

The following information has been released in relation to a request for information relating to the Urban Growth Boundary

From: Risby, Brian
Sent: Tuesday, 30 January 2024 4:44 PM
To: out of scope
Subject: FW: Clarification as to UGB Minute

See below.

Let's discuss

Brian Risby FPIA | Director
State Planning Office
Department of Premier and Cabinet
Level 7 / 15 Murray Street, Hobart TAS 7000 | GPO Box 123, Hobart TAS 7001
(p) +61 3 62327066
out of scope

Brian.Risby@dpac.tas.gov.au

www.planningreform.tas.gov.au | www.dpac.tas.gov.au



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 Please consider the environment before printing this message

From: Searle, Laura
Sent: Tuesday, January 30, 2024 4:37 PM
To: Risby, Brian
Cc: Out of scope
Subject: RE: Clarification as to UGB Minute

Hi Brian,

section 35

Cheers, L.

From: Risby, Brian <Brian.Risby@dpac.tas.gov.au>
Sent: Tuesday, 30 January 2024 2:28 PM

To: Searle, Laura <Laura.Searle@dpac.tas.gov.au>
Cc: **Out of scope** [REDACTED] <[\[REDACTED\]@dpac.tas.gov.au](mailto:[REDACTED]@dpac.tas.gov.au)>
Subject: Clarification as to UGB Minute

Hi Laura,

section 35

Released under
the Official Information Act 1982

out of scope

Brian.Risby@dpac.tas.gov.au

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Released under RTI

From: [Workflow](#)
To: [out of scope](#)
Cc: [DeputySecretary.PD](#)
Subject: FW: URGENT FOLLOW UP - For Signature - Prepared Reply: MIN23/32965 : PLANNING - Ian Nelson - Chief Executive Office - CCC - Request to amend Urban Growth Boundary - 52 Richardsons Road, Sandford
Date: Thursday, 23 May 2024 9:43:31 AM
Attachments: [PLANNING - Ian Nelson - Chief Executive Office - CCC - Request to amend Urban Growth Boundary - 52 Richardsons Road, Sandford.PDF](#)
[Attachment 1 - Advice to Michael Ferguson MP re Request to Amend UGB 52 Richardsons Rd, Sandford.PDF](#)
[Attachment 2 Council responses PDPSAMEND-2020-011424- 52 Richardsons Rd, Sandford -UGB amendment com.PDF](#)
[Letter - Planning - Ian Nelson - Chief Executive Office - CCC - Request to amend Urban Growth Boundary - 52 Richardsons Road, Sandford - MIN2332965.DOCX](#)
[image001.jpg](#)
[image002.png](#)
[image003.jpg](#)
Importance: High

Hi [out of scope](#),

Can you please advise us so we can let MO know. Thank you!

[Record 24/50056: DOT POINTS: HOUSING & PLANNING - Ian Nelson - CCC - Request to amend Urban Growth Boundary - 52 Richardsons Road, Sandford](#)

Yours sincerely,

[out of scope](#)

Office of the Secretary

Department of Premier and Cabinet

Level 7, 15 Murray Street
Hobart, Tasmania 7000

[out of scope](#)

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[out of scope](#)



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 Rosny Park TAS, 7018
 Dx 70402
 Ph 03 6217 9500
 E clarence@ccc.tas.gov.au

10 March 2022

City Planning
 PDPSAMEND-2020/011424

The Hon. Michael Ferguson MP
 Minister for Infrastructure and Transport, Minister for Finance, Minister for State Development,
 Construction and Housing, Minister for Local Government and Planning
 Level 5, 4 Salamanca Place
 HOBART, TAS, 7000

Via email: Michael.Ferguson@dpac.tas.gov.au

Dear Minister Ferguson

REQUEST TO AMEND URBAN GROWTH BOUNDARY – 52 RICHARDSONS ROAD, SANDFORD

I refer to the letter of 15 November 2021 concerning this matter, from The Hon Roger Jaensch MP, as the then Minister for Planning.

In response to that letter, the proponent for the request provided council with additional information. Pursuant to RLUS1, council has also referred the proposal to relevant government agencies and the regional councils. In addition, council has also undertaken a comprehensive consultation process to ascertain the views of the community.

The above matters have been considered at council meetings of 20 September 2021 and again on 28 February 2022, when council decided:

"A. That in response to the matters raised by the Minister for Planning in his letter dated 15 March 2021, council decides that:

- a. the additional information supplied by the applicant and considered at the meeting of 20 September 2021 satisfies the relevant requirements of RLUS1;*
- b. the outcomes of the subsequent consultation process do not raise new matters that outweigh the merits of the proposal, as originally endorsed;*
- c. the Minister be provided with copies of all relevant documents and reports in response to his request for information to satisfy the requirements of RLUS1; and*
- d. the Minister be advised that in view of the above, Council affirms its support for the proposal and requests the Minister to approve the Urban Growth Boundary Amendment.*

To assist you, please find enclosed links of the relevant documents:

- Council's letter to the proponents asking for additional information under RLUS1.

<https://ccctas.t1cloud.com/T1Default/CiAnywhere/Web/CCCTAS/ECMCore/BulkAction/Get/cbd6bd9f-154c-43f0-9f47-0e2045b425df>

- Additional information provided by the proponents.

<https://ccctas.t1cloud.com/T1Default/CiAnywhere/Web/CCCTAS/ECMCore/BulkAction/Get/e69119e4-1d24-40cf-8acf-3135763fded7>

- Correspondence received from relevant agencies and regional councils.

<https://ccctas.t1cloud.com/T1Default/CiAnywhere/Web/CCCTAS/ECMCore/BulkAction/Get/3fbb1728-5227-4999-8c47-f35146617ebf>

- Community consultation outcomes overview and detailed report.

<https://ccctas.t1cloud.com/T1Default/CiAnywhere/Web/CCCTAS/ECMCore/BulkAction/Get/d3c2cf80-e81b-4bb1-b00b-0575a789a490>

- Extracts from the council agenda and minutes for the meetings of meetings of 20 September 2021 and 28 February 2022.

<https://ccctas.t1cloud.com/T1Default/CiAnywhere/Web/CCCTAS/ECMCore/BulkAction/Get/f51af901-fd26-4fb8-867f-7cb1242c7a73>

Should your advisors have any queries relating to this matter they should contact council's
out of scope of scope.

Yours sincerely

out of scope

Ian Nelson
GENERAL MANAGER

Summary of Council responses to UGB expansion request

NB – Letter to Councils sent 5 Oct 2021

Council	UGB Amendment Support	Date	Allow copy of response to be made available to Minister
Kingborough	In principle	28 Oct 2021	OK
Glenorchy	No – insufficient justification	1 Nov 2021	OK – Response was sent directly to the Minister
Brighton	No objections	16 Nov 2023	Decision was made at an ordinary meeting on 16 November 2021 – so in public domain
Hobart	No opinion	2 Dec 2021	OK
Central Highlands	No response rec'd		
Derwent Valley	Supports	1 Aug 2021	
Glamorgan Spring Bay	Supports	6 Oct 2021	OK
Huon Valley	No response rec'd		
Sorell	No response rec'd		
Southern Midlands	Will not be making a response	23 Dec 2021	
Tasman	No opinion at this time as the requirements of the PPU Info Sheet RLUS1 are not fully met.	13 Dec 2021	OK

15 PETITIONS STILL BEING ACTIONED

There are no petitions still being actioned.

16 PETITIONS RECEIVED IN LAST PERIOD

No Petitions had been received.

17 OFFICERS REPORTS TO COUNCIL

C572/21-2021**17.1 REQUEST FROM GLAMORGAN SPRING BAY COUNCIL AND CLARENCE CITY COUNCIL TO AMEND THE SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY**

Moved: Cr Flora Fox
Seconded: Cr Amanda Midgley

That Council does not provide support for the requests from Glamorgan Spring Bay Council or Clarence City Council to amend the Southern Tasmanian Regional Land Use Strategy (STRLUS).

In Favour: Crs Gideon Cordover, Flora Fox and Amanda Midgley

Against: Crs Paula Wriedt, Jo Westwood, Sue Bastone, Clare Glade-Wright, Christian Street and Steve Wass

LOST 3/6

Foreshadowed Motion:

Moved: Cr Christian Street
Seconded: Cr Glade-Wright

While Council maintains concerns around the level of detail provided with the requests of Glamorgan Spring Bay Council and Clarence City Council, it provides support to the requests to amend Southern Tasmanian Regional Land Use Strategy, in principle.

In Favour: Crs Paula Wriedt, Jo Westwood Sue Bastone, Clare Glade-Wright, Amanda Midgley, Christian Street and Steve Wass

Against: Crs Gideon Cordover and Flora Fox,

CARRIED 7/2

C573/21-2021**17.2 DRAFT KINGBOROUGH CYCLING STRATEGY 2021-2030**

Moved: Cr Amanda Midgley
Seconded: Cr Flora Fox

That the attached *Draft Kingborough Cycling Strategy 2021-2030* be endorsed for community consultation.

CARRIED

Our ref: Regional Land Use Strategy
Enquiries
Direct phone:
Email: **Out of scope**
Out of scope@gcc.tas.gov.au

1 November 2021

The Hon. Roger Jaensch MP
Minister for Planning
GPO Box 123
HOBART TAS 7001

Dear Minister Jaensch

AMENDMENT TO THE SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY – CHANGES TO THE URBAN GROWTH BOUNDARY AT 52 RICHARDSONS ROAD, SANFORD

I refer to Clarence City Council's letter of 5 October 2021 seeking comments on the expansion of the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS) Urban Growth Boundary (UGB) at 52 Richardsons Road, Sanford.

Clarence City Council's meeting report of 9 February 2021 did not recommend support for the request to expand the UGB as it was considered premature, likely to exacerbate the impacts of sprawl and compound costs associated with infrastructure and services provision. Council did not support the recommendation and resolved to support the proposed expansion of the UGB to include the land at 52 Richardsons Road, Sandford. A supplementary report at the meeting of 20 September 2021 indicated that the Planning Policy Units' *Information Sheet RLUS1 – Reviewing and Amending the Regional Land Use Strategies* had not been adequately addressed by the applicant, particularly in respect to analysis at a regional level of land availability and consumption, land release sequencing and consideration of any targets for infill development.

In light of the above, there appears to be insufficient justification for the extension and it is not possible for Glenorchy City Council to provide a statement of support.

Supporting ad-hoc requests on the expansion of the UGB makes it increasingly difficult to promote the vision of the Hobart City Deal and encourage affordable housing and urban renewal opportunities closer to services and along the Northern Suburbs Transit Corridor.

As Council has indicated in the past, the increasing number of requests for amendments and modifications to the STRLUS indicates the need for an urgent review. While the *Phase 2 Planning Reforms Work Program* (available on the Planning Reform Webpage) indicates a plan for this review, it is unlikely to be finalised before the end of 2024.

Given the number of requests for changes being received, and that the cumulative impact of those approved requests is not being monitored on a regional basis, the value and role of the regional strategy and the work being undertaken on Metroplan through the Hobart City Deal may be significantly compromised.

It is considered that a prompt, targeted and holistic review of anomalies with the UGB could address immediate issues, with all other future requests only considered as part of a comprehensive formal review of the STRLUS.

Should you wish to discuss this matter further, please contact me on (03) 6216 6800. Alternatively, departmental staff may wish to contact Council's

out of scope

With kindness

out of scope

Bec Thomas
Mayor

CC: out of scope

Clarence City Council, clarence@ccc.tas.gov.au

13. Council Acting as a Planning Authority

In accordance with the provisions of Part 2 Regulation 25 of the Local Government (Meeting Procedures) Regulations 2015, the intention of the Council to act as a Planning Authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted. In accordance with Regulation 25, the Council will act as a planning authority in respect to those matters appearing under Item 13 on this agenda, inclusive of any supplementary items.

Cr Gray left the meeting 5.46pm

Cr Owen (Deputy Chair – Planning Authority) took the Chair.

13.1 Southern Tasmania Regional Land Use Strategy – Extension of Urban Growth Boundary in Clarence City Council Local Government Area:

Type of Report: Planning Authority
Address: 52 Richardsons Road, Sandford
Requested by: Clarence City Council
Proposal: Amend the Regional Land Use Strategy to extend the Urban Growth Boundary over part of 52 Richardsons Road, Sandford.

Author:

out of scope

1. Executive Summary

At its meeting of the 9th of February 2021, the Clarence City Council ('CCC') resolved to submit a request to the Minister for Planning ('the Minister') to amend the Southern Tasmanian Regional Land Use Strategy ('STRLUS') 2010-2035 to extend the Urban Growth Boundary ('UGB') over part of 52 Richardsons Road, Sandford, in the CCC Local Government Area ('LGA').

The Minister for Planning subsequently requested that the CCC provide additional information to support the request in a form which specifically addressed Information Sheet RLUS1, as prepared by the Planning Policy Unit ('PPU').

After receiving and considering the additional information from the applicant ('JMG') to address RLUS1, the CCC resolved at its meeting of 20th September 2021 to undertake a non-statutory consultation process with all southern council's and residents/stakeholders. The results of this consultation would then be used to inform a report back to Council on whether to support a request that the Minister amends the STRLUS.

The area of land subject to this request to the UGB is approximately 12.1 hectares. If approved, the 12.1ha would then be subject to a combined planning scheme amendment and development application to rezone the land from Landscape Conservation and Rural to a combination of General Residential, Rural Living and Open Space zones, and facilitate an additional 155 new lots and 35ha of open space. It is proposed that the land would be subject to a Specific Area Plan to guide future development.

2. Legislative & Policy Content

The Southern Tasmanian Regional Land Use Strategy (STRLUS) was approved by the Minister for Planning on 27 October 2011. The STRLUS was subsequently amended on 1 October 2013, 14 September 2016, 9 May 2018, 19 February 2020, and 22 September 2021. Most of the amendments to the STRLUS before 2021 were to provide for minor expansions of the Urban Growth Boundary.

The most recent amendment included implementing a new regional policy (SRD 2.12) which enables the consideration of a rezoning proposal for up to 2ha of land that is outside, but adjoining, the Greater Hobart Urban Growth Boundary (UGB), provided it meets the necessary criteria and other relevant regional policies in the STRLUS.

Under Section 5A of the *Land Use Planning and Approvals Act 1993* (LUPAA), the Minister must undertake regular and periodic reviews of regional strategies. To date, no broad review has taken place.

Apart from when the new regional policy applies, the Tasmanian Planning Commission (TPC) has advised it cannot consider planning scheme amendments that propose to rezone land for suburban densities that is located outside the UGB as shown in STRLUS.

Currently, there is no statutory mechanism for either individuals or Planning Authorities to apply to amend the STRLUS.

As no thorough review of STRLUS has commenced and there is no statutory mechanism for it to be amended by an individual or planning authority, the Planning Policy Unit has prepared an Information Sheet (RLUS1), which provides guidance on when and under what circumstances the regional land use strategies are reviewed and amended. It also provides information on the requirements and process for reviewing and considering amendments to the regional land use strategies.

RLUS1 recommends that written endorsement for the proposed change is sought from all planning authorities in the relevant region as well as all relevant State Service agencies.

The purpose of this report is to enable the Planning Authority to determine whether to support an amendment to the STRLUS as requested by the Clarence City Council (see Attachment A).

3. Risk & Implications

Approval or refusal of this request will have no direct implications for the Planning Authority.

4. Site Detail

The site is located directly to the south of the existing residential area of Lauderdale, with an area of 73ha. The land abuts the current UGB within the STRLUS.

The site is shown as Figure 1.



Figure 1 Subject Site – 52 Richardsons Road, Sandford (Source: JMG).

5. Proposal

The proposal is to seek Brighton Council's endorsement for amending the STRLUS by expanding the UGB over 12.1ha of the subject site. If the amendment is approved by the Minister, it is understood that a combined planning scheme and permit application will be lodged to Council for a rezoning and subdivision of 147 General Residential zoned lots, 8 Rural Living zoned lots, and a 55ha Open Space zoned lot.

The Open Space lot will contain some 35ha of bushland and is expected to encompass current informal walking tracks and future linkages to nearby public open space.

The intended future zoning of the site is shown as Figure 2, and the existing and proposed UGB is shown as Figures 3 and 4.



Figure 2 Future Zoning (Source: JMG).

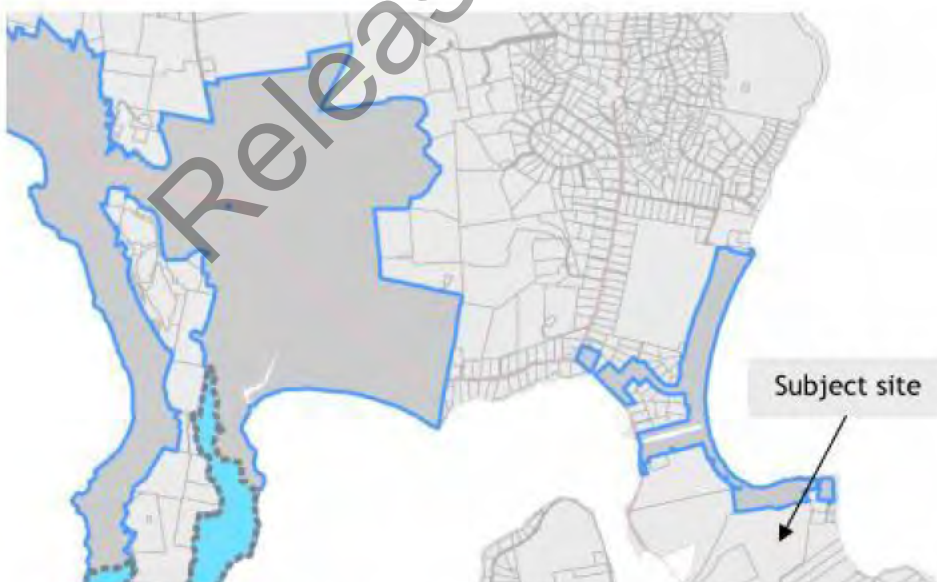


Figure 3 Existing UGB at Lauderdale (Source: JMG).



Figure 4 Proposed UGB (Source: JMG).

6. Planning Assessment

STRLUS provides for a Greater Hobart Residential Strategy to provide for greater efficiency in the use of land through balancing the ratio of greenfield to infill development.

The Strategy proceeds based on a 50/50 ratio of greenfield to infill scenario with a minimum net density of 15 dwelling per hectare. Residential growth will be primarily managed through an UGB that will set the physical extent for a 15-year supply of residential land for the metropolitan area.

The CCC Officer's report to Council on the 20th of September 2021 has provided an assessment of the requested amendment by JMG against RLUS1. The report concluded that: "It is considered that JMG is unlikely to be able to provide additional land supply and demand analysis at the regional level beyond that already provided".

Considering this omission of a regional supply and demand analysis, the report recommended that Council resolves to undertake a process of "Referral, Exhibition and Report", which is to involve a process of consultation and a subsequent report back to Council with a recommendation as to whether to support the amendment and then request that the Minister amends the STRLUS.

It is considered that the lack of a regional analysis to underpin the shift of the UGB in Lauderdale to allow for an additional 100+ residential lots should rightfully be a cause for concern.

Ideally, any change to the STRLUS would be based on a robust, regional scale analysis which considered, for example, the flow on effects of additional greenfield land in Greater Hobart on the functioning of the already strained Greater Hobart transport network, on the integrity of the activity centre hierarchy identified in the STRLUS, and on the social and physical infrastructure in Greater Hobart and the region more broadly.

Whilst it is acknowledged there may well be a lack of housing in Lauderdale, it is not ideal that such changes to the Greater Hobart Settlement Strategy are undertaken in a 'vacuum' outside of a proper regional planning process.

However, it is also recognised that these matters are best addressed as part of a broader review of the STRLUS by the State Government which is becoming increasingly urgent due to the unprecedented growth in Greater Hobart. It is difficult to leave this work to an applicant without access to the necessary regional data.

It is therefore recommended that Council resolves to:

- Raise no objections to the proposed amendment to the STRLUS; and
- Notes that amendments to the STRLUS to create additional residential land outside of the UGB, prior to a broad review of the Greater Hobart Settlement Strategy and the STRLUS, is not considered to be a prudent regional planning outcome;
- Encourages the Minister of Planning to prioritise a review of the STRLUS.

7. Conclusion

- 7.1. The Clarence City Council's request for Brighton Council's endorsement to amend the STRLUS for an expansion of the UGB over part of 52 Richardsons Road, Sandford should not be opposed. However, Council should acknowledge that piecemeal amendments to the STRLUS should not go before a broad review of the STRLUS.

RECOMMENDATION:

That Council resolves to:

- A. Raise no objections to the proposed amendment to the Southern Tasmania Regional Land Use Strategy 2010-2035 to extend the Urban Growth Boundary over part of 52 Richardsons Road, Sandford, in the Clarence City Council Local Government Area because it is unlikely to have significant direct impact on Brighton.

DECISION:

Cr Geard moved, Cr Curran seconded that the recommendation be adopted.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr Garlick	
Cr Geard	
Cr Murtagh	
Cr Owen	

Cr Gray rejoined the meeting 5.49pm and took the Chair.

2 December 2021

Mr Ian Nelson
General Manager
Clarence City Council
PO Box 96
ROSNY PARK TAS 7018

Via email: clarence@ccc.tas.gov.au

Dear Mr Nelson

**REQUEST TO AMEND THE SOUTHERN TASMANIA REGIONAL LAND USE
STRATEGY 2010-2035 – URBAN GROWTH BOUNDARY AT 52 RICHARDSONS
ROAD, SANDFORD**

I refer to your letter dated 5 October 2021 regarding Clarence City Council's decision to request an amendment to the Southern Tasmania Regional Land Use Strategy (the regional strategy) to extend the Urban Growth Boundary at 52 Richardsons Road, Sandford.

The matter was discussed at the City of Hobart's Council Meeting on 22 November 2021. I advise that the following resolution was made.

That the City of Hobart offer no opinion in respect of the proposal to amend the Southern Tasmania Regional Land Use Strategy by extending the urban growth boundary at 52 Richardsons Road, Sandford Tasmania and the City of Hobart thank the Clarence City Council for their approach for an opinion.

If you have any questions please contact **out of scope**

Yours faithfully,

out of scope

Director City Planning

9. Clarence Urban Growth Boundary Amendment

NO:	250/2021
Responsible Officer:	Executive Manager Development
Reporting Officer:	Planner
File:	
Attachments:	Clarence City Council letter

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider correspondence from Clarence City Council regarding a request to amend the Urban Growth Boundary (UGB).

LEGISLATIVE REQUIREMENTS

The Minister for Planning has requested that Clarence City Council seek endorsement for this amendment to the Southern Tasmania Regional Land Use Strategy (STRLUS) from all councils within the southern region, in the form of a Council resolution.

ASSESSMENT REPORT

1. Proposal

Clarence City Council have requested to amend the Southern Tasmanian Regional Land Use Strategy (STRLUS) 2010-2035 to extend the Urban Growth Boundary (UGB) to include a portion of the land at 52 Richardsons Road, Sandford (CT 157842/9, approximately 12.1ha).

Clarence City Council has made this request to provide for future residential development. If approved, it will facilitate the submission of a foreshadowed application under S.43 of the Land Use Planning and Approvals Act 1993 (LUPAA) for a planning scheme amendment and subdivision permit that will result in the creation of 147 General Residential lots.

52 Richardsons Road is currently zoned Landscape Conservation and Rural under the Clarence Local Provision Schedule. The site is a 73 hectare irregularly shaped lot located directly south of Lauderdale with direct frontage to the South Arm Highway to the west and Bayview Road to the north. The site directly abuts the southern extent of the Lauderdale UGB and the proposed expansion of approximately 12.1 hectares will provide for a 300m linear link from Bayview Road to the substantive expansion to the south.



Figure 1: The existing Urban Growth Boundary within the STRLUS.



Figure 2: The proposed Urban Growth Boundary, showing the inclusion of a portion of the property at 52 Richardsons Road.

2. DISCUSSION

STRLUS establishes an Urban Growth Boundary (UGB) for the Greater Hobart area. The UGB does not apply to any land within the Derwent Valley municipality.

Under Section 5A of the Land Use Planning and Approvals Act 1993 (LUPAA), the Minister must undertake regular and periodic reviews of regional strategies. To date, no broad review has taken place.

The proposal would provide for future residential development. If approved, it is foreshadowed that an application will be made to Clarence City Council for a combined planning scheme amendment and development application under S.43a to rezone the portion of land to General Residential and a 147-lot subdivision. However, as the land at 52 Richardsons Road is outside the existing Urban Growth Boundary designated within STRLUS, such an application would be inconsistent with STRLUS and, as such, could not currently be approved.

No land within New Norfolk, or the Derwent Valley municipality is located with the UGB. The UGB only provides a limit on growth for the greater-Hobart Councils. Usually, the UGB follows logical constraints on development such as topography, servicing or tenure. The UGB has not been reviewed since established and it is reasonable to expect that there would be changes in demand which would require ongoing review and amendment of the UGB.

The STRLUS does impose constraints on the development of New Norfolk through a settlement strategy, which is a separate part of the STRLUS. Accordingly, a minor change to the UGB will not impact on the current or future residential growth in the Derwent Valley.

The Minister for Planning has released a roadmap for the review of the STRLUS. Of particular relevance to Council is the modifications to growth strategies for regional towns, such as New Norfolk. Each town, village or small settlement in the southern region is subject to the growth strategy specified in the STRLUS which places an upper limit on growth. Due to the age of the STRLUS, strong dwelling approvals above projected rates and new activities, such as Airbnb, the growth strategies for many towns are out of date and are an unreasonable constraint on necessary development. However, this discussion is best left to be considered through our own growth strategy in the future.

3. Consultation

The Minister for Planning has requested that Clarence City Council seek endorsement for this amendment to the STRLUS from all councils within the southern region, in the form of a Council resolution.

There is no requirement for the request to amend the Regional Land Use Strategy to be publicly exhibited.

4. State Policies and the Objectives of the Act

- 4.1 The proposal is consistent with the outcomes of any relevant State Policies, including the State Policy on the Protection of Agricultural Land 2009 and the State Coastal Policy 1996. Supporting documentation provided to Clarence City Council from the applicant has demonstrated that the subject site is not prime agricultural land, and the proposal will continue to protect the natural and cultural values of the coastal zone.
- 4.2 The proposal is consistent with and furthers the objectives of Schedule 1 of LUPAA.

5. Council Strategic Plan and other Implications

- 5.1 It is considered that the proposal further the objectives of the Strategic Plan.
- 5.2 There are no other significant policy, financial or risk implications

CONCLUSION

That Council endorses the request from Clarence City Council to amend the Southern Tasmania Regional Land Use Strategy (STRLUS).

Moved by Cr Pearce / Seconded by Cr Triffett

That the Council endorses the request from Clarence City Council to amend the Southern Tasmania Regional Land Use Strategy (STRLUS).

The motion was put and was CARRIED

<i>Mayor Shaw</i>	<i>For</i>
<i>Cr Browning</i>	<i>For</i>
<i>Cr Cosgrove</i>	<i>For</i>
<i>Cr Pearce</i>	<i>For</i>
<i>Cr Triffett</i>	<i>For</i>
<i>Cr Woods</i>	<i>For</i>

Your Ref: PDPSAMEND-202/011424

06 October 2021

Clarence City Council
PO Box 96
ROSNY PARK TAS 7018

Attention **out of scope**

Dea **out of scope**

**Request to Amend the Southern Tasmania Regional Land
Use Strategy (STRLUS) – Urban Growth Boundary
52 Richardsons Rd, Sandford**

I wish to advise that Council has reviewed the documentation relating to the proposed amendment to STRLUS. Following the review of the documentation Council advises that it has no objection and supports the proposed amendment.

Should you have any queries in this matter please do not hesitate to contact the planning department on 6256 4767.

Yours sincerely

out of scope

Greg Ingham
General Manager

From: [out of scope]@southernmidlands.tas.gov.au>
Sent: Thu, 23 Dec 2021 15:44:32 +1100
To: [out of scope]@ccc.tas.gov.au>
Cc: "'Planner'" <planner@centralhighlands.tas.gov.au>
Subject: FW: Request to Amend the STRLUS Urban Growth Boundary at 52 Richardsons RD, Sandford

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon,

Thank you for providing the opportunity to respond to the STRLUS Urban Growth Boundary at 52 Richardsons RD, Sandford.

On behalf of Central Highlands Council, the Council will not be making a response.

Kind regards

[out of scope]

[out of scope] | Development & Environmental Services



85 Main Street , Kempton, TAS 7030
(All Correspondence to (P O Box 21), Oatlands, TAS 7120)

P: 03 6254 5050 **F:** 03 6254 5014

E: [out of scope]@southernmidlands.tas.gov.au

W: www.southernmidlands.tas.gov.au



Council Offices will close 24 December - Tuesday 4 January 2022

From: [out of scope]@centralhighlands.tas.gov.au>
Sent: Tuesday, 21 December 2021 1:11 PM
To: Planner <planner@centralhighlands.tas.gov.au>
Subject: FW: Request to Amend the STRLUS Urban Growth Boundary at 52 Richardsons RD, Sandford

From: [out of scope] <[redacted]@ccc.tas.gov.au>
Sent: Tuesday, 21 December 2021 12:28 PM
To: council <council@centralhighlands.tas.gov.au>
Subject: Request to Amend the STRLUS Urban Growth Boundary at 52 Richardsons RD, Sandford

Dear Sir/Madam

Request to Amend the STRLUS Urban Growth Boundary at 52 Richardsons RD, Sandford

I refer to our letter of 5th October 2021 regarding the above matter and advise that as yet we have not received a response from your council.

We would be grateful if you could advise whether your council will be making a response and if so, the likely timeframe. In the meantime, if you have any questions, please call [out of scope]
[redacted]

Thank you.

[out of scope]



[out of scope]

[redacted] | Clarence City Council

38 Bligh Street | PO Box 96 Rosny Park TAS 7018

[out of scope]

e sjones@ccc.tas.gov.au | w www.ccc.tas.gov.au

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TASMAN COUNCIL

1713 Main Road, Nubeena TAS 7184

Tel 03 6250 9200 Fax 03 6250 9220

Email tasman@tasman.tas.gov.au

Web www.tasman.tas.gov.au

ABN 63590070717

Our ref: LUP 100

13 December 2021

Clarence City Council
PO Box 96
ROSNY PARK TAS 7018

Dear **out of scope**

**RE: REQUEST TO AMEND THE SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY 2010-2035
– URBAN GROWTH BOUNDARY AT 52 RICHARDSONS RD, SANDFORD**

I refer to your correspondence regarding an expansion of the Urban Growth Boundary set out in the Southern Tasmanian Regional Land Use Strategy 2010-2035 to accommodate land at 52 Richardsons Road, Sandford.

At this time Tasman Council has no view on the merits of this proposal, as it is clear from the materials provided that the requirements of the Planning Policy Unit Information Sheet RLUS1 are not fully met.

Tasman Council notes that work on regional supply and demand for residential land in Greater Hobart is being undertaken through the Metroplan project and that the recently released Phase 2 planning reform will see a revised STRLUS in 2024. These processes will consider the need for, and opportunities to, expand the Urban Growth Boundary.

Tasman Council strongly supports the need to revise the STRLUS and has raised with the Minister concerns that STRLUS impedes appropriate and necessary settlement expansion and trusts that revisions will finally occur within a reasonable timeframe.

Should you wish to discuss this matter further, please do not hesitate to contact Council on (03) 6250 9200 or email: tasman@tasman.tas.gov.au quoting the above reference.

Yours faithfully

out of scope

Kim Hossack
GENERAL MANAGER

TASMAN COUNCIL
'of Natural Escape'

Deputy Premier
Treasurer
Minister for Infrastructure and Transport
Minister for Planning



Level 10, Executive Building, 15 Murray Street, Hobart
Public Buildings, 53 St John Street, Launceston
GPO Box 123, Hobart TAS 7001
Phone: (03) 6165 7701; Email: Michael.Ferguson@dpac.tas.gov.au

Mr Ian Nelson
Chief Executive Officer
Clarence City Council
clarence@ccc.tas.gov.au

Dear Mr Nelson

Thank you for your letter dated 13 November 2023 confirming Clarence City Council (Council) continues to support the expansion of the Urban Growth Boundary (UGB) in the Southern Tasmania Regional Land Use Strategy (STRLUS) to include 52 Richardsons Road, and for providing the regional councils' responses to that proposal.

As you note in your correspondence, residential supply and demand studies that will inform a comprehensive review of the STRLUS are currently underway and will be key in determining where and how growth should occur across Greater Hobart. These studies are expected to be completed by March 2024 and will likely inform comprehensive amendments to that UGB around mid-2024.

I note on 17 May 2023, I declared an amended STRLUS comprising, among other things, an updated Settlement and Residential Development Regional Policy SRD 2.12. This policy was introduced to minimise ad-hoc amendments to the UGB while providing some flexibility for land outside the UGB to be considered for urban development when certain conditions are met.

Consideration for a proposal's compliance with those conditions lies in the first instance with the Councils. Therefore, if your Council is satisfied the proposal meets all the requirements of SRD 2.12 as well as the considerations under section 38 of the *Land Use Planning and Approvals Act 1993*, it could prepare a planning scheme amendment for rezoning of the land to be considered by the independent Tasmanian Planning Commission.

I appreciate there is no certainty as to an outcome but there is no role for me or the State Planning Office in determining compliance. I reiterate though, my decision not to make more substantial amendments to the urban growth boundary until the residential supply and demand studies have been completed.

I trust this information is helpful and once again I thank you for your letter.

Yours sincerely,

Hon Michael Ferguson MP
Minister for Planning

Released under RTI



38 Bligh St Rosny Park
PO Box 96
Rosny Park TAS, 7018
Ph 03 6217 9500
E clarence@ccc.tas.gov.au

13 November 2023

City Planning
REQ2023-085785 &
PDPSAMEND-2020/011424

The Hon. Michael Ferguson MP
Deputy Premier
Treasurer, Minister for Infrastructure and Transport, Minister for Planning
Level 5, 4 Salamanca Place
HOBART, TAS, 7000
Via e-mail: Michael.Ferguson@dpac.tas.gov.au

Dear Minister Ferguson,

Request to amend Urban Growth Boundary – 52 Richardsons Road, Sandford

I refer to a request made by [out of scope] on 7 November 2023, following a videoconference with you, Councillor Brendan Bromley Mayor, and [out of scope] on Friday 3 November 2023, regarding the above matter.

The request suggests that your office requires confirmation of Council's continued support for the urban growth boundary amendment request and provide confirmation that the application remains live. It was also suggested that the outcomes of our consultation with other regional councils be reforwarded to your office.

I can confirm that there is no change to Council's decision of 20 September 2021 and again on 28 February 2022 in relation to this matter as outlined in my letter to you of 10 March 2022, a copy of which is attached (Attachment 1). It is noted that the links in this correspondence have expired, hence Attachment 2 provides a summary of the regional council responses as well as copies of the referral response received.

The application (PDPSAMEND-2020/011424) remains 'current' in council's system, pending a decision from you, which we understand is dependent on the completion of several relevant strategic studies including the 'outer' Hobart 30-year residential demand and supply study, and Greater Hobart plan as per your letter dated 25 May 2022.

Notwithstanding the consultation process and time frames outlined in *Information Sheet RLUS 1 – Reviewing and Amending the Regional Land Use Strategies*¹, prepared by the Planning Policy Unit (now the State Planning Office) in January 2019. It is understood that in accordance with section 5A of the *Land Use Planning and Approvals Act 1993* (the Act), there are no statutory time

¹ [Information-Sheet-RLUS-1-Reviewing-and-amending-the-Regional-Land-Use-....pdf](#)
(planningreform.tas.gov.au)

frames relevant to applications seeking to amend a Regional Land Use Strategy inclusive of a request to amend the urban growth boundary.

Should your advisors have any queries in relation to this matter, please contact council's acting **Out of scope**, on **Out of scope**.

Yours sincerely

out of scope

Ian Nelson
CHIEF EXECUTIVE OFFICE

Encl:

Attachment 1 – Council letter of 10 March 2022

Attachment 2 – Summary and copy of Southern Region Council responses

Cc: **out of scope**

Released under RTI

From: out of scope
Sent: Friday, 8 March 2024 3:05 PM
To: State Planning Office Shared Mailbox
Subject: FW: Urban Growth Boundary - Brighton Area

You don't often get email from Out of scope . [Learn why this is important](#)

Hello State Planning

We are the landowners of 279 Covehill Road and are interested in the opportunity that may exist for us to subdivide our property.

We would like some advice as to how we can have our property included inside the Urban Growth Boundary.

Will this boundary be reviewed anytime soon and who do we speak to about subdividing our property.

We look forward to hearing from you.

Email trail below.

Kind Regards,

out of scope

From: out of scope [redacted]@planning.tas.gov.au>
Sent: Thursday, March 7, 2024 12:14 PM
To: out of scope [redacted]
Cc: out of scope [redacted]; TPC Enquiry <tpc@planning.tas.gov.au>
Subject: RE: Urban Growth Boundary - Brighton Area

Hi out of scope [redacted]

The Planning Policy Unit is now the State Planning Office:
contact: stateplanning@dpac.tas.gov.au

Following LISTMap link has the current Urban Growth Boundary extent:
<https://maps.thelist.tas.gov.au/listmap/app/list/map?bookmarkId=984729>

Also, the Southern Tasmania Regional Land Use Strategy has had amendments that relate to the Urban Growth Boundary that may be relevant to your enquiry (in particular, [SRD 2.12](#)) :
https://planningreform.tas.gov.au/data/assets/pdf_file/0019/708013/Southern-Tasmania-Regional-Land-Use-Strategy-2010-2035-Effective-17-May-2023.PDF

Regards,
out of scope [redacted]

TASMANIAN PLANNING COMMISSION

Level 3 144 Macquarie Street Hobart TAS 7000
GPO Box 1691 Hobart TAS 7001

out of scope [redacted]
www.planning.tas.gov.au

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From: out of scope [redacted]
Sent: Wednesday, 6 March 2024 2:44 PM
To: out of scope [redacted]@planning.tas.gov.au>
Cc: out of scope [redacted]; TPC Enquiry <tpc@planning.tas.gov.au>
Subject: RE: Urban Growth Boundary - Brighton Area

Some people who received this message don't often get email from out of scope [redacted]. [Learn why this is important](#)

Good Afternoon, out of scope [redacted]

It is a while since we last spoke, but I am just interested to know if anything further has progressed on the review of the Urban Growth Boundary?

I also note that the planning unit email address is no longer valid....do you know if this has changed?

Any updates or any further information would be greatly appreciated.

Speak again soon.

Kind Regards,

out of scope

From: out of scope [redacted] <[@planning.tas.gov.au](mailto:outofscope@planning.tas.gov.au)>

Sent: Friday, June 4, 2021 4:02 PM

To: out of scope [redacted]

Cc: out of scope [redacted]

Subject: RE: Urban Growth Boundary - Brighton Area

Hi out of scope [redacted]

I would recommend contacting the Planning Policy Unit regarding this

planning.unit@justice.tas.gov.au

Cheers

out of scope [redacted]

From: out of scope [redacted]

Sent: Tuesday, 25 May 2021 1:19 PM

To: out of scope [redacted] <[@planning.tas.gov.au](mailto:outofscope@planning.tas.gov.au)>

Cc: out of scope [redacted]

Subject: RE: Urban Growth Boundary - Brighton Area

Good Afternoon out of scope [redacted]

Anything further on this one, that you can help us with?

Surely there is a review of the boundary soon?

Kind Regards,

out of scope

From: out of scope
Sent: Wednesday, 28 April 2021 8:37 AM
To: out of scope <@planning.tas.gov.au>
Cc: out of scope
Subject: RE: Urban Growth Boundary - Brighton Area

Good Morning out of scope

Thank you for your email, it is very much appreciated.

Can you instruct us, how we go about ensuring our property is considered, to be included within the Urban Growth Boundary when it is next reviewed?

Do you have an idea of when the Urban Growth Boundary will be next reviewed?

I look forward to hearing further from you.

Speak again soon.

Kind Regards,

out of scope

out of scope

From: out of scope [redacted] <[redacted]@planning.tas.gov.au>

Sent: Wednesday, 7 April 2021 3:46 PM

To: out of scope [redacted]

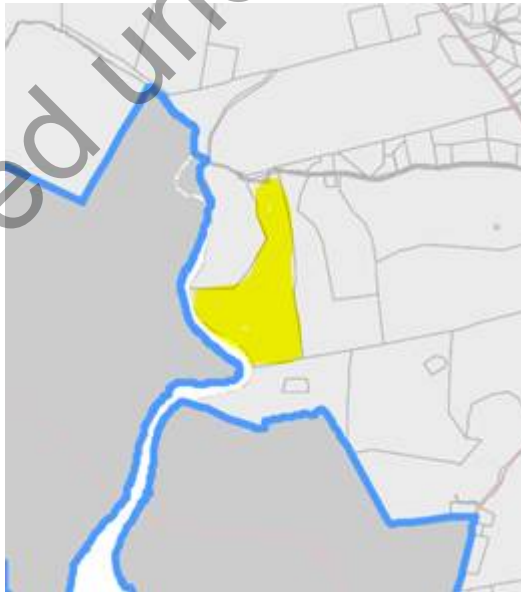
Subject: RE: Urban Growth Boundary - Brighton Area

Hi out of scope [redacted]

There is a map of the Urban Growth Boundary available in the *Southern Regional Land Use Strategy*. If you follow the PDF linked below and scroll down to **Attachment 1 - MAP 10: LARGE SCALE** (at page 118 in the pdf) this should bring up the map

https://planningreform.tas.gov.au/_data/assets/pdf_file/0009/559791/Southern-Tasmania-Regional-Land-Use-Strategy-2010-2035-Effective-19-February-2020.PDF

It appears on this that 279 Cove Hill road is situated outside of the Urban Growth Boundary.



Regards,

out of scope [redacted]

TASMANIAN PLANNING COMMISSION

Level 3 144 Macquarie Street Hobart TAS 7000
GPO Box 1691 Hobart TAS 7001

out of scope [redacted]

www.planning.tas.gov.au

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From: out of scope
Sent: Wednesday, 7 April 2021 2:40 PM
To: TPC Enquiry <tpc@planning.tas.gov.au>
Subject: Urban Growth Boundary - Brighton Area

Good Afternoon TPC

Can you please tell me where I can find a clear map defining where the Urban Growth Boundary lies around the Brighton area.

We are the land owners of 279 Covehill Road and are interested in the opportunity that may existing for us to subdivide our property.

I loo forward to hearing from you.

Kind Regards,

out of scope

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From: out of scope @kingborough.tas.gov.au>
Sent: Wednesday, 5 June 2024 3:12 PM
To: out of scope
Subject: RE: Margate
Attachments: Rezoning 5 Gemalla Road out of scope town planning report Gray Planning for out of scope February 2024 final.pdf; Letter from the Minister for Planning to out of scope - request for inclusion as an Identified Site Margate.pdf

Hi out of scope,

I refer to our discussion earlier.

section 35

- Attached the application and the Minister's letter in support of the application.

Released under

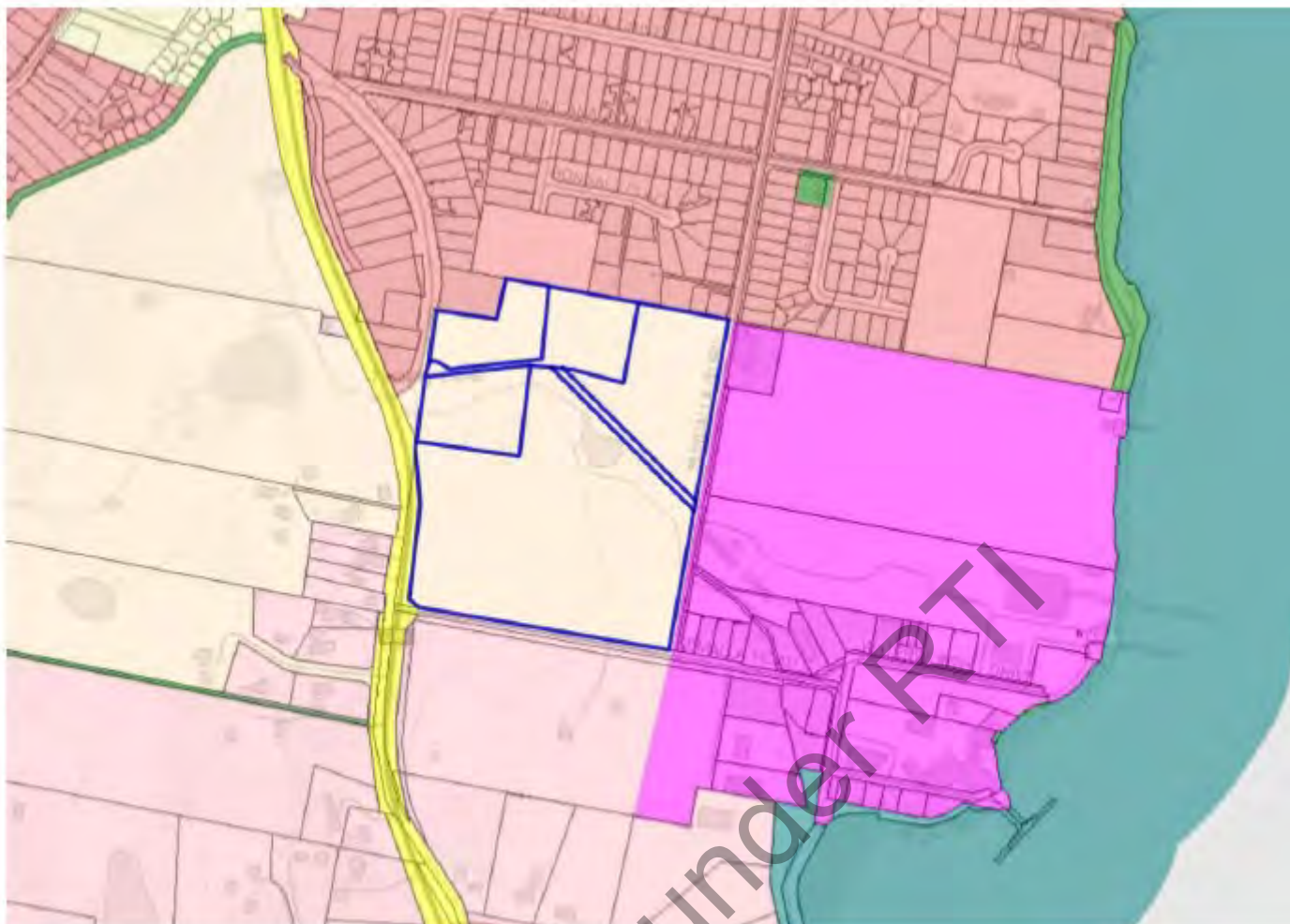


Figure 1. The subject site 5 Gemalla Road is shown outlined. The subject is site is currently zoned wholly Rural Resource. The rezoning seeks a rezoning to a General Residential zoning across the entirety of the subject site. Source: TheLIST, sourced 22 February 2024, no nominated scale.

out of scope | Kingborough Council

Phone out of scope

Address Civic Centre, 15 Channel Hwy Kingston TAS 7050

Email out of scope@kingborough.tas.gov.au | Web www.kingborough.tas.gov.au

Kingborough

Kingborough Council acknowledges and pays respect to the Tasmanian Aboriginal Community as the traditional owners and continuing custodians of this land and acknowledge Elders – past, present, and emerging.

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From: Out of scope

Sent: Wednesday, June 5, 2024 2:09 PM

To: out of scope
Subject: Margate

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SLAM - Check for suspicious: Sender email address, Links, Attachments and Message content.

Hi out of scope

Would you have 5 mins for a quick chat? I'm meeting with the Minister at 3:30 and expect it will come up in discussion. I saw your email to out of scope a few days ago.

Thanks

out of scope
out of scope

out of scope
State Planning Office
Department of Premier and Cabinet
Level 7 / 15 Murray Street, Hobart TAS 7000 | GPO Box 123, Hobart TAS 7001

out of scope

out of scope [@dpac.tas.gov.au](mailto:out of scope@dpac.tas.gov.au)

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Deputy Premier
Treasurer
Minister for Infrastructure and Transport
Minister for Planning



Level 10, Executive Building, 15 Murray Street, Hobart
Public Buildings, 53 St John Street, Launceston
GPO Box 123, Hobart TAS 7001
Phone: (03) 6165 7754; Email: Michael.Ferguson@dpactas.gov.au

out of scope

22 June 2023

out of scope @gmail.com

Copy to: out of scope @grayplanning.com.au

Dear out of scope

I refer to your correspondence dated 12 April 2023 in relation to your property at 5 Gemella Road and 1830 Channel Highway, Margate. I also refer to your various previous correspondence on this matter and my responses.

As you are aware I recently consulted on a number of corrections to the urban growth boundary (UGB) in the Southern Tasmania Regional Land Use Strategy (STRLUS) to address anomalies identified by council planning officers in conjunction with the State Planning Office.

I am advised that your land at Margate was specifically considered during this process but was not put forward by the council planners. While I acknowledge that the elected members of Kingborough Council subsequently requested your land be included, as it was not part of the suite of proposed corrections that were consulted on, I was unable to consider its inclusion at this time.

I can advise that on 17 May 2023 I declared an amended STRLUS to give effect to a suite of UGB corrections. At the same time, I made important changes to clause SRD 2.12 to allow land outside but adjacent the boundary to be considered for residential development. As a result of my decision, you will now be able to lodge an application to rezone your land for residential development with the Kingborough Council for certification and exhibition without any requirement to first amend the UGB.

In addition, there is extensive strategic work currently being undertaken in relation to land supply and demand across the southern region. I understand that this will be completed shortly, and work will then commence on identifying areas where future urban growth should occur. The intention is that this work will identify a second suite of UGB amendments. Should the analysis indicate that the UGB should be adjusted at Margate, this could form part of that second suite of amendments. However, to be clear, I urge you to examine your options under my change to SRD 2.12.

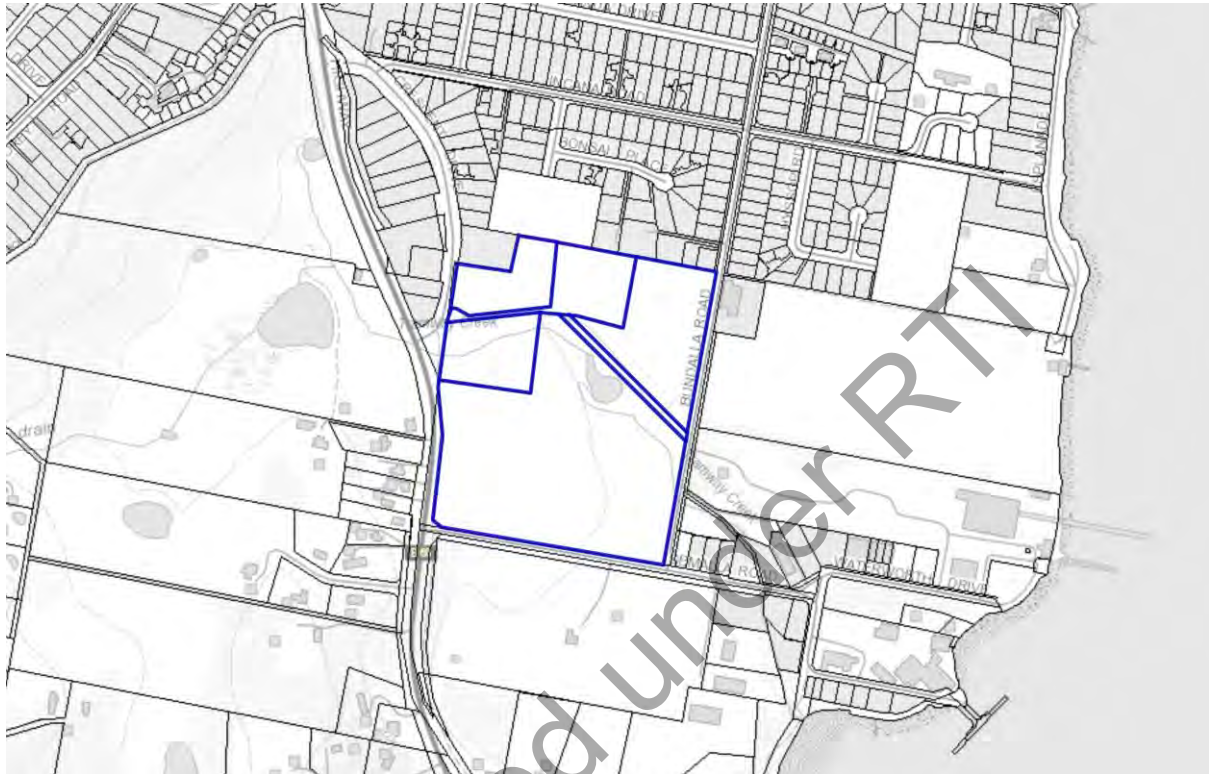
Should you have any questions in relation to the recent and future STRLUS amendments please contact the State Planning Office on 1300 703 977 or by email at stateplanning@dpac.tas.gov.au.

Yours sincerely

out of scope

Michael Ferguson MP
Minister for Planning

Cc Hon Nic Streep MP



Application for Rezoning

5 Gemalla Road, Margate 7054

Comprising titles:

CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and
CT-146338/1

Version 1.0

27 February 2024

Gray Planning
224 Warwick Street
West Hobart TAS 7000

27 February 2024

The General Manager
Kingborough Council
Locked Bag 1,
Kingston TAS 7051

Dear Sir,

Following on from ongoing discussions with your strategic planner **out of scope**, please find attached a town planning report as part of an application for a rezoning of 5 Gemalla Road, Margate from the current Rural Resource zoning under the *Kingborough Interim Planning Scheme 2015* to a wholly General Residential zone for the property. The amendment being sought also seeks approval for the removal of the Biodiversity Protection Area overlay from the entirety of the subject site. The amendment further seeks a reduction in the extent of the Waterway and Coastal Protection Area to a 20m wide strip over the Tramway Creek watercourse within the subject site.

The application has been prepared in accordance with the recent amendment to the *Southern Tasmania Regional Land Use Strategy* which came into effect on 17 May 2023 and relates to an amendment to regional policy SRD2.12.

The amendment to Regional Policy SRD 2.12 provides greater clarity and enables Councils and the Tasmanian Planning Commission greater flexibility in considering the planning merit of proposals to rezone land for urban purposes which are outside, but immediately adjacent to, the UGB.



03 6288 8449

Out of scope



out of scope

@grayplanning.com.au

224 Warwick St, West Hobart, Tas, 7000



grayplanning.com.au

ABN 99148920244

The affected titles are CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and CT-146338/1 which make up 5 Gemalla Road. Not all of these titles directly adjoin the Urban Growth Boundary and therefore a separate Adhesion application of two of the titles is being progressed and due to be lodged shortly.

Submitted as part of this application are the following documents:

- Completed Council application form dated 28 February 2024;
- Gray Planning strategic town planning report dated 27 February 2024 with respect to the proposed application for a rezoning and amendment of existing overlays;
- Recently searched (search date 6 February 2024) Certificates of Titles CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and CT-146338/1;
- Site Servicing Assessment from Aldanmark and dated 2 December 2022;
- Land Supply and Demand Analysis report from SGS Economics & Planning dated 6 December 2022;
- Rezoning and amendment mapping prepared by Leary Cox and Cripps dated 1 February 2024;
- Natural Values Assessment prepared by EcoTas dated 13 June 2023;
- Land Capability Assessment prepared by GES dated December 2022;
- Record of Advice from Aboriginal Heritage Tasmania dated 4 July 2023; and
- Traffic Impact Assessment prepared by Hubble Traffic dated February 2024.

It is considered that the submitted information provides all relevant information required for Council to make an assessment and decision for a rezoning and amendment to the subject site.

However, should you have any questions about proposed rezoning or development or require any further information, please contact me on 0439 342 696.



03 6288 8449

Out of scope



Out of scope

@grayplanning.com.au

224 Warwick St, West Hobart, Tas, 7000



grayplanning.com.au

ABN 99148920244

Yours faithfully

out of scope

out of scope

out of scope, Gray Planning

On behalf of the Estate of out of scope

Released under RTI



03 6288 8449

Out of scope



out of scope

@grayplanning.com.au

224 Warwick St, West Hobart, Tas, 7000



grayplanning.com.au

ABN 99148920244

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Released under RTI



03 6288 8449

Out of scope



out of scope@grayplanning.com.au

224 Warwick St, West Hobart, Tas, 7000



grayplanning.com.au

ABN 99148920244

1 Introduction

1.1 Purpose

The purpose of this report is to provide a planning report for the rezoning to General Residential and amendment of existing overlays as they relate to 5 Gemalla Road, Margate. The titles that make up this property include CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and CT-146338/1.

The purpose of the proposed rezoning is to enable the subject site at 5 Gemalla Road, Margate to be considered for future subdivision for residential purposes.

This planning report has been prepared in accordance with the Southern Tasmania Regional Land Use Strategy (amended 17 May 2023), and other relevant strategic documents as outlined in this report.

1.2 Copyright

The report is subject to copyright the owner of which is Danielle Gray, trading as Gray Planning.

All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the *Copyright Act 1968*.

All requests for permission to reproduce this report or its contents must be directed to Danielle Gray.

This report may only be used for the purposes for which it was commissioned by the Estate of [Out of scope] and in accordance with the terms of engagement between Gray Planning and [Out of scope].

Last updated: 27 February 2024

Report Author: Danielle Gray B.Env.Des MTP MPIA

Version 1.0



03 6288 8449

[Out of scope]



[Out of scope]@grayplanning.com.au

224 Warwick St, West Hobart, Tas, 7000



grayplanning.com.au

ABN 99148920244

1.3 Statutory References

The Planning Instrument to which this application applies is the *Kingborough Interim Planning Scheme 2015*.

The relevant Planning Authority is the Kingborough Council.

The application does not involve any Crown or LGA owned land.

The subject site referred to in this application comprises 5 Gemalla Road, Margate.

This property comprises Certificates of Titles CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and CT-146338/1.

1.4 Outline of the proposed Rezoning and Amendment

The application seeks approval for:

- Rezoning the entire subject site from Rural Resource to General Residential;
- The amendment being sought also seeks approval for the removal of the Biodiversity Protection Area overlay from the entirety of the subject site.
- The amendment further seeks a reduction in the extent of the Waterway and Coastal Protection Area to a 20m wide strip over the watercourse within the subject site.

The subject site is currently zoned Rural Resource under the *Kingborough Interim Planning Scheme 2015*.

The requested zoning for the subject site is a General Residential zoning under the *Kingborough Interim Planning Scheme 2015*.

The subject site is shown outlined below in Figure 1.

The area subject to the proposed rezoning and amendment is 13.1783 hectares across six (6) titles as outlined below in Figure 1.



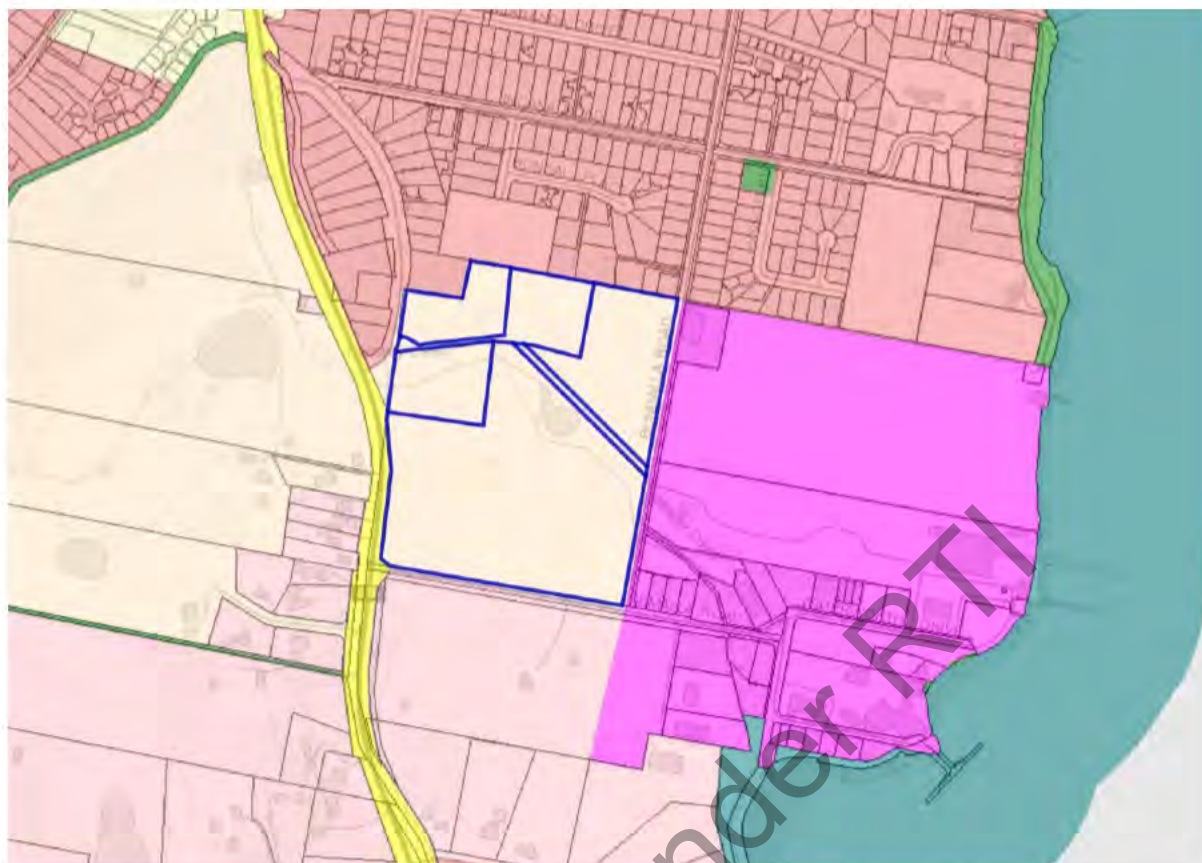


Figure 1. The subject site 5 Gemalla Road is shown outlined. The subject is site is currently zoned wholly Rural Resource. The rezoning seeks a rezoning to a General Residential zoning across the entirety of the subject site. Source: TheLIST, sourced 22 February 2024, no nominated scale.

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ABN 99148920244

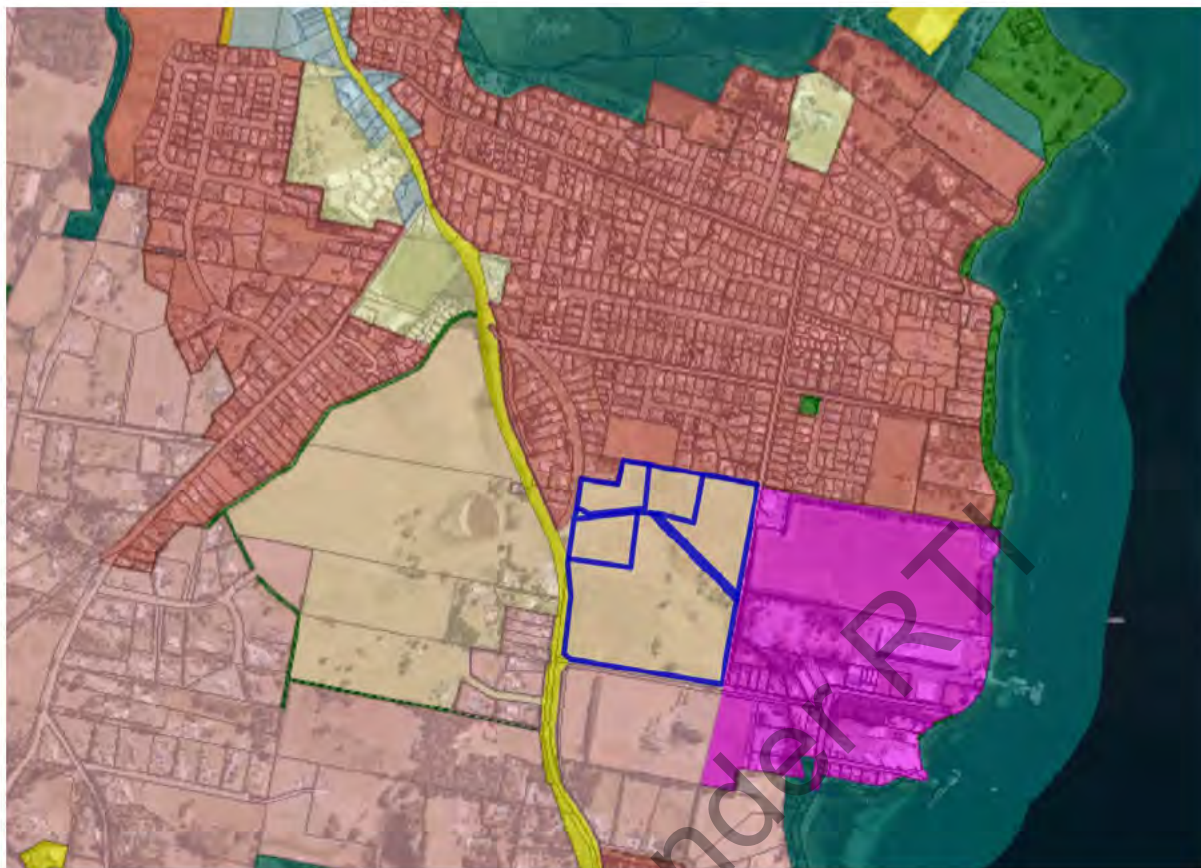
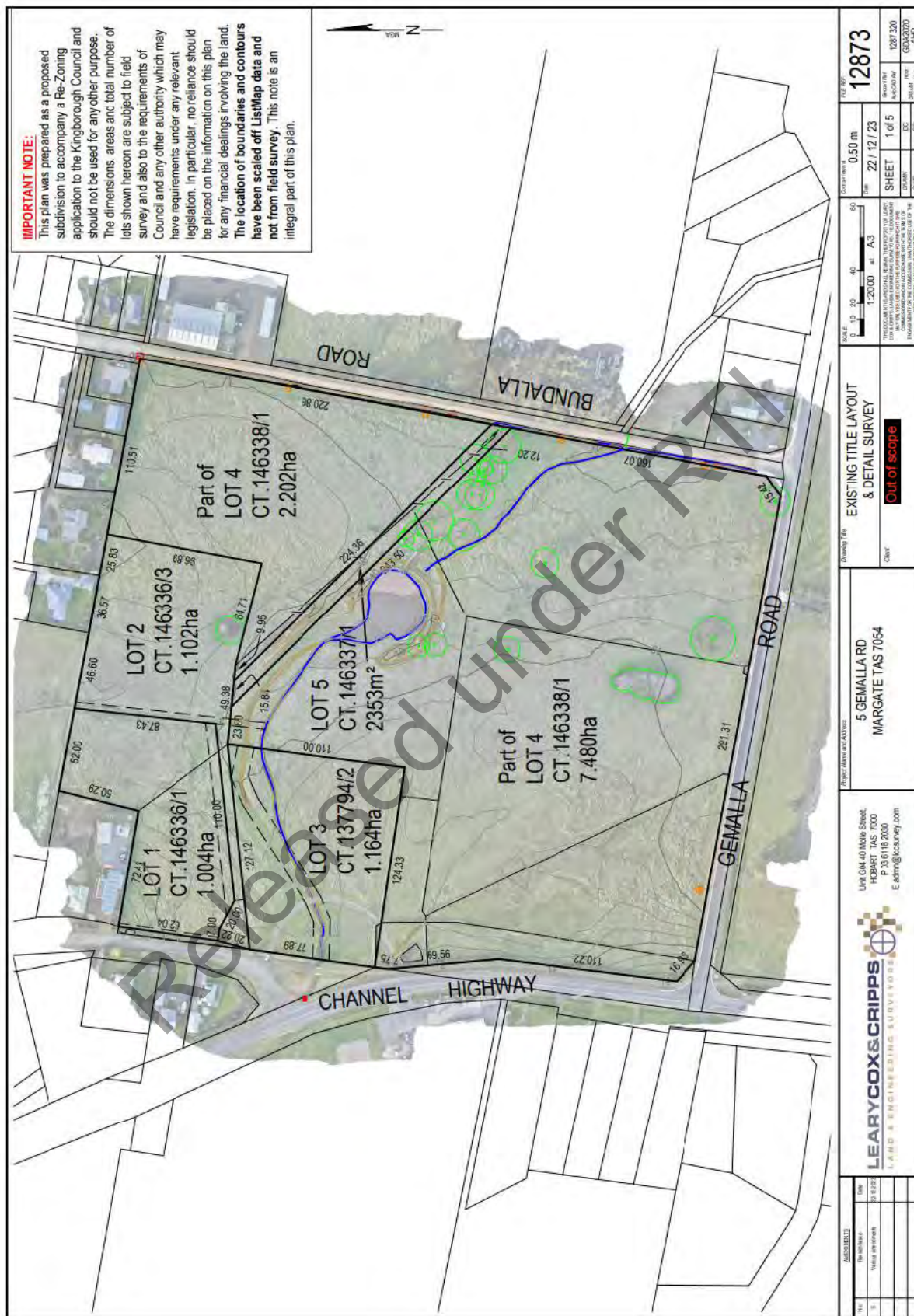


Figure 2. The subject site Gemalla Road is shown outlined and zoned Rural Resource (beige). Other zonings include Rural Living (light pink), Light Industrial (pink) and Low Density Residential (red). Source: TheLIST, sourced 22 February 2024, no nominated scale.

The proposed rezoning and amendment being sought is further illustrated in the following mapping provided by Leary Cox and Cripps.





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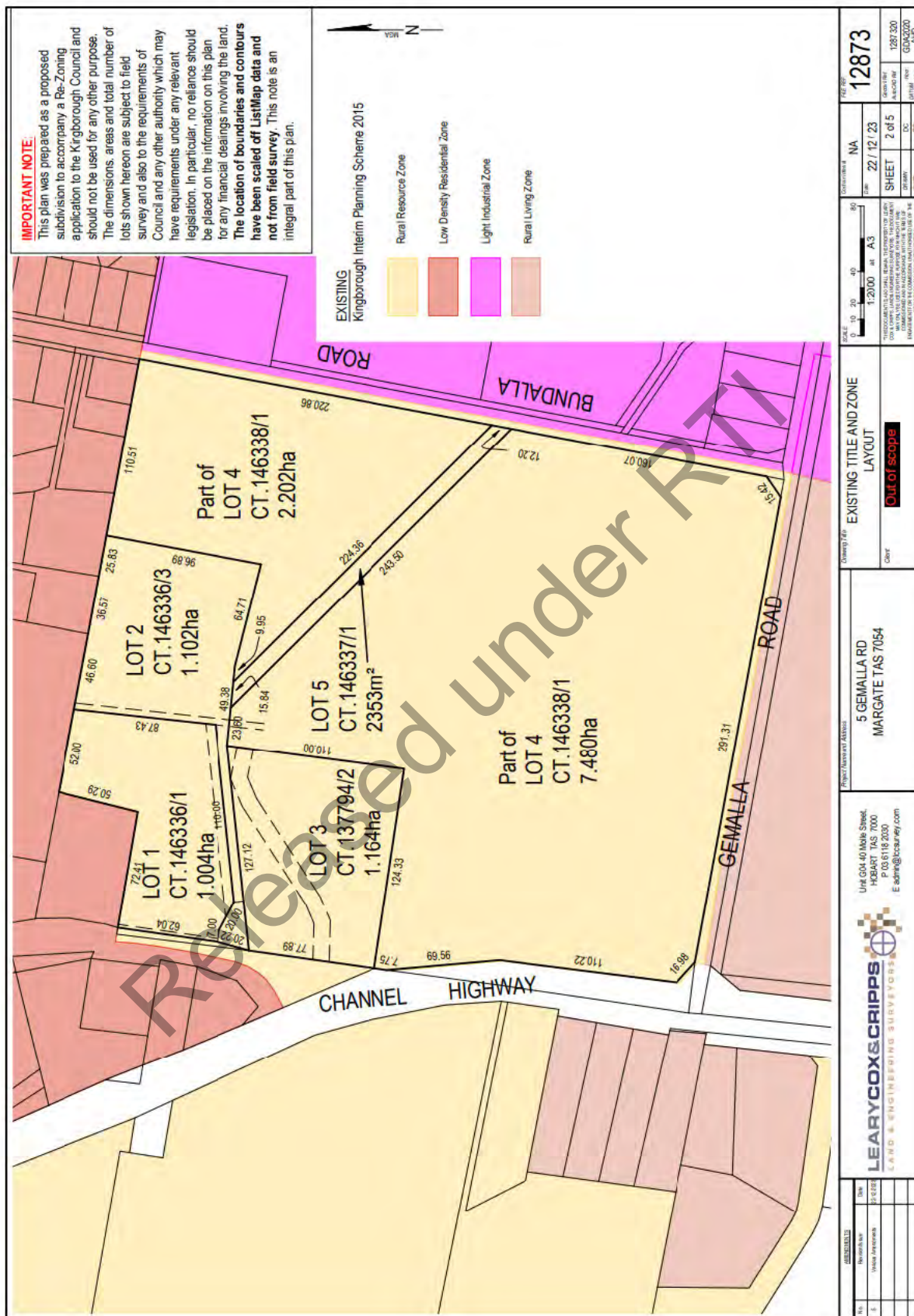
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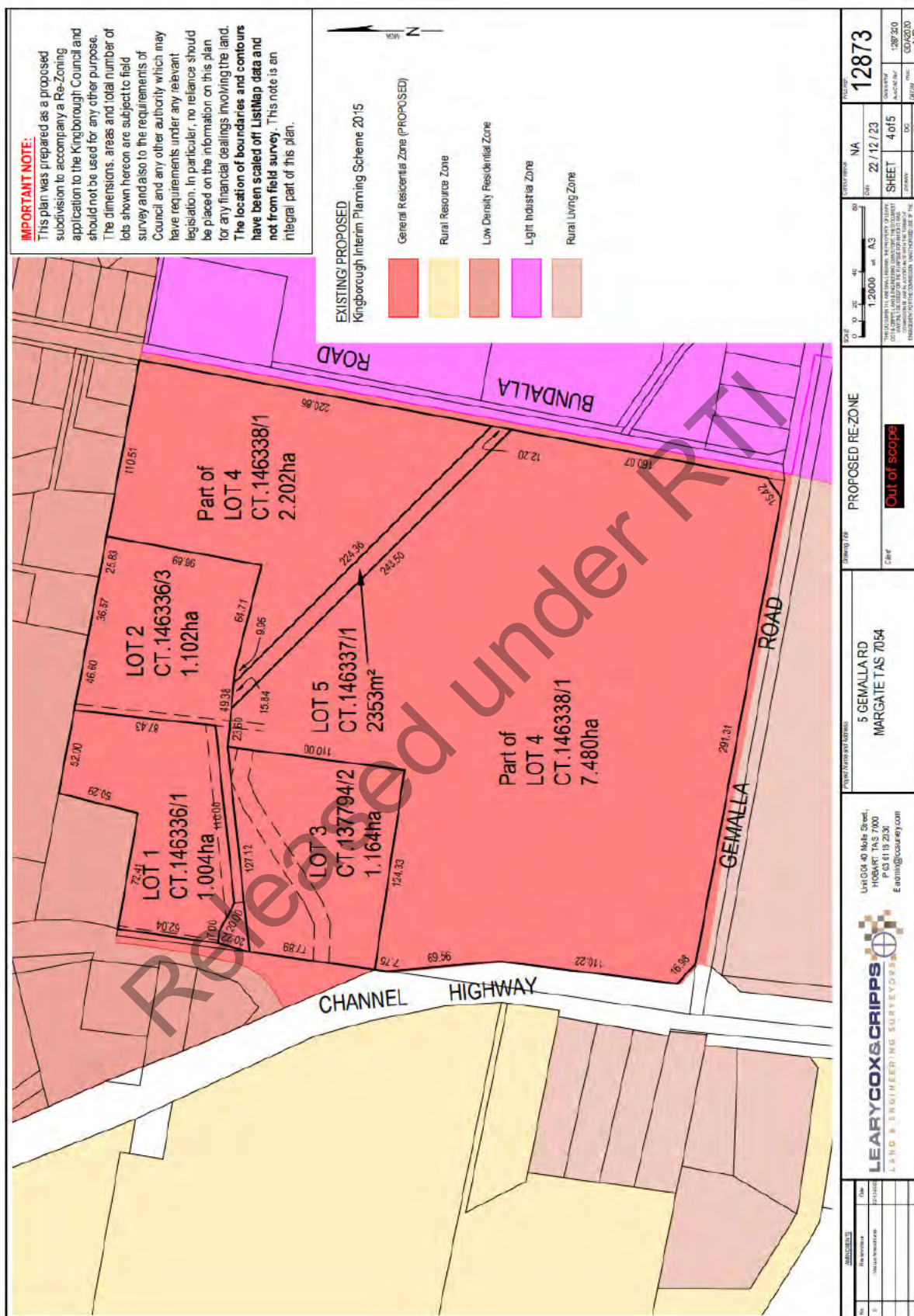
224 Warwick St, West Hobart, Tas, 7000

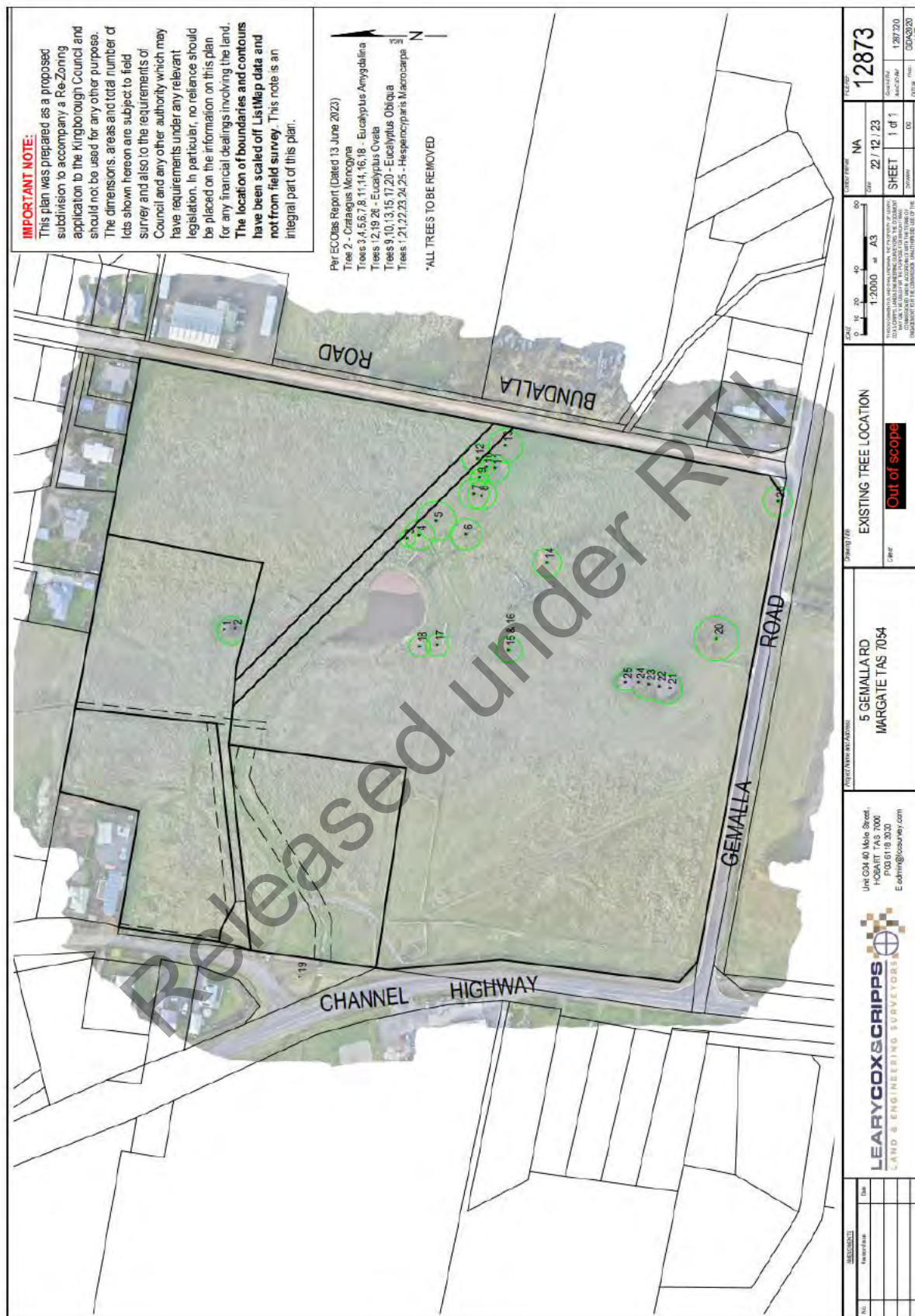


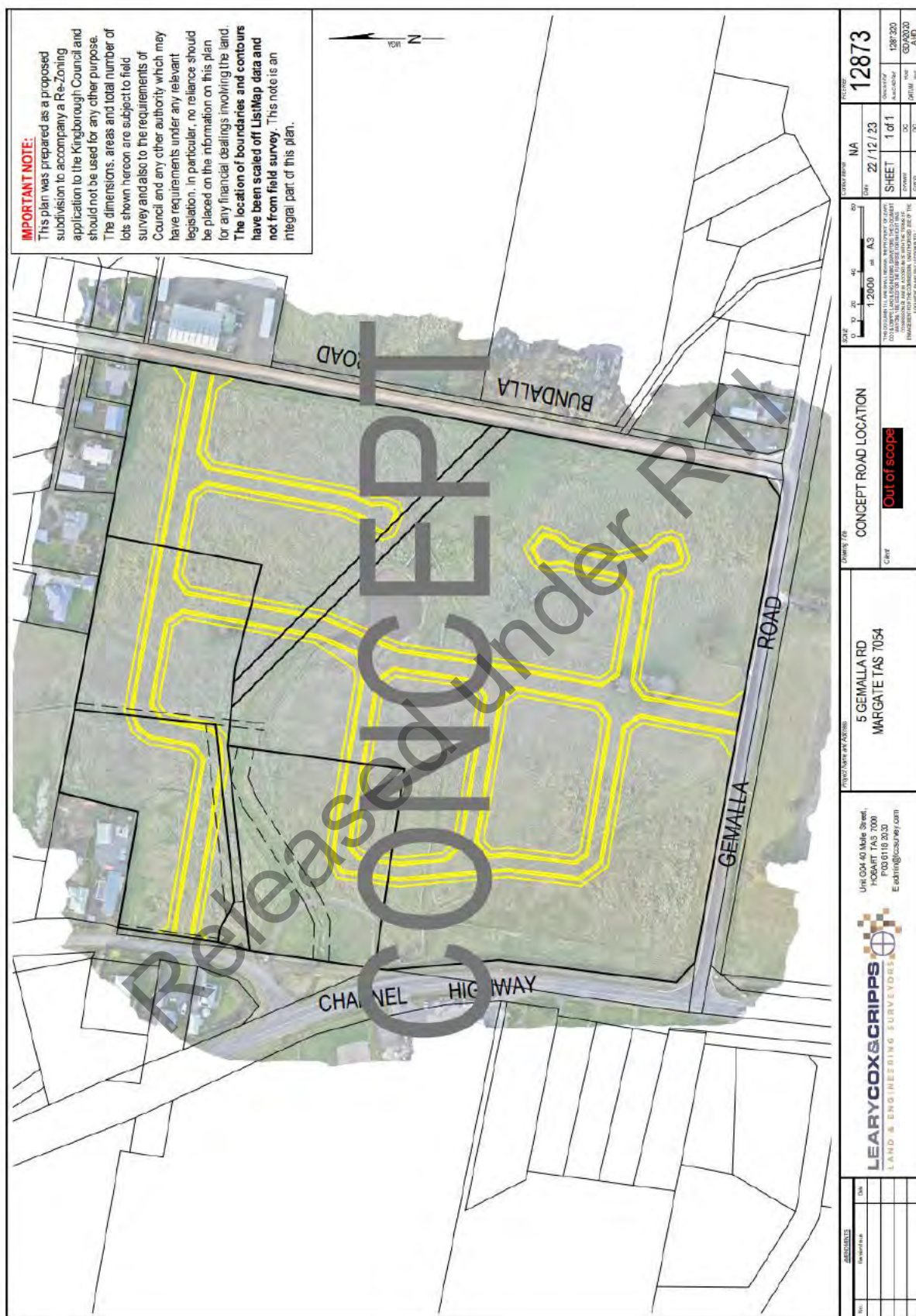
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2 The Subject Site

2.1 The subject site

The subject site is 5 Gemalla Road and is currently wholly zoned Rural Resource zone under the *Kingborough Interim Planning Scheme 2015* as shown in Figure 2.

The subject site measures 13.1783 hectares in total area.

The subject site has frontage onto Channel Highway, Bundalla Road, Gemalla Road and Crescent Drive. There are formalised vehicle accesses onto Crescent Drive and Gemalla Road.



Figure 3. The subject site comprising 5 Gemalla Road shown outlined. The property is vacant of any development and works and has been used for the grazing of cattle for at least 30 years. Source: TheLIST, sourced 22 February 2024, no nominated scale.

Adjoining properties to the immediate north of 5 Gemalla Road are zoned Low Density Residential while properties south of Gemalla Road are zoned Rural Living.

The subject site has been historically, and is still currently used for grazing by the current owner. Part of the owner's land within 1830 Channel Highway was once used for apple orchards in the mid 20th century however this enterprise failed over time.



The subject site has no evidence of any agricultural use other than grazing and has not been used by the owners for any other purposes. The subject site is vacant. There are no other known historical uses of the land.

It is also noted that the owner of the subject site also owns three adjoining titles: CT-166523/1, CT-25661/4 and CT-54059/1) as well as titles CT-126607/1 and CT-116263/1 which make up 1830 Channel Highway which is located across Channel Highway to the east and includes the Meredith's Orchard grocer business. These titles are not included as part of this application.

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2.2 The subject site Certificates of Title

The titles for the subject site are CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and CT-146338/1.

The following titles have a Schedule of Easements: CT-137794/2, CT-146336/3 and CT-146336/1.

The title plans for the subject site shows the following easements but are free from building areas or covenants that impact upon development.

There is a burdening easement on several titles with respect to rights of drainage and a right of way. However, these easements would be considered as part of a future subdivision application and have no impact on this application to rezone the subject site.

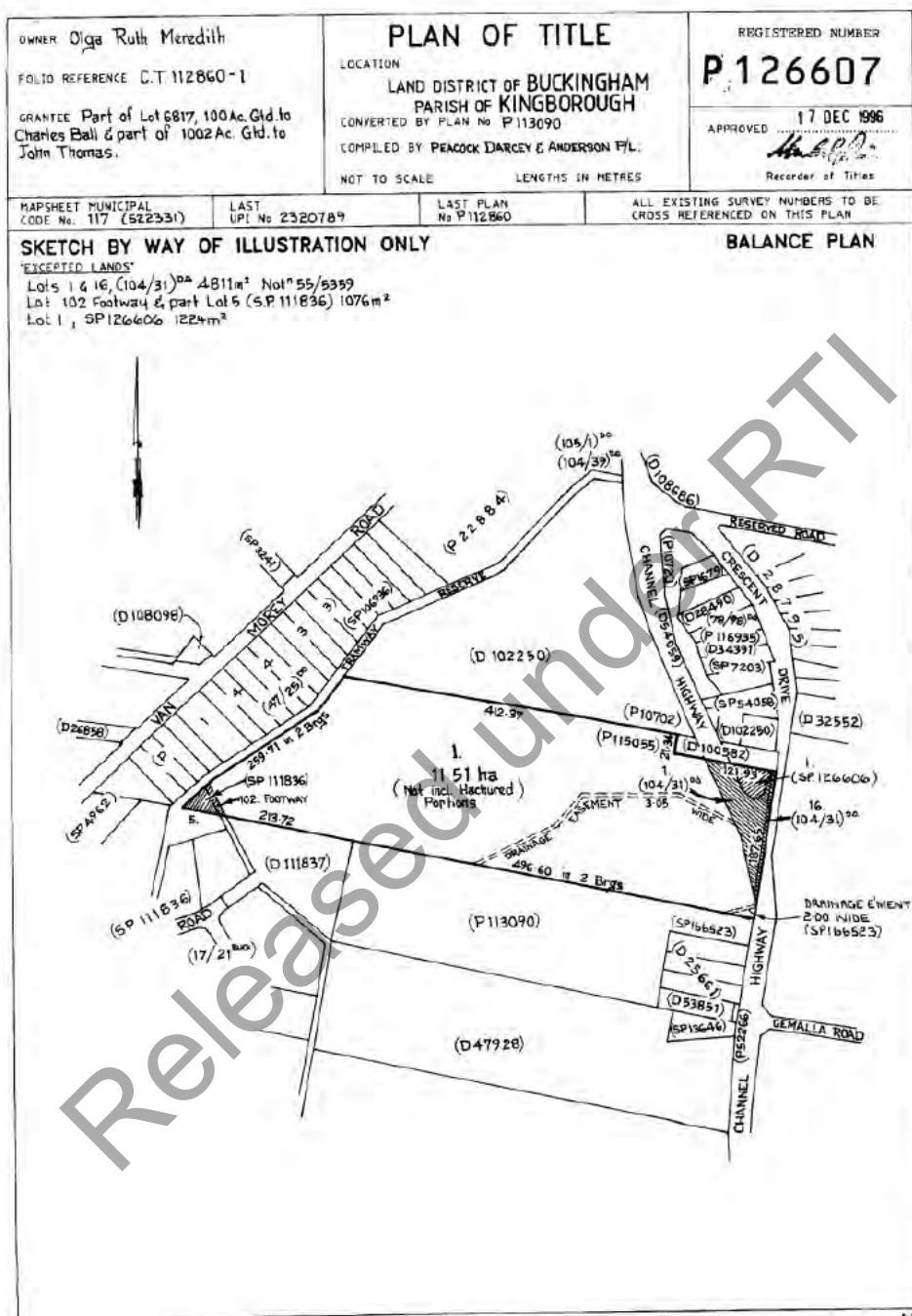
None of the titles that make up the subject site are subject to any registered agreements including Part 5 Agreements.

The subject site owner is not planning any imminent future or further commercial development. The application for rezoning is intended to facilitate future residential development on the subject site which is still being considered by the property owner.

In summary, there are no title impediments that would obstruct a future subdivision of the subject site.

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Search Date: 08 Dec 2022

Search Time: 10:32 AM

Volume Number: 126607

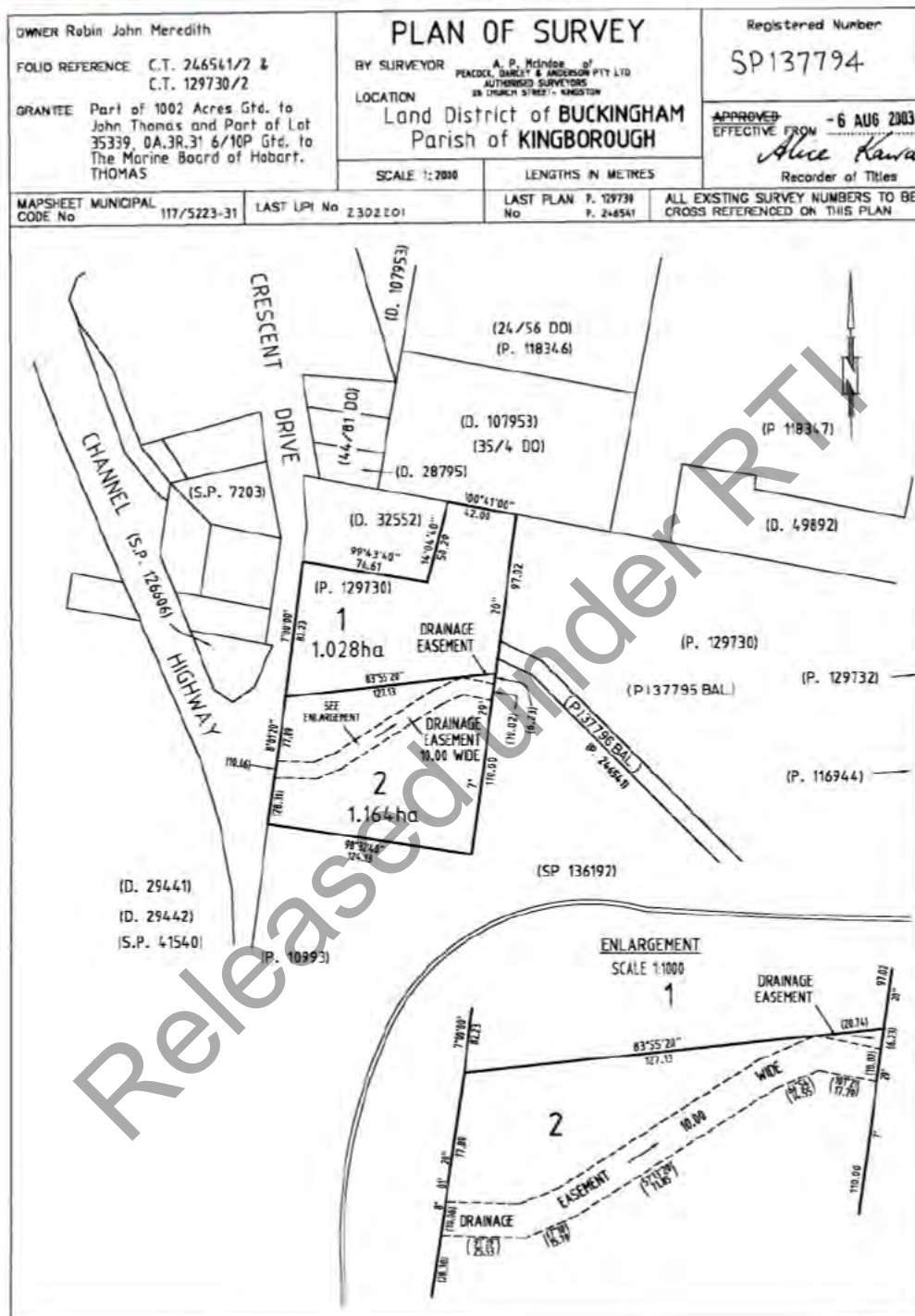
Revision Number: 02

Page 1 of 1

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Figure 4. Subject site title plan. A recently retrieved copy from February 2024 has been submitted as part of application documents. Source: TheLIST, no nominated scale.



Search Date: 08 Dec 2022

Search Time: 10:36 AM

Volume Number: 137794

Revision Number: 02

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Figure 5. Subject site title plan. A recently retrieved copy from February 2024 has been submitted as part of application documents. Source: TheLIST, no nominated scale.



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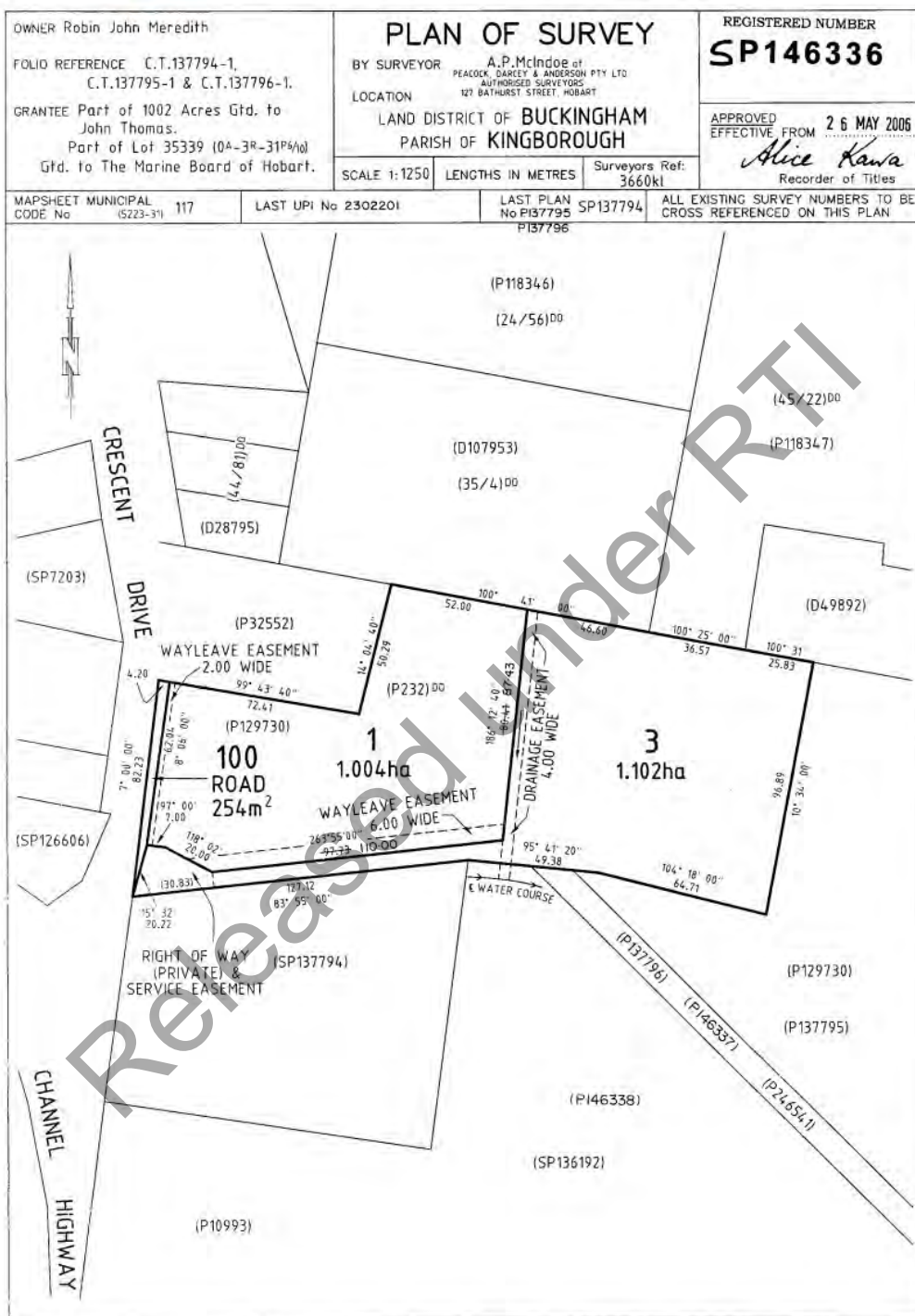
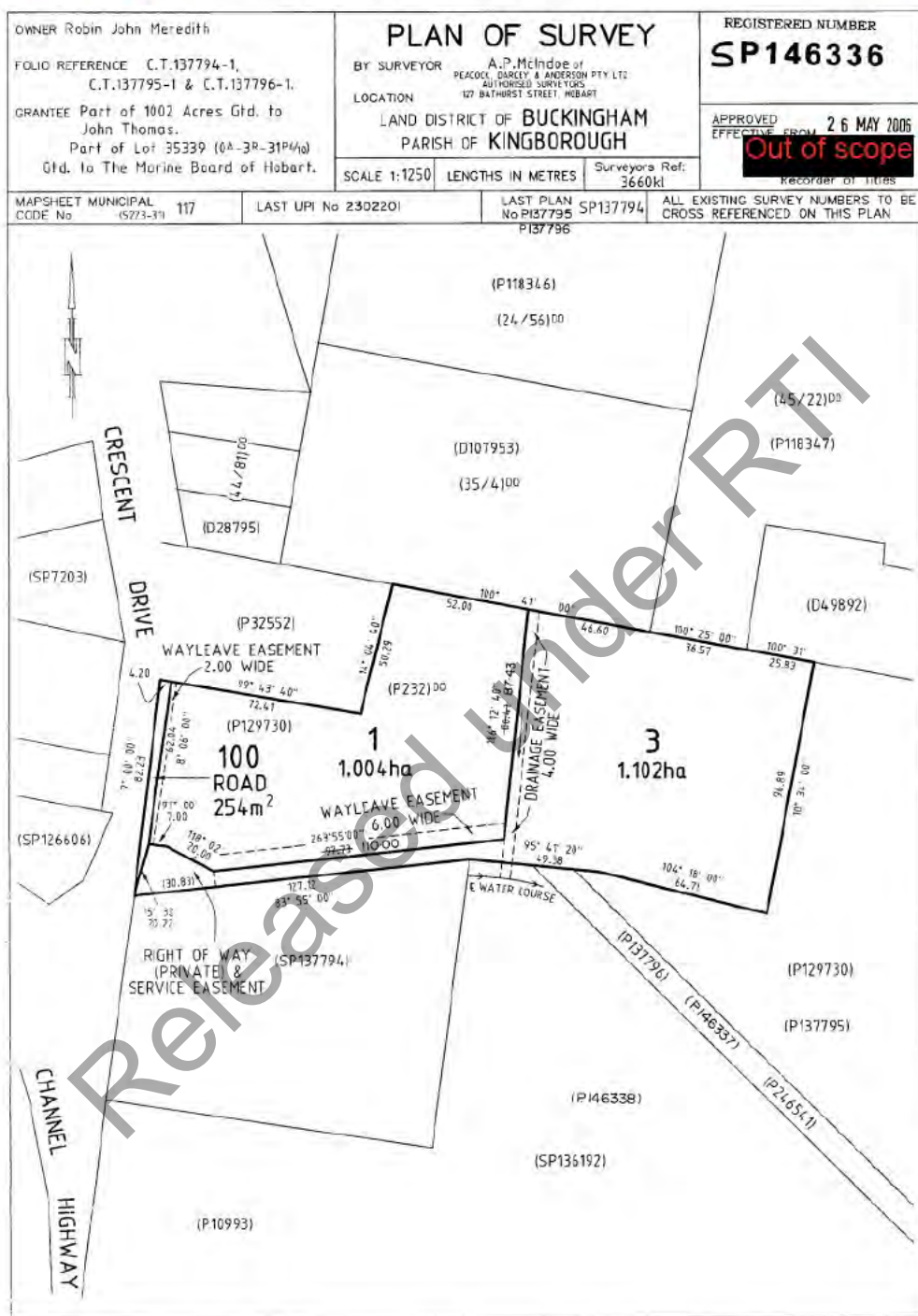


Figure 6. Subject site title plan. A recently retrieved copy from February 2024 has been submitted as part of application documents. Source: TheLIST, no nominated scale.



Search Date: 06 Dec 2022

Search Time: 10:35 AM

Volume Number: 146336

Revision Number: 01

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Figure 7. Subject site title plan. A recently retrieved copy from February 2024 has been submitted as part of application documents. Source: TheLIST, no nominated scale.



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Issued Pursuant to the Land Titles Act 1980



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BUNDALLA ROAD

(P1169441)

(D26419)

1. 2285 m²
(not incl. hatched portion)

(P129730)

(SP148396)

(P137796)
(P246541)

(P129730)

(P137795)

0.54

0.54

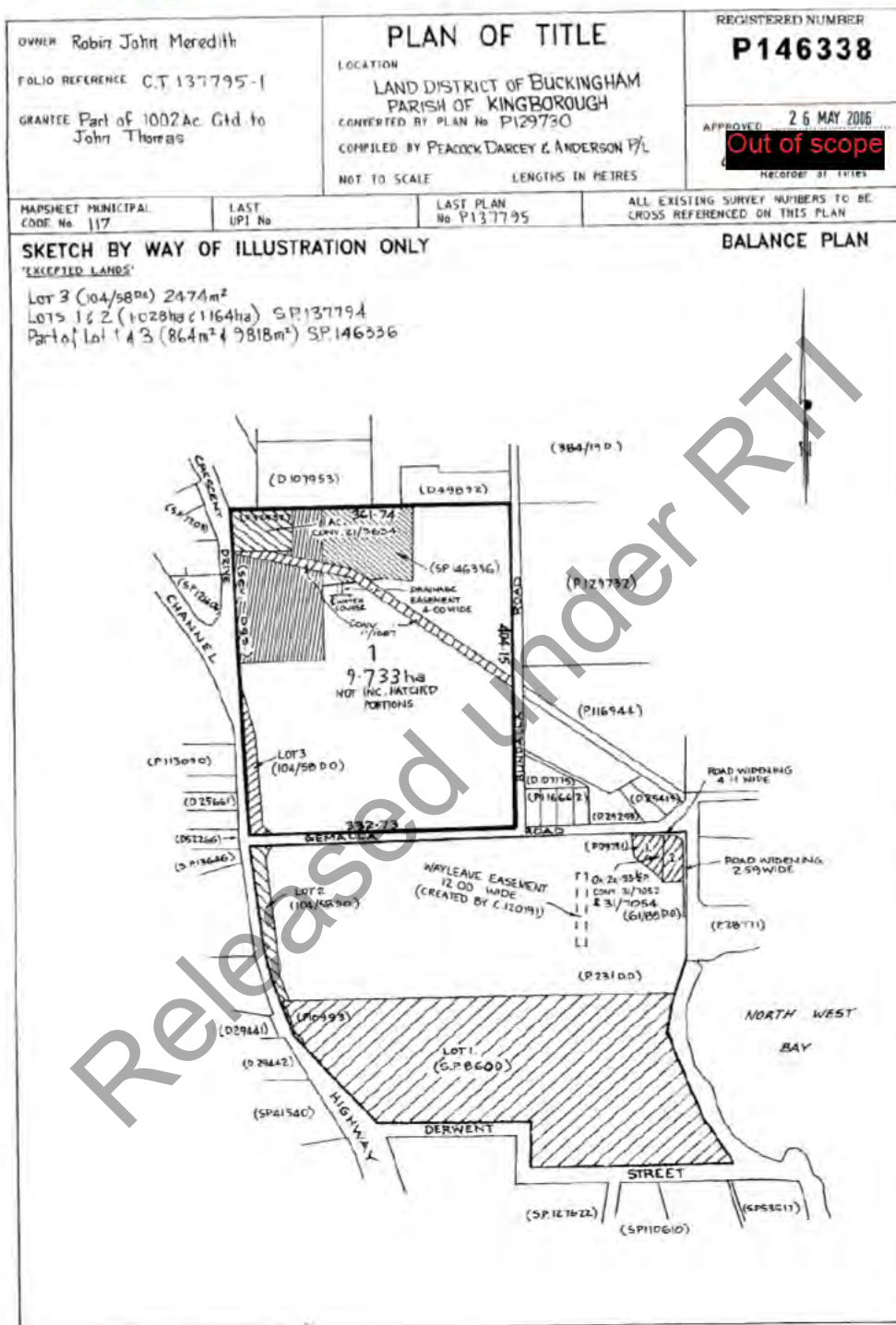
241.04

246.24

12.22

www.thelist.tas.gov.au

Figure 8. Subject site title plan. A recently retrieved copy from February 2024 has been submitted as part of application documents. Source: TheLIST, no nominated scale.



Search Date: 08 Dec 2022

Search Time: 10:37 AM

Volume Number: 145338

Revision Number: 01

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Figure 9. Subject site title plan. A recently retrieved copy from February 2024 has been submitted as part of application documents. Source: TheLIST, no nominated scale.



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3 Photos of the Subject Site

The subject site has been inspected by the report author Danielle Gray of Gray Planning. The following images were taken on a recent site inspection.

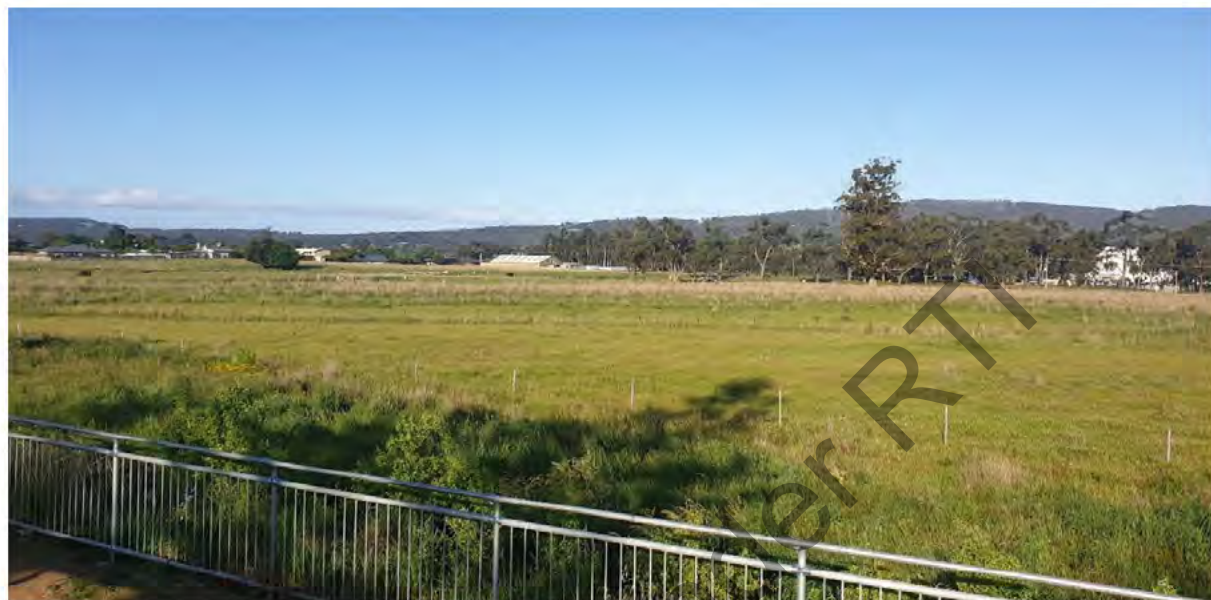


Image.1. Image taken within 5 Gemalla Road (eastern side of Channel Highway) looking north east. Source: Gray Planning, December 2022, no image modifications.



Image.2. Image taken within 5 Gemalla Road (eastern side of Channel Highway) looking north. Source: Gray Planning, December 2022, no image modifications.



4 The Proposed Application

4.1 The proposed application

The application to rezone is intended to facilitate a future subdivision and to zone the subject site to reflect existing residential development patterns immediately adjacent to the subject site. The rezoning also acknowledges the proposed rezoning of land in Margate to General Residential under the upcoming Kingborough LPS.

The intended future development of the subject site will be for subdivision of the land for residential purposes.

There are currently no formalised subdivision proposal plans available for the subject site as these plans will be developed and then finalised when the rezoning application is approved. A concept layout plan has been provided by Leary Cox and Cripps Surveyors only for the purposes of assessing site servicing requirements and potential lot yield. This concept plan has been provided as part of the Leary Cox and Cripps mapping included within this report.

The future subdivision would be intended to provide residential lots that comply with the Acceptable Solution for minimum lot sizes, configuration and frontages prescribed under the State Planning Provisions for both ordinary and internal lots and to reflect existing residential development patterns immediately adjacent to the subject site as well as address any identified site constraints.

The developer also intends to implement street planting as part of a subdivision proposal with a desire to provide an environmentally responsible subdivision that provides landscaped nature strips to maximise green spaces.

Public open space associated with a subdivision would also be able to be considered as part of a future DA process as part of negotiations between Council and the developer.

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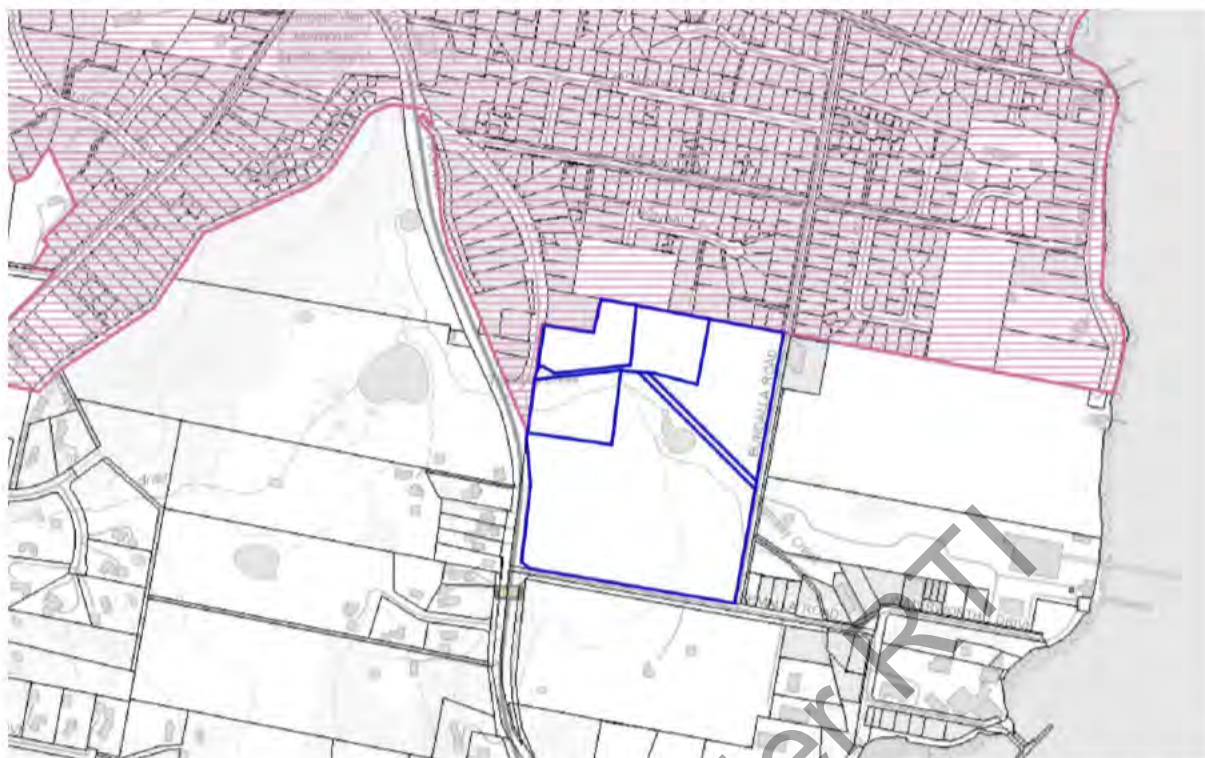


Figure 10. The subject site outlined. The shading represents properties located within the urban Growth Boundary contained in the Southern Tasmanian Regional Land Use Strategy (STRLUS). Source: TheLIST, sourced 22 February 2024, no nominated scale.

A concurrent Adhesion application of two titles that make up the subject site at 5 Gemalla Road will be lodged very shortly to ensure that technically, the subject site is adjacent to the Urban Growth Boundary.

It is requested that the approval of this Adhesion application is a condition of approval on the proposed rezoning.



4.2 Existing Site Development

The subject site has multiple accesses and frontages. These include direct frontage onto Channel Highway, Bundalla Road, Gemalla Road and Crescent Drive. There are formalised accesses onto Crescent Drive and Gemalla Road. The subject site only has no other formal vehicular accesses.

The property is covered by rough pasture which is periodically cut for hay and is used for the grazing of cattle.

There are a few very minor pockets of native vegetation in the form of individual trees only in a pasture setting in the east of the subject site (located near Bundalla Road).

These trees will remain entirely unaffected by the proposed application at this point in time as no physical works or development are proposed as part of the application and any development would be still subject to a separate development application process and assessment to be considered by Council.

The subject land has a relatively level gradient with an average slope generally flatter than 1 in 5.

No development is proposed at this point in time and all use and buildings on the subject site will be assessed and considered as part of a future development application.

4.3 Surrounding Area Character

The surrounding area is characterised predominantly by residential development. To the north is residential development in Incana Road, Bonsai Place and Crescent Drive substantially subdivided and developed in the early 2000's. These lots are zoned Low Density Residential.

Land to the immediate north of 1830 Channel Highway across the Channel Highway is characterised by residential development also zoned Low Density Residential. The ages of properties vary considerably from the late 19th century but the majority of residential development along Van Morey Road comprises mid to late 20th century and recent multiple dwelling infill.

A substantial amount of infill residential development of an urban scale and density has occurred immediately adjacent to the subject site in the last 20 years.

There is very limited remnant native vegetation present within the subject site and generally comprises individual Eucalyptus trees of varying ages and size, with no understorey vegetation communities other than pasture.

The subject site is characteristic of many larger lots in the rural areas of Kingborough that have no discernible agricultural use.

The character of the area in the vicinity of the subject site is a mixture of low density and urban density residential lots that have been historically subdivided to provide residential living opportunities as part of the growing Margate township.



Larger lots surrounding these urban density residential properties are typically used for rural residential use on lots ranging in size from typically 1 to 2 hectares.

In the overall surrounding area, lot sizes vary considerably and it cannot be said there is an average or typical lot size in the surrounding area, particularly given the infill development that is occurring adjacent to the subject site especially in Van Morey's Road.

Much of the surrounding area has been zoned either Rural Living or Low Density Residential. It is considered this zoning has been applied to recognise and facilitate the growth of the Margate township as a significant township in the Kingborough municipality, only second to Kingston and Blackmans Bay itself in terms of the number of residents.

Under the draft Kingborough LPS, all properties currently zoned Low Density Residential are intended to be rezoned to General Residential now that previous servicing issues in Margate have been resolved.

The subject site however, measures 13.1783 hectares and adjoins neighbouring residential properties and has site constraints that preclude many agricultural uses. These constraints include a reasonably small area of cleared level land available for agricultural use which restricts the range of viable agricultural use. This is discussed in more detail in the submitted GES report.

The land is also directly adjacent to urban density residential use and development which then restricts future agricultural potential.

The primary land use in the immediately surrounding area is lower density residential and urban density residential.

No commercial agricultural uses are evident on either the subject site or surrounding area.

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Figure 11. The subject site shown outlined is in the southern portion of the Margate township. Source: TheLIST, sourced 22 February 2024, no nominated scale.



5 Town Planning Overview: zoning history and Kingborough Strategies

5.1 The Kingborough Land Use Strategy 2013

The 2013 Kingborough Land Use Strategy recognised that the land owned by the **Out of scope** family provided a future residential expansion opportunity and specifically stated that the land *'should not be alienated by a low density residential development' and that 'if it was zoned as low density residential or rural residential then an inefficient subdivision pattern would occur that would preclude any further intensification'.*

Furthermore, *'the longer term residential expansion opportunity here is on the current **Out of scope** properties immediately south of Margate. The land (both sides of the Channel Highway) should not be alienated by a low density residential development.'*

'Such holding zones would remain in place until such time as the developer is able to come forward with a more specific development proposal for the subject land. It is likely then that a Sec.43A application would then enable the rezoning and the subdivision proposal (a detailed precinct plan) to be approved concurrently. This provides a higher level of certainty in regard to the new General Residential zone boundaries.'

'Some properties immediately to the south of Margate are zoned Rural Resource and this reflects the existing farming activities that are conducted on these larger parcels. In the longer term it is likely that this land will be developed for serviced residential subdivisions and be the next major expansion area for Margate. The Rural Resource Zone in this case is effectively a holding zone. If it was zoned Low Density Residential or Rural Residential, then an inefficient subdivision pattern would occur that would preclude any future intensification.'

5.2 The 1992 subdivision of adjacent 1830 Channel Highway

1992 Subdivision of the **Out of scope** land

Historically when the development of Englefield Drive was approved in 1992, this approval was then formally adopted in the *Kingborough Planning Scheme 2000* as an 'Alternative Solution' and specifically noted as part of Planning Scheme ordinance (see (d) below).

A number of proposed lots and internal road networks were outlined on both CT- 111837/1 and CT- 166524/1 which are now proposed to be rezoned to a significantly lower density under the proposed Rural Living zone. This citation of the **Out of scope** currently valid subdivision permit (where substantial commencement was confirmed by Council) and approved plan as an Alternative Solution in the 2000 Planning Scheme was omitted from the *Kingborough Interim Planning Scheme 2015* despite the Planning Scheme recognising that these titles (and others owned by the **Out of scope** family) were better suited to more intensive residential development in the future than the Acceptable Solution provided.



- (d) in the case of subdivision of land located at Englefield Drive, Margate, an application is made for the further staged subdivision of land based on the outline plan of subdivision shown on approval SD 1944, 26/10/1992.



5.3 Strategic directions for Margate and the Out of scope land

As identified in Council's previous Planning Schemes and recent Land Use Strategies, development of the Out of scope land is needed to facilitate the expansion of the Margate township to the south and it is considered poor strategic planning to adopt a piecemeal and ad hoc approach to developing land held in common ownership. The land in question has site conditions ideal for higher residential densities in the absence of site constraints such as gradient, servicing, heritage, access, large areas of priority vegetation or attenuation from any adjoining incompatible existing land use.

The Out of scope family have owned many of their titles for in excess of 50 years as a consolidated property comprising multiple large titles and it is considered that Council and the Tasmanian Planning Commission should recognise the importance of applying a General Residential zoning to facilitate strategic planning objectives for Margate for the longer term development of property in a holistic approach.

Recent amendments made to the STRLUS (particularly the May 2023 amendment) that allows consideration of rezonings of land immediately adjacent to the Urban Growth



Boundary would enable all of the titles that make up the subject site being able to be considered for a rezoning. However, the **Out of scope** family have made a decision to treat the land as a single entity to enable it to be developed consistently and in accordance with densification objectives in the STRLUS, rather than in a fragmented and ad hoc manner. The **Out of scope** family were in the position of being able to progress rezoning of the small titles that make up 5 Gemalla Road under the previous SRD2.12 (under 2 hectares). However, this would have resulted in inefficient development of the land for all stakeholders (including the owners and Council). The owners have a preference of dealing with rezoning in a more efficient manner than a piecemeal approach. This would retain the strategic value of the land in its entirety for all stakeholders and is considered to be in line with Council's strategic objectives.

5.4 History of zoning of the subject site and the Kingborough Land Use Strategy 2019

The subject site is zoned wholly Rural Resource under the *Kingborough Interim Planning Scheme 2015*.

This application seeks a General Residential rezoning of the subject site. This rezoning will in turn facilitate future subdivision of the subject site to enable the expansion of Margate as a major residential township in the Channel area.

The SGS report that is part of this application confirms Margate's position of a leading urban area in the Kingborough municipality and the demand for further residential land.

The subject site is also subject to a number of Codes which will be discussed in detail later in this report.

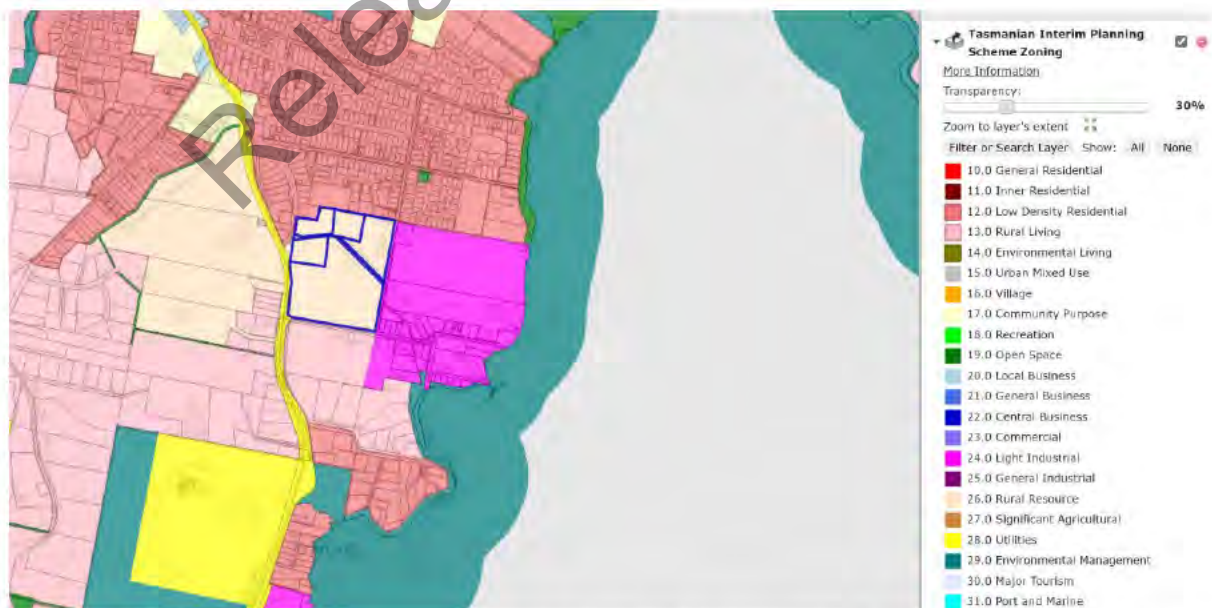


Figure 12. The subject site shown outlined within the township of Margate. Source: TheLIST, sourced 22 February 2024, no nominated scale.



The subject site was zoned Primary Industries under the *Kingborough Planning Scheme 2000*. This zoning was in reference to the large lot sizes and generally rural nature of the subject site which (as it remains) is currently undeveloped and contains pasture.

The *Kingborough Land Use Strategy* dated May 2019 has mapped all of the subject site to be Future Urban zone.

The transition to the current *Kingborough Interim Planning Scheme 2015* was a 'like for like' process in terms of zoning transition across to the Interim Planning Scheme, as required by the Tasmanian Planning Commission. As a result, the subject site proceeded to a Rural Resource zoning under the Interim Planning Scheme.

The urban residential area of Margate was zoned Residential under the *Kingborough Planning Scheme 2000* as this Planning Scheme contained a total of six (6) zones and only a single residential zone. There was, effectively, no other zone options for urban residential use and serviced and developed areas.

When Margate was zoned for transition to the Interim Planning Scheme, it was considered by Council that the most appropriate zoning for urban residential areas was Low Density Residential. This was a direct result of the lack of capacity in sewer infrastructure servicing Margate during that time.

Under the 2000 Planning Scheme and a Residential zoning, Margate saw an explosion of development from 2005 to 2015 that saw the expansion of the township to the east and south in the vicinity of Bundalla Road as well as new lots created off Dayspring Drive to the west of the township. This growth resulted in servicing issues and an inability to continue to be able to service ongoing residential growth in the township at that current rate. As a result, Margate residential areas transitioned to the Interim Planning Scheme as Low Density Residential zoning for all urban sized lots on sewer infrastructure where capacity was extremely limited.

Previous limitations of servicing that had previously impeded further expansion of Margate have now been resolved with sewerage servicing for Margate now connected to the Blackmans Bay Treatment Plant, as confirmed in the Aldanmark servicing report that accompanies this rezoning application.

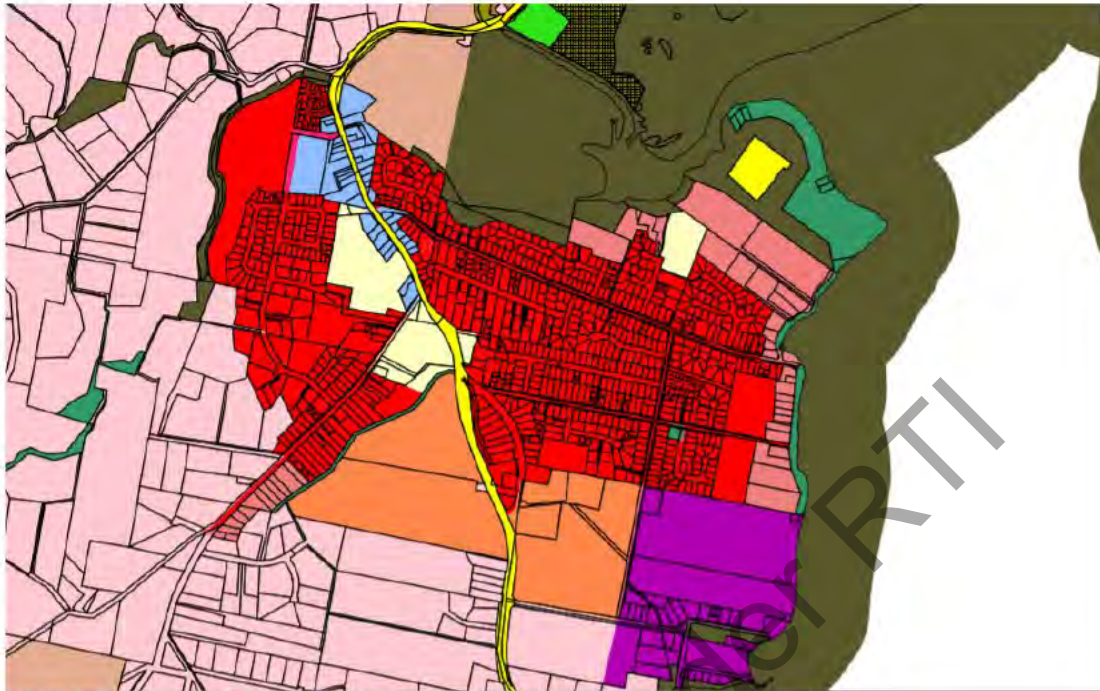
This Low Density Residential zoning remains but is intended to be changed to General Residential zoning under the draft LPS currently prepared by Council.

Under the *Kingborough Land Use Strategy 2019*, the subject site has been flagged to be rezoned to Future Urban as shown below:



5.5.4.3 Proposed Zoning

The proposed zoning for Margate is as shown on the map below:



PROPOSED ZONING - Margate

This proposed Future Urban zoning under the 2019 Strategy confirms the strategic importance of the **Out of scope** land in terms of future expansion of Margate that has been repeatedly highlighted by Council.

However, the subject site has been held in a Rural Resource zone under the 2015 Interim Planning Scheme with the primary reason given by Council being inadequate servicing for the expansion of Margate. However, as previously noted this issue has now been resolved, paving the way for further residential development in Margate.

The land held by the **Out of scope** family on the eastern side of Channel Highway (described as the 'subject site' in this application) should be best dealt with as a consolidated single property to better deal with site constraints, servicing, access and to further ensure optimal use of what is one of the last remaining large future development sites held in long term common ownership in Margate to enable to expansion of the suburb.



5.5 Kingborough Land Use Strategy 2019 strategic directions

The development of the properties subject to this application has very strong alignment with the *Kingborough Land Use Strategy 2019* including the following specific references to the subject site which proposes a Future Urban zoning as follows:

*A medium term residential expansion opportunity exists on the current **Out of scope** properties immediately south of Margate. Such land (on both sides of the Channel Highway) has been zoned Rural Resource (to reflect existing use and as a 'holding zone'). With the removal of the sewerage constraint, this land is proposed to be zoned as Future Urban and the Urban Growth Boundary in the STRLUS will need to be similarly adjusted. (Page 68)*

The development of this land will effectively be the only remaining future greenfield residential subdivision opportunity for Margate. (Page 69)

It is then likely in future that most of the affected land (the subject site) would be zoned as General Residential or Low Density Residential. (Page 182)

It is proposed that this extensive area (the subject site) be zoned as Future Urban. (Page 188)

The Strategy notes that 'It is appropriate that there should be sufficient land available to meet the demand for residential development for at least the next 10 years'. (Page 68)

It is asserted that the Huntingfield Estate already earmarked for Housing Tasmania development together with the subject site would provide a significant portion of that desired 10 years of sufficient land supply. At a future point in time, it is expected that the owner's other property 1830 Channel Highway will also provide for a longer dated supply of sequenced land supply after a rezoning.

The Strategy also notes 'Beyond the next 5 years, the next larger residential developments are likely to occur on the Communities Tasmania land at Huntingfield, at Margate and to a lesser extent, at Snug, each of which can be zoned as Future Urban. All of this future residential growth will meet the needs of the municipality for the next 15 years – the original planning period for the STRLUS' (Page 69)

It is considered that a rezoning to General Residential of the subject site fully aligns with the intentions of the 2019 Strategy.

The two northern titles that make up 5 Gemalla Road are both under 2 hectares and have a common boundary with the existing UGB were already eligible for consideration against the previous SRD 2.12 of the STRLUS. However, the owners recognise that to proceed with such a small development would represent an inefficient development of the properties than a wholly considered subdivision would result in.

Should this rezoning application not be approved by Council or the Tasmanian Planning Commission, the owners will be forced to pursue significantly less efficient development/sale pathways for each of the individual titles that make up 5 Gemalla Road. Such an alternative development route would be against the intent of a decade of



established Council strategic planning policy regarding the subject site as a whole. Such an alternative development approach would also further result in the permanent loss of the value of this strategically important land.

5.6 Draft Kingborough Local Provisions Schedule (LPS)

The draft Kingborough LPS specifically encourages further residential land supply by enabling future greenfield residential development to occur. Margate is specifically mentioned. The only identified greenfield site in Margate is the subject site.

SRD 2.8	Aim for the residential zone in planning schemes to encompass a 10 to 15 year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart.	Zoning land as Future Urban at Huntingfield, Margate and Snug to enable future greenfield residential development to occur once existing developed areas are taken up. Based on the current take-up rates at Spring Farm, these additional areas will be needed to cater for the next 15 years of demand for such land.
----------------	--	---

(Page 58 of draft LPS)

Strategy reference	Regional Policy	The Kingborough draft LPS and associated SPPs result in a scheme that is consistent with the regional policies and likely to further the outcomes by:
SRD 2.4	Recognise that the Urban Growth Boundary includes vacant land suitable for land release as greenfield development through residential rezoning as well as land suitable for other urban purposes including commercial, industrial, public parks, sporting and recreational facilities, hospitals, schools, major infrastructure, etc.	Zoning land within the Urban Growth Boundary to accommodate a broad range of urban uses. This includes some land that is vacant and is suitable for future greenfield residential development. However this is diminishing fast within Kingborough and it will be necessary to amend the Urban Growth Boundary to accommodate some additional greenfield development at Margate and Snug.

(Page 57 of draft LPS)

As previously mentioned within this report, the draft LPS has flagged the subject site as being appropriately zoned as 'Future Urban zone', recognising the subject site as the primary greenfield site in Margate and apart from the Housing Department site at Huntingfield, the largest greenfield site in the LGA.



5.1.23 Future Urban Zone

The purpose of the land to which the Open Space Zone has been applied to in the Kingborough draft LPS is to identify land intended for future urban use and development (south of Huntingfield), and to ensure that development does not compromise the potential for future urban use and development of the land (parts of Margate and Snug).

Table 37: Zone application compliance – Future Urban Zone

Reference	Kingborough draft LPS application compliance
FUZ 1 The Future Urban Zone should be applied to land identified for future urban development to protect the land from use or development that may compromise its future development, consistent with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council.	The Future Urban Zone has been applied in the Kingborough draft LPS to the previously identified growth area in Huntingfield and to potential growth areas south of Margate and Snug (see Figure 77 to 79). The application of the Future Urban Zone at Margate and Snug is a result of increased wastewater treatment capacity and a high demand for new residential areas within the municipality.

Kingborough draft Local Provisions Schedule Supporting Report
November 2019

Page 127

(Page 127 of draft LPS)

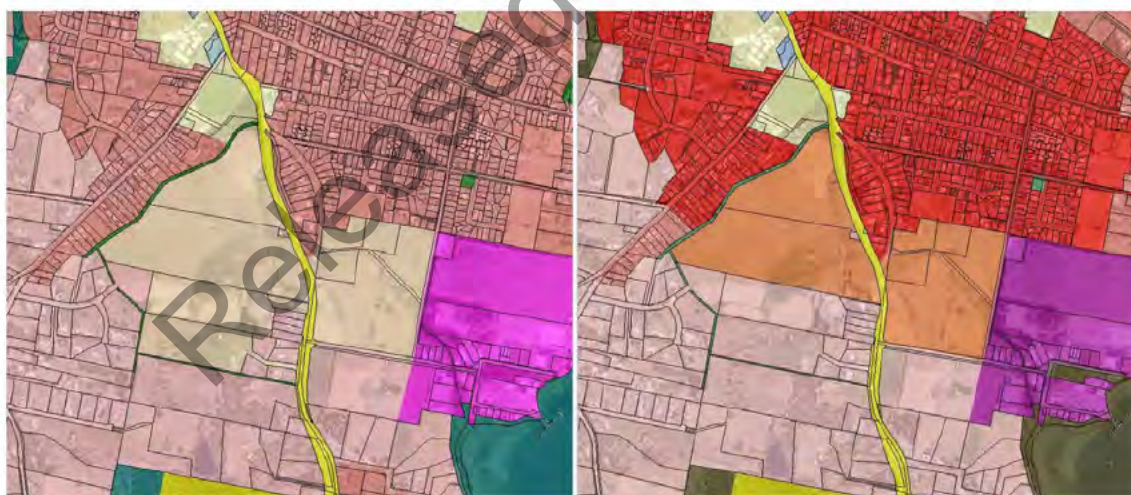


Figure 78: Future Urban Zone application – Margate

(Page 129, noting the above includes all of the titles that make up the subject site at 5 Gemalla Road)



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5.7 30 Year Greater Hobart Plan

The proposed rezoning of 5 Gemalla Road to General Residential is in line with the Greater Hobart Plan.

The 30-Year Greater Hobart Plan identifies the subject site (as an already identified future growth area) as one of the areas in the Kingborough municipality for greenfield development (page 6) as follows:

The main areas identified for infill and greenfield development including future growth areas within each council are:

- Clarence – primarily infill, with some greenfield, including in already identified future growth areas such as Droughty Point peninsula.
- Glenorchy – primarily infill, especially in the catchment areas along the transit corridor, and greenfield at Granton and Austins Ferry
- Hobart – primarily infill within the CBD
- Kingborough – primarily infill in and around the Kingston CBD, greenfield at Huntingfield, and a mix of infill and greenfield in already identified future growth areas at Margate and Snug



The 30-Year Greater Hobart Plan that identifies the subject site as a future greenfield residential development site, was developed by the Greater Hobart Committee that comprised of several key stakeholders:

Membership

Greater Hobart Committee	Greater Hobart Advisory Group
• Mayor of Clarence City Council	• General Manager, Clarence City Council
• Mayor of Glenorchy City Council	• General Manager, Glenorchy City Council
• Lord Mayor of Hobart City Council	• General Manager, Hobart City Council
• Mayor of Kingborough Council	• General Manager, Kingborough Council
• Minister responsible for Economic Development (Chair) (Minister for State Development, Construction and Housing)	• Secretary, Department of State Growth (Chair)
• Minister responsible for Infrastructure and Transport	• Secretary, Department of Justice
• Minister responsible for Housing	• Secretary, Department of Communities Tasmania
• Minister responsible for Community Development	• Director of Housing, Housing Tasmania
	• Chief Executive Officer, Infrastructure Tasmania

Rezoning of the subject site to General Residential to facilitate future subdivision and residential development is entirely consistent with, and supported by the policy directions contained within the 30-Year Greater Hobart Plan, particularly:



- 2.1 - *Ensure there is sufficient land available for housing development, including social and affordable housing, throughout the 30-year life of the Greater Hobart Plan; and*
- 2.9 - *Encourage development on strategically identified key sites to drive the 'right development in the right places'; and*
- 2.10 - *Identify areas for future urban growth, based on projected population growth, demand and supply analysis, and infrastructure and service networks.*

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Out of scope



Out of scope

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6 Town Planning Overview: statewide Strategies and demand

6.1 The 30 year Great Hobart Plan

The future development of the subject site strongly aligns with the *30 Year Greater Hobart Plan* which includes commentary understood to be specific to the subject site as follows:

Kingborough – primarily infill in and around the Kingston CBD, greenfield at Huntingfield, and a mix of infill and greenfield in already identified future growth areas at Margate and Snug.

Advice has been further received from Minister Ferguson's office to Gray Planning in September 2022 that:

To address this issue, I can advise that we have provided substantial financial support to the 'outer' Hobart councils of Brighton, Sorell, Huon Valley, Derwent Valley and Southern Midlands to undertake a 30-year residential demand and supply study. The 'Outer Hobart Residential Demand and Supply Study 2022' study area includes the above local government areas, plus those residential areas of the metropolitan councils that were not included in the Greater Hobart Plan, including Margate and Snug.

Once completed, data from the Study will be integrated with that from the Greater Hobart Plan to provide a comprehensive and up-to-date picture of residential demand and supply across greater Hobart and surrounds for the next 30 years.

The results of the Study, which will be made available to the public, are expected to inform a coordinated and strategic approach to adjusting the UGB to address anomalies and to provide areas for future urban growth. I understand that the preliminary data is expected to be received towards the end of 2022 and the Study completed in early 2023.

Further advice from the Minister was sent to the owner of the subject site in June 2023 to the following effect:

I can advise that on 17 May 2023 I declared an amended STRLUS to give effect to a suite of UGB corrections. At the same time, I made important changes to clause SRD 2.12 to allow land outside but adjacent the boundary to be considered for residential development. As a result of my decision, you will now be able to lodge an application to rezone your land for residential development with the Kingborough Council for certification and exhibition without any requirement to first amend the UGB.

A copy of this letter dated 22 June 2023 is provided as part of this report as Appendix 1.

The rezoning as requested in this application is an insignificant material change at a LGA level. Kingborough has no remaining identified or feasible greenfield land other than Huntingfield Estate currently being developed by the Housing Department. This situation is also confirmed in the SGS report that forms part of this application.

At a more regional level, the requested amendment in this application is minimal with the *30 Year Greater Hobart Plan Strategy for Growth and Change* indicating available greenfield land of approximately 9,000 dwellings across the Glenorchy and Clarence municipalities. The



subject properties would represent an immaterial increase of that figure and would supply approximately 140 lots.

6.2 Kingborough identified release areas for residential land supply and demand

The Tasmanian Government has a well-publicised population strategy in place to increase the population of Tasmania to 650 000 persons by 2050. According to Background Paper 4 of the Greater Hobart Committee, the first target of that strategy of 530 000 persons was achieved in December 2018, ahead of schedule. The next target is 570 000 persons by 2030.

Recently released 2021 Census data shows that the population of Kingborough has grown by an annualised rate of 2.36% and the Greater Hobart area has grown by an annualised rate of 2.22% over the five years from 2016 to 2021. These growth rates are more than double the high series projections forecast in 2019 by the Department of Treasury and Finance of 1.17% for Kingborough and 1.07% for Greater Hobart.

2021 Census Data

2022 Census Data				
Kingborough				
Census Year	Total Persons	% change	Annualised population % change	
2001	27,874			
2006	30,840	10.64%	2.13%	
2011	33,893	9.90%	1.98%	
2016	35,853	5.78%	1.16%	
2021	40,082	11.80%	2.36%	
Greater Hobart (Census) Area				
Census Year	Total Persons	% change	Annualised population % change	
2001	190,161			
2006	200,525	5.45%	1.09%	
2011	211,656	5.55%	1.11%	
2016	222,356	5.06%	1.01%	
2021	247,086	11.12%	2.22%	



Department of Treasury and Finance 2019 Population Projections

Kingborough

The Kingborough population was 38 310 persons in June 2019 which equates to an average annual growth rate of 1.50 per cent per year over the last 5 years.

Medium series projections indicate that based on recent trends the population will reach 44 175 persons by 2042.



Greater Hobart

The Greater Hobart population was 198 735 persons in June 2019 which equates to an average annual growth rate of 1.28 per cent per year over the last 5 years.

Medium series projections indicate that based on recent trends the population will reach 229 336 persons by 2042.



Kingborough Council identified in its 2019 Land Use Strategy that the Department of Treasury and Finance's population projections for Kingborough may '*be lower than what actually occurs*' and '*the first impression is that the Kingborough projection is too low*'. The 2021 Census data mentioned above have ultimately proven Kingborough Council correct in this regard.

The Greater Hobart Committee's Strategy for Growth and Change document notes that '*Proactive action will be required by government (both state and local) to accelerate the availability of land for future residential development*'.

The Greater Hobart Committee's Strategy for Growth and Change document notes '*it is reasonable to assume that the growth rate may be greater than the Medium Series prediction, and it would be prudent to plan for a population growth rate closer to the High Series prediction*'.

Large developments of comparable size to the properties subject to this application include Spring Farm and Whitewater Park Estates both of which are expected to be fully developed by the end of this year. With Huntingfield Estate expected to provide a new source of supply for the next 4 years. It is noted that the design and layout of Huntingfield Estate is different to that of Spring Farm and Whitewater Park which may result in Huntingfield Estate being an unattractive option for some or many potential purchasers.

Other than the above-mentioned properties, there are no other appropriately zoned greenfield opportunities available in Kingborough, indicating Kingborough will effectively run out of greenfield land for residential development within the next four to five years, if not sooner.



The subject site as identified in this application have long been recognised in Kingborough Council policy documents as one of very few sites remaining in Kingborough that is suitable for greenfield development, indicating supply will be significantly constrained in the medium to long term.

The Kingborough 2019 Land Use Strategy notes *'It will be necessary to identify the future residential release areas that could be considered appropriate around (and within) Margate for beyond the next 5-10 years. The most suitable areas are located immediately to the south of Margate – in fact they constitute the only real opportunity for larger scale development'*.

The owner, as part of a future subdivision proposal, would intend to stage the development of the properties listed in this application, which would provide an appropriately staged supply of new greenfield master planned subdivision in Kingborough. The applicant would intend to work with Council to ensure appropriate sequencing which would form part of a future subdivision approval. This staging could be arranged to synergise with the expected tail end of the Huntingfield Estate development by Communities Tasmania.

The Kingborough 2019 Land Use Strategy notes *'Margate is an attractive area for many residents because of its affordability relative to other areas closer to Hobart'* indicating demand for Margate is expected to remain robust.

In the 2019 Kingborough Land Use Strategy it was noted that *'There are now some substantial residential subdivisions at Spring Farm and Whitewater Farm, but new areas will need to come on line if STRLUS targets are to be met'*. Since 2019 the Spring Farm and Whitewater Farm subdivisions are now practically complete, with only one large greenfield site in Kingborough Council's pipeline being Huntingfield Estate.

The 2019 Kingborough Council Local Provisions Schedule Supporting Document recognised a diminishing supply of residential land and noted that vacant land available for residential development within Kingborough *'is diminishing fast within Kingborough and it will be necessary to amend the Urban Growth Boundary to accommodate some additional greenfield development at Margate and Snug'*.

The development of the long awaited shopping centre and supermarket in the Margate town centre, which has recently commenced construction and is within walking distance to these properties, is expected to further increase demand for dwellings in Margate in coming years.

Should the divergence between land/housing supply and demand continue then the current imbalance will only worsen and observable manifestations such as the housing crisis and record prices can only be expected to continue and worsen the longer this continues in the absence of action to the contrary.

Relying upon infill development to meet expected demand is fraught with danger given various factors that restrict the theoretical yield of infill development including street



frontage of existing properties, size of blocks, location of existing house, servicing restrictions, access to finance and a willingness by the property owner to subdivide their own property.

Information provided by Council to Gray Planning in September 2022 states:

Dwelling approvals for the last 5 years:

- 230 dwellings
- 259 dwellings
- 321 dwellings
- 263 dwellings
- 370 dwellings

The current growth rate is expected to continue as there are some substantial residential developments expected during the next decade.

Spring Farm and Whitewater Park Estates are expected to be fully developed by the end of this year.

Huntingfield Estate (which will accommodate approximately 470 dwellings) is expected to be completed within the next 5 years.

Other than the above, there are no other appropriately zoned greenfield opportunities available in Kingborough.

The above figures and comments about available land supply in the Kingborough LGA align fully with information collated and provided by Gray Planning in this application.

6.3 The most feasible zoning of the subject site

When this application for rezoning was in pre-lodgement development, it was considered that the most likely future zoning of the subject site is General Residential, given that is the zoning to be applied to immediately adjacent developed residential land to the north under the draft Kingborough LPS.

After multiple assessments by engineering and planning consultants, the subject site appears to have no constraints that would preclude such a General Residential zoning.



7 The subject site: constraints and opportunities

7.1 Servicing and transport implications

The recently constructed Snug to Margate walking/cycle path runs immediately alongside the subject property.

In coming years, the Snug to Margate walking/cycle path is expected to link up to Kingston via the proposed Huntingfield to Margate path understood to currently be in feasibility study stage now with support from various levels of Government.

Other walking trails run alongside the subject site boundaries, and it is anticipated that their connectivity would be improved with development of these properties.

There exist numerous available opportunities to enter onto the Channel Highway from these properties through existing intersections, including Gemalla Road, Crescent Drive and Beach Road via Bundalla Road. The existing 60km/h speed limit of the Highway is expected to be favourable as submitted in the submitted TIA.

Kingborough Council has recently rebuilt and upgraded Gemalla Road and the Tasmanian Government has recently rebuilt and upgraded the portion of the Channel Highway passing these properties.

The owner of the subject site has made enquiries with the Department of State Growth and TasWater in relation to future development of the land in terms of servicing and access.

As previously advised to Council, the Department of State Growth has indicated to Gray Planning and the site owner/developer in 2018 that they would not be supportive of a direct access onto Channel Highway for the 5 Gemalla Road property only, regardless of compliance with other applicable Planning Scheme standards at the time of an application submitted to Council for development of the land owned by the **Out of scope** family.

Therefore, any future access for a proposed subdivision of the 5 Gemalla Road site would need to be considered via Gemalla Road, Crescent Drive or Bundalla Road by the developer onto a Council maintained road for lots located to the east of Channel Highway.

It is the developer's intention to continue discussions with State Growth against a draft proposal plan prepared by surveyors Leary Cox and Cripps once a decision is made to rezone, supported by a further updated and revised Traffic Impact Assessment.

The Traffic Impact Assessment lodged as part of this rezoning application is a preliminary assessment for the purposes of rezoning only. It is expected that the Assessment would be updated and revised at a later date, against a future subdivision proposal.



7.2 Potential Land Use Conflicts

The rezoning of the subject land from Rural Resource to General Residential zone will not create land use conflict on the following basis:

The proposed zone change relates to a defined area of land comprising a cluster of parcels located within an area immediately south of the residential area of Margate. The proposed rezoning relates only to the subject site and will not open up any other properties.

The subject site is assessed as not being suitable for any commercially viable agriculture nor being a significant area of land when taking into account the areas of better quality agricultural land elsewhere south of Margate. It is noted that the Rural Resource zoned land that makes up the subject site is already heavily constrained by the encroachment of residential development to the immediate north that has substantially intensified in the last 20 years.

There is no likelihood of potential impact on agricultural use and land as there has been none identified in the surrounding area.

Other adjacent properties in the surrounding area to the south and west are also zoned predominantly for residential purposes under Low Density Residential and Rural Living zones, which is a like for like use of the future use and development intended for the subject site.

There is Light Industrial land to the east of Bundalla Road. This is shown in the below Figure.

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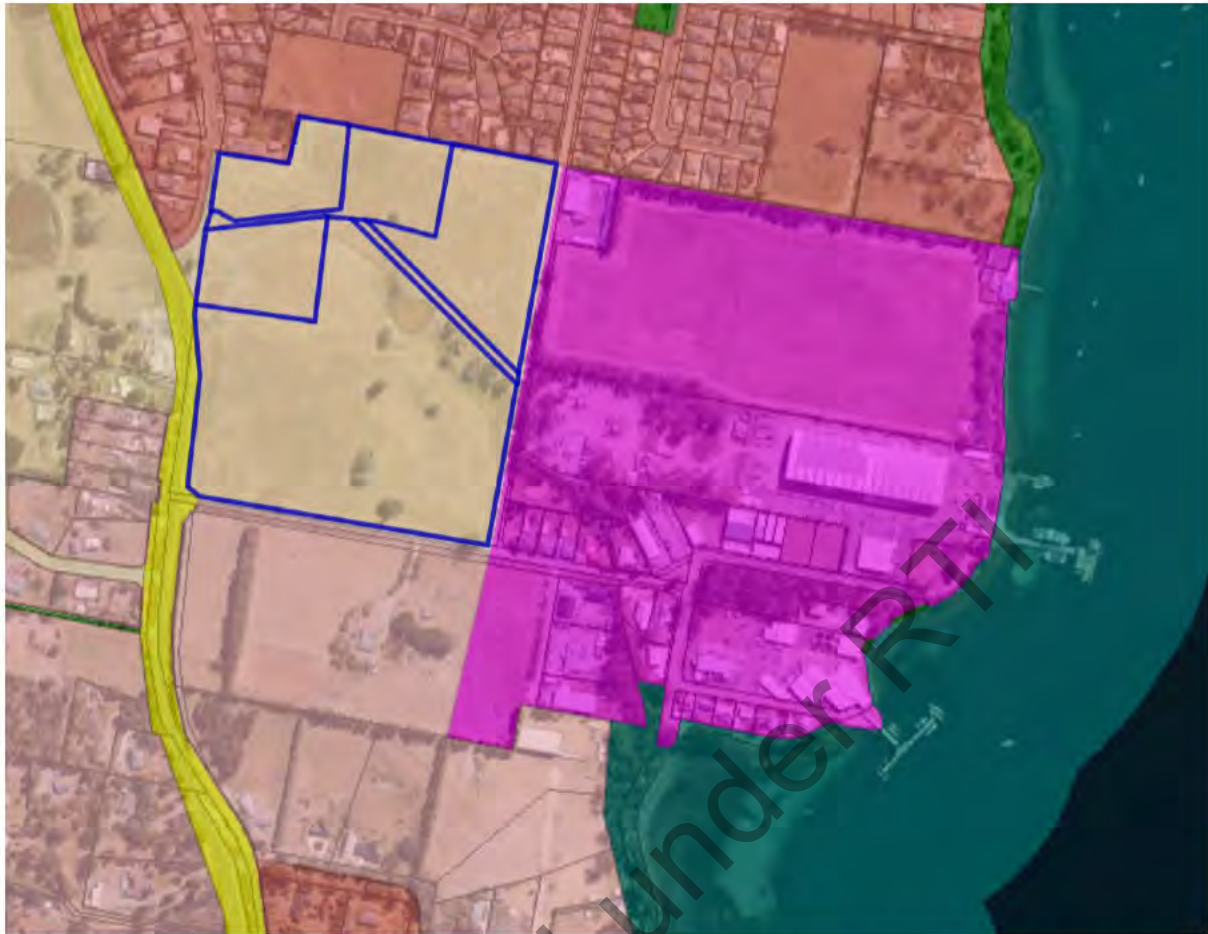


Figure 13. Part of the subject site shown outlined with adjacent Light Industrial zoned land shaded pink and located east of Bundalla Road. Source: TheLIST, sourced 22 February 2024, no nominated scale.

A significant portion of the Industrial land is currently vacant with no known live permits of approval for use or development of this land.

These vacant portions are arrowed (orange arrowed) below.



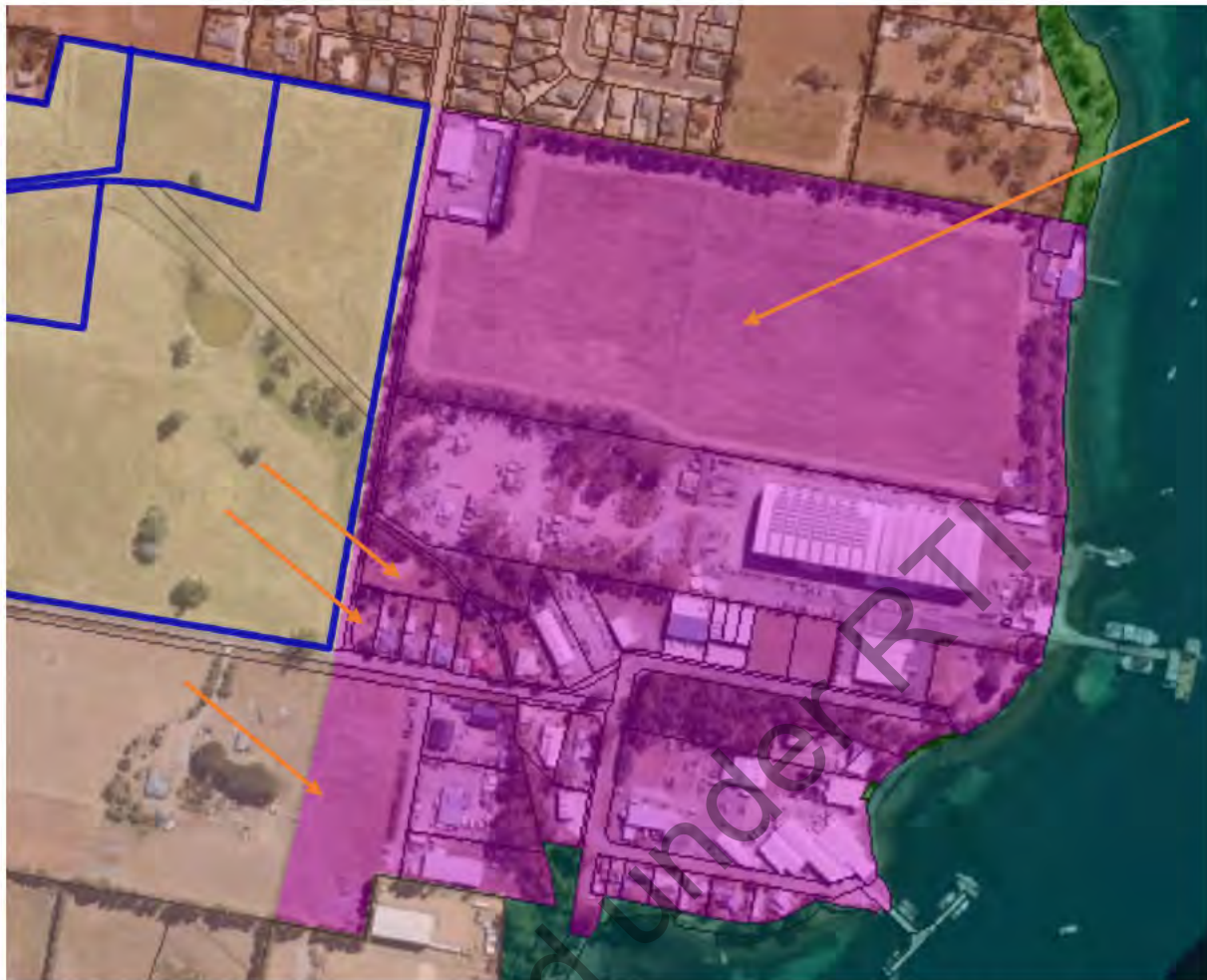


Figure 14. Vacant adjacent Light Industrial zoned land shaded pink and located east of Bundalla Road. Source: TheLIST, sourced 22 February 2024, no nominated scale.

These vacant parcels of Light Industrial zoned land are already adjacent to residential zoned land to the north.

Furthermore, there are residential properties (with long term existing use rights) located within this Light Industrial zoned land.

These are indicated with a yellow arrow overleaf in Figure 15.



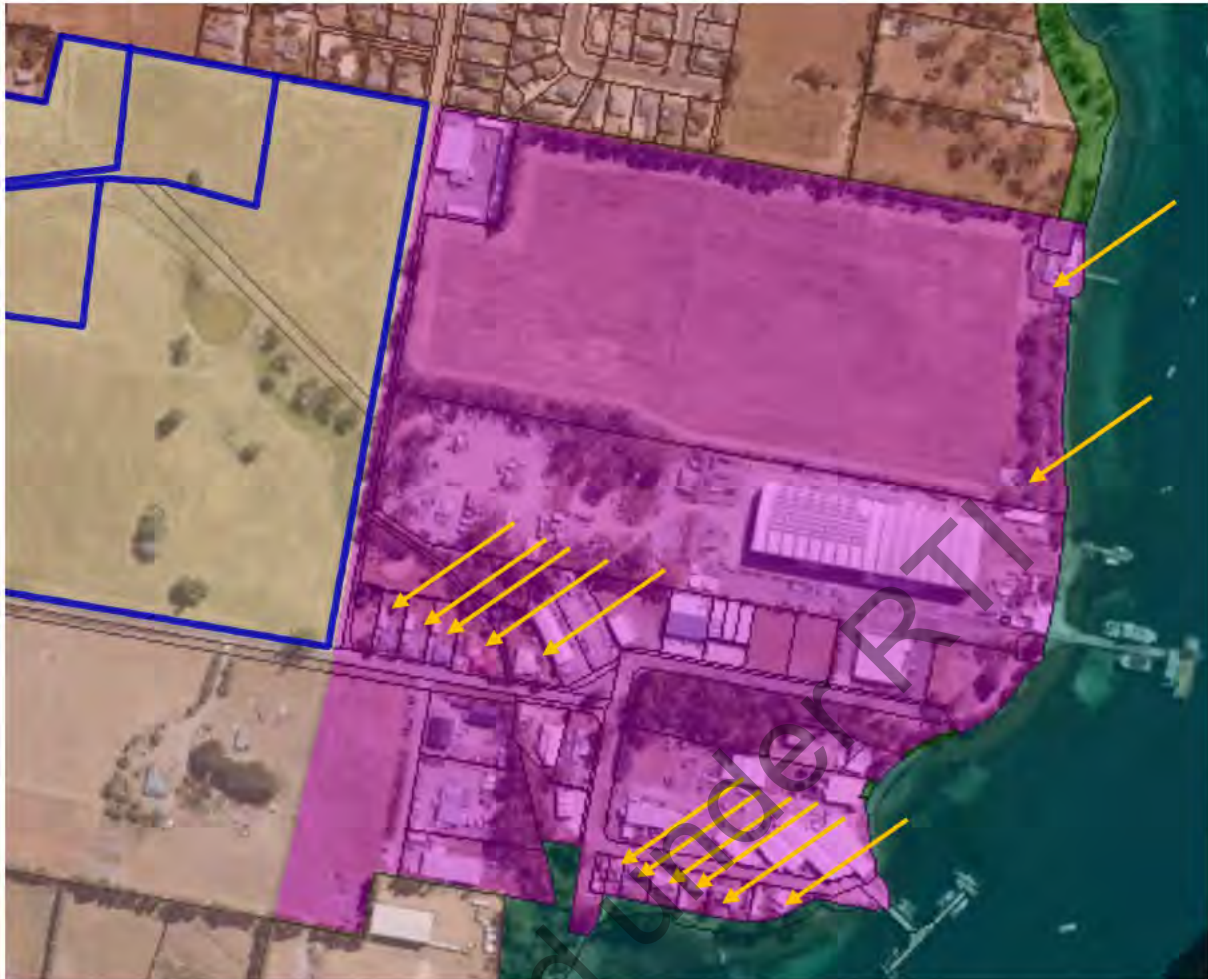


Figure 15. Residential use and development within the Light Industrial zoned land located east of Bundalla Road. Source: TheLIST, sourced 14 December 2022, no nominated scale.

Existing residential dwellings within the Light Industrial area have remained over the years despite the application of an Industrial zoning under the 1988 Planning Scheme which has continued through to the 2000 Planning Scheme and now the current 2015 Interim Planning Scheme.

It is considered that the coexistence of these existing residential uses has occurred without land use conflict for over 30 years.

Furthermore, to the north of the subject site there is residential use and development subdivided and developed in the early 2000's where there has been no known land use conflict occurring.

Any new use proposed on vacant Light Industrial zoned land would already be required to consider existing residential use and development in the surrounding area. The rezoning of the subject site to a residential zone would not create any new issues to consider with respect to land use conflict.

It is considered that the most likely issue between future residential use and development of the subject site and the Light Industrial area is that of noise and to a lesser degree, odour, given the ship building uses on the foreshore of the Light Industrial zoned area. The extent



of any likely impact and would be considered in detail as part of a further subdivision design and layout. There are several mitigating options available in a future design stage such as:

- Setting houses back from attenuation areas;
- No driveway access onto Bundalla Road;
- No build areas on titles;
- Window design, location and glazing details.

7.3 Council's Flood Study of the Tramway Creek catchment

Following Council's recent flood study completed by Flussig, Council recently made the following motion:

C300/18-2023

15.2 TRAMWAY CREEK FLOOD STUDY REPORT

Moved: Cr Gideon Cordover

Seconded: Cr Aldo Antolli

That Council:

- (a) adopts Figures A65 to A68 as the 1% AEP Year 2100 flood mapping for use in future planning and development within the Tramway Creek catchment in Margate south; and
- (b) undertakes engagement with stakeholders to communicate the results of this study; and
- (c) approves the development of relevant strategic policies and/or guidelines to assist and direct all parties in the future development of all land as suggested in Section 4.3 of the Tramway Creek Flood Study Report; and
- (d) approves the establishment of design principles for all infrastructure associated with the possible development of the land discussed in Sections 4.7, 4.9 and 4.10 of this report; and
- (e) requests the preparation of development guidelines to consider rezoning, flood risk, road and drainage design that will impact and guide development of the adjacent land.

CARRIED

Based on this, the applicant engaged Flussig to conduct further work on the issue of flooding as it effects the subject site and the potential for realignment of the Tramway Creek that runs through the subject site as part of a future subdivision. This further work by Flussig found that significant environmental and infrastructure improvements can be obtained by the reshaping/realignment of Tramway Creek and that the vast majority of flooding can be accommodated in a 5m wide x 1m deep creek channel.

Flussig advised the following in an email dated 10 November 2023: to the owner of 5 Gemalla Road:

The channel realignment, designed to specifications of 5m width and 1m depth, has been successfully completed. In the post-development scenario, it is evident that the majority of the overland flow path can now be accommodated within the channel, resulting in significant environmental and infrastructural improvements.



It is advisable to consider a strategic reduction in the existing watercourse corridor, aiming for the following epiphyses to further enhance the project:

- * Flood Mitigation: One of the primary advantages is improved flood control. By strategically realigning the creek channel, the subdivision can better withstand and manage increased water flow during heavy rainfall or extreme weather events. This minimises the risk of flooding and potential damage to properties within the development.*
- * Erosion Control: Channel realignment aids in mitigating erosion along the creek banks. By optimizing the alignment to the natural flow dynamics, the risk of bank erosion is reduced, preserving the integrity of the watercourse and preventing sedimentation downstream.*
- * Improved Water Quality: Proper channel realignment facilitates the establishment of stable and natural streambed conditions. This, in turn, contributes to enhanced water quality by minimising sediment transport and promoting the filtration of pollutants, fostering a healthier aquatic ecosystem.*
- * Ecological Benefits: The realignment allows for the restoration or creation of riparian zones, providing habitats for flora and fauna. This supports biodiversity and ecological resilience within the subdivision, fostering a balanced and sustainable natural environment.*
- * Infrastructure Resilience: Realignment can enhance the resilience of infrastructure, such as bridges and culverts, that facilitate the creek crossing. Proper alignment ensures that these structures are designed to withstand hydraulic forces and potential scouring, reducing maintenance costs and ensuring the long-term functionality of the infrastructure.*
- * Aesthetic Enhancement: Thoughtful channel realignment can contribute to the overall aesthetic appeal of the subdivision. Incorporating natural features and landscaping along the creek banks enhances the visual quality of the environment, creating a more attractive and inviting community space.*
- * Compliance with Regulations: Channel realignment often aligns with environmental regulations and standards, ensuring that the subdivision meets*



legal requirements related to water management, erosion control, and ecological preservation.

** Community Well-being: A properly aligned and well-maintained creek crossing can become a focal point for recreational activities and community engagement. Parks, walking trails, and green spaces along the watercourse contribute to the well-being and satisfaction of residents.*

In summary, the benefits of channel realignment in a new (future) subdivision extend beyond mere infrastructural considerations. They encompass ecological sustainability, environmental resilience, and the creation of a more appealing and liveable community for residents.

A detailed post development flood study will be prepared by the applicant as part of a future development application for subdivision which may include realignment of the Tramway Creek watercourse to address the Flussig flood study as engaged by Council and to property consider flooding impact on the subject site as part of a subdivision proposal. Lot alignment would then be based on further analysis and modelling.

It is considered unnecessary to impose a Flood Prone Areas overlay as part of this assessment process for the reasons above. Any subsequent subdivision application would be subject to further consideration and assessment by Council and would also be subject to consideration of any creek realignment proposed by the owners of the and a subsequent flood study based on any realignment works.

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7.4 Land Capability, or otherwise, of the subject site

The subject site is mapped as 5 terms of Land Capability by DPIPW:

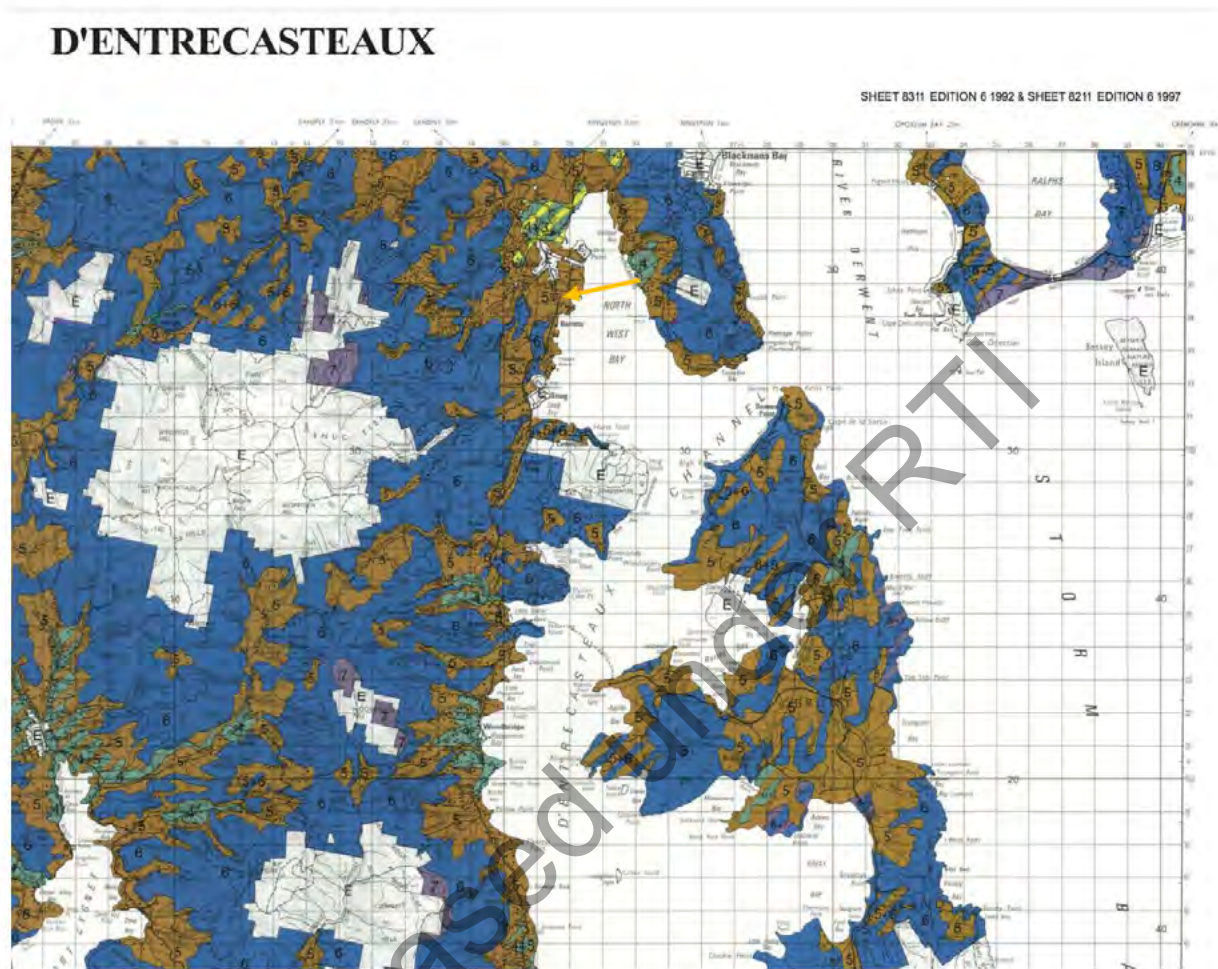


Figure 16. The subject site arrowed. The subject site is brown (5) (Land Capability map DPIPW). Source: TheLIST, sourced 21 February 2024, no nominated scale.

CLASS 5

This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be possible. The land may have slight to moderate limitations for pastoral use. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.

It is considered that the subject site has a low ability to sustain commercial feasible grazing and low to nil suitability for cropping, solely based on its classification alone.

The subject site additionally has other constraints that restrict its ability for agricultural use including size of the property and immediately adjoining residential use of an urban density.



7.5 Planning Scheme Codes currently applicable to the subject site and proposed development

In terms of Planning Scheme overlays, there are a number that affect the subject as well as surrounding properties.

These Planning Scheme overlays are:

- Biodiversity Protection Area overlay (over the entirety of the subject site); and
- Attenuation Area overlay for a fish waste plant at Gemalla Road. This overlay only affects a very small corner of the far south eastern corner of the subject site measuring around 408sqm; and
- Bushfire Prone Areas overlay (over the entirety of the subject site); and
- Waterway and Coastal Protection Area overlay (over a dry watercourse that runs across the subject site with the overlay being around 60m along its entire width).

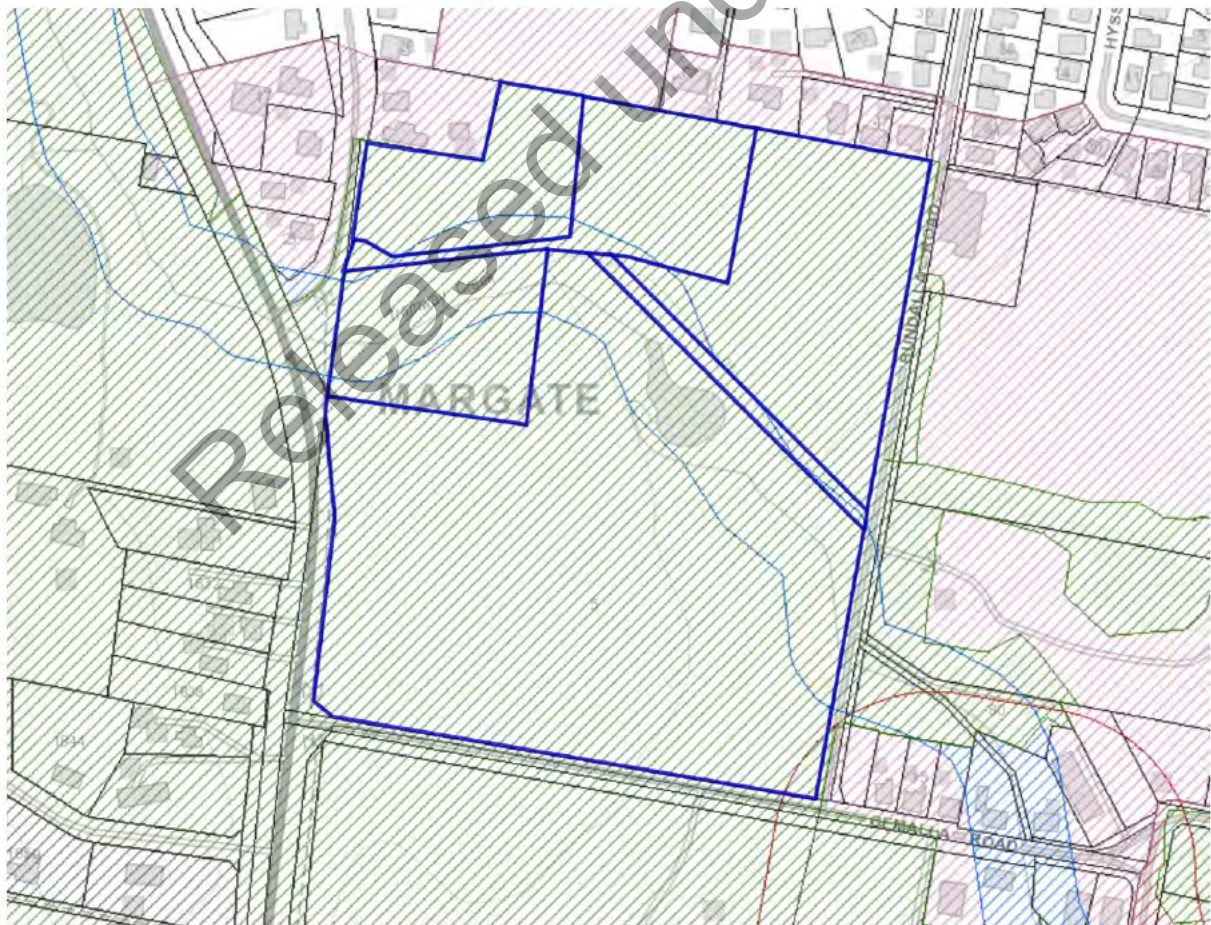


Figure 17. The subject site shown outlined with Planning Scheme overlays that affect the site. Source: TheLIST, sourced 21 February 2024, no nominated scale.



The following comments are made against Planning Scheme Codes with respect to the proposed use and development:

E1.0 Bushfire Prone Areas Code

The site contains a bushfire prone area overlay.

However, the site does not accord with the definition of 'bushfire prone area' which is:

where there is no overlay on a planning scheme map, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1ha

The Bushfire Code E1.0 will apply to the future proposed use and development in the event that the Bushfire Prone Areas overlay continues to apply to the subject site.

The above definition for what constitutes a 'bushfire prone area' arguably does not apply to the subject site as it is not within 100m of an area of bushfire prone vegetation greater than 1 hectare.

A 'Fire History' search on The List states that the subject site has no fire history documented, including the 1967 bushfires.

This application for rezoning and amendment of overlays does not seek to impact upon the current application of the Bushfire Prone Areas overlay as it applies to 5 Gemalla Road.

E5.0 Road and Railways Assets Code

This Code will be applicable to a future subdivision application as any subdivision proposal will unavoidably intensify the use of existing accesses including Crescent Drive and Gemalla Drive (eventuating into additional traffic onto Channel Highway).

The property owner has had discussions with the Department of State Growth and discussion have been positive. The owners have formally approached State Growth in November 2022 to advise the department of an upcoming amendment to the rezoning or amendment to the Urban Growth Boundary. The amendment of the STRLUS in May 2023 has resulted in the originally intended UGB amendment to instead by a rezoning.

It is the intention of the property owner to further engage their traffic engineer (Hubble Traffic) to liaise with State Growth about the best agreed locations and the design of any required and/or recommended accesses onto Channel Highway once a rezoning to General Residential has occurred and as part of a future subdivision application. The submitted TIA supports this position.



E7.0 Stormwater Management Code

This Code will be applicable to a future proposed development seeking subdivision.

The owners have engaged Aldanmark who have provided a servicing assessment of the subject site which is included as part of this UGB amendment application.

Further analysis of stormwater management would be provided as part of a future subdivision application and against a specific plan of subdivision.

Preliminary assessment considers the land favourable for servicing as summarised in the associated Aldanmark assessment.

E8.0 Electricity Transmission Infrastructure Protection Code

This Code will also not apply as the proposed future subdivision of the subject site is not within a electricity transmission corridor as mapped with an overlay. This overlay does impact the remainder of the **Out of scope** land at 1830 Channel Highway but that land is not part of this rezoning application.

This Code will therefore have no impact on the development of the subject site at 5 Gemalla Road.

E9.0 Attenuation Code

The subject site contains an overlay in the very far south eastern corner of the subject site that is marginally over 400sqm in area.

It is considered that this overlay area would be considered as part of the layout and design in a future subdivision application to ensure that any lot that captures this overlay area is able to provide a building area wholly outside the mapped Attenuation Area overlay.



E10.0 Biodiversity Code

This code is relevant as the subject site has a few remnant Eucalyptus trees located in the eastern portion of the subject site.

These trees are individual trees in pasture with no vegetation communities as understorey and are likely to have minimal habitat opportunities.

The environmental values of the subject site have been assessed in the EcoTas Natural Values Assessment which concludes:

Rezoning

In my opinion, there are no significant matters related to natural values that should constrain a rezoning of 5 Gemalla Road to General Residential pursuant to the Tasmanian Planning Scheme.

Priority vegetation area overlay

In my opinion, no part of the 5 Gemalla Road warrants application of the Priority Vegetation Area overlay pursuant to the Tasmanian Planning Scheme. This is because the site does not support priority vegetation as defined by C7.3.1 of the Scheme, specifically due to the fact that no part of the site:

- (a) forms an integral part of a threatened native vegetation community as prescribed under Schedule 3A of the Nature Conservation Act 2002;*
- (b) supports threatened flora species;*
- (c) forms significant habitat for threatened fauna species; or*
- (d) could be construed as native vegetation of local importance.*

In my opinion, Tramway Creek should be subject to the Waterway and Coastal Protection Area overlay pursuant to the Tasmanian Planning Scheme, meaning the relevant provisions of the Natural Assets Code will be applicable. I note that there are no specifically identified natural values along the watercourse (apart from some individual trees that have been separately considered, further noting that most of these are set well back from the actual watercourse) that should require special consideration. Commentary on individual trees The site supports several large-girthed native trees, mainly Eucalyptus amygdalina (black peppermint) but also some Eucalyptus obliqua (stringybark) and a smaller number of Eucalyptus ovata (black gum). These occur in a long-managed pasture setting and in no manner should be construed as any form of TASVEG native forest mapping until, with the assessment subsuming all parts of the site with this remnant tree canopy into the broader concept of agricultural land (TASVEG code: FAG), at most recognising that a small area could be classified as improved pasture with native tree canopy (TASVEG code: FAC). That is, the individual trees are not properly regarded as "native vegetation" in an ecological sense, being classified as part of the concept of modified land under the TASVEG system of classification.

However, "native vegetation" is defined in the Tasmanian Planning Scheme as "plants that are indigenous to Tasmania including trees, shrubs, herbs and grasses that have not been



planted for domestic or commercial purposes”, which means that technically these trees are “native vegetation”.

In my opinion, this is a nonsensical interpretation of the concept of “native vegetation”. The individual trees do not currently support hollows. While many have a girth typically associated with mature trees with hollows, these trees have developed in an open pasture setting so are unusually large for their age. The trees do, however, have (in my opinion) a high conservation value because of their (a) stature (most) and (b) species (some, viz. Eucalyptus ovata as potential foraging habitat of the swift parrot). There are opportunities as part of the rezoning and eventual residential development to make provision for retention of some of the trees (recognising that there will be attrition between now and when development occurs due to wind and other factors) associated with the riparian zone of Tramway Creek. This zone also provides an appropriate location for planting of additional trees to replace any lost due to development at a rate greater than 1:1.

Key finding

In my opinion, while there are no significant matters related to natural values that should constrain a rezoning of 5 Gemalla Road to General Residential and the site should not be subject to the Priority Vegetation Area overlay pursuant to the Tasmanian Planning Scheme, it would be appropriate to include provisions for the longer-term management of individual trees as part of a future subdivision proposal, this mainly related to retention/replanting of trees along Tramway Creek where this does not conflict with service provision, bushfire hazard management and other constraints.

(page 2 & 3 of EcoTas report submitted as part of application)

E11.0 Waterway and Coastal Protection Code

As previously noted, this overlay applies to a watercourse (Tramway Creek) that runs north to south, primarily parallel to the Channel Highway.

Further investigations would be undertaken after a rezoning by the owner’s engineers to understand what constraints these mapped areas provide and whether they can reasonably be developed or included as part of nominated public open space areas as part of a future subdivision application.

Further in depth investigations as part of a future subdivision would be undertaken by the owner’s engineers and it is likely that portions of the mapped area will be contained in public open space and may therefore facilitate a walking track along the watercourse and/or public access along the watercourse.

Currently the Waterway and Coastal Protection Area overlay is mapped at 30m wide either side of the Tramway Creek (60m in total). This is considered excessive based on the actual modelled catchment area within 5 Gemalla Road and the application also seeks to reduce



this overlay to a maximum of 10m either side of the creek (20m in total width). This is shown in the Leary Cox and Cripps mapping contained within this report.

Previous discussions between the owner of the subject site and Council's Strategic Planner have resulted in Council confirming they were open to looking at the width of the overlay.

It is considered that there are no environmental issues discouraging a 10m overlay width either side of the Tramway Creek.

A guide from the SPO indicates reduced buffer widths apply in residential zones:

What zones does the Natural Assets Code apply in?

The provisions relating to 'waterway and coastal protection areas' and 'future coastal refugia areas' apply to all zones. There are however reduced buffer distances for the main urban zones when applying the requirements for 'waterway and coastal protection areas'.

Table C7.3 from State Planning Provisions of the Tasmanian Planning Scheme indicates any watercourse within a residential zoned area is deemed as class 4 (10m).

The waterway is currently classed as Class 2 (30m) based on it having a catchment of approximately 105 hectares.

However, if zoned General Residential then based on (b) the overlay should have a Class 4 width based on the application of (b).

This application for rezoning and amendment of overlays seeks a reclassification of Tramway Creek to a class 4 with an associated 10m wide overlay either side of the creek. This is consistent with the application of Table C7.3.



Table C7.3 Spatial Extent of Waterway and Coastal Protection Areas

Spatial Extent of Waterway and Coastal Protection Areas	Width
Class 1: Watercourses named on the 1:100,000 topographical series maps, lakes, artificial water storages (other than farm dams), and the high water mark of tidal waters.	40m
Class 2: Watercourses from the point where their catchment exceeds 100ha.	30m
Class 3: Watercourses carrying running water for most of the year between the points where their catchment is from 50ha to 100ha.	20m
Class 4: All other watercourses carrying running water for part or all of the year for most years.	10m
Ramsar Wetlands: Wetlands listed under the Convention on Wetlands of International Importance, (the Ramsar Convention).	100m
Other Wetlands: Wetlands not listed under the Ramsar Convention.	50m
(a) For the purpose of spatially defining 'width' in Table C7.3: (i) width is measured from the top of bank or high water mark of tidal waters, watercourses or freshwater lakes; and (ii) in the case of watercourses or wetlands, the waterway and coastal protection area includes the waterway or wetland itself, being between the top of the banks on either side. (b) Any watercourse, including the tidal waters of any river, creek or stream, within or adjoining the following zones is deemed to be a Class 4 watercourse: (i) Inner Residential Zone; (ii) General Residential Zone; (iii) Low Density Residential Zone; (iv) Urban Mixed Use Zone; (v) Local Business Zone; (vi) General Business Zone; (vii) Central Business Zone; (viii) Commercial Zone; (ix) Light Industrial Zone; (x) Major Tourism Zone; (xi) Port and Marine Zone; (xii) Particular Purpose Zone; or (xiii) Future Urban Zone.	

It appears from the below excerpts from other Council agenda's and LPS documents that the TPC is now preferring to have the buffer width reflect that required in Table C7.3, including reducing the width in urban zoned areas, - rather than what is mapped by the SPO/Councils:

Monday 24 January 2022

Glenorchy Planning Authority Meeting Agenda

The revisions to the Waterway and Coastal Protection Area maps will ensure that biodiversity values are appropriately protected.

BACKGROUND: During the Panel hearing on the Glenorchy LPS, the Tasmanian Planning Commission (the Commission) indicated that its preference for mapping the Waterway and Coastal Protection Overlay was for the maps to reflect the widths outlined in Table C7.3 Spatial Extent of Waterway and Coastal Protection Areas. This new approach was introduced after the Glenorchy LPS had been exhibited. The Commission subsequently encouraged Council to revise the overlay via a future amendment.

ASSESSMENT / STRATEGIC OUTCOMES Local Strategy, Policy and Impacts: The amendment is essentially a consequential amendment resulting from discussions with the Commission to produce mapping that matches the text of the Natural Assets Code (ie a standard watercourse buffer width for urban areas) and the implementation of outcomes from Council's stormwater management plan developed under the *Urban Drainage Act 2013*.

Correctly locating the waterway buffer areas and reducing their width to reflect the written requirements of the Natural Assets Code provides clarity for applicants and mitigates the lodgement and processing of unnecessary planning permit applications, reducing costs to Council and applicants.

George Town Council LPS document:

4.3.4 Waterway and Coastal Protection Overlay

The overlay for the waterway and coastal protection overlay has been modified to remove any farm drains and stormwater drains from the overlay. The two areas of modification were within the Bell Bay Industrial Estate, and at the George Town airstrip.

The waterway and coastal protection overlay maps have reduced the widths of buffer areas to 10m from the top of bank of a watercourse, where it adjoins the General Residential, Low Density Residential, Local Business, General Business, Light Industrial, Port and Marine, Future Urban, Particular Purpose Zone. This reduction in the buffer will accurately show the waterway and coastal protection areas on the overlay maps, and provide for the effective operation of provisions.



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Out of scope



Out of scope

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Part F: Specific Area Plans

The subject site is not contained in any area where a Specific Area Plan applies.

7.6 Aboriginal Heritage

Searches were undertaken as part of the preparation of this application to see if the subject site contains any known Aboriginal sites or artefacts.

These results for the entirety of the subject site confirmed no registered relics and no apparent risk of impacting relics as follows:

This search in response to your DBYD request Job Number: 32338274 (Sequence Number: 213691267) has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

And

This search in response to your DBYD request Job Number: 32338326 (Sequence Number: 213691544) has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

This advice has been included as part of application documentation. Given there are no works proposed, no further investigations are considered necessary at this stage of rezoning only, as included in the AHT advice.

Released under RTI



8 The proposed Rezoning and Amendment, the Act and the STRLUS

8.1 Description of Proposed Application

The application seeks approval for: The application seeks approval for:

- Rezoning the entire subject site from Rural Resource to General Residential;
- The amendment being sought also seeks approval for the removal of the Biodiversity Protection Area overlay from the entirety of the subject site.
- The amendment further seeks a reduction in the extent of the Waterway and Coastal Protection Area to a 20m wide strip over the watercourse within the subject site.

Currently, the Urban Growth Boundary lies to the immediate north of three of the titles that make up 5 Gemalla Road as shown in Figure 10 of this report. An Adhesion Order is being prepared for lodgement to ensure technical compliance with SRD2.12 as amended on 17 May 2023.

It is proposed that the entirety of titles that make up the subject site (CT-146338/1, CT-146336/1, CT-146336/3, CT-137794/2, CT-146337/1 and CT-146338/1) would be rezoned to General Residential as a result of this application.

No other adjacent or nearby titles would be affected by the application to rezone as the application seeks to contain the titles that make up the subject site only.

8.2 Statutory Requirements of the Act

This application has been prepared in accordance the requirements of the Act, the STRLUS and other strategic documents noted within this report.

The amendment of the STRLUS on 17 May 2023 with respect to a revised SRD2.12 has enabled the subject site to be considered for rezoning.



8.3 Southern Tasmania Regional Land Use Strategy: Strategic Directions

The Southern Tasmanian Regional Land Use Strategy (STRLUS) provides strategic direction for the southern region which includes the Kingborough municipality.

The subject land is not within the Urban Growth Boundary (UGB) under the STRLUS. However, the subject site is immediate south of the UGB with the UGB touching the northern title boundaries of the subject site at 5 Gemalla Road. The land has been repeatedly identified as a greenfield area and specifically as one for densification as outlined under both the 2013 and 2019 Kingborough Strategies, previously highlighted within this report.

The proposed amendment has been assessed against the following strategic direction of the STRLUS:

SD1: Adopting a more Integrated Approach to Planning and Infrastructure

This Strategy seeks to identify where different land use should be ideally located.

The subject site is located immediately adjacent to existing fully serviced urban land proposed to be zoned General Residential under the draft Kingborough LPS and developed for residential development.

The subject site has been confirmed as being able to be adequately serviced as part of Aldanmark's preliminary servicing review of the land.

SD2: Holistically Managing Residential Growth

The Strategy presents a timely opportunity to plan for residential growth on a regional basis.

The subject site has been flagged as being land to allow for the future residential expansion of Margate for over 10 years by Kingborough Council.

SGS assessment of the most recent ABS data confirms there is the demand for residential lots that the rezoning and subdivision of the subject site would provide.

SD3: Creating a Network of Vibrant and Attractive Activity Centres

The subject site is within walking distance to the urban centre of Margate and development of the subject site would provide further residential options for the expansion of Margate, which is one of the fastest growing and in-demand urban areas of the Kingborough municipality.

SD4: Improving our Economic Infrastructure

The proposed rezoning would facilitate a future proposed subdivision of the subject site as well as enhanced traffic movement along streets adjacent to Channel Highway in the southern portion of Margate, which is a significant road corridor in southern Tasmania. A future subdivision of the subject site at 5 Gemalla Road would not include any new access



onto Channel Highway directly from the subject site, based on previous discussions with State Growth and also assessment undertaken by the owner's traffic engineer.

The residential development of the subject site is viewed as economically important in the attached letters of support, provided at the end of this report, by the local shopping centre owner and childcare centre operator.

SD5: Supporting our Productive Resources

The subject site contains Rural Resource land that is severely compromised due to adjacent residential development to the north, east and south of the subject site and on both sides of the Channel Highway. A capability assessment by GES has been provided as part of this rezoning application and confirms the lack of value of this land within the subject site.

SD6: Increasing Responsiveness to our Natural Environment

The subject site contains a mapped watercourse that traverses the subject site and remnant native vegetation in the form of Eucalyptus trees in pasture in the eastern portion of the subject site.

The subject site does not have any significant environmental values. Investigation and assessment of the existing remnant native trees has been undertaken as part of this application which justifies the proposed removal of the overlay.

The outcomes of further hydrology and natural values assessments would in turn guide the design of a future subdivision configuration and location and size of lots.

SD7: Improving Management of our Water Resources

The subject site has already had positive preliminary servicing investigations undertaken by the owner's engineers with the Aldanmark report comprising part of this application.

SD8: Supporting Strong and Healthy Communities

The subject site is close to community services and immediately adjacent to a thriving urban settlement. As part of a future subdivision application, the owner would seek to provide multiple housing choices and opportunities in a fully serviced area that is close to community services.

SD9: Making the Region Nationally and Internationally Competitive

The subject site is located within one of the fastest growing urban centres in southern Tasmania and will provide further housing opportunities in a fully serviced locality on 20 minute's drive from the Hobart CBD.



SD10: Creating Liveable Communities

The subject site offers a significant opportunity to provide quality urban land to cater for various housing development options and is substantially free of constraints. The owners intend to undertake street planting as part of any future subdivision proposal to provide a more 'green' approach to residential subdivision development in order to enhance the environment offered to future residents.

8.4 Southern Tasmania Regional Land Use Strategy: Regional Policy Statements

The following comments are provided against applicable and relevant Regional Policy Statements:

5.1 Biodiversity and Geodiversity

The subject site does contain a Biodiversity overlay that recognises the presence of scattered remnant Eucalyptus in pasture.

The submitted Natural Values Assessment by EcoTas has confirmed there is no justification for the application of this overlay based on the site conditions and vegetation present.

It is the owner's intention to undertake a natural values assessment of all native vegetation within the subject site to determine if any is suitable (in terms of location, size, health and species) for retention as part of any public open space provided for the future subdivision of the subject site.

As already noted, the owners are also committed to appropriate street planting as part of any subdivision proposal, despite this not being a specific planning scheme requirement.

BNV 1 Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change.

The owners intend to undertake street planting as part of any subdivision and have an attitude and approach to undertaking a subdivision that provides public open space to facilitate the retention and rehabilitation of as much remnant native vegetation as possible, suitable and feasible for safe inclusion within land to be transferred to Council for public open space.

The owners acknowledge that increased tree cover in urban areas is considered important to combat climate change. Likewise, as already noted, the management of mapped watercourses is already being considered by their engineers to determine what areas are appropriate for retention as part of dedicated public open space and water sensitive urban design approaches to stormwater management within the subject site.



BNV 2 Protect threatened vegetation communities, flora and fauna species, habitat for threatened species and places important for building resilience and adaptation to climate change for these.

A future subdivision proposal and layout is intended to be worked around the retention of as much vegetation as feasible and realistic, based on the location, size, species and demonstrated value of vegetation.

Decades of grazing and associated farming practice, which continue to the present day and are intended to continue until developed, have resulted in the degradation of remaining remnant vegetation within the subject site despite attempts by the owners to mitigate this impact.

BNV 3 Protect the biodiversity and conservation values of the Reserve Estate.

The subject site is not adjacent to any Reserves.

BNV 4 Recognise the importance of non land use planning based organisations and their strategies and policies in managing, protecting and enhancing natural values.

Further Natural Values Assessments would be undertaken as part of a future subdivision application and the outcomes would assist in finalising a proposal plan for subdivision, based on demonstrated values.

BNV 5 Prevent the spread of declared weeds under the Weed Management Act 1999 and assist in their removal.

The owners are not aware of any declared weeds within their land, but identification would occur as part of a natural values assessment at the subdivision planning stage.

The properties are currently used and maintained by the owners as grazing pasture with ongoing weed control being undertaken.

BNV 6 Geodiversity.

The subject site does not have any mapped or identified geological, geomorphological, soil or karst features.

6.1 Water Resources

The subject site does contain a Waterway and Coastal Protection Area overlay that maps a watercourse that traverses the subject site on both sides of Channel Highway.

This area will be further assessed by engineers to determine stormwater management of this watercourse once rezoning is approved as proposed.

The subject site is not in a water catchment area.



WR 1 Protect and manage the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands and estuaries

It is the intention of the owners to effectively manage the mapped watercourse and preliminary investigations are underway to determine its suitability for stormwater management as part of any subdivision proposal as well as identify the extent of watercourse that would be appropriate for retention in a public open space area as part of any subdivision.

WR 2 Manage wetlands and waterways for their water quality, scenic, biodiversity, tourism and recreational values.

It is the intention of the owners to effectively manage the mapped watercourse and preliminary investigations are underway to determine its suitability for stormwater management as part of any subdivision proposal as well as identify the extent of watercourse that would be appropriate for retention in a public open space area as part of any subdivision.

WR 3 Encourage the sustainable use of water to decrease pressure on water supplies and reduce long term cost of infrastructure provision

The owners have engaged engineers who have provided a positive preliminary investigation of servicing and infrastructure requirements for the future subdivision development of the subject site.

7.1 The Coast

The subject site does not include any coastal land and is located within 475m of the Margate waterfront to the east.

8.1 Managing Risks and Hazards

The subject site is mapped as Bushfire Prone although it does not accord with the Planning Scheme definition of such land.

The subject site is not identified as being contaminated and is not subject to any mapped or identified landslip or instability, erosion, salinity, inundation, acid sulphate or sea level rise.



MRH 1 Minimise the risk of loss of life and property from bushfires.

It is intended that early investigation of the actual bushfire risk will be undertaken by the owners once a positive decision is made regarding the proposed rezoning to General Residential. The outcome of this assessment would then form the basis for the design, layout and size of lots in any future subdivision.

Given the very limited native vegetation in surrounding areas, the bushfire risk of the subject site is not considered significant.

9.1 Cultural Values

The subject site has been checked as part of a desktop survey for any identified aboriginal artefacts which confirmed an absence. The subject site is, at its closest, around 475m from the Margate waterfront and is unlikely to include any middens.

Further investigation will be undertaken with Aboriginal Heritage Tasmania as part of preliminary subdivision investigation in the future where this rezoning is approved.

The subject site has no Heritage Places and is not included as being within any Heritage Precinct. No potential items of any historic or cultural heritage value have been identified as part of preliminary planning and heritage review of the subject site.

10.1 Recreation and Open Space

The subject site provides the opportunity for further links to be provided to the centre of Margate from along Bundalla Road as well as provide for public open space opportunities within the subject site as part of a subdivision development.

In the event that the rezoning application is approved, the owners would seek input from Council recreational planners to explore the possibility of linking open space or pedestrian linkages which the owners see opportunities for.

ROS 1 Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well being, amenity, environmental sustainability and the economy

The future subdivision of the subject site as facilitated by this proposed rezoning will provide an unparalleled opportunity for the subject site to provide walking trails from southern Margate to link to the existing residential areas and onto the urban centre of the township.



11.1 Social Infrastructure

The subject site is located in close walking proximity to existing social and community services in Margate including two local primary schools.

While the future development of the subject site would be intended to provide for residential housing development as opposed to services per se, the future development of the subject site is in walking distance to shops, Margate Primary, banking, postal, retail, local community museum, multiple places of worship, multiple playgrounds (including Dru Point), fishing jetties, boat launching and walking trails.

12.1 Physical Infrastructure

The subject site has been the subject of a preliminary review of infrastructure and servicing opportunities. This is discussed in the Aldanmark report that forms part of this application.

It is considered that further in depth and detailed analysis of physical infrastructure is inappropriate at a rezoning stage, given the location of the subject site and existing services area and substantial frontage onto Channel Highway.

Further investigations would be undertaken as part of future subdivision planning.

13.1 Land Use and Transport Integration

The subject site is already serviced by public transport. The subject site is directly adjacent to a major regional transport corridor – Channel Highway.

The STRLUS notes that: *All transport options must respond to demand.*

A future rezoning subdivision of the subject site will create further demand for enhanced public transport opportunities. This has been discussed in the submitted Traffic Impact Assessment provided by Hubble Traffic.

14.1 Tourism

The subject site will be intended for the further residential expansion of Margate to the south, as opposed to creating opportunities for tourism development and infrastructure.

15.1 Strategic Economic Opportunities

The subject site will be intended for the further residential expansion of Margate to the south, as opposed to creating opportunities for economic focussed development and



opportunities. This report includes as appendices letters of support from two key business owners in Margate.

16.1 Productive Resources

The subject site contains fragmented areas of pasture that is zoned Rural Resource. Given the encroachment and intensification of residential development immediately adjacent to the north, east and south, it is considered that this pasture is significantly constrained and does not present any meaningful or economically viable agricultural opportunities.

The subject site and surrounding area are not mapped as being Significant Agricultural land as per map 5 of the STRLUS.

17.1 Industrial Activity

The subject site is adjacent to predominantly vacant Light Industrial zoned land to the east of the subject site.

There has been assessment of likely constraints and impact in this rezoning application report. It would be the intention that the layout and lot configuration of a future subdivision of the subject site would not lead to any new or enhanced likelihood of land use conflict between future residential development of the subject site and the ability for the Light Industrial zoned land to be appropriately developed.

18.1 Activity Centres

The subject site is intended to provide for residential expansion of Margate to the south of the existing residential areas of the township.

No commercial or business zoning would be sought as part of any rezoning as it is considered wholly inappropriate and contrary to the nominated activity centres in Kingborough and southern Tasmania.

19.1 Settlement and Residential Development

The location, form, type and density of residential development is a significant land use planning issue and one which has pushed the rezoning to General Residential.

Demand and growth have been analysed in detail in the SGS report that is included as part of this application.

This planning report has highlighted multiple strategic mentions of the subject site over the last 20 years as a planned future site for increased residential growth south of Kingston.



The subject site is not in and has never been located within a shack settlement area.

The future development of the subject site would not seek to provide for low density residential or rural residential development but rather, seek to provide appropriate densification in line with existing serviced urban development immediately adjacent to the subject site.

SRD 1 Provide a sustainable and compact network of settlements with Greater Hobart at its core, that is capable of meeting projected demand.

The application to rezone the subject site to General Residential will facilitate a future subdivision of the subject site which is immediately adjacent to an existing urban settlement. The settlement of Margate is one of the three biggest, and most in demand, residential areas in Kingborough.

The subject site is already immediately adjacent to the Urban Growth Boundary and some of the titles that make up the subject site could already have been considered for rezoning and subdivision under the STRLUS based on their area being under 2 hectares and their location immediately next to the Urban Growth Boundary (previous SRD2.12 amendment).

The owners have engaged consultants SGS to provide assessment of the subject site against ABS growth and demand statistics and the recommendation from SGS is that rezoning to General Residential and a future subdivision of the subject site is entirely supported and justified.

This report forms part of documents lodged as part of this rezoning application.

SRD 2 Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability

The application to rezone the subject site will enable future subdivision of approximately 140 lots in the coming years.

This is a number considered to align with SRD 2.8 which states an *Aim for the residential zone in planning schemes to encompass a 10 to 15 year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart.*

As already noted in this report, Kingborough is very close to running out of greenfield residential land for subdivision. Once the Huntingfield subdivision is complete, there are no other known greenfield areas available for subdivision without also requiring rezoning. Very few suitable sites are immediately adjacent to the Urban Growth Boundary as it is currently mapped.

SRD2.12 has been recently included into the STRLUS to recognise that there are identified parcels of land in serviced urban areas that are outside the Urban Growth Boundary but are suitable in all other regards to strategic suitability under the STRLUS. The **Out of scope** land (both 1830 Channel Highway and 5 Gemalla Road) are such parcels of land.

It is understood that the drafting and particular wording of SRD2.12 as approved in May 2023 was considered by the State Planning Office to consider enabling the **Out of scope** land at



Margate for a rezoning. This is the view of the Minister of Planning in the correspondence to **Out of scope** included as Appendix 1 of this report.

SRD2.12 is further considered in detail overleaf in terms of this application for rezoning.

8.5 Southern Tasmania Regional Land Use Strategy: SRD2.12

The STRLUS was amended on 17 May 2023 to include the following to enable the consideration of land to be rezoned that is located outside the mapped Urban Growth Boundary:

SRD 2.12

Notwithstanding SRD 2.2 and SRD 2.8, and having regard to the strategic intent of the Urban Growth Boundary under SRD 2 to manage and contain growth across greater Hobart, land outside the Urban Growth Boundary shown in Map 10 may be considered for urban development if it:

- (a) *shares a common boundary with land zoned for urban development within the Urban Growth Boundary and:

 - i. *only provides for a small and logical extension, in the context of the immediate area, to land zoned for urban development beyond the Urban Growth Boundary; or*
 - ii. *does not constitute a significant increase in land zoned for urban development in the context of the suburb, or the major or minor satellite as identified in Table 3, and is identified in a contemporary settlement strategy or structure plan produced or endorsed by the relevant planning authority; and**
- (b) *can be supplied with reticulated water, sewerage and stormwater services; and*
- (c) *can be accommodated by the existing transport system, does not reduce the level of service of the existing road network, and would provide for an efficient and connected extension of existing passenger and active transport services and networks; and*
- (d) *results in minimal potential for land use conflicts with adjoining uses.*

This amendment acknowledges that there is suitable land for rezoning that is currently located outside of the UGB and that collectively exceeds 2 hectares (as is the case of the **Out of scope** land).



This proposed rezoning has been prepared against the above and can be considered as a resulting application for rezoning directly enabled by the above amendment to the STRLUS.

It is understood that the drafting and final wording of SRD2.12 has been considered against the ability to enable rezoning of the **Out of scope** land by both Kingborough Council's representation to the amendment when being drafted and also the advice of the Minister (see Appendix 1).

The following responses are made against each criteria of SRD2.12:

SRD2.12

Notwithstanding SRD 2.2 and SRD 2.8, and having regard to the strategic intent of the Urban Growth Boundary under SRD 2 to manage and contain growth across greater Hobart, land outside the Urban Growth Boundary shown in Map 10 may be considered for urban development if it:

Response:

SRD 2.2 Manage greenfield growth through an Urban Growth Boundary, which sets a 20 year supply limit with associated growth limits on dormitory suburbs. Margate is not a dormant suburb in the STRLUS.

SRD 2.8 Aim for the residential zone in planning schemes to encompass a 10 to 15 year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart. As already noted, Kingborough currently has significantly less than a 10 to 15 year supply of greenfield residential land. Greenfield land in Kingborough will be exhausted once the Huntingfield rezoning and subdivision is finalised.

(a) shares a common boundary with land zoned for urban development within the Urban Growth Boundary and:

Response:

Once the proposed adhesion is activated, all titles that make up the subject site will have a common boundary with land zoned for urban development within the UGB.

It is requested that in the event the rezoning is approved, the approval requires the adhesion to be finalised as a condition of approval. The owner of the subject site does not want to prematurely adhere the titles without the comfort of an approved rezoning. In the event the titles were adhered prior to a rezoning decision being made, the owner would not be able to re-subdivide the land or regain the separate titles. Five of the six titles are excellent rural residential lots in and of themselves.



i. only provides for a small and logical extension, in the context of the immediate area, to land zoned for urban development beyond the Urban Growth Boundary;

Response:

5 Gemalla Road as the subject represents a total area of 13.1873 hectares. When compared against the context of the immediate area, this is considered a small extension of land zoned for urban development in Margate. Only 1830 Channel Highway in Margate represents the only other such suitable land for a potential greenfield rezoning. Virtually every other parcel of land adjacent to the UGB in Margate is unsuitable for rezoning to General Residential.

or ii. does not constitute a significant increase in land zoned for urban development in the context of the suburb, or the major or minor satellite as identified in Table 3,

Response:

The rezoning of 5 Gemalla Road would not constitute a significant increase in land zoned for urban development in Margate (the 'suburb').

Margate's total current urban developed land footprint totals approximately 142 Hectares, the vast majority of which is urban residential zoning (currently predominately Low Density Residential zoning but moving to a General Residential zoning in the draft Kingborough LPS) with the balance including some Local Business zoning and Community Purpose zoning.

The subject land is 13.1873 hectares, which would represent an increase of less than 10% (approximately 9.286%) of the urban developed footprint of Margate.

This can be visually depicted as below with the orange coloured area representing the current urban zoned footprint of Margate and the yellow area representing the subject land in Figure 18:

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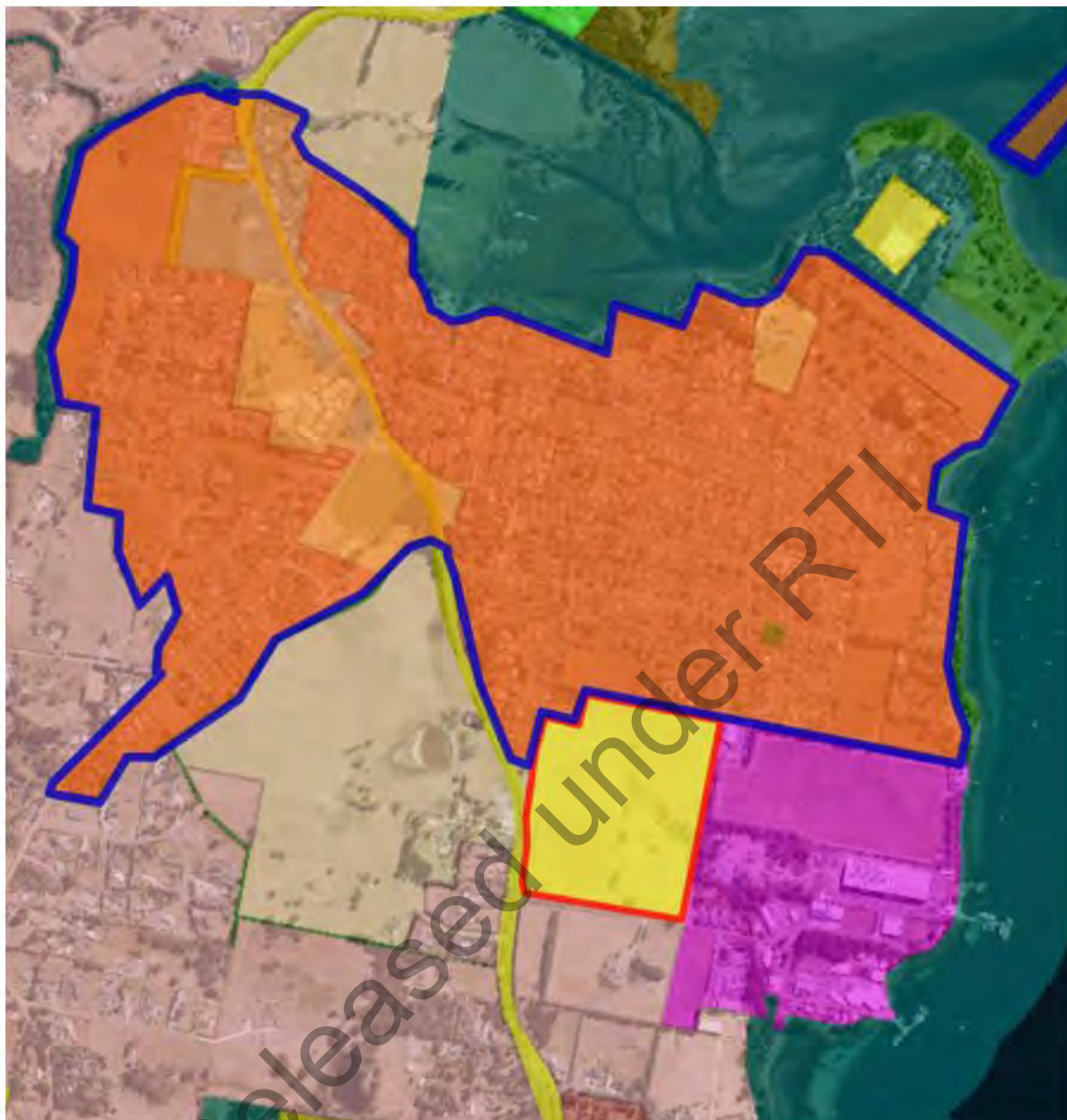


Figure 18. The subject site shown highlighted in yellow against the entire Low density Residential zoned area of urban Margate. Source: TheLIST, sourced 21 February 2024, no nominated scale.

It is noted that the undeveloped land west of the subject land (also owned by the owner of 5 Gemalla Road) is proposed to be zoned Future Urban in the Draft Kingborough LPS and as noted in this report has also been repeatedly identified by Council as land suitable for future urban expansion of Margate. This land at 1830 Channel Highway is not included as part of this application.

It is also noted that, at the time of writing, the Draft Kingborough LPS proposes to zone the subject land as Future Urban and if that zoning was already applied to this property, then it is argued that, for the purposes of SRD2.12 (a), the land would already be zoned for Urban Development.



The above calculation does not include the Rural Living Zone as SRD2.12 appears to focus on Urban Developed land. If SRD2.12 could be considered to also include Industrial developed and zoned land in an urban context as 'Urban Developed Land' for the purposes of SRD2.12 (a) then the above calculated areas are even lower and would represent a further reduced percentage.

The word of most importance is 'significant' when considering if the proposed rezoning will *not constitute a significant increase in land zoned for urban development in the context of the suburb.*

The 'suburb' is obviously Margate. The land at 5 Gemalla Road could not, in any way, be considered a 'significant' increase in land zoned for urban development when it comprises marginally over 9% of all residential zoned serviced urban land in Margate. A figure of 9.2% is not considered significant and is alternatively considered insignificant and minor in the the context of scale of urban residential Margate and also the size and capability of the subject site as to the density to which is could be developed under a General Residential zoning compared to Low Density Residential Margate.

It is clear from the June 2023 letter from the Minister of Planning (Appendix 1) that the Minister intended to capture the **Out of scope** land in the SRD2.12 amendment to facilitate a rezoning.

and is identified in a contemporary settlement strategy or structure plan produced or endorsed by the relevant planning authority;

Response:

The subject site has been repeatedly identified in strategic plans by Kingborough Council in the last 20 years as outlined in this report.

and (b) can be supplied with reticulated water, sewerage and stormwater services; and

Response:

The subject site at 5 Gemalla Road is in an area fully serviced by water, sewer and stormwater infrastructure and is located immediately adjacent to fully serviced urban residential lots.

The owner of the subject site has engaged Aldanmark to undertake a servicing feasibility assessment of the subject site and this report is included as part of the application documents submitted to Council.



(c) can be accommodated by the existing transport system, does not reduce the level of service of the existing road network, and would provide for an efficient and connected extension of existing passenger and active transport services and networks; and

Response:

The subject site at 5 Gemalla road is the subject of a Traffic Impact Assessment by Hubble Traffic that is lodged as part of documents in support of this rezoning application. This assessment confirms the rezoning to General Residential is able to be accommodated by the existing transport system with no adverse impacts.

(d) results in minimal potential for land use conflicts with adjoining uses.

Response:

The issue of 5 Gemalla Road's proximity to land zoned Light Industrial has been previously discussed in this report.

It is noted that this clause makes reference to existing adjoining uses. Most of the land zoned Light Industrial adjacent to the eastern side of 5 Gemalla Road is vacant and does not contain any current or approved use or development.

The subject site is physically separated from the Light Industrial zoned land by Bundalla Road.

The owner of the subject site, their surveyor Leary Cox and Cripps and planner (Gray Planning) have already commenced considerations of how a future subdivision would recognise and consider this Light Industrial zoned land as part of a future subdivision application.

Several current options on the table being considered include:

- Larger lots fronting Bundalla Road;
- Lots fronting Bundalla Road having a 'no build' area on their titles mandated;
- Lots fronting Bundalla Road having covenants imposed on titles about the location and orientation of habitable room windows such as bedrooms as well as consideration of the use of double glazing in all habitable room windows regardless of the window location on the lot;
- Lots along Bundalla Road having all access from within the subdivision rather than Bundalla Road;
- Planting of street trees as a buffer along Bundalla Road.



8.6 Resource Management and Planning System Schedule 1 Objectives

The following RMPS objectives are considered below in detail with responses after each.

Part 1

(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;

Comment:

The proposed rezoning relates to land which has been modified and cleared of original native vegetation in the first half of the 19th century. Remaining trees are few in number and the developer will be preparing a street planting proposal plan as part of any future subdivision with an aim to create a 'green' urban area rather than one dominated by concrete and bitumen.

There will be no significant impact from the future development of the land on natural physical resources or ecological processes. There may well be environmental improvements such as the rehabilitation of the creek.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water:

Comment:

The proposed rezoning does not include any development but will facilitate future development which will provide for the fair, orderly and sustainable development. The rezoning will add economic value to an individual site of small area of low quality grazing land that currently has little or no potential for sustainable agriculture. The proposed rezoning will pave the way for a relatively small (small in terms of the LGA and also Margate overall) additional area of effectively land to be subdivided for future residential purposes supporting the regional strategy.

(c) to encourage public involvement in resources management and planning;

Comment:

The rezoning process with respect to the amendment of planning schemes provides interested or affected third parties with the opportunity to make representations during public exhibition and also attend and participate in subsequent hearings enabling issues raised to be considered as part of the overall assessment and decision making process. This would occur post approval of this proposed rezoning, paving the way for a future development application process which includes a public notification for third parties to be involved in, should they wish.



(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c):

Comment:

The proposal is aimed at facilitating economic development of an existing parcel of underutilised land in accordance with the objectives (a), (b) and (c) by enabling the future development and use of a site with suitable site characteristics and location for urban residential development within an existing serviced urban area.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Comment:

The proposed amendment process will involve two tiers of government. A rezoning process enables interested third party stakeholders to be actively involved in the assessment and decision making process.

Part 2

(a) to require sound strategic planning and coordinated action by State and local government;

Comment:

The proposed rezoning application involves a dual tiered assessment process at both state and local government levels. It is noted that this rezoning application is consistent with the state government's 30 Year Great Hobart plan and also Kingborough Council's numerous strategic documents as outlined in this report.

(b) to establish a system of planning instruments to be the principle way of setting objectives, policies and controls for the use, development and protection of land;

Comment:

The proposed rezoning application does not affect the established system of planning instruments.



(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;

Comment:

The application been prepared post investigations into the social, economic, environmental and agricultural values of the land to ensure the future proposed use and development is appropriate against statutory and strategic planning requirements applicable to the subject site and surrounding area.

(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;

Comment:

The proposed rezoning will facilitate a future subdivision. The application for rezoning has been considered against all applicable policies at local, regional and state levels.

(e) to provide for the consolidation of approvals for land use and development and related matters, and to co-ordinate planning approvals with related approvals;

Comment:

The proposed rezoning would be followed by a future development process under the Act which would in turn allow for the consideration of the development including an application for subdivision.

(f) to secure a pleasant, efficient and safe working environment for all Tasmanians and visitors to Tasmania;

Comment:

The subject site is located immediately adjacent to existing urban residential areas and any development of the subject site would reflect existing land use patterns. The subject site is also in close commuting proximity to numerous employment hubs including Margate maritime area, Electrona industrial area, Margate CBD, Huntingfield industrial area, Kingston CBD and also Hobart.



(g) to conserve those buildings and areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;

Comment:

The proposed rezoning does not affect any matter related to any area of significance.

(h) to protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community;

Comment:

The future proposed development of the subject site would have no adverse impact on public infrastructure or public utilities but would include appropriate upgrades to infrastructure as required. A future subdivision application would still have to demonstrate that will be no adverse impact on the local road network as a result of the proposed development and associated traffic generation. This has been touched upon in the submitted Traffic Impact Assessment by Hubble Traffic.

(i) to provide a planning framework which fully considers land capability.

Comment:

The proposal considers the land capability of the subject site having regard to the existing characteristics and qualities of the subject site and surrounding land use and characteristics. The current Rural Resource zoning is not reflected in the reality of the conditions, qualities and capabilities of the subject site.

A site capability assessment of the agricultural capability of the subject site has been prepared by GES and has been submitted as part of application documents.

8.7 State Policy: State Coastal Policy 1996

The subject site is approximately 475m to the coast at Margate (adjacent to the Esplanade to the east).

However, it is considered that future development would not have any detrimental impact on existing settlement patterns in the surrounding area and will have no impact directly or indirectly, on the coast itself.

It is considered the proposal does not present any objection under the *State Coastal Policy 1996*.



8.8 State Policy: State Coastal on Water Quality Management 1997

The objectives of this policy are:

- (a) focus water quality management on the achievement of water quality objectives which will maintain or enhance water quality and further the objectives of Tasmania's Resource Management and Planning System;*
- (b) ensure that diffuse source and point source pollution does not prejudice the achievement of water quality objectives and that pollutants discharged to waterways are reduced as far as is reasonable and practical by the use of best practice environmental management;*
- (c) ensure that efficient and effective water quality monitoring programs are carried out and that the responsibility for monitoring is shared by those who use and benefit from the resource, including polluters, who should bear an appropriate share of the costs arising from their activities, water resource managers and the community;*
- (d) facilitate and promote integrated catchment management through the achievement of objectives (a) to (c) above; and*
- (e) apply the precautionary principle to Part 4 of this Policy.*

The proposed rezoning in and of itself will not detrimentally affect any water resource in the area.

Any rezoning approval would be followed by extensive investigations into stormwater management and environmental management as part of a future subdivision process.

Council have already undertaken their own investigation into Tramway Creek in terms of water catchment.

The developer has already engaged Aldanmark engineers to consider existing water flow and run off within the subject site and those investigations will be used to help shape a future subdivision proposal with a view to the safeguarding of water quality and resources in the surrounding area and within the subject site itself.

The proposed amendment of itself is considered to present no objection to the objectives of the *State Policy on Water Quality Management 1997*.



8.9 State Policy: State Policy on the Protection of Agricultural Land 2009

The future development of the subject site will involve the conversion of land currently zoned Rural Resource.

As part of preparations for this application, the application included an assessment against the *State Policy on the Protection of Agricultural Land 2009*.

The purpose of the Policy is:

To conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

The majority (at least 95+%) of cleared pasture will still be available at the subject site for the ongoing and continued use of grazing in the short term.

In any case, the subject site is not 'prime agricultural land'.

The subject site is mapped as 5 in terms of Land Capability by DPIPW which states:

CLASS 5

This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be possible. The land may have slight to moderate limitations for pastoral use. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.

It is considered that the subject site should not be zoned a rural or agricultural zoning, based on its low to very low ability to sustain even grazing and low suitability for cropping.

The subject site additionally has other constraints that restrict its ability for agricultural use including size of the property, adjoining residential use and existing residential use within the subject site itself.

The Objectives of the Policy are:

To enable the sustainable development of agriculture by minimising:

(a) conflict with or interference from other land uses; and

(b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.

The subject site has been inspected by Gray Planning on a number of occasions and there have been no commercially viable agricultural uses identified within 1km of the subject site. The dominant land use is urban density residential, followed by low/rural density residential and then light industrial land use.

There is considered no likelihood of any conflict or interference with agricultural land uses stemming from the future residential development of the subject site.



A site capability assessment of the agricultural capability of the subject site has been prepared by GES and has been submitted as part of application documents.

8.10 Tasmanian Planning Scheme and State Planning Provisions

The intention to rezone the subject site to a residential zone would be a zone already contained in the State Planning Provisions.

Released under RTI



03 6288 8449

Out of scope



Out of scope

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224 Warwick St, West Hobart, Tas, 7000



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ABN 99148920244

9 Need for the application to rezone and Conclusion

It is evident that unless this rezoning occurs, Kingborough will exhaust all remaining greenfield land suitable for development within the next five years.

The properties that comprise the subject site in this application have long been recognised in Kingborough Council strategic planning policy documents as being one of few remaining sites suitable for greenfield development in the entire LGA.

The properties in this application (along with the owner's other land on the western side of Channel Highway) represent one of, if not the only, large suitable greenfield sites remaining in the entirety of Kingborough.

The property owner of the subject site has demonstrated a long-term willingness to work with Kingborough Council to ensure that land supply is efficiently sequenced with the Huntingfield Estate development, ensuring land supply into the foreseeable future.

The subject land is very well suited for future residential development being located directly adjacent to existing serviced urban density residential zoned and developed land and it is expected to provide a range of land options.

The subject site is well serviced by existing social and physical infrastructure in Margate and is in easy walking distance to most of this infrastructure.

Recent developments at Spring Farm and Whitewater Park Estates have been in high demand and this demand for residential land in the Kingborough municipality is not expected to cease or slow down. In fact, statistics point to increasing demand, not a reduction in demand.

The STRLUS and the UGB have not been reviewed since 2011 and a formal and meaningful review is not expected to occur in the near future. The subject site has been identified as a future expansion of Margate for over 20 years and the rigid application of the UGB for determining rezoning applications has resulted in the need for an rezoning application under SRD2.12 which was made only possible by the amendment to SRD2.12 on 17 May 2023.

Importantly, the rezoning will provide the developer with the confidence and justification to commit to significant expenditure to pursue a future development application(s). The associated costs, particularly for a very large scale subdivision development that reflects the scale of the land available within the subject site is expected to be considerable. The property owner is not a developer by profession and does not have considerable funds to pursue any subdivision unless there is some certainty injected into the rezoning process. The subject site is not within the UGB and can only be considered for rezoning under the recent amendment to SRD2.12.

The significant amount of time expected to be involved in a rezoning means that subdivision development of the land is potentially several years away. At which point, the Kingborough



LGA would be expected to have nearly run out of residential land supply. As a result, the location of the UGB and the assessment of the compliance of the proposal against the recently amended SRD2.12 which is currently the primary impediment to development of the subject site must be favourable considered in order to provide security of land supply for Kingborough in the short term.

Once the subject is rezoned, as requested in this application, the applicant would then commence more detailed works including consultation with Kingborough Council and affected stakeholders such as State Growth and Taswater to determine the appropriate feasible density and design of a future subdivision development.

Released under RTI



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10 Project support



GPO Box 404, Hobart, Tasmania 7001
P. +61 3 6231 3993
E. info@kalisgroup.com.au
www.kalisproperty.com.au

11 August 2022

To whom it may concern,

Subject: Residential Development in Margate proposed by [REDACTED]

Kalis Group is pleased to provide support for the southern residential expansion of Margate, as proposed by **Out of scope**

Kalis Group is currently developing a new shopping complex in the central business district of Margate. The proposed residential development by **Out of scope** will strongly support the utilisation of the shopping complex and is viewed as critically important to the long-term prosperity of the Margate shopping complex and tenant businesses.

Yours sincerely,

Out of scope

Kalis Group

Released under RTI



03 6288 8449

Out of scope



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Stepping Stones Children's Services

'we're sharing the care'

August 10 2022

To Whom It May Concern

I am writing in support of a proposed residential development in Margate by [Out of scope]
[Out of scope]

Stepping Stones operates Margate Children's Centre, a long day care centre, and Margate Primary Outside School Hours Care at Margate Primary School.

Both of our services are operating at close to capacity on any given day, however we are aware that over time, the children in our services will outgrow their need of our services. In turn, Margate is not a transient place, with families staying for the long term, meaning that properties will be tightly held, and our child base may start to decline without further residential growth.

As such, the proposed residential development is likely to bring more families into the area, bringing with it a flow on of children into care, supporting both the long term viability of our business and the educational outcomes for children in our area, as well as the families' ability to work in surrounding areas.

Should you wish to discuss this any further, please contact me on 03 64253499.

Yours sincerely

Out of scope

Chantal Williams
CEO

Stepping Stones Children's Services
70 Alexandra Road Ulverstone Tasmania 7315
P 03 6425 3499 E admin@sharingthecare.com.au



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11 Appendix 1

Deputy Premier
Treasurer
Minister for Infrastructure and Transport
Minister for Planning

Level 10, Executive Building, 15 Murray Street, Hobart
Public Buildings, 53 St John Street, Launceston
GPO Box 123, Hobart TAS 7001
Phone: (03) 6165 7754; Email: Michael.Ferguson@dpac.tas.gov.au



Out of scope

22 June 2023

By email: Out of scope@grayplanning.com.au
Copy to: Out of scope@grayplanning.com.au

Dear Mr Out of scope

I refer to your correspondence dated 12 April 2023 in relation to your property at 5 Gemella Road and 1830 Channel Highway, Margate. I also refer to your various previous correspondence on this matter and my responses.

As you are aware I recently consulted on a number of corrections to the urban growth boundary (UGB) in the Southern Tasmania Regional Land Use Strategy (STRLUS) to address anomalies identified by council planning officers in conjunction with the State Planning Office.

I am advised that your land at Margate was specifically considered during this process but was not put forward by the council planners. While I acknowledge that the elected members of Kingborough Council subsequently requested your land be included, as it was not part of the suite of proposed corrections that were consulted on, I was unable to consider its inclusion at this time.

I can advise that on 17 May 2023 I declared an amended STRLUS to give effect to a suite of UGB corrections. At the same time, I made important changes to clause SRD 2.12 to allow land outside but adjacent the boundary to be considered for residential development. As a result of my decision, you will now be able to lodge an application to rezone your land for residential development with the Kingborough Council for certification and exhibition without any requirement to first amend the UGB.

In addition, there is extensive strategic work currently being undertaken in relation to land supply and demand across the southern region. I understand that this will be completed shortly, and work will then commence on identifying areas where future urban growth should occur. The intention is that this work will identify a second suite of UGB amendments. Should the analysis indicate that the UGB should be adjusted at Margate, this could form part of that second suite of amendments. However, to be clear, I urge you to examine your options under my change to SRD 2.12.

Should you have any questions in relation to the recent and future STRLUS amendments please contact the State Planning Office on 1300 703 977 or by email at stateplanning@dpac.tas.gov.au.

Yours sincerely

Michael Ferguson MP
Minister for Planning

Cc Hon Nic Streep MP



03 6288 8449

Out of scope



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grayplanning.com.au

ABN 99148920244

From: out of scope [REDACTED]@kingborough.tas.gov.au>
Sent: Wednesday, 5 June 2024 3:23 PM
To: out of scope [REDACTED]
Subject: 1st Information Request - Rezoning Margate - Final
Attachments: 1st Information Request - Rezoning Margate - Final.pdf

FYI

Released under RTI

11 April 2024

Our Ref: Our Ref: PSA-2024-1

out of scope

Gray Planning
224 Warwick Street
WEST HOBART TAS 700

Dear out of scope

**PROPOSED AMENDMENT TO THE KINGBOROUGH INTERIM PLANNING SCHEME 2015,
REZONING AND AMENDMENT TO THE PLANNING SCHEME OVERLAYS AT 5 GEMALLA
ROAD, MARGATE**

Thank you for your above-mentioned application. An initial assessment has been undertaken and the intention of this letter is to provide preliminary feedback and to advise of additional information that is and may be required to complete the assessment.

1. Settlement considerations

The strategic directions, policies and actions contained within the Southern Tasmania Regional Land Use Strategy (STRLUS) aim to deliver sustainable settlements that are integrated across the region. The strategy represents the agreed and approved strategic directions for the 'entire' southern region and provides certainty to the broader community, infrastructure providers and governments in relation to medium and long-term investment decisions.

The application is relying on SRD 2.12 of the STRLUS to justify the proposed rezoning outside the Urban Growth Boundary (UGB). Any proposal that relies on this clause must also have regard to the strategic intent of the UGB under SRD 2 which aims *'to manage and contain growth across greater Hobart'*. The 30-year Greater Hobart Plan indicates that there is a sufficient supply of appropriately zoned land within the UGB to accommodate the expected population growth for the next 30 years and for Kingborough it pre-empt opportunities for urban expansion at Margate. Our understanding is that the exploration of future growth opportunities at Margate is subject to a broader review of the settlement strategies of the STRLUS.

Council supports your proposal in principle as it aligns with the Kingborough Land Use Strategy 2019, however we are concerned with the timing of the application as it will run concurrently with a review of STRLUS. The review includes a broad analysis of demand and supply data for the entire southern part of the state and will inform the new settlement strategies. The new settlement strategies will be developed also by having regard to broader State Planning Policies, strategic directions provided by STRLUS as well as the 30-year Greater Hobart Plan. In addition to the above, we are also concerned with the fact that SRD 2.12 has not been tested by the Tasmanian Planning Commission and as

such we are unable to advise how the current review of STRLUS and recommendations of the 30-year Greater Hobart Plan will influence their considerations particularly given that any proposal that relies on this clause must also have regard to the broader strategic intent of the UGB particularly those matters that aim to manage and contain growth across greater Hobart.

The risk in moving forward with the application before the completion of the STRLUS review is that the justification of the application may be compromised. However, if you decide to proceed, we would like you to consider the comments and suggestions of this letter, and if you agree, to revise the application and/or submit additional information to address these issues.

The application provides a broad overview of how the proposed planning scheme amendment aligns with the strategic outcomes sought by the STRLUS, however, to consider the strategic merit of the application, and in particular the appropriateness of urban expansion and the proposed General Residential Zone, a detailed response in relation to MRH 2.1, WR1 and WR2, PI 1.1, PI 2.4, LUTI 1.1, LUTI 1.4, SRD 1.5 and SRD 2.3, BNV 1.1, BNV 1.2 and BNV 1.4 is also required.

2. Adhesion order

The premise of SRD 2.12 is that the clause can be used to justify a rezoning of land outside the UGB that shares a common boundary with land zoned for urban development within the UGB. Your proposal is relying on the adhesion of the five titles to meet this requirement. Given that the application is for a rezoning (i.e. not combined with an application for subdivision), there is no ability under LUPAA to condition such a requirement and therefore the consolidation of the five lots must be finalised before Council can consider an initiation of the proposed Planning Scheme Amendment.

3. Protection of industrial/employment lands

The STRLUS stresses the need to establish a strong regional approach in determining where future industrial activity should occur. There appears to be a shortage of suitably zoned industrial land across the region and future development should be more targeted to the best sites. The Kingborough Land Use Strategy 2019 indicates that there is capacity for further industrial expansion at Margate and that additional land may need to be identified in Kingborough to provide additional jobs. This strategic work is currently underway as part of a Regional Industrial Land Strategy for Southern Tasmania by the Department of State Growth. Accommodating requests for the rezoning of land next to existing industrial zoned land for residential uses may impinge upon the operational functionality of the industrial land by enabling the potential introduction of sensitive land uses which may impact on the existing industrial uses and dissuade operators from establishing or expanding industrial activities in the zone. In addition, a rezoning for densified residential purposes (as afforded by the General Residential Zone), could increase the sensitive receptors which in turn could have a significant impact on the long-term viability of the industrial area. Industries or businesses facing such uncertainties grow cautious about undertaking expansion plans or other new investments in their existing facilities. They are more likely to consider relocating. The danger of industrial displacement (the forced relocation of industries due to land-use conflicts) increases when industrial land is not protected.

Given the shortage of industrial/employment lands in Kingborough, the proposed change of the zoning to General Residential in this locality should be carefully considered as it could have a damaging long-term impact on both economic and employment opportunities for the municipality. Even though the land uses in the light industrial precinct currently do not reflect the optimised potential in the zone, it should be protected from encroachment by incompatible uses having regard to the type of uses that can be established in the precinct in the future.

We appreciate that your application addresses potential land use conflicts (and this is discussed in more detail below), however we believe that the zoning as proposed, and the development provisions of that zone alone are not ideal to protect the industrial land. Given the above, Council would like you to consider alternative zoning options (i.e. a buffer zone) or other methods that can be provided by the planning scheme to protect the light industrial precinct. Council officers are keen to work with you in this regard and would be open to meeting with you to discuss potential options to address this issue, including but not limited to the idea of a master planned development.

4. Draft LPS Zoning of Margate

The application is proposing the General Residential Zone and the zoning is consistent with the zoning proposed for the Margate township in the Kingborough Draft Local Provision Schedule (LPS). However, we are unable to advise if the Tasmanian Planning Commission will support the General Residential Zone for the land directly north of your proposal and the implication is that if the Commission deems another zoning more appropriate for the township, your proposal will not align with that decision. Given the above, it may be in your best interest to put the application on hold at least until the Commission has issued its formal notice to amend the Draft LPS. We expect to receive that notice soon, and we have confirmed with the Commission that we will be able to share the content of the direction with you. We would also like you to consider an alternative zoning configuration for the land and that is discussed in more detail in other parts of this letter.

5. Transition to the Rural Zone

The subject land is in a peri-urban area, and as such it may be appropriate to consider a zoning transition from the General Residential Zone to the Rural Zone south of the subject land. A zoning transition (for example a combination of the Low Density Residential Zone, General Residential Zone and Public Open Space Zone) could minimise land use conflicts between rural activities and the amenity expectations of urban residential dwellers. It is also acknowledged that in future development pressures and a change in policy direction could lead to urban expansion south of the subject site and as such, Council would like an opportunity to discuss with you how these changes in urban form can be accommodated and future proofed through the strategic considerations in this application and that may include consideration of a master planned approach. This will also assist with other potential issues raised in this letter.

6. Removal of the Biodiversity Protection Area Overlay

The Natural Values Assessment (NVA) (ECOtas, 13 June 2023) concludes that no part of the subject land warrants application of the Priority Vegetation Area overlay pursuant

to the Tasmania Planning Scheme. This on the basis that, according to the application, no part of the site supports priority vegetation as defined by C7.3.1 of the Scheme.

It is agreed that the vegetation on the site does not meet (a)-(c) of the definition of priority vegetation. However, the eucalypt trees on the site are construed as native vegetation of local importance given their maturity and potential to provide habitat for threatened fauna.

Further to this, the proposal is not to amend or determine the application of a Priority Vegetation Area under the Kingborough Local Provision Schedule, but rather to determine the application of the Biodiversity Protection Area under the Kingborough Interim Planning Scheme 2015.

As detailed in the NVA, all but three (3) of the native trees present on the subject land meet the definition of a high conservation value tree, which is a moderate priority biodiversity value.

Council agrees the application of the Biodiversity Protection Overlay across the whole site is not warranted and would be agreeable to this area only applying to those parts of the site containing high conservation value trees. The same area identified in a modified Biodiversity Protection Area would appropriately translate to the mapped Priority Vegetation Area overlay as part of the Kingborough Local Provisions Schedule, as this vegetation is recognised as being of local importance. As stated in the NVA, 'it would be appropriate to include provisions for the longer-term management of individual trees as part of a future subdivision proposal'. While the trees are predominantly located along the Tramway Creek within the 30m Waterway and Coastal Protection Area, a number of the high conservation value trees are located outside this buffer. Further to this, the proposal includes an amendment to the Waterway and Coastal Protection Area which, if supported, would result in only one of the mature trees being subject to the Waterway and Coastal Protection Code under the current interim scheme or the Waterway and Coastal Protection Area of the Natural Assets Code under the LPS. To enable adequate consideration of all high conservation value trees at the subdivision stage, the application of the Biodiversity Code is required and removal of the Biodiversity Protection Overlay in its entirety is not supported.

Further to this, no justification against the Regional Biodiversity Policies has been provided for the proposed rezoning and removal of the Biodiversity Protection Overlay from the land.

As mentioned before, strategic justification is required for the proposed rezoning and any amendments to the Biodiversity Protection Area against BNV 1, particularly but not limited to BNV 1.1, BNV 1.2 and BNV 1.4.

For Advice: To demonstrate the proposed amendment meets the Regional Biodiversity Policies it is strongly recommended that the proposal is amended to:

- ensure the appropriate zone is applied to those parts of the land containing a high density of priority biodiversity values. It is suggested that for these areas, the most appropriate zoning is not General Residential but Open Space; and

- apply the Biodiversity Protection Area to those parts of the site containing high conservation value trees, including their canopy and maximum 15m tree protection zones.

7. Reduction in the Extent of the Waterway and Coastal Protection Area from a 30m buffer to a 10m buffer, resulting in a 20m strip

The proposal includes the amendment of the Waterway and Coastal Protection Area from a 30m buffer from the top of each bank to a 20m wide strip. The justification provided is that:

- the 30m buffer on either side of the Tramway Creek (60m in total) is considered excessive based on the actual modelled catchment area within 5 Gemalla Road;
- there are no environmental issues discouraging a 10m overlay width; and
- the application of a 10m buffer is consistent with Table C7.3 of the State Planning Provisions.

The Planning Report (Gray Planning, 27 February 2024) also states that further investigation would be undertaken after rezoning by the owner's engineer to understand what constraints the mapped areas provide and whether they can be reasonably developed.

While it is noted that Under Table C7.3, any watercourse adjoining the listed urban type zones is deemed to be a Class 4 watercourse, the proposed amendment is not to the Local Provisions Schedule but rather to the Kingborough Interim Planning Scheme 2015. Accordingly, the buffer widths under the TPS are not applicable.

While more detailed flood modelling is required, there is sufficient information to confirm that there are significant constraints and issues adjacent to the waterway, including riverine inundation. The majority of high conservation values trees on the land are also within the 30m buffer but only one is located within the 10m buffer. The width of the waterway buffer is also important for maintaining the ecological health and function of the waterway, facilitating water sensitive urban design and as a future recreational asset for the community. Reduction of the buffer would leave an insufficient area to enable adequate consideration of these constraints and values at the subdivision stage and creates a false perception that these areas are available for development. Therefore, rather than reduce the buffer for Tramway Creek, it is important any amendment utilises the most appropriate zone for the waterway and ensures a sufficient buffer is maintained. To achieve this, it is suggested that the most appropriate zoning for this area is not General Residential but rather an alternate zone such as Open Space.

Any amendment must also be considered in the context of the Regional Water Resources Policies. It is noted that the Planning Report (Gray Planning, 27 February 2024) does not address these policies in the context of the proposed rezoning of the waterway to General Residential or the reduction in the buffer width.

As mentioned before, strategic justification is required for the proposed rezoning and any amendments to the Waterway and Coastal Protection Area against WR1 and WR2.

For Advice: To demonstrate the proposed amendments adequately protect and manage the ecological health, environmental values and water quality of

the waterway and take into consideration the significant constraints and values adjacent to Tramway Creek, it is strongly recommended that the proposal is amended to:

- ensure the appropriate zone is applied to the waterway and includes the full extent of the 30m buffer either side as a minimum, as well as the area subject to riverine inundation, the majority of natural values associated with the waterway and sufficient land to accommodate future water sensitive urban design (such as detention basins) and recreational uses. It is suggested that the most appropriate zoning is not General Residential but Open Space; and
- retain the 30m Waterway and Coastal Protection Area either side of Tramway Creek.

8. Stormwater and flooding

Please submit amended plans and/or documentation that demonstrate compliance with Code E15.0 Inundation Prone Areas Code of the Kingborough Interim Planning Scheme 2015. The provisions require the submission of a detailed flood study by a suitably qualified flood engineer for the site to determine the extent of 1 in 100 year (plus climate change) flood extents based on a fully developed catchment. This is required to rationalise the appropriateness of the General Residential Zoning and development extents.

Council has a current Tramway Creek Flood Study which was completed in 2021 and has defined the flood extents for the 1% AEP storm event. It is also noted that there are several ponds within both sites, and to understand the implications of keeping or removing the pond, this study considered the option of the existing ponds remaining, and the ponds being removed. There is an existing 'waterway' through 5 Gemalla Drive from Channel Highway to Bundalla Road that needs managing.

The preference is for that 'waterway' to remain unobstructed by roads and properties and to provide:

- a continuing natural channel for stormwater flows including flooding event flows;
- a practical pedestrian walkway and linkage through the site;
- a passive open space area;
- area for any required detention or storage systems to prevent a higher risk of flooding to properties downstream of Bundalla Road.

While underground systems will be provided, their sizing can be greatly reduced because of the smaller developed site flows from the 5 Gemalla Road site, with the upgraded 'waterway' profile catering for all upstream developed flows.

Associated with that drainage system would be the upgrade to the existing Tramway Creek road crossing to cater for 1% AEP flows OR to provide a culvert upgrade to carry flows from a 5% AEP storm with appropriate detention storage within the development site to cater for flows up to the 1% AEP storm event.

The width of the 'waterway' should be established based on the requirement to carry 5% AEP flows, and ensure no overtopping into adjacent residential properties in a 1% AEP storm event (with appropriate 300mm freeboard).

All proposed properties must be above the 1% AEP flood level. Bundalla Road may even require lifting to provide a flood free access route for not only the existing uses but also the additional internal residential use.

All existing uses and amenities for existing properties downstream of Bundalla Road must not be reduced or impacted by developed flows resulting from the proposed future development.

If you wish to discuss the above or seek clarification, please contact Council's **out of scope** [REDACTED]. A meeting to discuss the issues would be beneficial.

Yours sincerely,

out of scope

Released under RTI

From: out of scope
To: out of scope
Subject: FW: DSG's Advice. PSA-2024-1 - Proposed rezoning to General Residential Zone and amendment of Planning Scheme overlays - 5 Gemalla Road, Margate
Date: Wednesday, 5 June 2024 3:17:17 PM
Attachments: [image001.jpg](#)
[Department of State Growth - Response to proposed rezoning, 5 Gemalla Road, Margate.PDF](#)

FYI attached. DSG wanted to make sure that this is utilised as advice only and it has been communicated to the applicant in that matter.

out of scope | Kingborough Council

Phone out of scope

Address Civic Centre, 15 Channel Hwy Kingston TAS 7050

Email out of scope@kingborough.tas.gov.au | **Web** www.kingborough.tas.gov.au



Kingborough Council acknowledges and pays respect to the Tasmanian Aboriginal Community as the traditional owners and continuing custodians of this land and acknowledge Elders – past, present, and emerging.

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Department of State Growth

INFRASTRUCTURE TASMANIA

2 Salamanca Square, Battery Point

GPO Box 536, Hobart TAS 7001 Australia

Ph 1800 030 688

Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

out of scope

Kingborough Council

By email: development@kingborough.tas.gov.au

**PSA-2024-1 - Proposed rezoning to General Residential Zone
and amendment of Planning Scheme overlays
5 Gemalla Road, Margate**

Dear out of scope

Thank you for the opportunity to comment on the planning scheme amendment for a proposed rezoning at 5 Gemalla Road, Margate. The Department of State Growth (State Growth) has reviewed the proposal, which includes the potential for a future 140-lot residential subdivision, and makes the following comments.

Strategic context

The proposed amendment seeks to rezone the site to the General Residential Zone, remove the Biodiversity Protection Area overlay, and reduce the extent of the Waterway and Coastal Protection Area overlay to a 20-metre-wide strip. The proponent has prepared a concept plan to support the amendment, which indicates the site could be subdivided into 140 lots under the General Residential Zone.

The site is located outside the Urban Growth Boundary (UGB) under the *Southern Tasmania Regional Land Use Strategy* (STRLUS). The proponent is seeking consideration of the proposal under policy SRD 2.12 of the STRLUS, which allows for land adjacent to, but outside of, the UGB to be considered for rezoning based on defined criteria. Consistent with the criteria under SRD 2.12, the proponent considers the land -

- does not represent a significant increase in residential land in the suburb
- is identified as a future growth area within a contemporary strategic plan
- can be accommodated by the existing transport system and
- can be appropriately buffered from adjoining industrial land, minimising adjacent land use conflict.

We note that the land is located on the southern boundary of the existing UGB and if rezoned, would provide a nearly 10 percent increase in land zoned for urban development in Margate. This is not insignificant and would represent the largest residential expansion in Margate in nearly 15 years.

While regular bus services are provided between Margate and Kingston, the location of the site relative to key employment, service and commercial centres is likely to lead to high car dependence. The proposal also does not consider impacts on the wider transport network, including access to the Channel Highway, or additional impacts on the State Road network associated with the future development of land close to the site, including land owned by the proponent on the western side of the Channel Highway.

The Tasmanian Government and twelve southern councils are currently undertaking a comprehensive review of the STRLUS. It is appropriate that proposals of this type, scale and location are considered as part of this review, which will assess supply and demand for residential land across Greater Hobart as part of a holistic settlement plan. Rezoning ahead of this review is premature.

Detailed comments

Please note the following detailed comments on the proposed amendment.

Traffic impact assessment

The Traffic Impact Assessment (TIA) assesses the localised impacts of a future subdivision on the site on adjacent roads and identifies improvements to junctions to address safety and performance issues. However, the TIA does not consider broader network impacts, and in this context should be updated to address -

- access options onto the Channel Highway,
- the impact of through-traffic on level of service as a result of any future subdivision on the site, noting that the Highway is the key transport corridor for the area, and
- the additional traffic impacts associated with developing land held in the same ownership at 1830 Channel Highway (referred to in the supporting planning report)

State Road network

The Channel Highway between Kingston and Margate has an Average Annual Daily Traffic Volume (AADT) of around 17,000 vehicles per day. In 2020, State Growth completed a planning study for the Highway¹ between Kingston and north of Margate. The study considered future development within Margate. However, it did not consider traffic generation by the proposed amendment as it is located outside the UGB and development was expected only to occur over a 10 to 15 year timeframe, if approved. As a result, the impacts of the proposed rezoning and future subdivision occurring more quickly were not considered within the study.

It is also understood that Council is currently developing a master plan for the centre of Margate, in part due to resident concerns regarding accessibility due to traffic volumes.

Passenger and active transport

Margate is serviced by Metro Tasmania general access bus services between the Channel and Hobart, travelling via Crescent Drive, Incana Road and Bundalla Road. State Growth also contracts school bus operators to provide student only services in Kingborough which may operate near the subject site.

Bus routes need to be simple and direct to make travel times quicker, which can result in longer walking distances to access a bus stop. State Growth has no plans to alter existing bus services to deviate via the subject site.

Existing bus stops on Crescent Drive, Incana Road and Bundalla Road are located between 300 to 800 metres from the subject site. Any future subdivision should provide good active transport connections to these existing stops – and to central Margate – including via cut-throughs, footpaths and pedestrian crossings. Provision for connection of any future subdivision to connect to Lotus Court is important.

Future subdivision planning

If the proposed subdivision proceeds, consideration should be given to the following matters -

- Provision of road widening land along the Channel Highway to allow for future improvement to traffic facilities between Crescent Drive (south) and Gemalla Road, including improved active travel facilities. It is recommended that the road widening be an extension of land set aside south of Gemalla Road for the Margate to Snug Pathway by Council (see Attachment 1).
- The appropriate assessment and management of traffic noise associated with the Channel Highway and Gemalla Road, within the subdivision design.
- Stormwater management, noting that the subject land is essentially flat and likely to be impacted by significant rainfall events. Downstream impacts will need to be carefully assessed to ensure that any treatments on the subject land do not adversely impact nearby residences, businesses, or the Channel Highway.

¹ https://www.transport.tas.gov.au/roadworks/road_improvement_plans/channel_highway_-_kingston_to_margate_planning_study

Please contact **out of scope** who can coordinate engagement with relevant State Growth officers, or email planningpolicy@stategrowth.tas.gov.au.

Yours sincerely,

out of scope

BEN GOODSIR
CEO, INFRASTRUCTURE TASMANIA

14 May 2024

Attachment I – Proposed road widening



From: out of scope @hobartcity.com.au>
Sent: Friday, 28 June 2024 11:06 AM
To: Client Services, Geodata (DPIPWE); State Planning Office Shared Mailbox
Cc: out of scope
Subject: Hobart Interim Planning Scheme 2015 and the Greater Hobart Urban Growth Boundary Query

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Good morning all,

The CoH have a query that relates to the boundaries of the following layers;

Hobart Interim Planning Scheme 2015: <https://data.thelist.tas.gov.au/datagn/srv/eng/main.home?uuid=2d71412d-0c45-4d0d-942e-529a8aff425c>

Greater Hobart Urban Growth Boundary:

<https://data.thelist.tas.gov.au/datagn/srv/eng/main.home?uuid=ed5ae982-bacb-49d6-9569-04cc01bb6a9e>

Can you please advise if these boundaries should align, as there are several areas where discrepancies have been observed.

Kind regards,

out of scope

| Spatial Solutions | City ICT and Data | City Enablers



City of **HOBART**

Town Hall, Hobart, Tasmania, Australia, 7000 | hobartcity.com.au

Telephone out of scope

out of scope

I acknowledge and pay respect to Tasmanian Aboriginal people as the Traditional Owners and ongoing custodians of the land upon which Hobart was built.



From: out of scope
Sent: Tuesday, 3 December 2024 11:06 AM
To: out of scope); Smythe, Andrew; Out of scope; out of scope
Subject: FW: UGB Letter
Attachments: Letter - Limkin re UGB.pdf

FYI

From: Price, Benjamin <benjamin.price@dpac.tas.gov.au>
Sent: Tuesday, December 3, 2024 11:02 AM
To: Out of scope @dpac.tas.gov.au; out of scope @stategrowth.tas.gov.au
Subject: UGB Letter

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Minister for Police, Fire and Emergency Management
Minister for Housing, Planning and Consumer Affairs
Minister for Skills and Training

Level 5, 4 Salamanca Place HOBART TAS 7000

GPO Box 123 HOBART TAS 7001

Phone: 03 6165 7770

Email: minister.ellis@dpac.tas.gov.au



Mr Craig Limkin PSM
Secretary
Department of State Growth

Dear Mr Limkin

I write in relation to our Government's significant commitment to the people of Tasmania, to increase housing supply and affordability for our State.

As Minister for Housing, Planning and Consumer Affairs, I have been tasked by the Premier to prioritise a number of goals and objectives, most notably to roll out our Government's landmark Development Assessment Panels; to continue to reform planning and regulatory systems to make it easier to do business in Tasmania; and, importantly, to ensure 2,500 new homes are constructed each year.

To assist with meeting the above goal to deliver more new homes for Tasmanians, I write to you in relation to the Urban Growth Boundary (UGB) forming part of the Southern Regional Land Use Strategy. Members of the development community have recently contacted me and other members of Parliament in relation to an area of Richardsons Road, Lauderdale that currently sits outside of the UGB, effectively preventing the site from being developed for much-needed new housing.

I request that the State Planning Office and other relevant areas within the Department of State Growth investigate opportunities for this, and other, UGBs to be suitably extended to facilitate this important housing opportunity, and provide advice to my office as soon as practicable.

I look forward to working with you and the Department of State Growth to achieve our goals, to support investment and to deliver more homes for Tasmanians.

Yours sincerely

out of scope

Hon Felix Ellis MP

Minister for Housing, Planning and Consumer Affairs

19/11/2024

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Thursday, 14 November 2024 10:47 AM
To: out of scope
Subject: TasWater Servicing Advice, TWSI 2024/00220-HCC RE: STRLUS - capacity issues within the Greater Hobart Plan densification areas

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Hi out of scope,

High level advice below in blue

If you have any queries, please contact me.

out of scope



out of scope
@taswater.com.au
A GPO Box 1393, Hobart, TAS 7001
taswater.com.au

Think about the
water we waste

TasWater confirms that you have made a pre-lodgement enquiry for the above proposal. TasWater's servicing advice in this response to the above proposal is based on the water and sewerage components of the proposal only. The other aspects of the proposal will be assessed by the relevant Planning Authority, or the Development Assessment Panel established under section 60G of the Land Use Planning and Approvals Act ("the Act") where the proposal is declared as a project of regional significance under 60G of the Act. Despite anything else in the servicing advice TasWater reserves the rights regarding this proposal, when it is submitted for assessment as required by law under the Act.

From: out of scope @stategrowth.tas.gov.au>
Sent: Tuesday, 5 November 2024 2:50 PM
To: out of scope @taswater.com.au>; TasWater Development Mailbox <Development@taswater.com.au>
Subject: STRLUS - capacity issues within the Greater Hobart Plan densification areas

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Hi out of scope,

I'm just going through the STRLUS settlement strategy with DSG at the moment to look at potential dwelling density capacity (very high level) around some key corridors and activity centres in Greater Hobart. The areas we're mostly looking at would be around:

section 35

Are you able to provide any high-level advice around the above at all? We need to get something together for around about the end of next week, although, there will need to be a lot of local planning done to determine actual density capacity in these areas, so we don't need anything too detailed.

Please give me a call to discuss if that makes it easier.

Thanks

out of scope

State Planning Office | Department of State Growth
Level 7, 15 Murray Street, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Phone: 1300 703 977
www.stateplanning.tas.gov.au

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TasWater Advice on the proposed UGB for STRLUS

Prepared by **out of scope** 10/09/2024

Water – Notwithstanding recent SPO advice, TasWater has also been asked to recommend areas that are suitable for service expansion/introduction. Please see below table for Water team notes on areas that are currently zoned rural/rural living.

This advice centres on reporting by exception. Where no comments are made, no concerns or constraints are identified.

Unless otherwise noted, growth rates of around 1% can be catered in line with TasWater's current master planning. While TasWater has a preference for in-fill development, we recognise the need to cater and allow for growth and treat all development equally.

Development applications referred to TasWater for areas inside the proposed UGB will be assessed under the relevant policies, including Developer Charges, Service Introduction and the Price and Services Plan (PSP) current at the time of application. Individual land parcels will have characteristics that may make water and sewer servicing simple, or complicated.

Area	Sewer team	Water team
Snug / Electrona / Margate	section 35	
Blackmans / Kingston		

section 35

Taroona / Sandy Bay
Hobart - Glenorchy
Granton / Austins Ferry
Bridgewater / Old Beach
Brighton
Brighton

Gagebrook /
Old Beach

Risdon

Rosny

Rokeby

Lauderdale

Cambridge
/ Seven Mile

Midway
Point

Sorell

Bothwell

Richmond

section 35

New Norfolk
Bicheno / Orford / Swansea / Triabunna
Coles Bay
Cygnet / Dover /
Franklin / Geeveston

section 35

Huonville / Ranelagh
Dodges Ferry / Lewisham / Primrose Sands
Oatlands
Nubeena / White Beach

section 35

Releas

From: [out of scope]@ccc.tas.gov.au>
Sent: Wednesday, 4 December 2024 10:49 AM
To: [Out of scope]
Subject: 52 Richardson Road
Attachments: Appendix B -1233604-proposal plan-zoning concept plan-revC.pdf; MCP Section 40T Planning report - 52 Richardsons Road - 24.01.19.pdf

[out of scope]

As discussed, we have received an application for 52 Richardsons Road which is currently on hold pending some further info including payment of some fees. So the matter has yet to go to Council.

To give you an idea of what is proposed, I have attached the planners report and the proposed zoning concept plan. Hope this gives you a clear understanding of what is proposed. As you will appreciate, the discussion of whether this fits the qualifications of SRD2.12 is a key aspect we need to consider.

If you need some more information please let me know. I have a lot layout plan but its about 22MB in file size

Regards



[out of scope]

| Clarence City Council

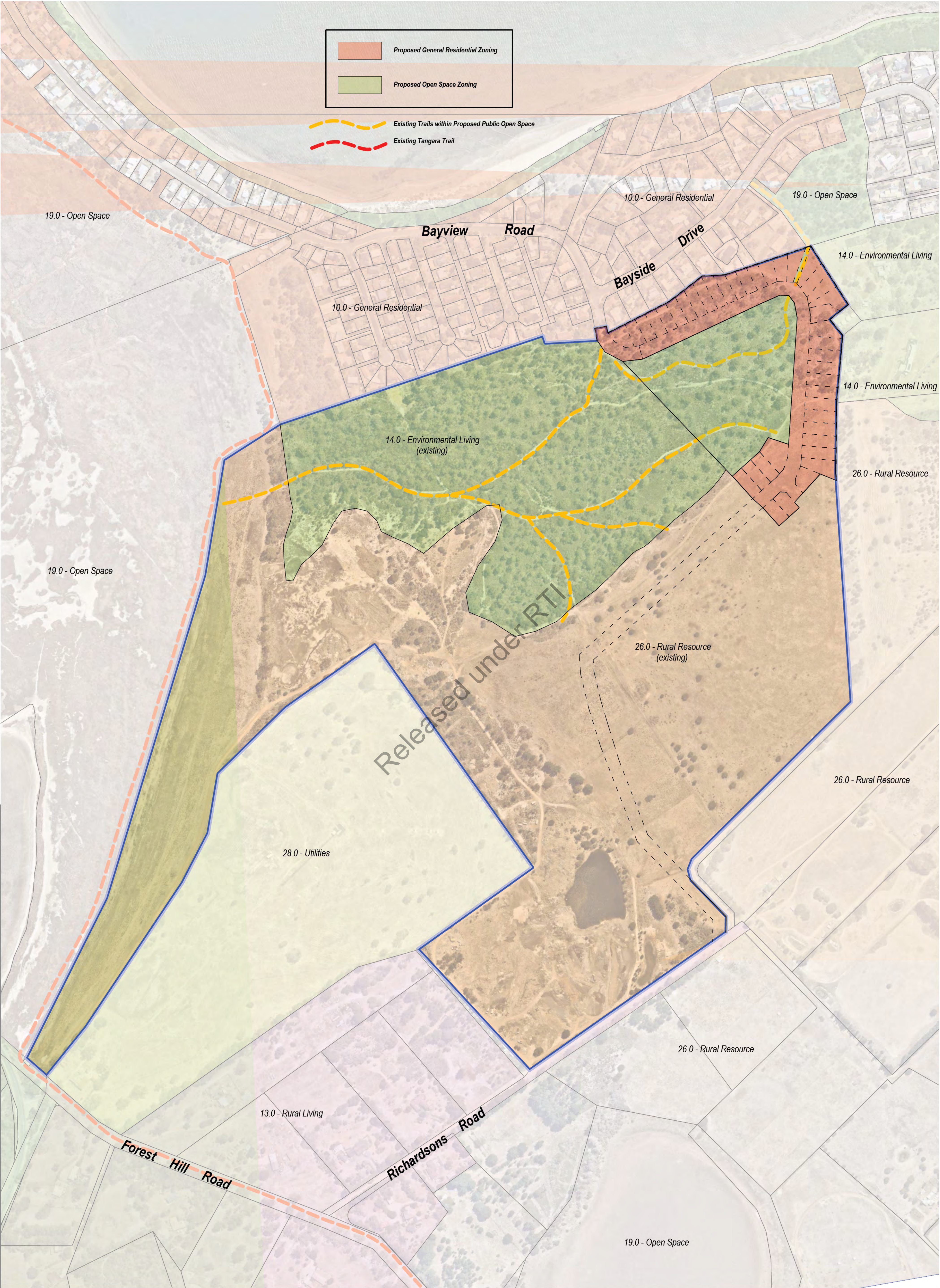
a 38 Bligh Street | PO Box 96 Rosny Park TAS 7018

[out of scope]

[out of scope]@ccc.tas.gov.au | w www.ccc.tas.gov.au

Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) People of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to, and value the deep knowledge of Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, a connection which has endured since the beginning of time. Our work reflects our ongoing commitment to truth-telling and respectful understanding.

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REV	AMENDMENTS	DRAWN	DATE	APPR.
C	minor road changes		11-12-2023	
B	minor lot changes		5-12-2023	
A	2 lot - lodgement version		29-11-2023	



UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

OWNER: **out of scope**
out of scope

TITLE REFERENCE: C.T.158742/9
LOCATION: 52 RICHARDSONS ROAD
SANDFORD

Zoning Concept Plan

Date:	5-10-2023	Reference:	LADOP02 12336-05
Scale:	1:2500 (A1) 1:5000 (A3)	Municipality:	CLARENCE



Planning Report

Rezoning and Subdivision Outside the Urban
Growth Boundary

52 Richardsons Road, Sandford

For out of scope

January 2023

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Appendix E - Civil Report

Appendix F - Traffic Impact Assessment

Appendix G - Natural Values Assessment

Appendix H - Lauderdale Land Supply Assessment

Appendix I - Land Capability Assessment

Appendix J - Bushfire Hazard Management Plan

Appendix K- Aboriginal Heritage Assessment Report

Appendix L- TasPop2023

Appendix M - Owners Consent

Released under RTI

1. Executive Summary

This report has been prepared in support of a Section 40T application under the Land Use Planning and Approvals Act 1993 for a proposed amendment to the Clarence Local Provisions Schedule for rezoning and subdivision. Section 40T of the Land Use Planning and Assessment Act 1993 allows for a request to be made to a planning authority to consider amending its Local Provisions Schedule and an application for a permit at the same time. This application is for a rezoning and a two lot subdivision off the parent title. The subject site is 52 Richardsons Road, Sandford CT 158742/1.

The site is currently zoned as Landscape Conservation and Rural, and is subjected to Natural Assets Code, Coastal Inundation Hazard Code, Coastal Erosion Hazard Code, Flood-Prone Areas Hazard Code, Bushfire Prone Areas Code, Potentially Contaminated Land Code, Landslip Hazard Code and Safeguarding Airports Code. The site is outside the Urban Growth Boundary under the Southern Tasmanian Regional Land Use Strategy.

The proposed scheme amendment involves re-zoning a 3.15Ha portion of the Landscape Conservation zone to General Residential, 1.61Ha of Rural zone to General Residential, 3.43Ha of Landscape Conservation zone to Environmental Management, and 0.36Ha of Rural Zone to Environmental Management. The amendment also proposes to remove the Natural Assets overlay from the General Residential zoned area to remove the need for potential future individual house lots within the zone to be subject to the requirements of the Natural Assets Code.

The area proposed for rezoning to General Residential will allow for a future subdivision development application with a potential for approximately 41 lots. This number of lots and hence the area of General Residential rezoning has been determined by a Net Present Value analysis based on the infrastructure needed to service a future subdivision. A number of the supporting documents to this application review the potential 41 lot layout to confirm a future subdivision can be appropriately serviced and meet the Tasmanian Planning Scheme requirements.

The rezoning proposal will rely on provision SRD2.12 of the Regional Land Use Strategy which enables rezoning outside the Urban Growth Boundary under certain circumstances. SRD2.12 was amended in May 2023 to provide a more relaxed mechanism to increase the supply of residential lots outside the existing Urban Growth Boundary to help address the supply shortfall prior to a full review and update of the STRLUS and UGB.

The subdivision component of the application is limited to the creation of a 4.76Ha 'superlot' for a future residential subdivision, a 3.79Ha lot to be transferred to Council as a public reserve, and the balance lot (which will remain as its current zoning of Landscape Conservation and Rural). This subdivision will enable a permit to be conditioned with respect to Biodiversity Offsets, bushfire requirements, Council land transfer etc.

Based on the ABS census data there was a shortfall of approximately 2,900 dwellings over the 2016-2021 period (excluding caravans, cabins, boats etc). The Greater Hobart Plan forecasts 6,550 greenfield dwellings in Clarence by 2050 assuming a 70/30 infill/greenfield split. However the Greater Hobart Plan used the 2016 Department of Treasury and Finance Growth Projections and since its release the Department of Treasury and Finance Projections (TasPOPP 2023) have been released and the GHP now seems to underpredict the growth in Clarence by 1,610 persons (Medium series) and 3,700 persons (High series). At the average household size of 2.0 people assumed under the GHP the revised TASPOPP23 projections would require an additional 2,638 (Medium series) and 3,683 (High series) additional dwellings.

Assuming a 70/30 infill/greenfield split and the Clarence proportion of the dwelling requirement based on the updated DTF TasPOPP23 figures that would mean over 100 houses on greenfield sites per year. The total potential lots in the General Residential

zone in Lauderdale is conservatively 56 Lots. Given a delivery of 20 lots per year, the proposed rezoning area would only be 20% of the required number of greenfield dwellings in Clarence per year and would be exhausted in 2 years.

This report demonstrates that the rezoning proposal is consistent with the objectives of the Land Use Planning and Approvals Act 1993 and the State Policies and Projects Act 1993. The report also demonstrates that the proposal is in accordance with the Strategic Directions and Regional Policies identified within the Southern Tasmanian Regional Land Use Strategy.

Released under RTI

2. Introduction

MC Planners have been engaged by [redacted] to request an amendment to the Clarence Local Provisions Schedule (the planning scheme) pursuant to Section 37 of the Land Use Planning and Approvals Act 1993 (the Act). This report forms the basis of the application and has been prepared considering the provisions of the planning scheme, the requirements of the Act, and other relevant strategic documents.

The proposed amendment to the zoning is to enable the potential future development of a discrete portion of 52 Richardsons Drive, Sandford. The amendment would allow for the protection a significant habitat within a public reserve and allow residential housing to occur on the site.

The potential development of the site presents an opportunity to improve the liveability, amenity, and sustainability of the surrounding area, encompassing Lauderdale and the South Arm Peninsula, through the supply of housing and other forms of development that contribute to the aspirations and needs of the region in line with the Greater Hobart Plan (2022).

To provide preliminary context, details of the subject site and the surrounding locality are outlined below.

2.1 Background

The Urban Growth Boundary (UGB) is spatially defined in the Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS) and was primarily established for the purpose of setting a physical extent for the 20-year supply of residential land in the greater metropolitan area. Additionally, the purpose of the UGB is to include land for other urban functions (i.e. commercial and industrial development) as well as pockets of open space and recreational land that assist in providing urban amenity.

The STRLUS is one of three regional land use strategies for Tasmania, providing strategic direction for the southern area of the state which encompasses twelve local government municipalities, including Clarence (the locality of the subject site). The purpose of the Strategy is to provide a linkage between the objectives of Tasmania's Resource Management and Planning System as outlined in Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA); the State Policies established under the *State Policies and Projects Act 1993*; and Tasmanian Planning Policies within the current interim and future Tasmanian planning schemes.

Accordingly, the objectives and relevant policies of each of the above instruments have been given due consideration in this report with supporting evidence as to how a rezoning outside of the Urban Growth Boundary is compliant and furthers the strategic objectives for the region and the State.

The aim of the STRLUS is to deliver sustainable settlements integrated with services and infrastructure, that are complemented by built and open space environments. The STRLUS and all other regional land use strategies are currently implemented in the land use planning system through statutory zoning and planning provisions in interim planning schemes. The regional land use strategies are given legal effect through Section 5A of LUPAA.

An application to include 13 hectares of the 70 hectare property at 52 Richardsons Road into the STRLUS Urban Growth Boundary was made to Clarence City Council in August 2020. This was supported by Council in March 2021 and sent to the Minister for consideration. After a request for further land supply data and consultation with regional Councils from the Minister, the Council reaffirmed its support for the proposal in March 2022. Prior to Council's second consideration of the proposal both the Council

and the applicant undertook public consultation. The response to the Minister's request was lodged with his office, but a decision was help pending the Outer Regions Analysis which remains incomplete. This application to amend the UBG thus is still active.

3. Site Location and Context

The Subject site is located at 52 Richardsons Road, Sandford (CT 158742/9) (Figure 1) hereafter known as the site. The site is located immediately south of the perimeter of the Urban Growth Boundary which encompasses the existing urban settlement in Lauderdale. It is an entry point to the South Arm Peninsula, north of smaller settlements such as Cremorne and Clifton Beach. The subject site has an area of approximately 73 ha.



Figure 1: Subject Site (Source: Listmap, Accessed 9 Nov 2023).

The site benefits from proximity to existing services and infrastructure within the settlement of Lauderdale, immediately to the north, as well as proximity to adjoining local centres to the northwest at Rokeby and Howrah. The site is within a commutable distance to central Hobart and other major employment locations on Hobart's eastern shore. The site is currently within the Landscape Conservation Zone and the Rural Zone of the Tasmanian Planning Scheme - Clarence. The land is currently vacant with areas of natural assets dispersed across the site including vegetation and waterways.

Title information is included as Appendix A.

3.1 The Local Area

The surrounding area comprises a diverse mix of peri-urban and rural land uses and development. The site's western side wraps around a parcel of land zoned for 'Utilities' which is occupied by broadcasting transmission services. More broadly, south of the site are swathes of 'Rural' and 'Rural Living' land. Both immediately and further north of the subject site are areas of residentially zoned land, both 'General Residential' and 'Rural Living'. Interspersed with these zones are small pockets of land zoned for 'Community Purpose', 'Recreation' and 'local business'. These pockets in the immediately surrounding area to the subject site provide a range of local services and amenities including childcare, fuel, a local grocer, café, newsagency, and doctor's surgery to service the residential areas.

Northwest of the site, a significant amount of land is zoned as 'Open Space' as shown below in Figure 2. This open space area is known as the Lauderdale Saltmarsh Reserve and is of environmental significance due to being one of the largest saltmarsh communities in the Derwent estuary. The reserve has significant fauna value and international recognition as a crucial migratory shorebird habitat, fish nursery, and location for rare moths, butterflies, and other invertebrates. The reserve also has easy walking access and connection to the Tangara Trail.

Key social infrastructure servicing the area includes Lauderdale Primary School, Child Care and Early Learning Centres, Lauderdale Football and Sports Club including an indoor pool, 'Roches Beach Living' Retirement Village, Bayview Park (public open space) as well as Lauderdale Beach and Mays Beach (both accessible to the public). Sandford is situated within the Clarence City Council municipality with a population of approximately 2,046 residents. Lauderdale has a population of 2,592 residents.



Figure 2: Subject site surrounding locality (source: LISTmap, accessed on 7 May 2020).

As shown above in Figure 2, the site is within close proximity to local services and facilities.

Communities south of the site would also benefit from the open space proposed on the site, including the settlements at Cremorne, Honeywood Drive, and Clifton Beach.

3.2 Current Zone and Overlays

The subject site is zoned as 'Landscape Conservation and Rural' under the Tasmanian Planning Scheme - Clarence (see Figure 3).



Figure 3: Subject Site and Surrounds Land Zoning (Source: Listmap, Accessed 9 Nov 2023).

The site is subject to 10 overlays; Priority vegetation area (see Figure 4), Future Coastal Refugia Area (see Figure 5), Waterways and Coastal Protection Area (see Figure 6), Coastal Inundation (see Figure 7), Coastal Erosion (see Figure 8), Flood Prone Area (see Figure 9), Bushfire Prone Area (see Figure 10), Potentially Contaminated Land Area (see Figure 11), Landslip Hazards Code (See Figure 12) and Safeguarding Airports Area (see Figure 13).

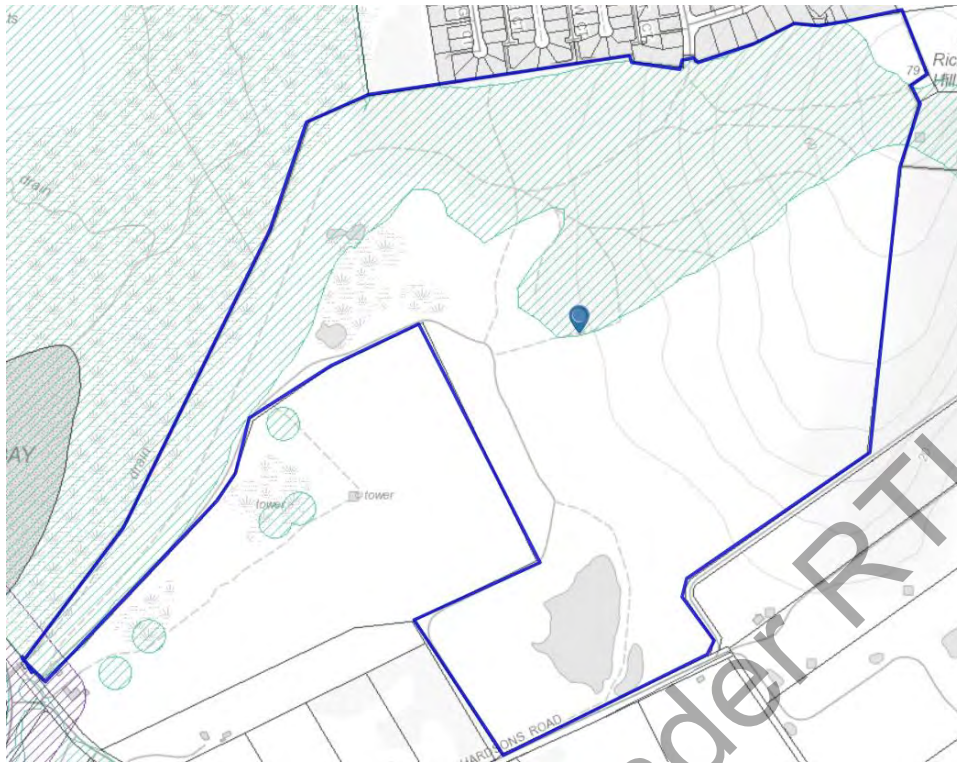


Figure 4: Priority Vegetation Overlay (Source: Listmap, Accessed 9 Nov 2023).

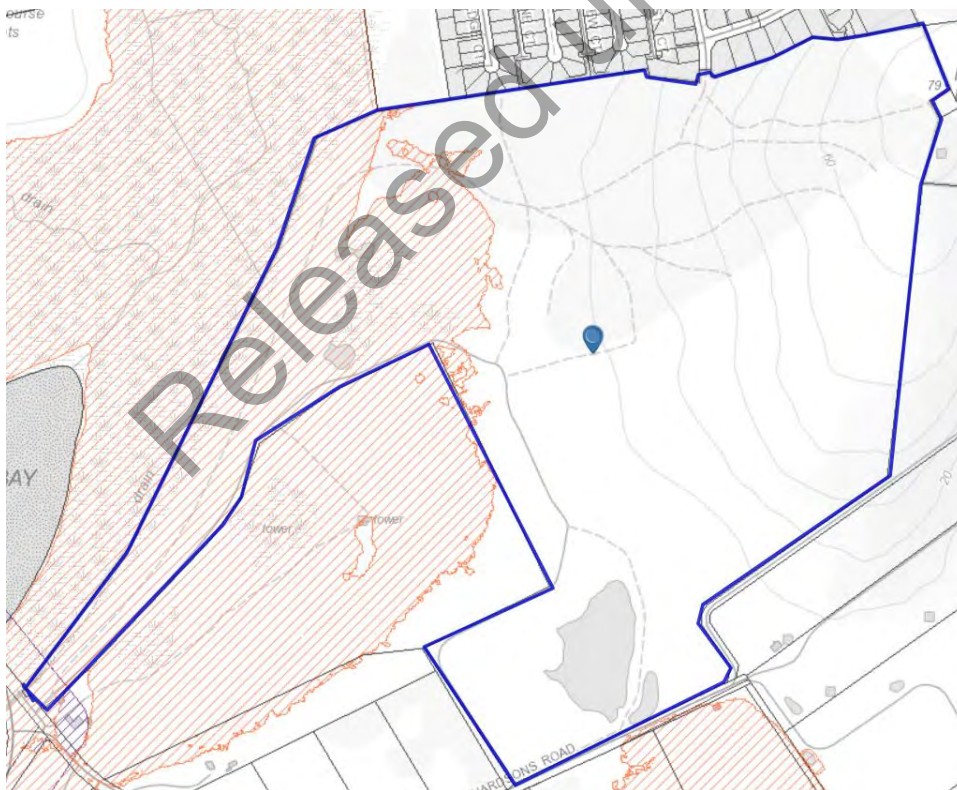


Figure 5: Future Coastal Refugia Area Overlay (Source: Listmap, Accessed 9 Nov 2023).

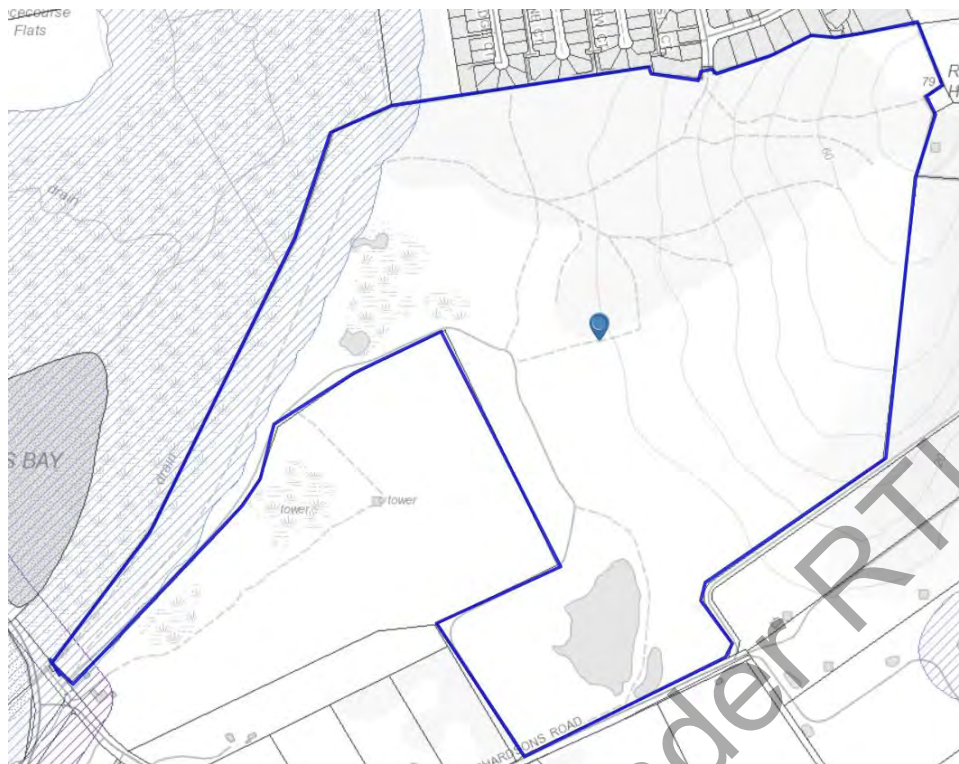


Figure 6: Waterways and Coastal Protection Area Overlay (Source: Listmap, Accessed 9 Nov 2023).

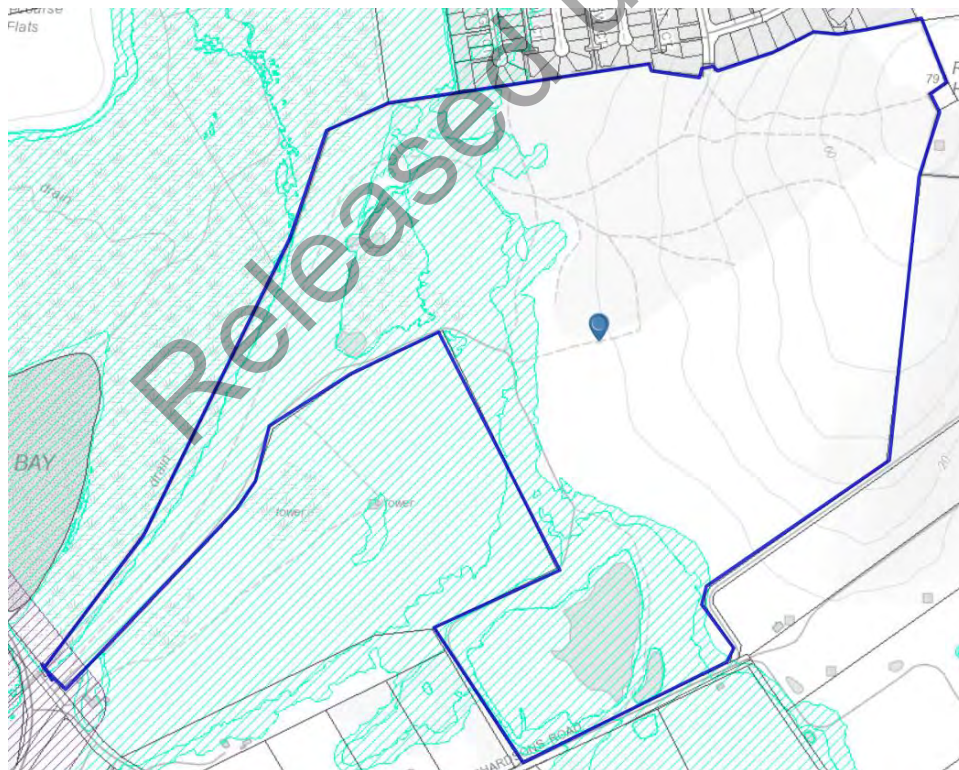


Figure 7: Coastal Inundation Hazard Area Overlay (Source: Listmap, Accessed 9 Nov 2023).

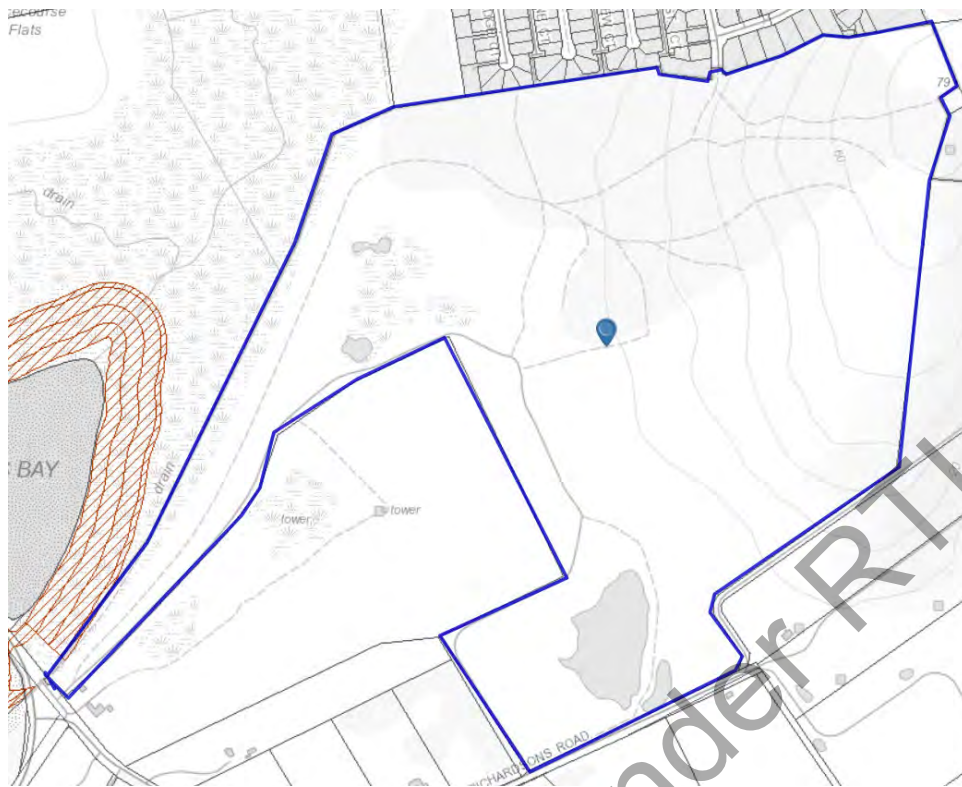


Figure 8: Coastal Erosion Area Overlay (Source: Listmap, Accessed 9 Nov 2023).

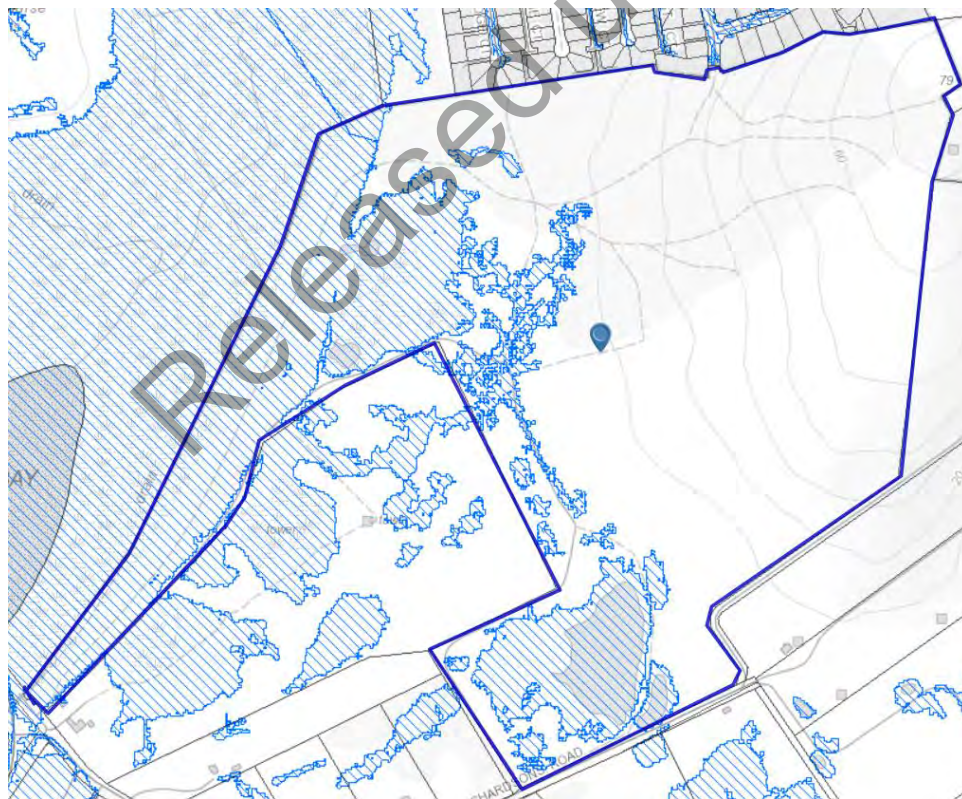


Figure 9: Flood-prone Areas Overlay (Source: Listmap, Accessed 9 Nov 2023).

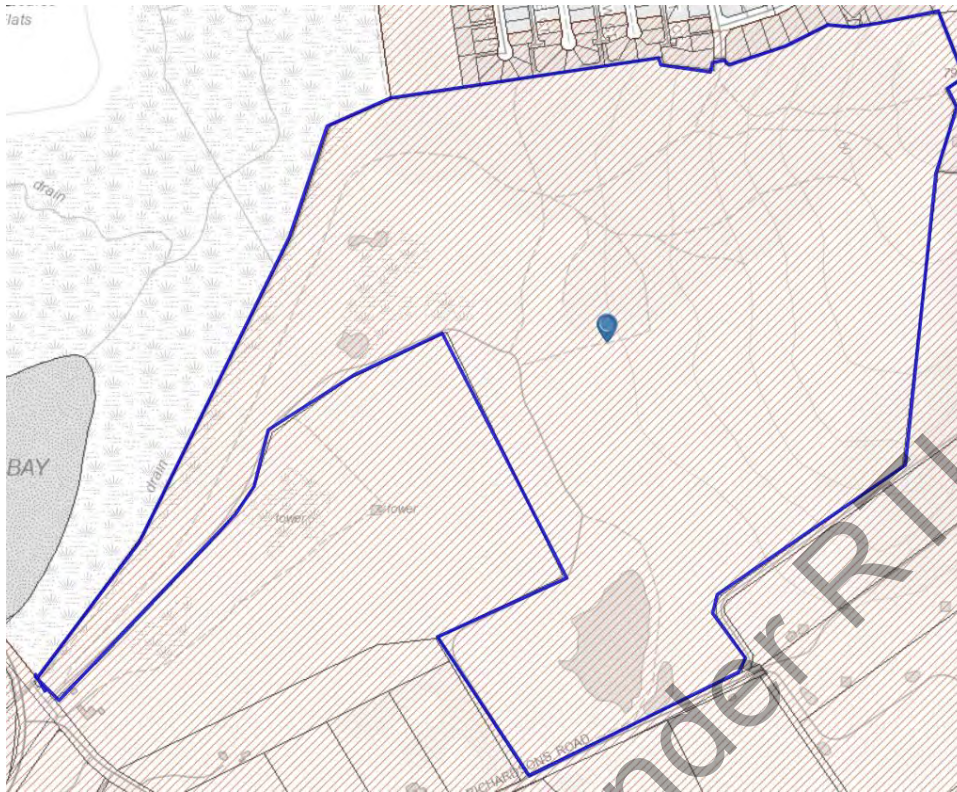


Figure 10: Bush-fire Prone Areas Overlay (Source: Listmap, Accessed 9 Nov 2023).

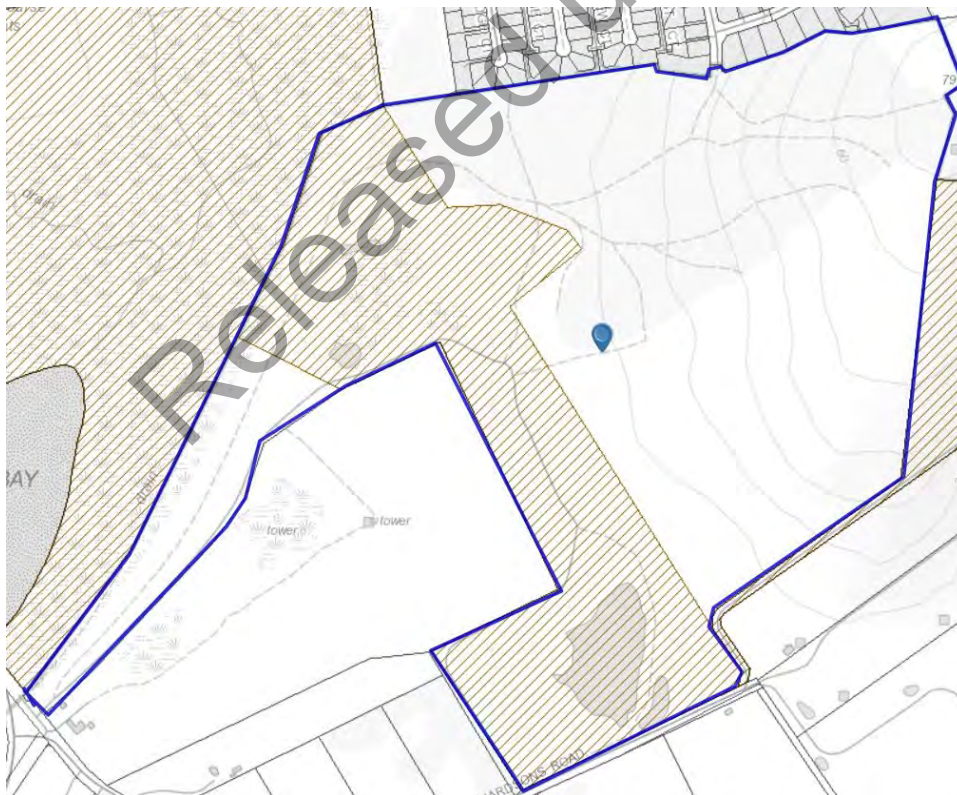


Figure 11: Potentially Contaminated Areas Overlay (Source: Listmap, Accessed 9 Nov 2023).



Figure 12: Landslip Hazard Areas Overlay (Source: Listmap, Accessed 9 Nov 2023).

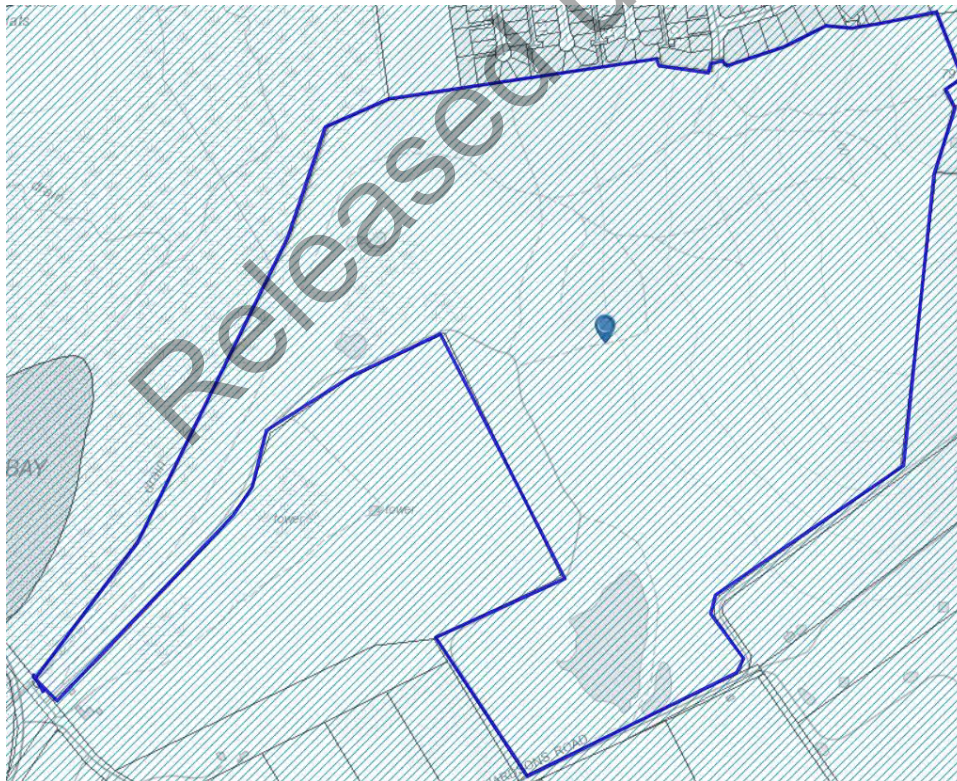


Figure 13: Safeguarding of Airports Overlay (Source: Listmap, Accessed 9 Nov 2023).

3.3 Existing Infrastructure

A concept services report is included in Appendix E.

Roads

The property has two road frontages, Bayview Road and Richardsons Road. Bayview Road has a sealed pavement width approximately 8m with a 1.2m wide asphalt footpath on one side in an 18m wide road reservation. Richardsons Road is unsealed with an approximate 5m wide pavement in a varying 10-18m wide road reserve.

Water

Lauderdale is serviced from the Lauderdale Reservoir with a Top Water Level (TWL) of 97m and a Finished Floor Level (FFL) of 90m. The Lauderdale Water Supply Zone (WSZ) is well connected with generally large bore pipes running from the reservoir through to the end of Bayview Road. There are a series of tanks on top of Richardsons Hill that sit at around 80m elevation. They are no longer used for water supply but apparently provide backup storage if required.

Sewer

Lauderdale is serviced by a pressure sewer system, which consists of small pump stations in each property pumping to a pressure sewer network within the streets. This network ultimately discharges into the Mannata Street Sewage Pumping Station in central Lauderdale where it is pumped to Rokeby Sewage Treatment Plant for reuse and discharge.

Stormwater

There are two water sheds for the property. One drains back towards Bayview Road and a second south of the high point will drain southwards to Richardsons Road. Runoff south of the high point currently flows into the disused quarry and dams that have been partially remediated. There is a divide that generally runs down the southern side of the site and runoff from land to the north of this divide will drain directly into Ralphs bay. Runoff to the south of this divide currently drains into a dam before continuing south to Dirty Bridge Creek, which drains into Pipe Clay Lagoon.

4. Planning Scheme Amendment

The proposed scheme amendment involves re-zoning a 3.07Ha portion of the Landscape Conservation zone to General Residential, 1.61Ha of Rural zone to General Residential, 3.48Ha of Landscape Conservation zone to Environmental Management zone and 0.36Ha of Rural Zone to Environmental Management zone. The proposal is an initial phase of a larger proposal to protect the threatened vegetation in a public park at the top of Richardsons Hill whilst providing an avenue for the Lauderdale area to grow within an area that is not affected by Coastal Inundation.

The existing zoning is shown in Figure 14 below and the proposed zoning is shown in Figure 15.

Figure 15 shows an indicative future lot layout, which is not to be confused with the two lot subdivision proposed as part of this application (i.e. an Open Space lot and a residential zone lot). There are two areas of Open Space provided, one is the large section of existing bushland and the other is the connection to the existing open space accessed off Bayside Drive.

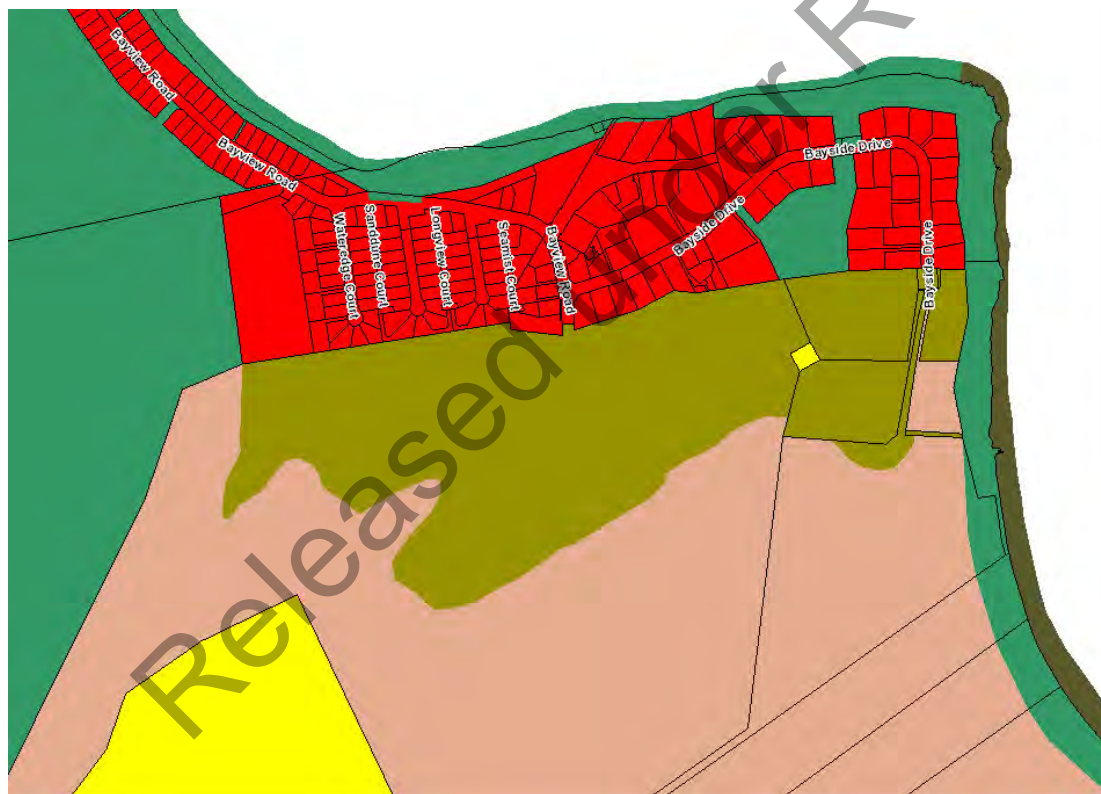


Figure 14: Existing Zoning (source: LISTmap accessed 7/12/23 - annotated).

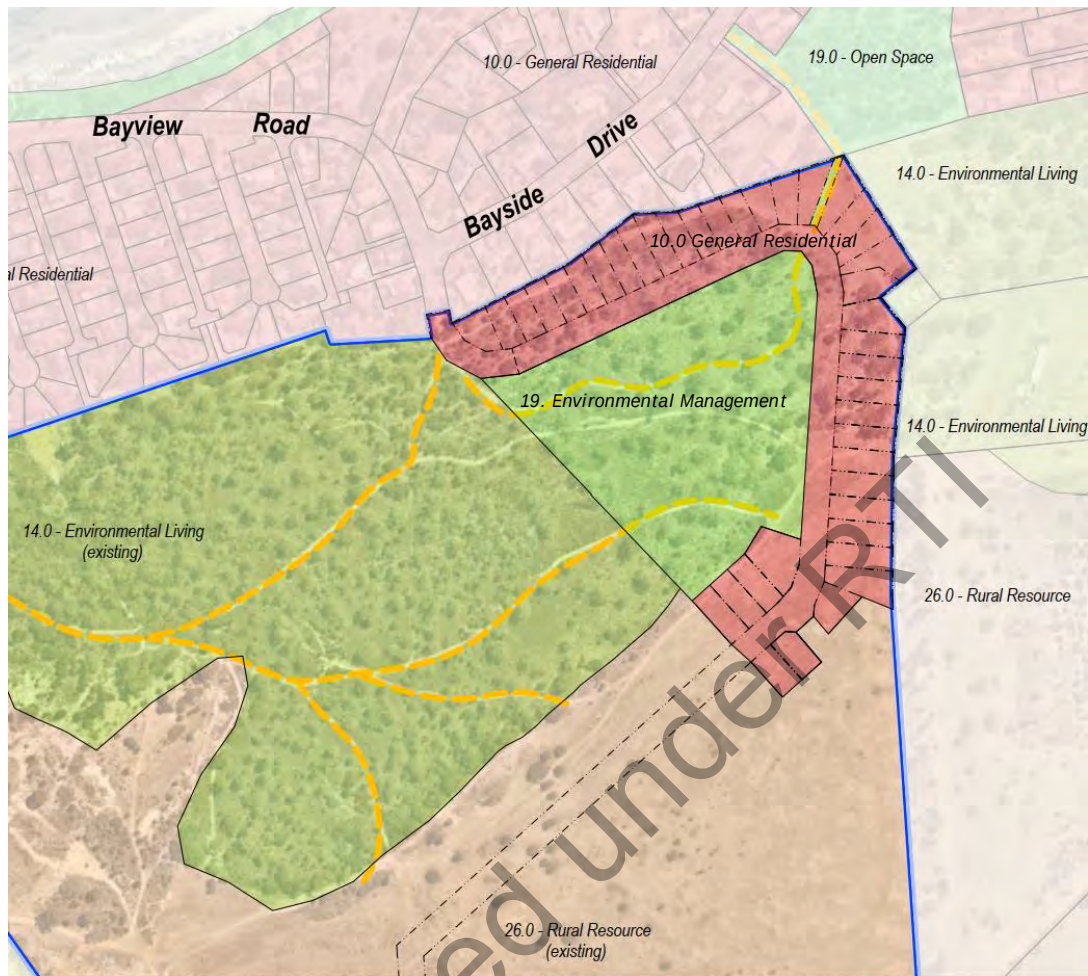


Figure 15: Proposed Rezoning (source: Rogerson Birch - annotated).

The rezoning is outside the Urban Growth Boundary under the Southern Tasmanian Regional Land Use Strategy and thus consideration under policy SD 2.12 of that strategy is required.

The existing zoning of the site is shown in Figure 14.

4.1 Alternatives

Given the low density nature of the existing General Residential zone, an option considered was to rezone the land as Low Density Residential zone. This was however discounted as the site is well serviced and it is proposed by the applicant and Council to be a growth area for Lauderdale into the future.

As discussed above a 13ha area of rezoning was initially considered but was reduced to meet the requirements of SRD2.12. The area of General Residential rezoning has been determined by a Net Present Value analysis based on the infrastructure needed to service a future subdivision.

A Specific Area Plan was considered but not included as the requirements to comply with SRD2.12 and S32(4) of LUPAA were diametrically opposed.

4.2 Use Implications

Current verses proposed zone uses

The proposed rezoning will have implications for the use of the site.

Table 1 compares the current permit requirements with those under the zoning of General Residential.

Table 2 compares the current permit requirements with those under the zoning of Environmental Management.

Table 1: Comparison of uses Landscape Conservation Zone to General Residential Zone

Status	Landscape Conservation (current)	General Residential Zone (proposed)
No Permit Required	Natural and cultural values Passive Recreation	Natural and cultural values Passive Recreation Residential (if for a single dwelling) Utilities
Permitted	Residential if for a (a) home based business; or (b) single dwelling located within a building area, if shown on a sealed plan. If for minor Utilities	Residential (if not listed as no permit required) Visitor accommodation
Discretionary	Community meeting and entertainment (If for a place of worship, art and craft centre or public hall) Domestic animal breeding, boarding or training. Emergency services Food services (if for a gross floor area of not more than 200m2) General retail and hire (If associated with a tourist operation) Residential (if for a single dwelling) Resource development (if not for intensive animal husbandry or plantation forestry) Sports and recreation (if for an outdoor recreation facility) Tourist operation Utilities (if not listed as Permitted) Visitor accommodation	Business and professional services (if for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services) Community meeting and entertainment (If for a place of worship, art and craft centre or public hall) Educational and occasional care (if for a tertiary institution. Emergency services Food services (if not for take away food premises with drive through facility. General retail and hire (if for a local shop) Sport and recreation (if for a fitness centre, gymnasium, public swimming pool or sports ground. Utilities (if not listed as no permit required.
Prohibited	All other uses.	All other uses.

As would be expected, the use profile is less aimed at rural style uses such as Domestic Animal Breeding and Resource Development to more urban uses such as Business and Professional Services and Education and Occasional Care. Many uses however remain common to both zones.

Table 2: Comparison of uses Landscape Conservation to Environmental Management

Status	Landscape Conservation (current)	Environmental Management Zone (Proposed)
No Permit Required	Natural and cultural values Passive Recreation	Natural and cultural values Passive Recreation Utilities (if for minor utilities or underground utilities)
Permitted	Residential if for a (a) home-based business; or (b) single dwelling located within a building area, if shown on a sealed plan. If for minor Utilities	A range of uses with the qualification (If an authority under the National Parks and Reserve Management Regulations 2019 is granted by the Managing Authority or approved by the Director-General of Lands under the Crown Lands Act 1976). Resource Development (for grazing) Utilities (for minor utilities)
Discretionary	Community meeting and entertainment (If for a place of worship, art and craft centre or public hall) Domestic animal breeding, boarding or training. Emergency services Food services (if for a gross floor area of not more than 200m ²) General retail and hire (If associated with a tourist operation) Residential (if for a single dwelling) Resource development (if not for intensive animal husbandry or plantation forestry) Sports and recreation (if for an outdoor recreation facility) Tourist operation Utilities (if not listed as Permitted) Visitor accommodation	Community meeting and entertainment Emergency services Extractive Industry Food services General retail and hire Pleasure boat facility Resource development Sports and recreation Tourist operation Utilities Vehicle parking Visitor accommodation
Prohibited	All other uses.	All other uses.

The comparative analysis demonstrates that the proposed rezoning from Landscape Conservation to Environmental Management are very similar in the use tables apart from the permitted uses with qualification and the loss of Residential as a use option.

Relevant Use Standards

Relevant Use & Development Standards - General Residential Zone

All use and development will be subject to the provisions of the underlying zone.

Relevant Use & Development Standards - Environmental Management Zone

All use and development will be subject to the provisions of the underlying zone.

5. Legislative Implications

5.1 Land Use Planning and Approvals Act 1993

Section 32

Section 32 of the *Land Use Planning and Approvals Act 1993* (LUPAA) outlines the requirements for amending a Local Provisions Schedule.

Table 3: Division 2 Section 32 - Contents of LPSs Contents of LPSs

(1) <i>An LPS is to consist of provisions that apply only to a single municipal area specified in the LPS.</i>	<i>The proposal is to apply only to the municipal area of Clarence.</i>
(2) <i>An LPS</i> (a) <i>Must specify the municipal area to which its provision apply and</i> (b) <i>must contain a provision that the SPPs require to be included in an LPS; and</i> (c) <i>must contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to land, if required to do so by the SPPs; and</i> (d) <i>may, subject to this Act, contain any provision in relation to the municipal area that may, under section 11 or 12, be included in the Tasmanian Planning Scheme; and</i> (e) <i>may contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to particular land; and</i> (f) <i>must not contain a provision that is inconsistent with a provision of section 11 or 12 ; and</i> (g) <i>may designate land as being reserved for public purposes; and</i> (h) <i>may, if permitted to do so by the SPPs, provide for the detail of the SPPs in respect of, or the application of the SPPs to, a particular place or matter; and</i> (i) <i>may, if permitted to do so by the SPPs, override a provision of the SPPs; and</i> (j) <i>may, if permitted to do so by the SPPs, modify, in relation to a part of the municipal area, the application of a provision of the SPPs; and</i>	(2)- (a) <i>Municipality of Clarence specified in CLA-1.1.</i> (b) <i>The required clauses are under CLA1.1 and CLA 1.2.</i> (c) <i>Spatial maps of the rezoning and overlay changes are provided.</i> (d) <i>No provision is proposed.</i> (e) <i>Spatial maps of the rezoning and overlay changes are provided.</i> (f) <i>No provisions are proposed which affect the Contents of Planning Schemes or Existing Use Rights or the provisions.</i> (g) <i>The proposal will dedicate land for public purposes in the form of the hill-top reserve.</i> (h) <i>No specific provisions are proposed.</i> (i) <i>No provisions overriding SPP provisions are proposed.</i> (j) <i>No provisions overriding SPP provisions are proposed.</i> (k) <i>Rezoning and overlays are permitted for inclusion in the LPS.</i> (l) <i>No provisions are proposed.</i>

<i>(i) may, subject to this Act, include any other provision that -</i> <i>(ii) is not a provision of the SPPs or inconsistent with a provision of the SPPs; and</i> <i>(k) is permitted by the SPPs to be included in an LPS; and</i> <i>(l) must not contain a provision that the SPPs specify must not be contained in an LPS.</i>	
<i>(3) Without limiting subsection (2) but subject to subsection (4) , an LPS may, if permitted to do so by the SPPs, include -</i> <i>(a) a particular purpose zone, being a group of provisions consisting of -</i> <i>(i) a zone that is particular to an area of land; and</i> <i>(ii) the provisions that are to apply in relation to that zone; or</i> <i>(b) a specific area plan, being a plan consisting of -</i> <i>(i) a map or overlay that delineates a particular area of land; and</i> <i>(ii) the provisions that are to apply to that land in addition to, in modification of, or in substitution for, a provision, or provisions, of the SPPs; or</i> <i>(c) a site-specific qualification, being a provision, or provisions, in relation to a particular area of land, that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.</i>	<i>(3)</i> <i>(a) No Particular Purpose Zone is proposed,</i> <i>(b) No Specific Area Plan is proposed</i> <i>(c) No Site-Specific Qualification is proposed.</i>
<i>(4) An LPS may only include a provision referred to in subsection (3) in relation to an area of land if -</i> <i>(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or</i> <i>(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.</i>	<i>(4) No PPZ, SAP or SSQ is proposed.</i>

(5) <i>An LPS must be in accordance with the structure, if any, that is indicated, or specified, in the SPPs to be the structure to which an LPS is to conform.</i>	(5) <i>The zoning is in accordance with drafting guidelines.</i>
(6) <i>A provision of an LPS must be in the form, if any, that the SPPs indicate a provision of an LPS is to take.</i>	(6) <i>No provisions are proposed.</i>
(7) <i>A provision of an LPS in relation to a municipal area is not to be taken to have failed to comply with this section, or to be inconsistent with a provision of the SPPs, by reason only that it is inconsistent with a provision of the SPPs that has not come into effect in relation to the municipal area.</i>	(7) <i>Not applicable.</i>

Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA) outlines the objectives of the Resource Management and Planning System of Tasmania as well as the Objectives of the Planning Process established by this Act. The subject of this proposal is assessed against each in Table 4 and Table 5 below.

Table 4: Schedule 1, Part 1 Objectives of LUPAA.

Part 1	Amendment Response
(a) <i>To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and</i>	The proposal is considered to constitute sustainable development as it would provide economic, environmental, and social benefits to the local area and the wider community. The proposal would make best use of the natural and physical resources of the site. The proposal would take what is currently neglected and under-used land and transform it into a vibrant new homes area centred around a regionally significant area of public open space. The proposal would minimise impacts upon high biodiversity values through a subdivision design which integrates bushfire hazard management into the proposed road and lot layout. Any impact upon such values would be offset via the provision of a substantial area of public open space. The proposal would have only a minor impact upon ecological processes on the site and, as noted in the attached Natural Values Assessment (Appendix G), would halt the current process of degradation that is eroding natural values on the site. The proposal would enhance genetic diversity by conserving and protecting areas of threatened vegetation that are currently unprotected.
(b) <i>To provide for the fair, orderly and sustainable use and development of air, land and water; and</i>	The proposal is considered to be an orderly extension of an existing residential area that considers the significant natural values present on the site - i.e. while at face value, it may appear orderly for the existing residential area of Lauderdale to be extended southward in a more direct fashion than is proposed, this approach would have a significant impact upon natural values (refer to Appendix G). Therefore, an approach which respects and protects these values has been adopted.

	The proposed extension to the existing residential area will largely follow the existing tree line at the eastern edge of the vegetation on the site, before flowing towards the existing cleared area to the south. The proposed layout includes a residential street which provides a strong connection to the existing Lauderdale residential community, whilst maintaining important natural values. The Housing Supply assessment for Lauderdale found that there is potential for only 62 new residential lots, but of those 27 are split zoned General Residential and Rural Living and thus cannot be subdivided. These numbers are extremely conservative as on- site constraints can drastically decrease lot numbers. A recently approved subdivision at 147 Bayview Road had a theoretical capacity by title area of 42 lots but due to on-site environmental values and geometry was reduced to 22 lots. It should also be noted that a previous feasibility study⁴ into the potential for the Lauderdale residential area to be expanded by approximately 583 residential properties found that <i>“the project based on a 10% Hurdle Rate, a median sales price of \$150,000 per lot, a median acquisition price of \$525,000 and a fill supply cost of \$20 per cubic metre returns a negative NPV value of -\$8,085,282 and thus is not feasible”</i>. The study found the principle restriction to development was that the vast majority of the existing residential zoned land within Lauderdale is within a Coastal Inundation Hazard Area, as identified by the Planning Scheme’s Inundation Prone Areas Code (see Figure 10). By providing residential zoned land that is outside of this hazard area, the proposal would allow for the orderly retreat and abandonment of land that is susceptible to future inundation - i.e. the proposal would ensure the future viability of the Lauderdale settlement by ensuring that sufficient residential land is available should existing residential areas be affected by inundation and other climate change related impacts. At a broader level, the proposed future subdivision would create housing opportunities within the Lauderdale area by providing coastal living residential lots that are generally not available elsewhere within the Clarence Municipal Area. The proposal should therefore be seen as allowing for the orderly provision of housing at the higher end of the market in an area relatively close to the Hobart CBD. This issue is expanded upon in the Supply and Demand analysis provided below. As noted above, the proposal is considered to provide for the sustainable use of the land within the site by largely confining development to existing cleared areas. The proposal would also rely upon extensions to existing services rather than require new services to be provided. Specifically, Bayview Road extends to the boundary of the subject site and this link has been used as the feeder road to the proposed development from the Lauderdale side. The proposed road layout would create a continuous and logical connection between the proposed residential area and the existing Lauderdale community.
(c) to encourage public involvement in resource management and planning; and	The public will be involved in this process at various stages, including when the proposed planning scheme amendment is placed upon public exhibition. The proponent has also consulted widely with various interest groups including Clarence City Council’s Tracks and Trails Committee, Coast Care Lauderdale, and the local community.

(d) <i>both to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and</i>	The proposal would facilitate short-term economic development in the local area and the surrounding region. The construction of the proposed subdivision would provide employment and generate revenue for associated suppliers. The presence of a workforce on the site would have positive benefits for nearby businesses. A subdivision involving the creation of an indicative 41 residential lots and associated infrastructure such as roads and services would also generate activity in the local civil construction and design industries. In the medium term, the construction of houses upon the proposed lots would create economic activity that would continue beyond construction of the proposed subdivision. This activity would sustain employment and generate revenue in the construction industry and associated trades. In addition the new residential lots will contribute to addressing the existing housing shortfall in the Greater Hobart area. As noted earlier in the report, Lauderdale currently offers a range of both public and commercial services. Any increase in the local population would only increase the viability of these services. As noted above, in response to <i>Objective (b)</i>, the proposal would also ensure that the population of Lauderdale can be maintained if the predicted effects of climate change become apparent in existing residential areas within the settlement.
(e) <i>to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i>	The proponent has consulted extensively with Clarence City Council and advice regarding the proposal has been sought from the Department of State Growth, TasWater, and the Tasmanian Planning Commission. As noted above, the proponent has also consulted with the local community and is active member within the local development industry.

Table 5: Schedule 1, Part 2 Objectives of LUPAA.

Part 2	Amendment Response
(a) <i>to require sound strategic planning and coordinated action by State and local government; and</i>	The proposal has been considered against the <i>Southern Tasmanian Regional Land Use Strategy 2010-2035</i> as well as relevant ABS data sets and analysis of supply and demand in the Clarence municipality. The site's proximity to existing services, the demand for housing in the area, and the opportunity for additional land in a coastal location close to Lauderdale give strategic merit to the proposal.
(b) <i>to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and</i>	The amendment will modify the instrument of the Urban Growth Boundary within the <i>Southern Tasmanian Regional Land Use Strategy 2010-2035</i> (STRLUS) which sets the extent of residential land supply for the next twenty years. The way in which the proposed amendment accords with overall directions of the STRLUS is addressed below and the rezoning beyond the Urban Growth Boundary on the subject site is addressed in further detail in Section 6.

(c) <i>to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and</i>	The proposal would have an overall positive effect upon the environment. By securing approximately 3.8Ha of bushland (45% of the rezoned area) the proposal would ensure the ongoing conservation and protection of the high biodiversity values contained within the site. The proposal would also address the current situation in which uncontrolled use of informal tracks within the bushland is leading to degradation of environmental values. The proposal would allow for these tracks to be rehabilitated and for properly formed tracks to be created that do not degrade the surrounding environment. The site has been subject to a Natural Values Assessment (Appendix G) which found that the proposal would have only a minor impact upon any threatened native vegetation communities and conversely that the proposed of the public reserve would protect significant threatened communities of both flora and fauna. This assessment is addressed in further detail in Section 3.2. The proposal would provide social benefits by supporting the viability of local businesses and community functions. In the short term the development of the site will create jobs and will stimulate the local economy. In the long term, the increase in the immediate area's population is expected to have a positive economic effect on local service providers and businesses. The proposal is considered likely to have positive economic and social impacts with minimal environmental impacts.
(d) <i>to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and</i>	The proposed amendment is consistent with the relevant State Policies, the directions of the STRLUS (see below), local by-laws and management plans such as the Tangara Trail Management Plan 2012-2017. The amendment will not conflict with neighbouring municipalities or regional areas.
(e) <i>to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and</i>	The proposed rezoning will facilitate a future application of approximately 41 lots to occur on the subject site, which would be carried out via Section 43a of the <i>Land Use Planning and Approvals Act 1993</i>. This consolidated approach allows for a co-ordinated approach to be taken in the consideration of relevant issues, such potential impact upon natural values and natural hazard management.
(f) <i>to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and</i>	The development of the site will contribute to the viability and expansion of community facilities, open space, and more diverse housing options within the Lauderdale and South Arm locality. The proposal would significantly contribute to the existing surrounding open space network while improving and future proofing high value environmental assets.
(g) <i>to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and</i>	The site is not listed as having any European historic value and a detailed Aboriginal Heritage Assessment has been carried out which confirms that the site does not contain Aboriginal Heritage sites. Therefore, no buildings, areas, or other place of historic and heritage value will be affected by the proposed development. Furthermore, wetland and waterway values found within the western part of the site which are of scientific value will remain protected by a large area of open space on

	that portion of the site. Detail of these matters is addressed further in Section 3.2.
(h) <i>to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and</i>	Section 7.1 identifies existing social infrastructure within the locality and how it could support the proposal. Furthermore, the proposal would contribute additional public assets in the form of public open space which would benefit the surrounding community. Consultation with TasWater has confirmed that the proposed development can be provided with appropriate public utilities without any expansion in the capacity of existing infrastructure. Development upon the site is feasible compared to other potential residential expansion areas within Lauderdale. Due to the elevated position this proposal would require no fill to address inundation issues, the proposal would not rely upon existing public stormwater infrastructure, and the proposed lots would be serviced by an existing water supply. While the proposed extension of the pressurised sewer network and road connections would come at a cost, this would be met by the developer.
(i) <i>to provide a planning framework which fully considers land capability.</i>	The site's agricultural potential has been considered in the Land Capability Classification System (via Listmap on 12 December 2023). The majority of the site is classified as 'Class 5' which identifies land unsuited to cropping and with slight to moderate limitations to pastoral use. Two small portions towards the subject site's western boundary are classified as 'Class 6' which is land marginally suited to grazing due to severe limitations. On this basis, the subject site is considered to have only limited agricultural potential and is therefore suitable for alternative development. The site is considered capable of accommodating the proposed development. As demonstrated in the attached assessments, the site is not significantly constrained by natural hazards. Where these hazards exist, they can and will be adequately mitigated and managed.

5.1.1 Ministerial Guideline No.1 - Zone and Code Application

Ministerial Guideline No.1, issued under section 8A of LUPAA, provides a reference guide for the application of all zones and codes for the preparation of LPS and amendment to LPS.

Table 6 to Table 7 provide an assessment of the site against the Zone application guidelines.

Table 6: Consideration of the Zone Application Guidelines General Residential

Criteria	Assessment
<i>GRZ 1 - The General Residential Zone should be applied to the main urban residential areas within each municipal area which:</i> <i>(a) are not targeted for higher densities (see Inner Residential Zone); and</i> <i>(b) are connected, or intended to be connected, to a reticulated water supply service and a reticulated sewerage system</i>	Considering the location of the site and surrounding land uses it is considered General Residential is an appropriate zone given it will be an extension of the existing zone in the area. The site is capable of being connected to a reticulated water supply service and a reticulated sewerage system through existing mains in the immediate area.
<i>GRZ 2 - The General Residential Zone may be applied to green-field, brown-field or grey-field areas that have been identified for future urban residential use and development if:</i> <i>(a) within the General Residential Zone in an interim planning scheme;</i> <i>(b) within an equivalent zone under a section 29 planning scheme; or</i> <i>(c) justified in accordance with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council; and</i> <i>(d) is currently connected, or the intention is for the future lots to be connected, to a reticulated water supply service and a reticulated sewerage system,</i> <i>Note: The Future Urban Zone may be used for future urban land for residential use and development where the intention is to prepare detailed structure/precinct plans to guide future development</i>	The site is in effect a greenfield site and is considered in the Regional Land Use Strategy by virtue of the SRD 2.12 provision. A detailed analysis of both the RLUS and the current demand/supply of residential land is included in this report. The site is capable of being connected to a reticulated water supply service and a reticulated sewerage system through existing mains in the immediate area.
<i>GRZ 3 - The General Residential Zone should not be applied to land that is highly constrained by hazards, natural values (i.e. threatened vegetation communities) or other impediments to developing the land consistent with the zone purpose of the General Residential Zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process.</i>	The land has bushfire hazards which will be managed through development of the site and regulated by the existing overlays on the site. There are no significant vegetation communities on the site.

Table 7: Consideration of the Zone Application Guidelines Environmental Management Zone

Criteria	Assessment
<i>EMZ 1 The Environmental Management Zone should be applied to land with significant ecological, scientific, cultural or scenic values, such as:</i> (a) land reserved under the Nature Conservation Act 2002; (b) land within the Tasmanian Wilderness World Heritage Area; (c) riparian, littoral or coastal reserves; (d) Ramsar sites; (e) any other public land where the primary purpose is for the protection and (f) any private land containing significant values identified for protection or conservation and where the intention is to limit use and development.	The proposed open space will be a local bush-land reserve within Clarence's overall park hierarchy and thus would fall under (e). It will ultimately provide a connection from the Tangara Trail to the south of the site to foreshore walking trail north of Mays Beach, both zoned Open Space.
<i>EMZ 2 The Environmental Management Zone should be applied to land seaward of the high water mark unless contrary intention applies, such as land with existing, or intended for:</i> (a) passive recreation opportunities (see Open Space Zone); (b) recreational facilities (see Recreation Zone); (c) large scale port and marine activities or facilities (see Port and Marine Zone); (d) industrial activities or facilities (see industrial zones); or (e) major utilities infrastructure (see Utilities Zone).	The land is not seaward of the highwater mark.
<i>EMZ 3 The Environmental Management Zone may be applied to land for water storage facilities directly associated with major utilities infrastructure, such as dams.</i>	A small stormwater detention dam will be located within the proposed hill-top reserve to direct stormwater from the northern catchment area.

5.2 State Policies

5.2.1 State Policy on the Protection of Agricultural Land 2009

The purpose of the above policy is to:

To conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

The policy is intended to achieve its purpose through the following objectives:

To enable the sustainable development of agriculture by minimising:

- (a) conflict with or interference from other land uses; and*
- (b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.*

Of the eleven principles contained within the above policy, the following are considered relevant to the proposal:

<i>1. Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.</i>	The proposal is considered to be consistent with principle 1, as sustainable agricultural development would not be unreasonably confined or restrained by non-agricultural use or development. As noted in the attached Land Capability Assessment, while the site includes cleared areas that may have previously been used for some agricultural activities, it is considered to have limited agricultural potential given its land classification. Therefore, while the proposal would convert these areas to non-agricultural use and development, it would not unreasonably confine or restrain sustainable agricultural development, as the potential for this development to occur on the site is limited.
<i>2. Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.</i>	As confirmed in the attached Land Capability Assessment, the land within the site is not considered to be prime agricultural land. Therefore, the proposal does not involve the conversion of such land to non-agricultural use.
<i>5. Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.</i>	The proposed residential use of the land within the site is considered to be consistent with the policy as it would not unreasonably convert agricultural land and would not confine or restrain agricultural use in the vicinity. As noted above, the agricultural capability of the site is limited, therefore, it

	is not considered unreasonable for part of the site to be converted to residential use. No agricultural activity occurs to the north and west of the site, nor does it appear possible given the zoning and existing land found in these directions. What agricultural activity does occur in the vicinity occurs only to the south and east of the site. This activity appears to be limited to low intensity grazing associated with rural residential use. While the adjoining property to the east at 76 Richardsons Road is within the planning scheme's Rural Zone, it is already fettered by the existing residential development to the north. The vegetation upon this property and the topography of the land is also considered to provide separation between any agricultural activity that occurs upon it and the proposed residential use of the site.
<i>7. The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.</i>	As noted in the attached Land Capability Assessment (Appendix I), the site is not considered to contain prime agricultural land. Therefore, as the conversion of non-prime agricultural land to non-agricultural use is proposed, a consideration of the local and regional significance of the site for agricultural use is required. As noted in the Land Capability Assessment, there is no evidence that the site could be classified as having local or regional agricultural significance. The site appears to have only supported low-intensity grazing in the past which is unlikely to have formed a significant part of a local or regional agricultural supply chain. This activity is also unlikely to have generated significant demand for local or regional services. The site does not occupy a strategic position within the local or regional context. The site is at the periphery of an area that although zoned for rural resource use, includes substantial areas that are unsuitable for agricultural use, such as lagoons and forested areas. This area is also fettered by residential development and fragmented by past subdivision.

The proposal is considered to be consistent with the State Policy on the Protection of Agricultural Land.

5.2.2 Tasmanian State Coastal Policy 1996

The policy applies to all of the site as it is within 1km of high-water mark. The principles of the policy are:

- *Natural and cultural values of the coast shall be protected.*
- *The coast shall be used and developed in a sustainable manner.*
- *Integrated management and protection of the coastal zone is a shared responsibility.*

The above principles guide the following outcomes that the policy seeks to achieve. The outcomes considered relevant to the proposal are considered below.

1) *Protection of Natural and Cultural Values of the Coastal Zone*

1.1. NATURAL RESOURCES AND ECOSYSTEMS	
1.1.1. <i>The coastal zone will be managed to ensure sustainability of major ecosystems and natural processes.</i>	The proposal would ensure the sustainability of ecosystems (coastal hilltop vegetation) on the site by protecting and conserving areas with natural values. The proposed reserve would protect regionally significant natural ecosystems and would future proof natural processes such as the predicted migration of the Lauderdale saltmarsh and the impacts of sea level rise as a result of climate change on Lauderdale more broadly.
1.1.2. <i>The coastal zone will be managed to protect ecological, geomorphological and geological coastal features and aquatic environments of conservation value.</i>	The proposal would allow for the ongoing management of ecological coastal features (coastal hilltop vegetation) on the site by transferring the areas where these features occur into public ownership. It is understood that there are no geomorphological or geological features on the site and the proposal would not affect the aquatic environment.
1.1.3. <i>The coastal zone will be managed to conserve the diversity of all native flora and fauna and their habitats, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this Policy and other relevant Acts and policies.</i>	The proposal would conserve the diversity of native flora and fauna on the site by securing the areas of bushland it contains as public open space. The transfer of this land into public ownership is considered to be an appropriate and valuable conservation measure that would provide for the protection and recovery of a variety vulnerable flora and fauna species.

<i>1.1.4. Exotic weeds within the coastal zone will be managed and controlled, where possible, and the use of native flora encouraged.</i>	The proposal would allow for improved weed control upon the site by transferring an area of bushland into public ownership. This area is currently being degraded by activities that are likely to introduce weeds. The proposed change in ownership would allow for these activities to be controlled and for weed management to occur. The proposal would retain the vast majority of native flora on the site.
<i>1.1.5. Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.</i>	At a broader level, the proposed future subdivision would create housing opportunities within the Lauderdale area by providing coastal living residential lots that are generally not available elsewhere within the Clarence Municipal Area. The proposal should therefore be seen as allowing for the orderly provision of housing at the higher end of the market in an area relatively close to the Hobart CBD. This issue is expanded upon in the Supply and Demand analysis provided below.
<i>1.1.6. Appropriate monitoring programs and environmental studies will be conducted to improve knowledge, ensure guidelines and standards are met, deal with contaminants or introduced species and generally ensure sustainability of coastal ecosystems and processes and ensure that human health is not threatened.</i>	Not applicable.
<i>1.1.7. Representative ecosystems and areas of special conservation value or special aesthetic quality will be identified and protected as appropriate.</i>	The attached Natural Values Assessment (Appendix G) has identified vegetation upon the site as having special conservation value. This vegetation would be protected upon being transferred into public ownership. The bushland upon the site is also considered to have an aesthetic value and community benefit that would also be protected by its transfer into public hands.
<i>1.1.8. An effective system of marine reserves will continue to be established to protect marine ecosystems and fish nursery areas.</i>	Not applicable.
<i>1.1.9. Important coastal wetlands will be identified, protected, repaired and managed so that their full potential for nature conservation and public benefit is realised. Some wetlands will be managed for multiple use, such as recreation and</i>	Not applicable.

<i>aquaculture, provided conservation values are not compromised.</i>	
<i>1.1.10. The design and siting of buildings, engineering works and other infrastructure, including access routes in the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.</i>	The proposed development would be subject to the zoning subdivision provisions which would ensure compatibility with the existing landscape. Bushfire Hazard Management (refer to Appendix J) is also a key consideration of conserving natural landscapes.
<i>1.1.11. Fire management, for whatever purpose, shall be carried out in a manner which will maintain ecological processes, geomorphological processes and genetic diversity of the natural resources located within the coastal zone.</i>	The potential future subdivision would allow for improved fire management of the immediate area by providing a road between the existing residential development to the north and the bushland within the north-eastern corner of the site. The proposal would also allow for fire management to be carried out within the proposed bushland reserve by providing a fire trail between the reserve and the residential lots proposed to the south. A Bushfire Hazard Management Plan (Appendix J) has informed the zoning area and proposed future lot layout.
1.2. CULTURAL AND HISTORIC RESOURCES	
<i>1.2.1. Areas within which Aboriginal sites and relics are identified will be legally protected and conserved where appropriate.</i>	An Aboriginal Heritage Assessment has been provided for the site (Appendix K) which confirms that it does not contain Aboriginal sites or relics.
<i>1.2.2. All Aboriginal sites and relics in the coastal zone are protected and will be identified and managed in consultation with Tasmanian Aboriginal people in accordance with relevant State and Commonwealth legislation.</i>	Not applicable.
1.3. CULTURAL HERITAGE	
<i>1.3.1. Places and items of cultural heritage will be identified, legally protected, managed and conserved where appropriate.</i>	The site is not listed as a heritage place or otherwise recognised as having particular European heritage significance.
1.4. COASTAL HAZARDS	
<i>1.4.1. Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea-level</i>	The proposal responds to the coastal inundation risk posed to parts of the site by locating future building envelopes clear of the planning scheme's Coastal Inundation

<i>rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.</i>	Hazard Areas. The Geo-Technical Assessment (Appendix I) provided for the proposal confirms that the site is not susceptible to erosion or landslip.
<i>1.4.2. Development on actively mobile landforms such as frontal dunes will not be permitted except for works consistent with Outcome 1.4.1.</i>	Not applicable as the site does not contain an actively mobile landform.
<i>1.4.3. Policies will be developed to respond to the potential effects of climate change (including sea-level rise) on use and development in the coastal zone.</i>	While this outcome is not directly relevant to the proposal, it is considered to be consistent with any policy that responds to the potential effects of climate change by allowing for a planned retreat from potentially affected residential areas within Lauderdale.

2) Sustainable Development of Coastal Areas and Resources

2.1. COASTAL USES AND DEVELOPMENT	
<i>2.1.1. The coastal zone shall be used and developed in a sustainable manner subject to the objectives, principles and outcomes of this Policy. It is acknowledged that there are conservation reserves and other areas within the coastal zone which will not be available for development.</i>	The proposal is considered to be for sustainable development as it would minimise the loss of native vegetation and largely rely upon existing infrastructure. The proposal would lead to improved conservation outcomes within the proposed bushland reserve.
<i>2.1.2. Development proposals will be subject to environmental impact assessment as and where required by State legislation including the Environmental Management and Pollution Control Act 1994.</i>	The proposal is supported by a Natural Values Assessment (Appendix G) which considers the environmental impact of the proposed development. This assessment concludes that there would no impact upon threatened flora and insignificant impact upon threatened fauna as a result of the proposal. The assessment also finds that there would be only limited impact upon high conservation value vegetation and that this would be offset by the significant area of bushland reserve included in the proposal.
<i>2.1.3. Siting, design, construction and maintenance of buildings, engineering works and other infrastructure, including access routes within the coastal zone will be sensitive to the natural and aesthetic qualities of the coastal environment.</i>	The need to avoid and minimise impacts upon natural values on the site was a key driver in the development of the concept plan. Access routes and building areas have been sited to avoid and minimise impacts upon these values. As a result, the potential impact of the proposal upon aesthetic values would also be minimised as the vast majority of vegetation on the site would be retained, ensuring that buildings

	and other infrastructure is generally viewed against the existing wooded skyline on the site.
<i>2.1.4. Competing demands for use and development in the coastal zone will be resolved by relevant statutory bodies and processes, in particular the Land Use Planning Review Panel, the Resource Management and Planning Appeal Tribunal and the Marine Farming Planning Review Panel. Planning schemes, marine farming development plans and other statutory plans will provide guidance for resource allocation and development in accordance with this Policy.</i>	The proposal will be assessed by the relevant statutory bodies, including the Tasmanian Planning Commission and Clarence City Council.
<i>2.1.5. The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.</i>	Care has been taken to ensure that environmental degradation would be avoided where possible. The proposal would allow for the remedy and mitigation of existing degradation within the proposed bushland reserve by transferring this land into public ownership. The proposal includes strategies to avoid or mitigate potential adverse environmental effects, including the siting of development generally within existing cleared areas. The proposal also includes a mitigation strategy that would see any loss of native vegetation mitigated by the provision of a generous offset in the form of the proposed bushland reserve.
<i>2.1.6. In determining decisions on use and development in the coastal zone, priority will be given to those which are dependent on a coastal location for spatial, social, economic, cultural or environmental reasons.</i>	While the proposed development is not necessarily dependent upon a coastal location, it would clearly benefit from its position close to the coast and would not adversely affect use and development that is dependent upon a coastal location.
<i>2.1.7. New industrial developments will be encouraged to locate in specified industrial zones.</i>	Not applicable as a new industrial development is not proposed.
<i>2.1.8. Extraction of construction materials, mineral, oil, and natural gas deposits in the coastal zone will be allowed provided access to areas is allowed under the provisions of the Mining Act 1929.</i>	Not applicable.
<i>2.1.9 Exploration will be conducted in accordance with environmental standards under relevant legislation and the Mineral Exploration Code of Practice. Adequate rehabilitation shall be carried out.</i>	Not applicable.

2.1.10. Extraction will be subject to the Quarry Code of Practice and environmental assessment as required by State legislation including the Environmental Management and Pollution Control Act 1994. Adequate rehabilitation shall be carried out.	Not applicable.
2.1.11. Extraction of sand will be provided for by zoning of appropriate areas in planning schemes	Not applicable.
2.1.12. Timber harvesting and reforestation in the coastal zone will be conducted in accordance with the Forest Practices Code and have regard to this Policy.	Not applicable.
2.1.13. Whole farm planning and sustainable farming activities will be encouraged on agricultural land in the coastal zone and in coastal catchments in order to minimise problems such as erosion, sedimentation and pollution of coastal waters including surface and ground waters.	Not applicable.
2.1.14. Management arrangements for commercial and recreational fisheries will be further developed in accordance with the objectives, principles and outcomes of this Policy, through a management planning framework designed to maintain sustainability and diversity of fish resources and their habitats and promote economic efficiency under the Living Marine Resources Management Act 1995.	Not applicable.
2.1.15. Harvesting of marine plants shall be conducted in a sustainable manner in accordance with relevant State legislation and this Policy.	Not applicable.
2.1.16. Water quality in the coastal zone and in ground water aquifers will accord with the requirements and guidelines established by the Environmental Management and Pollution Control Act 1994 or the Environment Protection (Sea Dumping) Act 1987 (as appropriate) and any other relevant State and Commonwealth Policies and statutes.	As noted above, the proposal would protect water quality by appropriately managing stormwater from the proposed development.
2.1.17. Waste discharge into the coastal zone, including offshore waters, or likely to affect groundwater aquifers, must comply with provisions of the	Not applicable.

<i>Environmental Management and Pollution Control Act 1994 or the Environment Protection (Sea Dumping) Act 1987 (as appropriate) and any relevant State and Commonwealth Policies.</i>	
<i>2.1.18. Where oil pollution occurs in the coastal zone, and, or, offshore areas, the National Plan to combat Pollution of the Sea by Oil, Tasmanian Supplement, will apply. Efforts to prevent or mitigate maritime accidents and pollution shall be based upon relevant ANZECC and other guidelines.</i>	Not applicable.
<i>2.1.19. Every effort will be made to prevent the introduction of foreign marine organisms and species. Relevant Commonwealth provisions for quarantine and ballast water or other ship discharges shall apply.</i>	Not applicable.
2.2. MARINE FARMING	
The outcomes for marine farming are not relevant as this activity is not proposed.	
2.3. TOURISM	
The outcomes for tourism are not relevant as this activity is not proposed.	
2.4. URBAN AND RESIDENTIAL DEVELOPMENT	
<i>2.4.1. Care will be taken to minimise, or where possible totally avoid, any impact on environmentally sensitive areas from the expansion of urban and residential areas, including the provision of infrastructure for urban and residential areas.</i>	Care has been taken in the development of the concept plan to ensure that the proposal would minimise and where possible avoid impacts upon environmentally sensitive areas. The proposed subdivision road and future residential lots have been sited to ensure that the loss of native vegetation is minimal. Environmentally sensitive areas such as the areas within the western part of the site which contain threatened vegetation would be located within the proposed public open space, which would allow for their protection and management. The proposed development would largely depend upon existing infrastructure and any new infrastructure required would not encroach upon environmentally sensitive areas.
<i>2.4.2. Urban and residential development in the coastal zone will be based on existing towns and townships. Compact and contained planned urban and residential</i>	The proposed future residential development would be based upon the existing Lauderdale township. The development would be connected to the

<i>development will be encouraged in order to avoid ribbon development and unrelated cluster developments along the coast.</i>	existing residential area to the north via a road connection to Bayview Road, as well as a pedestrian link to existing public open space within the area. The majority of the potential future lots would be directly linked to the existing community via a single row of residential lots. This concept was intentionally developed to ensure the future residential lots were inextricably linked to the existing community. The proposal is therefore not considered to be ribbon development or to include an unrelated cluster of development.
<i>2.4.3. Any urban and residential development in the coastal zone, future and existing, will be identified through designation of areas in planning schemes consistent with the objectives, principles and outcomes of this Policy.</i>	The proposed rezoning would identify the site for future residential development. The proposal is considered to be consistent with the objectives of the policy as natural and cultural values would be protected, sustainable development is proposed, and it would allow for integrated management and protection of the coastal zone.
2.5. TRANSPORT	
<i>2.5.1. All transport infrastructure and associated services will be planned, developed and maintained consistent with the State Coastal Policy.</i>	The proposed transport infrastructure is considered to be consistent with the policy as it has been routed to avoid and minimise impacts upon natural values, and to avoid the creation of ribbon development.
<i>2.5.2. Significant scenic coastal transport routes and associated facilities will be identified, planned and managed to ensure sustainable benefits for tourism and recreation value and amenity.</i>	While the proposed roads are not intended to form part of a specific scenic coastal transport route, they would provide recreation and amenity benefits by providing access to the proposed bushland reserve and trail network.
<i>2.5.3. New coast hugging roads will be avoided where possible with vehicular access to the coast being provided by spur roads planned, developed and maintained consistent with the State Coastal Policy.</i>	Not applicable as a new coast hugging road is not proposed.
<i>2.5.4. Marine structures will be designed, sited, constructed and managed in accordance with best practice environmental management and subject to environmental impact assessment having regard to statutory requirements.</i>	Not applicable.
<i>2.5.5. The multiple use of port areas will be encouraged but priority will be given to efficient port operations and safety requirements subject to cultural, natural</i>	Not applicable.

<i>and aesthetic values not being compromised.</i>	
2.6. PUBLIC ACCESS AND SAFETY	
<i>2.6.1. The public's common right of access to and along the coast, from both land and water, will be maintained and enhanced where it does not conflict with the protection of natural and cultural coastal values, health and safety and security requirements.</i>	The proposal would enhance public access to and along the coast by providing improved linkages between existing residential areas and the Tangara Trail and other walking tracks.
<i>2.6.2. Public access to and along the coast will be directed to identified access points. Uncontrolled access which has the potential to cause significant damage to the fragile coastal environment and is inconsistent with this Policy will be prevented.</i>	The proposal would allow for public access to the coast to be directed to identified access points by transferring the proposed bushland reserve into public ownership. This transfer would also halt the existing uncontrolled access that currently causes damage within the bushland.
<i>2.6.3. Agreements between landowners, landholders and councils or State Government to grant public access to the coast, and Aborigines access to Aboriginal sites and relics in the coastal zone over private and public land will be encouraged and shall be considered when preparing plans or approving development proposals.</i>	Given that the proposed bushland reserve would provide public access to the coast, an agreement to allow for such access between the landowner and Council or State Government is not necessary.
<i>2.6.4. Public facilities such as life saving facilities and essential emergency services, parking facilities, toilet blocks, picnic sites, rubbish disposal containers, boat ramps and jetties will be provided at appropriate locations consistent with the objectives, principles and outcomes of this Policy to facilitate access to and enjoyment of the recreational amenity of the coast and estuarine foreshores.</i>	The extensive area of the proposed bushland reserve would allow opportunities for a picnic area close to the top of the hill. Given the relative openness of parts of the bushland on the site, public facilities could be provided within it without significantly affecting natural values - i.e. the vegetation removal required to provide such facilities would be limited.
<i>2.6.5. Councils will ensure that there will be a coastal safety assessment for any new coastal development likely to attract people to the coast to indicate the level and type of lifesaving facilities and personnel required.</i>	Not applicable.
<i>2.6.6. Developer contributions will be encouraged in respect to the costs of providing public access and safety services for the community.</i>	Not applicable.
2.7. PUBLIC LAND	

The outcomes for public land are not relevant as development upon this land is not proposed.	
2.8. RECREATION	
<i>2.8.1. Recreational use of the coastal zone will be encouraged where activities can be conducted in a safe and environmentally responsible manner.</i>	The proposal would provide for improved recreational use of the bushland on the site via the creation of a public reserve. By allowing for the transfer of this bushland into public ownership, the proposal would facilitate recreational use of the bushland in a safe and environmentally responsible manner.
<i>2.8.2. Suitable recreation opportunities will be identified through strategic planning and may be provided in appropriate locations where they do not adversely affect sensitive coastal ecosystems and landforms or in designated areas where such effects can be remedied or mitigated.</i>	The proposed bushland reserve would provide suitable recreation opportunities without affecting sensitive coastal ecosystems. The proposed transfer of the bushland on the site would allow for existing tracks that may currently adversely affect areas with high natural value on the site to be closed or formalised in order to reduce or eliminate existing adverse impacts upon these areas.
<i>2.8.3. Special recreational vehicle areas may be established as an environmental protection measure and as a means of limiting unauthorised motor vehicle activity in environmentally sensitive areas.</i>	Not applicable as the site is considered unlikely to be suitable for use as a special recreational vehicle area.

The proposal is considered to be consistent with the objectives and outcomes of the *Tasmanian State Coastal Policy 1996*.

5.3 Regional Policies

The Southern Tasmanian Regional Land Use Strategy 2010-2035

The Tasmanian Planning Provisions provide an overarching strategic framework for the State's planning system, consisting of the Tasmanian Planning Scheme and the regional land use strategies. The relevant component of the Tasmanian Planning Scheme is the State Planning Policies. The relevant regional land use strategy is the *Southern Tasmanian Regional Land Use Strategy 2010-2035* (STRLUS).

The STRLUS has a number of components relevant to the proposed adjustment of the Urban Growth Boundary, including a number of directions within the Strategic Framework (chapter 4). Furthermore, of the fifteen regional policy directives, the regional policy areas of 'Land Use and Transport Integration' and 'Settlement and Residential Development' are particularly relevant. Each of these areas have been addressed below.

Regional Policies

There are two regional policy directives of the STRLUS of particular relevance to the proposal, namely 'Land Use and Transport Integration' and 'Settlement and Residential Development'.

The 'Land Use and Transport Integration' policy directive highlights the relative location of different land uses (for example where people live in relationship to places for employment and shopping) as a significant determinant of transport demand, cost and modal choice. It seeks to improve integration of transport and land use planning to enable the development of urban areas that are efficient, liveable, and environmentally sustainable in the face of a changing climate. This objective is achieved through a broad range of clauses which include:

- a) maintaining and improving existing key public transport corridors to facilitate reliable, frequent public transport services,
- b) improving walking and cycling infrastructure and linkages, particularly for local trips, and
- c) consolidating residential development in rural areas into key settlements where daily and weekly needs of residents are met.

There are a number of goals identified in sub-clauses that the proposal would meet in order to further the objectives of the regional policy, namely:

- LUTI 1.6 - *Maximising road connections between existing and potential future roads with new roads proposed as part of the design and layout of subdivision;*
- LUTI 1.11 *Encourage walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive and convenient walking and cycling environments.*

The 'Settlement and Residential Development' policy directive highlights why the location, form, type, and density of residential development is a significant land use planning issue. The reasons why this issue is significant include:

- a) the economic and environmental sustainability of the overall urban form;
- b) demands upon the transport system;
- c) location, capacity, and demand for social and physical infrastructure;
- d) impacts upon the natural environment;
- e) and the capacity to accommodate a growing and ageing population.

The above policy highlights that within Southern Tasmania, a considerable proportion of residential development to meet the community's housing needs is located within the Greater Hobart area, which is also the location for over 90% of the region's employment. However, there are still many people outside of Greater Hobart who travel daily into the metropolitan area and there is evidence of 'commuter' communities who have taken advantage of the coastal, rural, and bushland lifestyle opportunities presented in those locations with the benefit of short travel times (in comparison to mainland circumstances).

Notwithstanding the above, residential growth is primarily managed through an Urban Growth Boundary that sets the physical extent for a 20-year supply of residential land for the metropolitan area as well as including land for other urban purposes (i.e. commercial and industrial development) as well as pockets of open space and recreational land that assist in providing urban amenity. The rezoning would unlock further open space and recreational opportunities not otherwise available in the locality, as well as improving connectivity with the surrounding area and environmental management opportunities.

There are a number of goals identified in other sub-clauses that the proposal would meet in order to further the objectives of the regional policy, namely:

- *SRD2 Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability;*
 - o *SRD2.4 Recognise that the Urban Growth Boundary includes vacant land suitable for land release as greenfield development through residential rezoning as well as land suitable for other urban purposes including commercial, industrial, public parks, sporting and recreational facilities, hospitals, schools, major infrastructure, etc;*
 - o *SRD 2.8 Aim for the residential zone in planning schemes to encompass a 10 to 15-year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart;*
 - o *SRD2.9 Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population;*
 - o *SRD2.11 Increase the supply of affordable housing.*

Further to the relevant components of the STRLUS highlighted above, the way in which the proposal meets the ten strategic directions of the STRLUS is addressed in Section 3.2.

The Southern Tasmanian Regional Land Use Strategy and the Urban Growth Boundary were based upon the ABS data available at the time that the strategy was prepared in 2010. The strategy was based upon a total population increase within the Greater Hobart area between 2001 and 2008 of 12,536 persons or 6.2%. This increase was based upon data drawn from the ABS Estimated Residential Population 2009.

Given the age of the assumptions within the strategy and amendment was made in 2012 and subsequently re-amended in 2023 to allow the Tasmanian Planning Commission to consider urban rezonings outside the Urban Growth Boundary under certain circumstances. This Policy is SRD2.12 and is considered below.

SRD 2.12

Notwithstanding SRD 2.2 and SRD 2.8, and having regard to the strategic intent of the Urban Growth Boundary under SRD 2 to manage and contain growth across greater Hobart, land outside the Urban Growth Boundary shown in Map 10 may be considered for urban development if it:

(a) shares a common boundary with land zoned for urban development within the Urban Growth Boundary and:

i. only provides for a small and logical extension, in the context of the immediate area, to land zoned for urban development beyond the Urban Growth Boundary; or

ii. does not constitute a significant increase in land zoned for urban development in the context of the suburb, or the major or minor satellite as identified in Table 3, and is identified in a contemporary settlement strategy or structure plan produced or endorsed by the relevant planning authority; and

(b) can be supplied with reticulated water, sewerage and stormwater services; and

(c) can be accommodated by the existing transport system, does not reduce the level of service of the existing road network, and would provide for an efficient and connected extension of existing passenger and active transport services and networks; and

(d) results in minimal potential for land use conflicts with adjoining uses.

The title shares a common boundary with the existing Urban Growth Boundary (a)

Under (a)(i) the extension is logical in that it is serviced by an existing road (Bayview Road) terminating at the edge of the site and is shaped to avoid impact on existing natural values. The 'immediate area' is undefined but a reasonable assumption of this is shown in Figure 17 below. This assumed area includes lots south of South Terrace which are 364 (including the 22 approved lots at 147 Bayview Road) and the percentage of the future proposed indicative 41 lot subdivision would be an increase of 11%.

Under (a)(ii) the proposal is a not a significant extension to the suburb of Lauderdale in that the proposed area would accommodate a potential 41 residential lots in a suburb of 1049 lots or a 4% increase. There is no contemporary settlement strategy (the most recent is the Lauderdale Structure Plan of 2011). As such, (a)(ii) is not be relied upon.

Under (b) the site can be serviced by water, sewer and stormwater as discussed in the Civil Report (Appendix E).

In terms of (c), the Traffic Impact Assessment modelling demonstrates the existing road network has capacity to accommodate the proposed number of future lots.

Under (d) the proposed rezoning area shares a boundary with some 24 residential dwellings on its northern boundary and three rural/environmental living dwellings to the north east. The remaining boundaries are with the balance lot under the ownership of the proponent. Those dwellings west of the Bayview Road entry will only have the change from a Landscape Conservation to Environmental Management, thus there will be no impact of the amendment for them except traffic increases on Bayview Road. Those dwellings east of the Bayview Road entry will have residences to the south or east of their boundaries, but the lots will be larger/deeper (36-53m) lots and will be limited by covenant to single dwellings (partly due to bushfire requirements). Given the residential nature of these lots there should be no impact in terms of noise/dust/odour/building scale. The bushfire risk to these properties will also decrease. The only potential impact is traffic on Bayview Road from the future indicative 41 lots, but this has been modelled and assessed by the Traffic Impact Assessment and found to be acceptable (Appendix F). Thus the amendment results in minimal potential for adjoining uses and conversely will result in access to the proposed hill-top reserve which is of public benefit.

On this basis, the proposal is considered compliant with the SRD2.12 provision, and thus the Urban Growth Boundary is not an obstacle to the amendment.

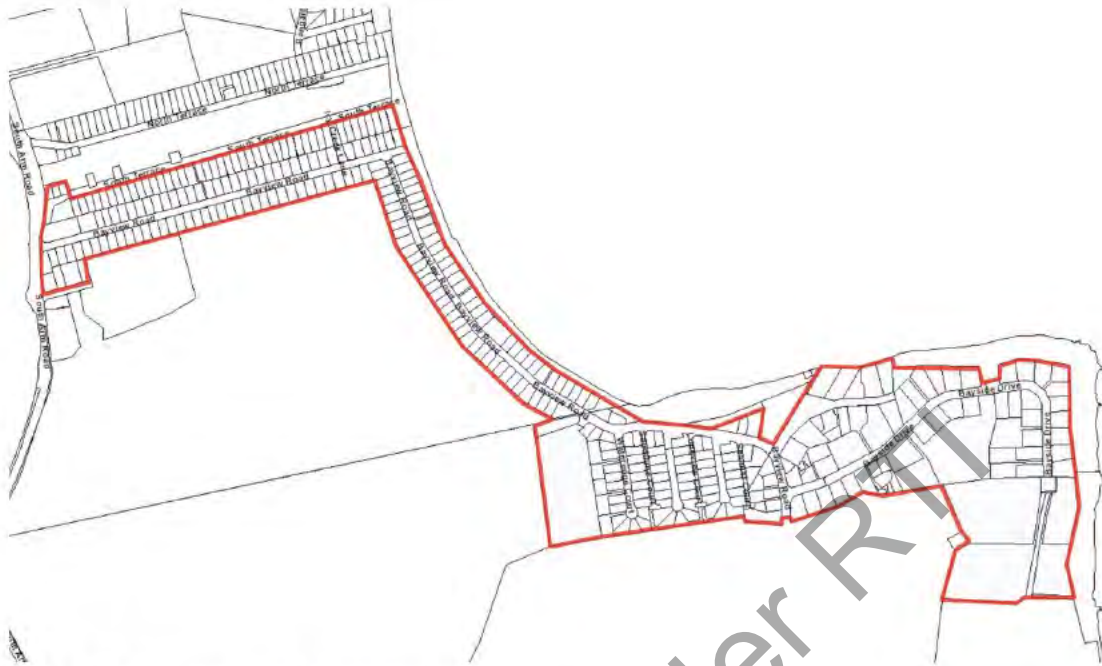


Figure 17: Assumption of Immediate Area.

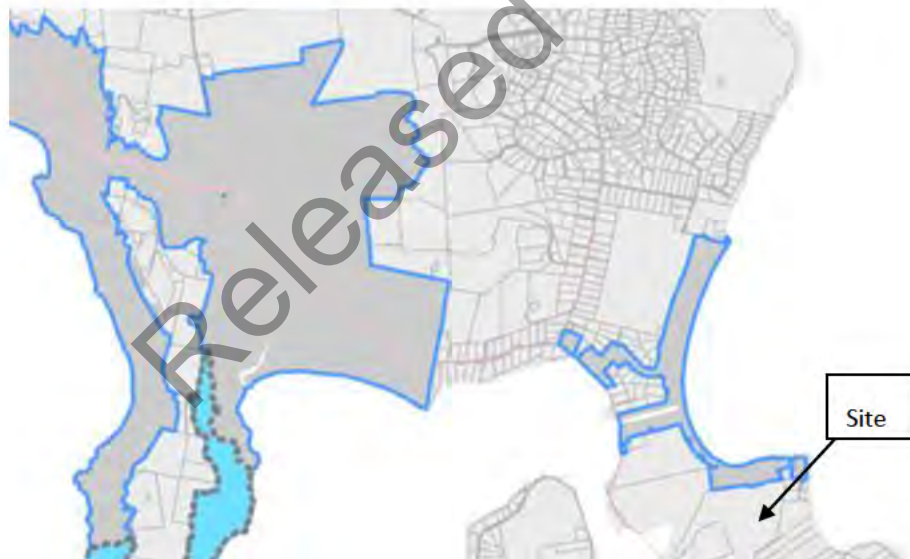


Figure 18: Existing Urban Growth Boundary within the STRLUS.

The site relative to the Urban Growth Boundary is shown above in Figure 18.

Greater Hobart Plan 2022

The Greater Hobart Committee, established through the Greater Hobart Act 2019, collaborated to create a 'whole-of-city' Vision for Greater Hobart to 2050.

The Greater Hobart Plan (GHP) in describing the *"Where and how to grow"* states:

"To deliver our focus on infill development we will require concerted effort and collaboration between governments and industry if future development is to be directed into identified areas with capacity to absorb expected growth. Our analysis of land supply data has identified the following opportunities for future residential development over the next 30 years:

- *Low density greenfield housing on existing residentially zoned land - 9,450 additional dwellings.*
- *Medium density infill housing*
 - o within existing inner suburban areas across Greater Hobart - 12,380 additional dwellings.*
 - o within existing business zoned land close to primary and principal business districts - 9,000 additional dwellings.*
 - o on rezoned land to enable residential use (e.g. Hobart Showgrounds) - 3,700 additional dwellings.*
- *Higher density infill housing in appropriate locations.*

This analysis indicates that the total available land supply within the current Greater Hobart Urban Growth Boundary could potentially cater for over 34 000 additional dwellings, which is more than our anticipated demand of 30 000 dwellings by 2050. It will be important to ensure that existing land supply is used efficiently and to encourage infill development and employment and business growth close to the main activity centres and along main transit corridors. In addition, we will strategically identify areas appropriate for consideration as future growth. Changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis".

The land supply aspects of the Greater Hobart Plan are discussed in more detail in Section 6 below.

5.4 Council's Strategic Plan

Part 3A S34 (LUPAA) requires that a draft amendment of an LPS must be consistent with a Council's strategic plan. Clarence City Council Strategic Plan 2021-2031 has a number of policies relating to planning of housing:

2.12 Undertaking best practice land use policy development and active participation in regional planning processes.

2.13 Enhancing natural and built amenities to create vibrant, accessible activity centres and community hubs through quality urban design.

2.14 Planning for a diverse range of housing to meet the needs of a wide demographic.

2.15 Ensuring neighbourhoods have pleasant streetscapes and access to recreational spaces and appropriate neighbourhood facilities.

The proposed rezoning is consistent with STRLUS which is the policy document for the regional planning process. The proposal secures an important

recreational/environmental asset for the community. The proposal will provide a continued supply of urban residential housing, suitable for its location. The proposal will facilitate high quality streetscapes and public open space.

5.5 Adjoining Local Provisions Schedules

Part 3A S34(2) (LUPAA) requires that a draft amendment of an LPS must be, as far as practicable, consistent with and coordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area. As the site is not adjacent to another municipal area, the proposed amendments are considered to not negatively affect adjoining LPSs.

5.6 Gas Pipelines Act 2000

Part 3A S34(2) (LUPAA) requires that a draft amendment of an LPS must have regard to the safety requirements of the Act. The proposed amendment relates to land outside of the declared pipeline corridor, and as such will not impact the safety requirements of the Act.

5.7 Lauderdale Structure Plan 2011

A Structure Plan was done for Lauderdale in 2011 and aimed to provide a long term plan for the use and development of Lauderdale. The plan notes:

“While Lauderdale has grown over recent years largely through infill and redevelopment of existing properties, the surrounding areas have also grown with significant infill and growth in the Acton Park and Seven Mile Beach areas and south of Lauderdale, in Sandford, South Arm and Opossum Bay, as well as approvals for large subdivisions on the south and east sides of Rokeby”.

“The major constraints to growth include the physical boundaries, created by Ralphs Bay, Roches Beach as well as the South Arm Highway, which are not simply physical barriers but impose a range of current and future impacts influencing the use and development of the locality. The impacts of climate change will also become a more important constraint to the location and form of development as well as for the management of existing infrastructure and buildings”.

The plan effectively relies on earlier work done in 2008 in the Clarence Residential Strategy om 2008 by Connel Wagner. That report concluded:

“There was no more un-subdivided urban zoned and reserved residential land and the only way to create additional sites in these areas would be to subdivide existing sites (e.g. residential land that already contains a house or that is vacant and of sufficient size to split into one or more lots). Several areas have no land available to be rezoned for residential purposes, whilst those that do have significant environmental or servicing constraints”.

“The smaller coastal and inland settlement areas including Lauderdale, have some demand for further growth, reflecting sea-change and other lifestyle phenomena, but all of these areas are constrained by servicing, locational and environmental issues. Generally they should only be able to be developed within existing defined and zoned areas. It noted that for this segment, Cambridge has some potential for further limited development, however further investigation is required, including a structure plan”.

The Lauderdale Structure Plan then oddly concluded that “*Ringwood and Manatta Roads have good potential for residential development*” despite being subject to the Flood-prone Hazard ab Coastal Inundation (Medium hazard) overlays.

5.8 Clarence Local Provisions Schedule

The Tasmanian Planning Scheme - Clarence Local Provisions Schedule (‘the Planning Scheme’) is the relevant planning instrument.

The subject site is located within the Rural and Landscape Conservation Zones. It is subject to Low landslip hazard band, Low coastal erosion hazard band, Road or railway attenuation area, Waterway and coastal protection area, Airport obstacle limitation area, Low coastal inundation hazard band, Future coastal refugia area, Medium coastal inundation hazard band, Priority vegetation area, High coastal inundation hazard band, Flood-prone areas, Bushfire-prone areas, Potentially contaminated land. Though many of these overlays do not affect the rezoned area subject to this application.

The ‘Planning Scheme Purpose and Objectives’ under Part A of the Scheme are addressed in the next subsection of this report.

5.8.1 Planning Scheme Purpose and Objective

Planning Scheme Purpose [2.1]

The Tasmanian Planning Scheme - Clarence (‘the Planning Scheme’) is the relevant planning instrument. The ‘Planning Scheme Purpose and Objectives’ under Part A of the Scheme are addressed in the next subsection of this report.

The proposed amendment is consistent with the ‘Planning Scheme Purpose’ as it furthers the objectives of the Planning System and Planning Processes as set out in Parts 1 and 2 of Schedule 1 of the Act and makes provisions for the regulation of use and development.

Zoning Objectives

The relevant zoning aspects associated with the proposed rezoning of the subject site from Landscape Conservation to General Residential, Rural to General Residential, Landscape Conservation to Environmental Management, and Rural to Environmental Management are considered below.

The purpose of the Environmental Management zone as per clause 23.0 of the Planning Scheme, is stated as follows:

23.1.1 To provide for the protection, conservation and management of land with significant ecological, scientific, cultural or scenic value.

23.1.2 To allow for compatible use or development where it is consistent with:

(a) the protection, conservation and management of the values of the land; and

(b) applicable reserved land management objectives and objectives of reserve management plans.

The purpose of the General Residential Zone as per clause 8.1 of the Planning Scheme, is stated as follows:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character

In considering the two Zone Purpose Statements above, the proposed zoning is consistent with the intended development of the site with the Environmental Management zone protecting the natural values on the site and the General Residential zoned area to deliver housing on serviced land.

5.8.2 Code Implications

C2.0 Parking and Sustainable Transport Code;

C3.0 Road and Railway Assets Code;

C7.0 Natural Assets Code;

C10.0 Coastal Erosion Hazard Code;

C11.0 Coastal Inundation Hazard Code;

C12.0 Flood-Prone Areas Hazard Code;

C13.0 Bushfire-Prone Areas Code;

C 14.0 Potentially Contaminated Land Code;

C15.0 Landslip Hazard Code; and

C16.0 Safeguarding of Airports Code.

It is proposed to remove the Natural Assets Code (Priority Vegetation) mapping from the proposed General Residential zoned area, to avoid complications in developing small residential lots within the overlay area into the future. This is considered in the Natural Values Report (Appendix G). The proposed revised mapping is shown in Appendix B.

5.9 Scheme Assessment of Subdivision

The subdivision is to create two lots from the parent title, one in the Environmental Management and one in the General Residential zone assuming the rezoning is approved. An assessment under the Rural, Environmental Management and General Residential zone subdivision provisions is shown below:

General Residential Zone

Clause 8.6 Development Standards for Subdivision

8.6.1 Lot Design A1/P1 - the 4.757Ha Lot 1 easily meets the 450m² minimum lot size and is able to accommodate a 10mx15m envelope clear of setbacks meeting A1(a).

8.6.1 Lot Design A2/P2 - Lot 1 has an 18m frontage to Bayview Road compliant with A2.

8.6.1 Lot Design A3/P3 - Lot 1 has vehicular access via Bayview Road compliant with A3.

8.6.1 Lot Design A4/P4 - there is no new road thus this provision is not applicable.

8.6.2 Roads - there is no new road thus this provision is not applicable.

8.6.3 Services A1/P1 - Lot 1 will have access to a full water service in Bayview Road compliant with A1.

8.6.3 Services A2/P2 - Lot 1 will have access to the pressure sewer service in Bayview Road compliant with A2.

8.6.3 Services A3/P3 - Lot 1 will have access to the stormwater reticulation in Bayview Road compliant with A3.

Rural Zone

Clause 21.5 Development Standards for Subdivision

21.5.1 A1/P1 - The proposal does not meet A1 thus P1 must be considered. The removal of Lot 200 and Lot 1 totalling 8.547Ha from the current 72.96Ha property will not materially impact the agricultural potential of the land within the zone (refer to Section 7.8 and Appendix I) (a). Clauses (b) and (c) do not apply to this proposal being neither a boundary adjustment nor excision of an existing use. In making this assessment it is assumed the clause is intended to mean (a) or (b) or (c).

21.5.1 A2/P2 - The balance lot has a vehicular access to Richardson Road compliant with A2.

Environmental Management Zone

Clause 23.5 Development Standards for Subdivision

23.5.1 A1/P1 - Lot 200 is for public use by the Council compliant with A1(a).

23.5.1 A2/P2 - There is no Acceptable Solution thus P2 must be considered. Lot 200 has a connection to Bayview Road by way of a Right of Way over Lot 1 and the frontage of that right of way is 18m compliant with P2.

23.5.1 A3/P3 - There is an existing access trail from Bayview Road to Lot 200 through the proposed Right of Way on Lot 1.

23.5.2 Services A1/P1 - there is no acceptable solution thus P1 must be considered. Given Lot 200 is intended as public open space a wastewater system is not required. Notwithstanding this the lot size at 3.79Ha could easily accommodate a waste water system if required. The proposal is thus compliant with P1.

Based on the above the subdivision is compliant with the scheme provisions assuming the rezoning as proposed is in place.

6. Supply and Demand

Population Trends - Greater Hobart

In 2021 the ABS estimated Tasmania's resident population was 541,315 based on the 2016 census data. In July 2022 the ABS released population data from the 2021 Census. The data showed Tasmania's population at July 2021 was 567,909 or 26,594 higher than the previous ABS estimate. Of the State population increase of 26,594 approximately 10,000 of these people were based in the four LGA's contained in the Greater Hobart Plan.

Accordingly Greater Hobart has experienced a significantly higher than predicted population growth rate of 14.8% according to the Greater Hobart Plan (GHP) with a projected population of approximately 60,000 by 2050. The Greater Hobart Plan states:

"Prior to the onset of the COVID-19 pandemic, the annual population growth rate for Greater Hobart was higher than the High Series long term growth rate, with an average of 1.31% per year over the five-year period to June 2020. This growth rate has since increased with the rebasing of ABS data due to the 2021 Census, as the five-year average growth rate is now 1.99% per year. As noted above, Medium Series growth projects an increase in population of 27,894 persons and the High growth series projects a population increase of 57,502 persons (based on 2021 population estimates)".

The GHP further states:

"Given the factors influencing population growth and migration, it is likely that strong population growth rates will not be sustained over the entire 30-year period as they are heavily influenced by economic cycles. However, it is reasonable to assume that the growth rate may be greater than the Medium Series projections, and it would be prudent to plan for a population growth rate closer to the High Series. On that basis, a working figure of an additional 60,000 persons by 2050 has been adopted and this will help inform future demand for housing".

Table 2 of the GHP - Strategy for Growth and Change shows the populations projections that are based on the 2017 Department and Treasury Population Projections.

Table 2: Population growth projections

LGA	Population	Low Series		Medium Series		High Series	
	2021	2050	Increase	2050	Increase	2050	Increase
Hobart	56,084	58,922	+2,838	66,173	+10,089	77,173	+21,089
Glenorchy	51,233	53,793	+2,560	58,432	+7,199	65,607	+14,374
Clarence	62,396	63,895	+1,499	68,271	+5,875	75,335	+12,939
Kingborough	40,815	42,016	+1,201	45,550	+4,735	49,916	+9,101
TOTAL	210,528	218,625	+8,097	238,422	+27,894	268,030	+57,502

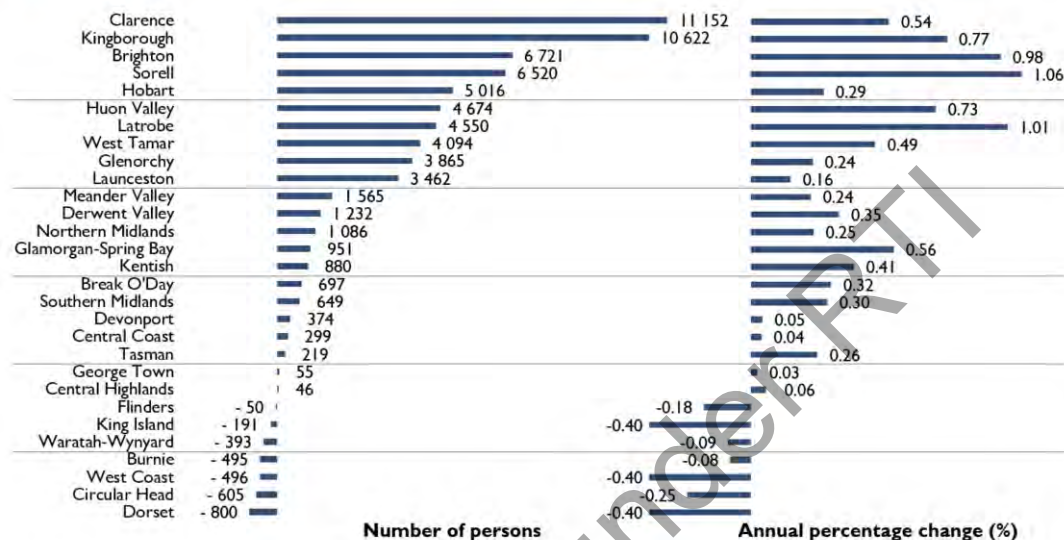
Source: Australian Bureau of Statistics 2021, and Department of Treasury and Finance, Population Projections 2017.

Figure 19: Population Growth Projections from the Greater Hobart Plan.

Department of Treasury and Finance Population Growth figures (TasPOPP23) were updated in 2023 (refer to Appendix I) to reflect the significantly higher actual growth rates recorded in the 2021 census data. In updating their predicted growth rates Treasury and Finance stated that "Previous growth rates are no longer appropriate to be used for planning purposes." As a result, the projections and identified areas of

potential residential growth within the GHP are significantly understated. The overall totals are higher under the updated projections at 30,655 persons (medium series) and 60,455 persons (high series) for the greater Hobart area.

Chart 12 - Projected LGA population growth, medium series, 30 June 2022 to 30 June 2052



Source: Regional population by age and sex, ABS; TasPOPP projections

Figure 20: Population Growth Projections from the TasPOPP23 (Medium Series)

Population Trends - Clarence

Of all six local government areas that make up the Greater Hobart region, Clarence had the highest estimated resident population in 2021 at 62,336 people. This is an increase of 6,871 people from the 2016 census to the 2021 census or a growth rate of 11% over the five year period.

The Greater Hobart Plan forecast that the Clarence population increase will be 5,875 persons (Medium series) and 12,939 (High series) by 2050.

Based on the TasPOPP23 projections the Clarence area population is now estimated to increase by 11,152 persons (Medium series) or 20,306 persons (High series) by 2052.

This more recent modelling shows the GHP seems to underestimate the population growth in Clarence by 5,277 (Medium series) and 7,367 persons (High series) or by 89% and 57% respectively.

In terms of required new housing, the revised TasPOPP23 population growth forecasts have significant implications. The GHP forecasts that household sizes will decrease to an average of 2.0 people per dwelling by 2050. Based on this assumption Clarence will require an additional 2,638 and 3,683 new dwellings under the Medium and High series respectively compared to the dwelling distribution forecast in the GHP. This would require a pipeline for a further 132 or 184 new dwellings coming to market every year over and above those forecast in the GHP.

Current Housing Supply - Greater Hobart

The Greater Hobart Plan noted: *“The total number of dwellings delivered in the last 10 years (7,050 dwellings) was less than the 8,520 dwellings targeted by the STRLUS”.*

The 2016 census showed there were 190,749 residents living in Clarence, Hobart, Glenorchy and Kingborough. At an average of 2.3 persons per household that population required a total of 82,934 dwellings. The census showed there was a total of 83,612 private dwellings indicating a likely oversupply of 677 dwellings. Under the 2021 census the situation has changed (refer to Table 8 below).

The table below shows the increase in population for the four GHP LGA's and resulting a likely shortfall of housing supply.

Table 8: Housing Supply by Greater Hobart Council Area by ABS Data

LGA	Estimated Residential Population Increase 2016-2021	Required Dwellings (ERP/2.3 Dwelling Occupancy Rate)	Dwelling Change (2016-2021) ¹	Shortfall
Clarence	6,871	2,987	1999	988
Hobart	3,929	1,708	1,037	671
Glenorchy	4,437	1,929	796	1,133
Kingborough	4,225	1,836	1,365	471
TOTAL	19,462	8,461	5,197	3,264

Source: <https://profileid.com.au> (¹ Dwelling Structure less caravans, other and not stated)

Table 8 indicates that during the 2016-2021 period there was a likely shortfall of supply of approximately 3,264 new dwellings to meet the unexpectedly high population growth.

Under Section 2.2 Housing Demand the GHP states:

“The current average household size is 2.3 persons per household and the trend points to this decreasing over the next 30 years to reach 2.0 persons per household by 2050. Again, for planning purposes, a conservative approach will be adopted by assuming 2.0 persons per additional household in Greater Hobart throughout the 30-year period. This will therefore provide for the likely demand for housing, and an increased ability for older Tasmanian's to ‘age in place’ and the potential for an increase in single person dwellings. This assumption therefore means that for the purposes of the Greater Hobart Plan we will estimate a future demand for about 30,000 additional dwellings over the next 30 years - or 1,000 dwellings per year on average over the period”.

In terms of where these dwellings should be located the GHP notes:

“The total number of dwellings delivered in the last 10 years (7,050 dwellings) was less than the 8,520 dwellings targeted by the STRLUS. The STRLUS also included a requirement that future housing development should be 50% infill and 50% greenfield for all Greater Hobart councils including Brighton and Sorell. When we exclude Brighton and Sorell, as they are not members on the Greater Hobart Committee, this ratio becomes 53/47 for infill/greenfield. However, during the last 10 years, the actual infill/greenfield split for the four Greater Hobart councils has been 64/36 (i.e. 4,487 infill dwellings and 2,563 greenfield dwellings).

Therefore, actual infill development over the last 10 years has exceeded the STRLUS prediction by a significant amount driven by demand and supply in the housing market alone without intervention by governments. This indicates a clear market preference for infill development over greenfield options and includes a reasonably strong market demand for multiple dwellings across Greater Hobart. Of the total 7,050 dwellings delivered in the last 10 years, one third were multiple dwellings, about one third were infill single dwellings and another third were greenfield single dwellings. This market performance indicates that a 70/30 infill/greenfield split for Greater Hobart would appear to be quite achievable if deliberate action is taken to encourage higher residential densities within inner urban areas”.

This seems a considerable change of position from STRLUS which stated in 2010:

“At present approximately 85% of new dwellings occur through greenfield development and at relatively low densities of between 7 to 10 dwelling per hectare (net density)”.

The definition of ‘infill’ is consistent between STRLUS and GHP, but it is suspected that ‘infill’ includes houses on areas defined as greenfield under STRLUS in 2010, but now as they are developed lots they fit within the definition.

Infill

Development within existing urban areas through:

- a. Small scale subdivision or unit development on existing residential lots; or
- b. Redevelopment of brownfield or greyfield sites.

May involve increases in density

This is confirmed in Section 5.2 of the GHP which states:

“during the last 10 years, about:

- *8% of residential development was within the STRLUS Densification Areas*
- *5% was within the STRLUS Greenfield Development Precincts*
- *45% was greenfield development within the UGB (that is, within areas not specifically targeted by the STRLUS for future residential growth - the designated “Greenfield Development Precincts”)*
- *42% is infill development within the UGB (that is, within areas not specifically targeted by STRLUS for future residential growth - the designated “Densification areas”)*

That is 50% of new housing within the past 10 years was greenfield housing, not the 64/36 infill/greenfield split quoted earlier.

It should be noted that a comparison of the 2021 and 2016 census data showed of all new dwellings within greater Hobart 92% represented separate houses with only 8% medium and high density dwellings.

Current Housing Supply - Clarence

It should be noted that the GHP's revised target of 70/30 infill to greenfield ratio applies across the entire Greater Hobart area. In Clarence however, Appendix 1 to the GHP indicates 6,600 or 87% of the 7,600 new dwellings required by 2050 will be greenfield (refer to Figure 21 below).

These dwellings would provide the vast majority (73%) of Greater Hobart's required new greenfield lots by 2050 - again assuming the 70:30 infill to greenfield ratio can be achieved in the long term. On average this would require 240 new sealed lots to come to market every year in Clarence for the next 30 years (compared to the indicative 100 greenfield lots under the broad 70:30 policy).

CLARENCE			
12#	Rosny Park CBD surrounds including Warrane, Rosny, Bellerive etc. (infill)	1,150	650
13	Tranmere Rokeby peninsula – including Droughty Point (greenfield)	6,100	3,000
14	Risdon Vale area – particularly both sides of Sugarloaf Road (greenfield)	900	450
15	Glebe Hill, Rokeby and Oakdowns area (greenfield)	1,300	650
16	Paranville east of Pass Road (greenfield)	2,550	1,250
17	Clarendon Vale – north & east extensions (greenfield)	1,850	900
18	Lindisfarne and Geilston Bay fringe development (greenfield)	750	350
19	Scattered infill in Lindisfarne area (infill)	300	150
20	Scattered infill in Howrah and Shoreline area (infill)	400	200
TOTAL CLARENCE (Metro)		15,300	7,600

Figure 21: Appendix 1 of the Greater Hobart Plan Expected Urban Growth - distribution of additional population and dwellings by 2050 - Clarence

At the average household size of 2.0 people assumed under the GHP the revised TASPOPP23 projections would require an additional 2,638 and 3,683 additional dwellings under the medium and high growth series respectively compared to the outdated forecasts contained in the GHP.

If the specific forecast mix included in the GHP of 14/86 infill/greenfield for new housing in Clarence is adopted (based on Appendix 1 above) the number of new greenfield lots required each year to meet demand significantly increases. Assuming the GHP's 30 year time frame the TasPOPP23 revised population growth forecasts would require 308 and 343 new greenfield lots to be released to the market each year under the medium and high growth series respectively. This is 88 (40% higher) and 123 (56% higher) more greenfield lots per year than forecast in the GHP.

Under the medium series a two stage approach to the proposed future 41 lots at 52 Richardsons Road would only equate to 6.5% of the required number of new greenfield lots in Clarence and would be exhausted in two years.

Alternatively if we assume the overall target of a 70/30 infill/greenfield split across greater Hobart is broadly applied to Clarence the dwelling requirement based on the updated DTF TasPOPP23 figures would mean just over 100 new greenfield sites per year under the medium series. Given a delivery of 20 lots per year, the proposed rezoning area would only be 20% of the required number of greenfield dwellings in Clarence per year and would again be exhausted in 2 years.

Current Lauderdale Land Supply

The suburb of Lauderdale has a total of 1,043 properties which are zoned General Residential, Rural Living B, General Business or Local Business (refer to Appendix H). The total theoretical lot yield of the identified vacant land in Lauderdale across all the reviewed zones is 333 lots. However, excluding the General Business and Local Business zones, and split zoned lots with a subminimum lot size, this reduces to 53 lots. The bulk of these lots are in one property 147 Bayview Drive, however this has recently been approved and is under construction with only 22 rather than the theoretical 44 lots based on land area. This is due to on-site wetland, vegetation and bushfire requirements. This decreases the available lot yield to 29 lots in the General Residential zone and 2 in the Rural Living B zone. The resolution of the split zoning subdivision issue may increase the number of lots in the General Residential zone by a further 27 lots. Assuming this is done, the total potential lots in the General Residential zone would be 56 Lots. It is important to note that other than the correction for 147 Bayview Road these are theoretical lot yields and as was evident with the 147 Bayview Road example they can be substantially reduced in practice.

Potential Residential Land Supply and Yield limitations

A further potential limitation to the proposed distribution and number of additional people and dwellings by 2050 (Appendix 1 of the GHP Strategy for Growth and Change) is the realistic yields of the identified greenfield areas. An immediate example of the practical limitations to theoretical dwelling yield is the recent subdivision at 147 Bayview Road in Lauderdale which is adjacent the subject property. The property had a theoretical yield of 44 new residential lots based on land area/zoning type but due to site limitations the approved development application was limited to only 22 lots or 50% of the theoretical yield.

Although suggesting adequate land availability within the UGB, it should also be recognised that in the 30-Year Greater Hobart Plan had no on-ground assessment of the greenfield and infill sites to determine their actual capacity, based on site constraints or infrastructure costs. Nor could the forecasting consider the owners' willingness to develop their land.

7. Impact Assessment

7.1 Social Services and Facilities

The STRLUS defines 'social infrastructure' as *...all services, facilities and structures that are intended to support the well-being and amenity of the community. This includes not only educational and health facilities, but social housing and other community facilities (such as online access centres).*³

The social infrastructure of Sandford is dependent on nearby activity centres and networks that form part of the regional landscape. The *Southern Tasmania Regional Land Use Strategy* defines different activity centres based on their size and function. Although Sandford does not fall within any of the activity centre definitions, as its size and functions are not of a scale to warrant such categorisation, the nearest activity

centre is Lauderdale. Lauderdale is defined as a minor satellite of Greater Hobart but has services similar to those provided by a ‘Local Centre’ (see Figure 22 below).

LOCAL CENTRE		
Role	To provide a focus for day-to-day life within an urban community.	
Commercial including retail	Offer at least one grovery/convenience store and a range of small specialty shops (i.e. newsagents, pharmacy, gift store) or small-scale eating establishments.	
Government Services & Community infrastructure	Local community services, including Child Health Centre.	
Residential	Some residential may be interspersed.	To be determined at the local level
Entertainment	May have some dining in the evening or local bar, but residential amenity should be preserved.	
Access	Should be highly accessible by cycling or walking from surrounding area to enhance local access. In an urban context should be serviced by existing public transport.	
Catchment	Locality.	

Figure 22: Definition of a Local Centre (source: Page 78, *Southern Tasmania Regional Land Use Strategy 2010-2035*, accessed on 25 May 2020).

Directly adjoining existing residential development at Lauderdale, the site is within close proximity to community services and facilities, ensuring good support for the potential future community of the subject site. The site is within 300m of local beaches and 1km from recreational areas and local businesses, including cafes and grocers; and 3km from Lauderdale Primary School and an early learning centre. A little further away is Rokeby Primary School, Bayview Secondary College, and Emmanuel Christian School, 7km north west of the site. These facilities are a maximum of 10 minutes’ drive and are accessible via the public transport route along South Arm Road. Principal employment areas are located within a 30-minute commute from the subject site, including Rosny Park, Cambridge, and the Hobart CBD.

The infrastructure and services north of the site are able to support any additional population accommodated on the subject site should it be included within the Urban Growth Boundary. Any additional population accommodated on the subject site would also provide further support and value to the broader locality.

7.1.1 Sports and Recreation

Developing the subject site for residential purposes has the potential to significantly strengthen sporting and recreational linkages through provision of open space corridors with trails that would connect the rural living areas of Sandford to the township of Lauderdale. By linking the rural living areas of Sandford with the township of Lauderdale, the proposal offers the potential for increased use of existing spaces such as Mays Beach (300m east of the site) and a multi-use trail that runs along the north western boundary of the subject site. The trail would provide a link between the site and the several accessible public open space assets and recreation opportunities provided within Lauderdale.

Council’s *Public Open Space Policy* (amended December 2019) sets out criteria for open space networks across the local government area that provides for a range of active and passive recreation opportunities. The planning scheme is to be developed/amended to include provisions consistent with this Policy. The Policy sets out a range of

considerations that public open space needs to account for in the context of neighbourhood, regional, and city-wide recreational needs. These considerations include improved connectivity, convenience, supporting a diversity of recreational activities, and protection of locally significant natural or cultural values.

The proposed introduction of the proposed public reserve would support the policy by enhancing natural values, improving public access to bushland areas, while addressing informal trails and dirt bike tracks that are currently degrading the natural values of the land.

The proposal would ultimately the opportunity to connect the existing section of the Tangara Trail and the foreshore trails around Mays Point. The proposal would also allow for future connections between the proposed residential area to the south and the proposed public open space via the provision of footways between the lots. Further connections would be provided to the proposed road network by other trails within the proposed reserve.

In addition, the indicative future subdivision will include a public picnic/BBQ area toward the top of Richardsons Hill. This elevated position will provide views and would potentially be a destination point for hikers and bicycle riders as well as the general community.

7.1.2 Public Transport

The site is serviced by three bus routes. Two bus routes travelling to Rosny Park and Hobart City are on the south west side of the site, with two bus stops on South Arm Road, 144 m from the closest part of the site. Another bus route travelling to Hobart City is 210m north of the site's northern most extent adjoining the existing General Residential Zone within Lauderdale.

7.2 Servicing

Roads

It is proposed to use Bayview Road to access the development. The main road would be designed with an 8.9m pavement through to the end of the urban residential area (Lot 37-41). A turning head would be provided close to the end of the road extension between Lots 35 & 36.

Road grades within the development site will generally be moderate to steep, reaching up to 18%. A 20m wide road reservation is proposed to allow for road batters and accesses. It is expected that footpaths will be required on both sides of the road where properties are on both sides. A footpath on the residential side of the road only is proposed for Lots 1 to 32. A traffic impact assessment (TIA) has been undertaken to provide additional details on traffic generation from the development and the effect on the surrounding road network (refer to Appendix F).

Stormwater

There are two watersheds for the property. Potential future Lots 1 through 22 (including the road) will drain back towards Bayview Road. All other lots to the south of the high point at Lot 23 will drain southwards to Richardsons Road.

The low points of potential future Lots 1 to 18 are located at the rear (north) of the property, necessitating a piped system for servicing. Considering the steep grades, conventional roadside stormwater treatments like swales are not considered feasible. Therefore, the proposal involves installing a standard kerb and channel with

underground reticulated drainage. These drainage systems converge to a discharge point at the lowest part of the proposed road access, ultimately leading to discharge into an infiltration trench which is proposed to be installed across to contour of the public open space. This approach is adopted to minimise additional stormwater loads on the existing piped system in Bayview Road and will allow discharge to meet treatment targets, allowing the water to naturally flow down to the Ralphs Bay wetland. The infiltration trench will be located sufficiently south in the public open space so as not to risk the inundation of existing properties on the northern boundary of this area.

Runoff south of the high point in the road at potential future Lot 23 currently flows into the disused quarry and dams that have been partially remediated. Similarly, to potential future Lots 1-22 solution, the proposed drainage at the southern region of the proposed development is to install a standard kerb and channel with underground reticulated drainage and piped lot connections, collecting and discharging into a new swale drain and infiltration treatment trench leading to the existing pond/dam adjacent to Richardsons Road.

Water

Lauderdale is serviced from the Lauderdale Reservoir with the following attributes:

- Top Water Level (TWL) 97m.
- Finished Floor Level (FFL) 90m.

The Lauderdale Water Supply Zone (WSZ) is well connected with generally large bore pipes running from the reservoir through to the end of Bayview Road. There are a series of tanks on top of Richardsons Hill that sit at around 80m elevation. They are no longer used for water supply but provide backup storage if required.

TasWater Standards require a minimum service pressure at the property boundary of 25m (for steep blocks) when the reservoir is 1/3 full and demand is at Peak Hour. Although network modelling has not been done, it is estimated that properties above 65m elevation at the road frontage will not achieve the required minimum service pressures. This area includes potential future Lots 15 to 31 inclusive.

TasWater has been consulted and agrees that a local pressure-boosted zone for properties on top of the hill would be acceptable. Some existing properties would also benefit from such a system. The booster pumps would be fed directly out of the new water main being extended from Bayview Road.

Properties below 65m elevation, will still be serviced directly from the Lauderdale WSZ. The pipe linking from Bayview Road to properties beyond Richardsons Hill will have to rise to approximately 74m AHD. The serviceability of hydrants on the high point will have to be verified during detailed design. These may have to be serviced via the boosted system.

Sewer

Lauderdale is serviced by a pressure sewer system, which consists of small pump stations in each property pumping to a pressure sewer network within the streets. This network ultimately discharges into the Mannata Street Sewage Pumping Station in central Lauderdale where it is pumped to Rokeby Sewage Treatment Plant for reuse and discharge.

There are two options for servicing the proposed development; extend the pressure sewer network or create a gravity network to a new sewage pumping station (SPS) and rising main (SRM) back to the pressure sewer system.

Extension of the Pressure Sewer would involve construction of small bore (DN90/75/63) low-pressure polyethylene mains throughout the proposed street network as well as branches to a valve box within the property, similar to a water supply network. As each property is developed, the owner would be responsible for the installation of the pump station on their property. TasWater advises that there is capacity in the pressure sewer system for 41 lots.

The proposed development area comprises two drainage paths. Potential future Lots 1 to 22, which slope to the north, are planned to be individually pumped to the proposed pressurized sewer mains. On the southern side of the development, a new pumping station is proposed at the bottom of the hill to capture all the remaining proposed lots. This station will be fed by a gravity sewer main from potential future Lots 23 to 41 on the southern side, situated near the proposed stormwater detention area. The pumping station will then convey the effluent back into the proposed pressurized main along the road next to the potential future Lot 22 region.

The above is illustrated in the Concept Services plan in Appendix E.

7.3 Traffic and Transport Networks

The attached Traffic Impact Assessment (Appendix F) considers the impact of the proposal upon State and local road networks. The assessment concludes that the local road network is lightly trafficked, there is sufficient spare traffic capacity to accommodate predicted traffic increase from the proposed subdivision, without causing a deterioration in level of service, or causing adverse residential amenity along the road links. This includes future traffic to be generated by the new residential subdivision at 147 Bayview Road. It notes traffic modelling at the junctions of South Arm Road with the local side roads, predicts motorists will continue to receive an appropriate level of service for junctions connecting onto the State Road network, with the average delay and maximum queue lengths operating at acceptable levels. Further, junctions will have spare traffic capacity to accommodate future traffic growth in the area. The rural link road would provide both existing residents and residents of the proposed lots with an alternative vehicular route to South Arm Road, using the Forest Hill Road junction.

The intensification of traffic generated by the development is expected to be accommodated without the need for road infrastructure improvements.

7.4 Natural Environment

Impacts on natural values, such as threatened native vegetation communities, threatened flora and fauna species, wetland and waterway values, and coastal values, have been given due consideration as demonstrated in the attached Natural Values Assessment (refer Appendix G).

Three threatened plant species have been identified on the site. The known locations of all three are located elsewhere on the property and not relevant to the rezoning application. They will ultimately fall within the proposed public open space where they can be appropriately managed should the vision of the concept master plan be realised sometime in the future. No impact is anticipated to any habitat for the two wetland plants (*Bolboschoenus caldwellii* or *Stuckenia pectinata*). Potential habitat for *Acacia ulicifolia* is limited to the DAC community, which will be incorporated into the final POS.

No specific areas of threatened fauna habitat have been identified. In a general sense all non-forest native vegetation habitat will be retained and 78% of forested habitats will be captured within the Public Open Space. The scale of habitat loss affected by the proposal is small and relatively insignificant compared with the extent across the entire property. The full realisation of the potential 41 residential lots will bring an increased level of human activity in the vicinity with the potential risk of pets, especially cats at night, impacting on bandicoots in the vicinity.

The concept master plan presents an opportunity to secure the long-term conservation of a significant proportion of natural values on the property. This area also provides significant recreational opportunities. The current rezoning proposal brings in part of the proposed public open space into the Open Space zoning. The opportunity for offset extends beyond the part of the property proposed for rezoning and can be established at the subdivision application stage. The rezoning provides a step towards that fulfilment.

7.5 Natural Hazards

As stated throughout the report, the need to reduce the potential natural hazards posed to the proposed residential development was a key driver in the Concept Plan. The proposed road network has been routed to ensure that it provides separation between the residential lots proposed within the northern and eastern parts of the site and the bushland that would be retained within the proposed area of public open space. There are no other natural hazards evident on the site that pose a potential risk to the proposed development.

7.6 Potential Land Contamination

The majority of the site is not considered to be potentially contaminated. The only potentially contaminated area on the site is within the southern part of the property where fill has been placed over the years. Whilst a permit for clean fill to be placed on the site, it has not been used for the disposal of controlled waste but there is some potential for contamination to have occurred. However, extensive testing has been conducted on the site with no significant contamination identified, additionally the area is being rehabilitated under a formal 'Rehabilitation Plan' approved by council. Therefore, given that the potential for contamination is considered to be low, associated risks are considered to be acceptable.

7.7 Heritage

Potential impacts on cultural values, such as historic heritage values, Aboriginal heritage values and scenic values, as a result of the proposal are considered unlikely. As noted above, the site is not listed as having any European historic value. Given the site's limited history of occupation since settlement, it is unlikely to contain items of European heritage value. A detailed Aboriginal Heritage Assessment has been carried out which confirms that the site does not contain Aboriginal Heritage sites and that such sites are unlikely to be encountered should the proposed development proceed (refer Appendix C). An Unanticipated Discovery Plan would be enacted in the unlikely

event that Aboriginal artifacts are discovered during construction of the proposed development.

7.7 Visual Impact

As shown in the attached photomontage (refer Appendix M), the proposal would have only limited overall impact upon scenic values. The future development envisaged for the site is unlikely to be visible from the majority of the existing residential areas of Lauderdale. Therefore, photomontages have not been provided to show the potential visual impact of development when viewed from these areas.

Some vegetation removal associated with future development on the lots may be perceptible from places along Bayview Road, but the potential future development itself is likely to only be visible from close by, such as at the end of this road and from Bayside Drive. Even from these locations, the backdrop to the residential areas provided by the existing vegetation upon Richardsons Hill would be maintained, as the vegetation removal required to carry out development on the site would be limited. Vegetation removal is not proposed on the top of the hill or the ridgeline, so the wooded skyline seen from the north of the site would be maintained. It is also noted that existing residential development in the area is orientated toward the views and solar access available generally to the north and away from the site, rather than to the south and toward the site.

While future development upon the proposed lots would be visible from Richardsons Road, its visual impact is not considered to be excessive or otherwise unreasonable in a landscape that already includes residential and other development.

It should also be noted that there are only limited points from which the development would be visible. Future development upon the proposed lots would generally not be visible from the east, as there is a ridgeline and a band of vegetation on an adjoining property that provides visual separation between the site and the rural residential development in this direction. Where future development would be visible predominantly from the south west, it would be seen against the existing backdrop provided by the bushland covering Richardsons Hill.

7.8 Loss of Agricultural Land

Impacts on agricultural land from Tasmania's agricultural estate (including, but not limited to prime agricultural land and land within irrigation districts) or land for other resource-based industries (e.g. extractive industries) have been considered as part of this proposal. While the proposal would convert land that has been used for limited agricultural activities in the past to residential land, this would not be a significant loss to Tasmania's agricultural estate. As stated in the attached Land Capability Assessment(Appendix I), the site has only limited agricultural capability.

The site is currently not used for agriculture and appears to have little potential for viable agricultural use beyond low-intensity grazing. The site is fettered to an extent by surrounding residential development and the most suitable land for agriculture upon it is poor quality, south facing pasture. The site is not within an irrigation district nor is it likely to be included in such a district given the limited suitable land available for agriculture in the surrounding area. While part of the site was previously used for an extractive industry (namely, sand mining) it is currently being rehabilitated.

The 1.61Ha of Rural zone to General Residential and 0.36Ha of Rural Zone to Environmental Management zone is proposed. The latter is a transfer of unused rural land with significant natural values to a zone more in line with its values. The conversion of Rural Land to General Residential is more significant. The area of Rural zone to be converted is mapped as potentially unconstrained, though the site is surrounded by 'excluded area' (refer to Figure 23).

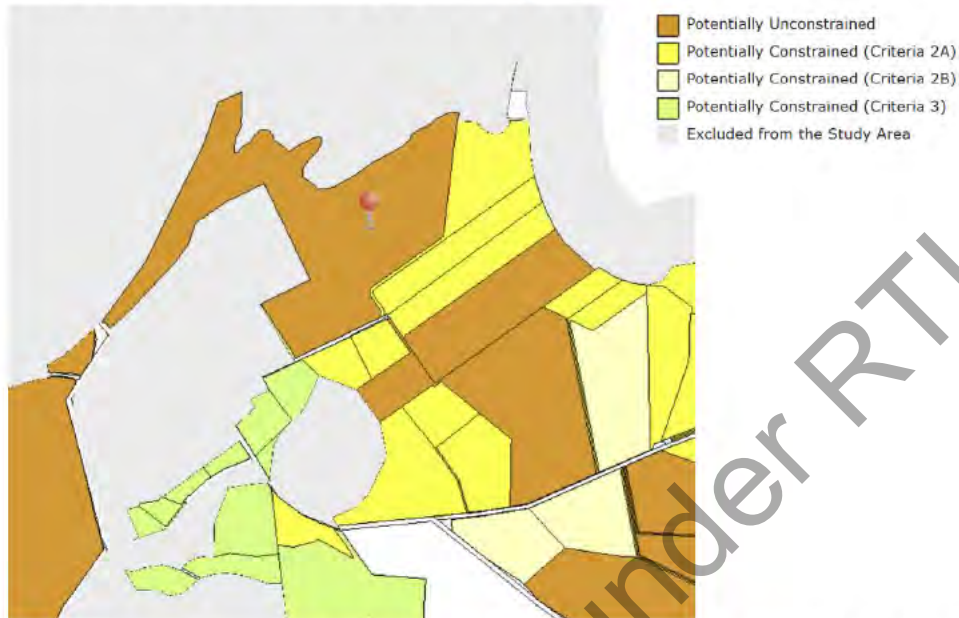


Figure 23: Land Potentially Suitable for Agriculture (Source - The List 15/12/23)

The Land Capability classification of the rezoned area is Class 5 and bounded by urban land to the north, Class 6 & 7 land to the west and some Class 4 land to the south. The soil type is Podzols on cover sands.

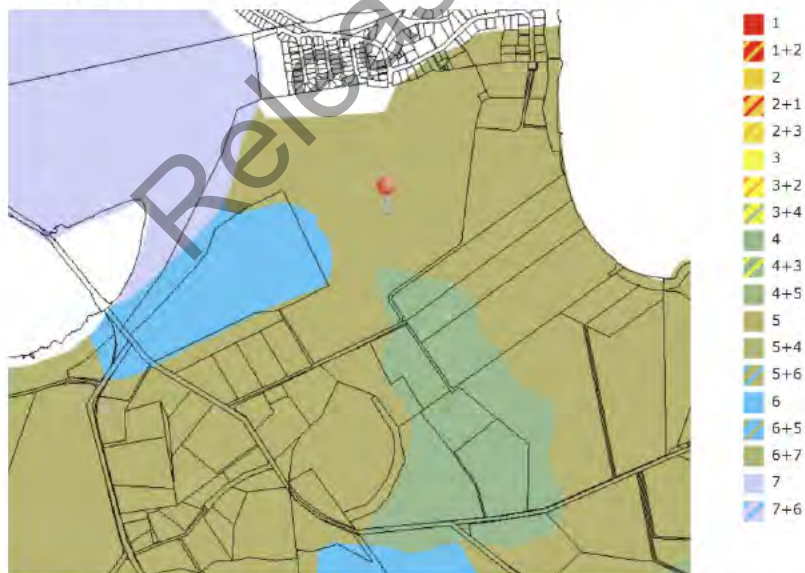


Figure 24: Land Capability Classification (Source - The List 15/12/23)

The area proposed to be rezoned from Rural to General Residential will not be a significant loss to the potential of rural land in the area due to being adjacent to rural living lots, a relatively poor soil type and isolated from larger parcels of rural land.

8. Conclusion

Section 37 of the *Land Use Planning and Assessment Act 1993* allows for a request to be made to a planning authority to amend a planning scheme administered by it. The proposal will rely on provision SRD2.12 of the regional land use strategy which enables rezoning outside the Urban Growth Boundary under certain circumstances.

This report has considered a proposed rezoning and subdivision that would enable the potential development of land at 52 Richardsons Road, Sandford.

The report demonstrates that the proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993* and the Strategic Directions and Regional Policies identified within the STRLUS. It has also been demonstrated, via a detailed consideration of the supply and demand of housing in the region, that the proposal is consistent with the Regional Settlement Strategy identified in the STRLUS. Based on more recent growth data from the Department of Treasury and Finance (TasPOPP23) and the assumptions in the Greater Hobart Plan, given a typical two stage delivery of the future 41 lot proposal (with an annual supply of 20 lots) the proposed rezoning area would only be 20% of the annual required number of greenfield dwellings in Clarence and would be exhausted in 2 years.

The proposal would create a new homes area that would ensure the long-term viability of the Lauderdale population. The proposal would provide for residential development within the area that would not be affected by future climate change impacts as might some of the lower lying existing residential areas within the suburb. The proposed public hill-top reserve (approximately 45% of the rezoned area) and proposed pedestrian access points would ultimately provide linkages to the existing Tangara Trail as well as other track and trail networks at Mays Point.

The proposal would have a minor impact upon natural values and would ensure the ongoing protection of threatened vegetation communities that are currently unprotected on the subject site. The development envisaged for the site has been planned in an integrated way to ensure that natural values would be protected to the greatest extent possible. The proposal is supported by expert reports which demonstrate that the natural hazards evident on the site would be avoided or adequately managed in the proposal.

The development envisaged for the site would be serviced by extensions to existing reticulated networks and would not require any expansion of existing infrastructure capacity. Similarly, access to the development would be provided by a connection between existing roads, rather than an extension to the road network. The proposal would therefore make efficient use of existing infrastructure and services.

The proposed development would provide a significant opportunity for the local construction industry and supporting businesses. In addition to assisting the general economy the supply of a future proposed 41 new residential lots would contribute to addressing the existing critical housing shortfall within the Greater Hobart area.

From: out of scope @remplan.com.au>
Sent: Friday, 6 December 2024 3:05 PM
To: Out of scope
Subject: Re: Southern Tas yields (excluding UGB)

Hi again out of scope

Took a little longer than expected getting the urban growth boundary sorted, apologies.

Updated table below with UGB figures added.

The supply figures are exact with the UGB as each parcel is assigned as either being in or out of the UGB.

section 39

section 39

were:

. The regions I included

- Brighton
- Bridgewater
- Gagebrook
- Old Beach
- Clarence Metro
- Cambridge
- Lauderdale
- Glenorchy Metro
- Hobart Metro
- Kingborough Metro
- Margate
- Snug
- Midway Point
- Sorell

	All		UGB	
	Yield from Vacant Land	Vacant land area providing yield (ha)	Yield from Vacant Land	Vacant land area providing yield (ha)

Brighton
Central Highlands
Clarence
Derwent Valley
Glamorgan-Spring Bay
Glenorchy

section 39

Hobart
Huon Valley
Kingborough
Sorell
Southern Midlands
Tasman
Southern Tasmania
Average annual demand UGB
Years supply in UGB

section 39

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From: out of scope @remplan.com.au>

Sent: Thursday, 5 December 2024 2:05 PM

To: Out of scope @stategrowth.tas.gov.au>

Subject: Re: Southern Tas yields (excluding UGB)

Sorry, with summary report attached.

out of scope

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From: out of scope [REDACTED]@remplan.com.au>
Sent: Thursday, 5 December 2024 2:03 PM
To: Out of scope [REDACTED]@stategrowth.tas.gov.au>
Subject: Re: Southern Tas yields (excluding UGB)

No worries.

I will get the guys to process that UGB and we can get some numbers for that specifically and send through once that is ready.

In terms of years' supply for the LGA figures, we did have that in the addendum report (attached). I have also pasted a screenshot from that report below. We didn't provide the years supply for the region as the argument is that you can't address demand in Kingborough with supply out in GSB.

Released under RTI

Table 1 Demand and Supply Summary, Southern Tasmania

LGA	Demand			
	Forecast Pop 2023	Forecast Pop 2046	AAGR*	AADD^
Southern Tasmania	297,067	342,447	0.62%	1,208
Brighton	20,025	25,378	1.04%	129
Central Highlands	2,582	2,681	0.16%	8
Clarence	63,086	74,733	0.69%	262
Derwent Valley	11,320	12,542	0.45%	36
Glamorgan-Spring Bay	5,242	6,079	0.65%	68
Glenorchy	51,009	57,092	0.48%	146
Hobart	55,981	60,634	0.33%	154
Huon Valley	19,513	23,029	0.72%	100
Kingborough	40,933	48,534	0.71%	170
Sorell	17,725	20,959	0.73%	95
Southern Midlands	6,949	7,838	0.52%	27
Tasman	2,702	2,948	0.38%	14

Source: REMPLAN Forecast, GMEF compiled by REMPLAN based on data from the Department of Planning and Environment.

#Note that 23 years is the extent of the forecast period (starting in 2024 and ending in 2046) for supply data.

*Average Annual Growth Rate (AAGR) over the 2023-46 period.

^Average Annual Dwelling Demand (AADD) over the 2023-46 period.

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From: **out of scope** @remplan.com.au>
Sent: Thursday, December 5, 2024 12:25 PM
To: **Out of scope** @dpac.tas.gov.au>
Subject: Southern Tas yields (excluding UGB)

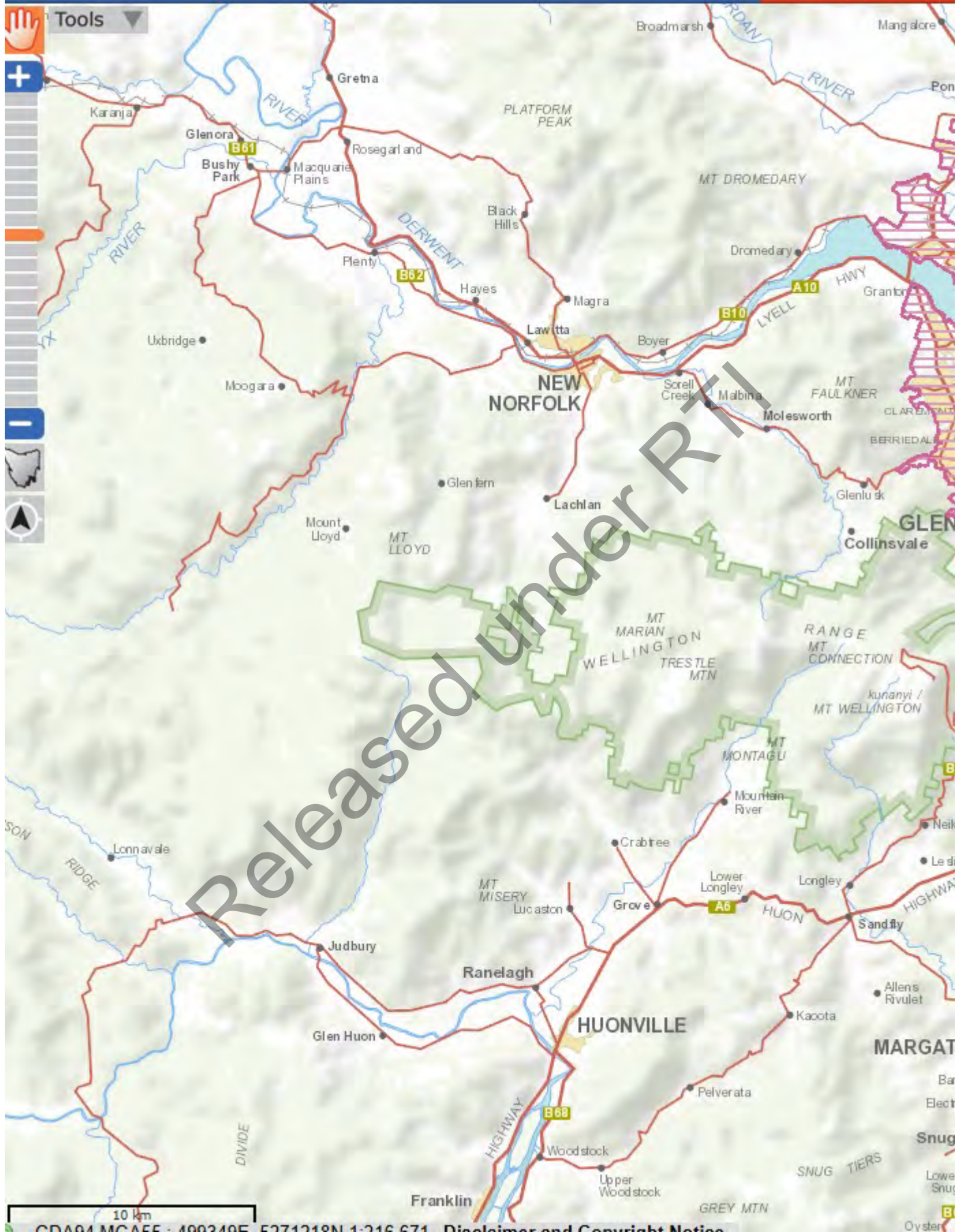
Hi **Out of scope**

LGA and Southern Tas figures below. So around 20,000 dwellings from around 7,000ha of land. A few details to explain, but I can provide that later.

	Yield from	Vacant land area
Brighton	section 39	
Central Highlands		
Clarence		
Derwent Valley		
Glamorgan-Spring Bay		
Glenorchy		
Hobart		
Huon Valley		
Kingborough		
Sorell		
Southern Midlands		
Tasman		

I want to check with you on the definition of the UGB. Are you seeking, figures for the total UGB? (image below). Checking on this as the projects used this as a basis for some region definitions, but we didn't report on this as a region itself (e.g. Parts of Clarence and Kingborough were originally excluded as they were 'Metro' areas, but all of Brighton and Sorell were always included).

Released under RTI



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From: [out of scope]@health.tas.gov.au>
Sent: Tuesday, 10 December 2024 5:49 PM
To: [out of scope]
Cc: [out of scope]
Subject: Department of Health STRLUS comments - 10 December 2024
Attachments: Department of Health STRLUS comments - 10 December 2024 .docx

Good afternoon [out of scope]

Please find attached some informal comments on the Southern Tasmania Regional Land Use Strategy for your consideration.

These notes are provided on the basis that they are internal to Government (DSG and Health).

section 35

DOH recognises this strategy is an important document that may inform delivery of health services into the future, so I will continue to work on this with the agency.

Please do not hesitate to contact me with any questions.

Kind regards and thank you for your co-operation.



[out of scope]

Department of Health
Level 7, 22 Elizabeth Street, Hobart TAS 7000
Mob Phone: [out of scope]

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Department of Health - comments**The settlement pattern**

- Tasmania has a small and dispersed population creates challenges for the delivery of health services and particularly to the portion of the population with higher needs, often residing at the periphery of, or in isolated settlements.
- For this reason, DOH supports an approach to land use planning that consolidates settlements where service delivery is greatest rather than reinforcing further dispersing the population.
- A large portion of the population rely on access to affordable public transport to access a range of health services, so the provision of regular and reliable, and preferably high frequency public transport is essential.
- Tasmania's rural councils often support small populations over wide geographic catchments, which can make the economics of program development and service delivery very challenging.

An aging population

- Older age cohorts, particularly those over 85s are the fastest growing segment of the Tasmanian population. This cohort has nearly four times as many consultations with GPs per year than the average number of consultations across all age groups.
- Therefore, when considering residential expansion, consider the following:

section 35

section 35

Accommodating the health workforce

- Despite the burden of disease being higher and the population older in regional and rural Tasmania, the challenge of recruiting and retaining a health workforce in regional and rural areas is significant and is a major challenge in rural holiday spots.

The lack of availability of short and long-term accommodation near district hospitals for locums, visiting and resident clinical workforce and student placements is a significant barrier to expanding services and improving health care services in the local community.

The provision of accommodation for the health workforce will improve attraction, recruitment, and retention of health workers in remote and rural areas.

- While the Draft STRLUS recognises the need to consider housing for the local workforce (see highlighted text below), it is unclear how this important element of sustaining health services in rural towns will be implemented to ensure workforce housing is prioritised when approving residential growth.

o Table 4. s.

Any proposal to increase the capacity for residential development is to consider:

- demand generated by local workforce requirements, particularly where new or growing industries underpin the local economy; and
- the need to provide housing for workers who are essential to the local economy or to supporting the needs of the local community (e.g. hospitality and visitor services, health or aged care, emergency services and education workers).

o Table 8. p.

Planning for towns and villages that are identified as Tourist Destinations (see Table 5) provide sufficient capacity to accommodate projected demand for short stay tourist accommodation and for permanent residents and seasonal workforce requirements, particularly in locations without access to reticulated water and sewer (where larger tourist accommodation facilities may be constrained).

section 35

STRLUS –Draft boundaries v2

Criteria on which the draft boundaries were determined.

DOH notes that the criteria in highlighted in text below, does not specially include the availability of services critical to supporting healthy communities (e.g. health and public transport). While there is a reference to objectives in the TPPs, this document remains in draft form.

How were boundaries determined?

The Southern Regional Land Use Strategy identifies long term opportunities for growth through a combination of infill and greenfield development. In determining boundaries, the following were considered:

- population projections, household sizes and housing requirements
- the objectives and strategies identified in the Tasmanian Planning Policies
- review of previous growth planning work such as the 30-Year Greater Hobart Plan
- and local government strategic planning work
- opportunities e.g., self containment and constraints e.g., flooding

DoH Observations/questions:

section 35

section 35

section 35

Other general comments

section 35

From: out of scope
To: Out of scope
Cc: out of scope
Subject: FW: UGB Additional Land - Pass Road
Date: Monday, 16 December 2024 4:29:01 PM
Attachments: [image001.png](#)
[image002.png](#)

Out of scope

Please find the following advice below in response to your request.

Regards

out of scope

Flood Policy Unit

State Emergency Service, Department of Police, Fire and Emergency Management
Cnr Argyle and Melville Streets Hobart
GPO Box 1290, Hobart TAS 7001

p: out of scope

e: out of scope@ses.tas.gov.au | w: www.ses.tas.gov.au

Signature Image

■

From: out of scope@ses.tas.gov.au>
Sent: 11 December 2024 10:25
To: out of scope@ses.tas.gov.au>
Cc: out of scope@ses.tas.gov.au>
Subject: RE: UGB Additional Land - Pass Road

Hi out of scope

out of scope and I have had a discussion and agree that the area would be suitable for the UGB noting that:

section 35

From: out of scope [REDACTED]@stategrowth.tas.gov.au>
Sent: 26 November 2024 14:03
To: out of scope [REDACTED]@ses.tas.gov.au>
Cc: out of scope [REDACTED]@ses.tas.gov.au>
Subject: UGB Additional Land - Pass Road

Some people who received this message don't often get email from out of scope [REDACTED]@stategrowth.tas.gov.au. [Learn why this is important](#)
Hi out of scope [REDACTED],

out of scope [REDACTED] has been approached to include some additional land in the UGB at Pass Road in Mornington. The subject land is shown in orange shaded lots that I have circled in red on the attached word file. Are you able to tell us if there's any issue in terms of overland flow?

Thanks

out of scope [REDACTED]

State Planning Office | Department of State Growth
Level 7, 15 Murray Street, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Phone: out of scope [REDACTED] or 1300 703 977
www.stateplanning.tas.gov.au

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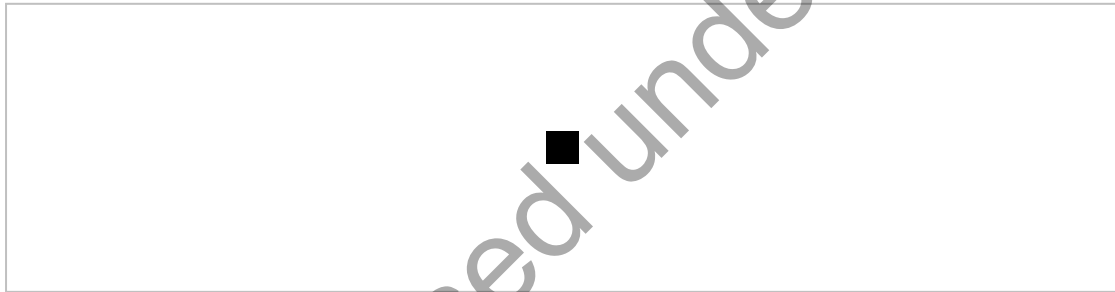
From: out of scope
To: out of scope
Subject: Results of initial consultation on the update to the STRLUS
Date: Monday, 6 January 2025 2:54:25 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi out of scope

As you are aware consultation on the update to the STRLUS closed on the 18 December 2024. In addition to the survey etc. the project received several submissions in relation to the urban growth boundary. A link to all submissions can be found [here](#). Please advise how SPO wishes to deal with submissions on the UGB, considering the proposed amendments being undertaken by the Minister. A 'What we heard report' will now be prepared by the Region.

PMAT asked for an extension, and I am expecting to receive a submission from them this week, I'll save in the file as soon as I get it.

Thanks out of scope



Released under RTI



Australian
Institute of
Architects

TAS

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The Royal Australian Institute of Architects
trading as Australian Institute of Architects

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18 December 2024

State Planning Office
Department of Treasury and Cabinet
Level 7/15 Murray Street
Hobart TAS 7000
GPO Box 123
Hobart TAS 7001

By email to: STRLUSupdate@hobartcity.com.au

Re: Southern Tasmania Regional Land Use Strategy

To whom this may concern,

The Tasmanian Chapter of the Australian Institute of Architects (the Institute) would like to thank the STRLUS project team and the State Planning Office for the opportunity to provide feedback on the review of the *Southern Tasmania Regional Land Use Strategy* (STRLUS), including the *STRLUS State of Play Report* (the Report) and the *STRLUS Shaping a positive Tasmania Conversation Toolkit* (the Toolkit).

The Tasmanian Chapter is committed to helping create a positive future for our state that benefits all Tasmanians. The Institute advocates for the built environment, and works to shape policies, foster collaboration, and promote design excellence that benefits society as a whole. Strategic planning is a critical component in this, and we are pleased to see this being enacted through land use planning.

The Institute's policy team and members of the Tasmanian Chapter have reviewed the material and provides the following response. The response contains some over-arching and general comments, and then primarily focusses on 'Theme 3: People Communities and Growth,' as outlined in the Report (which is mostly contained within the 'Housing, Placemaking and Social Infrastructure,' section of the Toolkit), with also some comments in relation to 'Theme 1: Cultural Values, Climate, Landscape, Natural Hazards and Environmental Risks,' (as outlined in the Report, but also in response to the 'Climate Change' and 'Landscape and natural values' section in the Toolkit).

The Institute is pleased to see the positive ideals outlined in the Report and is supportive of those that have been put forward. The Institute would also like to convey the usefulness of the Report, and how valuable this document is. The Institute questions how the Tasmanian Government will ensure that the ideals included in the report are implemented. While it is understood that the STRLUS is linked to the State Planning Provisions (SPPs) and Local Provisions Schedule (LPS), through these being the mechanisms for implementation, it would be useful to have this clearly outlined, along with information on how and when the SPPs and the LPS would be changed to be in line with the update to the STRLUS.

Members of the Institute have questioned what is likely to change from the existing STRLUS, as part of this review. They have also questioned if there is any analysis as to how the existing STRLUS is working, and any measure or analysis of its effectiveness.

The Institute would like to clearly iterate its stance on the Urban Growth Boundary and does not believe that this boundary should be increased. The Institute is also supportive of the existing density targets in the STRLUS, and notes that these should be maintained. Further comment regarding this can be found below under Theme 3.

The Institute suggests that it would be useful to consult the Government's Strategic Architectural and Urban Design Advisor in the review and drafting of the STRLUS.

Theme 1: Cultural Values, Climate, Landscape, Natural Hazards and Environmental Risks

While the Institute notes that the aspirations included in this section are all commendable, and supported by the Institute, decarbonisation should be included as an explicit goal. This is to ensure that decarbonisation is foundational to land use strategy in every form of land use.

Members with expertise in the planning sphere have noted that the section on 'Landscape and natural values,' in the Toolkit makes 'landscape' appear as an environmental value only, not as an urban value. Regional landscape values in this dwelling region should refer to the form of the natural landscape, and it is also noted that settlement should be a response to landform and setting, as citizens orient themselves by this landform setting.

The 'planners toolkit,' as mentioned in the Toolkit section should accordingly include how to incorporate 'our' regional landscape values into judgements made about settlement – the expansion (and need for containment) of its footprint, and the way in which landform (and water-planes) shape settlement.

The Institute suggests that the language used within the 'Climate Change' section of the Toolkit, which refers to 'Gather[ing] insights from the palawa/Tasmanian Aboriginal people,' could be reconsidered. Rather than 'gathering insights,' it is important to actively work together with the palawa/Tasmanian Aboriginal people in an ongoing manner.

The Institute is supportive of the preserving of recognised historic heritage places, and notes that there is more recent built heritage that should also be formally recognised (for example, mid-century buildings), otherwise there is the risk of our more recent heritage being lost for future generations. It is also important to ensure that heritage buildings can be maintained to ensure their appropriateness of use for modern living and uses, and to also allow for innovative responses to redevelopment by suitably qualified experts.

Theme 3: People Communities and Growth

As stated earlier in this submission, the Institute strongly supports the maintaining of the Urban Growth Boundary (the Boundary), and other measures to discourage urban sprawl that results in 'hidden costs' to society in terms of the infrastructure required, the associated negative outcomes that come with living on the outskirts of urban centres, and not to mention the impact that urban sprawl has on natural and/or agricultural land. The Institute does question the effect the Boundary may play in development in regional centres, and whether it may play a role in greenfield sites being developed (poorly) on the fringes of these centres, such as Sorell and New Norfolk (for example). The Institute suggest mechanisms to counter this should be considered.

While the Institute supports the density targets in the STRLUS, we suggest that these densities should be tested against the planning scheme to ensure they can be practically facilitated. Institute members, in their role as architects, have found that there has sometimes been a disconnect between the priorities outlined in the STRLUS and the practicalities that are required by the Tasmanian Planning Scheme, along with the existing land uses as defined by zoning within the Scheme, which makes development at appropriate scales and densities difficult.

The impact of density on ecosystems in urban areas, in relation to heat sinks, surface water planning etc., should be considered, and good design, through the use of built environment experts, is crucial to ensuring that these issues are adequately considered to ensure adverse outcomes are avoided. The incorporation of Indigenous ecosystems, corridors and nodes would also assist with these issues, and should also be considered in its own regard.¹ In short, this means providing linked habitats, to ensure the viability of

¹ Find out more about IEC+N here:

<https://acumen.architecture.com.au/environment/place/habitat-and-ecology/four-strategies-to-design-for-ecological-connectivity/> & https://www.uia-architectes.org/wp-content/uploads/2022/03/20201027_uia_ifla_iec_n_website_plan_ar_tw_ar2.pdf

native flora and fauna now and into the future, both within and alongside the built environment.

The Institute notes that urban design plays a critical role in ‘placemaking’ and cannot understate the importance of using multidisciplinary teams of planners, architects, and landscape architects for designing precincts and neighbourhoods. The design of, and investment in, the public realm should be used to leverage placemaking. To ensure the quality of these precincts and neighbourhoods, and individual buildings and built forms (for example, urban infrastructure), the Institute suggests that design review panels could be commissioned for expert review and assessment. These must be composed of appropriately skilled experts in a variety of design disciplines and be independent in their ability to make decisions.

To ensure quality placemaking that does not result in a compromise of patchwork development but ensures that urban greenspace is adequately incorporated early into developments (not simply as an afterthought), the Institute suggests that the Government could consider allotment consolidation, and potentially using any government compulsory acquisition powers. The incorporation of urban greenspace is essential for brownfield redevelopment.

Similarly, the Institute suggests setting aside well thought out easements for public transport infrastructure corridors that are locked in for up to 100 years so that car dependency can be reduced. The principle should be one of a well-connected Tasmania where population growth does not create an adverse impact through unmitigated urban sprawl and traffic jams. These easements could be scaled for heavy rail (trains), but the actual infrastructure required over the medium term (next 20-50 years) might be delivered cost effectively through light rail rolling stock and tracks.

The Institute suggests that there should be consideration for very considered flexible design responses in respect of housing – allowing for demographic cycling over a 50-year period. For example – this could even include the ability to adaptively re-use small single occupancy units in apartments into larger apartments for multigenerational or family households, and vice versa. If older people can either live nearer to, or in the same building or complex as families, or in connected communities with other similar age adults, this could provide an opportunity for successful ageing in place as informal family and friend supports reduce the reliance for government funded supports. It is critical that all new housing is designed at Livable Housing Design Guidelines Silver Level so older people can successfully age in in their home. The public realm also must be highly accessible for the same reason. Ensuring that social infrastructure and housing enables a good demographic mix can prevent some smaller towns or villages becoming grey ghost towns as they provide nothing for younger families and are isolated from employment by long car commutes.

The Government must ensure that social infrastructure is in lockstep with housing development, instead of lagging for years.

The Institute also continues to advocate for the development and finalisation of the Apartment Development Code, and notes the Institute's response to the [Improving Residential Standards in Tasmania](#) submission, made in September. The Institute would like to reference the response to the [30-Year Greater Hobart Plan](#), submitted in June 2022.

Thank you for the opportunity to provide input into the current review. The Institute looks forward to seeing how this project progresses, and for the opportunity to provide comment on the reviewed STRULS when it is drafted. Please don't hesitate to contact us if you would like to discuss any of the points raised further.

Kind regards,

out of scope

Daniel Lane

President, Tasmanian Chapter
Australian Institute of Architects

out of scope

Jennifer Nichols

Executive Director, Tasmanian Chapter
Australian Institute of Architects

The Australian Institute of Architects (Institute) is the peak body for the architectural profession in Australia. It is an independent, national member organisation with over 14,600 members across Australia and overseas. The Institute exists to advance the interests of members, their professional standards and contemporary practice, and expand and advocate the value of architects and architecture to the sustainable growth of our communities, economy and culture. The Institute actively works to maintain and improve the quality of our built environment by promoting better, responsible and environmental design. To learn more about the Institute, log on to www.architecture.com.au.



climateactionhobart@gmail.com

Shaping Tasmania
Consultation Response

info@capire.com.au

17th December 2024

Climate Action Hobart Submission regarding the Southern Tasmanian Regional Land-Use Strategy

Climate Action Hobart is a volunteer, grassroots climate action group formed to promote community involvement in achieving strong climate policy and action in Tasmania. Climate factors will be the predominant influence on living conditions in Tasmania in coming years and it is essential that this is recognised in the State's Planning System. Unless the State acknowledges that dealing with Climate Change must be the primary policy consideration and legislates accordingly it will fail to provide effectively for the State's future needs.

Climate Action Hobart acknowledges that **The State of Play Report** reflects a good understanding of the issues that will arise as Earth's temperature increases. The group supports Section 3.3 which outlines the risks associated with a changing climate 'including more frequent, intense storm and flood events, increased coastal erosion, longer fire seasons, drought, and river flooding in some catchments.' The group endorses the acknowledgement that an increase in severe weather events will lead to more severe bushfires, changes to the marine environment, impacts on all life forms and natural environments, threats to water supplies and difficulties in providing for basic needs like food and shelter in a changing environment.

Climate Action Hobart asserts that the new Southern Tasmanian Regional Land-Use Strategy should incorporate these climate considerations from **The State of Play Report** and implement strong measures to protect the Tasmanian community, landscape and environment. A strong legislative framework may not be popular but it will be essential to limit risk.

Climate Action Hobart supports the landscapes and natural values as outlined and contends that protecting them will be essential to providing for future social and economic needs.

Climate Action Hobart recommends that to achieve effective planning for climate change these measures should be included in a regional land-use strategy –

1. Not allow settlement to encroach forests, coastlines, riverine and marine boundaries. Such a measure would save residents and the state millions of dollars in flood and bushfire events.
2. No further urban encroachment on rural areas – unless there is provision for the land to remain in food production. Food security must be at the forefront of regional planning.
3. Increase permeable surfaces within urban areas. The increasing dominance of concrete slabs increases urban flood risks and costs. The 2018 flood provided clear reason for the need to change. There are a number of systems to provide permeable driveways.

Climate Action Hobart Submission regarding the Southern Tasmanian Regional Land-Use Strategy



climateactionhobart@gmail.com

4. Urban blocks must retain minimum 25% green space. Such a regulation allows for community gardens in medium density blocks, household gardens in single residence developments and improves green canopy which benefits the whole area.
5. Increase green spaces and protect waterways in our cities, towns and villages to reduce urban heat and make our communities more liveable. Hobart's rivulet work is an excellent example of what should be the mindset.
6. Protect the natural environment, ecosystems, waterways, and open spaces. These are health and life-saving measures. Neglecting enforceable measures to ensure this protection will create major economic and social collapse in the future.
7. Protect clean, fresh water supplies as essential to sustaining life.
8. Encourage community/neighbourhood gardens to not only produce basic foods but also to create communities which will work together in the face of natural disaster.
9. Provide for future housing needs through medium density development within existing urban boundaries
10. Create local employment and service opportunities. Encourage health and service industries to develop in outlying urban centres.
11. Encourage transport options that are powered by renewable power and plan for transport hubs that encourage use of public transport.
12. Keep and protect forests in the southern region as essential to carbon storage.
13. Keep Mount Wellington Park as a wild place

Climate Action Hobart contends that the work of ReCFIT [Renewables, Climate and Future Industries Tasmania, Department of State Growth] is establishing major goals and plans for reducing emissions in industry sectors of the state and these should be considered in developing the Southern Tasmanian Regional Land-Use Strategy.

Yours sincerely

On behalf of Climate Action Hobart Members and Supporters

out of scope

[Redacted signature]

[Redacted signature]

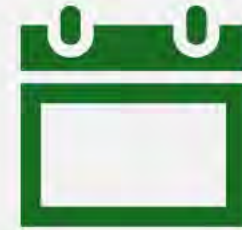


STRLUS Engagement Summary
12 November 2024

Survey overview

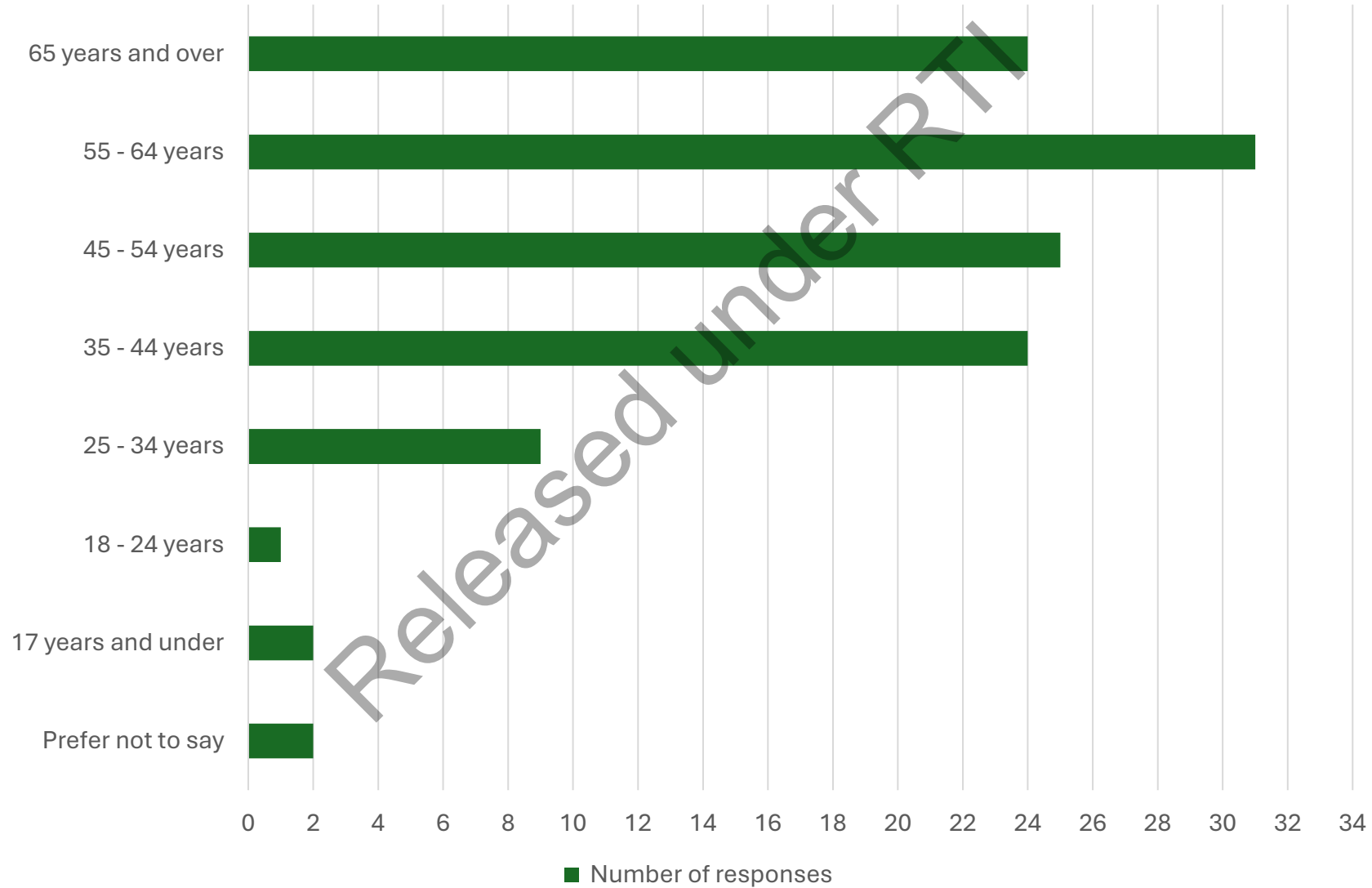


118 RESPONSES

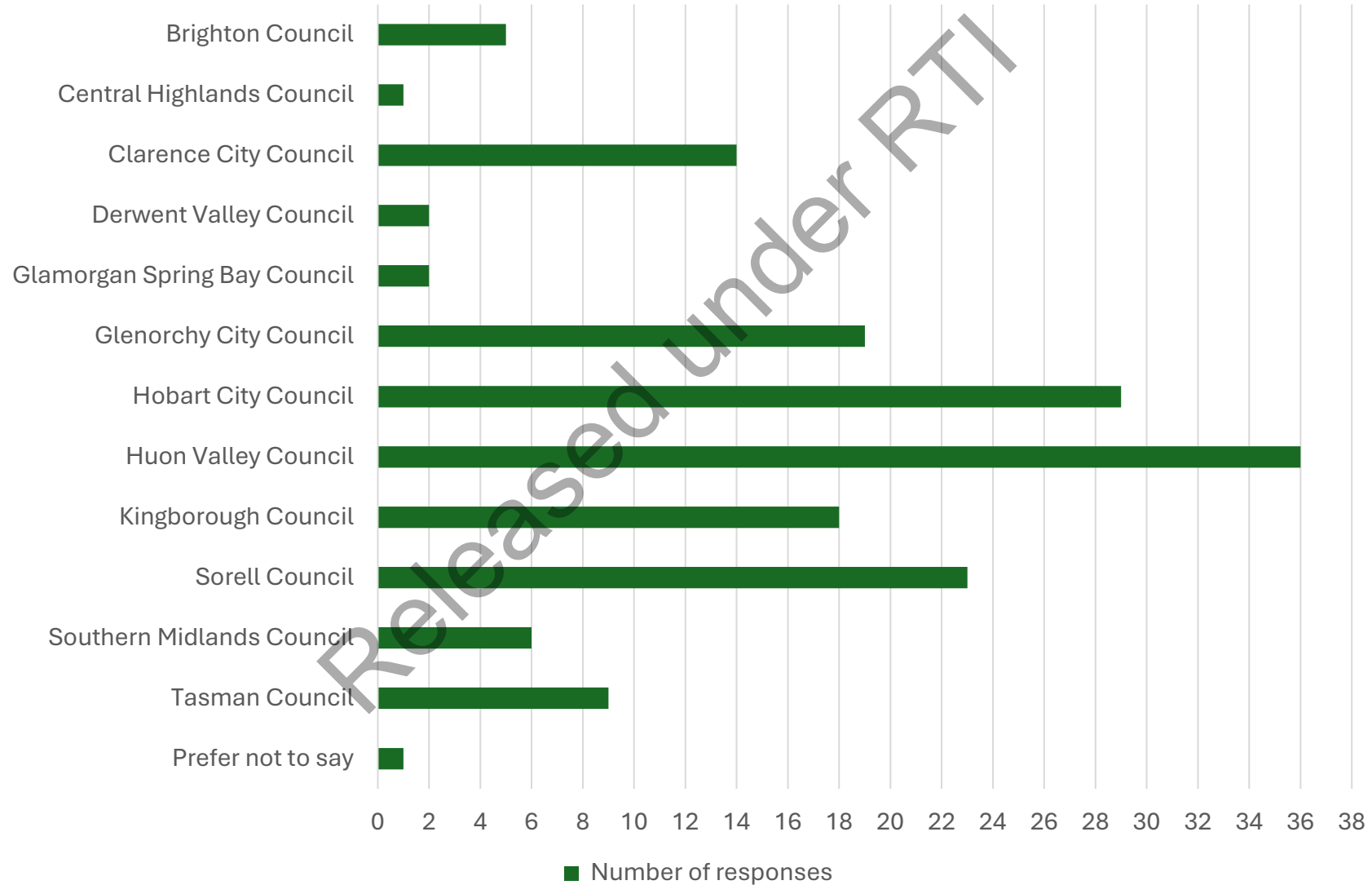


OPEN UNTIL 18TH OF
DECEMBER 2024

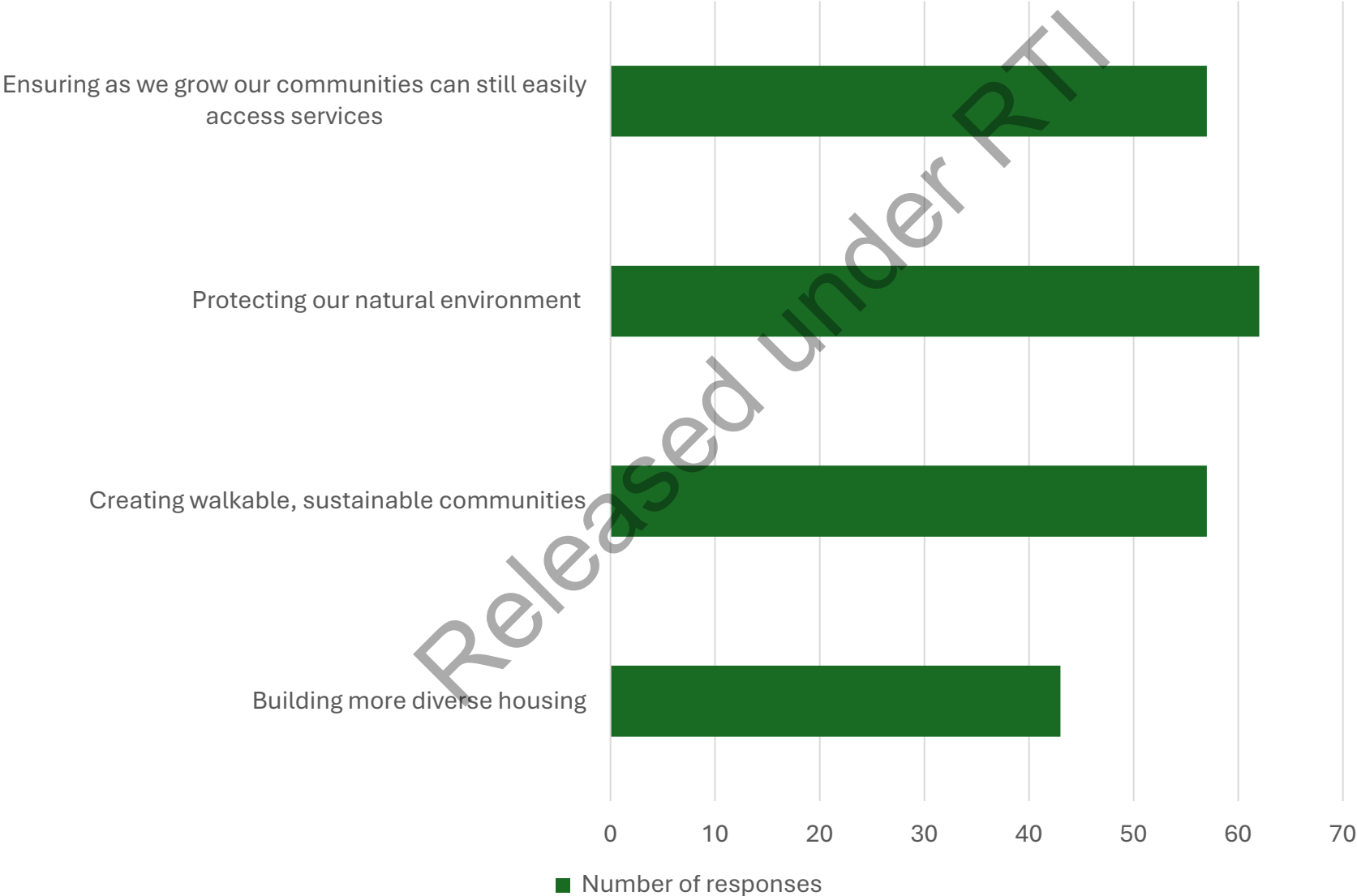
Age Range



Council area



How do we make sure Southern Tasmania remains a great place to live as the population changes? (select your top two)



Emerging sentiments

How do we make sure Southern Tasmania remains a great place to live as the population changes?



Diverse housing options near employment and services: There's a strong call for varied housing choices, including medium-density options, apartments, and housing above businesses. It was suggested that this addresses affordability, particularly in areas like Margate and Hobart, and accommodates those seeking smaller, low-maintenance options without sprawling developments.



Integrated public transport and walkable communities: Respondents suggested better public transport infrastructure, including light rail, buses, and walking/cycling paths. An overarching aim emerged regarding reducing car dependency and make communities more walkable, with access to essential services like shops, schools, and healthcare close by.



Balanced development that protects natural and rural areas: Residents stress the need to prevent urban sprawl into farmland and natural habitats, calling for green spaces and mandatory corridors in new developments. There's a desire for growth that preserves the unique environment of Southern Tasmania.

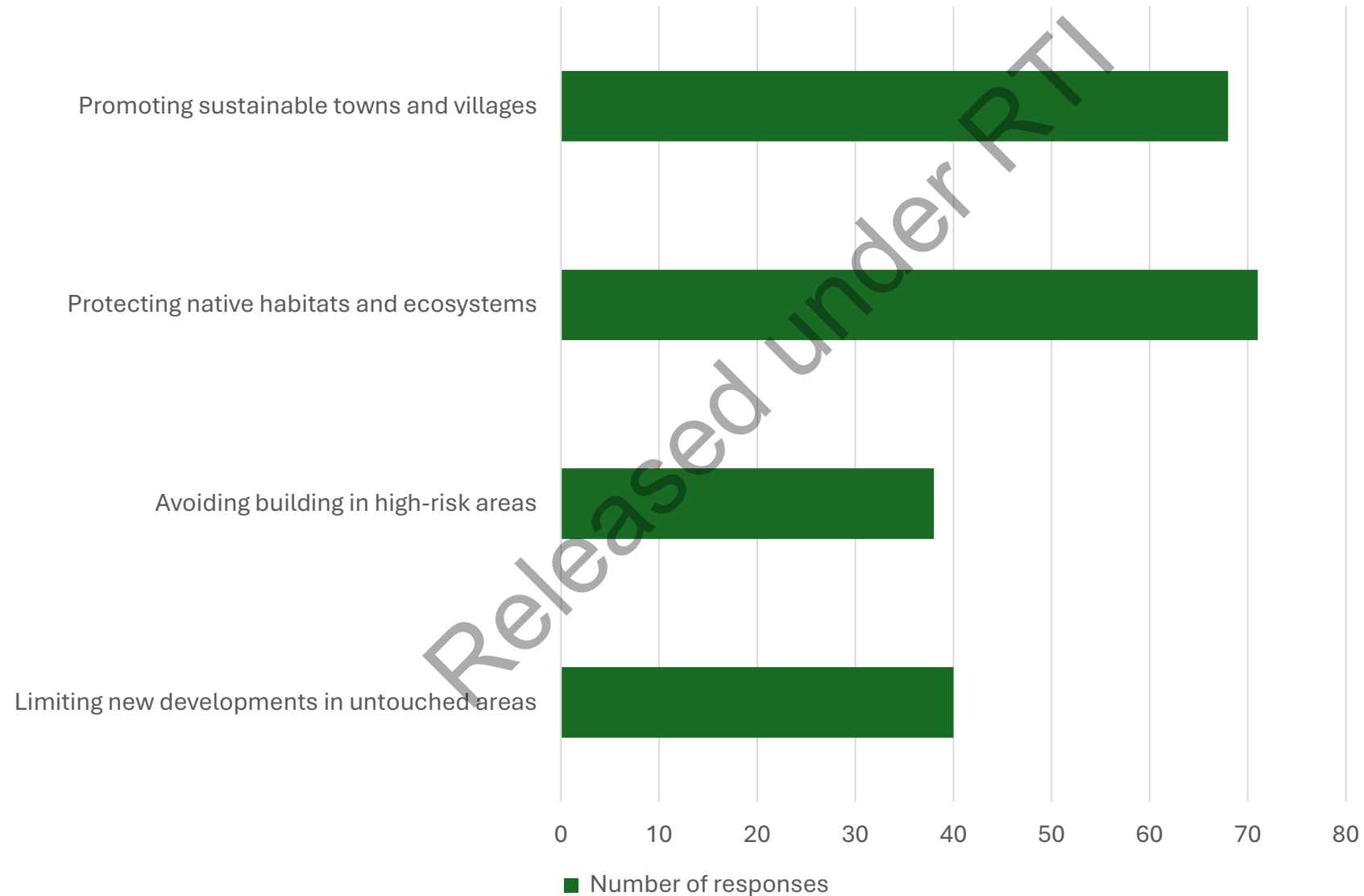


Increased job opportunities and economic development: Addressing the "brain drain" by creating jobs and improving the cost of living and cultural offerings is seen as essential and would attract young families and retain residents, strengthening the local economy and fostering a vibrant community.



Community infrastructure and local amenities: Respondents suggested that new developments should incorporate community infrastructure like parks, small shops, and recreation facilities to encourage social connections. Some highlighted specific needs, such as an aquatic center in Glenorchy, and stressed the importance of local, affordable recreational spaces over large-scale projects.

How should we protect Southern Tasmania's environment and keep our communities safe? (select your top two)



Emerging sentiments

How should we protect Southern Tasmania's environment and keep our communities safe?



Controlled development to protect natural landscapes: There is significant support for densifying existing urban areas rather than expanding into greenfields, in order to preserve Tasmania's unique ecosystems and natural beauty.



Improving public transport and connectivity: Respondents suggested that better public transport infrastructure is needed to reduce dependency on cars, support sustainable urban growth, and make it feasible to live without vehicle reliance. There were suggestions around expanding services and improving connectivity, especially in regions outside Hobart.



Promoting walkable and sustainable towns: Respondents suggested prioritising compact, walkable towns with local services, which would reduce urban sprawl and support community well-being. Some mentioned that these communities should be designed to ensure accessibility to natural environments, allowing residents to form strong connections with the land.

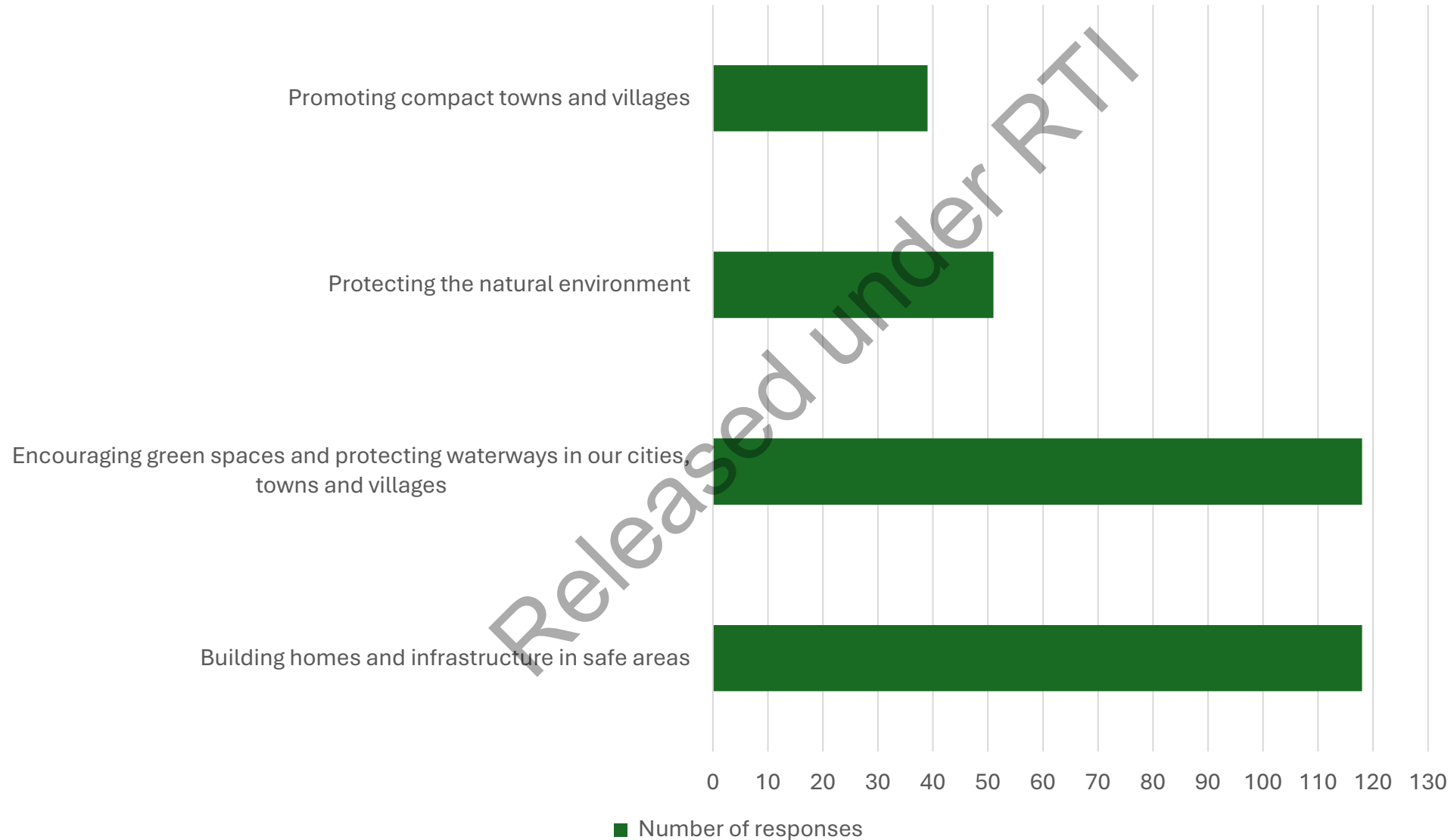


Balancing development and environmental preservation: There was a call for strategic, responsible development that respects Tasmania's natural resources, alongside policies that allow for more affordable and diverse housing options. Opinions are divided between preserving green spaces and the need for rural or small acreage living that supports self-sustainability.



Investing in renewable energy and sustainable practices: Many want Tasmania to lead in renewable energy, particularly by enhancing infrastructure for solar, wind, and battery storage. There's also interest in aligning economic incentives, like biodiversity credits or carbon offsets, with environmental protection, suggesting this as a way to leverage Tasmania's natural capital.

How can we prepare our cities, towns and villages for climate change? (select your top two)



Emerging sentiments

How can we prepare our cities, towns and villages for climate change? (select your top two)



Avoid development in high-risk areas: There is a strong sentiment against allowing new residential or commercial development in vulnerable areas such as coastal zones, flood plains, and bushfire-prone hillsides. Many respondents believe that urban expansion into these areas increases risks from extreme weather events, and urge authorities to prevent such developments to mitigate future climate impacts.



Balance density with community character: Respondents shared concerns about the negative impacts of high-density developments on neighborhood character and heritage areas. Many expressed frustrations with high-rise buildings intruding on established residential zones and emphasised the need for thoughtful urban design that respects existing character and provides adequate green space and sunlight.



Focus on sustainable infrastructure: Respondents suggested prioritising resilient infrastructure, such as flood-proofing buildings, creating urban microgrids for energy, and implementing sustainable building practices like solar energy and passive design principles to reduce reliance on non-renewable resources.

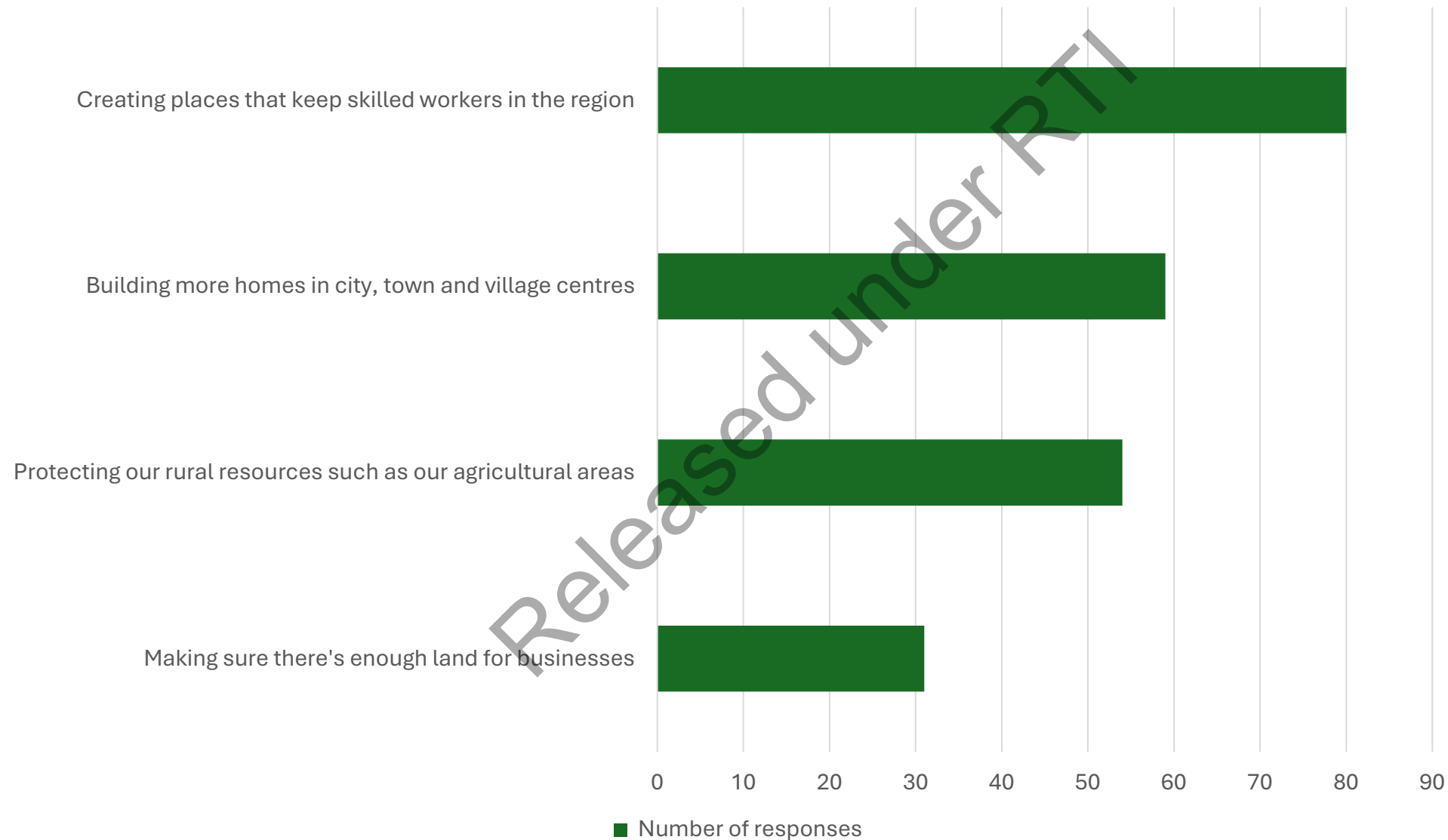


Incorporate green spaces and natural elements: There's a clear call for more green spaces in urban areas to help manage stormwater, improve air quality, and cool urban environments. Community gardens, trees, lighter-colored roofs and pavements, and wildlife corridors are mentioned as valuable tools for bringing nature into cities.



Educate and encourage community responsibility: Many respondents believe that climate resilience is a shared responsibility, advocating for community education on the risks and preparations for climate impacts. There's also support for promoting rural living and small-acreage self-sufficiency, as well as for initiatives that allow communities to protect and manage their local environments.

How can we help our local economy grow? (select your top two)



Emerging sentiments

How can we help our local economy grow? (select your top two)



Allocate land for economic activities: Many respondents believe that planning should prioritise land allocation for industries and agriculture rather than housing expansion.



Affordable housing for workforce retention: Affordable housing was described as crucial for keeping skilled workers and supporting economic stability. Respondents highlighted the need for evidence-based policies to balance short-term rentals with housing availability for workers and suggest integrating affordable housing solutions in areas with available infrastructure.



Invest in training and job opportunities for young people: Respondents commented on the importance of creating job and training opportunities locally to retain young talent. Respondents emphasised the importance of skills development in local industries to reduce the need for youth to leave the region in search of work or education.

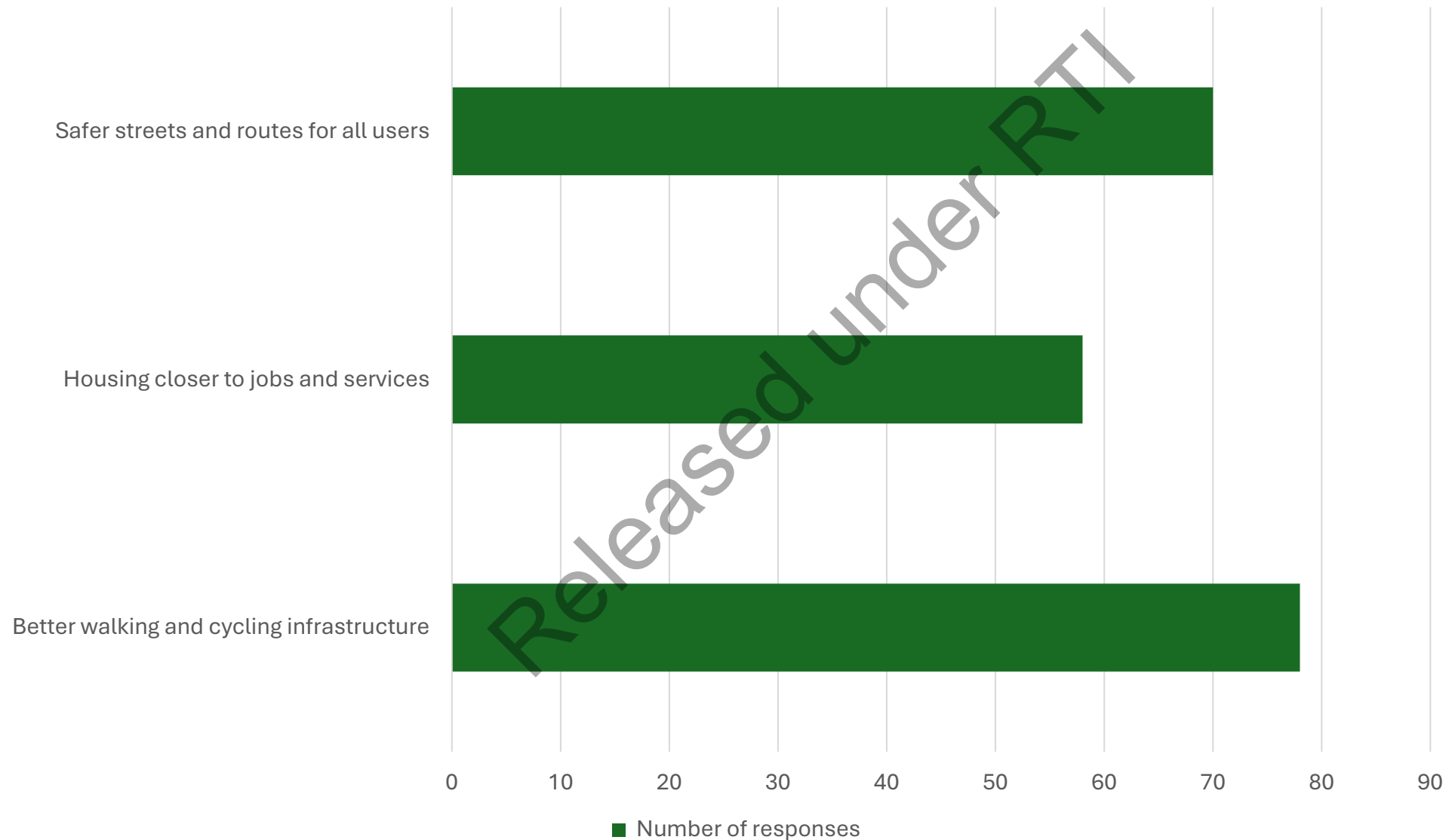


Encourage local businesses and decentralisation: Local economies could benefit from loosening restrictive zoning and business regulations to foster small businesses and encourage business decentralisation into regional areas. Providing incentives for businesses to operate outside major city centers is seen as beneficial for regional economic growth.



Maintain community liveability: Respondents suggested that economic growth should align with sustainable practices and community liveability.

Acknowledging that urban areas will have more transport options than rural or remote towns and villages how might we encourage more journeys by walking and cycling or public transport? (select your top two)



Anything else you'd like to tell us?

- **Community engagement and local decision-making:** Some respondents suggested there are inadequacies in the planning process and decision-making, feeling that community interests are underrepresented. There's a desire for more inclusive and transparent engagement from councils and government, especially on issues that significantly impact local communities.
- **Urban Growth Boundaries and land use flexibility:** Several comments discuss frustrations with strict urban growth boundaries (UGBs) and limitations on rural and low-density residential zoning. Many advocate for revisiting these policies to address housing shortages, while avoiding excessive urban sprawl and ensuring affordable land options are available.
- **Need for regulation of visitor accommodation:** There is a strong sentiment that visitor accommodations like short-term rentals impact housing availability and affordability. Respondents argue for stricter regulations to help retain residential stock and reduce urban sprawl.



Southern Tasmania Regional Land Use Strategy State of Play Report Consultation
Confidential Submission from NRM South

12 December 2024

State Planning Office
Department of State Growth
GPO Box 536
Hobart TAs 7001

To Whom it may Concern,

Re: Southern Tasmania Regional Land Use Strategy State of Play Report Consultation

Thank you for the opportunity to comment on the 2024 State of Play Report. NRM South supports the intent of the Report in informing the review and update of the Southern Tasmania Regional Land Use Strategy (STRLUS).

NRM South's role in southern Tasmania is to guide and enhance the management of natural resources by working with a range of partners to drive effective on-ground natural resource management projects and support the community with knowledge and information.

The *2030 NRM Strategy for Southern Tasmania* identifies regional priorities within the themes of Land, Water, and Biodiversity. Through stakeholder engagement and expert elicitation undertaken as part of the Strategy development, our organisation has identified key issues of importance to our region and stakeholders. As such, the Strategy is relevant to the State of Play Report and STRLUS.

We offer the following in support of the State of Play Report.

Region Shapers

NRM South highlights the need for regional strategies, including STRLUS, to integrate state and national priorities while recognising the role of NRMs as connectors of global, national, state, and local policy agendas. This integration ensures effective delivery of policies such as the UN Sustainable Development Goals (SDGs) and the Australian Government's *Threatened Species Action Plan (2022–32)*.

There have been important developments in the commitments and approach to the management of protecting and restoring the natural environment and adapting to climate change impacts at the Commonwealth level in recent times. The Australian Government's commitment to protect 30% of habitat to halt the decline in threatened species and biodiversity has relevance, with implications for the clearing of habitat for development.

Further, the State of the Environment Report (SOE) released in September 2024, stated that the 'mutual dependency between Tasmania's economic prosperity and the health of the natural environment cannot be over-emphasised' and that 'in the Commission's view aspects of Tasmania's natural environment are in decline, and the maintenance of ecological processes and genetic diversity are increasingly under pressure'.

The STRLUS Report Regional Shapers #2 and #3 reflect the broader state and national policy context. NRM South strongly encourages protection of biodiversity, ecosystem health and connectivity of natural environments to be at the forefront of planning and development decision making to allow nature to continue to provide ecosystem services to support southern Tasmanian communities, economic prosperity and culture, as well as respond to climate change impacts.

The Region

The following information is relevant to Part 2 of the Report and the summaries of the subregions.

The natural landscapes values of 'metropolitan Hobart' are considerable and significant, particularly in comparison to other capital city regions. A key example is kunanyi/Mt Wellington / Wellington Park with diverse native plants, animals and ecosystems, climate refugia and significant intrinsic and culture values for Palawa and non-Aboriginal people alike. The summary for the metropolitan area on page 16 lacked acknowledgement of these values within the description.

The 'east' and 'Midlands' also contains significant natural values which underpin the agriculture and seafood industries. The Midlands biodiversity hot spot contains 32 nationally threatened species, more than 180 plants and animal species that are threatened in Tasmania, as well as large tracks of critically endangered Threatened Ecological Community lowland native grasslands. It is one of only two terrestrial priority places in Tasmania under the Australian Government's *2022-32 Threatened Species Action Plan*.

Additionally, the marine waters off the east coast of Tasmania contain remaining areas Of Giant Kelp Forests (now listed as endangered and a priority place within the National Threatened Species Action Plan). In recent decades, the population has declined by 95 per cent because of changes due to climate change. In the 'south', lunawuni - Bruny Island is also regarded as a 'biodiversity hotspot' and is one of 20 priority places nationally in the Australian Governments Threatened Species Action Plan.

State of the Region

Theme 1 – Natural Hazards and Environmental Risks

As identified in Section 3.3 of the Report, it will be critical under climate change and resulting increases in natural hazards, to map natural hazard risk areas and avoid locating incompatible development in these areas. Alongside this, is the need to understand and map areas that the natural environment will need to retreat into, and buffers for high priority natural areas, to mitigate some of the impacts of climate change and natural hazards. Further to this, NRM South would support reclaiming land that has become unsuitable for development, into natural areas that can support ecosystem function and services under future climate scenarios to support broader social, health and economic outcomes.

NRM South supports the consolidation of settlements, access to affordable housing and efficiency for infrastructure and services, as well as reduced urban footprint. Planning to avoid removal of

native habitat and promoting ecosystem corridors is highlighted as a land use planning priority. Complementing the planning framework, work to proactively reinstate connectivity in developed landscapes will be needed to support environmental and human health into the future.

We note that building climate resilience will be fundamental under current climate predictions. Climate resilience must be integrated across natural, urban, peri-urban, and agricultural landscapes. Urban heat island effects significantly increase the need for shade and shelter from heat extremes. Trees providing shade, and other natural environments that can continue to grow and mitigate heat and provide natural refuge during extreme heat events, will be extremely important. Green spaces (open space and natural areas) contribute both biodiversity and other co-benefits such as air quality improvement and heat reduction to support health and climate change resilience for nature and people. Nature-based solutions (NbS) such as green urban spaces and corridors, green infrastructure, and urban wetland and waterways should be explicitly supported in the STRLUS.

The 2024 SOE Report highlighted pressure on water resources and waterways (quantity and quality), including from development, land use change, stormwater pollution and septic system overflows. This pressure will increase with further development, increased pressure on old water infrastructure and land use changes. These pressures will be coupled with changes in rainfall patterns under climate change. Planning space for water sensitive urban design, will aid improvements to water resources outcomes as well as coastal water quality and ecosystem health. These measures not only protect water quality and ecosystem health but also mitigate flood risks and improve resilience to climate change impacts. We recommend land use planning that supports nature's capacity to provide water filtration, flood mitigation and carbon sequestration. These services are critical for balancing economic development with environmental sustainability.

Finally, while wetlands, riparian and foreshore areas need to be protected from development (as highlighted in the STRLUS), other important values such as biodiversity hot spots and areas of climate refugia outside of reservations, will also be critical for protection, to support ecology and ecosystem services under increased climate change pressures.

Additional pressures

NRM South notes several challenges arising from human impacts:

- Population growth and development pressures leading to increased domestic animal impacts on native wildlife, particularly from cats and dogs.
- Illegal woodcutting and clearing for views, amenity, and access, as noted in the SOE 2024 Report.
- Incursions of invasive species particularly weeds in natural areas from residential developments. Additionally, range shifting species and new pest and disease incursions are expected to increase as climate change drives range extensions and environmental conditions suitable for new biosecurity risks. Deer populations are expanding in Tasmania, including in the southern region, impacting natural and peri-urban areas and activities.
- Impacts of urban sprawl on soils, erosion risks and consequently overall landscape resilience.
- Tourism and the "Instagram effect," also increases pressure on services and surrounding natural areas in tourism areas. Planning should consider infrastructure, visitor numbers and sustainable tourism development. These considerations are crucial as tourism continues to grow in Tasmania.

NRM South strongly encourages STRLUS to prioritise biodiversity protection, ecosystem health, and natural connectivity in planning and development decision-making. Data and information on human induced pressures and climate risks into the future, enable understanding that how we have managed things in the past, will not be adequate into the future. As such, we stress the need for integration of climate resilience, ecosystem services valuation, and nature-based solutions into the strategy. In line with our role under the *NRM Act 2002*, a part of the Resource Management and Planning System, NRM South is ready to assist in aligning regional land use planning with broader environmental and climate goals.

Thank you for the opportunity to provide comment. If you have further queries please contact
out of scope

Yours sincerely,

out of scope

Nepelle Crane
CEO NRM South

1 December 2024

Shaping Tasmania Feedback

STRLUS Review Committee

Joint Landowners of Sorell East Region (SOR-S5.0) submission on STRLUS Review

As landowners of the properties identified as Sorell East (SOR-S5.0) in the Tasmanian Planning Scheme, we provide the following feedback for consideration in current review of the Southern Tasmanian Land Use Strategy (STRLUS).

The STRLUS Review State of Play Report has provided data on existing and projected housing requirements. It also notes the affordability of housing in greenfield developments which has been preferred by young families. However, there is a sentiment expressed in the documents that pushes for infill housing and to stop the expansion of growth boundaries.

Whilst the importance of efficient use of land is recognized, there is an established character of development in Tasmania. The nature of our settlements and communities is sought by local people and those relocating from interstate.

Tasmania has achieved a high level of decentralization and strong regional and local differences; this should be supported with the ability for all settlements to enjoy sustainable growth that is strategically planned to reflect local knowledge and aspirations.

If the urban growth boundary is retained as a fixed boundary and is not extended through the present process, housing supply targets will not be achieved.

Development approvals will be confined to existing higher tier settlements with infill development prioritised. The effect of this will be a constriction in the supply of housing and land suitable for industrial uses.

The cost of housing in Tasmania will continue to increase.

Infill housing is expensive and the perceived use of existing infrastructure is not necessarily achieved. Sewer, water and stormwater infrastructure does not always have excess capacity – it has generally been constructed to meet the demand of existing development. Infill housing often triggers the need for expensive and disruptive upgrades within built up areas.

[Harley, R., *This is why new housing isn't getting built*, Australian Financial Review 30/10/2024]

Importance of satellite village settlements

Sorell is correctly identified in the State of Play Report as the service center of the East. It plays an important role in providing goods and services to the primary production and tourism industries that drive the Eastern economy.

Sorell has grown significantly in recent years and currently a significant proportion of residents commute to Hobart suburbs for employment and education.

The Sorell East Landowners Group is proposing an expansion of Sorell to provide light industrial land for builders and contractors to have locally based business, and school to provide further educational options and additional residential development.

This land will assist in developing critical mass to the regional settlement area and enable increased self sufficiency to the township. The expansion will allow Sorell to remain and improve economic sustainability.

This is an example of development which would be at odds with the current mindset of infill housing but would in fact complement that policy.

We propose that planning needs to accommodate the potential for a diversity of housing types.

Prior review of Sorell East Development Strategy

This is not a developer driven proposal. Based on their own strategic planning, Sorell Council included this area in their local provisions schedule in 2021, however the Tasmanian Planning Commission took the highly unusual step of recommending to the Planning Authority to include a Specific Area Plan to safeguard the future potential development of the site.

[Sorell Local Provisions Schedule approval [2022] TASPComm 38 (25 October 2022)]

Greater Hobart Plan

It is important to note that the Greater Hobart Plan applies to land only within the Local Government Areas of Clarence, Glenorchy, Hobart and Kingborough and therefore should not be a consideration when planning for areas outside of the tightly defined Hobart 'metro' area.

It is also important to be aware that the Southern Tasmanian Regional Land Use Strategy includes the Local Government Areas of Brighton and Sorell in the definition of Greater Hobart. The towns of Brighton and Sorell are important service centers and employment nodes for the surrounding areas and should be considered part of the Greater Hobart Area.

Put simply the Greater Hobart Act 2019 does not allow the Greater Hobart Plan to plan for areas outside of the four LGA's named in the Act. Respectfully, this plan seems to take a simplistic view that all growth and development should be within the four 'Metro' Councils and none should occur in the rest of the Southern Region. It is not appropriate for this position to be carried through into the STRLUS, which should adopt a more nuanced approach to planning outside of Metro Hobart. The STRLUS should recognize Brighton and Sorell as key satellite growth areas within broader "Greater Hobart Region".

Ultimately our view is that **STRLUS review should allow for new greenfield development precincts in outlying villages and satellites such as Sorell because they provide the following benefits:**

- i) Regional employment nodes that continue to provide growth in employment opportunities within their own municipal boundaries;
- ii) Fully serviced with supermarkets, medical centres, pharmacies, child care, schools, retail shops, legal, financial and other professional services making travel into Hobart CBD mostly unnecessary;
- iii) Proportionally have more young families that consistently deliver natural population growth without reliance on immigration;

- iv) Young families typically require a backyard that is often lacking with infill development;
- v) Close to Cambridge Homemaker Centre (5 minute drive from Sorell) and Hobart CBD (15 min drive from Sorell) to provide alternative employment opportunities and easy access to hospitals, university, concerts, events, city retail and more specialised shops and services if desired.
- vi) Sorell Causeway is already being constructed at a cost of up to \$270+ million so it makes sense to take advantage of this connection;
- vii) Accommodating social and affordable housing and NDIS dwellings for local and immigrant couples, families, professionals and retirees.

A pragmatic approach needs to be taken that allows for a balance of encouraging infill development, whilst allowing greenfield expansion in appropriate areas. An approach that does not recognize the need to allow some expansion of the urban growth boundary will compound the housing shortage by ensuring that the under-delivery of new housing stock is continued.

Key adjustments sought for the STRLUS:

- Expanding the urban growth boundary to include Sorell East (SOR-S5.0).
- Updating STRLUS to reflect Sorell's role as a regional growth hub with provisions for balanced greenfield and infill development.
- Supporting employment precincts and diverse housing typologies in satellite regions like Sorell.

We would welcome the opportunity to provide further information and input to the strategy review as required.

Yours faithfully,

out of scope

The JAC Group

out of scope

Archdiocese of Hobart

out of scope

out of scope

Julfran Pty Ltd

Representing the Sorell East Landowners Group

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Lesley Robert Gould



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Document 17j

18 December 2024

Dear Sir/Madam,

In the two years leading up to June 2023, the South Hobart Sustainable Community (SHSC) collaborated with the South Hobart Progress Association (SHPA) to respond to the Hobart Local Provisions Schedule (LPS) as released for public comment by the City of Hobart Council.

Through engagement with our local community, we endeavoured not only to draw on the outcomes of our own community consultations but also to remain consistent with strategic planning documents released by the City of Hobart, including the Capital City Strategic Plan 2019 - 2029 and the Sustainable Hobart Action Plan 2020 - 2025, as well as regional planning documents.

With the aid of professional planning advice, provided by Ms Heidi Goess (Director, Plan Place), we developed two Specific Area Plans for South Hobart that are not only consistent with the State's planning laws and the Local Government Act but are also moderate and could easily transfer to other areas of Hobart (and indeed, Tasmania) to help promote a more sustainable lifestyle and quality of life.

We followed up this formal submission with in-person representations at the City of Hobart Council's Planning Committee meeting as well as to the Tasmanian Planning Commission.

This submission and our representations inform our submission here and can be offered as further written support for our current proposals, as necessary.

We thank you for the opportunity to make a submission to this Southern Tasmania Regional Land Use Strategy *State of Play Report* and look forward with great interest to your response.

Yours sincerely,

Out of scope

Out of scope

South Hobart Sustainable Community

South Hobart Sustainable Community Planning Group



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SHSC's Southern Tasmania Regional Land Use Strategy (STRLUS) - South Hobart Sustainable Community's Response

What is the Southern Tasmania Regional Land Use Strategy?

"The Southern Tasmania Regional Land Use Strategy (STRLUS) is a long-term plan for managing growth and change in Southern Tasmania while protecting our natural environment. Since STRLUS was first created, our region has grown and changed. New developments and the introduction of updated planning rules mean it's time to review and update the strategy."

"The twelve local councils and the Tasmanian Government are working together to update the STRLUS. Councils include:

- Brighton Council*
- Central Highlands Council*
- Clarence City Council*
- Derwent Valley Council*
- Glamorgan Spring Bay Council*
- Glenorchy City Council*
- **Hobart City Council***
- Huon Valley Council*
- Kingborough Council*
- Sorell Council*
- Southern Midlands Council*
- Tasman Council"*

"The Southern Tasmania Regional Land Use Strategy State of Play Report, is the first step in updating the STRLUS. It provides key data on population trends, economic shifts, and environmental changes, while highlighting what makes the region unique."

[Source: www.shapingtasmania.com.au – Accessed 8/11/2024]



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Introduction

South Hobart is a well-connected community, with residents who have grown up here as well as moved to Tasmania from far and wide seeking a better life. We also have a mix of social housing, and have higher levels of dwelling occupancy and dwelling mix than the state and national averages (ABS Census, 2021). Our community cherishes being close to nature, to unique wilderness areas, to the sea and river, to a small city with everything close at hand, conveniently located between *kunyanyi* 'The Mountain' and *timtumili minanya* 'The River'. We also appreciate the settlement being largely on a north-facing hillside and in the valley of the Hobart Rivulet, with schools, medical facilities, shops, restaurants, cafés, entertainment and public transport services all close by.

"The South Hobart Sustainable Community (SHSC) is a grassroots collection of South Hobart residents who are working towards making South Hobart a more sustainable and resilient place to live."

[Source: www.facebook.com/groups/southhobartsustcomm
– Accessed 8/11/2024]

SHSC Principles and Values

We have nearly 400 members, and have prepared this submission on their behalf, guided by our principles and values, which include:

Build Community - by generating inclusive activities, projects and ideas that bring people together across age groups, backgrounds, cultures and belief systems; by respectfully listening to each other and by working collaboratively for the common good and maximum enjoyment. Over the years, events have included winter lantern parades, film nights and Autumn Harvest Fairs, with the Resilience Fair now becoming South Hobart Sustainable Community's major annual event.

Build Resilience - by seeking ways to produce locally-grown food, make our streets safer, reduce bushfire risks by understanding and practicing hazard reduction, looking after our neighbours, bulk-buying sustainable solutions to everyday problems (e.g. - roof-top solar PV and hot water systems, community batteries, electric vehicles, electric bikes, preparing emergency kits in the event of the increasing likelihood of floods, fire, heatwaves, wild storms or cold snaps).

Nature first - this includes the preservation and conservation of all existing ecosystems and biodiversity holistically. It also involves bush-care, creating verge gardens, gardens for wildlife, food forests, a local community garden,



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home-based food production, composting, seedling swapping, cleaning up the rivulet, commissioning a mural for the badminton centre and so much more.

Play - we like to have fun, be creative, enjoy dance, music and the moment, support each other and enjoy each other's company. Children are an important part of the community and are included wherever and whenever possible and appropriate.

Specific interests

As a community we create specific interest groups and actively engage with the broader community, on issues including: State and Local Planning Policies, local developments, public open spaces and parks, local heritage, streetscapes, significant trees, endemic wildlife and their habitats, local infrastructure, transport systems and community facilities.

Our focus is always on seeking long-term, sustainable and nature positive solutions to economic, social and environmental concerns and issues, on behalf of our community.

Conclusion

We are a grassroots, bottom-up, and active community group whose aim is to make *'South Hobart a more sustainable and resilient place to live'*. We do everything we can to achieve this aim, regularly holding workshops, community gatherings and events to engage with the community and to support this purpose.

Our work is never finished!



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Shaping a Positive Tasmania Southern Tasmania Regional Land Use Strategy

THE ONLINE SURVEY

What is one big idea you have to make Southern Tasmania a better place to live?

We agree with the opening statement in section 2.1 *Southern Tasmania* that "Nature shapes the region", and the paragraph that follows. We also support the opening to 2.2.1 *Metropolitan Hobart* acknowledging the influence of the environment in our settlement pattern.

Therefore, our big idea is that Southern Tasmania must prioritise protecting Nature and our unique biodiversity above population growth, human developments, old-growth forest logging, mining and tourism by applying the 'precautionary principle'¹. We see this as vital, given the consequences of our current trajectory are becoming more apparent with each year (flooding, fire, drought, heat).

Short-term economic targets through the myth of endless growth must be replaced by a long-term vision of Nature First policies and Land Use Strategies.

This aligns well with the Key Findings - Region Shapers #2 and #3 (page 72).

Answers to survey questions ...

Q 1. How do we make sure Southern Tasmania remains a great place to live as the population changes? (select your top two)

- ✓ Building more diverse housing
- ✓ Creating walkable, sustainable communities
- ✓ Protecting our natural environment
- ✓ Ensuring as we grow our communities can still easily access services

Tell us more about your selections (optional)

¹ One of the primary foundations of the precautionary principle, and globally accepted definitions, results from the work of the [Rio Conference](#), or "Earth Summit" in 1992. Principle 15 of the [Rio Declaration](#) notes:

In order to protect the environment, the precautionary approach shall be widely applied by States according to their capabilities. Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent [environmental degradation](#).

— Rio Declaration, 1992. [Source: https://en.wikipedia.org/wiki/Precautionary_principle. Accessed: 8/11/2024]



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All four choices are important, and should be a starting point for future development: it is simplistic to narrow to only two.

Developing thoroughly detailed complex solutions to our complex problems requires all the best ideas from around the world to be integrated in a holistic and ecosystemic way for the long-term future of our one and only habitable planet in the universe.

As noted in Theme 3 (page 62), the development within Southern Tasmania's outer suburban areas (i.e. Huntingfield, New Norfolk, Sorell) are embedding vehicle dependent housing, so the final outcome is rarely delivering on one of those four options. We agree with the 'placemaking' approach outlined in section 5.2.2, and support the 70% infill housing target for Greater Hobart.

We read the Department of State Growth's draft *Medium Density Design Guidelines* (2024), and endorse the principles it sets out. If followed, it would provide Southern Tasmania with a higher standard, and more visually interesting, choice of housing than we typically see offered by the development industry.

We also read the "*Toward Infill Housing Development*" report and agree with the premise that the housing industry is attracted toward outer suburban areas as it is easier than infill development. It also seems the STRLUS (2010) aspiration of a 50/50 greenfield/infill ratio hasn't been adequately enforced, with councils like Sorell, Brighton, Clarence, Derwent Valley, Kingborough and Huon Valley all keen for additional ratepayers (and the reality is more like 85/15 ratio, as it was in 2010 - as per p.15). As a state, we are now paying a significant price for infrastructure to support this, with three major road projects totalling over \$1.2b under construction or in planning (Bridgewater Bridge, SETS Causeway duplication, Southern Outlet fifth lane).

We suggest:

1. Tightening the Urban Growth Boundary (i.e. either shrinking the land supply within it, or rezoning/releasing the land over a longer timespan), so that this creates a greater level of effort on the part of the development industry to identify and pursue infill options.
2. A Tasmanian Planning Policy for affordable and infill housing will provide a whole of state framework to guide regulatory changes that better support infill housing.
3. Consider affordable housing mandates in medium to large scale projects. This could be facilitated by embedding minimum affordable housing components through both policy and development agreements. This could be specifically tar-



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geted or limited to key redevelopment sites or precincts involving Government land and/or via a process facilitated by state policy;

4. Creating a specific Urban Development Authority (possibly within Homes Tasmania). Looking at what has been achieved by interstate projects (as per case studies in the *Infill* report), shows that the state needs a more cohesive approach to urban development, where government leadership is necessary. As a comparison, several decades ago the South Australian government recognised the need to take a proactive approach and established Renewal SA. This agency has achieved significant outcomes, in environmental, social and economic terms. Part of their success was adopting a very hands-on approach with the development industry in its early years, including a series of study tours to help them understand the possibilities of international best practice (i.e. Transit Oriented Developments in Europe).

These three examples are worth considering, and each has elements that could be applied in a Tasmanian context:

<https://renewalsa.sa.gov.au/our-approach/affordable-housing>

<https://renewalsa.sa.gov.au/our-approach/partnerships>

<https://renewalsa.sa.gov.au/projects/bowden>

Q2. How should we protect Southern Tasmania's environment and keep our communities safe? (select your top two)

- ✓ Limiting new developments in untouched areas
- ✓ Avoiding building in high-risk areas
- ✓ Protecting native habitats and ecosystems
- ✓ Promoting sustainable towns and villages

Tell us more about your selections (optional)

All four choices are important and should be part of the Strategy, along with many other considerations. We cannot simplify complex problems by choosing just two key issues when it is a whole interconnected web of ideas and solutions that is required in order to create a truly sustainable path forwards for humans and nature to co-exist.

In terms of avoiding building in high risk areas, we recommend:

1. The Tasmanian Government amend the *Resource Management and Planning System and Land Use Planning and Approvals Act 1993* objectives, including the



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definition of sustainable development, to include a definition of climate change.

2. Make responding to climate change an objective (both mitigation and adaptation), via State Policies, state planning policies and Tasmanian Planning Provisions, and work with other regulatory regimes to achieve the outcome.

In terms of protecting native habitats, we recommend:

1. Ensuring suitable buffer distances from bushland and waterways within any "urban growth areas" is an essential starting point, so impacts such as clearing for bushfire hazard reduction doesn't reduce the bushland extent, or create impediments to natural riparian zones.
2. Stormwater is not discharged directly into waterways without adequate pre-treatment/detention (i.e. filtering of oils, microplastics, gross pollutants).
3. Including measures to protect non-human species and high biodiversity values in Tasmanian Planning Policies and this revised Southern Tasmanian Regional Land Use Planning Strategy, based on ecosystem service provision.

In terms of promoting sustainable towns and villages, we recommend:

1. Determine whether the current prohibition on planning controls under the *Building Act 2016* can be lifted to enable carbon assessments and relevant criteria to be established under Building Code assessments. Establish strategic and policy platforms to provide clarity for practitioners in allowable climate change responses as part of strategic and statutory assessments within Tasmania. Include mandatory reporting on performance and outcomes.
2. Establish precinct and neighbourhood climate responsive design guidelines through Planning Policy and Regional Land Use Planning Strategies. Revise Tasmanian Planning Scheme standards to require assessment of built form accessibility, walkability and sustainability. Require annual reporting on progress towards stated targets.

Q3. How can we prepare our cities, towns and villages for climate change? (select your top two)

- ✓ Building homes and infrastructure in safe areas
- ✓ Encouraging green spaces and protecting waterways in our cities, towns and villages
- ✓ Protecting the natural environment
- ✓ Promoting compact towns and villages

Tell us more about your selections (optional)



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Yet again, all four choices are important, as are many other considerations.

For building homes and infrastructure in safe areas, we recommend:

3. Tasmanian Government establish State Policies and state planning policies that include best available science to inform expected climate impacts (e.g. regional downscaled projections on bushfire, heatwaves, flooding, landslide, coastal inundation and erosion) to provide clarity in assessment in both strategic and statutory planning.
4. Establish planning policy for hazard management (natural and human induced) at the landscape scale across Tasmania, reflected in Regional Land Use Planning Strategies.
5. Incorporate regional downscaled climate model projections to allow high resolution hazard mapping in the Land Information System Tasmania (LIST) to inform detailed hazard mapping

For protecting waterways, we recommend:

1. the mandatory adoption by Councils (or other regulatory agencies) within their Development Approval conditions (or similar regulatory approval system) of many of the Derwent Estuary Programs guidelines, such as the [Best practice erosion and sediment control book \(2023\)](#) and [WSUD Engineering Procedures for Stormwater Management in Tasmania \(2012\)](#)

For encouraging green spaces and protecting the natural environment we recommend:

1. Establish Planning Policy for carbon budgets at regional and subregional levels, supported by planning tools to enable the measurement and assessment of embodied carbon via strategic and statutory assessments.
2. Create Planning Policy requirements for bushland retention and urban vegetation cover, with corresponding recognition in Regional Land Use Planning Strategies.
3. Consider development incentives that recognise the use of vegetation in carbon pollution reduction and climate change adaptation responses.
4. Revise the Tasmanian Planning Scheme to include targets for urban tree canopy cover.

In terms of promoting compact cities, towns and villages, we endorse the principles set out in the Department of State Growth's draft *Medium Density Design Guidelines* (2024). We also recommend:



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1. The Tasmanian Government, in conjunction with a relevant expert body, undertake a review of infrastructure standards (such as local government and municipal standards for infrastructure and engineering matters) to improve efficiencies in urban infrastructure to reduce carbon footprints. Include mandatory reporting on performance and outcomes of these climate change initiatives

Q4. How can we help our local economy grow? (select your top two)

- ✓ Making sure there's enough land for businesses
- ✓ Protecting our rural resources such as our agricultural areas
- ✓ Building more homes in city, town and village centres
- ✓ Creating places that keep skilled workers in the region

Tell us more about your selections (optional)

Densification (largely as medium density) of the existing urban and suburban areas should replace continued expansion on the periphery of our towns and cities. Medium density housing projects, close to public transport routes, employment areas, healthcare, education centres and community facilities, public outdoor parks and open spaces and shopping areas can be achieved now with careful Strategic Planning and intelligent forward thinking. As previously noted, the principles set out in the Department of State Growth's draft *Medium Density Design Guidelines* (2024), if followed, would allow for more homes in cities, towns and villages without unduly impacting on character, and hopefully lifting the design quality.

Better stormwater and waste management systems to improve the water quality of rivers and coastal waters, maintaining healthy soils, minimising air pollution and creating a circular economy where waste is treated as a resource and landfill is the last resort.

Protecting our rural resources extends to our unique and internationally exceptional World Heritage Wilderness Areas, National Parks, Conservation Areas, old-growth forests and unique ecosystems and habitats. In Southern Tasmania, there are nearly 1million hectares of reserves, and these provide \$13.8 billion of ecosystem services (water catchments, oxygen, carbon storage, etc.). These reserves are critical to the future of life on this planet and Tasmania is well-placed to lead the world in this regard by becoming an exemplar of reserve management.



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Our human population centres need to be kept at a human scale, where villages and communities are the model, not megalopolis's where humans become subservient to the system rather than the system supporting humanity's healthy co-existence with nature.

Q5. Acknowledging that urban areas will have more transport options than rural or remote towns and villages how might we encourage more journeys by walking and cycling or public transport? (select your top two)

- ✓ Better walking and cycling infrastructure
- ✓ Housing closer to jobs and services
- ✓ Safer streets and routes for all users

Tell us more about your selections (optional)

Re walking and cycling infrastructure

In relation to section 3.3.3 State Government Strategies, we suggest the inclusion of the draft *Tasmanian Walk, Wheel Ride Strategy* (2024), given its ambitious targets for increased active transport and the positive implications it will have for environmental sustainability and directions for regional land use planning.

In Region Shaper #4 (page 73), we recommend amending the fifth and sixth dotpoints, to emphasise that active transport must be retrofitted into existing settlements, as well as reflect the draft "Walk, Wheel Ride Strategy" (2024) ambitions, as per below:

- Active and public transport improvements are retrofitted to existing settlements, and prioritised in locations where new housing is planned.
- Integrated land use planning will create places to enable more active transport, and incorporate complementary measures to promote community health and healthy living.

In Region Shaper #6 (page 73), we recommend an additional hotpoint, to become the first in the set, to reflect the draft *Tasmanian Walk, Wheel Ride Strategy* (2024) ambitions, as per below:

- The principles of Movement and Place will be applied to plan, design and deliver a transport system that provides a range of transport options and rebalances streets into more people-friendly places.

We have provided additional comments relating to Section 4.2 - Movement and Connectivity on pages 14-15.



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Re housing closer to jobs and services

The State Govt commissioned report *Toward Infill Housing (2019)* noted "Tasmania's housing market is very focused on single dwellings on the urban fringe, with low levels of infill development and a limited range of housing products. This has led to core gaps in the housing market, particularly for first home owners, low-income households, older people and downsizers, and students." We agree, and note that the outer suburban development pattern is having significant repercussions for transport services, embedding private vehicle dependency and resulting in three huge infrastructure projects to try and remedy, with the Bridgewater Bridge (\$786m), and Sorell and Midway Point Causeways duplication (\$365m) the two largest. Even the addition of the Southern Outlet fifth lane as a T3 transit lane (buses, taxis and private vehicles with 3 passengers or more) is \$62.5m with a further \$100m being requested to extend it to Kingston.

Invest heavily in far more sustainable public transport systems and reduce car use across Southern Tasmania. This will require a Government investment to foster a carbon neutral transportation system, provide infrastructure support for electric or hydrogen fuel cell public and private transport, and ensure that Regional Land Use Planning Strategies and the Statewide Planning Scheme couple population density increases with public transport service.

Recommendation 13 from *Toward Infill Housing (2019)* for a Government owned Development Corporation has considerable merit. We have looked at the success of Renewal SA, in taking a lead role in strategic redevelopments across greater Adelaide. Two standout examples are the delivery of a Transit Oriented Development (Case Study - [former Clipsal factory in Bowden](#)), and the mixed use innovation precinct (Case Study - [former Mitsubishi site in Tonsley](#)), and see a lot of applicable lessons for metropolitan Hobart.

Re safer streets and routes for all users

Government leadership, public education and financial incentives are required to transform the way people move around this State. There are design solutions that have already been created internationally which can be adopted/adapted and implemented immediately without the need for 'trials' and 'tests'. The trials and tests have already proven which solutions work best for the long term, we just need to get on with creating these solutions here and now. Invest in the public transport infrastructure now for the sustainable transport systems of tomorrow. *Electric* trains, light rail, buses, trucks, vans, cars and bicycles are all currently available. Renewable energy systems utilising Tasmania's huge wind and solar resources with mega-battery backup, can support these systems if invested in now. All that is required is the foresight and political will to get started.



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The Legislative Council Select Committee recommendations from its *Inquiry into Road Safety in Tasmania* (2021), included as number 19 - "Increased separated pathways and networks to improve safety for cyclists and encourage this as a transport mode". In response (tabled 21 March 2023), the Government noted that it supported this recommendation, with a qualification that cycling was suited to shorter distance trips. The Tasmanian Government is now looking to set a target for at least 50% of trips under 5km to be completed by walking and cycling by 2034 (increase from 30% in 2023).

The funding is often far less than what is required, and the implementation rates are very slow. For example, the State Government budget for 2024/25 shows Roads and bridges is \$556.9m (including Commonwealth funding of \$313.9m) and the allocation for cycling infrastructure is \$2.4m, which is only 0.4% of the total allocation. Even if looking purely at the State funding of \$243m, it would still only be 1% of the road program funding (Source: *The Budget, Budget Paper No. 1* (2024-25), Roads Program - Table 6.4, pp 140-142).

We have had a disappointing situation, with the Minister for Transport withdrawing State funding for a tactical trial for a protected cycle lane in Collins St, Hobart, and actively campaigning against its implementation (on the basis of it requiring removal of some on-street vehicle parking). This is despite it having been identified over 25 years ago as suitable for an active transport corridor between the Hobart Rivulet and CBD, and it aligning with the Department of State Growth's draft strategy to encourage active transport through All Ages and Abilities (AAA) infrastructure (Source: *Keeping Hobart Moving - Transport Solutions for our Future - Draft*, 2024).

Is there anything else you would like to tell us?

Research around the world to discover the best solutions to the complex problems that we need to solve for the long term future health of our State and our planet. There's no need to start from scratch as many people and places around the world already have great solutions that have been tried, tested and implemented successfully.

We also recommend the creation of a legislated head of power for developer contributions to enable the retrofitting of existing built environments to adapt them to projected climate change impacts. Within the Tasmanian Planning Provisions, use planning policies that recognise carbon offsets and provide guidelines for practitioner assessment of strategic projects, initiatives and pathways.

Tasmania already has the internationally-aware, scientific, academic, specialist consultants and experienced population to support these endeavours. We just need the State Government's leadership. Past politicians invested in hydro-electric



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infrastructure in order to support industry and the growing population's need for cheap power last century.

We now need this same degree of future-forward, political and social awareness to create the sustainable energy and transport systems for the 21st century, whilst protecting our wilderness and natural ecosystems in perpetuity, before we all perish in the climate catastrophe that we are currently, blindly fuelling,

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#### ADDITIONAL COMMENTS RE STATE OF PLAY REPORT

The following suggestions are made, on our presumption that much of the content from the *State of Play* will end up being in the draft STRLUS

#### 3.4 Opportunities and Challenges for Cultural Values, Climate, Landscape, Natural Hazards and Risks

Opportunities - Although the second dot point touches on climate resilience, we thought a standalone point re water management is necessary:

- Embedding Water Sensitive Urban Design as a mandatory requirement for any new development, to significantly mitigate future flood risks, but also improve biodiversity and improve water quality for receiving waterways.

We also note two of the Challenges refer to preserving historic heritage, so feel an additional Opportunity point re design standards is necessary:

- Implementing design standards for areas with high heritage values.

#### 4.2 Movement and Connectivity

This part of the report has no significant mention of active transport as a means to reduce reliance on vehicles other than in final paragraph. We suggest an additional paragraph (as per below) after the dot points about the bridges (p.48), for added context re active transport and recent growth trajectory:

Data from the Greater Hobart Household Travel Survey (2023) shows that Greater Hobart residents make an average of 3.2 trips per day. This includes an average trip distance of 8.7 kilometres and trip time of 19 minutes, while the average time spent travelling each day is 60 minutes. Active transport usage grew considerably in the four years since previous survey - the number of daily trips taken by bicycle increased 55% with bigger increases outside the Hobart municipality, 68% compared to 50%. Daily walking trips also increased by 13%.

Sources: [Travel in Greater Hobart - Household Travel Survey FINAL \(2023\)](#)



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#### Bicycle Network (26 Nov 2024) Hobart bike trips jump in new survey

We suggest an additional paragraph (as per below) after the current final paragraph, which reflects the vision from the *Tasmanian Walk, Wheel and Ride Strategy* (2024).

Tasmania has a target for at least 50% of trips under 5km to be completed by walking and cycling by 2034 (from a baseline of 30% in 2023), and a doubling in the walk and cycle to work rates (from baseline of 5%/1% in 2021, to 10%/2% in 2034). To achieve this increase, will require the three tiers of government working together with non-government organisations, academia and community groups to leverage their expertise and resources. It will need removing barriers to plan, design and deliver active transport projects that are continuous. Importantly, it will also require a significant increase in funding, from the current estimate of ~1-2% to at least 10% of the State's transport infrastructure budget.

Sources: [DRAFT Tasmanian Walk Wheel Ride Strategy \(2024\)](#) page 23.

[Policies to increase rates of active transportation \(2024\)](#) pages 29-30

#### 4.4 Opportunities and Challenges for Economic Activity and Infrastructure

No mention of active transport as a viable and attractive alternative transport mode, despite 127,500 trips daily across the seven municipal areas being made (Source GHHTS, 2023), and 11.9% of Hobartians riding at least once in the previous week (Source: Tasmania | National Walking and Cycling Participation Survey 2023 | page 10)

Suggest additional Opportunity point re active transport is necessary:

- Implementing the Greater Hobart Cycling Plan (For All Ages and Abilities) in full, using the guiding principles outlined in the draft *Tasmanian Walk, Wheel and Ride Strategy* (2024).

Suggest additional Challenge point re active transport is necessary:

- Although 50% of Tasmanians might consider riding at least some times, there are limited safe opportunities for less confident riders to do so.
- Lack of a consistent and sufficient funding allocation from all tiers of Government for the implementation of active transport infrastructure that has been identified in strategic plans for over 25 years.





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## 5.4 Opportunities and Challenges for People, Communities and Growth

This part of the report mentions 'less dependence on cars' but doesn't mention solutions. We recommend an additional two Opportunity points re social disadvantage and active transport are necessary, and reflects the vision and analysis in the draft *Tasmanian Walk, Wheel and Ride Strategy* (2024).

- Our communities are diverse and experience varying levels of social disadvantage. Generally, low-income households are disproportionately affected by a lack of transport options and the cost of car ownership consumes a large proportion of household costs. By providing active travel options for short trips, including affordable bikes, we can reduce barriers to social inclusion and equity.
- Strategic active transport corridors, principal riding network plans and priority walking precincts help guide future investment in active transport infrastructure, and ensure connectivity between within and between cities, towns and regions.

We recommend an additional two Challenge points re active transport:

- Many of our roads connecting regional towns don't have continuous wide road shoulders, regular signage or other ways to alert drivers to bike riders or people walking on the road. This limits the potential for connecting regional towns and longer-distance trips by bike.
- Community resistance against changes to streets may increase political pressure to reduce the provision of active transport infrastructure. This may come from proposals introducing shared spaces with people walking and riding, or interactions with people using public transport. Meaningful engagement with communities and stakeholders, including measurable outcomes for trials, is important to build greater understanding of why these changes are proposed.

~~~~~

16th December 2024**out of scope**

Southern Tasmania Regional Land Use Strategy Project Team

Emailed to: STRLUSupdate@hobartcity.com.auDear **out of scope**

Submission

Southern Tasmania Regional Land Use Strategy Review (STRLUS)

19 Plymouth Road, 198 Briggs Road and 110 Briggs Road, Gagebrook

1. Summary

Thank you for the opportunity to provide a submission on the *Southern Tasmania Regional Land Use Strategy State of Play Report*. I understand that this is the first step in updating the STRLUS and provides an opportunity for stakeholders to have their say on future land use in Southern Tasmania.

I have been engaged by E&E International Investment Corporation Pty Ltd ("E&E International") to provide a professional planning opinion about the possibility of their 115.3 hectare (ha) landholding at 19 Plymouth Rd, 198 Briggs Road and 110 Briggs Road, Gagebrook being included in the Greater Hobart Urban Growth Boundary (UGB) so that it can be rezoned for future development. The land is shown in Figure 1.

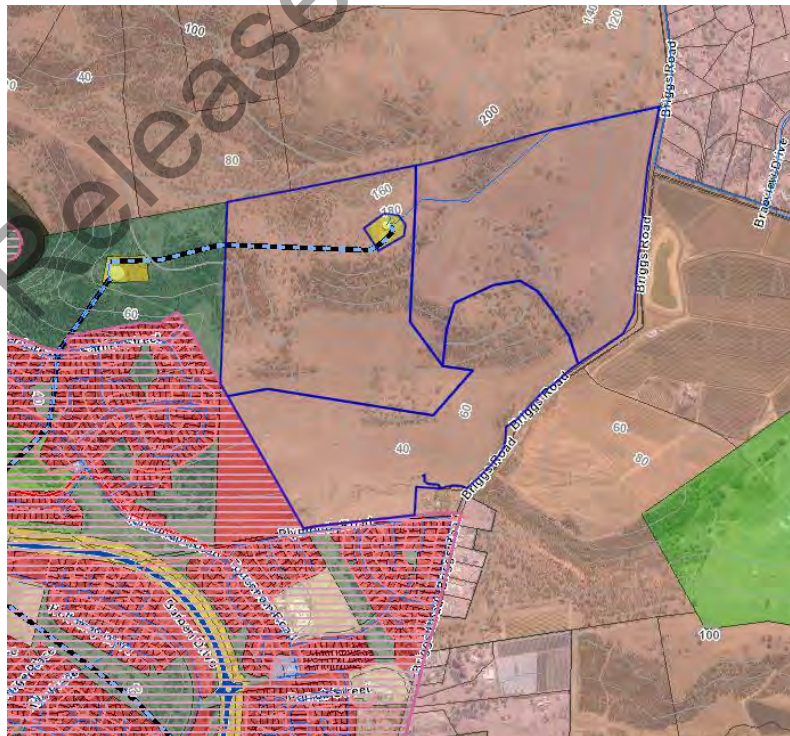


Figure 1: The subject land at 19 Plymouth Road, 198 Briggs Road and 110 Briggs Road. The pink hatched area to the south and west indicates the current Greater Hobart UGB (Source: Listmap).

Upon reviewing the local context, policy settings and the draft Masterplan prepared by the client, I am of the view that there is a strong argument for including a small portion (approximately 36ha) of the subject land in the Greater Hobart UGB in the revised STRLUS as shown in Figure 2 below.

The proposed “UGB expansion area” in Figure 2 below will be referred to as the “Subject Area” for the remainder of this submission.

As explored in greater detail below, the Subject Area provides a logical extension of the suburb of Gagebrook that takes advantage of existing infrastructure, provides much needed land supply and provides an opportunity to use private investment to address a range of socio-economic issues.

The Brighton Local Government Area (LGA) has the lowest level of available land supply in the Southern Region. Much of the land in the Brighton LGA already within the UGB requires consolidation of Rural Living land which makes development hugely complex given the need to co-ordinate multiple landowners and provide costly infrastructure upgrades.

The Subject Area has a single landowner who is eager to invest in the area as demonstrated through the preparation of a well thought out draft Masterplan. The UGB expansion will contribute modestly to providing additional land supply (approximately 13% of Brighton LGA's forecast demand) and will complement the more complex Council-led consolidation projects in the UGB.

Most significantly, future development of the site will inject private investment in Gagebrook, which is the most disadvantaged suburb in Australia with a population of over 1,000 people.

The proponent is hoping to provide much needed commercial and community services to the area. Private development in the area provides the opportunity to provide the critical mass to encourage other services in the area and also assist with the pride and aspirations of the community to help improve its socio-economic situation.

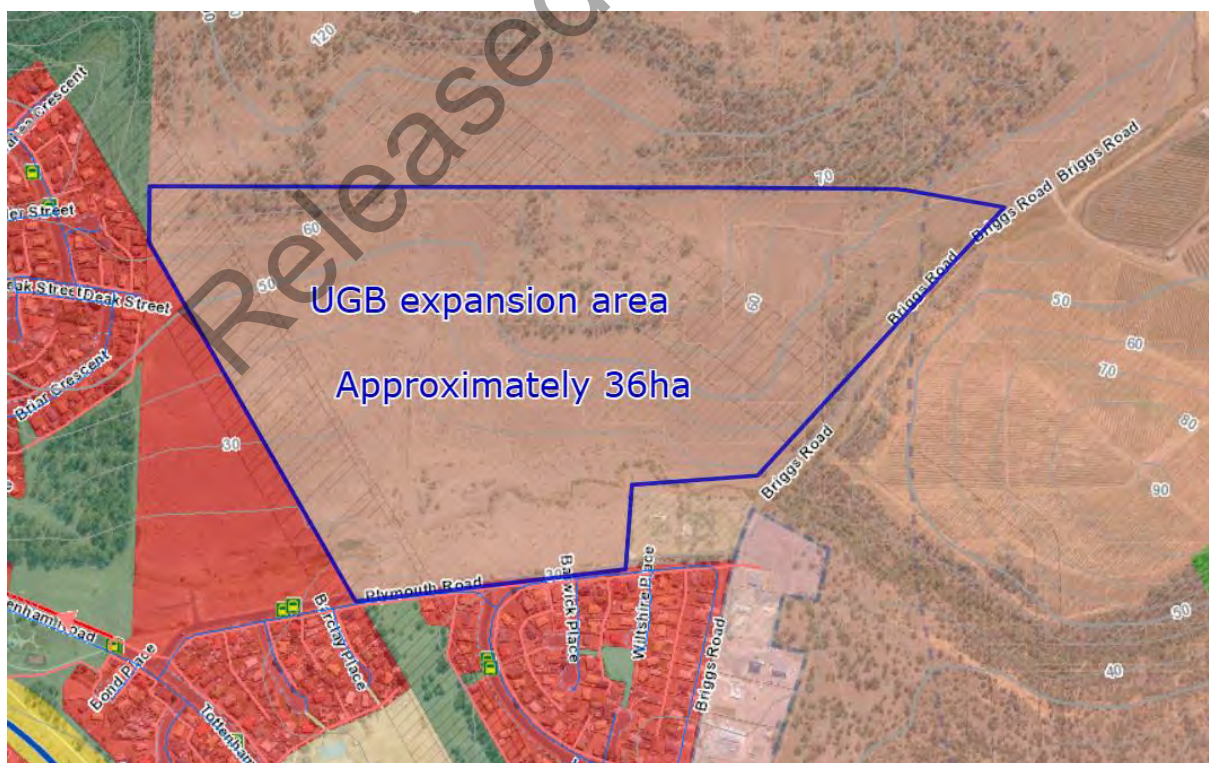


Figure 2: Proposed UGB expansion

2. Site Context

2.1. Site and surrounds

The Subject Area is in the north-east corner of the established suburb of Gagebrook and adjoins the General Residential Zone to the west and the south. The existing Greater Hobart UGB adjoins the southern and western boundaries of the site (see Figure 1).

To the east of the site is a large cherry farm. To the north is undeveloped rural land with a mix of bushland and underutilised agricultural land.

The triangle shaped lot to adjoining the western boundary has approval for a 77 lot subdivision. The landowner has recently indicated that they are preparing a new, more contemporary, subdivision application for the land now that the land economics in the area have improved.

The Subject Area is located on the flatter part of the site and is generally cleared and contains no buildings. The land is currently used for grazing for cows and has a land capability of 5 & 6.

The land is constrained by TasNetworks transmission easements along the western boundary and through the centre of the subject area. Cove Creek flows along the southern boundary.

The subject area is suitable for development as it has good access to infrastructure as follows:

- Existing road frontage to Plymouth Road and Briggs Road;
- Existing Metro bus stop on Plymouth Road frontage;
- Access to water with some augmentation required for sewer;
- Good access to the East Derwent Highway transport corridor;
- Within 170m of Gagebrook Primary School;
- Within 350m of the recently upgraded Cris Fitzpatrick Park;
- Walking distance to Local shops, service station and Brighton Council Chambers;
- Within 850m of a half-line supermarket at Herdsmans Cove;
- 5 minute drive to Bridgewater Major Activity Centre; and
- 7 minute drive to employment land at the Regionally Significant Brighton Industrial Hub.

Additionally, Brighton Council are currently preparing an Activity Centre Strategy, and the early analysis has identified the need for a new Local Activity Centre in the Tivoli Green Estate development area. The logical location for the new Activity Centre is around the Gege Brook open space area approximately 900m from the Subject Area. Development of the Subject Area and the proposed Activity Centre will help the area thrive and bring much needed services to the area.

2.2. Demographics

The suburb of Gagebrook was established as a social housing suburb in the 1970s and housing stock continues to be over 50% social housing. Figure 3 shows land that is currently owned by Homes Tasmania. Interestingly, ownership of much of the social housing stock has been recently transferred to Community Housing Provider, Centacare Evolve Housing (CEH), so the social housing stock is actually greater than what is shown.

Such high levels of social housing, and poor access to essential services, has resulted in the suburb being characterised by social disadvantage. Significantly, Gagebrook is ranked as the most disadvantaged suburb in Australia with a population greater than 1,000¹.

¹ Australian Bureau of Statistics, 2021 - SEIFA Index of Relative Socio-Economic Advantage and Disadvantage.

In recent years, the only significant investment in Gagebrook has been the development of 50+ additional social houses by CEH, further exacerbating the entrenched disadvantage and repeating mistakes of the past.

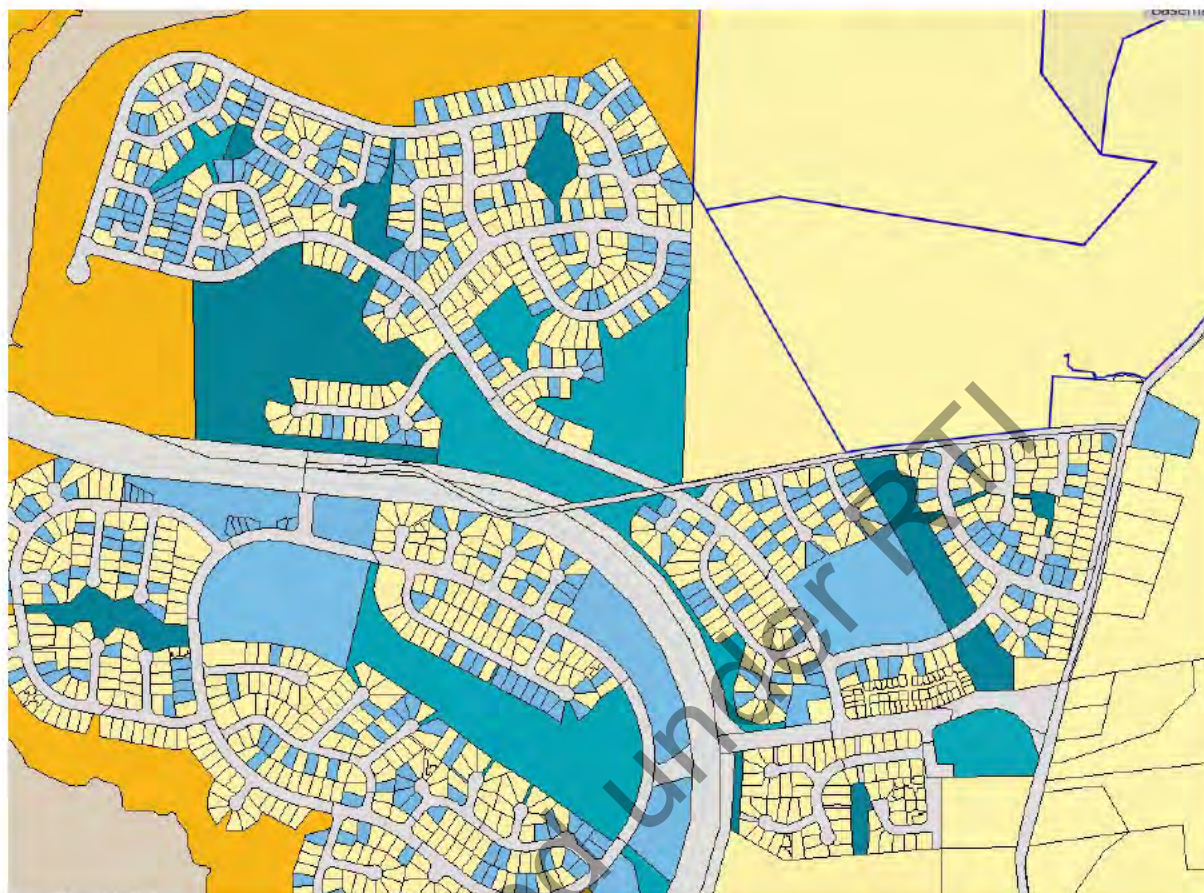


Figure 3: Map showing land in Government ownership in blue (Source: Listmap)

Table 1 provides key statistics from the ABS Census 2021 outlining the level and types of disadvantage the community faces.

Table 1: A selection of demographic statistics for Gagebrook (Source: ABS Census 2021)

Statistic	Gagebrook	Tasmania
Aboriginal and/or Torres Strait Islander	24.9%	5.4%
Median Age	27	42
Level of highest educational attainment - Bachelor Degree level and above	3.7%	21.9%
Unemployment	22.8%	5.9%
Median weekly income – personal	\$478	\$701
Mental health condition	17.6%	11.5%
One parent family	53.4%	17.4%
Number of registered motor vehicles – none	19.3%	6%
Housing – tenure type	74.2%	26.4%

It is quite unthinkable that one of the most disadvantaged suburbs in Australia is located on the urban fringe of Greater Hobart. Other disadvantaged suburbs on the list are geographically isolated in remote parts of northern Australia. To do nothing for this community is not an option. Private investment in the Subject Area creates an opportunity to improve the social and physical infrastructure and improve Gagebrook's socio-economic position.

3. Masterplan

E & E International has engaged local architects, Misho & Associates to prepare a high-level Masterplan for the three land parcels to demonstrate how the land could be developed (see Attachment 1).

It is noted that the Masterplan could easily be amended so that the boundaries of "Stage 1" align with the Subject Area.

The Masterplan provides for a landscape-led design solution for urban development of the land that responds well to the site's opportunities and constraints. There is a strong emphasis on providing walkable connections to an open space network focused around wildlife and riparian corridors.

Most importantly, the preparation of the Masterplan demonstrates a willingness by E&E International to invest in Gagebrook which has the potential to transform and improve the community.

The Masterplan provides for single house lot development as well as the potential for a mixed-use medium density area in the area closest to Plymouth Road that would be surrounded by an open space network. This area has the potential to improve housing diversity and choice in the area with the possibility of attached and apartment housing forms. There will also be the opportunity to provide additional commercial offerings and other much needed services in the Gagebrook area.

Private investment at this scale in Gagebrook has not been seen before and it has the potential to provide the critical mass needed to attract more services and other investment in the area. Generally, people that privately own their property have more pride in their homes and community and will help to improve the aspirations of the existing residents.

4. Residential Supply & Demand

The draft Tasmanian Planning Policies (TPPs) requires urban or settlement growth boundaries that spatially define the extent of growth with at least a 15 year supply. On this basis, the updated STRLUS will continue to spatially define a UGB for Greater Hobart.

A significant piece of work undertaken to prepare the State of Play report was the Southern Regional Tasmania (SRT) Residential Demand and Supply Study (RDSS) which provides a comprehensive assessment of residential demand and supply across the Region, the LGA's and 42 'planning assessment areas'.

The data suggests that there are land supply shortages within Brighton LGA and that existing supply will be exhausted in 11 years (See Figure 4). This falls below the 15-year supply target set in the draft TPPs and current STRLUS.

Table ES-1 Forecast LGA population and land supply, SRT region

LGA	Demand				Supply exhausted (in years) ^a		
	Population 2021	Forecast Pop 2046	AAGR ^a	AADD ^a	Theoretical	Practical	Practical (vacant)
Southern Regional Tas	116,732	141,931	0.78	636	23	23	19
Brighton	19,263	25,378	1.11	131	13	14	11
Central Highlands	2,580	2,681	0.15	8	23	23	23
Clarence (excl metro)	17,622	21,829	0.86	76	6	7	6
Derwent Valley	11,114	12,542	0.48	37	23	23	23
Glamorgan Spring Bay	5,118	6,079	0.69	69	23	23	23
Huon Valley	18,809	23,029	0.81	103	23	23	19
Kingborough (excl metro)	15,770	18,648	0.67	71	13	12	12
Sorell	16,975	20,959	0.85	99	23	23	17
Southern Midlands	6,838	7,838	0.55	27	23	23	22
Tasman	2,643	2,948	0.44	15	23	23	23

Source: REMPLAN Forecast, GMEF compiled by REMPLAN based on data from Department of Natural Resources and Environment.

#Note that 23 years is the extent of the forecast period (starting in 2024 and running until 2046) and based on August 2023 data.

^aAverage Annual Growth Rate (AAGR) over the 2022-46 period.

^aAverage Annual Dwelling Demand (AADD) over the 2022-46 period.

Figure 4: Extract from SRT RDSS(Remplan, 2024)

The forecasting goes to a more detailed “planning area” level for Gagebrook (combined with Herdsmans Cove). As shown in Figure 5 below, Gagebrook has 21 years of supply, whereas the suburbs of Bridgewater and Brighton have just 7 years supply.

Of importance is that the RDSS provides a baseline context for residential demand and supply to inform strategic planning. The data does not necessarily mean that the additional supply must be directed into Bridgewater, Brighton or the Brighton Balance just because the forecast says supply is due to be exhausted in these areas.

For example, “Brighton Balance” has just 2 years of supply and demand is forecasted to grow by 3,377 people. The Brighton Balance is land in the Brighton LGA that falls outside existing urban areas. The high population forecast is predominately based on recent high demand for Rural Living and Low-Density development on the fringe of Bridgewater and Brighton.

However, Rural Living supply is nearly exhausted and expansion of the Rural Living Zone is unlikely to be supported as it is discouraged through State and Regional policy. That means that this growth will need to be redirected into urban areas, such as Gagebrook.

Table ES-2 Forecast Planning Area population and land supply, SRT region

Planning Area	Demand				Supply exhausted (in years) ^a		
	Population 2021	Forecast Pop 2046	AAGR ^a	AADD ^a	Theoretical	Practical	Practical (vacant)
Bridgewater	4,386	4,823	0.38	15	5	8	7
Brighton	3,700	5,266	1.42	36	18	16	7
Gagebrook	2,829	3,058	0.31	10	11	21	21
Old Beach	3,156	3,662	0.60	10	23	23	23
Brighton Balance	5,192	8,569	2.02	59	2	2	2

Figure 5: Forecast Brighton LGA's Planning Area population and land supply for (Extract from SRT RDSS, Remplan 2024)

Due to a range of factors, realising supply can often be problematic. For example, reliance on co-ordination and collaboration between multiple landowners and agencies to deliver efficient and serviced land to the market can be a barrier to realising supply. Willingness of landowners to bring underutilised land to the market (i.e. land that has an existing dwelling) can also be a barrier.

In Brighton, both above examples are playing out. Brighton Council are tackling consolidation of Rural Living zoned land that is already within the existing Greater Hobart UGB, through projects

such as the South Brighton SAP and the Old Beach Zoning review. Whilst these projects are to be credited, they are extremely complex, resource intensive and costly for Council and take a long time to deliver supply.

Inclusion of the Gagebrook Subject Area within the Greater Hobart UGB would provide an excellent opportunity for a developer led project to deliver supply in an area that is a logical extension to the existing suburb. Development of the Subject Area by a single developer would complement the Council led infill development projects that have more complex and longer delivery timeframes.

Based on the Masterplan, once constraints such as riparian areas, open space and buffers to adjoining agricultural land are excluded, approximately 21ha of the subject area is developable land. Based on a figure of 15 dwellings per hectare, the subject area would accommodate approximately 315 dwellings. Based on a household size of 2.6 people² the subject area would provide housing for approximately 819 people, accommodating just 13.3% of the forecast Brighton LGA population and just 3.2% of the Greater Hobart population to 2046.

5. State of Play Region Shapers

The State of Play Report provides seven “Region Shapers” to provide preliminary direction for land use planning outcomes for the updated STRLUS. As outlined below, the proposed expansion of the Greater Hobart UGB over the Subject Area align with the seven Region Shapers.

Region Shaper #1 - Planning for the Region is grounded in an understanding of, respect for, and connections to culture, history and Country

An aboriginal heritage assessment for the site will be undertaken prior to any rezoning application and development taking place.

Region Shaper #2 - Land use and economic activity respect, protect and respond sustainably to the Region's unique natural environment

The draft Masterplan is a landscape-led design and considers natural environment creating a development that integrates with the landscape and surrounding topography.

Region Shaper #3 - Communities across Southern Tasmania are safe and resilient to natural hazards and climate change

The draft Masterplan considers the natural hazards in the design creating a climate resilient development.

Regional Shaper #4 - Communities in the Region are sustainable, connected and diverse

The Subject Area will provide affordable housing close to existing public transport, transport corridors and schools. The land has good access to utility infrastructure and can be serviced with some augmentation to sewer. The land is well located to employment land at Bridgewater and the rapidly growing Brighton Industrial Estate. The development of the Subject Area will help establish a new activity centre in “Tivoli Green Estate”.

Increased private development and ownership in Gagebrook will provide opportunities to promote community and healthy living.

Regional shaper #5 - Social services and infrastructure are planned and delivered to support a growing and changing community

² ABS Census 2021, Brighton average household size.

As mentioned above, Gagebrook is one of the most disadvantaged areas in Australia due to the large percentage of public housing in the area. Social services and infrastructure are already lacking, but the answer to the problem cannot be to just do nothing for this community. Private investment in housing and other commercial and community services can be part of the solution to addressing disadvantage in the community.

Regional Shaper #6 - Employment and economic clusters are accessible and transport networks support how, where and why people and goods move within, to and from the Region.

The subject area already has access to transport networks and an increase in population will help provide the critical mass to attract new services and facilities.

Regional Shaper #7 - The Region's economy leverages its unique strengths and provides a stable base for employment growth and diversification

The subject area provides affordable residential land within close proximity to the Brighton Industrial Hub which is providing significant employment growth in the Region.

6. Conclusion

I am of the view that there is compelling argument to extend the Greater Hobart UGB over approximately 36ha of the three land parcels held by E & E International as identified in Figure 2. The Subject Area is a logical extension of the suburb of Gagebrook and has been chosen as it is on the flatter portion of the land and has access to existing infrastructure.

The SRT RDSS clearly demonstrates that additional residential land supply is needed in the Brighton LGA. This proposal will provide affordable housing for approximately 819 people and help to address the current housing crisis facing Tasmanians.

The Subject Area would accommodate approximately 13.3% of the forecast population demand for Brighton LGA. The private led development by a single landowner would perfectly complement the more complex infill development projects being undertaken in the Brighton LGA and across Greater Hobart.

The developer has invested in a Masterplan for the site that demonstrates best practice design, including provision of additional services and positive environmental outcomes. Implementation of the Masterplan has the potential to offset years of under investment in a very disadvantaged area and contribute to the quality, pride and aspirations of the Gagebrook community.

The proposed expansion of the Greater Hobart UGB over the Subject Area aligns with the land use planning outcomes of the seven Region Shapers in the State of Play report and should be included in the updated STRLUS when it is released.

If you would like to discuss further, please do not hesitate to contact me on

Out of scope or **Out of scope**.

Your sincerely

out of scope

Allingham Planning & Projects

Cc Brighton Council

Attachment 1 – Gagebrook Masterplan

Released under RTI

18 December, 2024



To whom it may concern,

Thank you for the opportunity to contribute to early stage consultation on a refreshed Southern Tasmanian Regional Land Use Strategy (STRLUS).

YIMBY Hobart was established to advocate for:

1. **Housing abundance:** More housing of all types where people want to live.
2. **A city for people at all ages and stages, of all means and abilities:** Our city and suburbs should reflect the diversity of the community as a whole.
3. **Better access for everyone:** Being an active participant in our city should not rely on owning a car.

Given these goals, we are very interested in seeing the STRLUS live up to its purpose of *“guid[ing] land use and development in the long term”*. We do not believe the current strategy has effectively guided development in southern Tasmanian, and has failed to achieve the goals set out in Section 4, notably SD2, SD3, SD6 and SD8. We hope a refreshed strategy can improve on this record, by making a case for change, setting a clear strategic direction and establishing targets and accountability mechanisms.

To develop this submission, YIMBY Hobart hosted a structured community conversation event with 12 people in attendance. Attendees were broken up into two groups, with each group given three of the six subject areas to discuss. After 30 minutes, groups swapped subject areas, ensuring all attendees were able to consider each policy area.

Attendees then voted on issues they believed were most important in each subject area. The outputs of this process are summarised below. The butcher’s paper sheets used in the exercise can be found at the end of this document.

Finally, this submission was shared with the core YIMBY Hobart supporter group, roughly 20 people, who made several additional suggestions, which were incorporated into the final submission.

The subject areas covered in the conversation guide are presented in order below. Note responses have been grouped into their high-level subject areas for simplicity. Many of the opportunities and challenges identified by the group are interrelated, and cut across the subject areas - some repetition was unavoidable where this was the case.

Climate change

Attendees were of the view the two major issues associated with climate change the STRLUS should address are:

- Physical disaster risks, such as increased fire and flood risk. Attendees highlighted that these risks are greater on the urban fringe, where housing and infrastructure is more likely to be built in or near bushland.
- Equity issues, such as increased insurance premiums in disaster prone areas and reduced access to services during emergencies. Attendees noted residents in peri-urban areas were often lower income than inner-city residents, and are more likely to be exposed to these economic and social issues than wealthier residents.

The group felt an increased focus on medium-density and infill development in existing built-up areas would go some way to alleviating these problems, by limiting residents' exposure to natural disasters and eliminating discrepancies in insurance coverage and service provision.

Natural environment

Attendees were of the view the three major issues associated with the natural environment the STRLUS should address are:

- Stopping the loss of woodland and grassland habitat to residential development on the urban fringe.
- Improving the uptake and quality of water-sensitive development in and around the region's waterways. Attendees noted improved water-sensitive design of green and open spaces could improve both public safety and amenity.
- Bringing nature into the city by increasing tree and plant cover in built-up areas.

As you might expect, many group members noted that more medium-density and infill development would help to address these issues. For example, fewer, taller residential buildings increases the amount of land available for use as open space, while limiting the need for land-clearing on the urban fringe.

Economy

Attendees were of the view the three major issues associated with the region's economy the STRLUS should address are:

- Improving accessibility of commercial areas by improving footpaths, building bike lanes and improving public transport provision. Attendees were of the strong view that our current car-centric transport system is an impediment to increased economic activity, particularly in the case of small businesses.
- Improving retention of young people by ensuring the central city is an attractive and exciting place to live. Group members highlighted Hobart's lack of higher density affordable housing close to services as contributing to the lack of street life in the central city.
- Maintaining Hobart's unique natural assets, such as kunanyi, both for tourism and to continue attracting people to live in Hobart. Attendees highlighted that Hobart is relatively unique in the accessibility and proximity of wild places, and that this represents a competitive advantage in attracting new residents.

Once again, the group emphasised the importance of increased density and improved accessibility to addressing many of Hobart's economic challenges. One attendee made a particular note of the lost productivity associated with time spent in traffic, and the opportunity to free this time up for productive or recreational use by improving active and public transport provision.

Transport

Attendees were of the view the three major issues associated with the region's transport system the STRLUS should address are:

- Improved active transport connectivity to key services. The group was strongly of the view that improving active transport links to sites such as schools and town/activity centres is the quickest and easiest way to encourage mode-shift, given these trips are often short in distance but can be long in duration.
- Better colocation of services and housing. Several attendees noted many Hobart suburbs have very limited local service provision, requiring residents to drive to access basic commercial, social and administrative needs. Increased medium-density and infill development means more people live close to the services they require on a daily basis, reducing the need for car trips.

- Better use of limited road space on main thoroughfares. Many of Hobart's major arterial roads still incorporate significant roadside parking, even during peak periods. Freeing up this space for active or public transport provision (i.e. bus lanes on Macquarie and Davey St) would significantly improve the overall utility of these major roads.

The group was unanimous in its view that Hobart requires a major rethink in the way people access and move through the city. Continued overreliance on private motor vehicles is both inefficient from a land-use and throughput perspective, and is harming the liveability and productivity of our city.

Population

Attendees were of the view the two major issues associated with the region's population growth and change the STRLUS should address are:

- Improved central business and activity centres. Hobart's current low-density development pattern makes the provision of services difficult. Services that are limited by this lack of density range from specialty retail, to public transport, to arts and entertainment facilities. As the population grows and ages, these services will become more important. Planning for well connected central business and activity centres, with ample medium-density residential development nearby, will ensure southern Tasmania is an attractive and welcoming place for both new arrivals, and existing residents as they age.
- A wider range of housing types developed in more areas. The group noted that a growing and aging population poses a particular challenge, in that many older people live in houses better suited to larger families, but lack options to downsize to a dwelling that still provides good amenity. This challenge is also an opportunity if we can build more, smaller and diverse housing types located close to services, creating an attractive downsizing option for older people and freeing up larger houses for current or new Tasmanian families.

In addition to the above, the group was strongly supportive of the STRLUS setting enforceable targets for dwelling construction across the region's LGAs. The Victorian Government has recently announced dwelling construction targets for Melbourne's LGAs, with a focus on transport connectivity and access to services. The current STRLUS has failed to influence the distribution of housing construction in the region, we expect the new Strategy to do better.

Housing

Attendees were of the view that the major issue associated with the region's housing needs the STRLUS should address is increasing the number of medium-density and infill developments in existing suburbs close to amenity and services. The group was strongly of the view that stopping the outward creep of Hobart's urban boundaries, and concentrating new residential development in well-serviced suburbs, is the key to addressing many of the issues raised in the State of Play report.

Attendees raised several ideas for how the STRLUS can increase the pace and scale of medium-density development, including increased high-limits, a wider range of no-permit residential development types, more flexible central business and activity centre zoning, and instituting more restrictive zoning on the urban fringe. Many of these issues are covered in YIMBY Hobart's submission on the Tasmanian Government's *Improving Residential Standards in Tasmania* draft report, which can be found at: yimbyhobart.org/post/yimby-hobart-submission-improving-residential-standards-in-tasmania

Thank you again for the opportunity to contribute to this process, and for your work on this important issue. We look forward to the next stage in the strategy development process and our continued engagement in future consultation.

Regards,

out of scope

YIMBY Hobart

Housing, placement, infrastructure

What types of housing are missing from your neighbourhood?
What steps can we take together to ensure our region is livable for all?

Higher density eg in older suburbs so ppl can transition from large house to smaller home. & affordable.

Medium Density housing - push the boundaries to at least 18m/6 stories
need variety - include disability - in housing eg - extra room & accessible

Assemble housing

Housing not car parks in CBD

Use less cement on parking/driveways

Maximum parking - decoupling parking from accommodation

homes on property

Provision in Zoning to allow ancillary (granny flat) homes on property
More regulation/pub. interest test re short term Airbnb

Access to Services

aged care
playgrounds
daycare
fun stuff

⇒

24 Hour Economy
Agent of Change
passing lanes

large house on fill blocks & houses tiny etc

Modular/Flexible Housing

tiny houses

cohousing
sharing of resources

Connection
access to green space

Need:
Livable Housing Standards
& adaptability of structures.

More acceptance/education re diversity of ways of living (groups)
eg - having pets in apartments (groups)

Make hotel permitting easier to underwrite AirBnB

305
 2000
 2000

What is important to the regional economy? How can the STRLUS protect & enhance this?

How might we encourage more employment?

How might land use encourage young workers to stay in our region?

3) Higher density affordable housing close to services

- jobs opportunities / SUPPORT SMALL BUSINESSES

- entertainment - need more diversity of courses here.

1) Education Health - Govt services

2) Train local ppl - apprenticeships - direct training.

1) Don't expand urban into ag. land

• Maintaining greenery eg kunanyi for tourism.

• Maintaining greenery eg kunanyi for tourism.

• Maintaining greenery eg kunanyi for tourism.

• Maintaining greenery eg kunanyi for tourism.

More efficient people movement → massive productivity scale

ACCESSABILITY
 → FOOTPATHS
 → BIKE LANE
 → PT

Reducing friction to engaging economy in local

→ opening up ppl's on private pt

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

→ e.g. regional transport

Re: Young people

→ Make the city

→ more exciting

→ High density

→ lively

→ 24h economy

→ 24h economy

→ 24h economy

→ 24h economy

→ 24h economy

→ 24h economy

→ 24h economy

Release

non-
residential
activity

✓ Acknowledging that urban areas will have more transport options than rural & remote towns/villages, how might we encourage more journeys by walking & cycling or public transport?

• How can the STRLUS best support movement and connectivity in our region?

- a lot of smaller scale interventions - denser areas - so it's viable

- walking school bus
- proactive transport before popular

- State Govt should invest more in transport cycling: good active transport network

- red light cameras at more/all intersections

• local shops/facilities (activity centres)

• housing & supermarkets/businesses - higher density / better use of existing buildings closer to centres or in the city

• less parking on major thoroughfares - eg Davey St.
• more collegiate eg to UTHS campus

- encourage use of ebikes.

• continuous connection of bike lanes - not stop & start.

• cycling networks to & from schools - too much school student drop-offs/pickups
↳ more encouragement of kids getting buses

- Separate Bikes from Cars

* As our population grows and changes what might the Southern Tas need that in different from today?

- more public transport & more reliable & frequency — + more Transp close to housing/where people want to live.
- good pop'n centres & density that makes it viable to have more services
- ~~people~~ working more locally to where they live - decentralisation.
eg hospital & large employers in places of good pop'n or growing pop'n
- pop'n ageing - different types of housing - eg downsizing
a house to transition from 1 person to a large home
- downsize in our community - local mix of housing types
- different pop'n groups & difficulty accessing suitable housing

- Enforceable population Allocation targets. (X transport for Y km)

→ small hospitals for elective surgery + triage of emergencies / urgent care only.

* What do you see as the biggest challenge to Southern Tas natural environment?

2) * What aspects of the landscape are important? -coasts - accessible to public

* How can the strategy contribute to environmental outcomes?

- Development Panels
- Land Clearing
- Water ways
- Erosion
- Flooding
- Pollution
- Habitat loss

regulated setbacks for buildings (waterways)

regulated setbacks for buildings (waterways)
water-sensitive design
smaller footprint of built environment

2) keep permeable surfaces.

Apartment create views!

Access close will habitat
tree canopy
smaller footprint of built environment = more nature at street level
(better housing/apartments)

Protect tree-line around city
Brim
Access nature into city

Education
Consider the impact of climate change on our natural environment (e.g. species, habitats)

What do you see as the biggest challenge caused by climate change in Southern Texas?

What else could the strategy do for climate resilience? (purple pen)
see comments on blue/green space

more green & permeable surfaces to prevent heat

more green & permeable surfaces to prevent heat

Coastal erosion - who gets to be reimbursed/relocated if homes inundated?

Stop the no-stop building in at risk areas

HA

Insurance home & rental

Equity urban fringe lower housing cost / lower socioeconomic status
urban higher housing cost / high socioeconomic status

FIRE -> Affects urban fringe

FLASH FLOODING

LAND SLIDES/SLOPS

Wind / storm

Fire Granter Pests in urban fringe Areas than Built up Areas.

Natural hazards

From: out of scope
Sent: Monday, 20 January 2025 12:31 PM
To: Out of scope; out of scope
Subject: RE: Discussions re UGB
Attachments: Potential Changes to the Metropolitan Urban Boundary in Clarence.docx

Hi out of scope,

Please find attached document identifying land we consider has merit being included in the Urban Growth Boundary. While we don't believe that the Urban Growth Boundary needs to be expanded, the areas in the attached document would provide more than enough area for development to expand over the decades to come. The proposed areas support orderly development of land, discourages the unnecessary extension of community infrastructure, helps preserve the important qualities of our rural areas, and avoids significant environmental constraints.

Please let me know if you need any further information from us.

Kind regards,



out of scope

City of Clarence

a 38 Bligh Street | PO Box 96 Rosny Park TAS 7018

p out of scope

w ccc.tas.gov.au | e out of scope

Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) People of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to, and value the deep knowledge of Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, a connection which has endured for millennia. Our work reflects our ongoing commitment to truth-telling and respectful understanding.

out of scope

From: out of scope <[redacted]@ccc.tas.gov.au>
Sent: Wednesday, January 15, 2025 11:30 AM
To: Out of scope <[redacted]@stategrowth.tas.gov.au>
Cc: out of scope <[redacted]>
Subject: Discussions re UGB

Out of scope

Re our chat last week about what had been put forward for the UGB changes, [redacted] is intending to send you through some marked-up maps by the end of this week.

section 35

Attached are some PDFs from our old mapping system that I prepared in 2005 prior to the 2007 scheme - the historical mapping on the current GIS has legends overlay which makes it difficult to read at a large scale. As you can see, everything old is new again!

The Rokeby Corridor is best seen on the "acton & smb..." file

Regards



out of scope

City of Clarence
a 38 Bligh Street | PO Box 96 Rosny Park TAS 7018
p out of scope | m out of scope
w ccc.tas.gov.au

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CONFIDENTIALITY NOTICE AND DISCLAIMER The information in this transmission may be confidential and/or protected by legal professional privilege and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorised. If you have received this transmission in error, please immediately delete it and contact Council by telephone or email to inform us of the error. No liability is accepted for any unauthorised use of the information contained in this transmission.

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Released under RTI

Potential Changes to the Metropolitan Urban Boundary in Clarence

Risdon Vale



Figure 1 – Existing Urban Growth Boundary

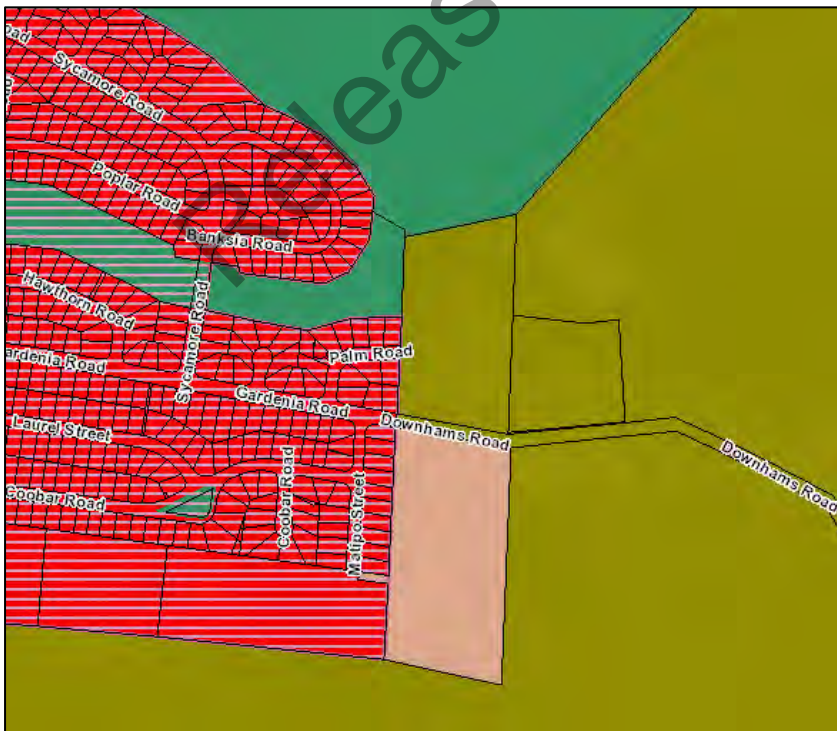


Figure 2 – Existing Urban Growth Boundary with existing Zones

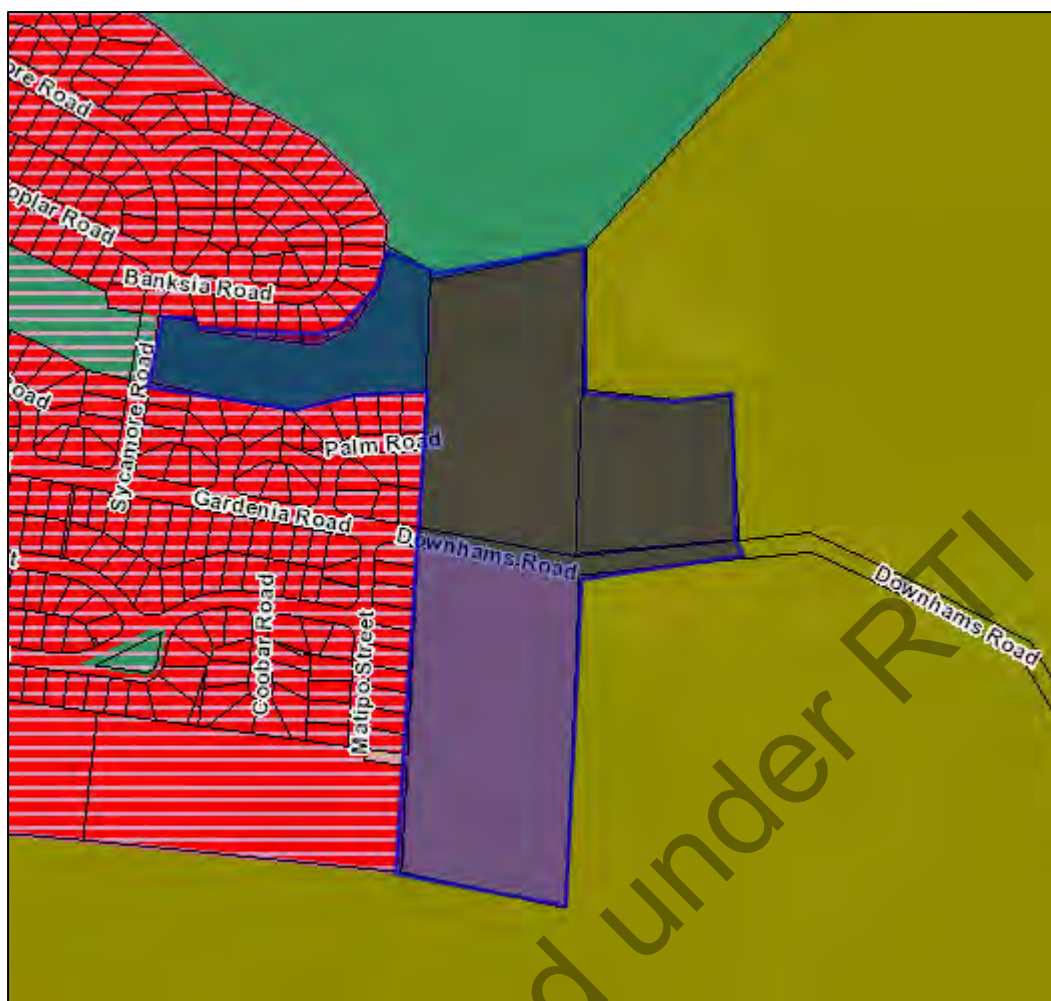


Figure 3 – Area proposed for inclusion in the Urban Growth Boundary

Include parcels:

1. Sycamore Road, Risdon Vale (86065/1). Currently in the Open Space Zone.
2. 1 Downhams Road, Risdon Vale (237677/1). Currently in the Landscape Conservation Zone.
3. 33 Downhams Road, Risdon Vale (39653/1). Currently in the Landscape Conservation Zone.
4. 21 Matipo Street, Risdon Vale (120636/3). Currently in the Rural Zone.



Figure 4 – Existing Urban Growth Boundary

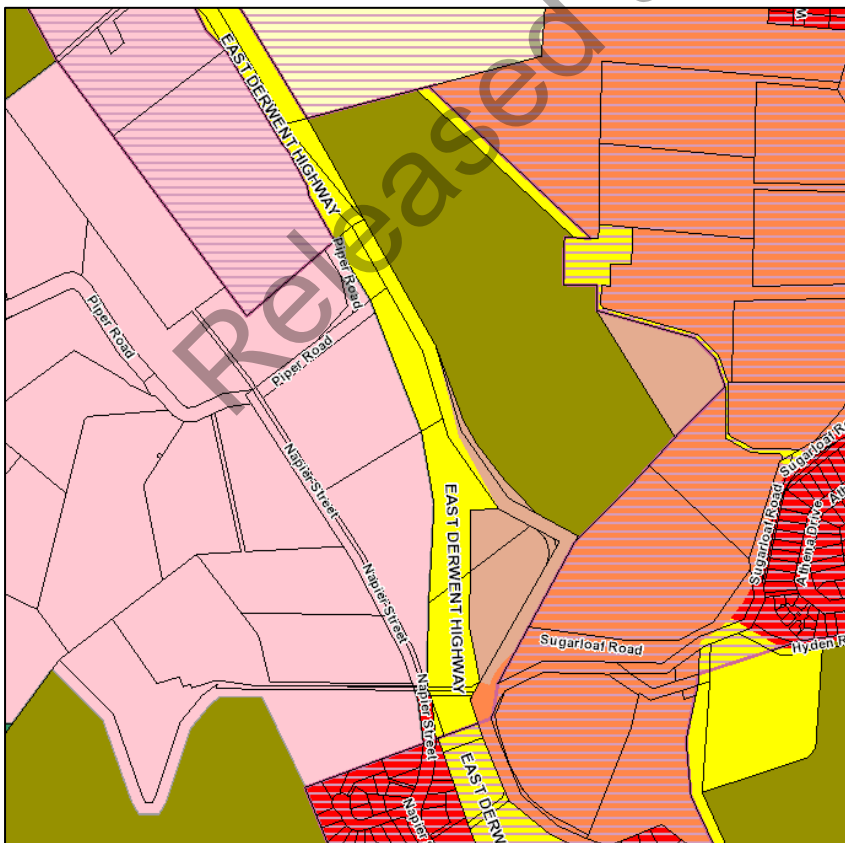


Figure 5 – Existing Urban Growth Boundary with existing Zones

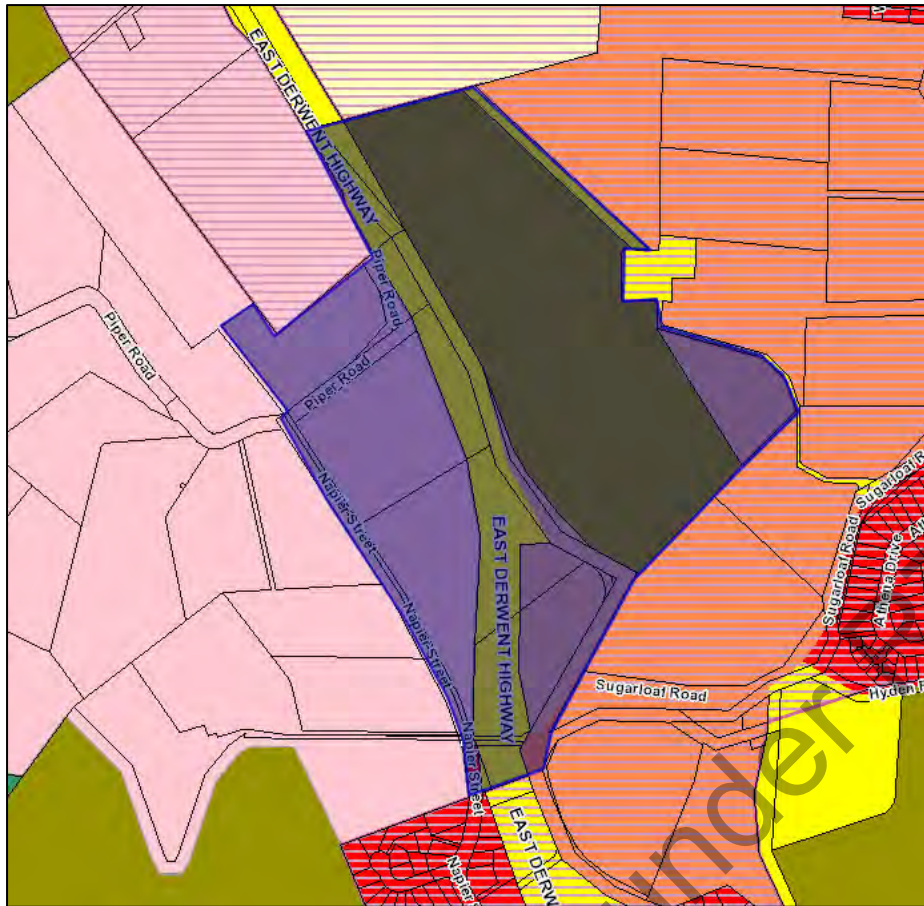


Figure 6 – Area proposed for inclusion in the Urban Growth Boundary

Include parcels:

1. 32 Piper Road, Geilston Bay (180878/1). Currently in the Rural Living Zone.
2. 35 Piper Road, Geilston Bay (9351/2). Currently in the Rural Living Zone.
3. 17 Napier Street, Geilston Bay (251310/1). Currently in the Rural Living Zone.
4. 169 Sugarloaf Road, Risdon Vale (149872/3). Currently in the Rural Zone.
5. 550 East Derwent Highway, Risdon Vale (198511/1). Currently in the Landscape Conservation Zone and Utilities Zone.
6. 450 Sugarloaf Road, Risdon Vale (9351/5). Currently in the Rural Zone.
7. 450 Sugarloaf Road, Risdon Vale (7564/1). Currently in the Rural Zone.

Howrah

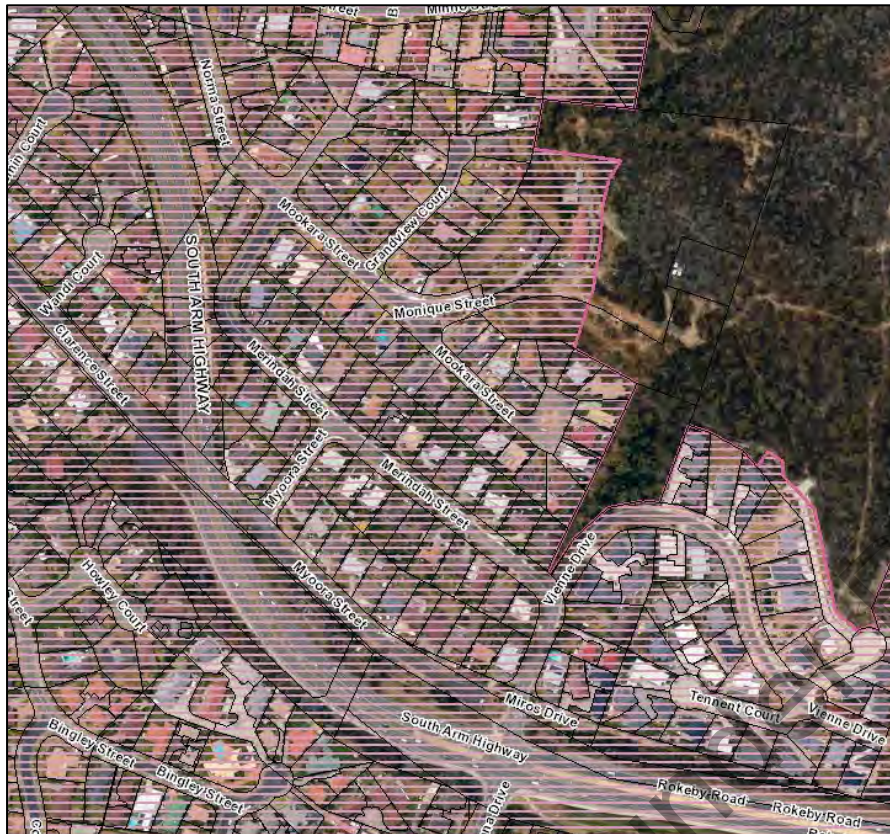


Figure 7 – Existing Urban Growth Boundary

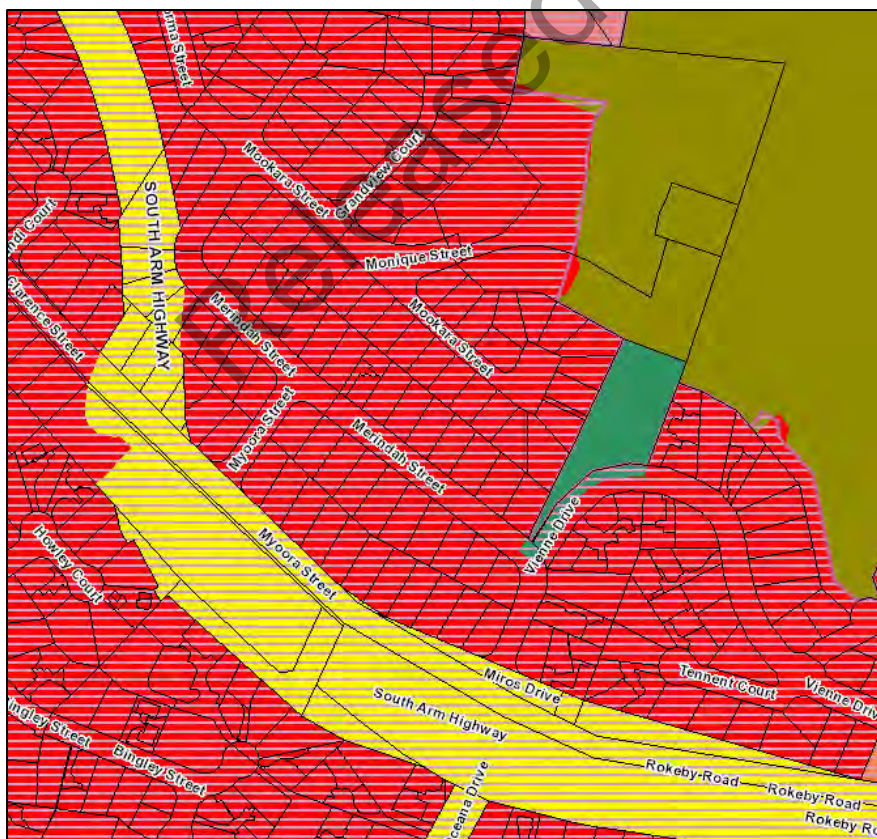


Figure 8 – Existing Urban Growth Boundary with existing Zones

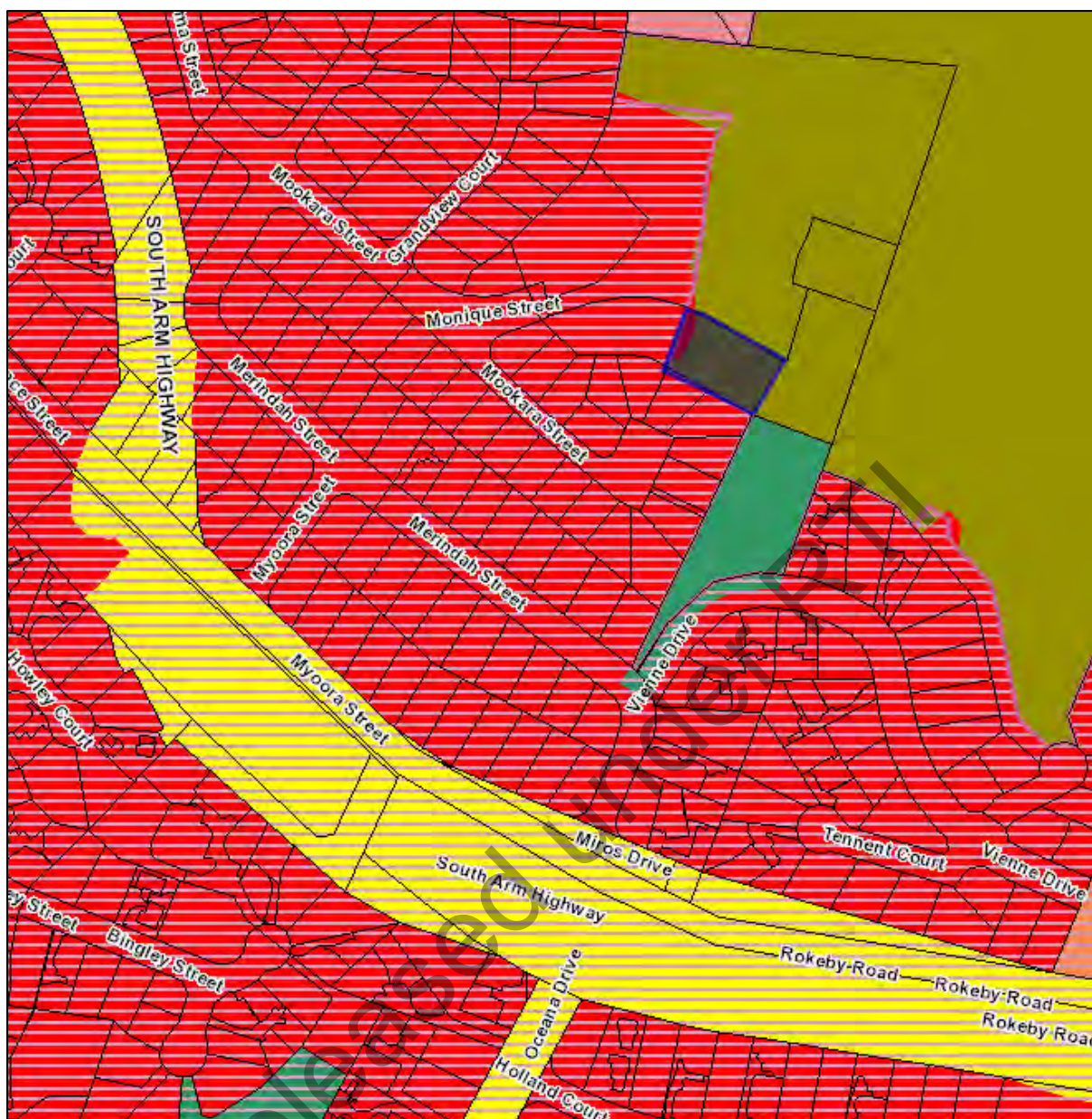


Figure 9 – Area proposed for inclusion in the Urban Growth Boundary

Include parcels:

1. 1 Monique Street, Howrah (15775/5). Currently in the Landscape Conservation Zone.

The inclusion of part of this parcel is to assist with the correction of a drafting error that occurred several years ago and was unable to be dealt with in the Tasmanian Planning Scheme translation hearings for Clarence

Rokeby



Figure 10 – Existing Urban Growth Boundary

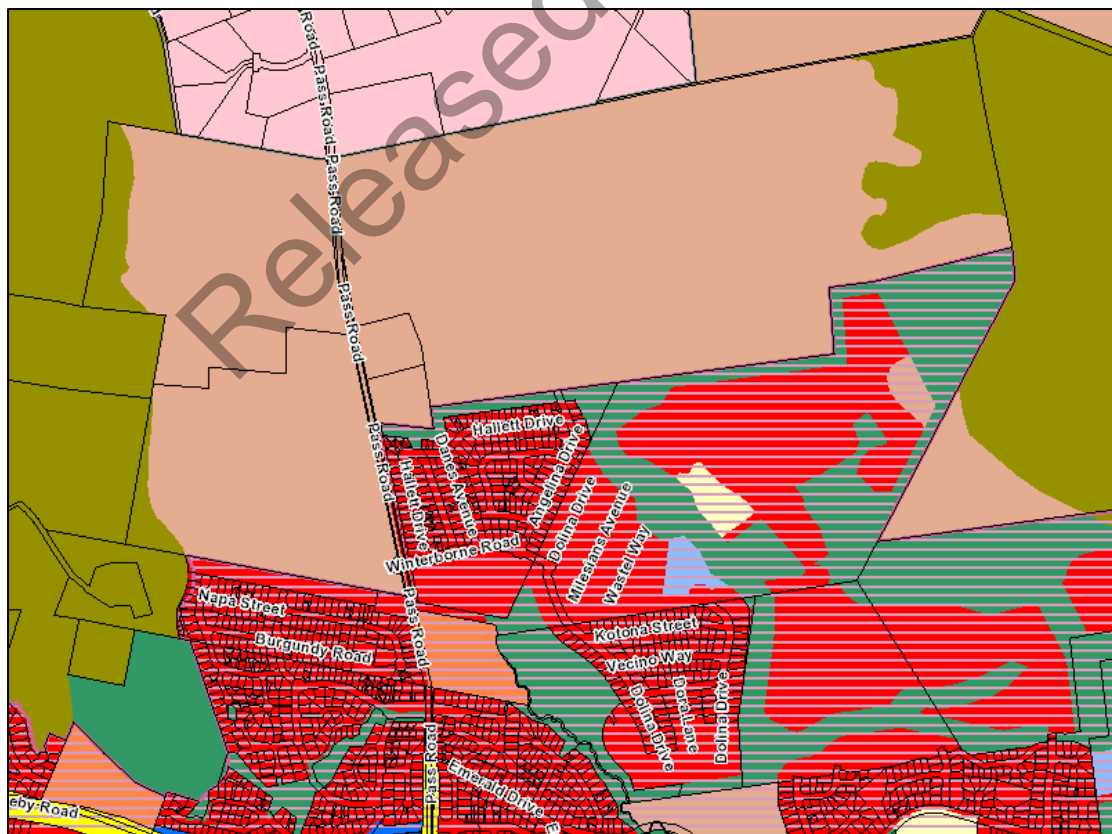


Figure 11 – Existing Urban Growth Boundary with existing Zones

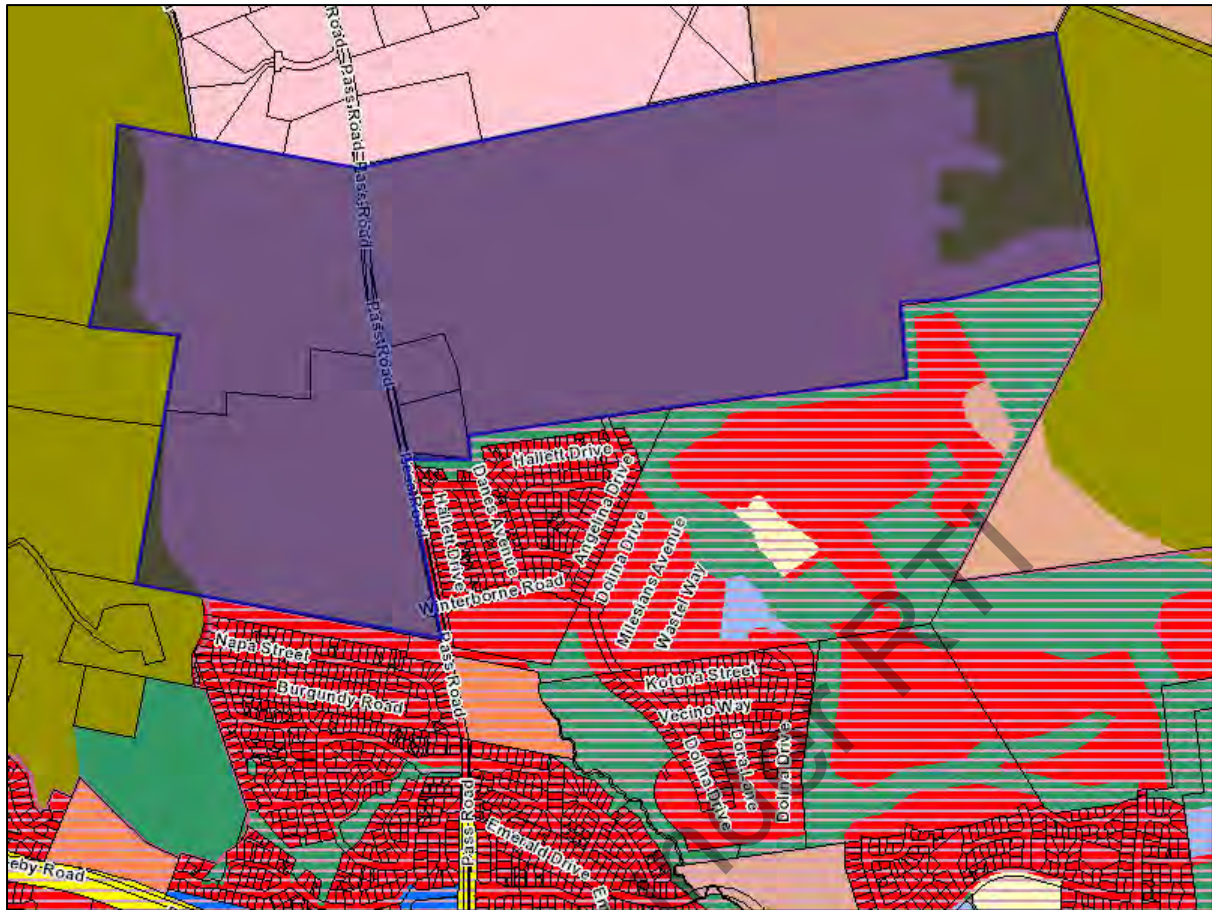


Figure 12 – Area proposed for inclusion in the Urban Growth Boundary

Include parcels:

1. 202 Pass Road, Rokeby (185935/2). Currently in the Rural Zone and Landscape Conservation Zone.
2. 246 Pass Road, Rokeby (131292/1). Currently in the Rural Zone and Landscape Conservation Zone.
3. 187 Pass Road, Rokeby (6808/4). Currently in the Rural Zone.
4. 193 Pass Road, Rokeby (6808/3). Currently in the Rural Zone.
5. 239 Pass Road, Rokeby (6808/1). Currently in the Rural Zone and Landscape Conservation Zone.

This area was included in the 1963 Planning Scheme as 'Reserved Residential'

Mornington & Cambridge



Figure 13 – Existing Urban Growth Boundary

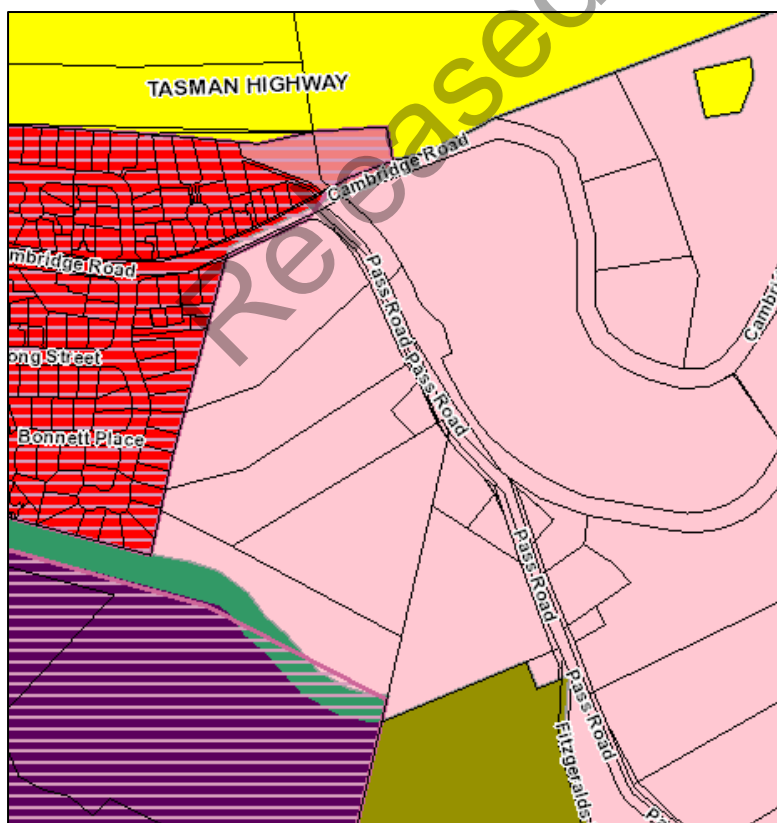


Figure 14 – Existing Urban Growth Boundary with existing Zones

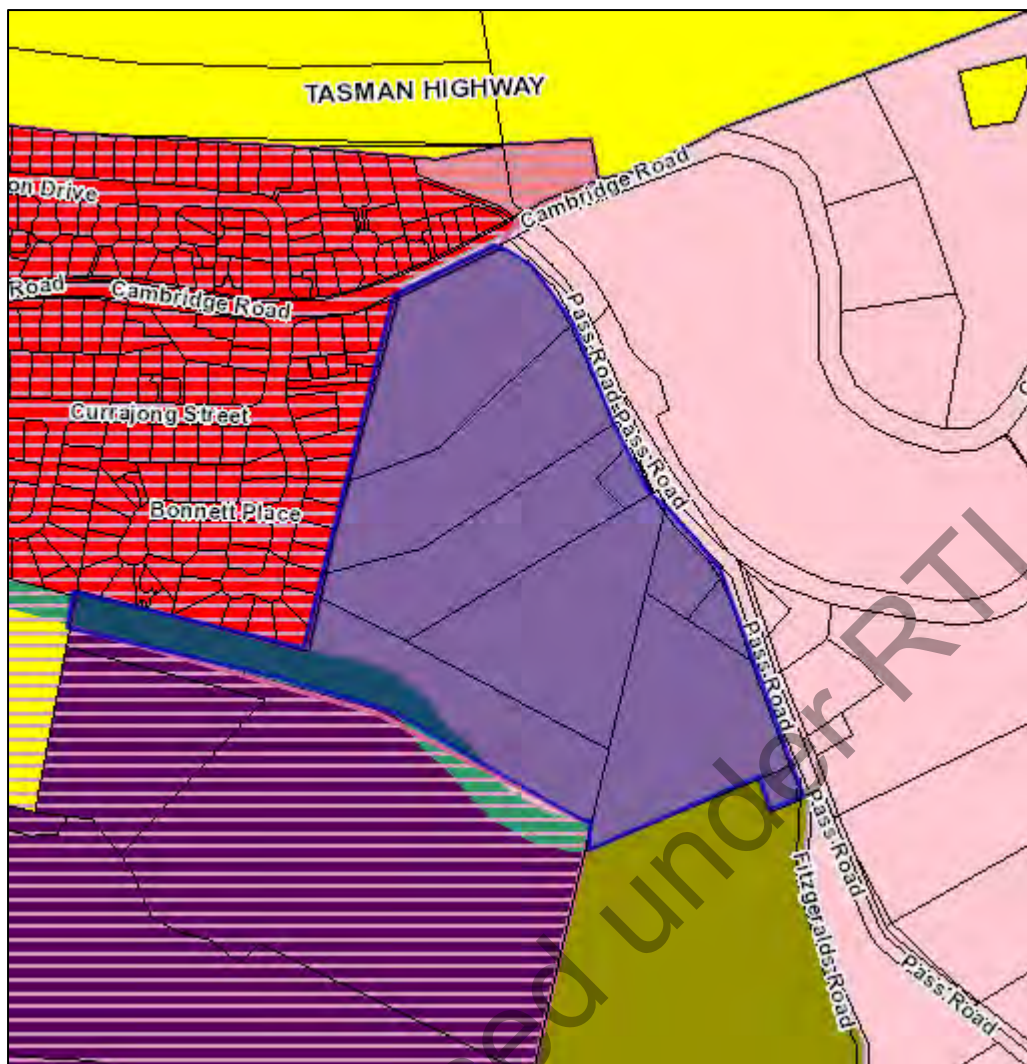


Figure 15 – Area proposed for inclusion in the Urban Growth Boundary

Include parcels:

1. 471 Cambridge Road, Mornington (184647/1). Currently in the Rural Living Zone.
2. 540 Pass Road, Cambridge (184647/2). Currently in the Rural Living Zone.
3. 528 Pass Road, Cambridge (184647/3). Currently in the Rural Living Zone.
4. 526 Pass Road, Cambridge (131423/1). Currently in the Rural Living Zone.
5. 520 Pass Road, Cambridge (125712/1). Currently in the Rural Living.
6. 510 Pass Road, Cambridge (15193/1). Currently in the Rural Living Zone.
7. 508 Pass Road, Cambridge (15193/5). Currently in the Rural Living Zone.
8. 496 Pass Road, Cambridge (61448/1). Currently in the Rural Living Zone.
9. 484 Pass Road, Cambridge (56618/1). Currently in the Rural Living Zone.
10. 165 Mornington Road, Mornington (164820/2). Currently in the Rural Living Zone and Open Space Zone.

This area was included in the 1963 Planning Scheme as 'Reserved Residential'

Lauderdale/Acton Park



Figure 16 – Existing Urban Growth Boundary

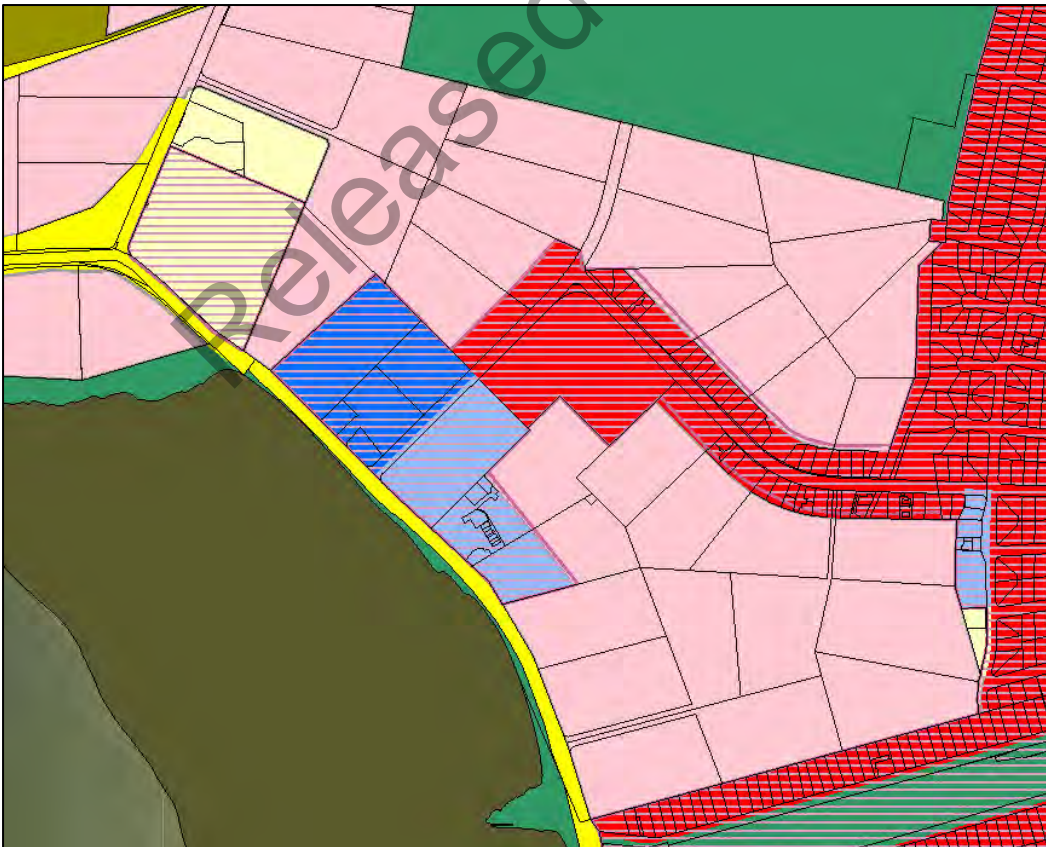


Figure 17 – Existing Urban Growth Boundary with existing Zones

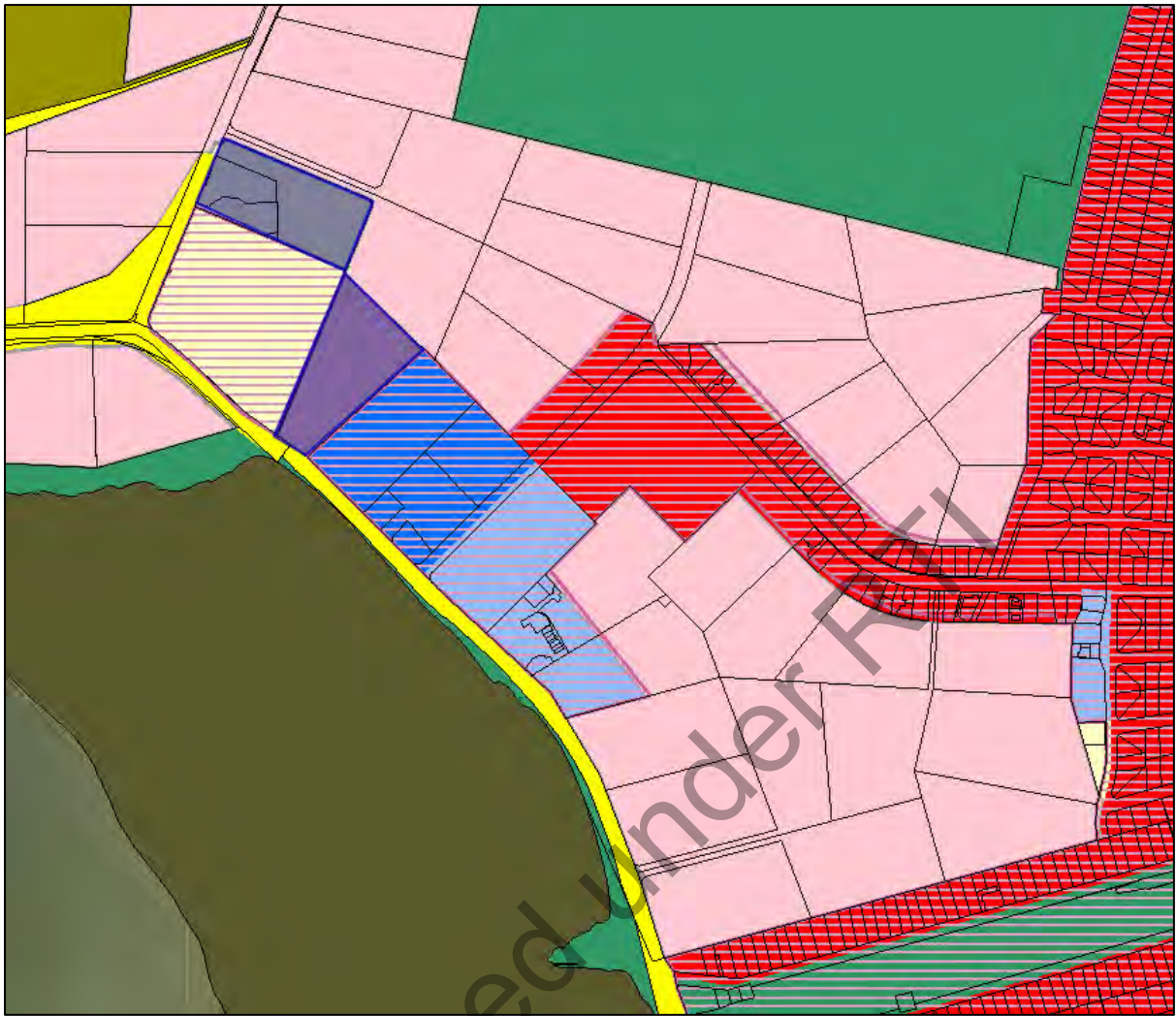


Figure 18 – Area proposed for inclusion in the Urban Growth Boundary

Include parcels:

1. 19 Acton Road, Acton Park (38272/2). Currently in the Community Purpose Zone.
2. 15 Acton Road, Acton Park (167438/1). Currently in the Community Purpose Zone.
3. 15 Acton Road, Acton Park (167438/2). Currently in the Community Purpose Zone.
4. 3 Acton Road, Lauderdale (150227/1). Currently in the Community Purpose Zone.
5. 424 South Arm Road, Lauderdale (184484/9). Currently in the Rural Living Zone.

out of scope

From: out of scope

Sent: Monday, 3 February 2025 12:16 PM

To: State Planning Office Shared Mailbox <SPO@stateplanning.tas.gov.au>

Cc: out of scope

out of scope

Subject: Re: Southern Tasmania Regional Land Use Strategy – Urban Growth Boundary

You don't often get email from Out of scope . [Learn why this is important](#)

Good morning

Can you please advise whether there will be any clarification about the process for assessment of any submissions to this process and whether there will be any hearings?

Thanks and regards

out of scope

)

out of scope

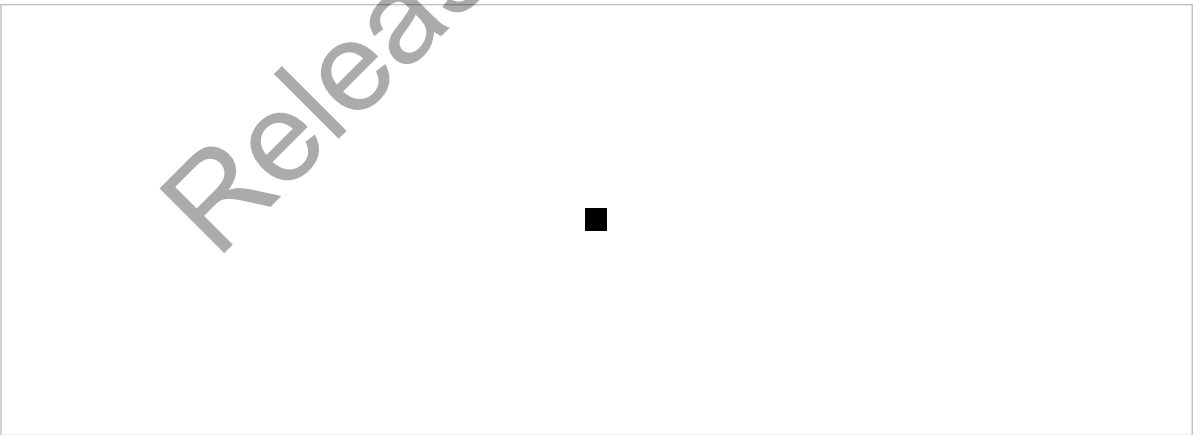
From: out of scope [redacted]@gcc.tas.gov.au>
Sent: Tuesday, 4 February 2025 9:52 AM
To: State Planning Office Shared Mailbox <SPO@stateplanning.tas.gov.au>
Subject: Documents for the proposed Urban Growth Boundary update

Hello SPO

I just wanted to confirm that the only information available on the proposed Urban Growth Boundary update is the 26 page Consultation Paper

(there is another 'More Information' tab – but there wasn't anything there) and I didn't want to miss something

Thanks



out of scope [redacted]

[Health and Safety Rep – Planning]

(03) 6216 6424 | www.gcc.tas.gov.au
Lyndal.Byrne@gcc.tas.gov.au | 374 Main Road, Glenorchy

Glenorchy City Council acknowledges the Muwinina people as the traditional owners of this Land. We recognise all Tasmanian Aboriginal people as the original owners and continuing custodians of the land and waters of this island, lutruwita. We pay our respect to Aboriginal Elders, past and present. We commit to working for a City that welcomes and respects all Aboriginal and Torres Strait Islander people.

How did we do for you today? (Click on one of the icons below to let us know)