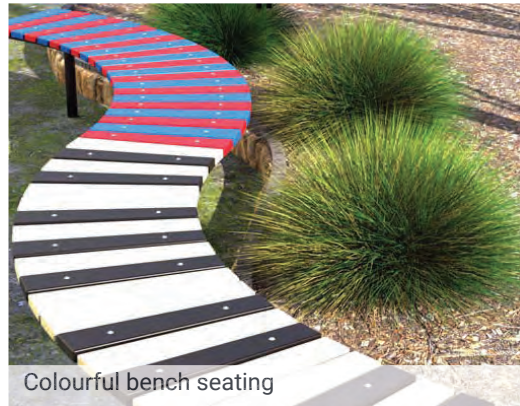
Outdoor gym station



Kayak and canoe launch



Timber box seat



Colourful bench seating



Recycling outdoor chairs



Rock play area

Medium term actions:

- Investigate and work with the Department of Natural Resources to explore the opportunity to constructing a boardwalk to connect the Hub with the old jetty site.
- Develop a concept and landscaping plan, formalising car parking and walking trail across the Hub area.
- Review the effectiveness of the installation of temporary seating and structures. Obtain feedback from residents to formalise a long term plan for the old jetty road site.

Long-term actions:

Implement the construction of the concept plan incorporating the long-term actions concerning the proposed boardwalks and linkages to linear spaces along the river.

FURNITURE AND STRUCTURES:

Timber outdoor furniture and structures are preferred reflective of the natural hues and elements of the reserve;

Steel posts and roof sheets for structures may be used for longevity but exterior finishes must have a light reflectance value of less than 20%; and

Structures and seating should have natural hues in browns, greens and grey and appear integrated with the natural environment of the reserve.

7.6 LEAM ROAD CORNER & LINEAR PARK

Residents speak fondly of Leam Corner, many noting it is a place to sit and watch the water, read a book or let the dogs swim. However, this location has been neglected, with the unusable BBQ and the seat is not appealing. Access to the bay is also limited, only providing a small unmade trail to the water.

The BBQ and seat were established as a memorial and consideration must be given to this sensitivity before any changes or modification are made to this location.

The area of Hillwood with the new impending subdivision will create a hive of activity in this location as it will be the main thoroughfare to the Hub.

The new subdivision offers the opportunity to provide off-road trails that can be integrated with any future subdivision of land. A linear park along the Macquarie Rivulet is recommended. A linear park should not have a limited function to stormwater management but, instead, be of sufficient width to provide a recreation trail.

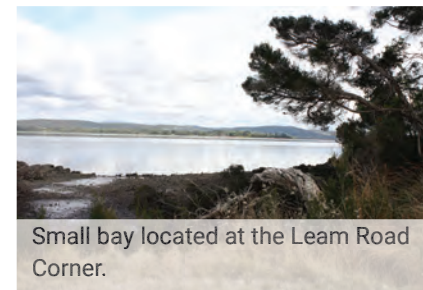
The cleared area along the waterfront offers an excellent opportunity for a mini-parklet, which could be furnished with a shelter, seats, and a bin.



Aerial view of Leam Road Corner South and surrounding area.



Seat and BBQ which was established as a memorial.



Small bay located at the Leam Road Corner.

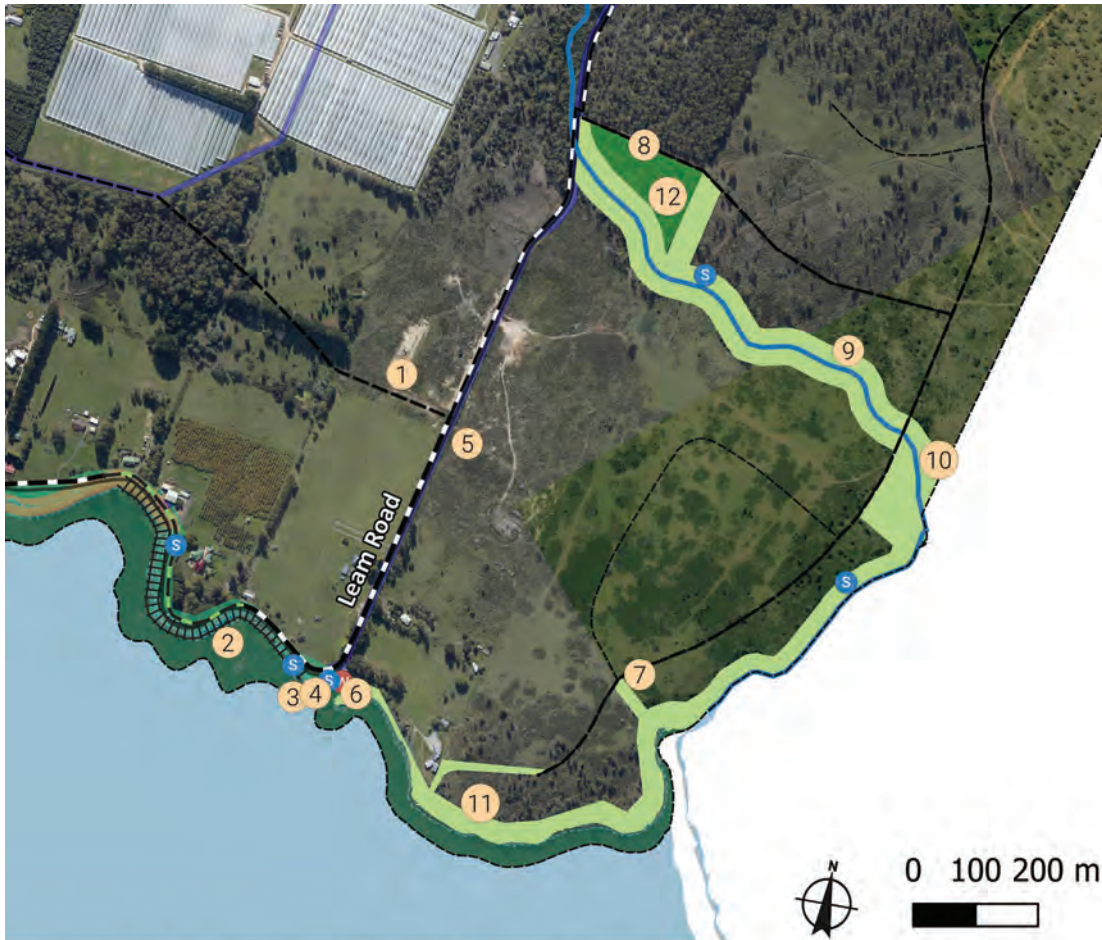
OBSERVATIONS & FEEDBACK



- Public Land
- Council maintained road reserve
- Road seal
- Flood-prone areas
- Future coastal refugia area
- High coastal inundation hazard band
- Medium coastal erosion hazard band
- Medium coastal inundation hazard band
- Medium landslip hazard band

- 1 Section of Leam Road could facilitate 3m wide path.
- 2 Difficult to provide path on waterfront side of the road as too narrow.
- 3 Cleared area with no amenities.
- 4 Limited access to the beach via a narrow unmade trail not suited to all users.
- 5 BBQ and Seat.
- 6 Crown land is narrow and difficult to establish a path.
- 7 Speed limit change to 50 km/hr.
- 8 Access to houses on the southern side of Leam Road.
- 9 Trees along road verge limiting path width.
- 10 Road verge is of sufficient width to accommodate a path.
- 11 Elevated position with views of the river.
- 12 Land zoned Rural Living, opportunity to incorporate a linear park along Macquarie Rivulet.
- 13 No cross-connection to Burton Street.

PLAN RESPONSE

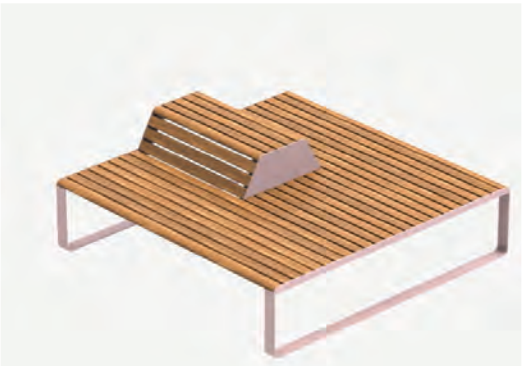


- w Wayfinding
- s Seating
- Proposed path
- Possible future road
- |||| Boardwalk
- New Open Space
- Linear park along Macquarie Rivulet
- Public Land
- Public land - tidal
- Council managed road reserve
- Road seal
- kanamaluka
- Macquarie Rivulet

- 1 New cross trail to Burton street, minimum 5m wide path.
- 2 Investigate provision of a boardwalk to create off-road trail.
- 3 New pod structure, include bins and landscaping.
- 4 Develop a mini-parklet.
- 5 Create a new path and trail with a width of 3m.
- 6 Remove BBQ and seat. Replace with new seating.
- 7 Develop a new linear park to create an off-road trail in conjunction with new development in this location.
- 8 Develop a new public open space in conjunction with development which incorporates the waterfall. Provide shelter, exercise equipment, natural playspace.
- 9 Linear park and trail to be largely located to one side of the creek.
- 10 Include amenities along the trail such as a shelter seating and wayfinding.
- 11 Investigate the opportunity to create an off-road walking loop via the waterfront.
- 12 Possible link with off-road trail with new public open space.



PLAN ACTIONS



Short-term actions:

- Seek permission from the Department of Natural Resources and Environment to undertake maintenance to Leam Road Corner, to provide new seating.
- Acknowledge place significance and memorials through the use of interpretative signs if changes are made to Leam Road Corner.
- Investigate establishing a Crown lease for the Leam Road Corner, utilising the bay and including the cleared area immediately to the north of the bay.
- If a Crown lease is secured, prepare a concept plan for a staged mini-parklet at Leam Road Corner South.

Medium-term actions:

- Any new subdivision and development in Hillwood, south of Leam Road, is recommended to include a gravel off-road trail to be located with the riparian reserve of the Macquarie Rivulet to ideally connect with Leam Road Corner and provide cross-connections to the central sector of Hillwood.
- The off-road trail be provided within

a linear park, 40m -50m wide with a natural bush setting to make it a useable public open space.

The linear park be provided with seating, shelter, way-finding and a water refill station.

Furniture and Structures:

Timber outdoor furniture and structures are preferred and reflective of the natural hues and elements of the reserve;

Steel posts and roof sheets for structures may be used for longevity, but exterior finishes must have a light reflectance value of less than 20%; and

Structures and seating should have natural hues in browns, greens and grey and appear integrated with the natural environment of the reserve.

8. FUNDING & IMPLEMENTATION



The plan provides a framework for investment in infrastructure and open space provision in Hillwood. Above all else, the priority is to address the safety of vulnerable road users, developing separate paths for walking and cycling. However, for this plan to be implemented, funding is critical for most of the actions in this plan.

The plan devises a staged approach, identifying quick wins and timing any planned actions for the community. It is also intended to assist Council decision-making. Should funding become available, priority paths to building a cohesive and connected walking, running, and cycling network are identified. Other paths will depend on new developments in Hillwood as devised by the Hillwood Structure Plan 2021. If funding becomes available, the priority path

provision is within the Hillwood Jetty Road reserve, between the East Tamar Highway and Leam Road intersection. This path intends to develop a safe walking, running and cycling route, providing an east-west cross-connection between the East Tamar Highway and Leam Road intersection.

The other priority is to address and develop a north-south cross-connection parallel to the river along Hillwood Jetty Road and Leam Road.

Acknowledging that the path provision is a long-term prospect for Hillwood, the plan incorporates some quick-wins and short-term actions. These actions are intended to reinvest into existing spaces to develop a cohesive public open space network.

It is recommended that grant funding should be sought. Still, infrastructure investments should

also be partly funded through the council's capital works program, developer contributions, community funding, or State and Federal grants.

As limited funds are available through the capital works program, developer contributions and grant funding will be necessary. The Hillwood Open Space Plan proposes to balance funding investment between path provision and improving the useability of public spaces. Time allowance must also be factored into the staging and funding process, where approvals from the State Government are required for path provision and asset investment.

The implementation of this plan should be reviewed within a 2-3 year time frame to examine if the actions are achievable.

9. ESTIMATED COSTING

Plan Actions	Timing	Estimated Costing (\$)
7.1 Overall Plan		
Install signage at the entry points of the hub to signify a shared pedestrian-vehicle area.	Short-term	4,000
Path Design stage 1- Hillwood Jetty Road, between The Hub and the East Tamar Highway.	Long to medium-term	115,000
Path Design stage 2 - Hillwood Jetty Road, between the Bridge and The Hub. Department of Natural Resources and Environment approvals required.	Long to medium-term	30,000
Path-Design stage 3 - between The Hub (Leam Road) to 243 Leam Road.	Long to medium-term	150,000
Construction of Hillwood Jetty Road stage 1, between The Hub and the East Tamar Highway.	Long to medium-term	2.3million
Construction of Hillwood Jetty Road stage 2 - between Craighburn Road and the Hub. Costing includes boardwalk.	Long to medium-term	724,800
Construction of stage 3 - between The Hub from Leam Road to 243 Leam Road. Note path provision has limitations and a path may not be achieved for entire length. Costing does not include boardwalk. Further scoping required, works would occur on the upper side.	Long to medium-term	3.0 million
7.2 Egg Island Point Reserve		
Explore with the Department of Natural Resources to negotiate increased licence area.	Short-term	5,000
If seating can be placed within the Crown licence, purchase 3 bench seats, timber and steel for placement close to West Beach.	Short-term	8,500
7.3 The Hub		
Install a zebra crossing, experiment with temporary seating, bike rack.	Short-term	10,000
7.4 Recreation Centre		
Re-seal the surface of the existing court for multi-use, dependent on funding.	Medium-long term	80,000
Install new bench seats, co-locate near the existing court.	Short-term	8,500
7.5. Hillwood Corner		
Temporary seating to improve use of the area	Short-term	2,500
7.6 Leam Road Corner		
Remove BBQ and seat and undertake maintenance. Install a new seat. Approvals from the Department of Natural Resources and Environment required.	Short-term	5,000

The costings shown identifies the timing of individual actions and indicative cost. Not all plan actions are listed, but those considered the highest priority are shown to provide scope for seeking external funding .

These figures are indicative, and require further refinement. A full costing of an action will occur when application for grants or funding are made.

Place.

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