

Southern Tasmania Regional Land Use Strategy
Urban Growth Boundary
Submissions received

Number	Submission name
1	Circe Alditheral
2	Marja Harris
3	All Urban Planning obo owners of 239 & 246 Pass Road)
4	Owen Homfray
5	Ricky Birch
6	Stuart Baird
7	Marcus Higgs
8	Danny Visser
9	Nik Masters & Dean Richards
10	Amy Henson
11	Woolcott Land Services
12	Danielle Brabazon
13	Central Highlands Council
14	Clarence City Council
15	Huon Valley Council
16	Tasman Council
17	Nicholas Mcguire
18	MC Planners - obo Eric Haldane
19	MC Planners - obo K & C Roberts
20	Bruce Englefield
21	John Parkinson
22	Kingborough Council
23	TasPorts
24	MC Planners obo Craig Lamprey
25	David Cairns
26	Brighton Council
27	ShelterTas
28	Form Planning & Projects obo 19 Plymouth Rd, 198 & 110 Briggs Road, Gagebrook & E&E International
29	Form Planning & Projects obo Paul Stokely & Pat Dennis
30	Robert Cotgrove
31	Ross Gibson
32	Jayne Martin
33	Matt Brown
34	Matt Brown
35	Phil & Chris Gee
36	Ireneinc obo 2582 Tasman Highway & part Tasman Highway
37	Glenorchy City Council
38	YIMBY Hobart
39	Ireneinc obo 31A Shelmore Drive & 89 Baskerville Road
40	Heath Watson
41	Traci Salter
42	Trent Nus
43	Bronwyn
44	PDA Surveyors, Engineers and Planners
45	Nicki Batchelor
46	Stuart Tapp
47	Richard Czerniawski
48	Southern Tasmanian Councils Authority
49	Heritage Tasmania
50	Kira & Jay Hartland

From: Circe Alditheral
Sent: Sunday, 2 February 2025 12:57 PM
To: State Planning Office Your Say
Subject: CM: STRLUS Urban Growth Boundary

Hi,

While I am not necessarily opposed to amendments to the UGB, pending the strategic review, I think that this is an ill-advised (what appears to be) priority for the delivery of much-needed housing. This would mean focussing on increasingly worse locations (ill-suited to lower end housing needs) with each dwelling (and infrastructure) becoming more expensive. While it seems there is some consideration for public transport, the benefits of walkable, higher-capacity catchments in existing suburbs cannot be beaten if given a choice.

And that is the problem; currently we never know whether this method will ever deliver housing choice, because so much demand in more job-saturated markets is suppressed due to zoning capping supply based on flimsy evidence (which gets more obsolete by the day). If dense, liveable housing were instead legalised in the areas cities excel at providing more efficient and affordable housing, spurring economic benefits and infrastructure upgrades, I think we would begin to see revealed preferences (where people make tradeoffs in terms of suburban lifestyles for the benefits of location, agglomeration, and things like good public realms, shops, schools, healthcare). More options mean that moving chains occur, with people more easily up-filtering to homes more suited to them, while freeing up existing households (likely suburban) for others.

Price is a big barrier to choice and social mobility, and upzoning is an effective tool for suppressing the need for higher rents, which has been proven in New Zealand—particularly Auckland, where supply doubled (yielding thousands more homes), rental stress fell below 20%, and housing diversity enabled increases in construction jobs and productivity. Allowing more people to live in destination-rich areas would also help tackle the high and rising costs of transportation—primarily driven by car-dependence. The savings and potential are endless, while the opportunity costs from our artificial housing scarcity deeply impact us on a human level.

A stepchange to enable our biggest city to fulfil its role as capital, in a way only it can through housing abundance and agglomeration, is the only viable path for a cohesive Tasmanian vision, in a policy area which affects every facet of people's lives and whether they're able to live in Tassie with secure, sustainable lifestyles and communities.

Thank you for the review into land use.

From: Marja Harris
Sent: Monday, 3 February 2025 10:07 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

I am strongly opposed to any more land opening for building houses in the Kingston area and further south. There are multiple developments ongoing or about to happen. For example Spring Farm, Huntingfield, multiple new dwellings on Channel Highway.

So many trees have been cut down to make way for this very unattractive and barren looking cityscape. The house and units are on such small blocks that planting new trees of any significant size is impossible. Any charm that the area used to have is being quickly lost.

This scourge must not be allowed to spread further.

Marja Harris

From: Frazer Read
Sent: Monday, 3 February 2025 11:01 AM
To: State Planning Office Your Say
Cc: Daniel Marr
Subject: STRLUS Urban Growth Boundary - Area 4 land Clarence - Submission in support
Attachments: Planning Report - 239 and 246 Pass Road - Consideration for inclusion in Urban Growth Boundary.pdf

I act on behalf of the owners of 239 Pass Road and 246 Pass Road within Area 4 – Clarence proposed for inclusion within the Urban Growth Boundary of the Southern Tasmania Regional Land Use Strategy at Clarence.

I confirm that the owners have done considerable background investigations that support this recommended inclusion.

These two titles coupled with an adjacent title at 202 Pass Road (Area 4) have a combined area of approximately 168ha and lie directly adjacent to the northern end of Glebe Hill and Paranville residential estates within the developing Clarence Plains corridor.

The land was previously identified as reserve residential in the Eastern Shore Planning Scheme 1963 which was in place until April 2008. The Clarence Planning Scheme 2007 then back zoned the land to Rural based on a lack of services and surplus of land. Since that time there has been significant take up of residential land in the Clarence Plains area with Glebe Hill now fully developed and Paranville under construction, 170 titles sold and expected to be fully developed in under 10 years.

The owners of 239 Pass Road have had the land for over 30 years and purchased it based on its reserve residential status.

Release of this land as demand requires aligns strongly with the Strategy for Growth and Change for Greater Hobart in a spatially integrated manner. It is close (via the proposed upgraded Pass Road) to the urban centres of Hobart (12km), Rosny Park (7km) and Mornington (3km) and in many respects is better located than not only other greenfield precincts but also existing zoned land.

The land is well located to accommodate some of Greater Hobart's 30,000 forecast dwellings. Subject to future Precinct Planning, its development would make efficient use of existing and planned physical and community infrastructure around the Clarence Plains area. It would also assist to strengthen an alternative multi modal transport link back to the Tasman Highway along Pass Road to ease the load on South Arm Highway.

The attached report sets out the reasons why the land should be included within a modified Urban Growth Boundary for Greater Hobart. It confirms that the land is well located to offer a "good" greenfield development option that will contain the footprint of Greater Hobart and make efficient use of existing and planned physical and social infrastructure.

Development of this land will further planning outcomes for Greater Hobart as discussed in Section 3 in that the land:

- has excellent access to reticulated services and community infrastructure
- is relatively unconstrained and located close to existing centres of Glebe Hill Village, Mornington, Rokeby, Rosny Park, Cambridge and the Hobart CBD. Its development would strengthen a link back towards existing urban development and avoid urban sprawl
- is located within 600m of the Glebe Hill Village centre and will link to the Stokell Creek walking trail, cycle infrastructure and has excellent access to a full range of existing and planned services within the Clarence Plains area
- can be accommodated without neighbouring amenity impacts or compromising Hobart's unique landscape character
- will provide an affordable alternative to Droughty Point and diversify the ownership of greenfield development land on the Eastern Shore and with detailed Precinct Planning could support increased densities and a range of housing options to meet the needs of the ageing demographic

- is not significant agricultural land as discussed in Section 6 and Aboriginal heritage and environmental values have been surveyed and can be appropriately managed as summarised in sections 4 and 5 of this submission.

I would be pleased to discuss or provide any further information if necessary

Regards

Frazer Read

Principal

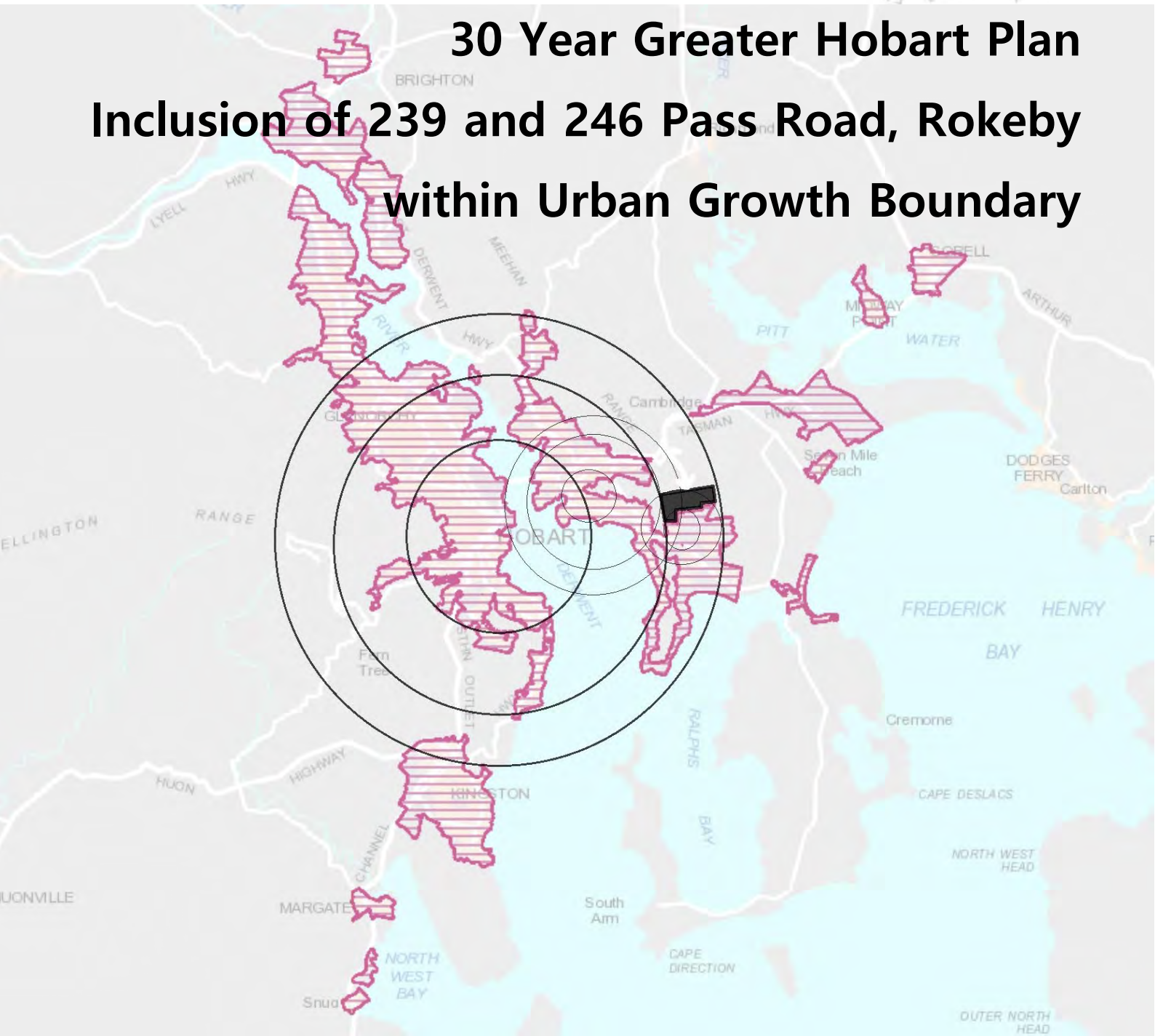
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30 Year Greater Hobart Plan Inclusion of 239 and 246 Pass Road, Rokeby within Urban Growth Boundary



Date June 2022

Version Control			
Version	Author	Date	Changes
1	Frazer Read	24/06/2022	

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Executive Summary

All Urban Planning has prepared the following submission to the Draft 30 Year Greater Hobart Plan (Draft GHP) on behalf of the owners of 239 and 246 Pass Road. These two titles coupled with an adjacent title at 202 Pass Road (the land) have a combined area of approximately 168ha and lie directly adjacent to the northern end of Glebe Hill and Paranville residential estates within the developing Clarence Plains corridor.

The land was previously identified as reserve residential in the *Eastern Shore Planning Scheme 1963* which was in place until April 2008. The *Clarence Planning Scheme 2007* then back zoned the land to Rural based on a lack of services and surplus of land. Since that time there has been significant take up of residential land in the Clarence Plains area with Glebe Hill now fully developed and Paranville under construction, 170 titles sold and expected to be fully developed in under 10 years.

The owners of 239 Pass Road have had the land for over 30 years and purchased it based on its reserve residential status. They or the owners of 246 Pass Road have not been active in previous strategic planning exercises for Clarence or Greater Hobart, and it seems that the land has “fallen off the strategic planning radar” To an extent the land has been “leapfrogged” by other greenfield precincts at the urban extremities.

Release of this land as demand requires over the next 30 years aligns strongly with the Strategy for Growth and Change for Greater Hobart in a spatially integrated manner. It is close (via the proposed upgraded Pass Road) to the urban centres of Hobart (12km), Rosny Park (7km) and Mornington (3km) and in many respects is better located than not only other greenfield precincts but also existing zoned land.

The land is well located to accommodate some of Greater Hobart’s 30,000 forecast dwellings. Subject to future Precinct Planning, its development would make efficient use of existing and planned physical and community infrastructure around the Clarence Plains area. It would also assist to strengthen an alternative multi modal transport link back to the Tasman Highway along Pass Road to ease the load on South Arm Highway.

This submission sets out the reasons why this land should again be identified for greenfield development and included within a modified Urban Growth Boundary for Greater Hobart. It confirms that the land is well located to offer a “good” greenfield development option that will contain the footprint of Greater Hobart and make efficient use of existing and planned physical and social infrastructure.

Development of this land will further the Principles of the Greater Hobart Plan as discussed in Section 3 in that the land:

- has excellent access to reticulated services and community infrastructure
- is relatively unconstrained and located close to existing centres of Glebe Hill Village, Mornington, Rokeby, Rosny Park, Cambridge and the Hobart CBD. Its development would strengthen a link back towards existing urban development and avoid urban sprawl
- is located within 600m of the Glebe Hill Village centre and will link to the Stokell Creek walking trail, cycle infrastructure and has excellent access to a full range of existing and planned services within the Clarence Plains area
- can be accommodated without neighbouring amenity impacts or compromising Hobart’s unique landscape character

- will provide an affordable alternative to Droughty Point and diversify the ownership of greenfield development land on the Eastern Shore and with detailed Precinct Planning could support increased densities and a range of housing options to meet the needs of the ageing demographic
- is not significant agricultural land as discussed in Section 6 and Aboriginal heritage and environmental values have been surveyed and can be appropriately managed as summarised in sections 4 and 5 of this submission.

1. Introduction

All Urban Planning Pty Ltd has been engaged by the owners of 239 and 246 Pass Road, Rokeby to prepare the following Planning Report and submission in support of the inclusion of the land at 202, 239 and 246 Pass Road, Rokeby within the Urban Growth Boundary for Greater Hobart.

1.1 Title Information

The proposal relates to the following land as shown on Figure 1 below.

Address	Title	Area
239 Pass Road, Rokeby	6808/1	104ha
246 Pass Road	131292/1	32ha

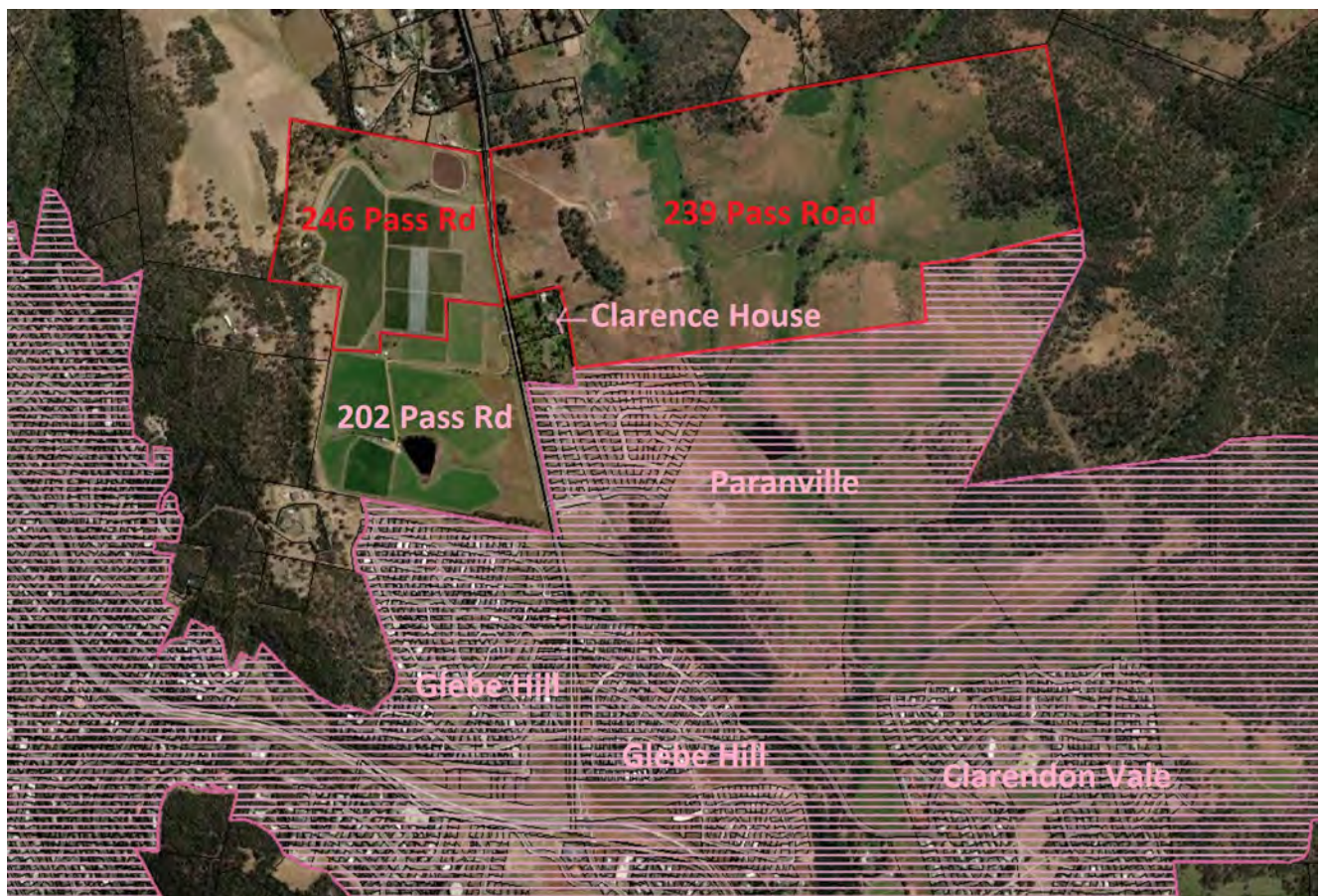


Figure 1— The subject land (Source: annotated aerial photo and cadastre from theList)

The land at 246 Pass Road adjoins a 32ha title at 202 Pass Road. 202 Pass Road directly adjoins the northern boundary of Glebe Hill. 239 Pass Road adjoins the northern Boundary of Paranville and the historic Clarence House homestead at 187 and 193 Pass Road.

It would be logical that all these parcels be contained in the Urban Growth Boundary along with 246 and 239 Pass Road.¹

1.2 Site & Surrounds

The land straddles Pass Road and exists predominantly as cleared pasture (239 to the east of Pass Road) and two small vineyards (202 and 246 Pass Road to the west). A powerline easement extends northwest to southeast through the eastern end of 239 Pass Road. Clarence Plains Rivulet and Stokell Creek and its tributaries run generally north to south through the land. The vegetation is a combination of exotic grassland, native forest and regenerating cleared land.

1.3 Background

The land was previously zoned Reserve Residential under the *Eastern Shore Planning Scheme 1963* as shown highlighted in green in Figure 2 below. The Reserved Residential Zoning meant that the site was identified as appropriate for future residential development once services were available.²

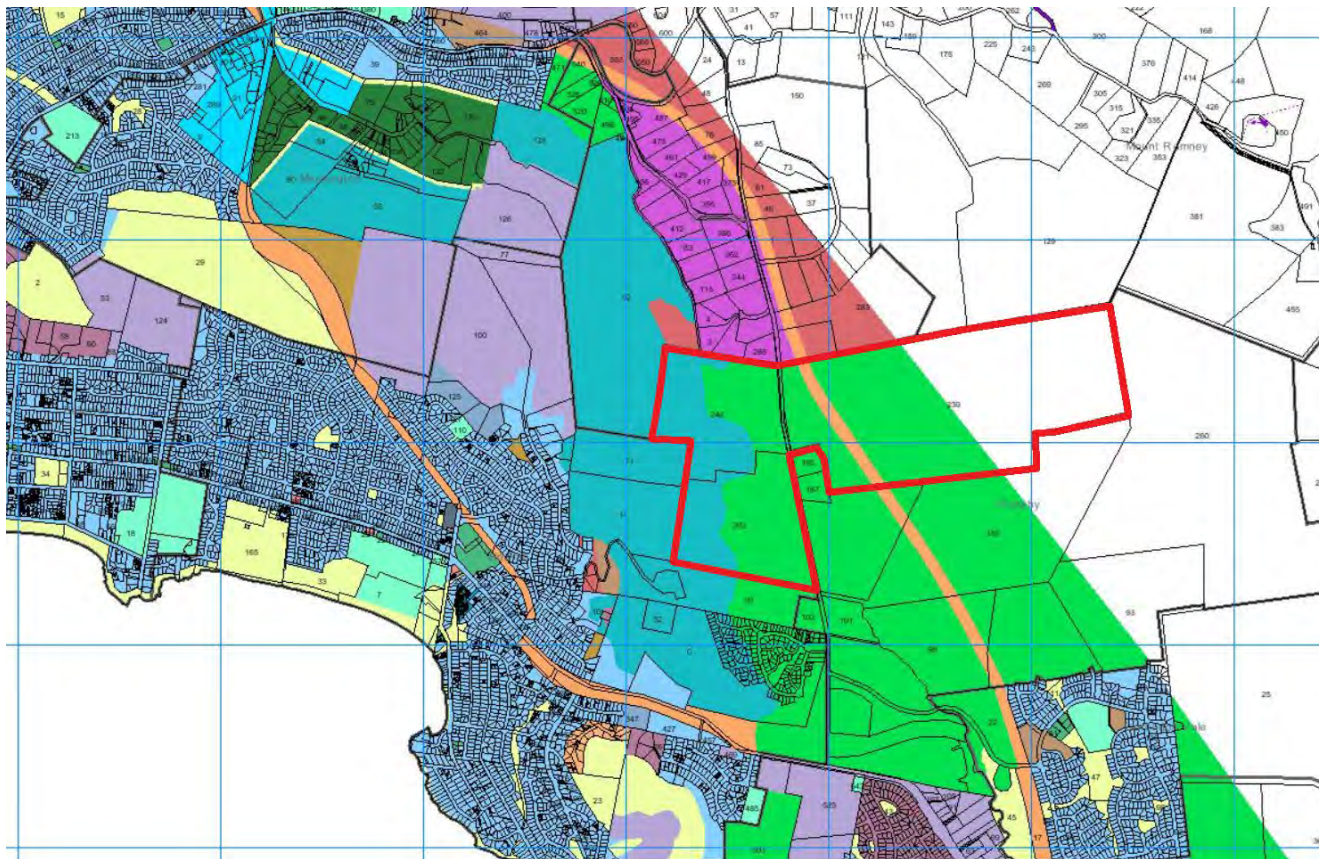


Figure 2 - Zoning Plan (green area indicating the Reserved Residential Zone) – Eastern Shore Planning Scheme 1963

¹ The three additional titles at 187, 193 and 202 Pass Road are owned by David Kilpatrick and Anne Duffield.

² It is noted that the planned orange link road shown in Figure 2 has been superseded by longer term plans to upgrade Pass Road, include a shared path and link with Tasman Highway including a new offroad cycle way as discussed below.

Based on this reserved residential zoning, the current owners of 239 Pass Road purchased their land in around 1990 and the owners of 145 Pass Road in 2004.

Under the *Clarence Planning Scheme 2007*, which became operative in April 2008, the land was identified as being in excess of the short to medium term future residential needs and was back zoned to Rural.

Neither owner was actively consulted in this process, and they did not make representation to Clarence City Council or the then Resource Planning Development Commission in relation to the draft *Clarence Planning Scheme 2007* or the *Southern Tasmania Regional Land Use Strategy (STRLUS)*. The Growth Boundary under the STRLUS in relation to this property has arguably, therefore, not been comprehensively considered and as discussed below, there has been significant take up of residential land in the Pass Road corridor since 2008.

1.4 Planning Scheme

The land is predominantly zoned Rural under the Clarence Local Provisions Schedule of the Tasmanian Planning Scheme with areas of Landscape Conservation on the vegetated hilltops on either side of the Clarence Plains valley that runs north south along Pass Road (Figure 3).

The land lies adjacent to the north of areas of General Residential zoning within the residential estates of the Paranville and Glebe Hill Specific Area Plans and to the south of Rural Living Zoned land at Houston Drive and Connor Place. Further to the south is the General Business zoned areas of Glebe Hill Village at the intersection of Pass Road and South Arm Highway (Figures 3 and 4).

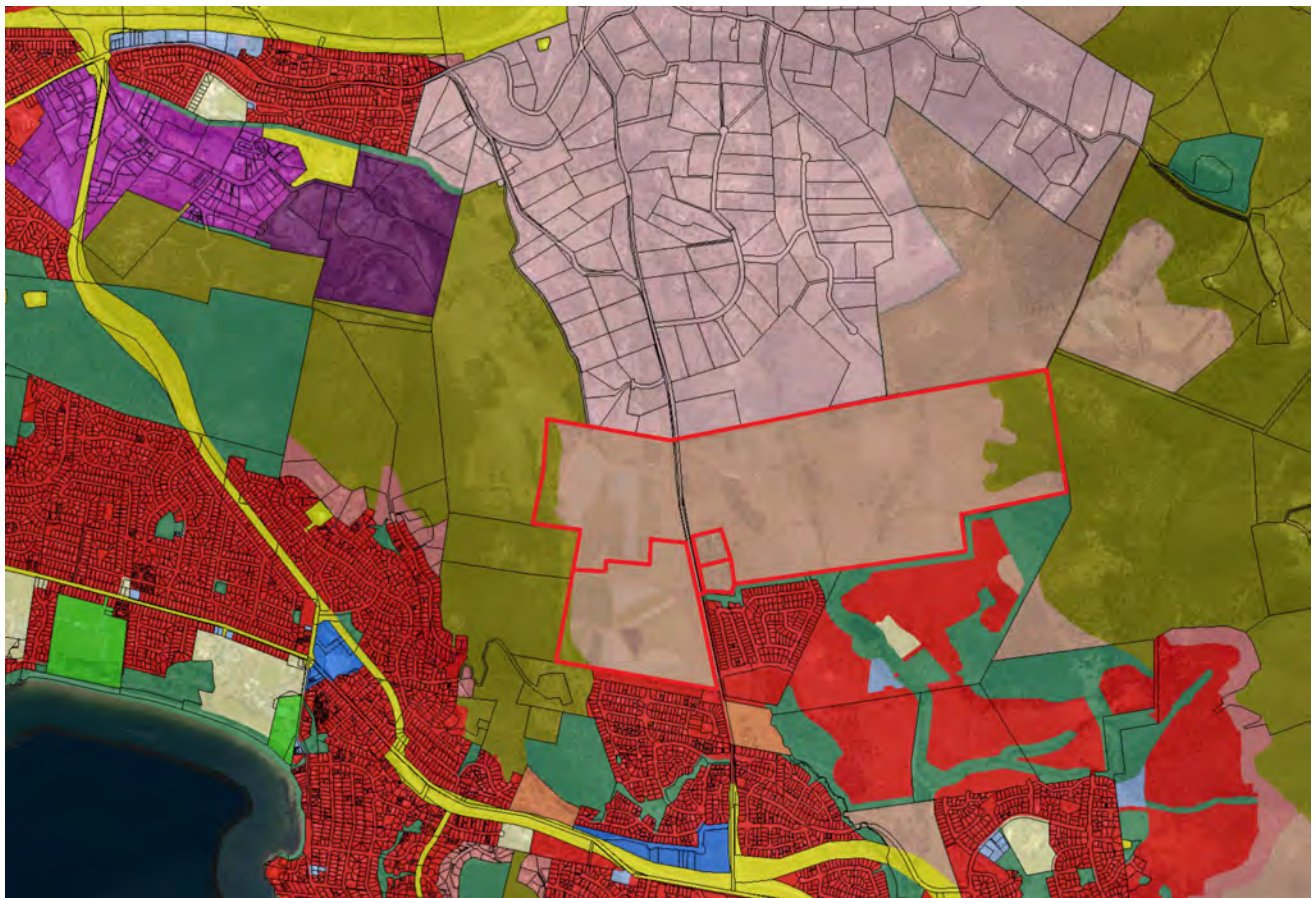


Figure 3– Site Plan (source annotated from theList)



Figure 4 – The recently completed Glebe Hill Village shopping centre and General Business zoning is located approximately 600m south of the land

The riparian and existing vegetated areas of the land are generally identified as Waterway and coastal protection areas or Priority vegetation areas under the mapped overlays of the planning scheme as shown in Figure 5 below.



*Figure 5 - Planning Scheme Waterway and coastal protection area and Priority vegetation area overlays
(Source: iplan)*

1.5 Recent subdivisions in vicinity of the site

Since 2008 the Clarence Plains area has been a focus for much of Clarence's residential growth with:

- Glebe Hill now fully developed

- Howrah Gardens approaching full development
- 800 approved lots within the Paranville Specific Area Plan under construction with 170 lots sold (Figure 6)

It is estimated that the remaining approved lots and balance of 145 Pass Road within the Paranville Specific Area Plan will be fully developed in less than 10 years.

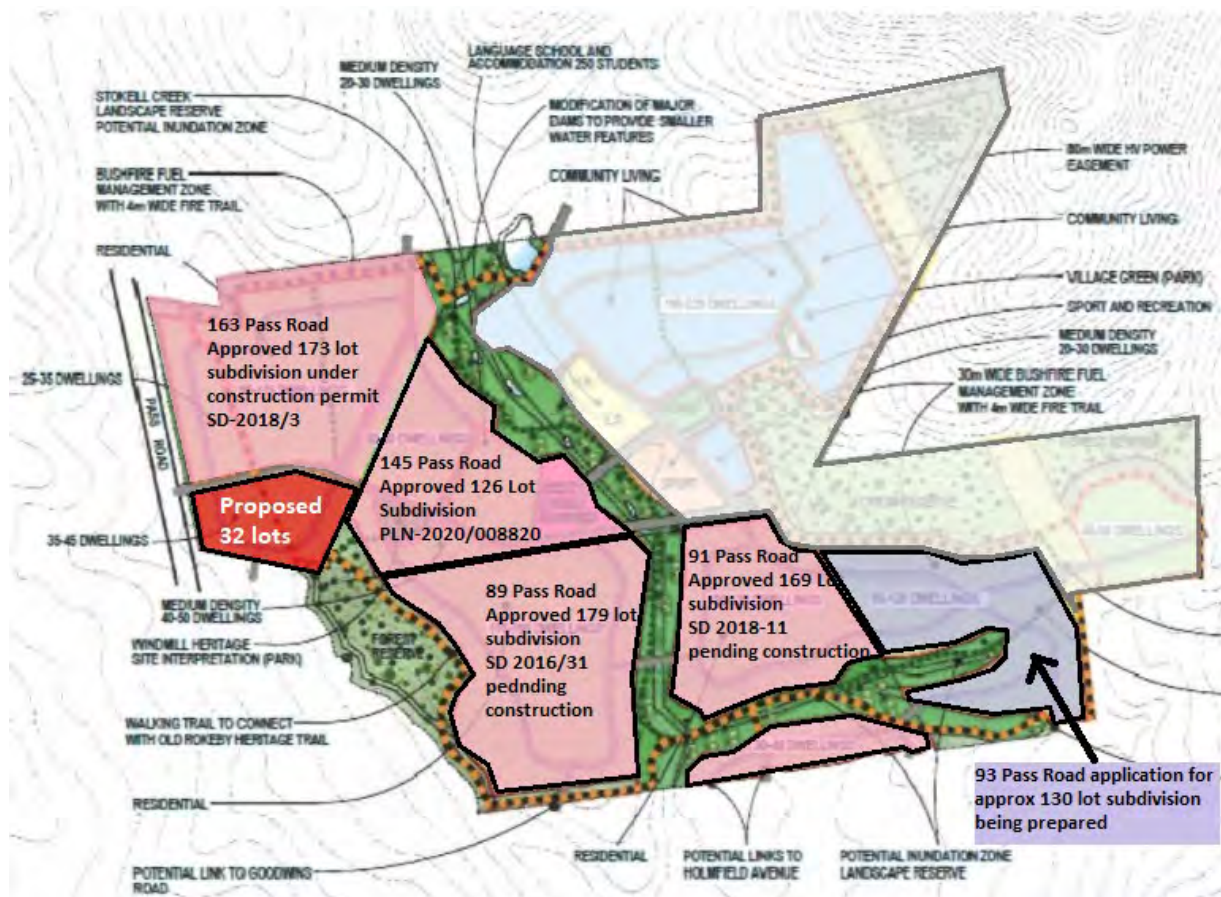


Figure 6 -Approved subdivision permits at 89, 91, 145 and 163 Pass Road including 800 lots.

2. Alignment with the Strategy for Growth and Change

The following assessment sets out how identification of this land for future greenfield development can assist to further the Strategy for Growth and Change that support the Draft GHP including:

- Integrating land use and infrastructure planning
- Ensuring that infrastructure and services are provided and used efficiently
- Optimising public accessibility
- Identifying and attributing the true costs of delivering physical infrastructure
- Ensuring that future needs can be met
- Providing public open space and recreational needs

- Maintaining Greater Hobart's sense of local identity

2.1 Integrating land use and infrastructure planning

The land shows strong alignment with transport infrastructure planning in the vicinity including the Department of State Growth's *Tasman Highway- Sorell to Hobart Corridor Plan*, November 2020. The site is ideally located to take advantage of:

- Scheduled upgrades to Pass Road between the land and the South Arm Highway intersection as part of the Paranville subdivision permits (Planning Permit SD-2018/3 – condition 13)
- Future offroad Tasman Highway cycleway under the *Tasman Highway - Sorell to Hobart Corridor Plan* and future Pass Road shared pathway under the *Clarence Tracks and Trails Action Plan 2015-2020* (Figure 7)
- transit lanes in both directions between the Cambridge interchange and the Tasman Bridge to enable priority access for buses, taxis and other vehicles carrying multiple occupants (Figure 5)
- improved bus frequency, potential new park and ride facilities at appropriate locations
- alternate interchange access to the Tasman Highway at Pass Road, reducing the reliance on the current interchanges and connecting roads that are approaching capacity in the peak periods (Figure 8)

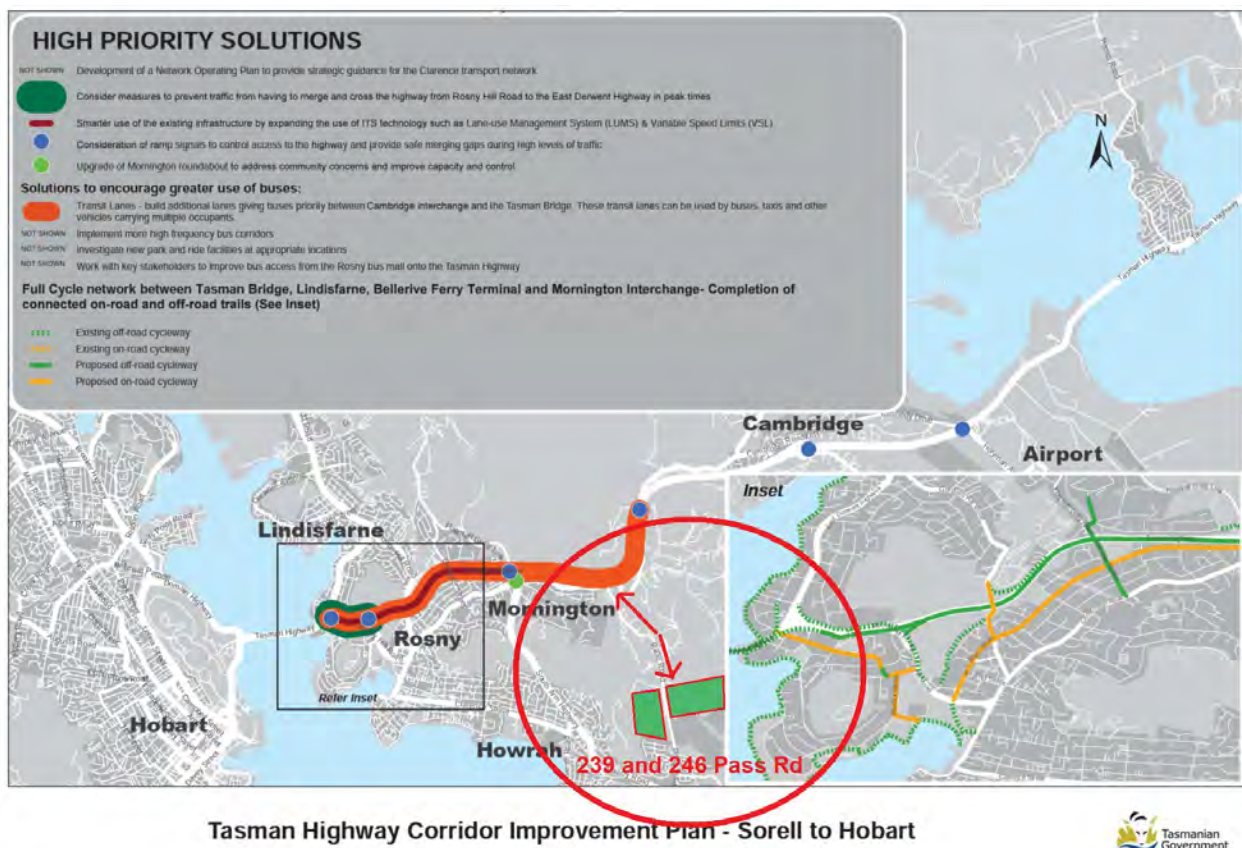


Figure 7 -The proposal would align with the Tasman Highway Corridor Improvement Plan and proposed Tasman Highway Transit Lane and proposed Off Road Cycleway along Tasman Highway (Source: Annotated plan from Sorell to Hobart Corridor Plan, Department of State Growth, November 2020)

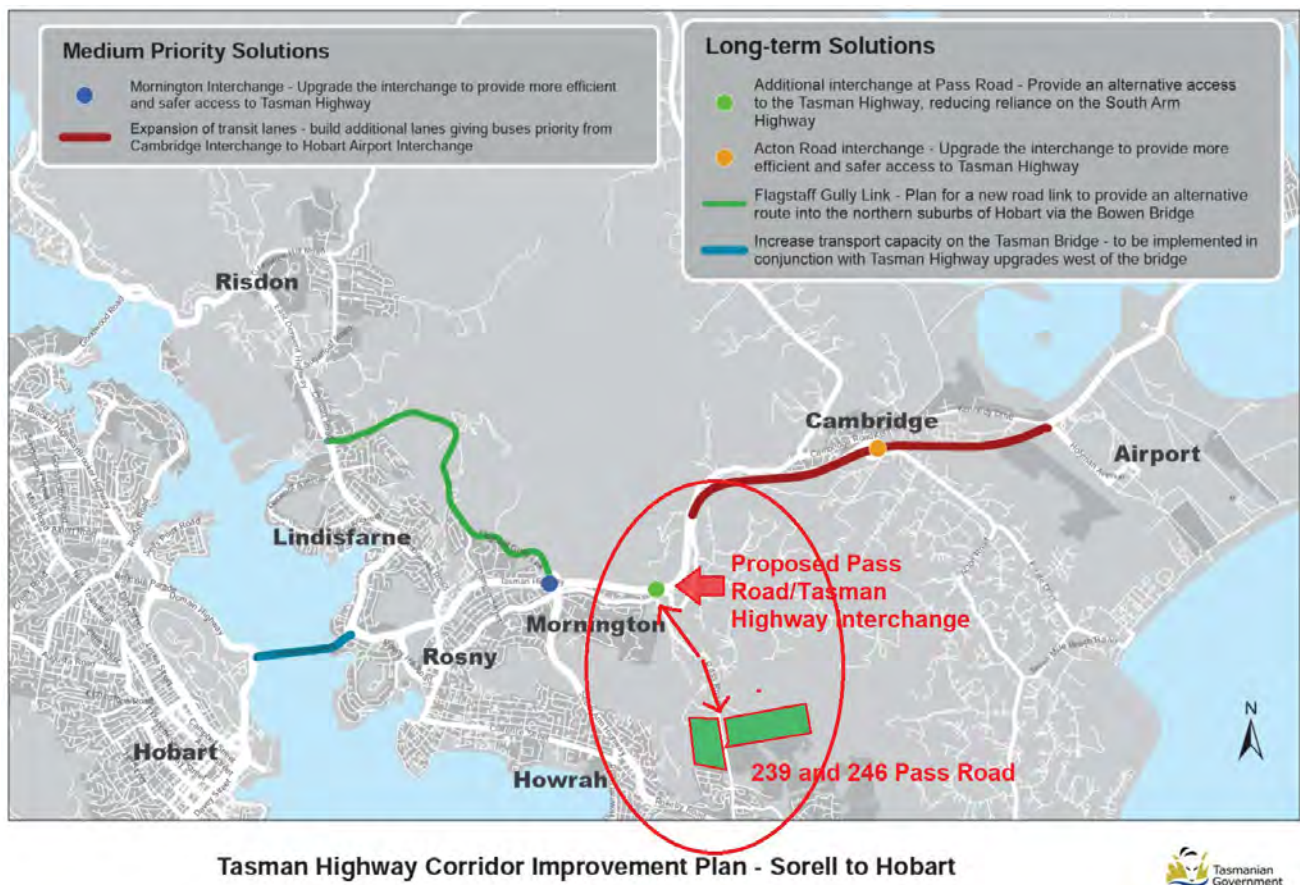


Figure 8 -The proposal would align with the Tasman Highway Corridor Improvement Plan and proposed Pass Road/Tasman Highway Interchange that will provide direct access to the Tasman Highway Transit Lane and proposed Off Road Cycleway along Tasman Highway (Source: Annotated plan from Sorell to Hobart Corridor Plan, Department of State Growth, November 2020)

2.2 Ensuring that infrastructure and services are provided and used efficiently

Development of this land represents the efficient use of existing and planned infrastructure including:

- connection to the existing and planned transport infrastructure discussed in 2.1 above
- connection to existing and planned water upgrades in the Pass Road corridor including planned new water reservoir for Paranville and Fenshaw residential estates
- connection to existing reticulated sewer and the Rokeby wastewater treatment plant
- opportunities to continue to diversify the population and support Communities Tasmania and Mission Australia's strategies for community development in the lower socio-economic areas of Rokeby and Clarendon Vale
- opportunities to extend and enhance the public open space network along the Clarence Plains Rivulet to the shores of Ralphs Bay
- support planned infrastructure under the Clarence Plains Masterplan

- convenient access to existing childcare, schools, medical services and the planned Bayview Sporting Precinct as discussed in 2.3 below.

2.3 Optimising public accessibility

The land is centrally located for access to services and employment by multiple modes of transport and will optimise public accessibility (Figures 9 and 10).

Proximity

- The land will have direct access (600m) to the services and amenities of the new Glebe Hill Village shopping centre with full line supermarket, 17 specialty tenancies including the Glebe Hill (medical) Family Practice via the planned Pass Road shared pathway (Figure 9 below)
- 2.2km to Bayview Secondary College and planned sporting and recreational precinct (6 minutes)
- 3km to Clarence Plains Community Health Centre (6 minutes)
- 3km to commercial amenities and services at Shoreline (7 minutes)
- 3.5km to employment and commercial services at Mornington (6 minutes)
- 7km to employment, commercial and community facilities at Rosny Park (10 minutes)
- 8km to the Derwent River Ferry at Bellerive (11 minutes)
- 10km to the Hobart International Airport (15 minutes)
- 12km to the Hobart CBD (15 minutes)



Figure 9 - The site is well located within 600m of the new Glebe Hill Shopping Centre (Source: Interactive 3D Model, Glebe Hill Village, Tiplea Partners)

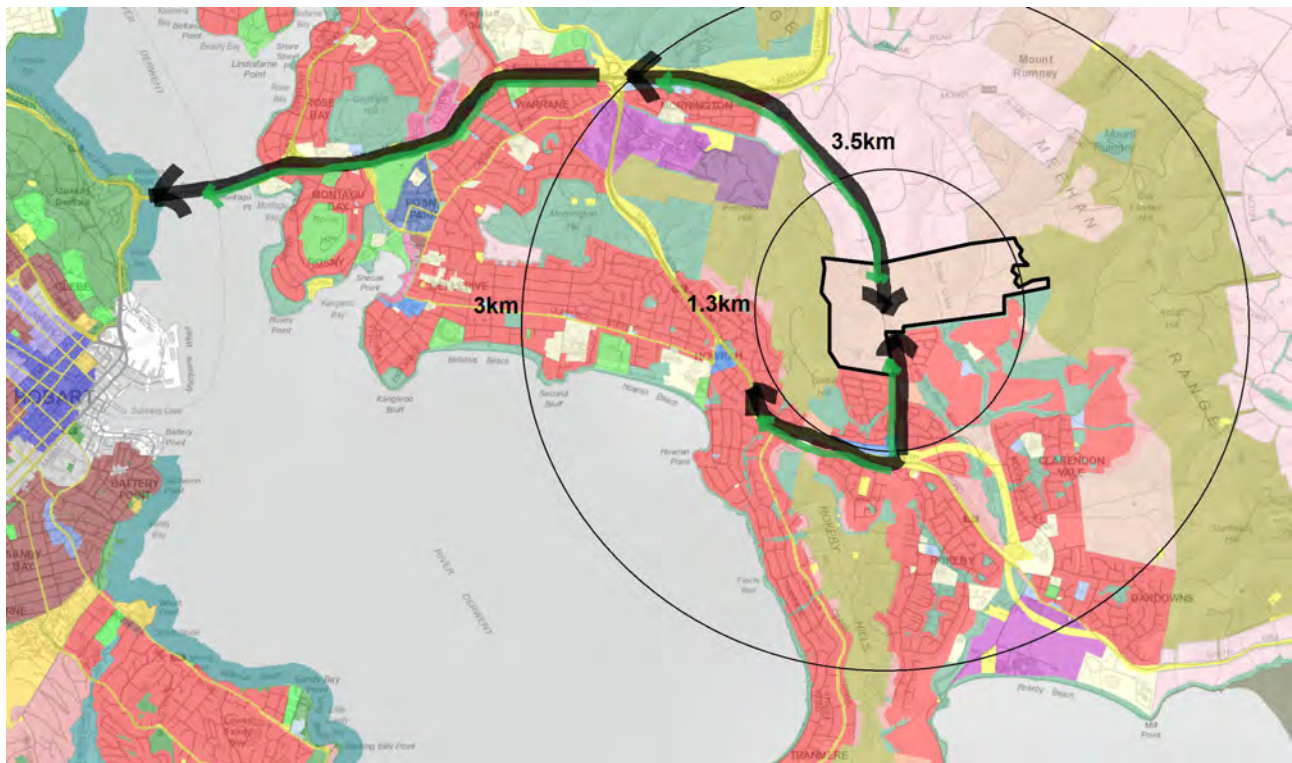


Figure 10 - Proximity Plan

Multi modal access

- Direct access to planned cycle network extensions including Pass Road shared path, Tasman Highway off road cycleway, South Arm Road cycleway, Clarence Foreshore Trail and Derwent River Ferry terminal at Bellerive
- Direct access to Metro public transport routes and planned Tasman Highway Transit Lane via the planned Pass Road/Tasman Highway interchange
- Opportunity to extend and strengthen the proposed Clarence Plains Rivulet Trail and align with the recommendations of the *Clarence Plains Reserve Activity Plan 2016-2020*.

Access to health & education

- Clarence Plains Community Health Centre
- Howrah Sunrise Early Learning Centre (4 minutes)
- Clarence Plains Child and Family Centre, Clarendon Vale (5 minutes)
- Bayview Secondary College, Rokeby (5 minutes)
- MacKillop Catholic College, Mornington (5 minutes)
- Emmanuel Christian School (7 minutes)
- Rokeby, Clarendon Vale and Howrah Primary Schools (5-8 minutes)
- Southern Support School (8 minutes)

2.4 Identifying and attributing the true costs of delivering physical infrastructure

It would be appropriate that release of this land be contingent on Precinct Planning that would take into account contributions to the proposed Pass Road upgrades and shared path, the proposed Paranville/Fenshaw reservoir as well as any other infrastructure upgrades directly attributable to development of the land.

2.5 Ensuring that future needs can be met

As discussed above the land is well located to provide for some of Greater Hobart's future housing demand in a location with good access to existing community infrastructure. The land is well located for access to existing education, health, public transport, waste management and emergency services networks.

2.6 Providing public open space and recreational needs.

The land is well located to existing and planned public open space and recreational facilities including:

- A new community sports hub at Bayview Secondary College. These facilities will provide for the school during school hours and serve the growing Clarence Plains community and Howrah catchment after school hours³
- Direct access to planned cycleway network extensions
- Opportunities to support an extension to the Clarence Plains Rivulet Trail.

2.7 Maintaining Greater Hobart's sense of local identity

The land is cleared, gently sloping, relatively unconstrained and contained within the Clarence Plains valley as shown in Figures 11 and 12 below. Development can be accommodated in a way that maximises the amenity of the attractive local setting without impact on the skyline or landscape characteristics of Greater Hobart.

³ . Bayview Secondary College and Sports Precinct Master Plan

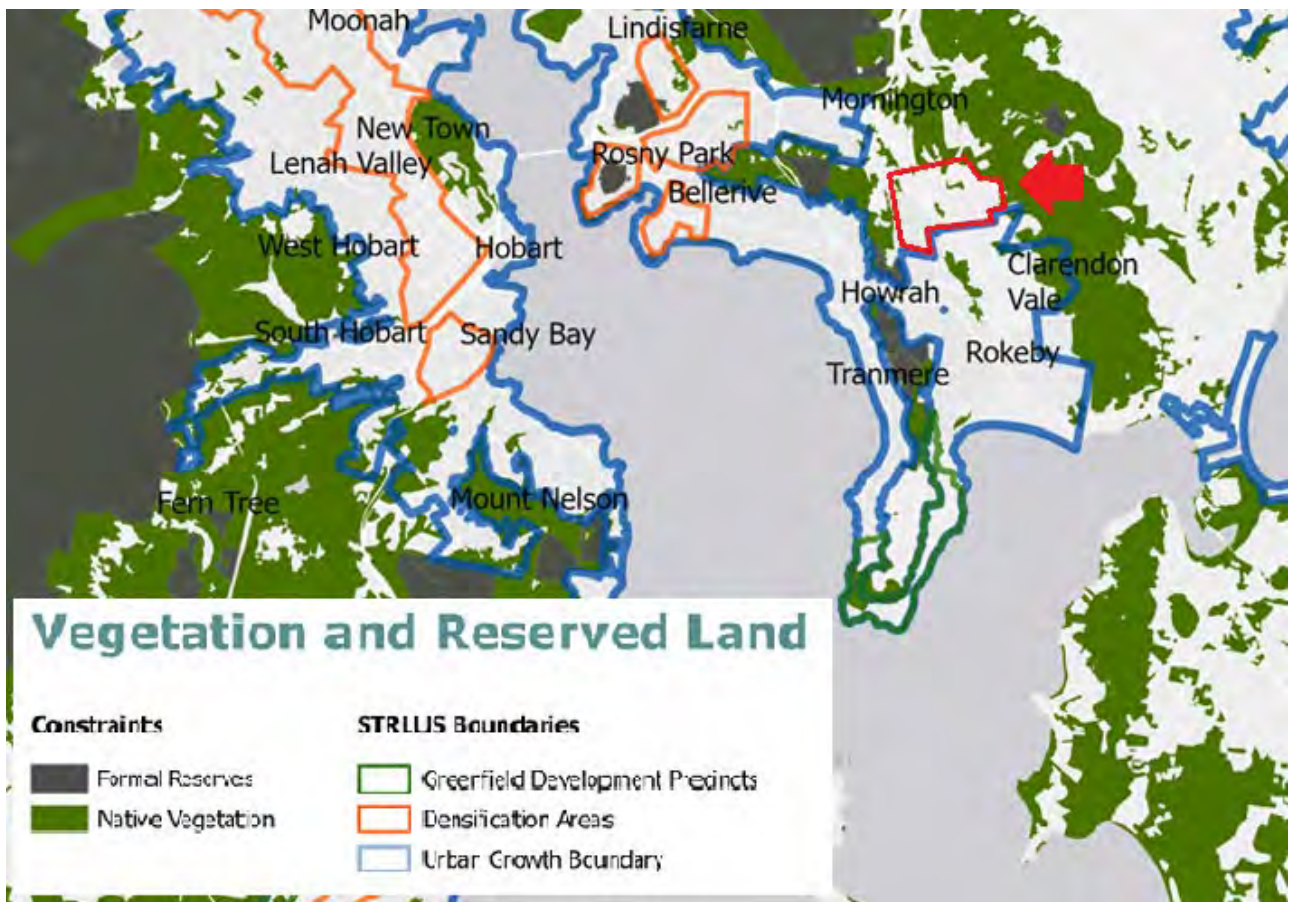


Figure 11 - The land is primarily cleared pasture (source: annotated plan from the Draft GHP)

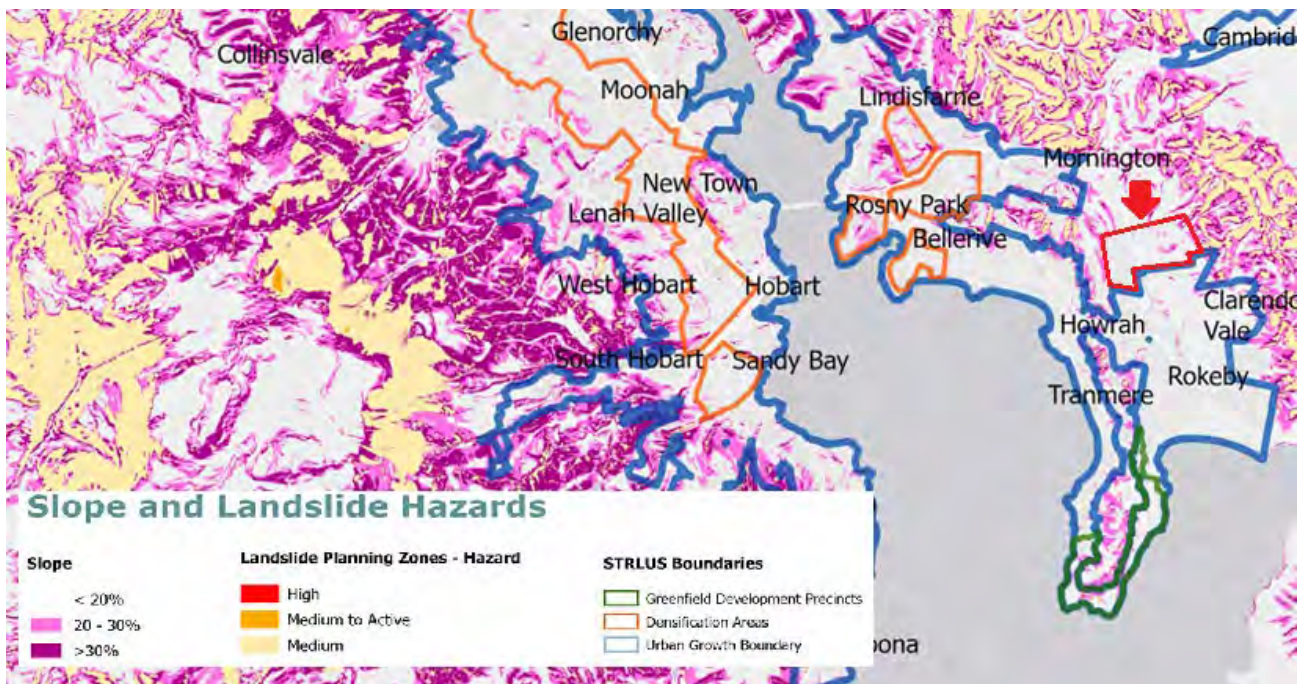


Figure 12 -Slope and Landslide Hazards (Source: annotated plan from the GHP)

2.8 Review of the Urban Growth Boundary

The proposed Urban Growth Boundary in the Draft GHP and the proposed Greenfield Development Precincts are based on Map 10 of the Southern Tasmania Regional Land Use Strategy 2010-2035. Under this plan, once Paranville is developed (estimated to be less than 10 years), greenfield land on the eastern shore will be held by a single owner at Droughty Point.

Having regard to the above the land is well located and indeed better located than many other greenfield development precincts that are identified in the Draft GHP. It would be appropriate that the Urban Growth Boundary in the Greater Hobart Plan and updated Southern Tasmania Regional Land Use Strategy is reviewed and optimised now to include this land. This will allow other planned upgrades such as Pass Road, Pass Road/Tasman Highway interchange, cycleway infrastructure and the new Paranville/Fenshaw reservoir to be planned with confidence. In this regard it would promote integrated infrastructure and land use planning, orderly development consistent with the Objectives of the *Land Use Planning and Approvals Act 1993* and Section 5 of the *Greater Hobart Act 2019*.

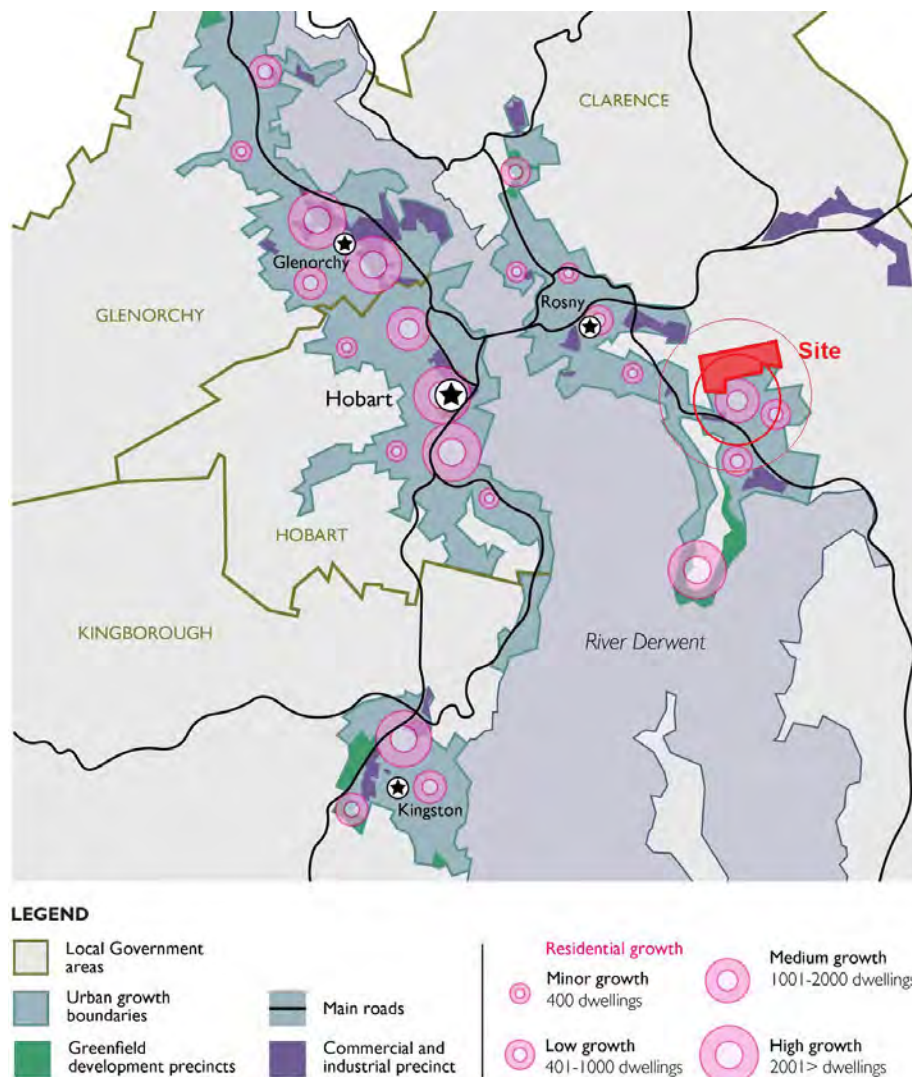


Figure 13 -The land would be a logical Greenfield development precinct and extension to the Urban Growth Boundary for Greater Hobart

3. Principles of the Greater Hobart Plan.

The following comments are made in support of the inclusion of the land in relation to each of the Principles of the Draft GHP.

Principles	Comment
Common Principles	
1 Whole of Greater Hobart Planning	The land is ideally located to align with existing and planned physical and community infrastructure. It will support clear strategic planning for the Clarence Plains area and Tasman Highway corridor at all levels of government, industry, and the community.
2. A compact city	The land is relatively unconstrained and located close to existing centres of Glebe Hill Village, Mornington, Rokeby, Rosny Park, Cambridge and the Hobart CBD. Its development would strengthen a link back towards existing urban development and avoid urban sprawl.
3. Live locally	As discussed throughout this report the land is located within 600m of the Glebe Hill Village centre and will link to the Stokell Creek walking trail, cycle infrastructure and has excellent access to a full range of existing and planned services within the Clarence Plains area.
4. Environmental sustainability	The land is identified as unconstrained (see Figures 11 and 12 above)
5. Community engagement	Development of this land can be managed to avoid riparian areas, existing vegetated areas and hilltops. The proposal is supported by an Aboriginal Heritage Assessment that identifies a low to very low density of artefacts on the land and that identified sites can be avoided and effectively managed.
Residential Development Principles	
6. Alignment with natural setting	Development of this land will avoid sensitive skyline areas and can be accommodated within the cleared areas of the Clarence Plains valley. It is expected that future Precinct Planning for the land would avoid sensitive riparian areas, complement the unique natural setting and historic values of the Clarence Plains area including Clarence House.
7. Meeting future housing needs	The proposal would further this Principle in that it is accessible, provides an affordable and diversified greenfield housing option on the Eastern Shore. Precinct Planning could support increased densities and a range of housing options to meet the needs of the ageing demographic.
8. Urban consolidation	Inclusion of this land within the Urban Growth Boundary will contain the footprint of Greater Hobart and move it back towards existing urban areas at Mornington.

9. Liveable walkable communities	As discussed throughout this report the land is well located and connected to further this Principle for liveable and walkable communities.
10. Respecting local character	As discussed above Precinct Planning for the land can draw on emphasise the rich history of the Clarence Plains area.
Physical Infrastructure and Service Principles	
11. Integration of land use and infrastructure planning	The proposal strongly aligns with this Principle in that it contains the footprint of Greater Hobart and avoids linear sprawl. As discussed throughout it will also encourage compact development and make efficient use of existing and planned physical and community infrastructure.
12. Optimise the most efficient use infrastructure and services	As discussed throughout this report inclusion of this land will further this Principle.
13. Optimise public accessibility	The land will further Principles for optimum public accessibility and transport options. It is conveniently located to a full range of services and amenities. It is also ideally located to connect to the existing walking trails, cycle infrastructure and the public transport network in the Rokeby, Clarendon Vale and Glebe Hill area as well as the proposed Tasman Highway transit lanes.
14. Identify and attribute true infrastructure costs	As discussed in Section 2.4 above it would appropriate that release of this land be contingent on Precinct Planning and contributions to the proposed Pass Road upgrades and shared path, the proposed Paranville/Fenshaw reservoir as well as any other infrastructure upgrades directly attributable to development of the land.
15. Ensure infrastructure and services meet future needs	These matters can be appropriately accommodated within future Precinct Planning for the land to ensure that it furthers the objective for Greater Hobart to become the “world’s best small capital city”.
16. Provide for open space and recreation needs	As discussed the land connects to existing and planned active and passive recreation networks and facilities.
Economic Development Principles	
17. Employment growth	The land is centrally located to a range of employment centres including Mornington, Cambridge, the Coal River Valley, Rosny and the Hobart CBD and Greater Hobart in general.
18. Active central and local business hubs	Development of this land will assist to strengthen the Glebe Hill Village centre and the Clarence Plains area as local hubs.
19. Collaboration	It is expected that future Precinct Planning for the area would include close consultation and collaboration with the community, Clarence Council, Department of State Growth and Communities Tasmania.
20. Competitive advantages	The proposal would protect and promote the unique features and values of Greater Hobart.

21. A diverse and resilient community	The location and physical attributes of this site will mean that it is well poised to respond to contributes to an economically and environmentally sustainable, innovative future for Greater Hobart that is tailored to enhance the local needs of the Clarence Plains area.
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Site Assessments

The owners of 239 and 246 Pass Road have commissioned several site investigations over the past year in relation to Aboriginal Heritage, Natural Values and Agricultural Land. An overview of each of these assessments is provided below and confirm that the land is not significant agricultural land and that Aboriginal heritage and environmental values can be appropriately managed.

The full reports can be made available on request.

4. Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment of the 202,239 and 246 Pass Road was undertaken by CHMA in January 2022 and is available on request.

The survey assessment resulted in the recording of one Aboriginal site (AH13987), which is a low-density artefact scatter comprising three stone artefacts. The site is located in the east portion of 246 Pass Rd, on the mid to lower southern slopes of a small spur line that is bordered to the west by the Clarence Plains Rivulet and to the east by Stokell Creek.

In addition, two potential archaeological deposits were identified in the east portion of that site (PAD1 and PAD2). Potential archaeological deposits (PADs) are areas where it is assessed that there is an increased potential for undetected sub-surface Aboriginal cultural heritage deposits to be present. There is a reasonable potential that both these PAD areas may have been utilised as interim seasonal camp sites and if this is the case, then low-moderate density cultural deposits may be present.

Figure 14 shows the location of site AH13987 and the two PADs.

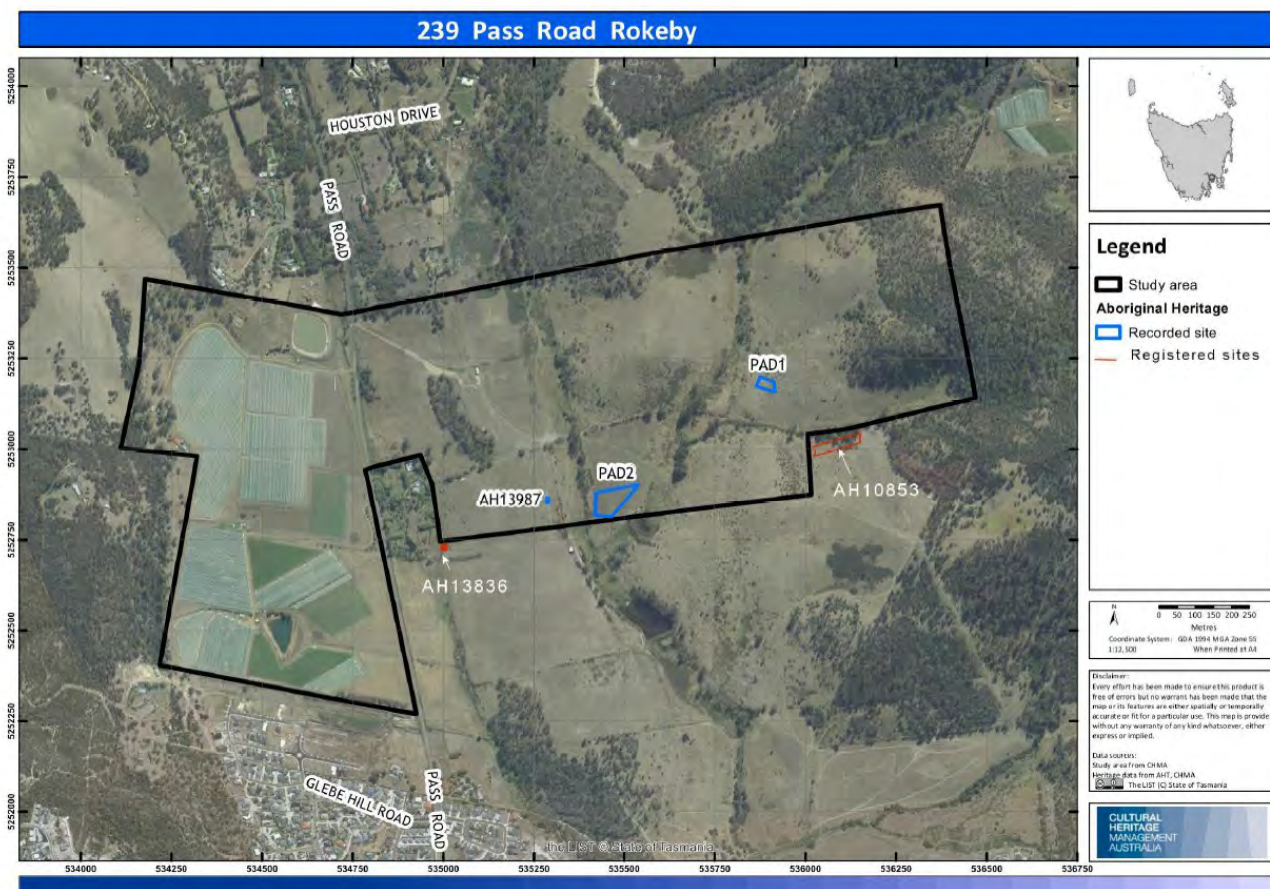


Figure 14 - Aerial image showing the location of Aboriginal site AH13987 and PADs 1 and 2 within the east portion of the study area and registered sites AH13836 and AH10853 situated just outside the study area

Besides AH13987 and PADs 1 and 2, no other Aboriginal sites, suspected features or specific areas of elevated archaeological potential were identified within the study area. The field survey confirmed that there are no raw stone material types present within the study area that would be in any way suited for artefact manufacturing. The presence of potential Aboriginal quarries or procurement sites within the study area can therefore be ruled out. There are also no overhang or shelter features present within the study area, which eliminates the possibility of Aboriginal rock shelters being present.

The AHR search results show that there are no other registered Aboriginal sites present within the study area boundaries. However, there are several registered Aboriginal sites that are situated just to the south of the site at 163 and 145 Pass Road where sub-division works are currently underway. Two of these sites (AH13836 and AH10853) are located immediately to the south of the southern boundary of the site (see Figure 14).

The overall impression generated through the observations made during the field survey program is the site and artefact densities throughout the study area are likely to be generally low to very low. If undetected Aboriginal sites are present, they are most likely to be isolated artefacts or low-density artefact scatters. These sites would be representative of sporadic levels of Aboriginal movement and occupation through this landscape. The possible exceptions are the previously discussed PAD1 and PAD2 areas identified in the east portion of the study area.

Table 2 below provides a summary overview of CHMA's management recommendations for the site. The more detailed recommendations are presented in the full report.

Area	Management Recommendations
AH13987	<p>Site is a low density artefact scatter located in the east part of the study area (see Figure i). The preferred management option is to conserve site AH13987 in-situ and to protect the site from any impacts associated with the proposed development works. To this end, the following management strategies should be implemented.</p> <ul style="list-style-type: none"> - The site area should be plotted onto the development masterplan. - Prior to works commencing, a durable, high visibility temporary barricading should be erected around the defined boundaries of the site with a 3m buffer applied on all sides. These barricades are to be removed at the completion of any development works. - Construction contractors should be informed of the location of the site and informed that the site is not to be impacted. <p>If site cannot be avoided and may be impacted by development, then apply for a Permit.</p>
PADs 1 and 2	<p>These are two areas in east portion of the study area where there is the potential for Aboriginal cultural deposits to occur (see Figure i). If there is a possibility that either PAD area may be impacted by future development, then it is recommended that a limited sub-surface test pitting program should be implemented within the bounds of the PAD areas. The purpose of this test pitting program will be to confirm the presence absence of artefact deposits in these areas. The scope and requirements of the sub-surface test pitting program should be ratified with AHT prior to the test pitting being implemented.</p>
Sites AH10853 and AH13836	<p>These two registered sites are situated immediately to the south of the current study area, within an adjoining residential sub-division (see Figure i). Note site locations and avoid.</p>
General Recommendations	<p>If previously undetected archaeological sites or objects are located during the course of construction works, the processes outlined in the Unanticipated Discovery Plan should be followed (see Appendix 4).</p> <p>Copies of this report should be submitted to AHT for review and comment.</p>

5. Biodiversity

Environmental Dynamics has prepared a Natural Values Assessment of 239 Pass Road. A Natural Values Assessment has not been prepared for the western titles at 246 or 202 Pass Road at this stage given their existing cleared and development condition as vineyards.

The assessment concludes that most of the 239 site has been cleared of native vegetation and used for grazing stock in the past. The cleared areas are dominated by degraded pasture species and are heavily weed infested. These areas contain very limited natural values and future development could be undertaken with no impacts.

The assessment of 239 Pass Road confirms that there are four main areas on the site that contain significant natural values, all of which are already included under the Landscape Conservation Zone or natural assess code overlay of the planning scheme. These are: the approximately 3 ha area of black peppermint forest on dolerite (DAD) at the western end of the property; the area of bush on the eastern hills zoned for Landscape Conservation; the significant habitat trees along the waterways, covered by a WCPA overlay; and an area of

Priority Vegetation on the northern property boundary. This overlay protects an area of DVG, however, it could be reduced in size as the vegetation at the eastern end mapped by TASVEG 4.0 as FRG, is highly degraded, weed infested and does not hold any significant conservation value.

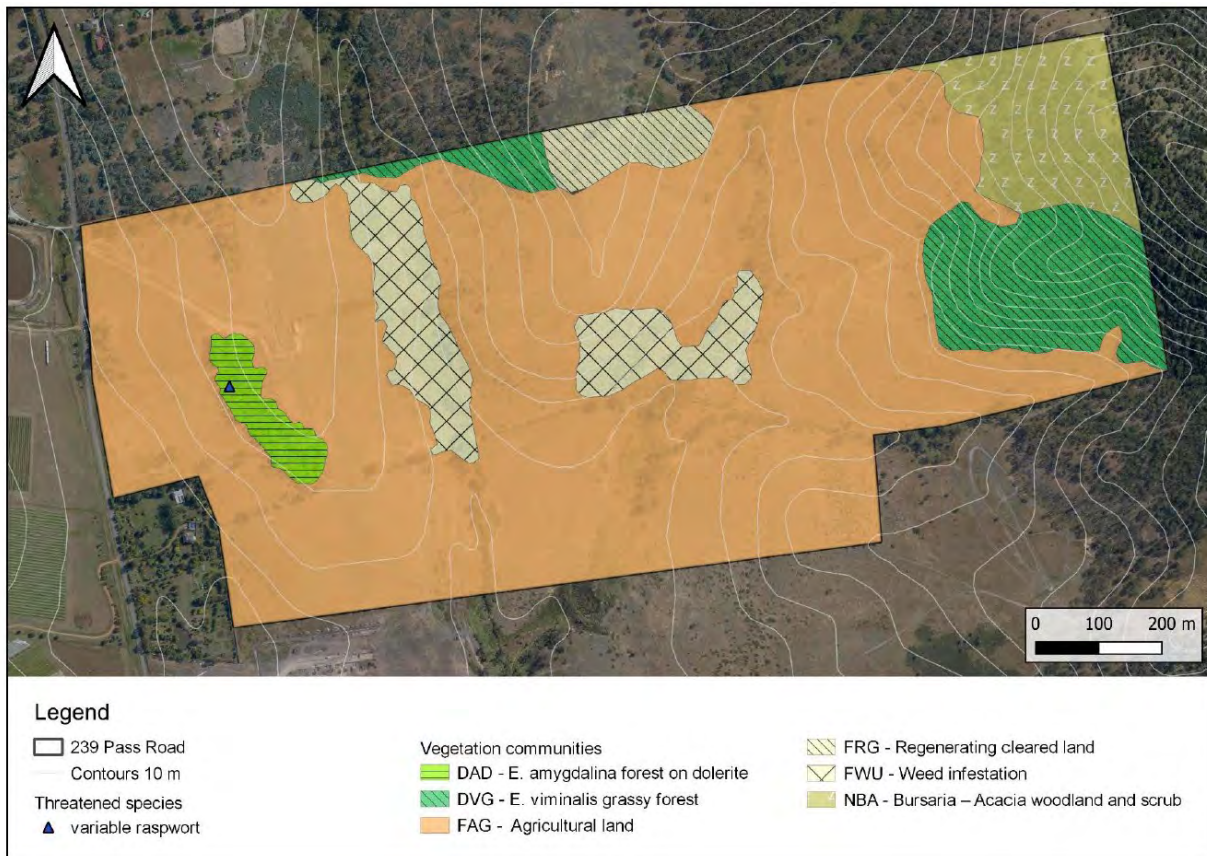


Figure 15 -Vegetation communities and threatened flora at the site

6. Protection of Agricultural Land

The Agricultural Assessment Reports of the land have been prepared by Pinion Advisory.

- 239 - covers a total area of 106 hectares and is covered by Class 4, 5, 5+6 and 6 land.
- 202 and 246 - covers a total area of 31.8 hectares and is covered by Class 4, 5 and 6 land. 246 includes a 14.2 hectare vineyard

The investigations conclude that the properties are incapable of supporting meaningful commercial scale agriculture due a range of limitations including its size, block layout, topography and land capability which restricts both the current and future potential productivity and diversity of agricultural land use activity and enterprise mix.

If the properties were improved and developed for agricultural use, the most likely use would be for a low intensity grazing purposes as sheep breeding enterprise.

246 and 202 Pass Road support small scale vineyards. However due to a combination of limited water resources, available suitable land and the size of the properties the vineyards are considered to have reached their maximum size.

239 is currently in a highly degraded state and to lift the level of productivity would require a very significant level of investment, although due to the economics involved and very long breakeven period this type of development would not occur.

The properties have no access to irrigation water and in the future this is unlikely to improved and is not located within an irrigation district for the supply of either raw irrigation and/or recycled irrigation water.

The properties are currently exposed to a high level of fettering due to the large residential development adjacent to the southern boundaries.

The properties are isolated from other agricultural land and could not be adhered to form a larger parcel of contiguous agricultural land capable of supporting commercial scale agricultural land use activity.

The properties are not considered to have significant agricultural qualities and/or infrastructure and have negligible local and regional significance.

6.1 Protection of Agricultural land Policy

The Pinion Advisory assessment confirms that development of the land would not conflict with the principles outlined in State Policy on the Protection of Agricultural Land 2009 (PAL Policy). The purpose of the PAL 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 following responses are provided in relation to each of the Principles of the PAL Policy:

Principle 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”.

Response

- 202 and 246 include existing vineyards that have reached their maximum level of development and are subject to constraints associated with the highly limited availability of irrigation water.
- 239 is in a highly degraded condition and would require significant development and associated investment to allow it to support agricultural land use activity.
- Due to the size of the property, land capability constraints, lack of irrigation water, likely fettering issues from adjacent general residential land use activity and ultimately the financial returns which could be generated from the property it is clearly unlikely it would be developed for agricultural land use activity.
- The properties have a negligible level of local and regional significance.

Principle 2

“Use and 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”

Response:

- This is not applicable as no prime agricultural land is present on the properties.

Principle 3

“Use and development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.”

Response:

- This is not applicable as no prime agricultural land is present on the properties.

Principle 4

“The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following: ...”

Response:

- This is not applicable as no prime agricultural land is present on the properties.

Principle 5

“Residential use of agricultural land is consistent with the 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”.

Response

- The property is already fettered by the adjacent residential land use activity along its southwest boundary area.
- The property has a negligible level of local and regional significance.

Principle 6

“Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits”.

Response:

- This is not applicable as no prime agricultural land is present on the properties.

Principle 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”.

Response

- The properties have very limited local and regional importance due to:
 - o The relatively small land area.
 - o Low/very low level of land capability
 - o Not being in a declared irrigation district

- Not being in an area where recycled irrigation water is available
- No irrigation water is available from the two waterways which flow through 246
- No critical agricultural infrastructure and/or natural features, such as dams, waterways or pipelines, are present on the properties.

Principle 8

“Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development”.

Response:

- This is not applicable as the properties are not in a proclaimed irrigation district.
- Due to the nature of the topography of the sites, likely need to build an irrigation dam and the associated ANCOLD safety issues and subsequent high cost the land would not be considered suitable for and/or benefit from broad scale irrigation development

Principle 9 to 11

The remaining principles are not relevant to the subject area. These principles relate to the following:

- Planning schemes facilitating agricultural use on land zoned for rural purposes (Principle 9); and
- Plantation forestry (Principles 10 and 11).

7. Conclusion

Release of this land as demand requires over the next 30 years aligns strongly with the Strategy for Growth and Change for Greater Hobart in a spatially integrated manner and the principles of the Greater Hobart Plan. It is close (via the proposed upgraded Pass Road) to the urban centres of Hobart (12km), Rosny Park (7km) and Mornington (3km) and in many respects is better located than not only other greenfield precincts but also existing zoned land.

The land is well located to accommodate some of Greater Hobart’s 30,000 forecast dwellings and provide a logical and affordable greenfield alternative on the Eastern Shore.

Development of this land would make efficient use of existing and planned physical and community infrastructure around the Clarence Plains area. It would also assist to strengthen an alternative multi modal transport link back to the Tasman Highway along Pass Road.

The land is well located to offer a “good” greenfield development option that will contain the footprint of Greater Hobart.

The land:

- has excellent access to reticulated services and community infrastructure
- is relatively unconstrained and located close to existing centres of Glebe Hill Village, Mornington, Rokeby, Rosny Park, Cambridge and the Hobart CBD. Its development would strengthen a link back towards existing urban development and avoid urban sprawl

- is located within 600m of the Glebe Hill Village centre and will link to the Stokell Creek walking trail, cycle infrastructure and has excellent access to a full range of existing and planned services within the Clarence Plains area
- can be accommodated without neighbouring amenity impacts or compromising Hobart's unique landscape character
- could support increased densities and a range of housing options to meet the needs of the ageing demographic
- is not significant agricultural land as discussed in Section 6 and Aboriginal heritage and environmental values have been surveyed and can be appropriately managed as summarised in sections 4 and 5 of this submission.

In summary development of this land will further the Principles of the Greater Hobart Plan and should be considered as part of a revision of the Urban Growth Boundary.

Frazer Read

Principal

From: Owen Homfray
Sent: Monday, 3 February 2025 1:43 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

Extending the Urban Growth Boundary for an additional 10,000 greenfield dwellings just two and a half years after releasing the 30-Year Greater Hobart Plan, which outlined a goal of a 70:30 split between infill and greenfield development for new dwellings, is frankly ridiculous.

The 30-Year Greater Hobart Plan estimated that 9450 greenfield homes could be built within the existing urban growth boundary alongside ~25,000 infill dwellings. Extending the urban growth boundary for 10,000 additional homes is saying that the demand for new housing has more than doubled if you are to keep to the goal of a 70:30 split of infill to greenfield development. Quite frankly I find this hard to believe.

Building greenfield developments on the urban fringe of Hobart will create traffic, education, environmental and healthcare problems for everyone and will force the construction of new car-centric infrastructure to cater for these poorly designed, low density neighbourhoods.

If we want financially sustainable developments, building higher density housing in areas that have access to amenities such as schools and public transport is what we should be building. Tasmania's public transport network is a disgrace and needs serious work and investment to fix it, but it is necessary unless the government wants to continue funding expensive road projects that only lead to more traffic. Every report commissioned by this government says all the right things in regards to increasing density, improving active and public transport and de-prioritising private cars, but it seems like every time, the government promptly ignores these reports and continues to make the same mistakes over and over again.

Building massive new low density housing developments in Brighton, Margate, Sorell, Lauderdale and the Clarence Plains will only lead to more issues in the future when you actually need to provide decent services to these areas but you can't because everything is so spread out and car-centric. The construction of light rail along the Northern Suburbs Transit Corridor would bring significant development to the areas surrounding it and could boost Hobart's housing supply significantly without requiring large-scale road upgrades that make the city a worse place to be. The scale of development would be much more than bus rapid transit and a lot more than doing nothing at all with it. All the reports and investigations made into the corridor agree with this.

I would also like to point out that excluding areas such as New Norfolk and Huonville from the Urban Growth Boundary has allowed them to sprawl massively, seemingly without any checks or limits. New Norfolk in particular has zoned large swathes of land for general and low density residential that I can only assume is going to be sold to people commuting to Hobart as I cannot see any other reason New Norfolk would be growing so rapidly.

I hope you take the advice of your own reports and change the way Hobart (and Tasmania) builds housing.

From: Ricky Birch
Sent: Tuesday, 4 February 2025 9:09 AM
To: State Planning Office Your Say STRLUS
Subject: Urban Growth Boundary

Hi,

Although not in one of the four municipalities listed, I am in Southern Midlands only 20 minutes outside of Sorell (Runnymede).

I have three children who are all in late teens and working and realistically I can see them struggling to buy their own homes. I currently live on a rural holding of 75 acres of which I have owned for forty years. I would like to see planning regulations accomodate someone in my position be able to subdivide off small parcel of land (10 acres) each to give young people (family members)a chance.

I lost my wife nearly four years ago to cancer and as I get older having family near by would also be a benefit and hopefully assist in me to stay in my own home in years to come.

Not every young person wants to live in the more populated areas and to purchase a building block is near out of reach of young people and in most cases have to rely on family financially.

Regards
Rick Birch
Sent from my iPad

From: Stuart Baird
Sent: Wednesday, 12 February 2025 1:18 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

Rezoning fringe areas, especially in locations such as sorell surely only further exacerbates sprawl and longer term infrastructure and services costs to communities and governments.

When will this government work within the strlus it has previously signed up to and work with local government and communities to deliver density and the missing middle to hobart?

Rezoning land 20km out and removing appeal rights sounds alot like another big leg up to poor development.

Does the property council run tasmania ?

STRLUS Urban Growth Boundary Update – Consultation

Marcus Higgs Comments

14 February 2025

Limits on the Urban Growth Boundary were decided many years ago in order to have a strong focus on infill development, one objective being to improve the efficiency of public transport.

This consultation paper provides zero information on the analysis of residential development potential available within the existing approved boundaries. I object to this deficiency.

As the consultation paper stands, one can deduce that it represents “land grabbing” by urban developers and the State Government for the potentially easiest short term cost and profit, disregarding the impact on long term social and economic costs to the Tasmanian community. The past fringe development facilitated by the State and Commonwealth Governments around the city (cities) of Hobart, Kingston, Glenorchy and Clarence have resulted in consequences of urban sprawl, excessive dependence on cars, social problems through inadequate employment provision, petty crime etc.

I am most familiar with Kingborough and Sorell so will confine my comments to those proposals, but I would appreciate the commission scrutinizing all the proposals with the objectives of maximizing potential for efficient public transport, infrastructure opportunities in relation to long term employment without long travel times to work, and schooling infrastructure.

Kingborough Area 1 Table 12.

I have long been interested in the fact that with dolerite soils and steep slopes exiting Hobart, the Southern Outlet impedes options for economic public transport. In my past comments to successive Public Inquiries, I have emphasised that Kingborough should not have “heavy industry” necessitating trucks to use the Southern Outlet, but should focus on having high tech computer-based industry where workers could easily commute to work by walking, cycling etc. I

endeavoured to have a “Silicon Valley” type approach, avoiding clearing of existing forest communities, in the development of the Spring Farm area (a combination of small business and residential, but this was rejected. Because of proximity to the Antarctic Division, I believe such a concept would be great for Kingborough. Sadly, my ideas were rejected and today instead we have a further dormitory urban sprawl precinct, a sea of grey colorbond roofs, predominantly single storey homes, and a mega shopping development approved (with yet another Coles supermarket in Kingston) which will result in many more mature eucalypts being felled.

The Kingborough Sports Centre precinct and the public Kingston High School are constrained. There a proliferation of private primary and high schools in Kingborough but both the public Kingston primary school and high school are at capacity. Some years ago, I attempted to interest the General Manager of Kingborough Council in facilitating zoning of the land between Channel Highway, Gemalla Road and Bundalla Road for a future public High School in Kingborough. This land forms a substantial part of Area 1 in the current Urban Growth Boundary Update. I was told then by the General Manager that it was not Council’s responsibility, but that of the Education Department.

After the year 2000, Government made a decision not to have a road bypass of the township of Margate. Since that time residential sprawl has occurred in the Beach Road area, in the Dayspring drive area and in Snug. Margate and Snug are effectively dormitory suburbs serving great Hobart. Traffic bottlenecks in Margate are now common, associated with proximity to the Primary School and commuter traffic in the morning and afternoon. Vehicle Queues 100s of metres in length through Margate are common. Traffic congestion has grown rapidly in the last couple of years and there is no end in sight. More urban residential sprawl if the Area 1 if the Urban Growth Boundary update were approved would have a diabolical additional impact on Margate and beyond that on the southern Outlet to Hobart.

I recommend rejection of the proposed extension of the Urban Growth Boundary in Area 1, Kingborough.

Sorell Area 3 Table 15, page 24

I have known this farming area in Sorell for many years. It has basaltic soils, gentle topography, stunning view to the estuary and Kunanyi, proximity to the airport, and amazing solar generation potential.

My view is that it is a perfect location for future residential development in a unique precinct with suitable covenants and regulations requiring the whole community and the individual homes properties to be “carbon neutral”. The urban designers, Council and the developers should be required to plant lots of suitable trees, and homes would be required to not effectively be surrounded by concrete paving, such as in many 240 square metre Lots today.

Such a precinct, if it were approved by government, would become a showcase for sustainable development in the whole of Australia.

I recommend this Area 3 could be included in the Urban Growth Boundary update provided it has relevant conditions dictating that it is to become a showcase for “carbon neutral urban development”.

Your sincerely,

Marcus Higgs

From: Danny Visser
Sent: Thursday, 13 February 2025 9:22 PM
To: State Planning Office Your Say
Subject: Submission - STRLUS Urban Growth Boundary Update

Dear Minister Ellis,

I've reviewed the STRLUS Urban Growth Boundary Update, and whilst I do not oppose the boundary update, I do strongly believe that State and Local Government should be doing more to incentivise (or penalise for not) activating under used, under developed or vacant properties that already exist within the Urban Growth Boundary.

Rather than adding more roads and infrastructure further afield, funds could be better spent on densifying the existing suburbs and CBDs.

I'm an advocate for the ethos of "Just build it already!!!",
but it should be sensible construction that's built for the future.

Sprawling suburbs aren't as livable as dense centres with ample active and mass transport options close at hand.

Please consider legislation aiming to densify properties within the existing boundaries.

Kind regards,
Danny Visser

17 February 2025

Felix Ellis MP

Minister for Housing, Planning and Consumer Affairs

% State Planning Office, Department of State Growth

Submission to the proposed Urban Growth Boundary updates

Dear Minister

Thank you for submitting 52 Richardsons Road, Sandford, as a proposed property for inclusion in the Urban Growth Boundary (UGB) updates.

The demand for property in the coastal suburb of Lauderdale is exceptionally high, yet there is virtually no vacant land within the existing UGB suitable for new homes. The proposed site has been thoroughly assessed, with extensive independent reports and modeling already completed. These studies confirm that the property is fully serviced and ideally suited to accommodate new housing for the Lauderdale community.

This project is fully funded, and upon approval of the proposed UGB amendment, the existing rezoning and development application will be updated and submitted to Council without delay.

Population Growth & Housing Shortage

Recent discussions have highlighted how outdated the current UGB is, particularly in light of the 2021 census, which revealed a significantly higher-than-expected population growth rate.

In late 2024, background papers were released as part of the ongoing review of the Southern Tasmanian Regional Land Use Strategy (STRLUS). Among these were independent reports from RemPlan, which conducted a residential demand and supply study that estimated housing supply requirements through to 2046. The study estimated that Clarence will require 1,858 new dwellings outside the existing UGB by that time. It also found that Clarence has only a four-year supply of vacant residential land outside the UGB, assuming 57 sealed lots are developed per year. However, there is currently no development pipeline to meet even a fraction of that demand.

While Lauderdale falls within the UGB, it has very limited viable land for new housing. Including 52 Richardsons Road within the UGB would enable short-term housing development on serviced land free from flood or inundation overlays.

52 Richardsons Road - The Masterplan

The proposed UGB amendment would allow for the realisation of a carefully designed master plan (subject to rezoning approval).

This master plan is centered on delivering a "Gold Standard" addition to the community that integrates best-practice urban design, community recreation, and significant environmental protections. Key aspects include:

- 35 hectares (48% of the total site) dedicated as Public Open Space, linked to an indicative 147 residential lots.
- Formal Council support for amending the UGB, as evidenced by resolutions in February 2021 and March 2022 following regional and community consultation.

Infrastructure & Servicing – Fully Costed

Extensive civil engineering modeling and concept design confirm that the proposed residential area is fully serviced by existing water and pressure sewer networks.

A comprehensive Traffic Impact Assessment concluded that full development of the proposed residential area would not reduce the level of service of the existing road network.

This project aligns with Government commitments, including:

- The \$6.5 million upgrade to Lauderdale Primary School.
- Planned upgrades to Rokeby and South Arm Roads, including the Acton and South Arm intersection.

Additionally, the site is well-connected, with a 35-minute bus ride to the CBD and a 12-minute drive to Glebe Hill and Shoreline Shopping Centre.

Community Benefits

- Recreation: The project will deliver 35 hectares of diverse bushland for public open space, featuring a formal trail network connected to Council's existing Tangara and Coastal trails.
- Local Economy: The development will support existing and new businesses, generating local jobs.
- Road Infrastructure: The plan includes an alternative road link to South Arm Road, easing congestion for existing residents (to be funded by the developer).
- Climate Resilience: Given Lauderdale's low-lying geography and flood risks, this elevated site will offer a future-proofed housing option.

Environmental Protections

The master plan is designed to integrate best-practice urban design with regionally significant environmental conservation and community recreation.

The *STRLUS Phase 1 Consultation Report (February 2025)* highlighted strong community interest in environmental protection and climate resilience. Our concept master plan directly supports these concerns by securing 35 hectares of Public Open Space, preserving native habitats, and providing climate-resilient housing.

State of the Environment Report 2024

Our master plan aligns with key recommendations from the SoE Report, particularly regarding:

- Saltmarsh Protection:
 - Tasmania has lost one-fifth of its coastal saltmarshes, with half of the remaining areas in poor condition.
 - Lauderdale Saltmarsh Reserve, adjacent to 52 Richardsons Road, is the largest in the Derwent Estuary and a critical migratory shorebird habitat.
 - As sea levels rise, the saltmarsh is predicted to retreat into 52 Richardsons Road. Our 35ha Public Open Space allocation secures this migration pathway, ensuring the long-term conservation of the saltmarsh.
- Threatened Flora:
 - A Natural Values Assessment identified threatened plant communities within the woodland and wetland areas of the proposed Public Open Space.
 - The master plan incorporates formalised trails to prevent damage from unauthorized activities and land degradation, preserving these vital ecosystems.

Residential projects require significant lead times, making a strong pipeline of viable housing projects essential. Amending the UGB to include 52 Richardsons Road will allow for a rezoning application to be submitted in near future, as the project is already well-advanced, with the majority of supporting documentation and reports already complete.

We appreciate the inclusion of 52 Richardsons Road in the UGB proposed changes and look forward to moving the project forward with the utmost urgency.

Best regards

Nik Masters & Dean Richards on behalf of the project team

From: Amy Henson
Sent: Monday, 17 February 2025 9:01 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

[

We need to start building better and more sustainable and environmentally friendly high density buildings- not like this proposal of the expansion ugly, inefficient, soulless, car centric, low density hellscape that have no sight of vegetation or character. We don't want to be living in the 'sims'. The experts and urban designers from Europe are sustainably designing more housing in higher density and not creeping into valuable farm land and natural bushland. We have an opportunity here, please don't bend over to money hungry developers and actually plan better neighbourhoods.

Regards,
Amy
Sent from my iPhone



Woolcott
LAND SERVICES



Launceston

St Helens

State Planning Office
Department of State Growth
GPO Box 536
Hobart TAS 7001

By email: spo@stateplanning.tas.gov.au

18 February 2025

Regarding Southern Tasmania Regional Land Use Strategy – Urban Growth Boundary Update

This submission is made in response to the release of the STRLUS Urban Growth Boundary Update – February 2025. This paper was released due to a request made by the Minister for Housing, Planning and Consumer Affairs to update the Urban Growth Boundary (UGB) in relation to the Southern Tasmania Regional Land Use Strategy and ahead of full review of the Strategy.

The paper includes specific lands to be considered for inclusion to the UGB. This submission proposes additional land for consideration.

The lands included in the UGB update are located adjacent to, or, adjoining what is identified as the Urban Growth Boundary – shown in red hatch at Figure 1. The UGB is not included on many localities already developed to residential use – typically zoned Low Density Residential or Rural Living. Why these already developed areas are not considered as a part of the UGB is unclear as urban form is evident.

Rezoning land to a higher density, that is already used for residential purposes allows consolidated development to occur within already established communities with existing services and transport networks. The level of additional service provision (water, sewer and stormwater) would ultimately determine the level of density possible. Servicing existing neighbourhoods and localities as compared to servicing greenfield development provides a better strategic outcome for long term sustainable development and discourages further outward (sprawling) development. Building on and consolidating growth is always preferable for sensible land use and development management.

The land included in this submission consolidates on localities already used and developed for residential, but not recognised in the UGB.

Thank you for your time.

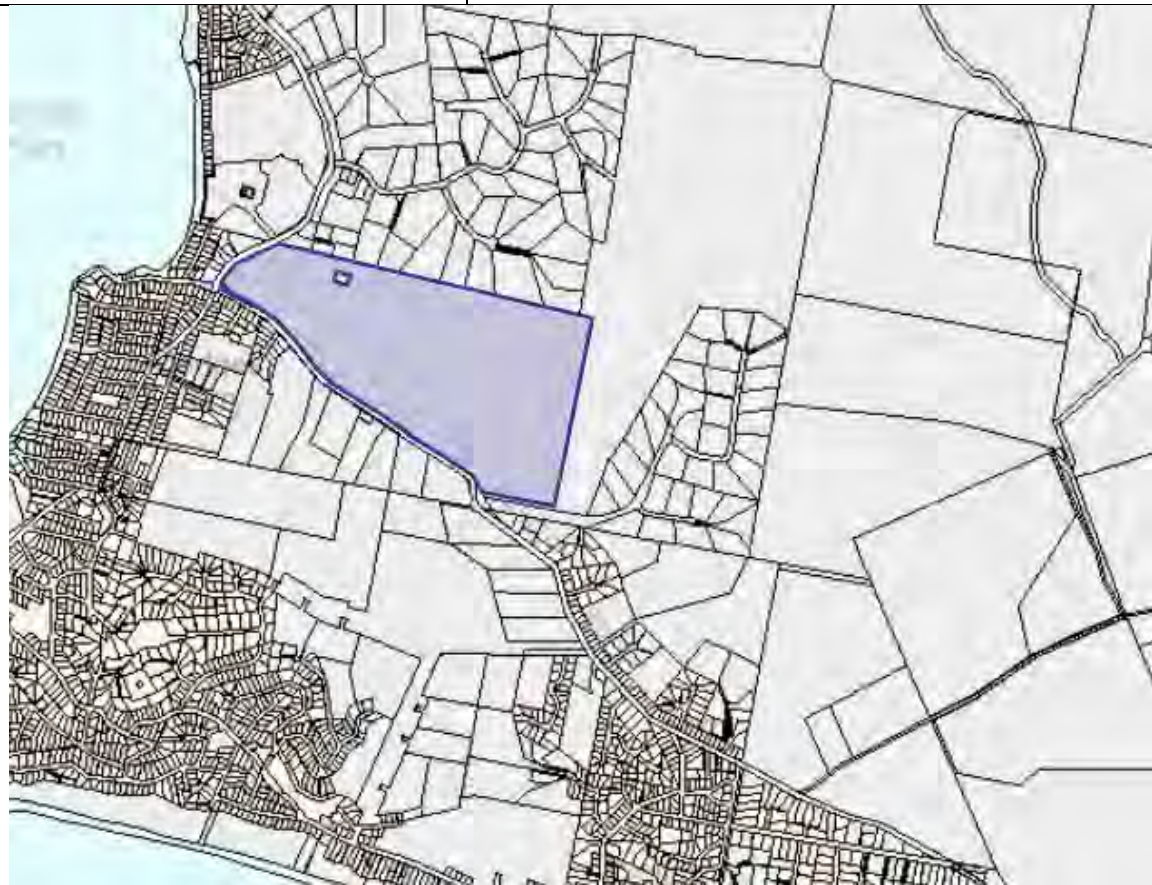
Brett Woolcott

Director | Registered Land Surveyor

Woolcott Land Services



Municipal Area	Sorell
Reference	Old Forcett Road
Current Zoning	Rural
Current Use	Vacant
Approximate land total area	61.26ha
Approximate maximum dwelling yield	305
Comments	Identified through representation
Additional comments	<p>The land is within an already built up area for residential use and development, though not identified in the Urban Growth Boundary. The lot is bound by residential zoning at the north, west and south and there is residential zoning to the east; (the intermediary land to the east could also be considered). Appropriate development and planning could see the area fully serviced. Housing lot yield would be within an already established area joined to existing community services.</p> <p>The identified land could be made to Low Density Residential and/or Rural Living, allowing large residential lots contiguous to the existing urban form.</p>



Municipal Area	Sorell
Reference	Lewisham Scenic Drive
Current Zoning	Rural Living
Current Use	Vacant
Approximate land total area	10.01ha
Approximate maximum dwelling yield	50
Comments	Identified through representation
Additional comments	<p>The land is within an already built up area for residential use and development, though not identified in the Urban Growth Boundary. Land identified south of Arthur Highway (4.4.3 Area 3) includes Agriculture zoned land that would amount to greenfield development if developed to residential and potential loss of farm land.</p> <p>This site and surrounding area is already developed to residential and can be densified with far lesser impact assuming servicing can be provided to the area.</p> <p>The identified land can allow a higher density of development to Low Density Residential. If the surrounding area was considered and planned, the area could be considered for General Residential.</p>



From: Danielle Brabazon
Sent: Tuesday, 18 February 2025 3:42 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

Submission to the Tasmanian Government State Planning Office

Re: Southern Tasmania Regional Land Use Strategy – Urban Growth Boundary Proposed Update

Dear Sir/Madam,

I am writing to provide my submission in response to the proposed update of the Southern Tasmania Regional Land Use Strategy (STRLUS) regarding the Urban Growth Boundary (UGB). As a resident and concerned stakeholder in the Hobart region, I wish to emphasise the importance of ensuring Hobart's urban development prioritises density, liveability, and long-term financial sustainability.

The Need for Greater Density

Hobart, like many growing cities around the world, faces increasing pressure to balance urban growth with environmental sustainability, infrastructure demands, and the provision of quality housing. The current approach, which seeks to expand the Urban Growth Boundary, risks exacerbating urban sprawl, consuming valuable agricultural land, and contributing to inefficient infrastructure use. Rather than further extending the urban boundary, we should focus on making better use of the land already within our existing urban footprint.

A denser Hobart would be more resilient, as it would foster more efficient use of resources, lower reliance on cars, and reduce the strain on our public transport system. It would also provide more opportunities for small businesses, increase housing diversity, and promote social inclusion. Higher-density developments, particularly in strategic locations near public transport nodes, can create vibrant, walkable communities that contribute to the city's overall liveability.

Creating a More Liveable City

The proposed update to the Urban Growth Boundary should not solely focus on the physical expansion of the city but must also address the quality of life for Hobart's residents. Higher density development is not just about increasing the number of dwellings; it's about improving urban design, ensuring access to green spaces, increasing walkability, and providing more affordable housing options.

Liveability also involves ensuring that Hobart's social infrastructure keeps pace with growth. This includes investing in parks, community facilities, healthcare services, schools, and public transport options. The more compact and well-designed a city is, the better equipped it is to provide these essential services in an accessible and sustainable manner.

Financial Viability for the Future

Expanding Hobart's Urban Growth Boundary without careful planning risks creating a sprawling, unsustainable city that will become increasingly difficult and expensive to service. The cost of infrastructure, including roads, utilities, and public transport, would increase disproportionately as the city spreads. In contrast, a more compact city would enable more efficient use of existing infrastructure, reduce the need for costly new road networks, and lower the financial burden on taxpayers.

A denser city offers the potential for a stronger local economy by supporting diverse industries, creating more jobs, and stimulating investment in urban renewal and infrastructure. By focusing development within existing urban areas, Hobart can retain its unique character while benefiting from greater economic resilience and financial sustainability.

Conclusion

I strongly urge the Tasmanian Government to reconsider the proposed expansion of the Urban Growth Boundary. Instead, I encourage a shift towards increasing density within Hobart's existing urban areas. This approach will create a more liveable, sustainable, and financially viable city that can better meet the needs of its growing population. By prioritising high-quality, well-planned urban infill, we can foster a more resilient and vibrant Hobart for future generations.

Thank you for considering this submission.

Yours faithfully,
Danielle Brabazon



20 February 2025

Mr Sean McPhail,
Acting Director State Planning Office
Level 6, 144 Macquarie Street
HOBART TAS 7000

By email to: spo@stateplanning.tas.gov.au

Dear Mr McPhail,

**SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY 2010 – 2035 (STRLUS):
CONSULTATION ON PROPOSED CHANGES TO THE URBAN GROWTH BOUNDARY (MAP 10)**

I write following receipt of your letter dated 3 February 2025 in which you advise that the Hon Felix Ellis MP, Minister for Housing, Planning and Consumer Affairs, has commenced public consultation on potential changes to the Greater Hobart Urban Growth Boundary (UGB), being amendments to Map 10 of the Southern Tasmania Regional Land Use Strategy 2010 – 2035 (STRLUS).

You further advised that Council has until 14 March to make a submission.

Therefore, please be advised that Council considered the matter at its meeting of 11 February and determined the following:

THAT Council has no objection to the proposed amendments to the Urban Growth Boundary as set out in the *'STRLUS Urban Growth Boundary Update Consultation Paper, February 2025*.

If you require further information, please contact Damian Mackey, Council's strategic planning adviser,

Yours sincerely

Stephen Mackey
Acting General Manager

Administration & Works & Services
Tarleton Street Tel: (03) 6286 3202
Hamilton, Tasmania 7140 Fax: (03) 6286 3334

Development & Environmental Services
Alexander Street Tel: (03) 6259 5503
Bothwell, Tasmania 7030 Fax: (03) 6259 5722

website www.centralhighlands.tas.gov.au

25 February 2025

The Honourable Felix Ellis MP
Minister for Housing, Planning and Consumer Affairs
Sent via email: haveyoursay@stateplanning.tas.gov.au

Dear Minister

STRLUS Urban Growth Boundary Update

Thank you for providing the opportunity to provide comment on the proposed updates to the Urban Growth Boundary (UGB).

At its meeting of 24 February 2025, Council considered the proposed updates to the UGB and authorised this submission.

As you would be aware, the City of Clarence led the way in Tasmania in introducing a UGB through the Clarence Planning Scheme 2007. This was prior to the introduction of the Southern Tasmania Regional Land Use Strategy (STRLUS) in 2011 and prior to the interim planning schemes in 2015.

The primary reasons for the implementation of the UGB were:

- To provide certainty to developers about where urban growth should be focussed
- To provide certainty for primary producers by protecting high value agricultural land from urban encroachment
- To facilitate the protection of the natural environment from urban encroachment, and
- To increase density in urban areas, to more effectively utilise urban spaces making it more efficient to provide services, including social and physical infrastructure.

The UGB was then applied to the wider southern region when the STRLUS was declared, and associated strategies were adopted. In this context, is fundamental to note that the UGB does nothing by itself but, instead, provides a spatial designation for the application of these strategies.

The UGB was further scrutinised through the Greater Hobart Plan (adopted in August 2022) where analysis showed that the existing UGB could provide for over 34,000 additional dwellings, which is more than the anticipated demand of 30,000 dwellings over the next 25-30 years. The Greater Hobart Plan notes that Clarence provides opportunities for primarily infill, with some greenfield development, including through already identified future growth areas such as Droughty Peninsula.



The Greater Hobart Plan did not recommend any changes to the existing UGB, instead commenting that “changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.” On this basis, it is our submission that the current review of the STRLUS is the best mechanism for the necessary planning analysis required to support any change, including the review of the supporting strategies applicable to the UGB.

Additionally, according to the State of Play Report, which outlines the preliminary investigations for the review of the STRLUS, demonstrates that from an overall capacity perspective there is no need to increase the UGB. The State of Play Report identifies the need to be 27,665 more dwellings in the Southern Region by 2046, which is consistent with the Greater Hobart Plan.

Contrary to popular belief, the application of the UGB does not immediately make land available to develop. The UGB is the first of several steps to identify the land that may be suitable for urban development. All areas identified in the proposed UGB update within Clarence would be required to be rezoned to allow for urban development, as well as then requiring a subdivision permit and construction prior to the release of land to the general market. As each step in this process will require an increasingly more detailed examination of the opportunities of the land as well as constraints, it is likely that not all the land identified would necessarily result in urban development. In this context, crude calculations of potential lot yields are considered unhelpful and misleading.

In addition, inclusion of land which is highly constrained and therefore unlikely to be rezoned for urban development is similarly unwarranted and unhelpful. It is considered that any changes to the UGB at this stage should be minor in nature, strategic, logical and work to meet the articulated outcomes of the STRLUS review, including:

- To prioritise infill development and urban consolidation
- To encourage investment for urban renewal and redevelopment of underutilised parcels
- To facilitate infrastructure and services to support and protect desired development outcomes
- To promote and incentivise choice through greater diversity and affordable housing mix
- To prioritise urban consolidation to create a more walkable and accessible compact city, and
- To protect environmental values and accommodate future climate change impacts

In summary, the STRLUS is a comprehensive strategic document which uses the UGB as an integrated tool to identify the location of urban growth across the region. Breaking down changes to individual components without the benefits of the contextual discussion does not provide sound strategic planning nor provide for fair, orderly and sustainable use and development.

Accordingly, it is our primary position that undertaking changes to the UGB without completing the associated review of the STRLUS is premature and should not be considered in isolation. However, given the nature of the proposed consultation paper, we have provided specific comments regarding those areas identified in the Clarence area.



Downhams Road, Risdon Vale

The nominated area in Downhams Road, Risdon Vale (shown in Figure 1) is approximately 11.5ha, comprising:

- approximately 1.7ha is in the Open Space Zone and owned by Council
- approximately 4.1ha is in the Rural Zone, abutting the General Residential Zone
- approximately 5.2ha, made up of two parcels in the Landscape Conservation Zone, and abuts the General Residential Zone, and
- the remainder is the road reserve.

The land is currently used for open space and residential purposes. The Risdon Vale Creek runs through the north of the parcels. The lots abutting the General Residential Zone have road connections from existing subdivisions through Palm Road and Matipo Street. All parcels are serviced with reticulated water and all lots, except 33 Downhams Road (the eastern lot), are serviced with reticulated sewer.

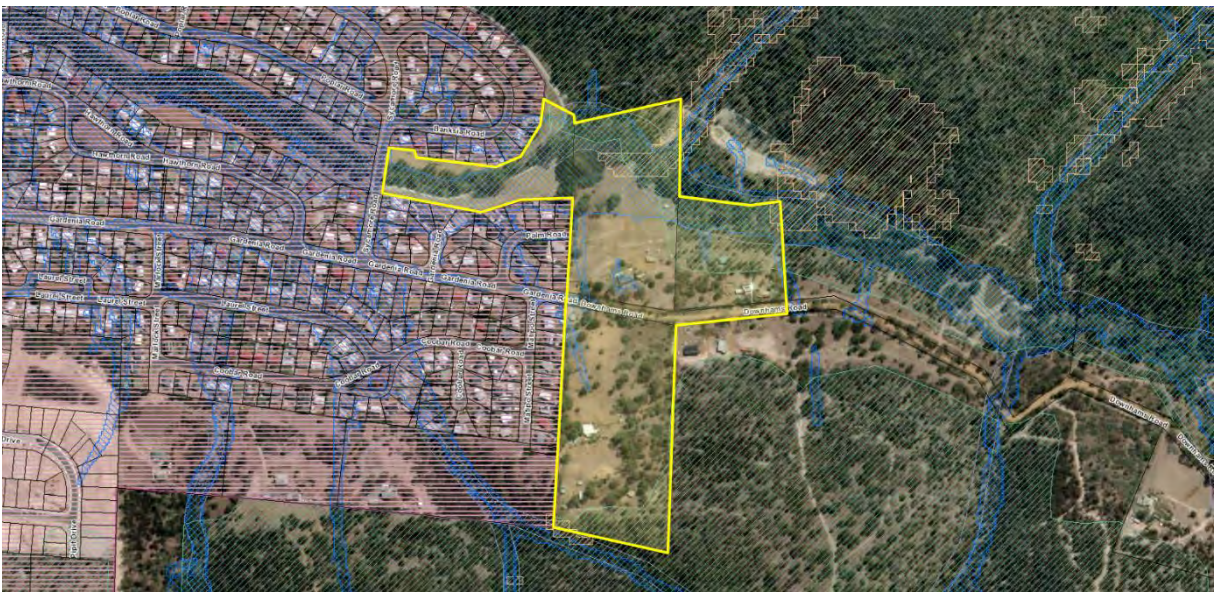


Figure 1 – Downhams Road showing existing UGB and relevant overlays

Relevant overlays are shown which are mainly concentrated to the north. In addition to the above, as with most of the identified sites in Clarence, the Bushfire Prone Area and Safeguarding of Airports Codes apply to the entire property, but are not shown in the figure for the sake of clarity.

There is a substantial area of developable land already within the UGB in Risdon Vale, and there are some development constraints on the identified land such as the Risdon Vale Creek. However, the identified parcels are considered to be a logical extension to the existing UGB and allow for the capping and completion of this section of the urban form of Risdon Vale.

The proposed change at Downhams Road is supported in principle subject to the STRLUS Review.



Sugarloaf Road, Risdon Vale

The nominated area in Sugarloaf Road, Risdon Vale (shown in Figure 2) is approximately 1.5ha. The land is currently within the Rural Zone.

The land is used for residential and business purposes. The adjoining land to the south, east and north are within the Future Urban Zone and are within the UGB. A Structure Plan is in the early stages of development for the area and constraints relating to this property are able to be considered during that process. Land adjoining the identified parcel is serviced with sewer and water, however this land is identified on LISTmap (www.thelist.tas.gov.au) as not currently serviced.



Figure 2 – Sugarloaf Road showing existing UGB and relevant overlays

There is a substantial area of developable land already within the UGB in Risdon Vale, and there are some development constraints on the identified land. However, the identified parcel is considered to be a small and logical extension to the existing UGB.

The proposed change at Sugarloaf Road is supported in principle subject to the STRLUS Review.

Pass Road (North), Mornington

The total area under consideration in Pass Road (North), Mornington (shown in Figure 3) comes to approximately 13.7ha. The area is made up of ten parcels of land, comprising:

- approximately 1.5ha is in the Open Space Zone
- approximately 8.5ha in the Rural Residential B Zone.

The land abuts the General Residential Zone to the west and north. Land to the southwest of the site is within the General Industrial Zone and houses the Mornington Park Waste Transfer Station.



Constraints of the site are capable of being considered in further detail at a later stage. All parcels are serviced with water and the land could be serviced with sewer.

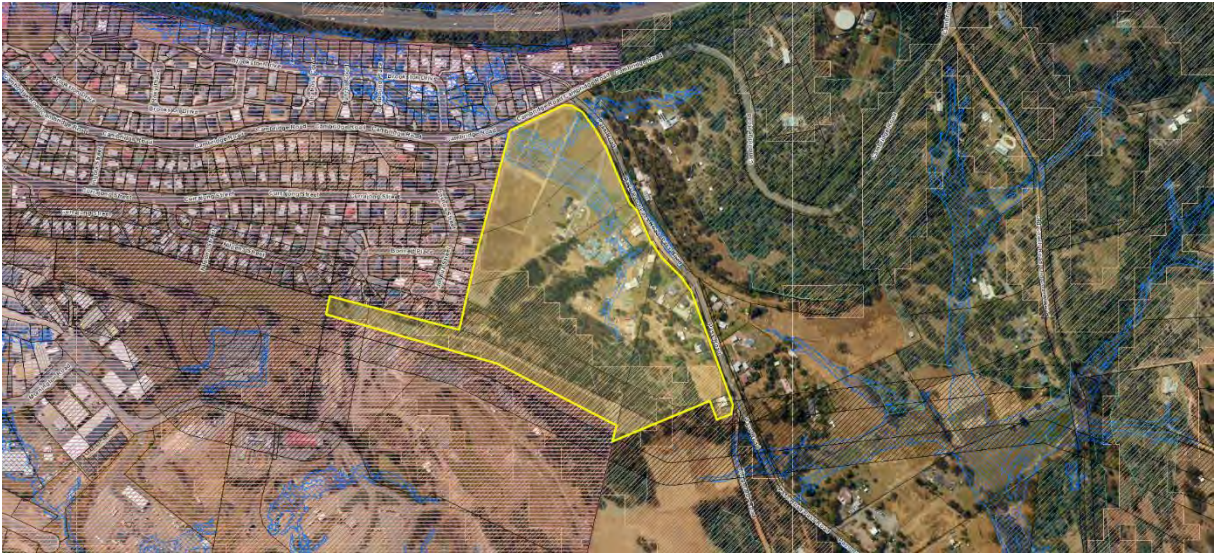


Figure 3 – Pass Road (north) showing existing UGB and relevant overlays

Historically, the land was designated as ‘Reserved Residential’ under the Eastern Shore Planning Scheme 1963. However, based on a residential supply/demand analysis undertaken as part of the development of the Clarence Planning Scheme 2007, was considered unnecessary based on the supply of land in the area and the historical take up rate based on a planning horizon at that time. Since then, the retention of the zones through the Clarence Interim Planning Scheme 2015 and the Tasmanian Planning Scheme – Clarence has generally been an exercise of a like-for-like translation. Given that the basis of the current zone was over 17 years ago and its adjacency to the current urban form, it is considered that the extension of the UGB to the intersection of Pass Road is logical.

The proposed change at Pass Road (north) is supported in principle subject to the STRLUS Review.

Pass Road (South), Rokeby

The total area under consideration in Pass Road (South), Rokeby (shown in Figure 4) comes to approximately 176ha. The area is made up of five parcels of land, comprising:

- approximately 157.9ha is in the Rural Zone,
- 18.1ha on the far east and west of the area is in the Landscape Conservation Zone.

The land abuts the General Residential Zone to the south, the Rural Residential B Zone to the north, and Landscape Conservation Zone to the east and west. The land to the west of Pass Road is currently used as a vineyard, land to the east of Pass Road is used for residential and agricultural purposes.

All parcels are serviced with reticulated water. The area is currently outside the sewer district, however, could be connected to reticulated sewer from the south.





Figure 4 – Pass Road (south) showing existing UGB and relevant overlays

Historically, most of the land was designated as ‘Reserved Residential’ under the Eastern Shore Planning Scheme 1963, with a portion to the east in the Eastern Shore (Area 2) Planning Scheme 1986. This reflected the strategic intent of Pass Road to form a future residential corridor with land, at that time, extending north from Rokeby Road, being designated as a future road. Since that time, it has been considered that a new road alignment is not warranted and that Pass Road is capable of being upgraded to meet future needs.

Similar to the other land to the north, based on a residential supply/demand analysis undertaken as part of the development of the Clarence Planning Scheme 2007, the future residential designation was considered unnecessary within the planning horizon at the time, and the land was back zoned to Rural. Again, given that the basis of the current zone was over 17 years ago, its adjacency to the current urban form, and it would form the only parcel of land along Pass Road not able to be considered for residential purposes, its inclusion in the UGB is logical. However, this area is in excess of current land development requirements.

In saying this, it is considered that this also demonstrates the availability of suitable land within a contained urban area, thus providing more argument that extension to the UGB at the periphery is unwarranted.

The proposed change at Pass Road (south) is supported in principle subject to the STRLUS Review.



Acton Road, Acton Park and South Arm Road, Lauderdale

The total area under consideration at Acton Road, Acton Park and South Arm Road, Lauderdale (shown in Figure 5) comes to approximately 4.1ha. The area is made up of two parcels of land, comprising:

- approximately 2.1ha is in the Community Purpose Zone,
- 2ha is in the Rural Living B Zone.

The Community Purpose Zone land is used for an Early Learning Centre, and part of the Lauderdale Primary School. The Rural Living Zone B land is used for residential purposes. The southern parcel abuts the General Business Zone to the southeast, and Rural Living Zone B to the east. The land is connected to reticulated water. The school parcel is connected to sewer along with the commercial land to the south, so potentially the southern lot could be connected.

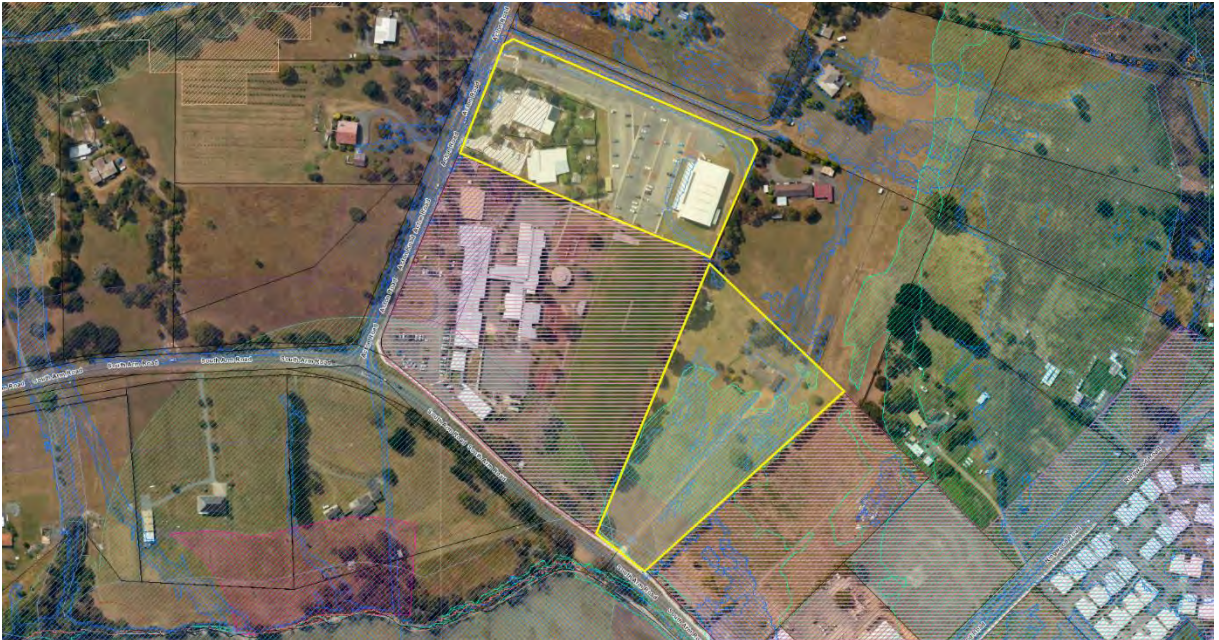


Figure 5 - Acton Road and South Arm Road showing existing UGB and relevant overlays

The identified parcels were recommended by Council for zoning changes through the transition to the Tasmanian Planning Scheme – Clarence, however, as they were not included in the Lauderdale Structure Plan, they were not supported for changes by the Tasmanian Planning Commission. Accordingly, as part of any future zone change, the Lauderdale Structure Plan would be required to be reviewed.

The proposed changes at Acton Road and South Arm Road are supported in principle subject to the STRLUS Review.



Mannata Street, Lauderdale

The total area under consideration in Mannata Street, Lauderdale (shown in Figure 6) comes to approximately 3.7ha. The area is made up of two whole parcels and multiple partial parcels of land, comprising:

- the majority of the identified area is within the Rural Residential B Zone,
- a small portion to the northwest within the General Residential Zone.

Of the two large parcels in this area, the western parcel is used for residential purposes, and the eastern parcel is vacant. The land abuts the General Residential Zone to the north, and the Local Business Zone to the east. All parcels are serviced with water and the land can be serviced with sewer.



Figure 6 – Mannata Street showing existing UGB and relevant overlays

Importantly, this land, and the adjacent land, was considered for change through the Lauderdale Structure Plan and was not supported because it has significant constraints. Specifically, the land is low lying and the Coastal Inundation Hazard Code (medium and high hazard band) applies. In relation to overland flow and inundation, council has undertaken investigations into stormwater solutions for the area in the past and, not only have they been cost prohibitive, but require significant acquisition which council have not supported.

As part of the consideration of the introduction of the LPS in 2021, council's submission was that this area should not be considered for urban development for a number of reasons, including:

- A study has previously been undertaken to consider the feasibility of developing the area and based on the study report, the council in May 2017, resolved not to pursue the expansion of the area.
- The feasibility study was exhibited, and a significant majority of respondents were opposed to the expansion.



- It would be premature to apply the Future Urban Zone, as it has not yet been demonstrated that the land should be converted to urban land; and the land is not within the Urban Growth Boundary, and even if it was determined that the Urban Growth Boundary should be expanded, it is not accepted that the subject area would necessarily be the most suitable land within the region to service increased demand.

As mentioned above, as part of any future zone change, the Lauderdale Structure Plan would be required to be reviewed. However, it is considered that, due to the significance of the constraints on the land and the availability of other less constrained land for urban development, a change to the UGB is unwarranted.

The proposed change at Mannata Street is not supported other than aligning the UGB with the current General Residential zone.

Richardsons Road, Sandford

The total area under consideration in Richardsons Road, Sandford (shown in Figure 7) comes to approximately 72.9ha. The area is one parcel of land, comprising:

- approximately 49.6ha is in the Rural Zone,
- the remainder is the Rural Residential B Zone.



Figure 7 – Richardsons Road showing existing UGB and relevant overlays

The land abuts the General Residential Zone to the north, surrounds a Utilities Zone to the west which houses a transmitter station, and the Rural Zone to the south. The parcel could be serviced with water and sewer subject to a significant upgrade of infrastructure.

Portions of the site, as shown, are subject to overlays within the planning scheme in relation to coastal inundation, future coastal refugia, potentially contaminated land, flood-prone hazard and waterway protection, priority vegetation and landslip hazard.

While the site is heavily constrained, particularly the western portion, the southeastern portion could provide potential for development. However, this would create an incongruous, separated urban form, which would be difficult to effectively service and make it less liveable.

More importantly, the proposal for this area to be included in the UGB is opportunistic and not strategically justified. It does not promote the consolidation of development within a contained area, rather, it encourages unrestrained urban sprawl in a southerly direction on the South Arm Peninsula. The inclusion of this parcel undermines the entire purpose of applying an UGB.

The proposed change at Richardsons Road is not supported.

Conclusion

In conclusion, it is the submission of the City of Clarence that the consultation paper is premature and any changes to the UGB should be considered through the current review of the STRLUS.

However, in the context of the above statement, the nominated changes are generally supported for the reasons detailed in this submission, with the exception of Mannata Street and Richardsons Road which are not supported.

It is noted that several other small changes and corrections, provided as part of the STRLUS review, have not been nominated for consideration at this stage. Given the consultation paper relates to specific sites, it is considered that it is inappropriate to extend this discussion to other sites. It is hoped that these will be further considered as part of this general review.

Yours sincerely,

Ian Nelson
Chief Executive Officer





HUON VALLEY COUNCIL

HUON VALLEY COUNCIL COMMENTS SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY URBAN GROWTH BOUNDARY PROPOSAL UPDATE

Thank you for the opportunity to make a submission on the proposed Urban Growth Boundary proposal Update to the Southern Tasmania Regional Land Use Strategy (STRLUS).

The Huon Valley Council has significant concerns regarding the process associated with this update.

In this instance, the update is proposed by the Minister but has demonstrated inconsistency between the manner in which a Minister requests an update to STRLUS and how a Council is expected to go about achieving an update.

This has been demonstrated by recent Council enquiries to the 2025 STRLUS Project Team regarding the potential extension of the Township Growth Boundary for Cygnet.

PROCESS COMPARISON

There are two distinct processes for amending Urban Growth Boundaries (UGB) within the southern Tasmanian Regional Land Use Strategy (STRLUS):

1. The **Regional Planning Authority Process** that Huon Valley Council have been required to adhere to.
2. The **Minister's Direct Amendment Process** (currently on consultation)

Regional Planning Process:

- Initiated by STCA involving 12 southern councils through regional planning authority
- Requires working group consideration and steering committee approval
- Must align with Tasmanian Planning Policies (TPPs) and Settlement Guidelines within STRLUS.

Minister's Process:

- Initiated by Minister for Housing, Planning and Consumer Affairs
- Can bypass normal STRLUS review timeframes to expedite land release
- Implemented through direct amendment to STRLUS Maps

Required Documentation

Regional Planning Process HVC must provide the following evidence:

1. Detailed constraint mapping of existing Future Urban land
2. Calculations of undevelopable area
3. Specific lot identification for boundary changes
4. Projected lot yield calculations
5. Heritage impact assessment
6. Biodiversity management strategy
7. 6-year demand justification
8. Current development application status
9. Justification for why structure planning cannot wait for next RLUS review

Minister's Process – the following evidence has been provided:

1. Basic site details (location, current zoning, current use)
2. Total land area calculation
3. Maximum dwelling yield estimate (using standard 450m² lot size minus 20% for infrastructure)
4. Identification method (e.g., "through STRLUS comprehensive review" or "dialogue with council officers" or land owners)

CONSULTATION REQUIREMENTS**Regional Planning Process that HVC must go through:**

- Must go through regional working group
- Requires steering committee approval
- State agency review required
- Structure planning process integration needed

Minister's Process – currently underway:

- 6-week public consultation period
- Consultation with:
 - Tasmanian Planning Commission
 - Planning authorities in the region
 - Selected State Agencies and Authorities (at Minister's discretion)

IMPLEMENTATION TIME FRAME**Regional Planning Process:**

- Typically aligns with 5-year RLUS review cycle
- Requires completion of structure planning
- Multiple approval stages through working groups and committees

Minister's Process – currently underway:

- Can be expedited outside normal RLUS review cycle
- Implementation through direct declaration of amended STRLUS
- Faster pathway for "timely release of land for residential development"
- 6 week public exhibition process followed by amendment process

KEY DIFFERENCES

1. **Complexity of Requirements:**
 - Council process requires extensive justification and detailed analysis
 - Ministerial process uses simplified criteria and standard calculations
2. **Timeline:**
 - Council / Regional process tied to RLUS review cycle and structure planning
 - Ministerial process can be fast-tracked for immediate implementation
3. **Assessment Depth:**
 - Council / Regional process requires detailed constraint analysis and future planning
 - Ministerial process focuses on basic yield calculations and current conditions
4. **Flexibility:**
 - Council / Regional process requires alignment with multiple planning frameworks.
 - Ministerial process allows for more direct intervention based on perceived housing needs and pathway to private landowner zoning preferences.

IMPLICATIONS FOR COUNCILS

1. The existence of these two separate and clearly different / disparate processes creates potential implications in particular for Rural and Regional council's seeking Township Growth Boundary amendments to their higher growth townships.
2. The Minister's process offers a significantly faster pathway for growth and requires less detailed justification resulting in lower costs and rapid gains.
3. The obligations that have been communicated for regional Council's require more detailed and comprehensive planning, therefore greater costs and longer timeframes to implement, despite the similar demand for housing in these regional growth areas.

This is a standard that is not acceptable and, if the Minister has issues with the manner in which amendments are made the Council recommends that there be consultation on a change to the legislation governing these requirements rather than dual treatment and extra cost for regional Councils.

PROPOSED UPDATE

Council has no particular comment on the proposed update and Council supports the sustainable release of land for residential development that considers infrastructure and service constraints and opportunities alongside other matters covered in the STRLUS.

The proposed update has though not been demonstrated to the standard that is otherwise required by the Huon Valley Council.

The process should be the same for all parties particularly where the outcome proposed by the Council is the same as that of the Minister for release of more land for residential development.

Mr Sean McPhail,
Acting Director State Planning Office
Level 6, 144 Macquarie Street
HOBART TAS 7000

By email to: spo@stateplanning.tas.gov.au

Dear Mr McPhail,

**SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY 2010 – 2035 (STRLUS):
CONSULTATION ON PROPOSED CHANGES TO THE URBAN GROWTH BOUNDARY (MAP 10)**

I write following receipt of your letter dated 3 February 2025 in which you advise that the Hon Felix Ellis MP, Minister for Housing, Planning and Consumer Affairs, has commenced public consultation on potential changes to the Greater Hobart Urban Growth Boundary (UGB), being amendments to Map 10 of the Southern Tasmania Regional Land Use Strategy 2010 – 2035 (STRLUS).

You further advised that Council has until 14 March to make a submission.

Therefore, please be advised that Council considered the matter at its meeting of 26 February and determined the following:

THAT:

- A. Council determined that it has no objection to the proposed amendments to the Urban Growth Boundary as set out in the 'STRLUS Urban Growth Boundary Update Consultation Paper, February 2025, where the respective Council have given their support.
- B. Council encourage the Minister to further consider addressing the lack of suitable housing opportunities in and around rural / regional towns and villages, and direct the current Review of the Southern Tasmanian Regional Land Use Strategy to loosen growth scenarios accordingly.

If you require further information, please contact Damian Mackey, Council's strategic planning adviser, on _____ or via email at tasman@tasman.tas.gov.au

Yours sincerely

Blake Repine
General Manager

From: Nicky Maguire
Sent: Sunday, 2 March 2025 10:20 AM
To: State Planning Office Your Say
Subject: RE: STRLUS Urban Growth Boundary Update: Clarence, Area 1, 33 Downhams Road.

Nicholas Maguire

TAS 7016

State Planning Office

Department of State Growth
GPO Box 536
Hobart TAS 7001
Date: 2 March 2025

To Whom It May Concern,

I am writing to express my interest in the proposed amendments to the Urban Growth Boundary as outlined in the Southern Tasmanian Regional Land Use Strategy (STRLUS) 2010-2035, Urban Growth Boundary Update: Clarence Area 1, 33 Downhams Rd.

I understand that correcting the boundary will not change the zoning of the affected land.

I would like to convey my willingness to potentially develop land at 33 Downham's Rd in the future, contingent upon the decision of the amendments. I believe that these changes could provide significant opportunities for sustainable development and growth in the region.

Please feel free to contact me if you require any further information or wish to discuss this matter in more detail.

Sincerely,

Nicholas Maguire

MC Planners Ref: 25027

03 March 2025

State Planning Office
Department of State Growth

Via email - haveyoursay@stateplanning.tas.gov.au

Attention: Anthony Reid

Dear Anthony,

SUBMISSION - URBAN GROWTH BOUNDARY UPDATE - 25 ACTON ROAD, AND 424 SOUTH ARM ROAD, LAUDERDALE - CLARENCE AREA 5.

MC Planners have been engaged by Mr Eric Haldane to prepare a submission in relation to the proposed update to the Urban Growth Boundary.

The consultation paper identifies 424 South Arm Road as part of at Clarence Area 5 (refer to Figure 1 below). This submission has been prepared to advocate for both 25 Acton Road and 424 South Arm Road to be included within an updated Urban Growth Boundary, given both titles are owned by Mr Haldane and 25 Acton Road is effectively between the two titles identified in the consultation paper (refer to Figure 1 below).

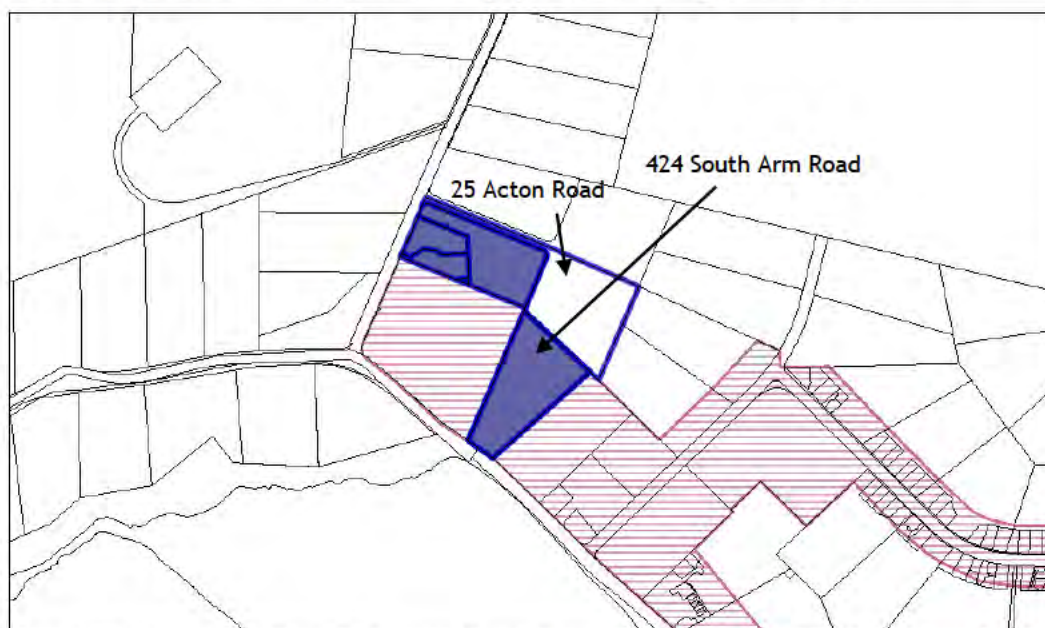


Figure 1. Site, surrounds and Area 5 - Clarence, shown relative to the Urban Growth Boundary (Sourced LISTmap accessed 24 February 2025 - annotated).

The Site

The site is comprised of two parcels (CT 184484/15 and 184484/9) to the north of South Arm Road, and to the east of Acton Road (see Figure 2 below). These parcels are 2.2ha and 2ha respectively. Each contain a single dwelling, and are zoned Rural Living (Subgroup B).



Figure 2. Site and surrounds (Sourced LISTmap accessed 24 February 2025 - annotated).

The site adjoins land within the Urban Growth Boundary which has been zoned for urban use and development. There is presently a school and early learning centre directly adjacent to the site, as well as local shops and businesses all within walking distance. The site also adjoins 438 South Arm Road, where a planning permit has been granted for a Woolworths Supermarket.

Though the site is not identified within the Lauderdale Structure Plan 2011, this plan is now significantly out of date.

Services

The site is identified as fully serviced with water (blue) and though shown as adjoining sewer serviced land (purple), we are advised that 25 Acton Road has a sewer connection. On this basis connections to reticulated services for 424 South Arm Road appear feasible.



Figure 3. Site, water (blue) and sewer (purple) serviced land (Sourced LISTmap accessed 24 February 2025 - annotated).

Site Constraints and Lot Yield

Significant work has been undertaken by the owner to understand inundation risk to the site, given the prevalence of inundation overlays (Low coastal inundation hazard band and Flood-prone areas). A report by Pitt & Sherry dated September 2017 examined the inundation risk and found that for surface flows:

*“The properties are marked as being affected by riverine flooding but it can be demonstrated the mapping available on TheList is incorrect and needs to be revised. Stormwater modelling previously undertaken for Council by **pitt&sherry** indicated the subject properties are partially affected by overland flows and are outside Lauderdale’s stormwater affected area.*

It is possible the subject properties will be affected by overland flows from the catchment to the west, from Acton Road and from the adjacent school. These should be managed and diverted from the site and the site drained to South Arm Road without affecting other private property”.¹

It is considered that though the flood-prone areas overlay is shown, the risk can be mitigated through controlling overland flow within a future road network.

¹ [Inundation advice, Pitt & Sherry, September 2017.pdf](#)



Figure 4. Site relative to the flood-prone areas overlay (accessed 24 February 2025 - annotated).



Figure 5. Site relative to the low coastal inundation area (green) and coastal inundation hazard band 20161201 (yellow) (accessed 24 February 2025 - annotated).

For coastal inundation, as noted in the Pitt & Sherry report, the extent of the coastal inundation hazard band 20161201 does not encroach upon the site, though the low coastal inundation area which has been included in the Local Provision Schedule does. The inconsistency of these datasets will need to be reconciled through any rezoning application, though is not considered preclusive to including the land within the Urban Growth Boundary.

Accepting some constraint by virtue of inundation risk to the south and east, and anticipating existing dwellings are to be retained, a conservative estimate of lot yield at suburban densities would tend to approximately 40 lots², accounting for roads.

² Where lots are constrained, the yield is obtained by: (Area/minimum lot size) = full yield x road factor (0.8) x constraint factor (0.5).



Conclusion

The proposed update to the Urban Growth Boundary is a welcome opportunity to allow for an increase in the supply of land which can be developed within Greater Hobart. Though further work for the review of the Southern Tasmania Regional Land Use Strategy is well overdue, the update will provide for growth opportunities whilst more comprehensive work is undertaken.

The inclusion of 25 Acton Road alongside 424 South Arm Road is both supportable given its serviceability and proximity to existing urban development, as well as it having a clear role in facilitating suburban densities across both sites. The current owner is motivated to undertake residential development providing much needed housing supply. The inclusion of the site within the updated Urban Growth Boundary is encouraged.

If you require any further information or clarification with respect to this submission, please contact us by email at _____ or by phone on _____

Yours faithfully

MC PLANNERS PTY LTD

Mat Clark

DIRECTOR/PRINCIPAL PLANNER



MC Planners Ref: 23072

3rd March 2025

State Planning Office

Department of State Growth

Via email - haveyoursay@stateplanning.tas.gov.au

Attention: Director, State Planning Office

Dear Anthony,

SUBMISSION - URBAN GROWTH BOUNDARY UPDATE - 55 MINNO STREET HOWRAH

MC Planners has been engaged by K & C Roberts to prepare a submission in relation to the proposed update to the Urban Growth Boundary.

The 55 Minno Street site is located in the Howrah Hills, between the suburb of Howrah and the suburban areas west of Pass Road (Glebe Hill).

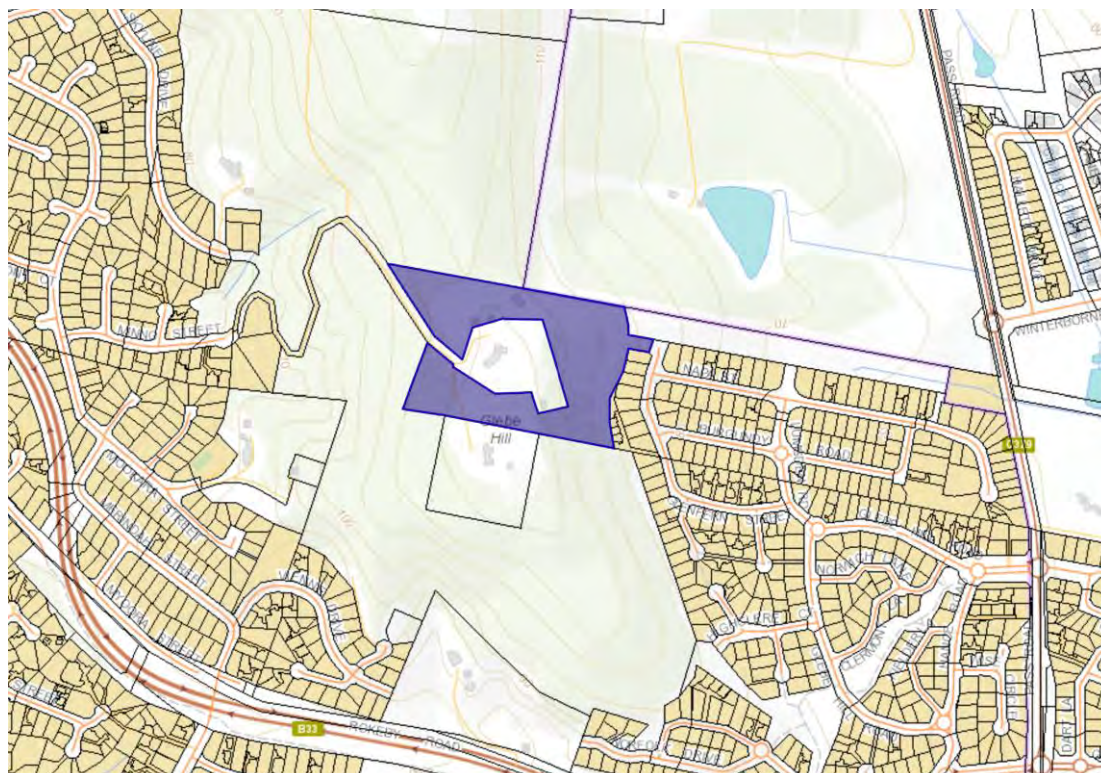


Figure 1 - Site Location Plan (source The List 21/11/24 annotated).



The site is unusual in that the lot for 53 Minno Street (CT 156509/2) is in the centre of the 55 Minno Street site. There are also services and access easements which cross the site. All services connections to the 55 Minno Street site are located in the existing Glenfern Street access/frontage and were installed as part of recently complete subdivision.

The subject site was part of a rezoning in December 2012 (A-2012/3) and is with the CLA-S10.0 North Glebe Hill Specific Area Plan under the Clarence Local Provisions Schedule. There is a specific clause relating to the 55 Minno Street balance area which is CLA-S10.8.2 Lot size, its states:

CLA-S10.8.2 Lot size

This clause is in substitution for Landscape Conservation Zone - clause 22.5.1 Lot design.

Objective:	To provide for the creation of 1 lot for residential purposes in the Landscape Conservation Zone.	
Acceptable Solutions		Performance Criteria
A1 No Acceptable Solution.		P1 As at 1 July 2015, the commencement of the Clarence Interim Planning Scheme 2015, land zoned, or partially zoned Environmental Living, now zoned Landscape Conservation, may be subdivided to create one sub minimal lot for residential purposes, despite the provisions of the Landscape Conservation Zone.

This clause enabled the current 55 Minno Street lot to be subdivided off the parent title, despite being a sub-minimal lot in the zone and the split zoning that occurred as part of the rezoning. As this subdivision has now occurred, the zoning and the SAP currently prevent further subdivision on the site.

As part of the December 2012 (A-2012/3) rezoning a Natural Values Assessment was undertaken and whilst there are natural values on the site they are on the western side of the site (see Attachment C). As can be seen from the aerial photo the remnant vegetation is on the western side of the site and in the south western corner. As discussed in the Natural Values Assessment, the significant biodiversity values are within the western side of the site with some communities in the south-eastern corner. A further report was done in 2018 as part of the development of the dwelling on the site (see Attachment D). The strip of landscaping visible on the northern side of the site is an extension of the agriculture buffer to the vineyard on 61 Glenfern Street Howrah (CT177319/203).

The cadastre boundary, the zoning boundary or the Urban Growth Boundary are all not in alignment under the current LPS mapping (see Figure 3 below). Other than being untidy, this prevents the owner from initiating an amendment to the LPS under policy SRD2.12.



Figure 2 - Aerial Imagery (source The List 21/11/24 annotated).

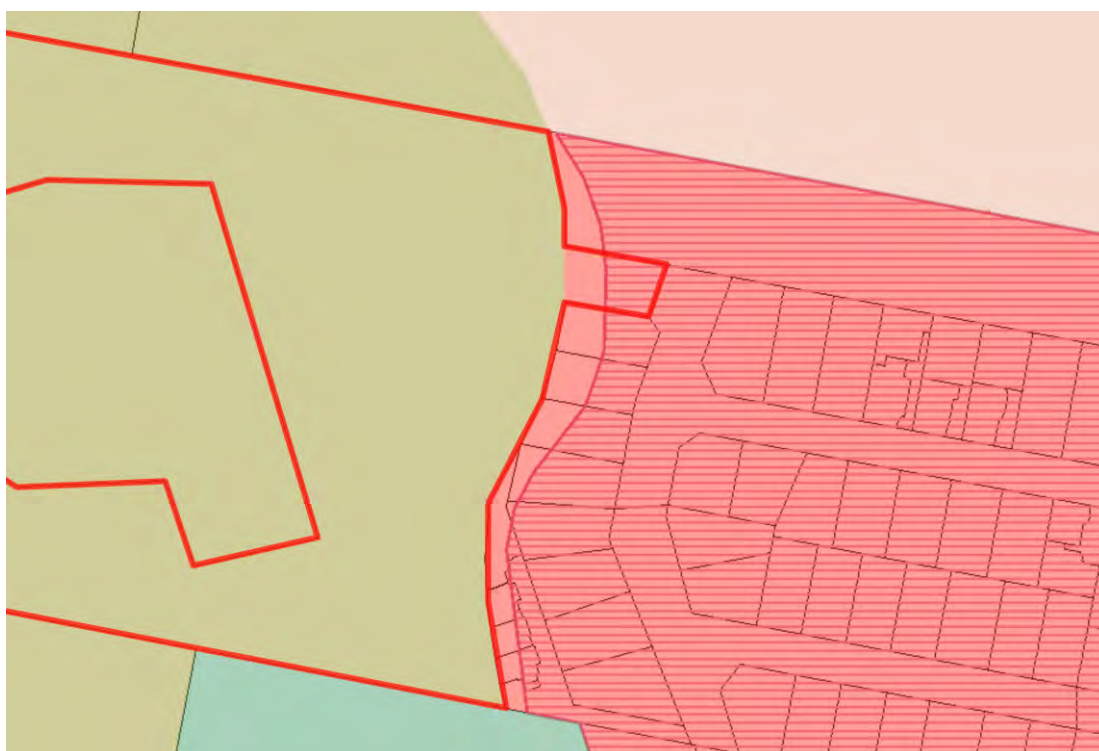


Figure 3 - Cadastre, Zoning and Urban Growth Boundary (source The List 21/11/24 annotated).

We believe there is potential to move the Urban Growth Boundary to the boundary of 53 Minno Street to enable Low Density Residential zoning to form the buffer between the General Residential Zone and the Landscape Conservation zone. This approach of having a Low Density Residential zone as a transitional zone to the Landscape Conservation zone is common within the Clarence municipality and the local area (refer to Figure 4).



Figure 4 - Urban Growth Boundary Extension (source The List 25/11/24 annotated).

The UGB extension and a future rezoning would enable four (4) additional lots of over 3,200m². A sketch of the proposal is shown in Attachment B. This future rezoning and subdivision application would involve:

- Rezoning the area east of the existing dwelling on the lot to Low Density Residential Zone (LDRZ), with the balance land to be retained as Landscape Conservation Zone;
- Subdividing the LDRZ land to create four lots in total, 3 new and 1 balance lot, which would be split zoned with LDRZ in the east and Landscape Conservation Zone to the west (including the area of the existing dwelling);
- Extending the Agricultural Buffer (Refer to S28609, Agreement pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 (the Act)) into the eastern section of the proposed Balance Lot, identified as lot 1; and
- Creating Conservation covenants over the vegetated areas of the site.

We have met with Council on the proposal and they advised *"It is noted that the subject site, whilst partially within the Urban Growth Boundary, by virtue of the land fronting onto Glenfern Street, does not in fact adjoin the Urban Growth Boundary.... Therefore, it is our view that any request for an amendment to the Clarence Local Provision Schedule (LPS) would not be consistent with the Southern Tasmanian Regional Land Use Strategy (STRLUS) as the land does not "share a common boundary with land zoned for urban development within the Urban Growth Boundary" as required by SRD 2.12 (a)"*.

The full Council advice is included as Attachment E. It is also worth noting this proposed Low Density rezoning area is well below the ridgeline.

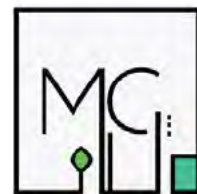


Figure 5 - Urban Growth Boundary Extension (source The List 25/11/24 annotated).

The Greater Hobart Plans' target of 70/30 infill to greenfield ratio applies across the entire Greater Hobart area. In Clarence, Appendix 1 to the Greater Hobart Plan indicates 6,600 of the 7,600 new dwellings required to house 15,300 people by 2050 will be satisfied by greenfield development. Though some greenfield development will include multiple dwellings, the highest probability is that greenfield lots will be set aside for single dwellings. To achieve the greenfield dwelling target for Clarence stipulated within the plan, this would require 220 greenfield lots to become available every year in Clarence for the next 30 years.

Whilst this relatively small change to the Urban Growth Boundary on this site will only result in an additional four residential lots, this will contribute to available lots for housing supply in the Clarence area. It is also a suitable use for serviced, largely cleared land that is unnecessary (other than for access) for the existing dwelling and added bushfire management/separation to eastern properties. It could also facilitate the protection of existing vegetation and the rehabilitation of areas on the western side of the site.

If SRC or Council require any further information or clarification concerning this application, please contact us at _____ or _____



Yours faithfully

MC PLANNERS PTY LTD

Mat Clark

DIRECTOR/PRINCIPAL PLANNER



Attachment A

Title documents

SEARCH OF TORRENS TITLE

VOLUME 178288	FOLIO 1
EDITION 3	DATE OF ISSUE 19-Oct-2024

SEARCH DATE : 26-Nov-2024

SEARCH TIME : 01.58 PM

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Sealed Plan 178288

Derivation : Part of 203 Acres Gtd. to John Pearsoll & Part of
100 Acres Gtd. to William Nicholls Snr.

Prior CT 170771/1

SCHEDULE 1

M566109 TRANSFER to KEVIN JAMES ROBERTS and CATHY LOUISE
ROBERTS Registered 05-Apr-2016 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP178288 EASEMENTS in Schedule of Easements

SP178288 COVENANTS in Schedule of Easements

SP178288 FENCING PROVISION in Schedule of Easements

SP129595 & SP170771 COVENANTS in Schedule of Easements

SP129595 & SP170771 FENCING PROVISION in Schedule of Easements

SP114229 FENCING COVENANT in Schedule of Easements

SP114229 SEWERAGE AND/OR DRAINAGE RESTRICTION

SP129595 COUNCIL NOTIFICATION under Section 83(5) of the Local
Government (Building and Miscellaneous Provisions)
Act 1993.

C880040 INSTRUMENT creating Restrictive Covenants pursuant to
section 34 Nature Conservation Act 2002 (affecting
part of the said land within described) Registered
27-Nov-2008 at noon

E28609 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
04-Feb-2016 at 12.02 PM

E128462 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
16-Apr-2018 at noon

E316206 AGREEMENT pursuant to Section 78 of the Land Use
Planning and Approvals Act 1993 Registered
08-Sep-2022 at noon

E392393 MORTGAGE to Perpetual Corporate Trust Limited


OWNER: KEVIN JAMES ROBERTS
CATHY LOUISE ROBERTS

FOUO REFERENCE: 100771/1

GRANTEE:

PART OF 200 ACRES GTO JOHN PEARSON
PART OF 100 ACRES GTO WILLIAM HOLDS

PLAN OF SURVEY

BY SURVEYOR M.S.G. DENHOLM JR.  PDA Surveyors Inc.
127 BATHURST STREET HOBART

LOCATION: CITY OF CLARENCE

3000
SCALE 1: ~~2000~~

LENGTH IN METRES

REGISTERED NUMBER

SP 178288

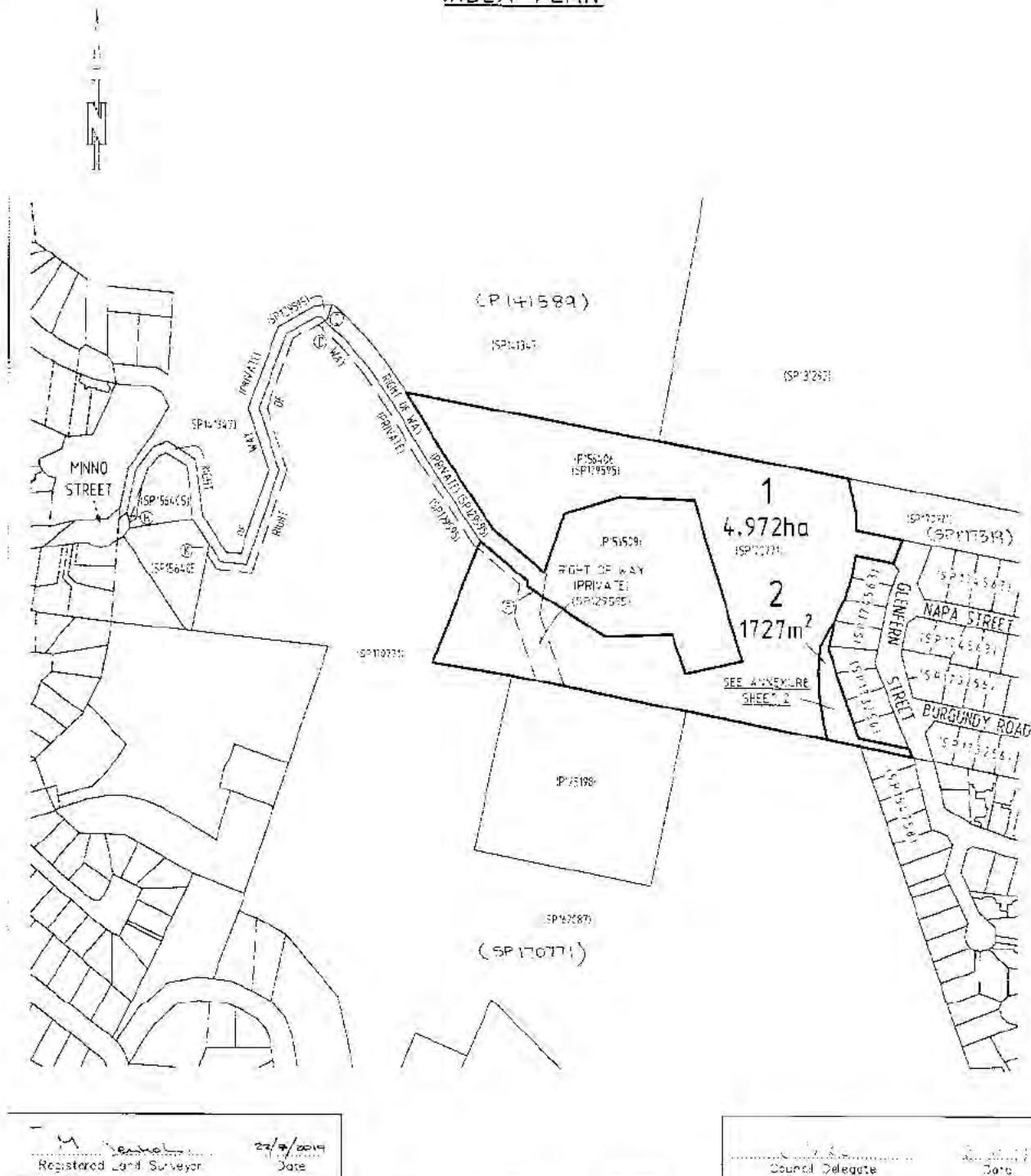
~~APPROVED~~
EFFECTIVE ~~FROM~~ 23 JAN 2010

Recorder 24 Times

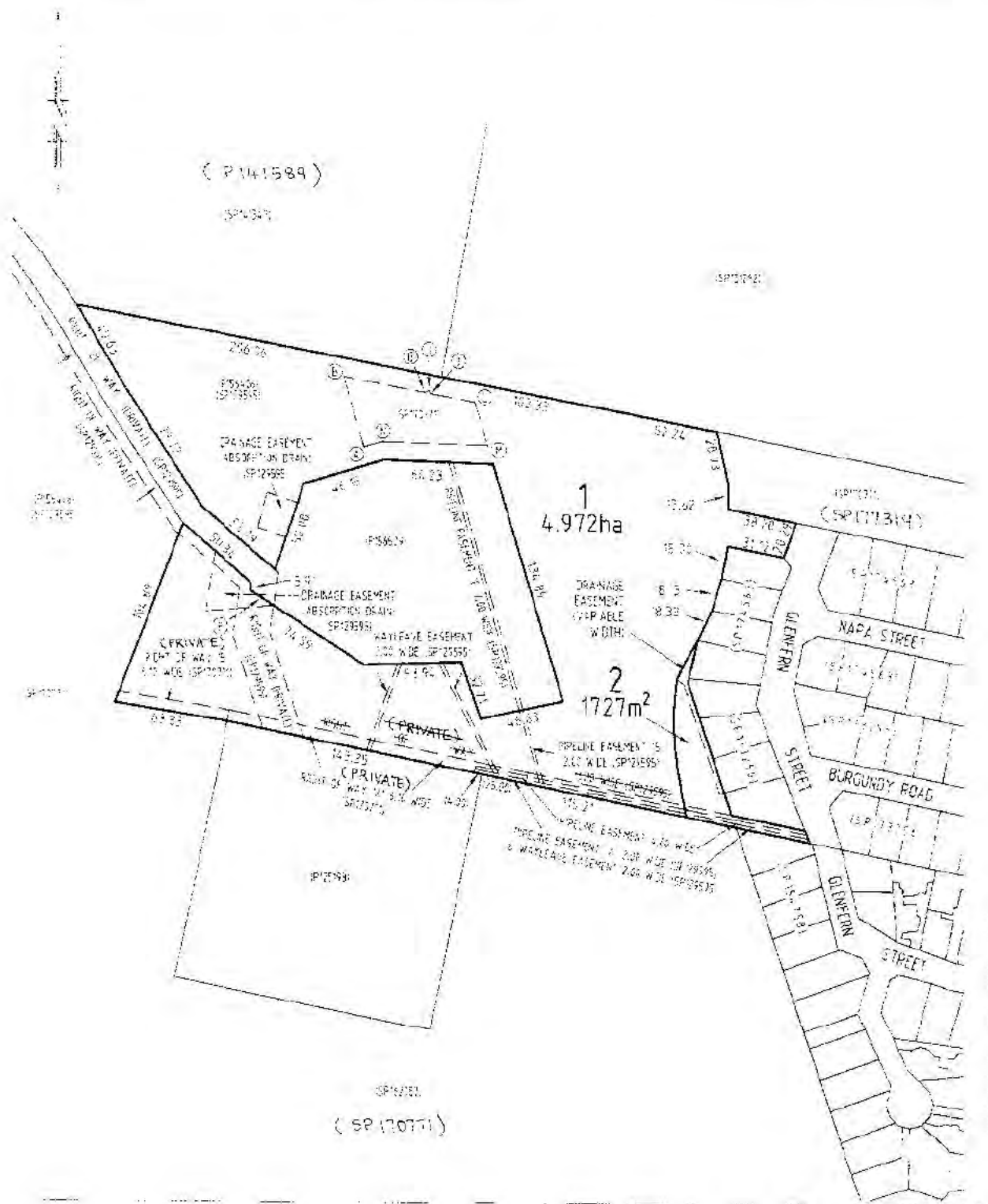
LOT 1 IS COMPLETED FROM S7100711 AND THIS SURVEY

ALL EXISTING SURVEY NUMBERS TO BE
CROSS REFERENCED ON THIS PLAN

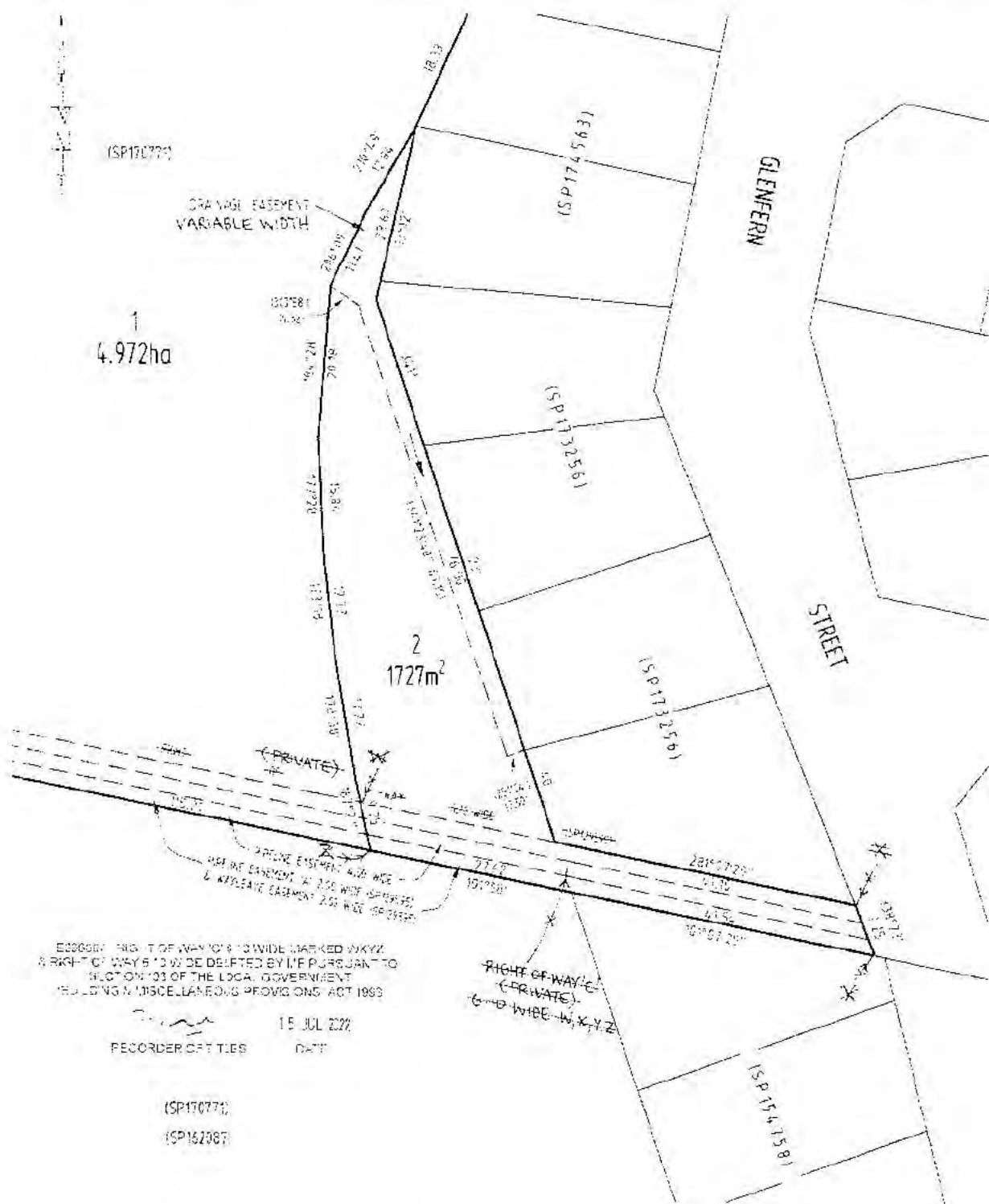
INDEX PLAN



<p>PLAN OF SURVEY ANNEXURE SHEET</p> <p>SHEET 1 OF 2 SHEETS</p>	<p>OWNER: KEVIN JAMES ROBERTS CATHY LOUISE ROBERTS</p> <p>FOLIO REFERENCE: 1207/1</p> <p>SCALE: 1:2000</p>	<p>Registered Number</p> <p>SP 17/2019</p>
<p>BOUND FOR IDENTIFICATION PURPOSES</p> <p>Council Delegate: _____</p> <p>Date: _____</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN</p> <p><i>[Signature]</i> Registered Land Surveyor</p> <p>22/7/2019 Date</p>	<p>APPROVED EFFECTIVE FROM 22 JAN 2020</p> <p><i>[Signature]</i> Recorder of Titles</p>



<p>PLAN OF SURVEY ANNEXURE SHEET</p> <p>SHEET 2 OF 2 SHEETS</p>	<p>OWNER: KEVIN JAMES ROBERTS CATHY LOUISE ROBERTS</p> <p>POLY REFERENCE: 1037191</p> <p>SCALE 1:500</p>	<p>Registered Mapbox</p> <p>GP 17-2-23</p>
<p>SIGNED FOR IDENTIFICATION PURPOSES</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.</p>	<p>APPROVED EFFECTIVE FROM 29 APR 2011</p>
<p>_____ Council Delegate</p>	<p>_____ Registered Land Surveyor</p>	<p>_____ Recorder of Titles</p>
<p>_____ Date</p>	<p>22/7/2019 Date</p>	



Registered 19-Oct-2024 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

NOTICE: This folio is affected as to amended easements pursuant to Request to Amend No. E296067 made under Section 103 of the Local Government (Building and Miscellaneous Provisions) Act 1993. Search Sealed Plan No. 178288 Lodged by PEACOCK DARCEY - H on 16-Jun-2022 BP: E296067

<p>SCHEDULE OF EASEMENTS</p> <p>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</p>	<p>Registered Number</p> <p>SP 178288</p>
--	--

PAGE 1 OF 6 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

& Lot 2

Lot 1^A is together with a Right of Services (as defined herein) over the land marked "Service Easement NOPQ" over the land contained in Certificate of Title Volume 170771 Folio 200 and more fully set forth in Sealed Plan 170771.

(Private)

Lots 1 is subject to a Right of Footway (as defined herein) over the land marked "Right of Way^A" "A" 6.10 wide" on the Plan appurtenant to the land contained in Certificate of Title Volume 170771 Folio 99 and the Clarence City Council and more fully set forth in Sealed Plan 170771.

~~Lot 1 is together with a Right of Carriageway over Lot 2 over that land marked "Right of Way 6.10 wide" (Private) shown on the Plan.~~

~~Lot 2 is subject to a Right of Carriageway over that land marked "Right of Way "C" Private 6.10 wide "WXYZ" appurtenant to Lot 1.~~

~~Lot 1 is together with a Right of Carriageway over Lot 2 over that land marked "Right of Way "C" Private 6.10 wide "WXYZ".~~

Right of way 6.10 wide and Right of Way 6.10 wide WXYZ herein referred to by the pursuant to request to Amend No. 129-007 made under Section 143 of the Public Government Building & Miscellaneous Provisions Act 1995.

Recorder of Titles

(USE ANNEXURE PAGES FOR CONTINUATION)

<p>SUBDIVIDER: Kevin James Roberts & Cathy Louise Roberts</p> <p>FOLIO REF. 170771/1</p> <p>SOLICITOR & REFERENCE: Mr William C Justo LAM.062322</p>	<p>PLAN SEALED BY: Clarence City Council</p> <p>DATE: 29.11.2019</p> <p>SD: 2018/24</p> <p>REF NO</p> <p>Council Delegate</p>
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</p>	

KL LR

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 6 PAGES	Registered Number SP 178288
SUBDIVIDER: Kevin James Roberts & Cathy Louise Roberts FOLIO REFERENCE: 170771/1	

~~Lot 2 is subject to a Right of Carriageway over that land marked "Right of Way 6.10 wide" appurtenant to Lot 1. (Private)~~

Lots 1 and 2 are each subject to a Right of Services (as defined herein) over the land marked "Pipeline Easement 4.00 wide" appurtenant to the lands contained in Certificate of Title Volume 125197 Folio 1, 125198 Folio 1 and 156509 Folio 2.

Lots 1 ^{is} ~~are each~~ subject to a Right of Footway (as defined herein) over the land marked "Right of Way ^(PRIVATE) "B" 6.10 wide" on the Plan appurtenant to the land contained in Certificate of Title Volume 170771 Folio 99 and the Clarence City Council and more fully set forth in Sealed Plan 170771.

2.00 wide (SP129595)

Lot 1 is together with a Pipeline Easement over the "Pipeline Easement "C" marked on the Plan and more fully set forth in Sealed Plan 129595.

Lots 1 and 2 are each subject to a Pipeline Easement over that land marked "Pipeline Easement "A" 2.00 wide" and "Wayleave Easement 2.00 wide" shown on the Plan appurtenant to Lot 2 on P129595 and Lot 1 on Sealed Plan 125198 and more fully set forth in Sealed Plan 129595.

Lot 1 is subject to a Pipeline Easement over the land marked "Pipeline Easement "B" shown on the Plan appurtenant to Lot 2 on Sealed Plan 129595 and more fully set forth in Sealed Plan 129595.

Lots 1 and 2 are each subject to a Wayleave Easement over that land marked "Wayleave Easement 2.00 wide" shown on the Plan appurtenant to Lot 2 ^{on} ~~and~~ Sealed Plan 129595 and more fully set forth in Sealed Plan 129595.

Lot 1 is subject to a Right of Drainage appurtenant to Lot 2 on Sealed Plan 129595 over the land marked "Drainage Easement (Absorption Drain)" shown on the Plan and more fully set forth in Sealed Plan 129595.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

KB GR

Right of way 6.10 wide section deleted by the Registrar to Request to Amend No. 170771 made under Section 110 of the Land Titles Act 1980. Miscellaneous Provisions Act 1903

15 Jul 2022
Recorder of Titles

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 6 PAGES	Registered Number SP 178288
SUBDIVIDER: Kevin James Roberts & Cathy Louise Roberts FOLIO REFERENCE: 170771/1	

wish including the public generally to go, pass and repass on foot or bicycle at all times to and from the dominate tenement or any part of the same

“RIGHT OF SERVICES” means

The full free right and liberty for owners from time to time of land contained in Lot 1 and 2 (the Dominant Tenement) it's successors and their employees, agents and contractors at all times to lay, use and

maintain forever water mains, meters, pipes, pumps, drains, mains, channels, sewers, wires, cables and other conducting media over the land marked “NOPQ” and “Pipeline Easement 4.00 wide” (Servient Land) of such size and number as shall from time to time be required in or on the Servient Land and to enter into and upon the Servient Land or any part of it bringing upon the Servient Land such material, machinery and other things as it shall think fit and proper to inspect the condition of the Servient Land and to repair, amend and cleanse provided however that any damage occasioned in doing so shall be made good.

“PIPELINE EASMENT” means

The full right and liberty for the owner of the Dominant Tenement and for every person who is at any time entitled to an estate or interest in position of the Dominant Tenement or any party thereof with which this right is capable of being enjoyed and every person, any surveyors, workmen and persons authorised by them from time to time and at all times here after if they should think fit to enter into and upon the Servient Tenement and then to install, erect, repair, inspect, cleanse and amend any water pipe or other services for supplies to and from the dominant land through, over and along or under the servient land to allow the flow of water through and along the said water pipe or other services exercising such right causing as little damage and inconvenience as reasonably practicable in so doing and making good immediately any damage caused to the servient land

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

KR

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 5 OF 6 PAGES	Registered Number SP 178288
SUBDIVIDER: Kevin James Roberts & Cathy Louise Roberts FOLIO REFERENCE: 170771/1	

Signed by the said **KEVIN JAMES ROBERTS**
and **CATHY LOUISE ROBERTS** in the presence
of:

Witness: 

Name:

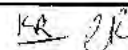
Address: Deldra Fiona Tan

Occupation: 169 Liverpool Street, Hobart TAS 7000

Australian Legal Practitioner

) 
)
) 

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 6 OF 6 PAGES	Registered Number SP 178288
SUBDIVIDER: Kevin James Roberts & Cathy Louise Roberts FOLIO REFERENCE: 170771/1	

National Australia Bank Limited as Mortgagee under Mortgage E145962 hereby consents to the registration of this Schedule of Easements.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

KR 72



Attachment B

Sketch Proposal Plan

14 SKYLINE DR.
(CT. 141589/1)

200 PAGES RD.
(CT. 131292/2)

HATCHED AREA REZONED
'LOW DENSITY'

SMALL REZONE ADJUSTING
TO FRONT ENTRY

61 GLENFERN ST.
(CT. 177319 (203)

LOT 1
3.2 ha
RETAIN AS
LANDSCAPE
CONSERVATION
ZONING

EXISTING
Dwelling
53 MINNO ST.
(CT. 178286/1)

53 MINNO ST.
PROPERTY OF
RIGHT OF
WAY FOR
53 MINNO ST.

53 MINNO ST.
(CT. 156509/2)
(2.0 ha)

LOT 1
RETAINED AS
LANDSCAPE
CONSERVATION
ZONING.

GLEBE HILL
RESERVE
(CT. 170771/99)

52 MINNO ST.
(CT. 125198/1)
(2.0 ha)

GLEBE HILL
RESERVE
(CT. 170771/99)

LOT 2 (3200 m²)
No BUILDING
Zone
BUILDING
envelope

LOT 3
(3500 m²)
BUILDING
envelope

LOT 4
(8000 m²)
BUILDING
envelope
4 MAX
SPLIT A
Dwellings

EDGE OF
VEGETATION
OVERLAY

GLEN FERN STREET

EXISTING
ACCESS
EXISTING
FRONTAGE

25
GLENFERN

29

27

23

31

33

35

37

39

41

SITE PLAN

SCALE 1:1000 @ A3

PROPOSED DEVELOPMENT AT 53 MINNO ST., HOWRAH (REZONE + SUBDIVISION)

SK01 - SEPTEMBER 2023



Attachment C

2012 Natural Values Assessment

Environmental Values Assessment

for

50 Minno Street, Howrah

For Raadas Property Pty Ltd

July 2012

Andrew Welling
Ecological Consultant

434 Van Morey Road
Margate, 7054
Phone: (03) 62672630
Mobile: 0400 151205
Email: awelling@bigpond.net.au

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4. LEGISLATIVE AND REGULATORY REQUIREMENTS.....	15
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1. Introduction

The following report outlines the environmental values of a parcel of land between Minno Street and Pass Road in Howrah and provides an assessment of the impacts of the proposed rezoning application on the eastern side of the site.

Property Information

The large 19.22ha site traverses Glebe Hill in an east west direction and extends from Minno Street to Pass Road where it has a narrow frontage (Figure 1). It includes a west facing slope above Minno Street, a small section of ridgeline and an eastern slope down to Pass Road (Figure 1).

Native vegetation occurs across most of the western side of the site with some cleared land and native grassland surrounding a separate internal lot (with an existing residence) on the hilltop. There is some additional native vegetation at the top of the east facing slope before it changes to cleared agricultural land across the majority of the eastern side of the site (Figure 2).

A significant portion of the native vegetation at the site is already protected under a conservation covenant (Figure 2).

The elevation of the site varies from 50m ASL at Pass Road to 130m ASL at the hilltop and down to 70m ASL at Minno Street. The geology of the sites is defined as 'upper glaciomarine sequences of pebbly mudstone'.

Assessment of the environmental values of the sites was conducted on the 14th January 2011. The vegetation communities contained on the site was determined during the assessment and a list of vascular plants compiled, significant fauna habitat assessed and the impacts of proposed rezoning of the site determined.

Development Proposal.

The lot is currently zoned as 'Rural' and 'Skyline Management Zone'. The broad proposal involves the rezoning of the rural or cleared portions for future residential use.



The assessment revealed that there are three (3) native vegetation communities and one (1) disturbance induced non-forest community across the survey site as per the TASVEG (v2.0)

vegetation classification system. The conservation status of these communities are summarised in Table 1 and description of each community follows. The distribution of all communities on the site is indicated in Figure 2.

TABLE 1 – SUMMARY OF VEGETATION COMMUNITIES OCCURRING ON THE SITE AND RESERVATION STATUS

VEGETATION COMMUNITY	TASVEG CODE (V1)	STATEWIDE STATUS**	STATUS PRIORITIES
<i>Eucalyptus amygdalina</i> forest on mudstone	DAM	p	Not threatened and adequately reserved
Lowland grassland complex	GCL	p	Not threatened but poorly reserved
<i>Eucalyptus risdonii</i> forest and woodland	DRI	R*	Rare but well reserved
Agricultural Land	FAG	N/A	Altered community

*as per Schedule 3A of the *Nature Conservation Act 2002*

**Refer to Appendix 2 for explanation of statewide status

TASVEG Unit – *Eucalyptus amygdalina* forest on mudstone

Community Description – Dry eucalypt forest dominated by black peppermint on mudstone substrate.

TASVEG Code – DAM

General Description - In the south-east, DAM occurs mainly on Permian mudstone in the southern Midlands and lower Derwent Valley, at an altitudinal range from sea level to 300 m. It is most extensive in the Meehan Range and associated hills, particularly on insolated slopes (Harris and Kitchener, 2005).

Eucalyptus amygdalina forest on mudstone is typically dominated by *E. amygdalina* but *E. viminalis* is a widespread subdominant or minor species, sometimes becoming very common such as some locations around Blessington and at the base of the Western Tiers. *E. globulus*, *E. tenuiramis* (and *E. risdonii* in the Meehan Range) may also be present in DAM in the south-east. Most stands have more than one eucalypt species and a range of age classes.

Tree height is typically less than 30 m, but may be higher on more humid or protected sites. On more insolated or infertile sites (e.g. parts of the Meehan Range), tree heights of less than 20 m are common, particularly where there has been a history of frequent fires.

The understorey is generally relatively species-poor, compared to that of most Tasmanian dry sclerophyll forest communities. This may reflect the exposure or infertility of many sites, fire history, land use, or a combination of these (Harris and Kitchener, 2005).

Site Specific Description - At this site black peppermint (*E. amygdalina*) is the dominant species with white gum (*E. viminalis*) a co-dominant or sub-dominant species. Risdon peppermint (*E. risdonii*) is an occasional species. The dominant secondary trees and tall shrubs include black sheoak (*Allocasuarina littoralis*), prickly box (*Bursaria spinosa*), native hopsbush (*Dodonaea viscosa*), silver wattle (*Acacia dealbata*) and native cherry (*Exocarpos cupressiformis*). The lower to mid-height shrubs vary in density across the site with some areas diverse and other areas containing few low shrubs. Widespread species include yellow everlasting (*Ozothamnus obcordatus*), hop bitterpea (*Daviesia latifolia*); native currant (*Astroloma humifusum*) and peach heath (*Lissanthe strigosa*). Other less common shrubs include spreading wattle (*A. genistifolia*), rice flower (*Pimelea humilis*) and matted bushpea (*Pultenaea pedunculata*). The ground layer is dominated by native grasses and graminoids. Wallabygrass (*Austrodanthonia* sp.) and speargrass (*Austrostipa* sp.) are widespread, whilst spreading flaxlily (*Dianella revoluta*), sagg (*Lomandra longifolia*) and narrow swordedge (*Lepidosperma gunnii*) species are also common.

This community is dominant across the hilltop (Figure 2) and is generally in good condition overall although there is some dieback apparent in the eucalypts and there are isolated infestations of canary broom and blackberry (Figure 2).

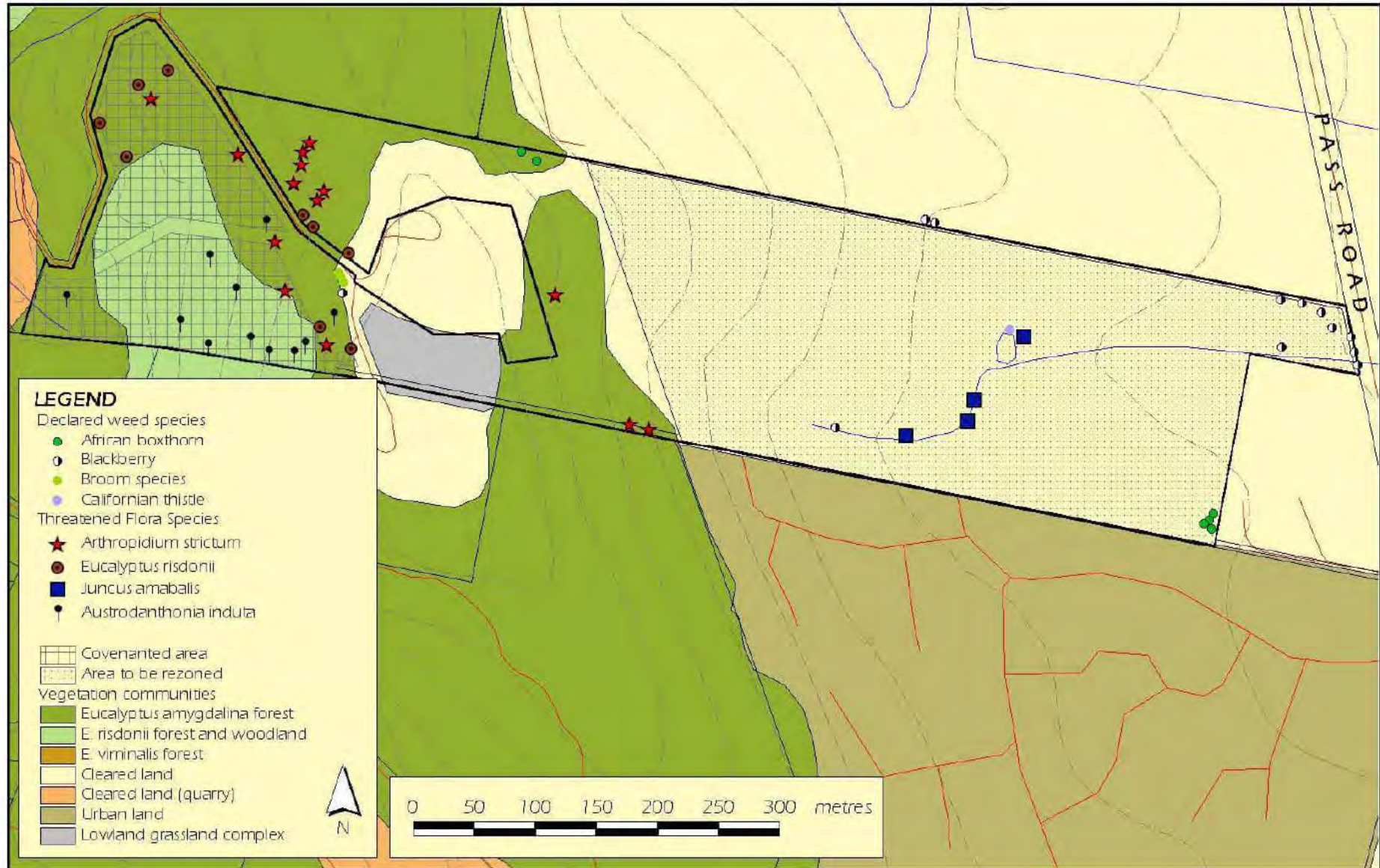


Figure 2 – Site map indicating vegetation communities, threatened species, weeds and proposed rezoning.

TASVEG Unit – Lowland grassland complex

Community Description – Open grassland dominated by native grass species

TASVEG Code – GCL

General Description - Lowland grasslands generally contain natural or disturbance-induced grasslands dominated by species of *Austrodanthonia*, *Austrostipa* and *Poa*; *Themeda triandra* may also be present and sometimes dominant in patches.

Lowland grassland complex occurs mainly through the Tasmanian Midlands, the Derwent valley, east coast and south-east as extensive areas of disturbance-induced grasslands occur throughout this range (Harris and Kitchener, 2005).

The dominant stratum is a species-poor grassy sward of *Austrodanthonia* or *Austrostipa* species, with occasional patches of *Poa* species and *Themeda triandra*. Low (< 10 m), scattered (< 5 % cover) *Eucalyptus viminalis* and *E. amygdalina* trees may be present and *Acacia dealbata*, *A. mearnsii*, *A. melanoxylon*, *Bursaria spinosa* and *Dodonaea viscosa* subspecies *spatulata* can form a scattered small tree layer, especially on slopes (Harris and Kitchener, 2005).

Site Specific Description - This vegetation community occurs on the ridgeline to the south of the existing residence (Figure 2). This community is likely to have formed following some disturbance or clearance of the forest community in the past.

Native grasses are dominant in this community with wallabygrass (*Austrodanthonia* sp.) and speargrass (*Austrostipa* sp.) most common and velvet tussockgrass (*Poa rodwayi*) and sagg (*Lomandra longifolia*) more scattered in distribution. There are scattered small shrubs amongst the grasses including sheoak (*Allocasuarina verticillata*), black wattle (*A. mearnsii*) and hops bush (*Dodonaea viscosa spatulata*) and herb species including bluebells (*Wahlenbergia* sp.) and common raspwort (*Gonocarpus tetragynus*).

The small area of this vegetation community is in fair condition with a number of introduced grasses and herbs also present. This includes cocksfoot (*Dactylis glomerata*), cat's ear (*Hypochoeris radicata*) and sorrel (*Acetosella vulgaris*).

TASVEG Unit – *Eucalyptus risdonii* forest and woodland

Community Description – Dry sclerophyll eucalypt woodland dominated by risdon peppermint trees with a shrubby/grassy understorey.

TASVEG Code – DRI

General Description - *Eucalyptus risdonii* forests and woodlands are open forests dominated by a sparse canopy of *E. risdonii* trees of generally less than 15m, often with a mallee habit. They are dry sclerophyll communities with sparse medium and low shrub layers and an often grassy ground layer (Harris and Kitchener, 2005).

Eucalyptus risdonii forest and woodland is extremely localised along the Meehan Range, east of the Derwent River. Smaller patches occur on the western shore around Bridgewater.

It occupies dry ridges and sites with north-easterly aspects and is strongly associated with Permian mudstone.

Site Specific Description - This community occurs in the south western corner of the site below the existing access road to the residences on the hilltop (Figure 2).

The dominant tree species is risdon peppermint (*E. risdonii*) with black peppermint (*E. amygdalina*) and white gum (*E. viminalis*) occurring as sub dominant trees. The trees are less than 15m high as is common in this vegetation community.

The medium shrub layer is relatively sparse but includes silver wattle (*Acacia dealbata*), black sheoak (*Allocasuarina littoralis*), native hopsbush (*Dodonaea viscosa*), prickly box (*Bursaria spinosa*) and native cherry (*Exocarpos cupressiformis*).

The low shrub cover is variable; yellow everlasting (*Ozothamnus obcordata*), spreading wattle (*Acacia genistifolia*), peach heath (*Lissanthe strigosa*), hop bitterpea (*Daviesia latifolia*) and native cranberry (*Astroloma humifusum*) are common throughout the community. The ground layer contains native grasses including velvet tussockgrass (*Poa rodwayi*), wallabygrass (*Austrodanthonia* sp.), and speargrass (*Austrostipa* sp.). Sagg (*Lomandra longifolia*), spreading flaxlily (*Dianella revoluta*) and white flag-iris (*Diplarrena moraea*) are also present as are common raspwort (*Gonocarpus tetragynus*), trailing native-primrose (*Goodenia lanata*), marys flower (*Rhytidosporum procumbens*) and small mosquito-orchid (*Acianthus pusilla*).

This community is in good condition.

TASVEG Unit – Agricultural Land

Community Description – Cleared land containing exotic grassland, orchards and vineyards.

TASVEG Code – FAG

General Description

Tasmania's improved pastures support sheep and cattle grazing, the best examples of which contain exotic temperate grass mixes and clovers. Croplands are diverse and range from common temperate vegetables and orchard fruits through to a variety of crops.

The mapping unit occurs in agricultural areas, most commonly on lowland fertile dolerite and basalt soils, but occurring over a range of geology types and altitudes.

Specific Site Description

This community occurs across the eastern side of the site from Pass Road to edge of the woodland vegetation. There is also a small area of cleared land on the hilltop between the northern boundary and the adjacent internal lot (Figure 2).

There are a number of infestations of blackberry, african boxthorn and broom within this community in particular along fencelines close to Pass Road.

Flora of Conservation Significance

During the survey 61 native plant species (and 31 introduced species) were recorded across the entire site (Refer to Appendix 1). The area of the site under the conservation covenant was surveyed in a cursory manner only as this land will not be subject to any development of change in land use.

Threatened Species

Four (4) threatened flora species listed under Schedule 5 of the *Threatened Species Protection Act 1995* have been recorded at the site. Three were recorded during the current survey and an additional species has been recorded during a previous survey (2004).

Chocolate lily (*Arthropodium stricta*) -- Listed as Rare under TSPA.

This species was recorded in numerous locations amongst the *E. amygdalina* forest on the hilltop and the eastern facing slope. An additional four (4) records of the species were also recorded amongst the *E. risdonii* forest during a previous survey in 2004. It is estimated that between 300 and 500 plants occur on the site with the majority amongst the intact vegetation on the western side of the hill.

This population forms part of a much larger population within the Glebe Hill area and above Tranmere in the Rokeby estimated at over 1 million plants (North Barker, 2006). An estimated 40,000 – 100,000 plants occur on the adjacent property to the south and this population along with plants on the bottom side of the access road are protected under conservation covenants.

Risdon peppermint (*Eucalyptus risdonii*) – Listed as Rare under TSPA

Risdon peppermints were widespread in the south western corner of the site and there were isolated specimens amongst the black peppermint forest to the east of the access road (Figure 2).

Gentle Rush (*Juncus amabilis*) – Listed as Rare under TSPA

This species was recorded along a drainage line and around a small dam amongst the cleared land at the east side of the property (Figure 2). An estimated 30 plants were recorded in 4 distinct clusters.

Tall wallabygrass (*Austrodanthonia induta*) - Listed as Rare under TSPA

There are 11 records of this species from amongst the *E. risdonii* forest recorded during a previous survey (Figure 2). This area of the site was not resurveyed during the current survey. No specimens were identified within the Lowland grassland area on the site; however low numbers of this plant may be present in this area which was not detected.

No flora species listed under the *Environmental Protection and Biodiversity Act 1999* were recorded during the survey.

The search of the Natural Value Atlas database (DPIPWE) revealed that there are seven (7) threatened species have been recorded within 500m of the site. There have been a further 37 threatened species recorded within a 5km radius of the site. These species are listed in Table 2 & 3 including a comment on the likelihood of them occurring at this site.

Table 2 – Threatened flora recorded within a 500m radius of the subject sites.

Species	Status TSPA	Status EPBCA	Comments
<i>Arthropodium strictum</i> Chocolate lily	r		Found in open forests on dolerite, dry hillsides and native grasslands. Recorded amongst forest vegetation on site.
<i>Austrodanthonia induta</i> Tall wallabygrass	r		Recorded on the site during previous survey (2004).
<i>Austrodanthonia popinensis</i> Blue wallabygrass	e	EN	Found in disturbed areas near roadsides and lowland native grasslands. Not recorded.

<i>Eucalyptus risdonii</i> Risdon peppermint	r		Occurs on mudstone soils from sea level to 150m ASL. Occurs on site in population on western side of site.
<i>Hypoxis vaginata</i> sheathing yellowstar	r		Found in unimproved pastures and swampy or poorly drained situations for sea level to 200metres altitude. No suitable habitat on site. Not recorded.
<i>Juncus amabilis</i> gentle rush	r		Found amongst exotic pasture grasses, grassy and heathy eucalypt woodland, roadside ditches, near dams and flood plains. Recorded in drainage line amongst cleared land..
<i>Lepidium pseudotasmanicum</i> shade peppergrass	r		Found on bare ground in grassland and grassy woodland. Not recorded.

Notes on preferred habitats for threatened plants sourced from document produced by Threatened Species Unit (DPIPWE).

Table 3 – Threatened flora recorded within a 5km radius of site.

Species	Status TSPA	Status EPBCA	Comments
<i>Acacia ulicifolia</i> juniper wattle	r		Not recorded at the site.
<i>Arthropodium strictum</i> Chocolate lily	r		As above
<i>Austrodanthonia induta</i> Tall wallabygrass	r		As above
<i>Austrodanthonia popinensis</i> Blue wallabygrass	e	EN	As above
<i>Asperula scoparia</i> var. <i>scoparia</i> prickly woodruff	r		Found in gaps in tall eucalypt forest. Known from damp forest no suitable habitat at site.
<i>Asperula subsimplex</i> water woodruff	r		Occurs in damp areas, marshy areas and river banks. No suitable habitat on site.
<i>Austrostipa bigeniculata</i> doublejointed speargrass	r		Found in open woodlands and grasslands. Not recorded during survey however limited reproductive material was collected so may occur on the site
<i>Austrostipa nodosa</i> Knotty speargrass	r		Occupies drier areas in grassland and open forest and remnants. Not recorded during survey however limited reproductive material was collected so may occur on the site.
<i>Austrostipa scabra</i> Rough speargrass	r		Occurs in dry open habitats on roadside banks, grassy remnants and coastal vegetation. Unlikely to occur on mudstone.
<i>Brachyscome sieberi</i> var. <i>gunnii</i> Forest daisy	r		Usually occurs in wet sclerophyll forest. Not recorded, habitat unsuitable.
<i>Caladenia caudata</i> tailed spider-orchid	v	VU	Found amongst grasses and low shrubs in sparse coastal scrub on sandy loam. Substrate unsuitable and unlikely to occur at site.
<i>Caladenia filamentosa</i> daddy longlegs	r		Known from heathy, sedgy open forest and woodland. Local record is very old and unlikely to occur at site.
<i>Calocephalus citreus</i> lemon beautyheads	r		Occurs in disturbed grasslands. Not recorded at site unlikely to occur.
<i>Carex tasmanica</i> curly sedge		VU	Occurs in soaks and seepage lines in a range of grassy woodland. No suitable habitat on site. Not recorded.
<i>Comesperma defoliatum</i> leafless milkwort	r		Previously found in wet heathland/sedgeland. Record from local area in from 1800's. Not likely to occur at site.
<i>Damasonium minus</i> starfruit	r		Semi- aquatic species. Recorded from pre 1950's. No suitable habitat on site.
<i>Dianella amoena</i> grassland flaxlily	r	EN	Known from two sites in Hobart. Not recorded at the site.
<i>Eryngium ovinum</i>	v		Found in gullies, roadsides, Themeda grassland and open

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Blue devil			grassy woodlands. Distinctive plant not recorded at site.
<i>Eucalyptus risdonii</i> Risdon peppermint	r		As above
<i>Haloragis heterophylla</i> variable raspwort	r		Occurs in Themeda grasslands/grassy roadsides and woodland. Local record from Waverley Flora Park. Not recorded.
<i>Hypoxis vaginata</i> sheathing yellowstar	r		As above.
<i>Juncus amabilis</i> gentle rush	r		As above.
<i>Lepidium hyssopifolium</i> Soft peppergrass	e	EN	Often found under large exotic trees on roadsides, yards and farms. Found in warm fertile areas on flat ground. Not recorded during current survey.
<i>Lepidium pseudotasmanicum</i> shade peppergrass	r		As above.
<i>Olearia hookeri</i> crimsontip daisybush	r		Found on rocky slopes – dry sclerophyll woodland on mudstone. Distinctive plant unlikely to be overlooked.
<i>Plantago gaudichaudii</i> narrow plantain	v		Found in grassy dry sclerophyll forest. Only <i>Plantago varia</i> species recorded during survey.
<i>Ranunculus sessiliflorus</i> var. <i>sessiliflorus</i> rockplate buttercup	r		Known from grassland and grassy woodland. Some habitat on site however not recorded.
<i>Ruppia megacarpa</i> largefruit seatassel	r		Grows in coastal creeks, estuaries and lagoons. No suitable habitat at site.
<i>Scleranthus diander</i> tufted knawel	v		Found on dry dolerite and basalt site. Substrate not suitable at site.
<i>Scleranthus fasciculatus</i> spreading knawel	v		Found in pure Poa grassland and dry sclerophyll forest. Some suitable habitat at site but not recorded
<i>Senecio squarrosus</i> leafy fireweed	r		Found in dry sclerophyll forest. Not recorded
<i>Stellaria multiflora</i> rayless starwort	r		Occurs in rocky outcrops, stony places and open woodland. Annual herb unlikely to be apparent recorded at site. Not recorded..
<i>Stenopetalum lineare</i> narrow threadpetal	e		Found on rock plates and in <i>E. pulchella</i> woodland. Known from Gunners Quoin. Not recorded unlikely to occur at site.
<i>Thelymitra bracteata</i> leafy sun-orchid	e		No Thelymitra plants recorded during survey however a number recorded by North Barker but not identified to species level.
<i>Velleia paradoxa</i> spur velleia	v		Found in grassland and grassy woodland. Limited habitat at site, not recorded.
<i>Vittadinia cuneata</i> var. <i>cuneata</i> fuzzy new-holland-daisy	r		Found in dry grasslands. Not recorded.
<i>Vittadinia gracilis</i> woolly new-holland-daisy	r		Found in dry grasslands, sandy/gravelly/basalt and dolerite substrates. Not recorded.
<i>Vittadinia muelleri</i> Narrow leaf new holland daisy	r		Found in sandy soils in grassland. Not recorded, substrate unsuitable.

Notes on preferred habitats for threatened plants sourced from document produced by Threatened Species Unit (DPIW).

Introduced Plants

The site contains a wide range of introduced weed species ranging from exotic grasses and herbs to significant environmental weeds species. These species predominantly amongst the cleared land and the margins of the native vegetation communities. Common pasture grasses and weeds include quaker grass (*Briza maxima*), cocksfoot (*Dactylis glomerata*), yorkshire fog

(*Holcus lanatus*), capeweed (*Arctotheca caladenia*), sorrel (*Acetosella vulgaris*) and cat's ear (*Hypochoeris radicata*).

There are also scattered environmental weeds amongst the native vegetation and around the margins of the cleared areas. Blackberry is widespread along the fenceline adjacent to Pass Road and along the northern boundary adjacent to the cleared land; african boxthorn is scattered along fencelines and discrete populations of canary broom and californian thistle also occur on the site (Figure 2).

Blackberry, canary broom, african boxthorn and californian thistle are all declared weed species under the *Weed Management Act 1999*. Under this Act landholders are required to take action to ensure that declared weeds do not spread to adjoining properties or into un-infested areas.

Fauna of Conservation Significance

The conservation significance of the site for fauna species was predominantly determined by an assessment of the habitat provided by the site.

No threatened fauna species listed under Schedule 3, 4 or 5 of the *Threatened Species Protection Act 1995* or under the *Environmental Protection and Biodiversity Act 1999* were recorded during the survey.

The search of the Natural Values Atlas database (DPIPWE) revealed that no threatened species have been recorded within 500m of the site. There have however been ten threatened species recorded within a 5km radius of the site. These species are listed in Table 4 including a comment on the likelihood of them occurring at this site.

Table 4 – Threatened Fauna recorded within a 5000m radius of site.

Species	Status TSPA	Status EPBCA	Comments
<i>Accipiter novaehollandiae</i> Grey goshawk	e		Nests along creeklines and rivers in blackwood trees. Site provides no suitable nesting habitat.
<i>Aquila audax fleayi</i> Wedge-tailed eagle	e	EN	Nesting sites are usually found in undisturbed forest of at least 10ha in size. Site does not provide suitable nest sites.
<i>Diomedea cauta subsp. cauta</i> Shy albatross	v	VU	Ocean foraging species that nests on offshore islands. Survey site provides no habitat.
<i>Haliaeetus leucogaster</i> White-bellied sea-eagle	v		Forages and nests in large trees along the coastline. Eagle was recorded over site during survey however

			the site provides no suitable nest sites.
<i>Lathamus discolor</i> Swift parrot	e	EN	Species has strong association with blue gum and black gum close to the coast. Site contains no blue gums and only one black gum and does not provide habitat for this species.
<i>Numenius madagascariensis</i> Eastern curlew	e		Migratory species that forages on tidal flats.
<i>Perameles gunnii</i> Eastern barred bandicoot		VU	Prefers open grassy areas but requires thick groundcover of tussocks or grasses for shelter and nesting. Site provides marginal habitat due to an absence of thick groundcover on the site.
<i>Sarcophilus harrisii</i> Tasmanian devil	e	VU	No sign of this species recorded at the site. Large intact areas of bushland occur adjacent to this site so devils may forage over this site. Due to the lack of fallen logs and understorey on site devils are unlikely to have dens on the site.
<i>Sterna nereis subsp. nereis</i> Fairy tern	v		Nests and forages on beaches and sand spits.
<i>Tyto novaehollandiae castanops</i> Masked owl (Tasmanian)	e		Found in dry forest and woodland nearby to open country. Requires large hollows in old growth trees for nesting. May forage over site but unlikely to nest on site..

Notes on preferred habitats sourced from Bryant and Jackson 1999

Habitat Values

The western side of the site contains habitat typical of dry woodland /forest. A variety of native fauna species are likely to utilise the site including wallabies (sign found on the site), bettongs and a range of bird species including wrens, robins, honeyeaters and thornbills.

The intact understorey provides habitat for a range of reptile species including skinks and snakes and invertebrate species.

The site provides limited habitat for threatened fauna species. Various species may utilise the site for foraging (as outline in Table 4) however none are likely to nest or reside on the site.

The proposed development of the site will not impact on the areas of native vegetation on this site and therefore no habitat will be directly impacted. The introduction of additional residences adjacent to the bushland area is however likely to lead to an increase in disturbance and predation by domestic pets which may impact the native fauna that utilise the bushland.

3. Proposed Site Development and Impacts

The proposed development of the site involves the rezoning of the cleared land on the eastern side of the site from 'rural' to 'residential'.

Impacts of the rezoning and future residential lot development.

The area proposed for rezoning and future residential development currently contains agricultural land with only scattered native species present. Overall the development would have minimal impacts on the natural values of the site and would lead to the removal significant infestations of declared weed species.

There is however a number of small clusters of *Juncus amabilis* amongst the cleared land and these rare plants would be disturbed if the area were developed.

The loss of the *J. amabilis* plants may be offset by the re-planting of the same species in another suitable location on the site such as around stormwater containment areas which will need to be formed on the site.

Due to the presence of a vineyard on the adjacent lot to the north a vegetation buffer is also likely to be established on the site. This buffer may be up to 20m wide and its revegetation with local native species would provide additional habitat for native fauna species on the site.

Impacts on Threatened Species

An estimated 30 *Juncus amabilis* plants would be disturbed as a result of the rezoning and future residential development (Figure 2). This species is known from other sites within the local area, with 18 records of this species within 500m of the site and a further 58 records from within 5km of the site. As such the loss of plants from this site does not represent a significant impact on the species.

The removal of these plants will require a permit from the Policy Conservation Assessment Branch (PCAB), DPIPWE.

The re-establishment of plants on the site around stormwater retention ponds or similar could be undertaken to offset the loss of the plants. This action will also require a permit from PCAB.

4. Legislative and regulatory requirements

The following section outlines the potential legislative implications of the subdivision.

Requirements under the state *Threatened Species Protection Act 1995*.

Under the *Threatened Species Protection Act 1995*, referral to the Policy and Conservation Assessment Branch (PCAB), DPIPWE, is required if the proposal will disturb or destroy threatened species or their habitat (where species have been recorded only).

The proposed rezoning of the eastern side of the property for a residential subdivision will require the removal or relocation of the *Juncus amabilis* plants which will require a permit.

Requirements under the *Environmental Protection & Biodiversity Conservation Act 1999*.

No Commonwealth listed species were recorded on the sites during the survey.

Requirements under the *Weed Management Act 1999*

The site contains localised infestations of the blackberry, canary broom, african boxthorn and californian thistle which are all declared weed species. Under the *Weed Management Act* landholders are required to take action to ensure that declared weeds do not spread to adjoining properties or into un-infested areas. These weeds should be controlled as part of the development of the site. In particular weeds that occur amongst the native vegetation or around the margins should be managed.

5. Summary & Recommendations

An environmental values assessment was carried out on a large parcel of land between Minno Street and Pass Road, Howrah.

The site was found to contain a mixture of cleared agricultural land, developed land (existing sheds) and intact native vegetation.

Three native vegetation communities occur on the site with one of these listed as 'rare'. Four threatened flora species were recorded during this and previous surveys of the site. Three of these species occur within the native vegetation communities with one species occurring within the cleared land. No threatened fauna species or significant threatened fauna habitat was recorded at the site.

A 3.5ha (approximately) area on the western side of the site is currently protected through a conservation covenant and a large area of vegetation on the adjoining lot to the south is also protected under a covenant.

It is proposed to rezone the rural portion of the site to residential. The majority of the intact vegetation on the site is located across the western side of the site and this will not be impacted by the rezoning.

This portion currently contains an altered vegetation community with limited environmental significance. There is however small population a threatened rush species (*Juncus amabilis* – gentle rush) present in this area and this species would be disturbed under the proposed rezoning and future development plan.

To offset the loss of this rush species as a result of any future development the following measures may be considered;

- Revegetation of storm water retention ponds on site with *Juncus amabilis*. - It is likely that storm water retention ponds will be required as part of any residential development on the site and this will provide suitable habitat for the establishment of a population of gentle rush. The intact vegetation across the western half of the site does not provide any suitable habitat for this species (not drainage lines or wet areas) and therefore its relocation to this area is not feasible.

- Weed Management - Develop and implement a weed management plan to control all declared weeds species that occur on the site. Weed and fire management plan would need to be developed as part of the establishment of a conservation covenant on the site - *Measure to offset any potential impacts for the establishment of a building envelope an fire protection zones and further offset loss of gentle rush population.*

Overall the proposed rezoning of the eastern half of the site will have limited impact to the overall environmental values of the land. All intact native vegetation on the hilltop and upper slopes will be retained and three threatened species that occur within this vegetation will not be impacted. The development of the rural land will have limited impact on natural values with the exception of the removal of up to 30 *Juncus amabilis* plants. This impact can however be offset by the planting of this species as mentioned above.

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Appendix 1

Flora Species list for 50 Minno Street., Howrah.

Recorder: A. Welling

Date: January 2011

1 = *E. amygdalina* forest on mudstone (DAM)

2 = Lowland grassland complex (GCL)

3 = *E. risdonii* forest (DRI)

4 = Agricultural land (FAG)

e = endemic

i = introduced

d = declared weed

r = Rare (as per TSPA)

Dicotyledonae

Family name	Species name	Common name	Location
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APIACEAE

i	<i>Foeniculum vulgare</i>	Fennel	4
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ASTERACEAE

i	<i>Arctotheca calendula</i>	Cape Weed	2
	<i>Brachyscome aculeata</i>	Hill or Coarse Daisy	1, 3
	<i>Cassinia aculeata</i>	Dolly Bush	4
	<i>Chrysocephalum semipapposum</i>		1
i, d	<i>Cirsium arvensis</i>	Californian Thistle	4
i	<i>Cirsium vulgare</i>	Spear Thistle	4
	<i>Helichrysum scorpioides</i>	Button everlasting	1
i	<i>Hypochoeris radicata</i>	Cat's ear	1, 2, 4
	<i>Leptorhynchus squamatus subsp. squamatus</i>		1, 3
	<i>Ozothamnus obcordatus</i>	Grey Everlasting	1, 3
	<i>Senecio sp</i>		1, 3
i	<i>Senecio vulgaris</i>	Groundsel	1, 2, 3, 4
i	<i>Silybum marianum</i>	Variegated Thistle	4
i	<i>Sonchus oleraceus</i>	Sow Thistle	4

BORAGINACEAE

	<i>Cynoglossum suaveolens</i>	Sweet Hound's Tongue	1
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BRASSICACEAE

i	<i>Brassica rapa</i>	Turnip	2, 4
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CAMPANULACEAE

	<i>Wahlenbergia sp.</i>	Bluebell	1, 3
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CASUARINACEAE

	<i>Allocasuarina littoralis</i>	Bulloak	1, 3
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Environmental Values Assessment of 50 Minno Street, Howrah

	<i>Allocasuarina verticillata</i>	Sheoak	3
CHENOPODIACEAE			
i	<i>Chenopodium album</i>	Fat Hen	4
	<i>Einadia nutans subsp. nutans</i>	Climbing Salt-bush	4
CONVOLVULACEAE			
	<i>Dichondra repens</i>	Kidney-weed	1, 3
DROSERACEAE			
	<i>Drosera macrantha</i>	Climbing Sundew	1
EPACRIDACEAE			
	<i>Astroloma humifusum</i>	Native Cranberry	1, 2, 3
	<i>Lissanthe strigosa subsp. subulata</i>	Peach heath	1, 3
EUPHORBIACEAE			
	<i>Poranthera microphylla</i>	Small poranthera	1
FABACEAE			
	<i>Bossiaea prostrata</i>	Creeping Bossiaea	1, 2
	<i>Daviesia latifolia</i>	Bitter-leaf	1, 3
i, d	<i>Genista monspessulana</i>	Canary Broom	1, 4
	<i>Pultenaea pedunculata</i>	Matted Bush-pea	1,3
i	<i>Trifolium sp.</i>	Clover	4
GENTIANACEAE			
i	<i>Centaurium erythraea</i>	Common centaury	4
GOODENIACEAE			
	<i>Goodenia lanata</i>	Native Primrose	1, 2, 3
HALORAGACEAE			
	<i>Gonocarpus tetragynus</i>	Common Raspwort	1, 3
LAURACEAE			
	<i>Cassytha glabella</i>	Slender Dodder-laurel	1, 3
LINACEAE			
	<i>Linum marginale</i>	Native Flax	3

MIMOSACEAE

	<i>Acacia dealbata</i> subsp. <i>dealbata</i>	Silver Wattle	1, 3
	<i>Acacia genistifolia</i>	Spreading wattle	1, 3
	<i>Acacia mearnsii</i>	Black Wattle	1

MYRTACEAE

e	<i>Eucalyptus amygdalina</i>	Black peppermint	1, 3
r, e	<i>Eucalyptus risdonii</i>	Risdon Peppermint	1, 3
	<i>Eucalyptus viminalis</i> subsp. <i>viminalis</i>	Manna Gum	1, 3

OXALIDACEAE

	<i>Oxalis perennans</i>	Native Oxalis	1
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PITTOSPORACEAE

	<i>Bursaria spinosa</i> subsp. <i>spinosa</i>	Prickly box	1
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PITTOSPORACEAE

i	<i>Billardiera heterophylla</i>	Bluebell creeper	1
	<i>Bursaria spinosa</i> subsp. <i>spinosa</i>		1, 3
	<i>Rhytidisporum procumbens</i>	Mary's Flower	1

PLANTAGINACEAE

i	<i>Plantago lanceolata</i>	Narrow Leaf Plantain	2, 4
i	<i>Plantago major</i>	Broad Leaf Plantain	4

POLYGALACEAE

	<i>Comesperma volubile</i>	Blue Love Creeper	1, 3
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POLYGONACEAE

i	<i>Acetosella vulgaris</i>	Sorrel	2, 4
i	<i>Polygonum aviculare</i>	Wireweed	4
i	<i>Rumex</i> sp.	Mud Dock	4

RHAMNACEAE

e	<i>Pomaderris elliptica</i> var. <i>elliptica</i>	Yellow Pomaderris	3
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ROSACEAE

	<i>Acaena echinata</i> var. <i>retrosumpilosa</i>	Sheep's Burr	3
i	<i>Cotoneaster</i> sp.	Cotoneaster	4
i	<i>Crataegus monogyna</i>	Hawthorn	4
i	<i>Rosa rubiginosa</i>	Briar Rose	4

Environmental Values Assessment of 50 Minno Street, Howrah

i, d	<i>Rubus fruticosus</i>	Blackberry	1, 2, 4
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RUBIACEAE

i	<i>Galium aparine</i>	Sticky Weed	4
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SANTALACEAE

	<i>Exocarpos cupressiformis</i>	Native Cherry	3
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SAPINDACEAE

	<i>Dodonaea viscosa subsp. spatulata</i>		1, 3
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SOLANACEAE

i, d	<i>Lycium ferocissimum</i>	African Box-thorn	4
	<i>Solanum laciniatum</i>	Kangaroo Apple	2
i	<i>Solanum nigrum</i>	Deadly Nightshade	1

THYMELAEACEAE

	<i>Pimelea humilis</i>	Dwarf Rice-flower	3
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Gymnospermae

Family name	Species name	Common name
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PINACEAE

i	<i>Pinus radiata</i>	Monterey Pine	4
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Monocotyledonae

Family name	Species name	Common name
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CYPERACEAE

	<i>Lepidosperma gunnii</i>	Narrow Sword-sedge	1, 3
	<i>Lepidosperma laterale</i>	Variable Sword-sedge	1, 2, 3
	<i>Schoenus apogon</i>	Common Bog-rush	3

JUNCACEAE

r	<i>Juncus amabilis</i>	Gentle Juncus	4
	<i>Juncus pallidus</i>	Pale Rush	1

LILIACEAE

Environmental Values Assessment of 50 Minno Street, Howrah

r	<i>Arthropodium strictum</i>	Chocolate lily	1, 3
	<i>Dianella revoluta</i>	Spreading flax lily	1, 2, 3
	<i>Thelionema caespitosum</i>	Blue Grass-lily	1, 3
ORCHIDACEAE			
	<i>Acianthus pusillus</i>	Mosquito Orchid	1, 3
	<i>Thelymitra sp.</i>	Sun orchid	1
POACEAE			
	<i>Austrodanthonia penicillata</i>	Slender Wallaby-grass	1, 2, 3
	<i>Austrodanthonia setacea</i>	Bristly Wallaby-grass	1, 2
	<i>Austrostipa flavescens</i>	Spear Grass	1
	<i>Austrostipa mollis</i>	Soft Spear Grass	1, 2
	<i>Austrostipa pubinodis</i>	Spear Grass	1, 2
	<i>Austrostipa rudis subsp. australis</i>	Spear Grass	1, 2
	<i>Austrostipa stuposa</i>	Spear Grass	1, 2
i	<i>Briza maxima</i>	Quaking Grass	2
i	<i>Cynosurus echinatus</i>	Rough Dogs-tail	4
i	<i>Dactylis glomerata</i>	Cock's Foot	4
	<i>Deyeuxia quadriseta</i>	Reed Bent Grass	1, 2
	<i>Microlaena stipoides</i>	Weeping Grass	1, 2, 4
i	<i>Lolium perenne</i>	Perennial Rye	4
i	<i>Phalaris aquatica</i>		4
	<i>Poa rodwayi</i>	Silver Tussock	1, 2, 3
	<i>Themeda triandra</i>	Kangaroo Grass	1, 2, 3
XANTHORRHOEACEAE			
	<i>Lomandra longifolia</i>	Sagg	1, 3

Appendix 2

CARSAG Ecological Community Status

STATEWIDE ECOLOGICAL COMMUNITY STATUS AS DETERMINED BY CARSAG

<i>ECOLOGICAL COMMUNITY STATUS</i>	<i>EXPLANATION</i>
<i>E</i>	<i>An ecological community meeting the criterion of its distribution on a Statewide basis having contracted to less than 10% of its former area.</i>
<i>R</i>	<i>An ecological community meeting the criterion of its total area on a Statewide basis generally being less than 1 000 ha.</i>
<i>V</i>	<i>An ecological community meeting the criterion of approaching a reduction in areal extent of 70% on a Statewide basis.</i>
<i>p</i>	<i>Ecological communities that are not E, R or V.</i>

(DPIWE, 2003)

BIOREGIONAL ECOLOGICAL COMMUNITY STATUS AS DETERMINED BY CARSAG

<i>BIOREGIONAL ECOLOGICAL COMMUNITY STATUS</i>	<i>EXPLANATORY NOTES</i>
CATEGORY 1	An ecological community meeting the criterion of its distribution on a bioregional basis having contracted to less than 10% of its former area. If old growth forest community then total area less than 1,000ha or contracted to less than 10% of its former area.
CATEGORY 2	An ecological community meeting the criterion of its total area on a bioregional basis generally being less than 1,000ha.
CATEGORY 3	An ecological community meeting the criterion of approaching a reduction in areal extent of 70% within a bioregional context. If old growth forest community then not meeting criterion of CATEGORY 1 or CATEGORY 2
CATEGORY 4	All other native ecological communities.



Attachment D

2018 Natural Values Assessment

Natural Values Report

For 1 lot subdivision at 55 Minno Street, Howrah.



For Kevin Roberts

26th April 2018

enviro-dynamics
environmental solutions for a changing world

2 Edward Street, Glebe – andy.welling@enviro-dynamics.com.au

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4. SUMMARY & RECOMMENDATIONS	7

1. Introduction

The following *Natural Values Report* has been carried to accompany a development application for a 1 lot subdivision made under the Clarence Interim Planning Scheme 2015 (CIPS).

The proposed area to be subdivided off the balance lot is zoned as 'General Residential' with the zone boundary forming the subdivision boundary. The remaining land on the Balance lot is zoned as 'Environmental Living' (Figure 1). The lot is within a 'Bushfire Prone Area' with part of the site also within a Biodiversity Protection Area (High Risk and Low Risk) and a Landslide Hazard Area. As the development has the potential to impact on the Biodiversity Protection Area it must be accompanied by a 'Natural Values Assessment' as per E27.0 Natural Assets Code (CIPS) (and is subject to a Bushfire Assessment –JMG 2018).

Site Details

The 5.1 ha (approx.) lot is located on Glebe Hill and can be accessed from Minno Street to the west and from the end of Glenfern Street to the east through a new subdivision (Figure 1). The lot surrounds a smaller lot containing an existing residence and is also accessed from Minno Street. The land to the east contains residential lots which are currently being developed.

The site contains a mixture of cleared land and intact native woodland vegetation with an existing shed towards the northern boundary on the hill top. The site was surveyed in 2016 as part of a residential dwelling application on the hilltop near the shed. At this time the vegetation communities across the site were assessed and threatened flora species identified.

The current survey carried out on the 6th April 2018 concentrated on the area of the site adjoining residential lots off Glenfern Street which is zoned as residential. The area was surveyed to classify the vegetation communities and assess significant flora species and fauna habitat and to identify any weed species.

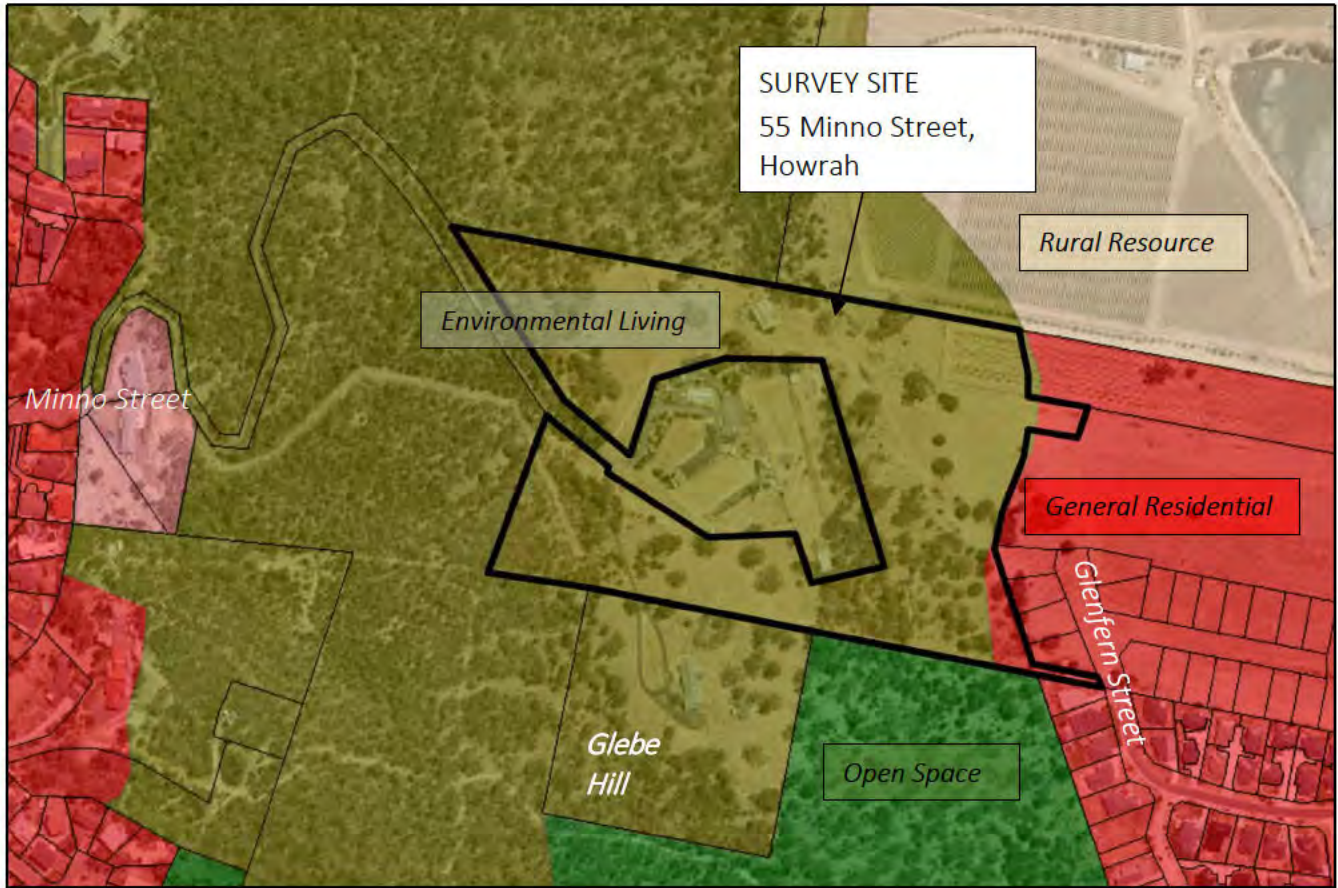


Figure 1 – Site Location Plan

2. Natural Values Assessment

Vegetation Communities

The site and adjoining land contains two native vegetation communities as per the TASVEG (v3.0) vegetation classification system (Figure 3).

Eucalyptus viminalis grassy forest and woodland (DVG); and *Eucalyptus amygdalina* forest and woodland on mudstone (DAM). The area to be subdivided off the existing lot is recently disturbed and contains no native vegetation component.

A description of the DVG and cleared land within the new lot is provided below.

TASVEG Unit – *Eucalyptus viminalis* grassy forest and woodland

TASVEG Code – DVG

Site Specific Description – This vegetation community occur across the eastern face of the site and onto the neighbouring land before transitioning into *E. amygdalina* forest on mudstone (DAM) to the north and *E. risdonii* (DRI) to the west.

White gum (*Eucalyptus viminalis*) is the dominant tree species. The tall shrub layer is dominated by broadleaf hopsbush (*Dodonaea viscosa*) with scattered silver wattle (*Acacia dealbata*) (Figure 2) and a single drooping sheoak (*Allocasuarina verticillata*) in the centre of the cleared area.

The understorey is generally sparse with only scattered low shrubs, sedges or grass species present (Figure 2). Sagg (*Lomandra longifolia*) is the most common species with scattered variable swordedge (*Lepidosperma laterale*), flaxlily (*Dianella revoluta*), native cranberry (*Astroloma humifusum*) and native grasses including wallabygrass (*Rytidosperma* sp.) and speargrass (*Austrostipa* sp.).

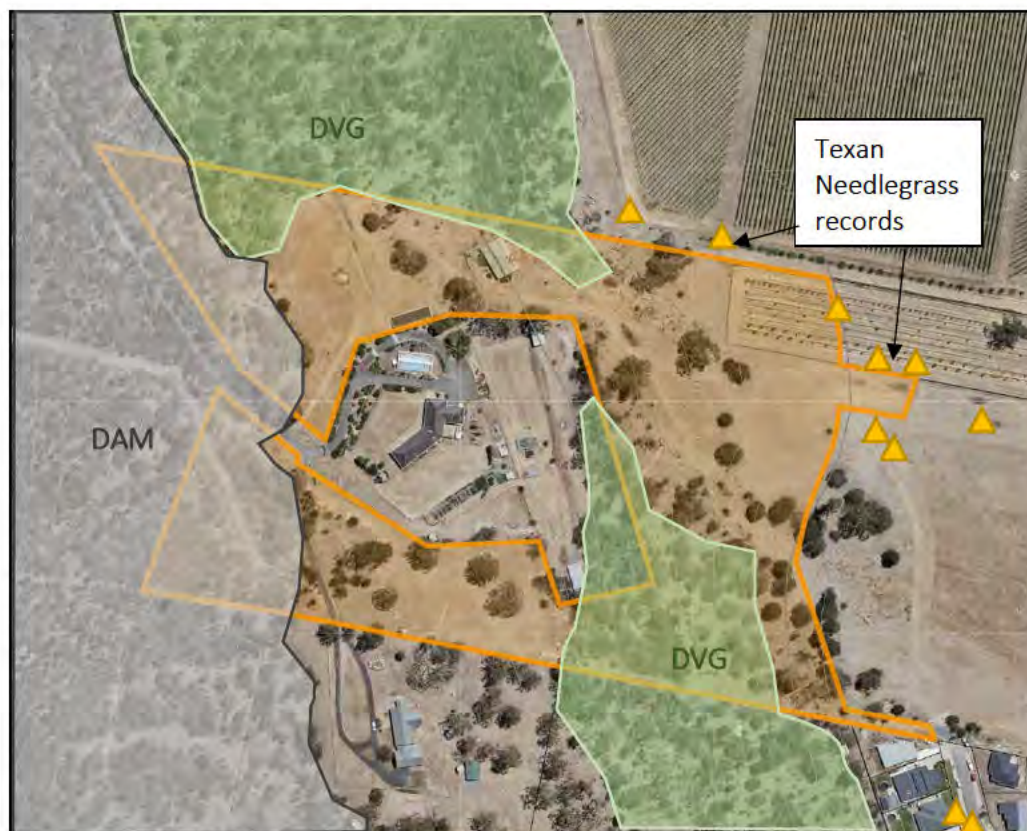


Figure 2 – Site plan indicating area of native vegetation, existing cleared areas and weed records.

TASVEG Unit – Cleared land

TASVEG Code – FAG

The area surveyed contained few native species due to recent approved clearing that was undertaken to establish bushfire fire trail access around the rear of the adjacent subdivision (Figure 3). Native plant species recorded on the proposed new lot were restricted to the upper or western edge of the lot where species found in the DVG woodland occur.



Figure 3 – Current condition of site following construction of fire trail to rear of residential lots.

No threatened flora species listed under the *Threatened Species Protection Act 1995* or *Environmental Protection and Biodiversity Protection Act 1999* were recorded at the site. Two species are however known from the immediate proximity and a further two species known from the area have recently been delisted.

Introduced Species

Introduced grasses and herbs were recorded along the fence line including (*Dactylis glomerata*), capeweed (*Arctotheca calendula*) and sorrel (*Acetosella vulgaris*), however due to the disturbed nature of the ground no further species were detected. There are records of Texan Needlegrass (*Nassella leucotricha*) on the adjoining lot (Figure 2). This highly invasive species is being controlled as part of the subdivision development however the disturbed ground on the proposed new lot provides prime ground for new infestations to invade. The lot should be monitored for any plants in the future.

No plants were confirmed during the survey however the species is very difficult to distinguish from native speargrass species at this time of year we the survey was carried out.

3. Development Impacts

The proposed subdivision development will see a new lot formed in the south eastern corner of the existing lot in land zoned as residential. Access will be from Glenfern Street. The subdivision will not require and additional removal of vegetation as the site has been recently cleared (as part of approved works). The site is within a bushfire prone area and hence the new lot must have a building area designated with required hazard management areas established. The HMA will need to extend on the balance lot upslope to the west a short distance (Figure 4). However, this area is already largely managed and no further removal of vegetation will be required. Ongoing management of the HMA will however be required which will involve the slashing of the grass to a max. height of 100mm. (in Figure 4)

Some vegetation to the north will be removed to establish the required Bushfire Hazard Management Area for a BAL 29 residence and a number of mature white gums to the south of the residence will also be removed.

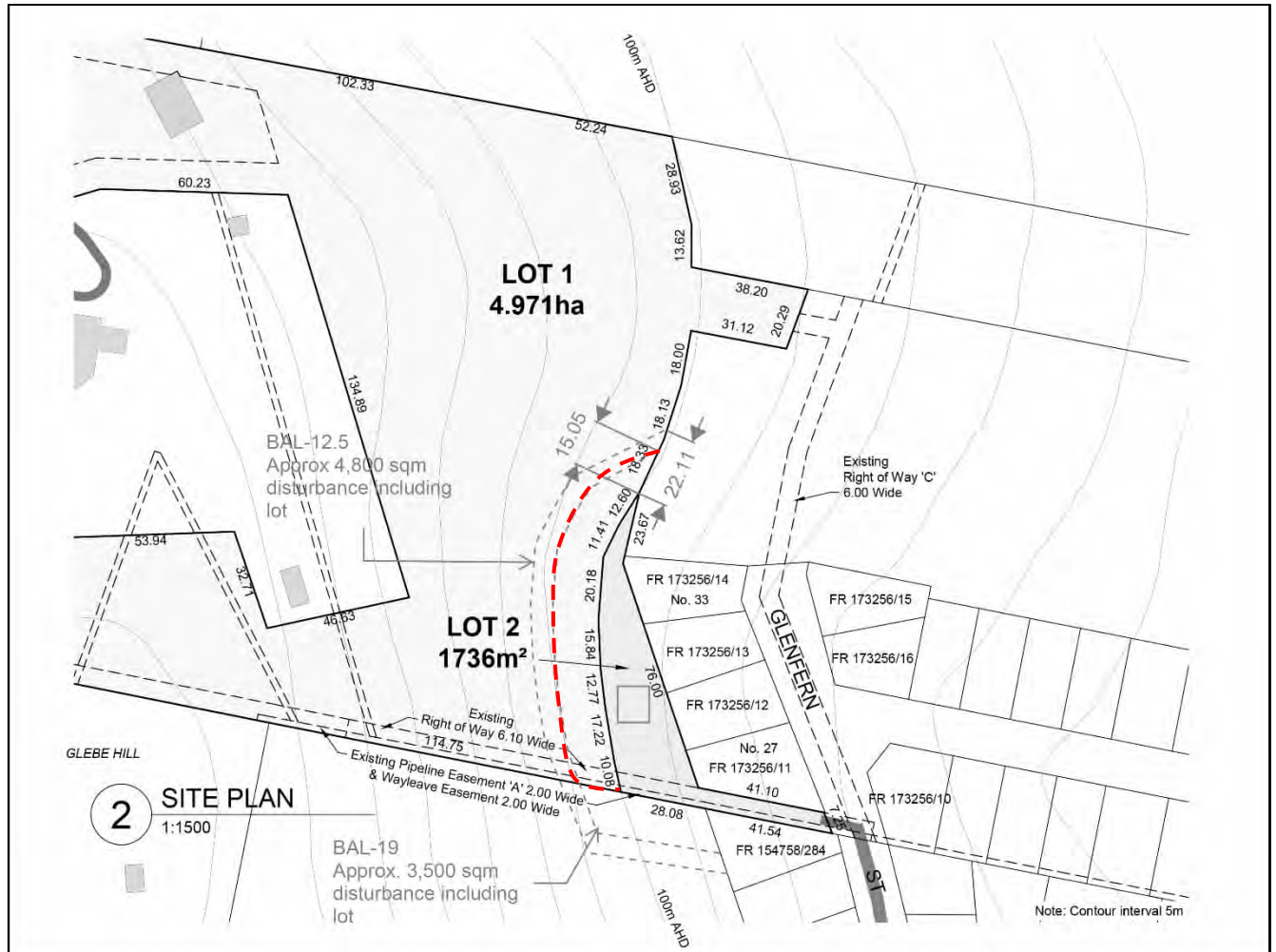


Figure 4 – Proposed subdivision indicating the extent of the HMA around New lot (BAL 19). (Note: Please note the HMA will not extend into the reserve to the south of the new lot although shown)

Requirements under the Natural Assess Code (CIPS 2015).

The proposed HMA to the west of the new lot is within a 'Biodiversity Protection Area (BPA) – low risk' and as such under the E27.0 Natural Assets Code a development on land that is wholly or partially within a BPA must be accompanied by a Natural Values Assessment.

The impact of the development on the natural values is defined under E27.0 as major, minor or negligible impact dependant on the significance of the disturbance. In this case no additional native vegetation will be removed and the area is less than 2500m² There fore the impact is considered to

be negligible. As such the loss of then vegetation for a subdivision is an acceptable solution under the Code.

4. Summary & Recommendations

The impacts of a proposed 1 Lot subdivision on the natural values at 55 Minno Street, Howrah were assessed during a site survey in April 2018.

The proposed new lot is to be located in an existing cleared portion of the site in land zoned as general residential. No significant native flora was recorded on the site and there is no fauna habitat present in the impact area.

The require Hazard Management Area for the new lot encroaches in the edge of the DVG vegetation to the west of the new lot. There is no intact white gum woodland within this area. The impact of the subdivision has been assessed as negligible under the Natural Values Code (E27.0) and as such it is an acceptable solution under the Code.

The DVG vegetation is not a high priority vegetation community under the Scheme (Code E27.0) and due to the relatively minor level of clearance required the impact is considered to be negligible under the Code.

There is an infestation of Texan needlegrass on the land adjacent to the proposed new lot. The ground disturbance on the lot is susceptible to seed germination and as such carefully monitoring of the site should be undertaken to ensure this species does not establish on the site.

The following broad recommendations are provided to manage the site.

Recommendations

- Site should be monitored on an ongoing basis to ensure Texan needlegrass does not establish in the site.
- Any soil or gravel imported to the site for construction or landscaping purposes should be from a weed free source to prevent the establishment of introduced species on the site.



Attachment E

Council Advice

6 December 2023

Mr Kevin J Roberts
PO Box 2018
HOWRAH TAS 7018

Email: tas.buildingdesign@bigpond.com

Dear Mr Roberts,

PDPLIMPLN-2023/039367 - Preliminary Planning Assessment - 55 Minno Street, Howrah

Thank you for the plans, Council received on 10 October 2023 for a proposed Potential rezoning and Development outside the Urban Growth Boundary at 55 Minno Street, Howrah. The subject site is identified as Volume 178288 Folio 1.

The property is zoned Landscape Conservation Zone (99%) and General Residential Zone (1%) under the Tasmanian Planning Scheme - Clarence (the Scheme) and is also subject to the Parking and Sustainable Transport Code, Natural Assets Code (Priority Vegetation), Bushfire Prone Areas Code, Landslip Code and Safeguarding of Airports Code with the 1% General Residential Zoned land located within the North Glebe Hill Specific Area Plan.

As per the plans provided, it is understood that the proposal involves:

- Rezoning the area east of the existing dwelling on the lot to Low Density Residential Zone (LDRZ), with the balance land to be retained as Landscape Conservation Zone.
- Subdividing the LDRZ land to create four lots in total, 3 new and 1 balance lot, which would be split zoned with LDRZ in the east and Landscape Conservation Zone to the west (including the area of the existing dwelling).
- Extending the Agricultural Buffer (Refer to S28609, Agreement pursuant to Section 71 of the *Land Use Planning and Approvals Act 1993* (the Act)) into the eastern section of the proposed Balance Lot, identified as lot 1.

It is noted that the subject site, whilst partially within the Urban Growth Boundary, by virtue of the land fronting onto Glenfern Street, does not in fact adjoin the Urban Growth Boundary, as shown in Figure 1 below. Therefore, it is our view that any request for an amendment to the Clarence Local Provision Schedule (LPS) would not be consistent with the Southern Tasmanian Regional Land Use Strategy (STRLUS) as the land does not “share a common boundary with land zoned for urban development within the Urban Growth Boundary” as required by SRD 2.12 (a).



Figure 1 Subject site highlighted in red, showing relationship to Urban Growth Boundary (Blue Line) to the east (source Council GIS)

Notwithstanding this technical issue, any subdivision of the site, identified as Volume 178288 Folio 1, would generally not be possible, as the minimum lot size within the Landscape Conservation Zone is 20ha, and the proposed balance lot land area would be 3.2ha with only a portion of that being zoned Landscape Conservation.

It is noted that Glebe Hill Specific Area Plan, clause CLA-S10.8.2 Lot size, is in substitution for Landscape Conservation Zone – clause 22.5.1 Lot Design and provides for the creation of 1 sub minimal lot for residential purposes in the Landscape Conservation Zone. However, as the Glebe Hill Specific Area Plan does not apply to that portion of the site zoned Landscape Conservation, it is considered that this clause would not be applicable. And the proposed subdivision would not comply with Clause 22.5.1 Lot Design Performance Criteria P1, which stipulates that a lot must have an area of not less than 20ha.

As discussed at the 11 October meeting, the site is burdened by several easements, covenants, and agreements under Sections 71 and 78 of the Land Use Planning and Approvals Act 1993, that may indicate adjoining properties as having an interest in any future development of the site, including any future rezoning. Any such interests may have an impact on landowner consent requirements with regard to future planning applications.

We would also recommend you obtain a copy of your title to understand the details of these encumbrances, as compliance with covenants is your legal responsibility which may prevent or alter your ability to proceed with an application.

Overall, based on the above, it is considered that the proposal as outlined in your request of 10 October 2023, is unlikely to meet the statutory requirement for compliance with section 34 LPS criteria of the Act.

Furthermore, work currently being undertaken by the State Government to determine the strategic land demand versus supply, indicates that sufficient land exists within the Urban Growth Boundary for the projected ten year growth. Hence, should a request to amend the Clarence Local Provision Schedule be made, it would also need to address the land release hierarchy planning process detailed under the STRLUS Settlement and Residential Development Policy SRD 2.5.

There may be further opportunities to consider future strategic development of the land as part of the STRLUS review that is to commence once the draft Tasmanian Planning Policies (draft TPPs) are declared. The Tasmanian Planning Commission is progressing Hearings on the draft TPPs and you may wish to review the information on their website [Draft Tasmanian Planning Policies – Tasmanian Planning Commission Website](#).

If you have any further queries regarding this matter, please contact Indra Boss on

Yours sincerely

Robyn Olsen
ACTING HEAD OF CITY PLANNING

Cc: Mr Mat Clark via e-mail

From: Bruce Englefield
Sent: Tuesday, 4 March 2025 2:35 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary Update

This is to confirm we support fully the proposal for Clarence and would wish to submit an expression of interest to develop our plot of land by the side of our property at 510 Pass Road Cambridge.

Regards

Mr and Mrs K and S Johnson

From:
Sent: Wednesday, 5 March 2025 11:09 AM
To: State Planning Office Your Say
Subject: CM: Southern Tasmania Regional Land Use Strategy

To Whom it may concern

Im writing to add to my previous submission on the STRLUS and to reinforce my comments on the Land use at Cambridge in particular the land use zoned as Rural Living that has all the services provided for Residential Zoned Land

The land in question generally has road frontage onto Cambridge Rd and is all that land from the slip road off the Tasman highway to the Cambridge Township

There is a mix of land use zones with this area namely - General Residential, Low Density Residential, Local Business and Rural Living that have all services connected.

My main concern is the waste of these services not being fully utilised.

Cambridge has a Primary School that is currently being extended and a large Light Industrial Area that's still developing that offers employment opportunities.

There is a large Shopping Centre 'Cambridge Park' that also has employment opportunities.

The Hobart Airport is 5mins from the Town and it's the gateway to the Tourism Route in the Coal Valley and beyond.

There is also Metro Bus Service that runs thru the area

My point is, if the current existing services were fully utilised with appropriate Land Use, it would create more housing close to all the potential facilities that the Community needs and potentially encourage further growth.

There is a lot of emphasis on utilising existing services, this is one area that has them all and more

In this current STRULS review I would like this area and surrounding areas to be included within the Urban Boundary of Cambridge to ensure that the underutilised serviced areas and the surrounding areas that have potential to have these services extended be given the opportunity to provide additional housing into the future for this rapidly expanding Industrial & Commercial area

Regards – John Parkinson

7 February 2024

Our Ref: File 17.201

State Planning Office
Department of State Growth
GPO Box 536
HOBART TAS 7001

Email to: haveyoursay@stateplanning.tas.gov.au

Proposal to amend the Urban Growth Boundary (UGB) at Margate prior to the review of the Southern Tasmania Regional Land Use Strategy (STRLUS).

Council would like to thank you for the opportunity to comment on the proposed changes to the urban growth boundary outlined in the [consultation paper](#), dated February 2025.

- The UGB continues to ensure that urban growth is directed to areas that can best be supplied with appropriate infrastructure and services. It will also continue to protect other valuable peri-urban and environmentally valuable land from urban development pressures. The public benefits of infill development and higher residential densities within the UGB outweigh the alternative of continuous outward urban sprawl.
- Council supports the work that is currently underway to review the STRLUS. A key component of this work will include a long-term Settlement Strategy for Southern Tasmania, backed up by demand and supply analysis to guide planned sequenced growth in potential growth areas, and areas for urban renewal and densification over coming years. It is expected that this process will result in changes to the UGB and Margate has been identified through this process as a potential area where urban expansion could be facilitated, having regard to the broader need for additional housing in the southern region.
- In terms of housing supply at a local level, the State Governments' Huntingfield Housing Estate is the only remaining greenfield area in the municipality. It will provide approximately 470 homes, and it is expected to be fully developed within the next four years. Unless changes are made to the UGB, there will have to be a 100% shift to infill development in the municipality by 2028/2029. Kingborough has done particularly well in relation to infill development in the past ten plus years and exceeded the infill thresholds of STRLUS, however having to rely on a 100% infill development scenario in the next four years is considered too soon. It should also be noted that the REMPlan demand and supply data that will inform the STRLUS review suggest that there will be a shortfall in housing in Kingborough within the next 11 years.
- Margate and Snug¹ have been identified for future growth in previous versions of the Kingborough Land Use Strategy, dating back to 2013 as well as in the most recent version of the [Kingborough Land Use Strategy of 2019](#). TasWater has also made

¹ No change to the UGB is proposed for Snug as part of the discussion paper. If there is an opportunity to put forward additional changes to the UGB in the municipality, the preference would be for such a change at Snug consistent with the recommendations of the Kingborough Land Use Strategy 2019.

significant investments in its infrastructure in recent years to accommodate the anticipated growth expected for Margate and Snug in line with this strategy. The long-term plan is to make Margate and Snug more self-sufficient i.e. creating opportunities for economic stimulation and for people to work closer to home etc.

- In addition to the above, I would also like to advise that Council recently initiated a planning scheme amendment for the rezoning of part of the land to the General Residential Zone relying on the SRD2.12 considerations of the STRLUS.

Kingborough understands and supports the regional approach in terms of UGB considerations and will continue to provide input and support to that effect as part of the STRLUS review. The proposed change to the UGB boundary at Margate ahead of the finalisation of the STRLUS review is welcomed as it will provide a much-needed interim arrangement to contribute to the housing choice in the municipality.

Thank you for your consideration.

Yours sincerely,

TASHA TYLER-MOORE
MANAGER DEVELOPMENT SERVICES

State Planning Office

Department of State Growth

Submission in relation to

STRLUS Urban Growth Boundary Update

Consultation Paper February 2025

Section 4.2.5 Area 5

David Cairns

Submission Summary

The purpose of this submission is to include an additional adjacent property in the amendments being undertaken.

Submission Detail

In relation to the proposed amendments in **section 4.2.5** additional consideration is sought to also include an adjacent parcel of land in this amendment.

Municipal Area	Clarence
Reference	33 Acton Road Acton Park
Current Zoning	Rural Living (Zone B)
Current Use	Residential
Land Area	2.1ha
Approximate Dwelling Yield	To be determined but likely similar to adjacent land being approximately 35
Comments	Adjacent to land being considered in this amendment with road access that may be important in future planning decisions



The additional land would immediately free up opportunities for additional blocks and given each of the adjacent lots will be likely submitting proposals it would benefit the community to look at these together.

Over the past 10 years we have engaged in discussions with neighbouring landowners and council representatives regarding access to the Lauderdale Primary School car park and the traffic at the Acton Road / South Arm Highway intersection.

In previous conversations, there were considerations for a subdivision proposal that would include road access from Ringwood Road, providing a direct link to the school car park. This access route would allow vehicles and pedestrians from the greater Lauderdale / Roches Beach areas to reach the school without needing to use South Arm Road and the Acton Road junction.

The proposed change would potentially provide opportunity to significantly reduce traffic congestion and improve safety particularly for children. Additionally, it would facilitate opportunity for timely development without the requirement of substantial new infrastructure, thereby supporting the alleviation of the current housing shortage.

Should you require any further information or clarification please don't hesitate to contact me.



05/03/2025

Mr Sean McPhail
Acting Director, State Planning Office
Department of State Growth
Level 6, 144 Macquarie St
HOBART 7000

Dear Sean

Re : Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS): Consultation on Proposed Changes to the Urban Growth Boundary (Map 10)

In reference to your letter dated 3 February 2025, and referring to Map 10, I am writing to inform you that TasPorts has no objections to the proposed changes to the Urban Growth Boundary (Map 10).

TasPorts aims to ensure that any modifications to urban growth are accompanied by the necessary upgrades to transportation infrastructure within Hobart and its surrounding areas. The goal is to prevent any increase in land density or population from negatively impacting the broader transportation network.

It is crucial that any adjustments or developments to the transport network are aligned with TasPorts' business continuity objectives, ensuring that they support its operations and growth in the future.

Yours sincerely

Phil Hoggett
Group Executive Commercial and Trade

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MC Planners Ref: 25025

5th March 2025

State Planning Office
Department of State Growth

Via email - haveyoursay@stateplanning.tas.gov.au

Attention: Anthony Reid

Dear Anthony,

SUBMISSION - URBAN GROWTH BOUNDARY UPDATE - 115 RICHMOND ROAD, CAMBRIDGE

MC Planners have been engaged by Mr Craig Lamprey to prepare a submission in relation to the proposed update to the Urban Growth Boundary.

Though the site is not included in the areas identified within the consultation paper, this submission has been prepared to advocate for this additional land to be included within an updated Urban Growth Boundary, as a logical extension of Cambridge.

The Site

The site is comprised of a single parcel (CT125365/2) to the north of Barilla Rivulet (see Figure 1 below). The site is 5.45ha, contains a single dwelling, and is zoned Agriculture.

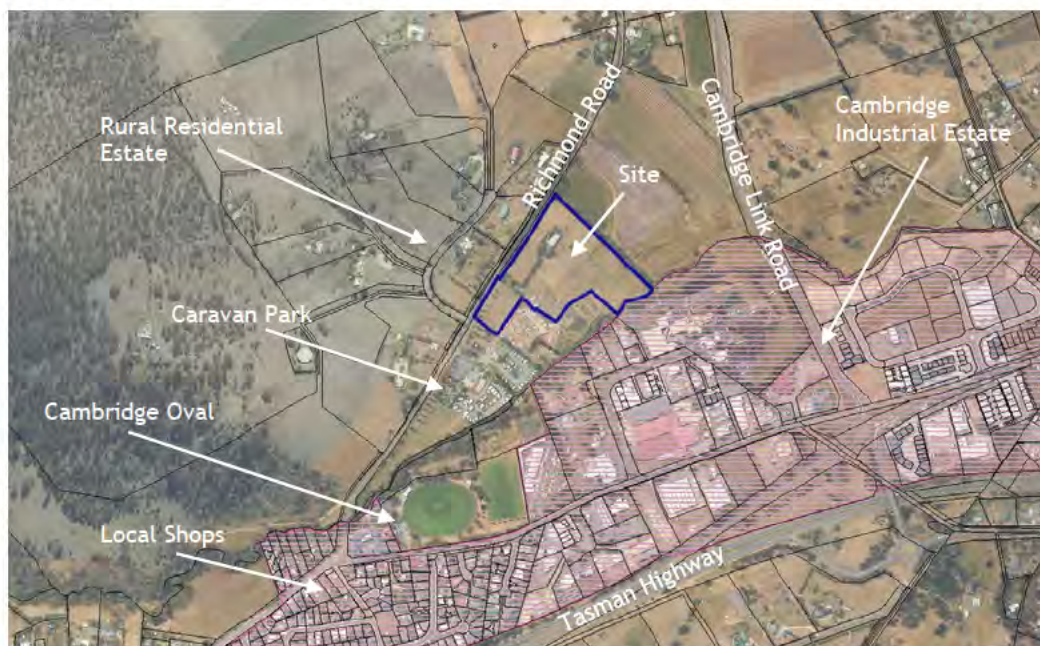


Figure 1. Site and surrounds (Sourced LISTmap accessed 24 February 2025 - annotated).

The site is near to residential development on the western side of Richmond Road, and adjoins the Barilla Caravan and Cabin Park which is a sensitive use. The site is within proximity to the Cambridge Memorial Oval, local shops, and the Cambridge Industrial Estate at the southern extent of the Coal River Valley agricultural area. The site adjoins land within the Urban Growth Boundary and is 500m from the Cambridge Primary School.

Agricultural Suitability

By reference to the Land Potentially Suitable for Agriculture Zone layer (see Figure 2 below), the land is categorised as potentially constrained 2A (yellow). This categorisation is owed to the size of the lot and the high capital value per hectare.

Properties within the Rural residential estate to the west are similarly categorised as potentially constrained 2A. Land to the north is categorised as potentially unconstrained (brown).

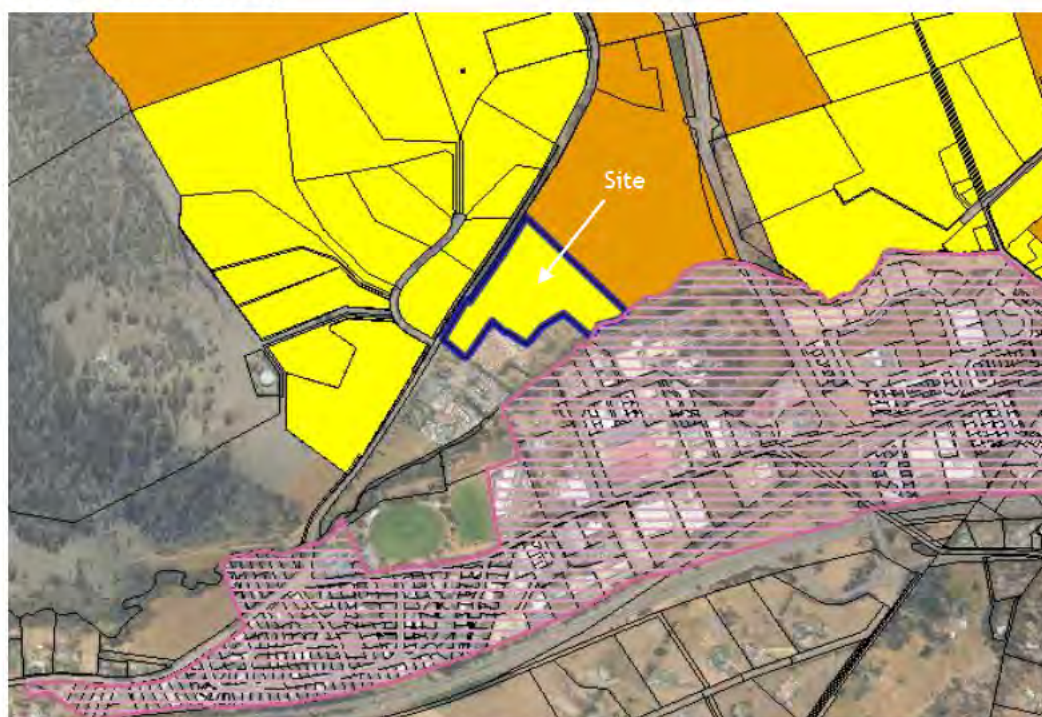


Figure 2. Site and surrounds shown with the Land Potentially Suitable for Agriculture Zone layer and Urban Growth Boundary relative to the (Sourced LISTmap accessed 24 February 2025 - annotated).

In protecting the use of land to the north, an agricultural buffer is able to be planned alongside a future road and this is a practical solution to the interface between agricultural land and residential.

Services

The site adjoins water and sewer serviced land (see Figure 3 below). The site currently has a water connection, and is capable of a connection to the sewer main which traverses land to the south aligned to the Barilla Rivulet.

As connections to reticulated services in the vicinity are feasible, residential development to suburban densities is supported.



Figure 3. Water (left) and Sewer (right) serviced land (Sourced LISTmap accessed 24 February 2025 - annotated).

Lot yield

At 5.45ha, and subject to known constraints of overland flow paths to the east, and bushfire hazard across the site, a conservative estimate of lot yield at suburban densities would tend to approximately 50 lots¹ accounting for roads. Where engineering solutions may mitigate flood risk this yield could be higher.

¹ Where lots are constrained, the yield is obtained by: (Area/minimum lot size) = full yield x road factor (0.8) x constraint factor (0.5).



Conclusion

The proposed update to the Urban Growth Boundary is a welcome opportunity to allow for an increase in the supply of land which can be developed within Greater Hobart. Though further work for the review of the Southern Tasmania Regional Land Use Strategy is well overdue, the update will provide for growth opportunities whilst more comprehensive work is undertaken.

115 Richmond Road has a demonstrated potential for urban development, and is otherwise constrained from realising any agricultural potential. The current owner is motivated to undertake residential development providing much needed housing supply. The inclusion of the site within the updated Urban Growth Boundary is encouraged.

If you requires any further information or clarification with respect to this submission, please contact us by email at planning@mcplanners.com.au, or by phone on

Yours faithfully

MC PLANNERS PTY LTD

Mat Clark

DIRECTOR/PRINCIPAL PLANNER



6 March 2025

State Planning Office
Department of State Growth
GPO Box 536
HOBART TAS 7001

Dear Sir/Madam

**SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY - URBAN GROWTH
BOUNDARY PROPOSED UPDATE**

I refer to your letter dated 3 February 2025 regarding the above-mentioned matter. Firstly, thank you for the opportunity to provide comment.

Council has reviewed the proposed update for the locations within our municipality and are largely satisfied that this is consistent with the work conducted to date with the STRLUS project. All four locations are supported by Council and work has been done to ensure these locations have been considered appropriately.

More broadly across the Southern region, Council supports those areas that have been previously identified as part of the STRLUS review. However, we note that there have been additional areas nominated. It is not clear on the methodology used to select these sites and it does not necessarily appear to meet good planning principles.

Furthermore, Council feels that the approximated maximum lot yields identified across all sites is excessive and should be reassessed for a more probable figure.

Council's position is that we are committed to delivering a robust and transparent long term regional land use strategy as quickly as possible. We encourage the state to actively assist with the progression of the STRLUS project and not to proceed with the fast-track Urban Growth Boundary update. This approach would give the STRLUS project the best chance of being successfully completed.

Yours sincerely

James Dryburgh
CHIEF EXECUTIVE OFFICER

Leigh Gray
MAYOR



Urban Growth Boundary Proposed Update

Shelter Tas Submission

March 2025

Contact us



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**Homes
Tasmania**



Shelter Tas is the Tasmanian branch of the
Community Housing Industry Association (CHIA)



Shelter Tas acknowledges the Traditional Owners
of country throughout lutruwita/Tasmania and
their continuing connection to the land, sea and
community. We pay our respects to them and their
cultures, and to elders past and present.



Shelter Tas welcomes and supports people of
diverse genders and sexual orientations.

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About Shelter Tas

Introduction

Shelter Tas is Tasmania's peak body for housing and homelessness services. We are an independent not-for-profit organisation representing the interests of low to moderate income housing consumers, Specialist Homelessness Services and Community Housing Providers (CHPs) in Tasmania who expertly manage over 9000 properties across the state. We provide an independent voice on housing rights and a link between governments and the community through consultation, research and policy advice. We work towards a fairer and more just housing system. Our vision is affordable, appropriate, safe and secure housing for all Tasmanians, and an end to homelessness.

Changes to the Urban Growth Boundary

Shelter Tas welcomes the opportunity to respond to a proposed amendment to the Southern Tasmania Regional Land Use Strategy (STRLUS) through an update to the Urban Growth Boundary (UGB). This update has been proposed to extend the boundaries and rezone land for residential development on the outer fringes of Hobart. Tasmania is in the midst of a housing crisis. The evidence shows those most affected are low-income people. Getting the planning system right is crucial to increasing supply. Shelter Tas and our members support the *Tasmanian Housing Strategy 2023-2043* (Strategy) and we commend the State Government for its investment into social and affordable housing in recent years.

Achieving the intended outcomes of 10 000 social and affordable homes by 2032 will only be possible with greater investment in the supply of new dwellings. Shelter Tas seeks guarantees that with this expansion of urban boundaries to create 9770 new houses that a clearly defined proportion of these homes will be social and affordable housing.

Shelter Tas also requests that the property uplift that will be generated by the proposed rezoning (which will be significant) be converted into a subsidy to fund social and affordable housing as has been shown to be best practice in other jurisdictions (e.g. northern coast of New South Wales). If the UGB is approved, we note there is another important step with rezoning that could provide an opportunity to include social and affordable housing. Shelter sees this change to the boundaries as



a crucial opportunity to show best practice in urban planning for services and infrastructure for the growing population who would be living in the proposed 9770 homes. This important next step needs to be evidence-based, to ensure that the best possible outcomes are secured in extending the UGB.

Risk Management

The STRLUS, currently under review, advocates for a strong risk management approach to ensure sustainable development around Hobart. Potential risks from the cost of infrastructure, transport expense and service delivery, and a commitment to social and affordable housing targets must be clearly addressed. The following concerns should be considered:

Consulting with Local Government

A recent survey undertaken with the Australian Local Government Association showed that insufficient infrastructure funding was the greatest challenge to delivering increased housing supply.¹ This was followed by lack of control over decisions on land release.² Most local governments across Australia cannot cover trunk infrastructure expenditure due to inadequate funding. Infrastructure maintenance is also a significant problem.³ Decision making processes must include the full involvement of local government to plan for adequate trunk infrastructure on Hobart's fringe developments in any extension to the UGB.

Inclusionary Zoning

Given ongoing housing pressures, particularly the chronic shortage of housing, if the UGB extension were to go ahead, this should increase social and affordable housing targets. Mandatory inclusionary zoning could be leveraged to prioritise social housing as it has been in other jurisdictions like South Australia and New South Wales, and our goal would be that 20%, approximately 2000 homes, of the 9 770 maximum dwelling yield would be social and affordable housing to address the current crisis.

Impacts on Health and Wellbeing

The Strategy also highlights concerns with detached homes on city fringes, noting their contribution to reduced affordability, longer commutes, urban sprawl, environmental degradation and infrastructure outlay. In Hobart's case, this expansion will also put pressure on the Tasman Bridge which engineers claim is already close to capacity.⁴ Research from other Australian cities shows that sprawl leads to worse physical and mental health outcomes and less social connection for people living in

¹ Equity Economics. "Addressing the Housing Crisis: Unlocking Local Government's Contribution." August 2024.

² Ibid.

³ Ibid.

⁴ <https://pulsetasmania.com.au/news/treasurer-insists-funding-not-the-issue-in-tasman-bridge-shared-pathway-cut/>



those areas.⁵ Given Tasmanians already face some of the worst health and wellbeing outcomes in the country, how can we mitigate for these risks if there is an extension to the UGB?

The Need for Quality Infill in Accessible Locations

To address the housing crisis, a focus on quality infill and medium-density housing is essential. The Strategy is committed to this goal, with infill development encouraged before unchecked greenfield expansion. Much of the suggested land parcels in the proposed extension are zoned for single dwellings only, so how does this proposal align with the Strategy and make Hobart more liveable?

Infrastructure and Economic Costs

Infrastructure costs for new developments in outlying areas are much higher than for infill projects closer to the city because large investment in roads, transport, water and schools is required.⁶ These new infrastructure costs have the potential to impose a long-term economic burden on Tasmania's budget. With rising state debt, fiscal responsibility should be prioritised by using existing urban spaces for medium-density housing that more fully uses current infrastructure, rather than adding extra cost through urban sprawl.

Collaboration with the Community Housing Sector

CHPs have a proven track record of developing and constructing social and affordable homes and currently manage over 9000 properties in Tasmania. The facilitation of housing partnerships between CHPs, LGAs and developers will capture the full expertise of these sectors and accelerate housing supply so that the government's target of 10 000 social and affordable homes by 2032 can be met.

Recommendations

Shelter Tas recommends that before rezoning is implemented it is essential that the following be included to ensure the best outcome for Tasmania:

⁵ Belén Zapata-Diomedí, Claire Boulangé, Billie Giles-Corti, Kath Phelan, Simon Washington, J. Lennert Veerman and Lucy Dubrelle Gunn. "Physical activity-related health and economic benefits of building walkable neighbourhoods: a modelled comparison between brownfield and greenfield developments." *International Journal of Behavioural Nutrition and Physical Activity* 16/11 (2019). <https://doi.org/10.1186/s12966-019-0775-8>

⁶ Cathryn Hamilton and Jon Kellett. "Cost comparison of infrastructure on greenfield and infill sites." *Urban Policy and Research* 35/3 (2017): 248-260.



1. **Rezoning is evidence-based** and considers transport, infrastructure development and delivery of services in the areas, especially for the larger parcels of land that have been proposed.
2. **Selective expansion** of the Urban Growth Boundaries rather than adopting the proposal in full will reduce pressure on the Tasmanian budget, provide more housing choice for Tasmanians and encourage the cheaper alternative of in-fill housing. The current rates of population growth in Greater Hobart do not warrant such a large extension of the Urban Growth Boundaries.
3. **Include social and affordable housing in mandatory inclusionary zoning** for low-income populations with a 20% social and affordable housing target. This is especially important in the developer-led urban growth boundaries which would lead to windfall profits for the developers.
4. **Targeted infill development** in suburbs with existing infrastructure within Hobart's existing boundaries.
5. **Planning uplift profits reinvested in community** as the value of the rezoned land will increase significantly, by some accounts, up to 10 times its current worth. An uplift contribution charge, like The Affordable Housing Contribution Scheme used by Byron Shire Council, would help fund social and affordable housing and infrastructure, ensuring development is sustainable and equitable.
6. **Partnerships between developers and community housing providers** are established to accelerate housing supply and deliver better outcomes for diverse communities across Tasmania.

Thank you for the opportunity to contribute to the consultation on the Southern Tasmania Regional Land Use Strategy - Urban Growth Boundary proposed update. We know that evidence-based planning decisions, closely matched with the *Tasmanian Housing Strategy 2023-2043* and an updated STRLUS are essential for good housing outcomes for all Tasmanians.

Pattie Chugg, CEO Shelter Tas



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E:

7 March 2025

State Planning Office
Department of State Growth
GPO Box 536
Hobart TAS 7001

Emailed to: haveyoursay@stateplanning.tas.gov.au

Dear Minister Ellis

STRLUS UGB Update
Plymouth Road, Gagebrook

Thank you for the opportunity to provide submissions on the Southern Tasmanian Regional Land Use Strategy (STRLUS) 2010-2035 Urban Growth Boundary (UGB) Update Consultation Paper.

Form Planning + Projects has been engaged by the owners of 19 Plymouth Rd, 198 Briggs Road and 110 Briggs Road, Gagebrook, E&E International Investment Corporation Pty Ltd ("E&E International") to consider the planning merits for having their land included in the UGB update.

It is very pleasing to see that an 18ha portion of land at 19 Plymouth Road, Gagebrook has been included as "Brighton – Area 3" in the Consultation Paper. This is certainly a great starting point, and E&E International are eager to begin preparing a rezoning and subdivision application.

In our submission to the *Southern Tasmania Regional Land Use Strategy State of Play Report*, a slightly larger, 36ha area of land, was recommended for inclusion in the UGB across 19 Plymouth Road and 198 Briggs Road (See Figure 1).

I would encourage the larger 36ha area to be considered as an amendment to the area identified in the Consultation Paper. Quite a large portion of the 18ha is constrained by transmission easements and waterways. Whilst these can be incorporated into the design to provide for an appealing open space network it does have an impact on the overall potential yield.

For example, the Consultation Paper suggests that the approximate maximum dwelling yield is 321. However, this is unrealistic once the land constraints are considered. As outlined below, considering the 36ha portion of the land, only 21ha is likely to be developable which equates to approximately 318 dwellings when calculated at 15 dwellings/ha.

The additional land will provide greater certainty to deliver on the landscape-led development for the land in accordance with the site Masterplan (See Appendix B). E&E International are hoping to demonstrate that development can be done differently in Greater Hobart by providing greater housing choice through a mixed-use medium density area with the possibility of attached and apartment housing forms complimented by walkable connections to an open space network focused around wildlife and riparian corridors.

As you have already identified, the subject site 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.

Further rationale for the UGB update is set out below.

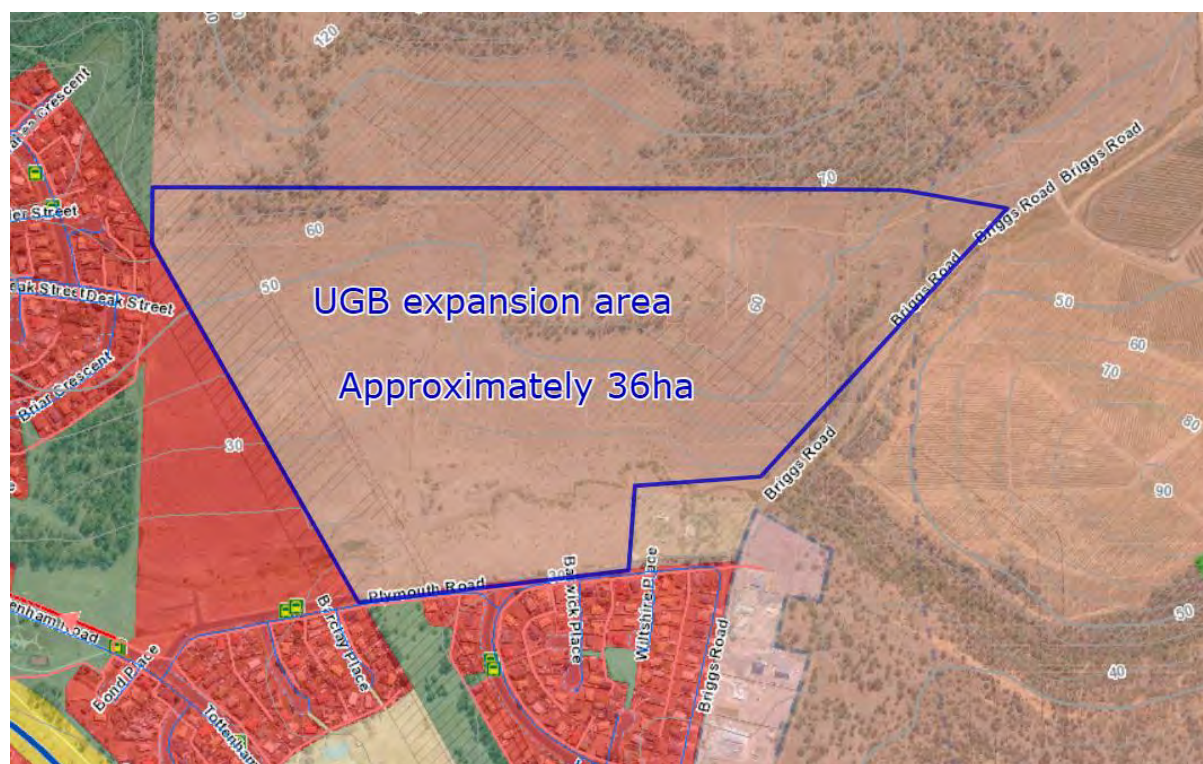


Figure 1: Potentially larger area to be included in UGB update

Residential demand and supply

The Southern Regional Tasmania Residential Demand and Supply Study: Demand and Supply Report 2024 (SRTDSS) has been prepared as a key input into updating STRLUS. The data suggests that there are land supply shortages within Brighton LGA and that existing supply will be exhausted in 11 years (See Appendix A). This falls below the 15-year supply target set in the draft Tasmanian Planning Policies and the current STRLUS.

The forecasting goes to a more detailed “planning area” level for Gagebrook (combined with Herdsmans Cove). As shown in Appendix A, 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.

That means that this growth will need to be redirected into urban areas, such as Gagebrook, to curb expansion of low density rural living areas on the urban fringe.

One of the key variables in the data of the SRTDSS is that there is varying level of confidence that available land will be brought to market. E&E International are motivated to prepare an application to rezone and subdivide this land. They have demonstrated this through the development of a Masterplan for the site.

Using the Masterplan as a basis, approximately 21ha of the 36ha portion of the subject site is developable, once constraints such as riparian areas, open space and buffers to adjoining agricultural land are excluded. 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 people 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 Great Hobart population to 2046.

There is clearly high demand and low supply in the Brighton area and including this land within the UGB will help address the supply. The owners are eager to make an application to rezone with an accompanying master plan or will make an application to both rezone and develop the land per Section 40T of the *Land Use Planning and Approvals Act 1993*. Either way they intend to bring lots and land for housing to market as soon as possible.

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. In recent years, the only significant investment in Gagebrook has been the development of 50+ additional social houses by CEH, further exacerbating the areas social disadvantage and repeating mistakes of the past.

This proposal will introduce a range of housing options to the area to supplement the very high 50% social housing and will help to increase private investment and more diverse housing options. Private investment in the Subject Area creates an opportunity to improve the social and physical infrastructure and improve Gagebrook's socio-economic position.

Well-located

A key consideration for including land within the UGB is that it is well-located and has access to services and amenities. The subject land has access to the following services and amenities:

- Existing Metro bus stop on Plymouth Road frontage;
- Access to water with some augmentation required for sewer;
- 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.

Infrastructure capacity

The subject site has access to all necessary infrastructure. It is within a TasWater serviced area for both water and sewer and has access to Council's stormwater network.

The subject land has existing road frontage to Plymouth Road and Briggs Road and good access to the East Derwent Highway.

Summary

It is very pleasing to see an 18ha portion of 19 Plymouth Road, Gagebrook has been included as "Brighton – Area 3" in the Consultation Paper. This is certainly encouraging and will allow work to begin on an application to rezone and subdivide that land immediately.

However, it is hoped that expansion of the "Brighton – Area 3" to the larger 36ha area as outlined in this submission is considered for inclusion in the UGB Update. Given the land constraints, the increase in area will ensure that the predicted yield of 321 is achievable and will also assist in providing a landscape-led development as outlined in the Masterplan.

If you require any additional information or would like to discuss the matter further, please do not hesitate to contact me on 0404 996 614 or email david.allingham@formplanning.com.au

Sincerely,

David Allingham
Director
BEc, BA, GradDipEnvPlg, MPIA, GAICD

Encl.

Appendix A – Residential Demand and Supply data snapshots

Appendix B – Site Masterplan

Document Disclaimers

Form Planning and Projects Pty Ltd has prepared this report on the basis of information provided by E&E International and others who provided information to Form Planning and Projects Pty Ltd (including Government authorities), which Form Planning and Projects Pty Ltd has not independently verified or checked beyond the agreed scope of work. Form Planning and Projects Pty Ltd does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Form Planning and Projects Pty Ltd take no responsibility or obligation to update this document to account for events or changes occurring subsequent to the date that the document was prepared.

APPENDIX A – Residential Demand and Supply data snapshots

Table ES-1 Forecast LGA population and land supply, SRT region

LGA	Demand				Supply exhausted (in years) [#]		
	Population 2021	Forecast Pop 2046	AAGR*	AADD*	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

Table ES-2 Forecast Planning Area population and land supply, SRT region

Planning Area	Demand				Supply exhausted (in years) [#]		
	Population 2021	Forecast Pop 2046	AAGR*	AADD*	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

Source: Remplan 2024, Southern Regional Tasmania Residential Demand and Supply Study: Demand And Supply Report



GAGE BROOK LANDSCAPE DRIVEN DESIGN

REGENERATION, A NEW UNDERSTANDING OF URBAN INFILL

A PROPOSAL BASED ON LANDSCAPE LED DESIGN AND SITE ANALYSIS
E & E INTERNATIONAL INVESTMENT CORPORATION P/L

MISHO+ASSOCIATES

8th December 2023_Issue A



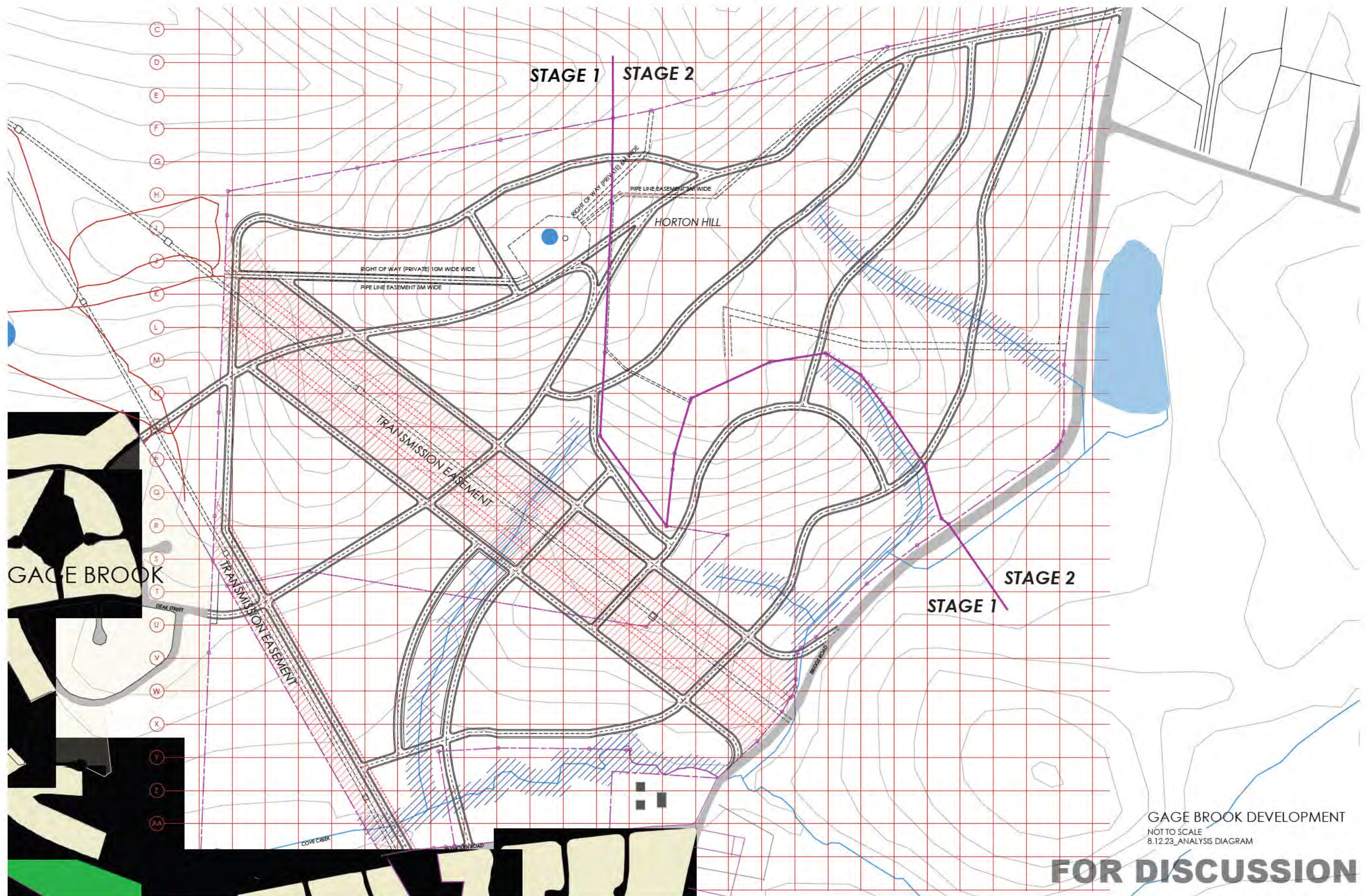
ACKNOWLEDGMENT OF COUNTRY

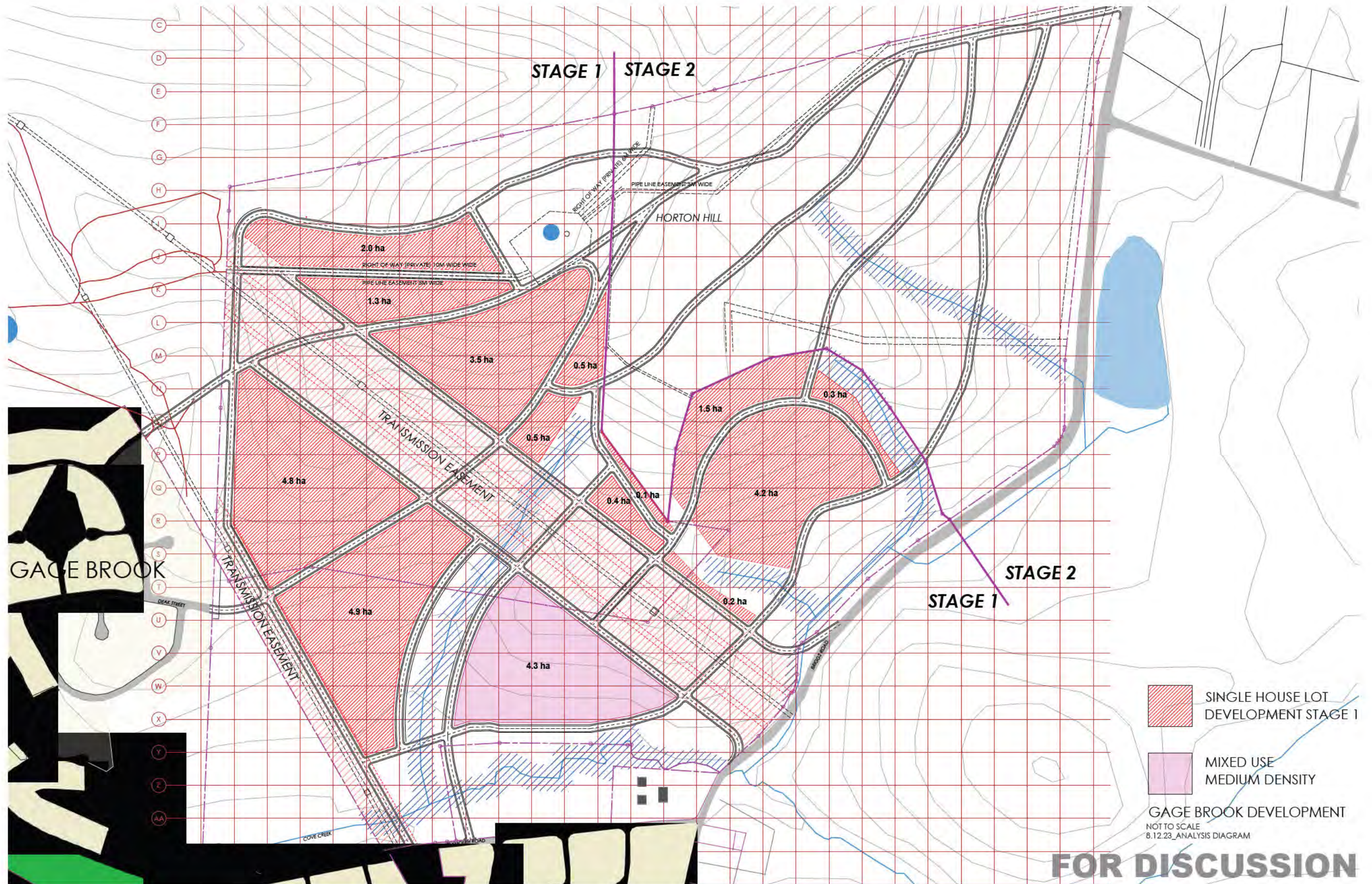
We acknowledge and pay respects to the palawa/ pakana people as the traditional owners and continuing custodians of lutruwita/ Tasmania. We honour their 40,000 years of uninterrupted care, protection and belonging to these islands, before the invasion and colonisation of European settlement.

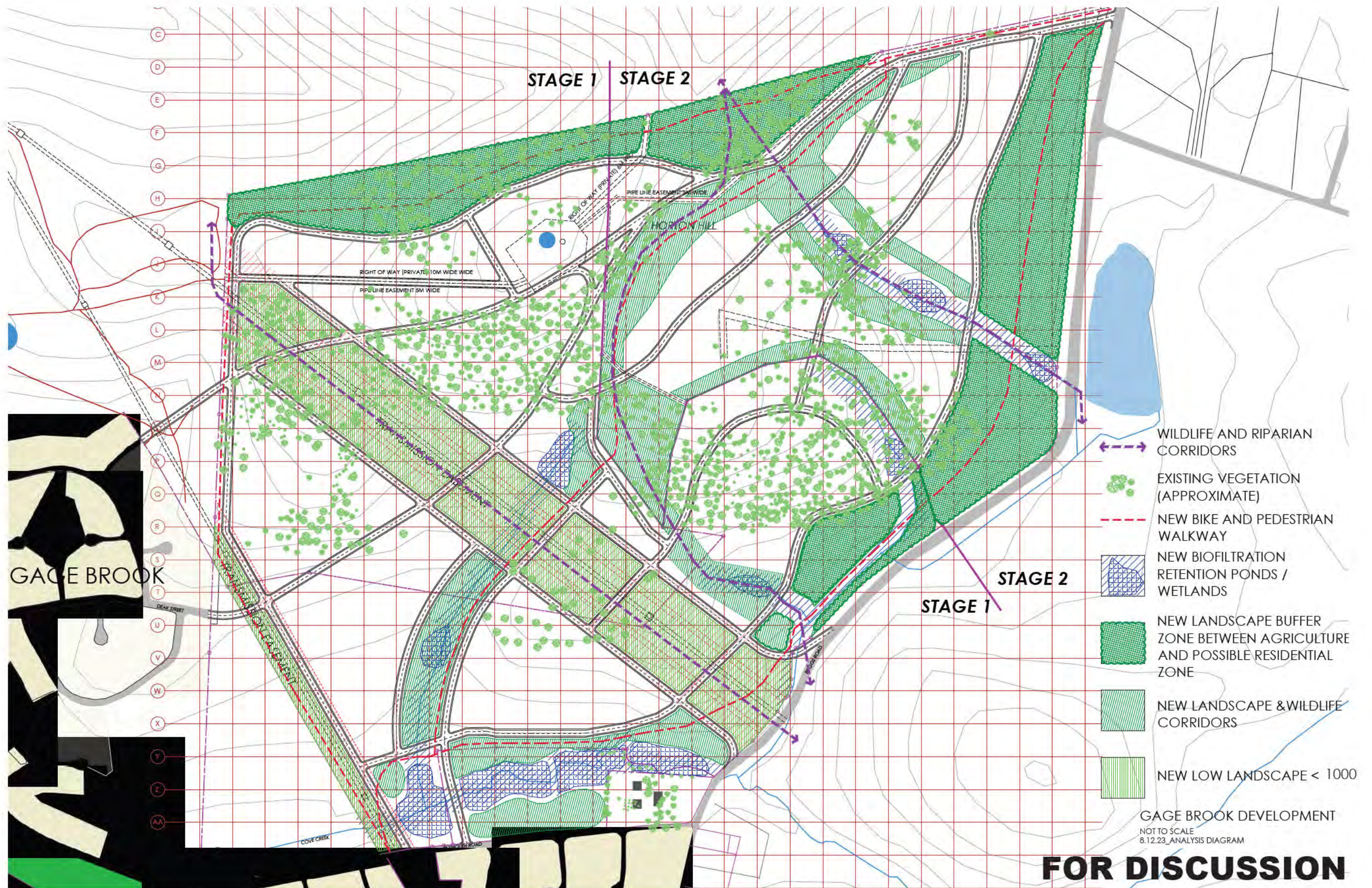
Tasmanian Aboriginal people's culture and language have been, and continue to be, based on a deep and continuous connection to family, community, and the land, sea, and waterways. This local area review respects this connection and aims to celebrate and protect it for future generations.

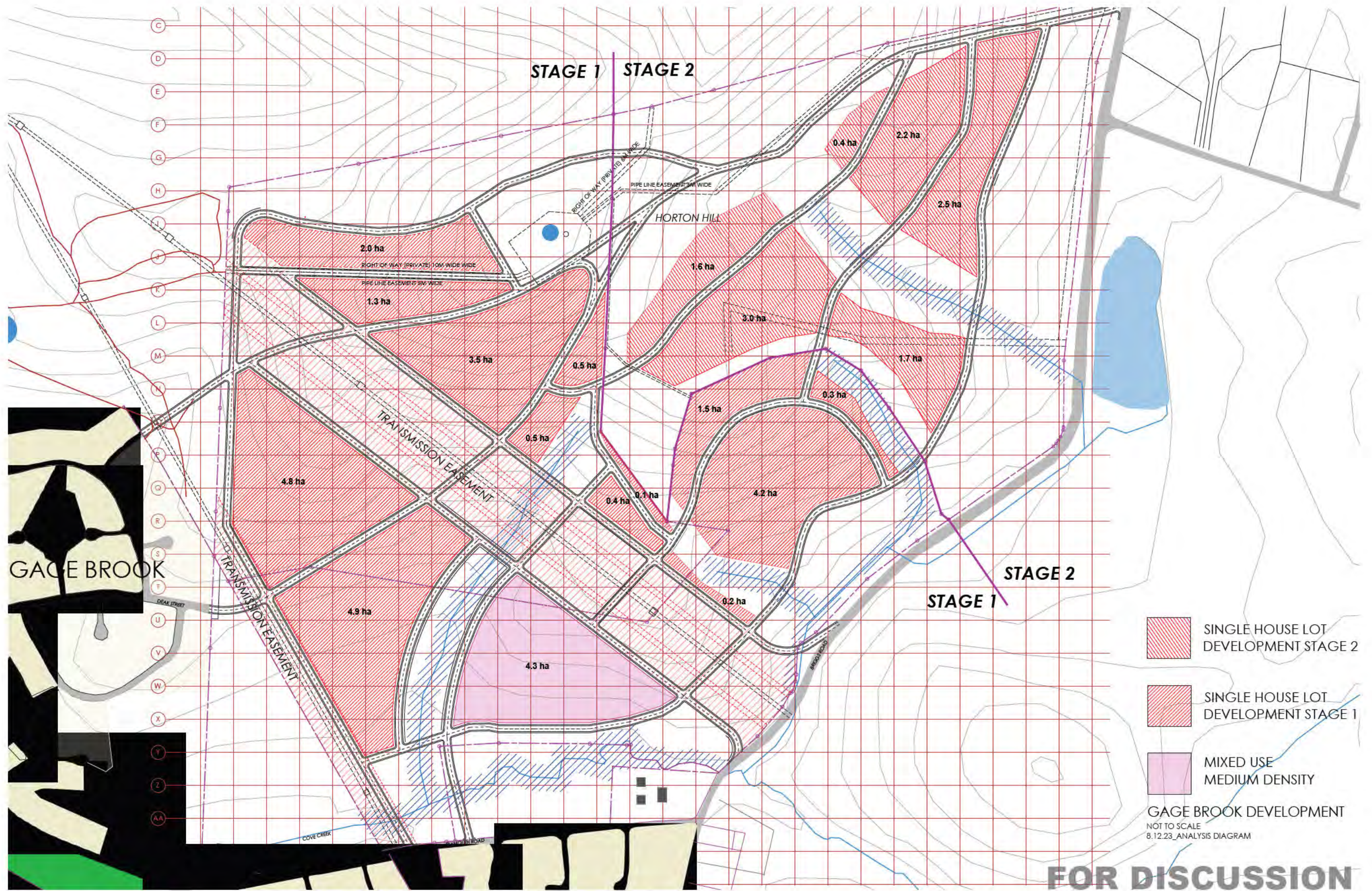
We pay our sincere respects to Elders past, present and emerging, and to all Aboriginal people living in and around the Derwent River and up and down the east Coast of Tasmania. We acknowledge particularly the punnilerpanner tribe of the north nation of lutruwinta,

We honour their stories, songs, art, and culture, and their aspirations for the future of their people and these lands.









What is landscape-led design?

Landscape-led design changes the way urban design is typically undertaken by drawing on natural landscape features to drive how urban development is planned. At a basic level, the design process starts with the

blue (natural waterways and hydrology). It builds with the green (natural open spaces, green links, and biodiversity) before responding with the 'grey' infrastructure such as roads, services, and development lots. By adopting a landscape-led design approach, liveability and amenity outcomes are maximised, infrastructure is more efficient and natural landscape features and ecosystems are preserved as the central defining factor of urban character and identity.

Integrated water cycle management is vital to achieving this—a greener, cooler and liveable Hobart.

Until now, greenfield development in the northern suburbs of Hobart has typically been characterised by sprawling suburbs, large homes, small lots, land clearing and extensive levelling. Continuing this approach to planning and urbanisation of the Derwent River, Jordan River, Cove Creek, and Briggs Creek catchment will produce business-as-usual outcomes, including:

- hot urban areas up to 5 - 10 degrees hotter than coastal areas of Hobart
- limited tree canopy as seen in Tivoli Gardens Development.
- erosion of the area's intrinsic landscape character and values, resulting in a poor sense of place and local identity
- degradation of the local waterways, remnant vegetation communities and indigenous history and connection
- propensity for compromised physical and mental health outcomes for the future community.

The opportunity to create a new, vibrant, and liveable city in a greenfield location is a unique, once-in-a-generation chance to set new benchmarks in urban planning integrated water management.

To do this, we need to bring together strategic land use planning and water cycle management to achieve fully integrated water management: a process that promotes the coordinated development and management of water, land, and related resources to maximise the resultant economic and social welfare equitably without compromising the sustainability of vital ecosystems (Global Water Partnership, 2000).

We are adopting the urban typologies and stormwater solutions presented in this report.

Integrating water cycle management into the earliest stages of strategic land use planning will enable a cool, green, and liveable northern suburb of Hobart with healthy waterways.

The importance of street trees and green space:

Street trees have multiple purposes in the urban form, including greening, cooling, and habitat. However, the value they can add to stormwater management systems must often be more stated.

Traditional street trees, particularly in Hobart, are often heat-stressed, have limited access to nutrients and water and sustain root damage due to construction and service trenches that can limit their water uptake. A more sustainable solution for healthy street trees is passive irrigation by connecting to the stormwater drainage system. Suppose a recycled water network is also available. In that case, the design can incorporate a connection to the street drainage system to irrigate street trees during periods of low rainfall or drought.

This approach provides a water source for healthy street trees and allows nutrients in stormwater to be sequestered by the trees rather than discharged to waterways.

A street tree explicitly designed for Brighton and the greater Hobart area is required to respond to the unique landscape characteristics and address water management, greening and cooling objectives.

New landscape design options allow a tree to be connected to the stormwater system for passive irrigation, optimising tree health and capturing urban stormwater for reuse and nutrient take up. The trees are planted within pits with gravel beds and lining to ensure minimal subsurface infiltration.







Water way health-why is it important?

The River Derwent, Jordan River, Cove Creek, and Briggs Creek waterways are essential for realising the Brighton Council and the greater Hobart region and provide the main landscape feature to orientate the urban form, narrative, and identity. Along with the green bankside corridors, the creek lines link local destinations and align recreational activities and the ecological core of the natural environment.

The Jordan River, Cove Creek and Briggs Creek waterways currently have a range of ecological values. Populations of native birds, fish, turtles, reptiles, and mammals still thrive within parts of the catchment. Existing residential communities identify with the creeks and their values.

The projected urbanisation of the catchment will drastically increase stormwater flow into the Jordan River, Cove Creek, and Briggs Creek waterways. In the long term, this will destabilise the creek lines, causing ongoing erosion and degrading waterway health.

In a business-as-usual urban development scenario, the creeks will become drains stabilised by concrete or other complicated structures, losing much of their ecological and landscape values. Without these core natural features, the government's vision for a cool, green parkland city will not be realised.

Consistent application of four critical technological solutions through precinct planning, master planning and development controls, being:

- Bioretention 'sponges' – rain gardens that treat stormwater by vertical percolation through a soil filter media.
- Water-wise Street trees.
- Permeable pavements where feasible/practical.
- Rainwater harvesting and reuse.

The risk-based framework for waterway health.

The Jordan River and Cove/ Briggs Creek catchment is a long, temporary waterway system where the flow volume reaching the waterways is critical to their long-term health.

Reducing stormwater flow into these delicate systems will also effectively reduce pollutant loads and improve water quality. Tools for urban stormwater management in the Jordan River and Cove/ Briggs Creek catchment stormwater management solutions must not only slow down stormwater flow but also capture and prevent it from reaching the waterway system. The solutions are relatively simple:

- On lots – compact construction, deep soil areas, downpipe diverters, storage tanks, permeable pavements, green walls, and roofs.
- On streets – street trees connected to stormwater drainage for passive irrigation and bioretention systems.
- Open spaces – bioretention, trees and wetlands.



Wildlife corridors -why are they important?

Landscape elements that contribute to wildlife corridors include:
Native grasslands provide habitat and pasture.

- Linear strips of roadside and fence line vegetation form essential links in the landscape
- 'Stepping stones' of native vegetation, such as paddock trees, link larger patches.
- Free-flowing rivers transport nutrients and sediment to the sea.
- Fish travel between freshwater and saltwater environments at different lifecycle stages.
- Migratory bird species rely on important wetland and shore habitats.
- Moving through the landscape, Fauna disperses pollen and seeds.
- Floodplain inundation triggers plant regeneration and provides habitat for aquatic species.
- Large patches of native vegetation provide the core habitat.
- 'Buffers' around natural areas protect them from external threats.
- Long-distance movement of migratory species.

By providing landscape corridors and connections between larger habitat areas, corridors enable migration, colonisation and interbreeding of plants and animals. Corridors can consist of a sequence of stepping stones across the landscape (discontinuous regions in habitat such as paddock trees, wetlands, and roadside vegetation), continuous lineal strips of vegetation and habitat (such as riparian strips, ridge lines, etc.), or maybe parts of a larger habitat area selected for its known or likely importance to local fauna.

Corridors play a vital role in maintaining biodiversity, but they can only partly compensate for the overall habitat loss produced by the fragmentation of the natural landscape. It is essential, therefore, that vegetation remnants and vegetated corridors are maintained and enhanced as a network across all lands, both private and public. Personal landscapes can contribute to broader conservation efforts by enhancing and linking existing reserves and conservation networks.

Riparian corridors-why are they important?

The riparian zone is any land that adjoins, directly influences or is influenced by a body of water. A riparian zone includes the land alongside creeks and rivers, the gullies and dips, which sometimes run with surface water, and areas surrounding lakes or wetlands on floodplains that interact with waterways during flood.

Riparian zones support a high diversity of plant and animal life. Many native plants are found only in riparian areas.

Values of riparian zones

Healthy riparian zones protect our waterways; they are ribbons of life that connect, sustain, and enrich communities and environments. The following are the key areas:

- Water quality: they trap sediments, nutrients, and contaminants from surrounding land.
- Bank stability: root systems help to stabilise banks and reduce erosion. Leaf litter and significant woody habitat accumulated beneath riparian vegetation help slow runoff.
- Food supply: provides food for aquatic and terrestrial animals.
- Habitat: trees have hollowed that form breeding, roosting, and hiding places. Significant woody habitats (snags) provide shelter, feeding and breeding grounds for fish. Understorey species provide refuge for smaller creatures.
- Temperature: plants buffer and shade the water, reducing temperature, which is a controlling factor in the life cycle of many aquatic insects, frogs, and fish.
- Aesthetics: healthy riparian zones are peaceful and beautiful. They provide attractive areas for recreational activities and promote income via ecotourism.



Residential Precinct

Opportunities

- Existing hydrology conditions and water courses are to be retained and improved to support wildlife corridors and public spaces and to support some large trees. The water courses should be kept maintaining the existing trees.
- A large stand of trees located across the site should be retained.
- The wildlife, riparian corridor, and flooding constraints extend into the site and will provide opportunities for re-vegetation and habitat creation. Connections to these edges should be considered when developing the access and movement network.

Concept residential master plan

The concept master plan has been developed in response to the opportunities and constraints identified in our initial site analysis. The plan sets out a robust framework for new residential precincts. It emphasises providing walkable connections to the edges of the creek, which will become valuable places for recreation in the future. Existing vegetation on site, such as the stands of trees, remains and is further enhanced by collocating them near new parks.

Key features of the plan include:

- A diverse mix of dwelling types and densities ranging from detached to attached-to-apartment dwellings.
- The northwest-southwest collector through-road will act as a new high street for the precinct along the existing irrigation channel and line of trees. This would run parallel with the transmission lines.
- The northeast-southwest road will provide a secondary access point into the precinct.
- Secondary northeast-southwest green streets, with through connections, run to the southern edge of the creek to maximise access to the creek interface and active walking tracks.
- Reinforcement of park-to-park connections with east-west pedestrian connections across the precinct.
- A mix of urban and natural open spaces, including a 5000m² community title park off the new southern high street connection with Plymouth Road, restarting open space along the wildlife and riparian corridor.
- Open space located around a stand of existing trees.
- Linear parks along east-west local streets provide additional open space, opportunities for deep soil planting, and increased tree canopy.
- All street widths and designs follow the new Street Design Guidelines and best practices.

27 Feb 2025

State Planning Office
Department of State Growth
GPO Box 536
Hobart TAS 7001

Emailed to: haveyoursay@stateplanning.tas.gov.au

Dear Minister Ellis

STRLUS UGB Update
514 and 526 South Arm Road, Lauderdale

Thank you for the opportunity to provide submissions on the Southern Tasmanian Regional Land Use Strategy (STRLUS) 2010-2035 Urban Growth Boundary (UGB) Update Consultation Paper. It is pleasing to see that many logical inclusions to the UGB have been included in the Paper.

Form Planning + Projects has been engaged by the owners of 514 and 526 South Arm Road, Lauderdale, Paul Stokely & Pat Dennis, to consider the planning merits for having their land included in the UGB update. Table 1 below provides a summary of the subject site.

As set out in detail below, I am of the view that the subject land should be included in the UGB update as it provides for up to 54 dwellings in the township of Lauderdale where demand is high and supply is low.

The land is well-located on a transit corridor and is within walking distance to bus stops, shops, schools, recreation areas and other essential services.

The subject land has access to sewer, water and the owners have been proactive in purchasing adjoining land for road access and drainage infrastructure.

Admittedly, much of Lauderdale is low-lying and prone to flooding and coastal inundation and not all areas may be suitable for development. However, this site is unique in this area. The land has been progressively filled to raise the surface level above flood and inundation levels. Various technical reports have been prepared, by both the developer and Clarence Council, that confirm this.

The subject land adjoins the existing UGB and could be considered infill development as it is actually closer to metropolitan Hobart than other areas already within the UGB.

Table 1: Summary of area proposed for inclusion in the UGB at Lauderdale

Municipal Area	Clarence
Reference	North Terrace
Current Zoning	11.0 Rural Living (Zone B)
Current Use	Residential
Approximate Total Land Area	4.33ha
Approximate Maximum Dwelling Yield	54 ¹



¹ Lot yield calculated using a detailed subdivision plan (See Figure 1).

Residential demand and supply

The Southern Regional Tasmania Residential Demand and Supply Study: Demand and Supply Report 2024 (SRTRDSS) has been prepared as a key input into updating STRLUS. The STRDSS has indicated residential supply will be exhausted in Clarence (excluding the metro area) within 6 years and within 8 years in the Lauderdale suburb (See Appendix A).

The Greater Hobart Plan Area Residential Demand and Supply Study, 2024 was also prepared to consolidate the data from the SRTRDSS with data from “metropolitan” Hobart. When considering the entire Clarence LGA, demand will outstrip supply by 1,466 dwellings by 2046.

One of the key variables in the data of the two residential demand and supply reports is that there is varying level of confidence that available land will be brought to market. The owners of 514 & 526 South Arm Road are motivated to prepare an application rezone and subdivide this land. They have demonstrated this through years of systematically placing clean-fill on the land, preparing concept subdivision plans (See Figure 1) and commissioning various technical studies to demonstrate the land can be developed.

There is clearly high demand and low supply in the Lauderdale area and including this land within the UGB will help address the supply. The owners are eager to make an application to rezone with an accompanying master plan or will make an application to both rezone and develop the land per Section 40T of the *Land Use Planning and Approvals Act 1993*. Either way they intend to bring lots and land for housing to market as soon as possible.

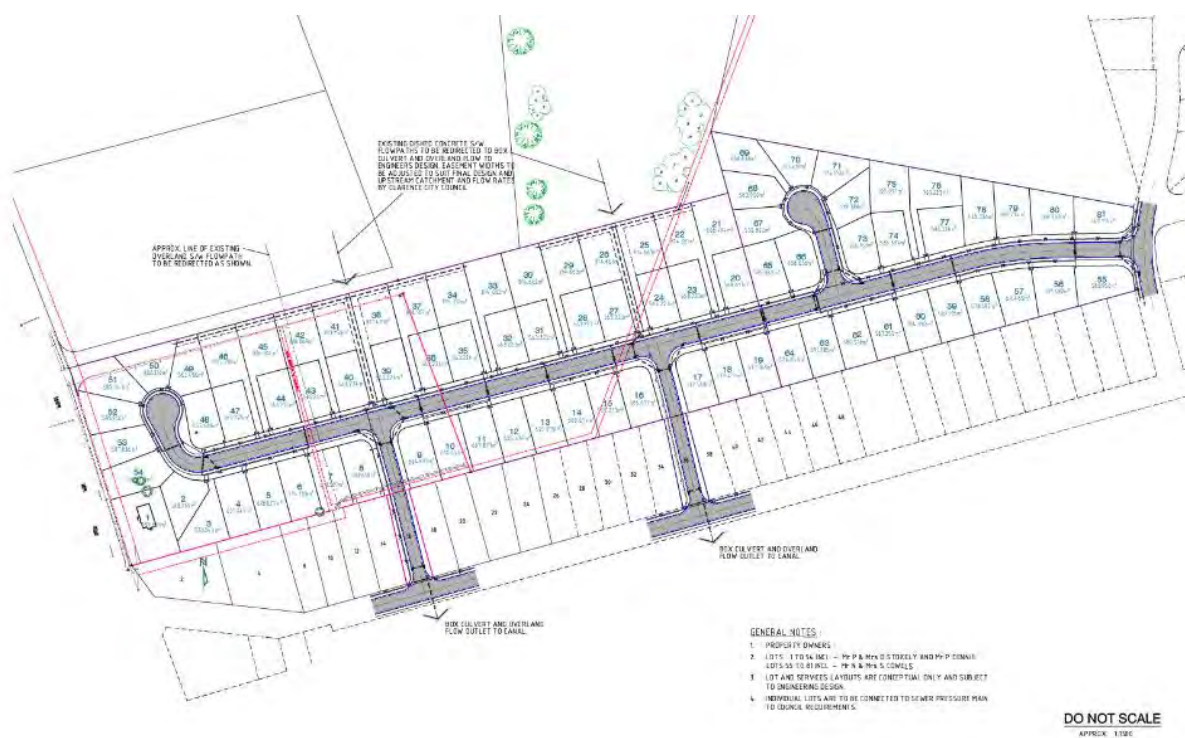


Figure 1: Concept subdivision plan for subject site. Note, only lots 1-54 are on the subject site (Source: North Terrace Development - Preliminary Hydraulic Impact Assessment, GHD 2021)

Well-located

A key consideration for including land within the UGB is that it is well-located and has access to essential services and amenities.

The subject land is on a key transit corridor with existing bus stops located along the South Arm Road frontage of the site. The site is located just 250m of shopping precincts to the north and south which include groceries, chemist, post office, newsagency, etc. Lauderdale Primary School is within an 800m walk of the site and the site is within 300m of Lauderdale sports oval and swimming pool. The site will have good access to open space along the North Terrace canal which Council is currently upgrading as a key open space area. The site is approximately 400m from Roches Beach.

The subject land adjoins the existing UGB and could be considered infill development as it is actually closer to metropolitan Hobart than other areas already within the UGB. The subject land is in a much better location than many other areas put forward as UGB additions in the Consultation Paper.

Infrastructure capacity

The subject site has access to all necessary infrastructure. It is within a TasWater serviced area for both water and sewer.

The subject site has two large existing stormwater drains through it and various technical studies have shown that these can be upgraded to not only service this land, but also to help provide solutions to drainage issues throughout the Lauderdale catchment. The owners have shown they are willing to work with Council and other landowners to help resolve these drainage issues.

The subject land has road frontage to the South Arm Highway, however providing additional access junctions to the Highway is not desirable. The owners have been proactive to find solutions and have purchased, or have an option to purchase, critical land for drainage infrastructure and road access at 16 & 36 North Terrace (See Figure 1). This will ensure no new junctions will be required on South Arm Road.

Natural Hazards

It is well known that much of Lauderdale is low-lying and prone to flooding and coastal inundation. However, only part of the land has been mapped in the *Tasmanian Planning Scheme – Clarence* as being subject to the Flood-Prone Areas Hazard Code. The Coastal Inundation Hazard Area still applies to the land under the Planning Scheme.

The subject site has been progressively filled to increase surface levels above the surrounding land. Various reports have been prepared over the past decade by both Clarence City Council and the landowner considering the potential for urban expansion of Lauderdale (See Figure 2). The subject site has been revisited through a number of these reports as it is continuously shown that the land does not flood and it provides the most logical expansion of the Lauderdale residential area. These reports have demonstrated that:

- The fill placed on the land is not contaminated (GHD, Geotechnical Assessment, 2017);
- The subject site can be developed as part of a staged approach as Stage 2A, with Stage 1A already being completed (GHD, Staging Plan Report, 2018).

- The land is not prone to flooding and there is modelling and drainage solutions for the land via 16 and 36 North Terrace (GHD, North Terrace Development - Preliminary Hydraulic Impact Assessment, 2021).
- The Coastal Inundation Hazard Band Mapping, currently applied to the land, may not accurately reflect the AHD levels of the land (from the fill). This may reduce the hazard levels to medium and low and exclude high hazard bands.



Figure 2: Existing floodplain conditions modelled with a 16.3% increase in rainfall capacity showing the subject site only floods along existing drainage lines.

Summary

Based on the above analysis there appears to be the necessary strategic merit for the site to be included in the UGB through the STRLUS UGB update. Further, there has been a significant amount of technical analysis of the broader area and the subject land that indicates that the land is the most suitable area for residential expansion in Lauderdale.

The owners of the land are motivated to prepare an application rezone and subdivide this land. They will either make an application to rezone with an accompanying master plan or will make an application to both rezone and develop the land per Section 40T of the *Land Use Planning and Approvals Act 1993*.

If you require any additional information or would like to discuss the matter further, please do not hesitate to contact me on 0404 996 614 or email david.allingham@formplanning.com.au

Sincerely,

David Allingham
Director
BEc, BA, GradDipEnvPlg, MPIA, GAICD

Encl. Appendix A – Residential Demand and Supply data snapshots

Document Disclaimers

Form Planning and Projects Pty Ltd has prepared this report on the basis of information provided by Paul Stokely and others who provided information to Form Planning and Projects Pty Ltd (including Government authorities), which Form Planning and Projects Pty Ltd has not independently verified or checked beyond the agreed scope of work. Form Planning and Projects Pty Ltd does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Form Planning and Projects Pty Ltd take no responsibility or obligation to update this document to account for events or changes occurring subsequent to the date that the document was prepared.

APPENDIX A – Residential Demand and Supply data snapshots

Table ES-1 Forecast LGA population and land supply, SRT region

LGA	Demand				Supply exhausted (in years)*		
	Population 2021	Forecast Pop 2046	AAGR*	AADD^	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
Cambridge	427	735	2.20	5	8	2	1
Lauderdale	2,512	2,698	0.29	4	8	14	8
Richmond	935	1,135	0.78	4	23	23	20
South Arm-Opossum Bay	1,358	1,549	0.53	7	12	12	12
Clarence Balance	12,390	15,712	0.95	57	4	5	4

Source: Remplan 2024, Southern Regional Tasmania Residential Demand and Supply Study: Demand And Supply Report

Table 13: Clarence City Council Demand and Supply Summary

	2024	2026	2031	2036	2041	2046
Clarence LGA						
- Population Forecast	64,369	65,459	67,931	70,340	72,593	74,733
- Dwelling Forecast	27,031	27,632	29,039	30,357	31,573	32,691
- Cumulative Dwelling demand	0	+601	+2,008	+3,326	+4,542	+5,660
- Lot Supply (Practical)	5,092	4,491	3,085	1,769	553	-563
- Lot Supply (Vacant)	4,189	3,588	2,182	866	-350	-1,466
Clarence LGA Metropolitan Area						
- Population Forecast	46,576	46,930	48,929	50,535	52,032	53,457
- Dwelling Forecast	20,076	20,507	21,533	22,488	23,368	24,174
- Cumulative Dwelling demand	0	+437	+1,477	+2,445	+3,340	+4,160
- Lot Supply (Practical)	4,423	3,992	2,967	2,013	1,133	328
- Lot Supply (Vacant)	3,750	3,319	2,294	1,340	460	-345

Source: REMPLAN

Source: Remplan 2024, Greater Hobart Plan Area Residential Demand and Supply Study

Submission in regard to the UGB of the STRLUS

Robert D M (Bob) Cotgrove

BA(Hons), MTransEc, MSc(Econ), BDC

Life Member Institute of Australian Geographers (IAG)

Fellow Chartered Institute of Logistics and Transport (CILT)

Member Economic Society of Australia (ESA).

Urban Geographer, Transport Economist and Environmental Economist.

Recommendations:

1. The urban growth boundary must be extended to include future low-density settlement at the urban periphery, and,
2. The urban growth boundary must avoid sensitive elements of the natural environment, such as coastal sand dunes, areas subject to possible future flooding, and steep slopes.

Submission.

My submission considers important considerations that are usually overlooked when matters relating to the urban growth boundary (UGB) of urban areas are discussed, namely, radical changes in:

- (a) female employment,
- (b) urban travel patterns,
- (c) land use structures

all resulting from the transition from an industrial age culture to a post-industrial service-based culture,

- (d) limitations of high-and medium-density development and in-fill, and,
- (e) sensitive elements of the natural environment.

(a) Changing female employment in post-industrial societies.

The most notable change in the transition from industrialism to post-industrialism has been the growth of service-based employment and the reduction in employment in agriculture, manufacturing and related industries due to the technological development of machines, robots and automation.

Today practically all mass production of organic and inorganic goods is done by machines rather than by human labour.

At the same time, employment in a broad range of services has increased rapidly, initially in lower-paid and lower-skilled occupations but, as the transition progressed, more recently in higher-paid and higher-skilled occupations requiring tertiary level qualifications.

Service sector occupations are gender-neutral in nature, a trait that has led to a vast increase of female employment.

In Urban Hobart, for example, female employment as a percentage of total employment increased from 24.8% in 1947, to 32.9% in 1971, 46.8% in 2001 and 49.5% in 2021.

(ABS Census data for 1947, 1971, 2001 and 2021).

In recent decades the growth of female employment is greater in higher-skilled, higher-paid professional and para-professional occupations.

One of the consequences of the growth of female employment has been the reduction in birth rates as girls stay longer in school in order to attend TAFE and university to gain the educational qualifications necessary for their future occupation. The result is that they marry later (if at all) and have fewer children at planned intervals.

The demand from working women for an effective contraceptive led to the development (in 1961) and the widespread use among women of the “contraceptive pill”.

According to UN World Population Prospects data, the total fertility rates in Australia declined from 3.43 in 1961 to 1.94 in 1981, 1.74 in 2001 and to 1.65 in 2021. For the last 50 years TFR levels in Australia have been below the natural replacement level of 2.09, due primarily to low birth rates, delayed births and later-aged births of working women.

This trend is similar to that of all countries, even developing nations, and is leading very quickly to a peak, and subsequent fall, in world population size.

(b) Changing urban travel behaviour in post-industrial societies.

The increase in female employment, particularly in women with dependent children, has led to a radical change in household travel patterns.

In the former industrial age, men worked as bread-winners while their wives stayed home to look after the needs of the house and children. Those days are now long gone.

Today, with both household heads in the workforce and with each having their own working travel needs to attend to, the needs of house and children have to be shared among all working adults (albeit unevenly, as social surveys continue to show that women tend to do most of the shopping and to be the primary carer of the needs of children).

Shared household chores and the needs of children, together with work trips to different workplaces at different times, plus a variety of trips for shopping, visits to relatives and friends, trips to recreational activities and sporting events, and trips to cultural sites and entertainment places, results in complex household travel patterns to a range of locations throughout the urban area at a variety of times.

As a consequence, trips to the centre of the urban area are declining relative to trips to other destinations, trips to work are declining relative to trips for other purposes, and

trips made during peak periods are declining relative to trips made during off-peak periods.

Public transport is unable to take most people to where they want to go at the time they need to be there, which means, for the vast majority of households, the use of a personal car for each adult member of the household is becoming a necessity.

Multi-passenger vehicles, to be effective, require fixed routes and timetables which negates their ability to service the increasingly spatially-spread and highly time-dependent nature of modern travel behaviour.

Increasingly, public transport in all cities benefits predominantly the declining proportion of people who work in the central city in higher-paying jobs.

A 2019 study by the Bureau of Infrastructure, Transport and Regional Economics (BITRE) found that the weekly income for users of public transport was \$1,503 compared with \$1,261 for users of private vehicles.

For those unable to drive, a public transport system that more closely resembles car use, that is an on-demand system using small vehicles that can go anywhere at any time at prices that are far lower than taxi fares, is needed rather than mass passenger vehicles operating on fixed routes at specified times.

(c) Changing urban land use structures in post-industrial societies.

In the former industrial era, the central business district (CBD) was the focus around which other land uses were organised. Manufacturing was close to the CBD in the “zone of transition”. Shipping in cities located on rivers was also close to the CBD, spread along finger wharves with accompanying sheds needed to house both goods received from incoming ships and those awaiting transport on outgoing ships.

Manufacturing and shipping needed to be close to the centre of the city to be accessible to the large gangs of workers engaged in shipping activity.

Major retailing and office firms were also located in the CBD, again because of accessibility to workers and customers.

Residential location was either crowded into inner-city high-density suburbs and apartments or, with the advent of mass passenger transportation, strung along the linear tracked rail, tram and bus routes that could carry workers into centrally located factories, docks and office towers.

The development and widespread use of motor vehicles (cars, vans and trucks) has led to a radical restructuring of urban land use in modern post-industrial cities.

The introduction of containerisation during the 1960s led to shipping moving downstream from river ports to coastal locations. Manufacturing moved from crowded inner-city sites to suburban industrial estates where land was spacious for production plants and for the storage of materials and finished products.

Both shipping and manufacturing land uses rely on cars to attract employees and trucks to maintain transport links to suppliers, freight forwarders and customers.

Retailing and a range of office firms have re-located to regional shopping centres offering a large area of free parking places for customers.

Residential land has moved from flat low-lying mass transport corridors to more attractive sites on hillslopes, in quiet bushland settings, on land adjacent to rivers and beaches and, importantly, on cheaper more-affordable land at the urban periphery.

Thus, the urban land use structure has become lower-density and spread over a much greater land area, its functions held together by the mobility and flexibility of cars and trucks.

The evidence clearly shows that low density settlement and the dominance of motor vehicles are not just Australian trends but are found in cities throughout the world.

The ABS Census records that the greatest population growth between 2011 and 2021 occurred in the outer fringe suburbs of all Australian capital cities.

In Europe, many formerly independent towns and villages have been swallowed up by the encroachment of nearby cities.

In developing countries, as the World Resources Institute laments in a series of articles, cities are growing outwards rather than upwards.

(d) Limitations of high-and medium-density development and in-fill.

Despite the clear evidence that cities throughout the world are spreading outwards rather than growing upwards, the urban planning profession overwhelmingly opposes these trends and instead clings to the policy of “transit-oriented development”, or TOD.

TOD was developed in the USA in the 1960s and proposed a redesign of cities to become high- and medium-density settlements aligned to public transport corridors, in order to counter the emerging trends of low-density settlements (denigrated as “urban sprawl”) and growing car use.

Over time, the policy of TOD has become so entrenched among urban planners that it has become a mantra. Students are indoctrinated to believe that TOD is the only valid model for urban development.

The planning profession has been able to persuade governments at local, state and federal level to adopt TOD and a general acceptance of high- and medium-density land use.

Advocates of TOD refer to examples such as car-free streets, the growth of bike lanes and apartment buildings near railway stations as evidence that TOD “works”.

However, these examples are isolated and there is no city in the world where TOD has been shown to work across the whole urban area.

The disadvantages of TOD are that high- and medium-density housing and in-fill housing is more expensive than housing at the urban periphery, and results in crowding and increased traffic congestion.

Although more accessible to general urban services, medium-and high-density housing appeals more for those who can afford to pay it and for those who have limited space needs, such as young single adults and retired “empty nesters”.

For these reasons, there is limited appeal for TOD among families who prefer residential locations more in accord with their preferences and tight budgets.

(e) Sensitive elements of the natural environment.

Many areas of the urban environment are unsuited to development because of sensitive natural elements.

These include foreshore sand dunes, land subject to the risks of flooding, and land that is steeply sloping.

Sand dunes are unsuitable for urban development due to their dynamic movement patterns and instability, leading to erosion and inundation. Notwithstanding past practices of allowing land to be developed on sand dunes, future development should not repeat the mistakes of the past.

Given the likelihood of sea level rise and a likely increased incidence of severe weather patterns, low lying areas and the flood plains of rivers and creeks should be excluded from urban development boundaries.

Steeply sloping land is also subject to land falls and is generally more expensive and difficult to develop. In 2023 an extra clause was introduced into to the STRLUS guidelines to permit land on steeply sloping land on Mount Nelson above Churchill Avenue to be developed, subject to certain conditions.

The land in question is located on dolerite igneous rock, and like similar land in Sandy Bay above Churchill Avenue, and on the western side of Mount Nelson facing the Southern Outlet, is subject to land slip and considerable development costs to make it suitable for housing.

As originally intended in the original STRLUS study of 2010, steeply sloping land use should be excluded from the UGB.

Robert D M (Bob Cotgrove).

10 March 2025.

From:
Sent: Monday, 10 March 2025 8:06 PM
To: State Planning Office Your Say; rolsen@ccc.tas.gov.au; clarence@ccc.tas.gov.au
Subject: FW: UGB amendment Richardsons Road Parcel
Attachments: ECM_4399676_v1_PDPSAMEND-2020 011424 - Traffic Impact Assessment pdf (1).pdf; CCC minutes Feb 25.pdf

Subject: UGB amendment Richardsons Road Parcel

To: State Planning Office:
Cc Clarence city Council.

Comment on Proposed Changes to the STRLUS UGB:
Specifically: the inclusion of land at Richardson's Road, Sandford

The following is our response to the invitation to make comment on the STRLUS Urban Growth Boundary Update – Consultation Paper, February 2025.

The proposed updates to the Urban Growth Boundary (UGB) include those recommended and supported by the Clarence City Council and others that are not supported by Council that have been proposed by private developers.

The proposed change to the UGB to include the Richardson's Road land is not supported by the Council (refer attached minutes of the Council's meeting on 24 February 2025) on the basis:

".... the site would create an incongruous, separated urban form, which would be difficult to effectively service and make it less liveable."

And,

"More importantly, the proposal for this area to be included in the UGB is opportunistic and not strategically justified. It does not promote consolidation of development within a contained area, rather, it encourages unrestrained urban sprawl in a southerly direction on the South Arm Peninsula. The inclusion of this parcel undermines the entire purpose of applying an UGB."

I fully support the Council's February 2025 position on the Richardson's Rd land parcel .

Residents of Lauderdale will be adversely affected by the proposed changes at 52 Richardson's Road. The community strongly objected to a previous Council decision to recommend to the Minister that the Richardson's Rd parcel be included in the UGB. This proposal was initiated by the property owners and was made against the advice of the Council's expert planners. In fact, a petition with 256 signatories was submitted to Council in March 2021 asking it to rescind its decision to make this recommendation.

The specific concerns which I have with the proposed Richardsons Rd. parcel being included in the UGB include:

- The traffic and road infrastructure is currently inadequate to service the existing land use with significant traffic problems along Bayview Road and the intersection with South Arm Road. These problems would be significantly exacerbated with the development of the Richardsons Rd parcel. I note the UGB applicant's Traffic Impact Study by Milan Prodanovic didn't represent the usual on street parking situation on Bayview Road. Often there are vehicles including caravans parked opposite each other on both sides of Bayview Road which makes passing very difficult and the junction to South Arm

Road is hindered by the poor access to commercial properties. This study also didn't address the possibility of staging of the development's road accesses. If Richardsons road isn't built first the traffic on Bayview Road would be severely affected.

A recent small (20 lot) subdivision with access off Bayview Road severely impacted traffic for several months and caused obvious road damage and material spillage.

- The four junctions from of Wateredge Court to Seamist Court with Bayview Rd. have inadequate sight distance to the right for vehicles coming down Bayview Rd. particularly with on street parking and there have been several near misses. The traffic from the Richardsons Road land parcel will significantly increase the possibility of accidents at these junctions.
- The proposal shows Bayside Drive connecting to Richardons Road - this would make it a through road. According to the LGAT design standards and Council by laws then the through road as documented would be a sub standard design and as a through road Bayview Road would need upgrading.

The Bayview Road reserve width is 15 metres and the existing road is down to 7.5 wide - only deemed suitable for a cul de sac with less than 15 tenements.

- The traffic data used for the report is quite out of date being done in 1010. This is well before we saw a sudden increase in traffic on Bayview Road after the installation of a sewer service which allowed the subdivision of 1000 sq metre lots.
- I also note no account appears to be made in the traffic study for the increased use of Bayview Road as it is the shortest route to the only local shops and commercial premises.
- The Lauderdale school has already reached capacity, and the additional numbers cannot be catered for.
- The public facilities including car parking and toilets for Roches Beach are inadequate now and it will be worse with an estimated 600 extra people and dogs having direct access to Roches Beach.
- Extension and increased capacity of water and sewerage infrastructure will be of significant cost that will likely be a financial burden on the community to fund through increased water and sewerage rates.

Ross Gibson

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

Nil.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. The Minister has placed the STRLUS Urban Growth Boundary Update out for consultation for a period of six weeks ending on Friday 14 March. The advertised STRLUS Urban Growth Boundary Update is premature and not strategically justified or integrated with the current STRLUS review.

9.2. Formal endorsement of the Council submission is sought.

Attachments: 1. Clarence Submission to the STRLUS Urban Growth Boundary Update (10)

Daniel Marr

HEAD OF CITY PLANNING



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25 February 2025

The Honourable Felix Ellis MP
Minister for Housing, Planning and Consumer Affairs
Sent via email: haveyoursay@stateplanning.tas.gov.au

Dear Minister

STRLUS Urban Growth Boundary Update

Thank you for providing the opportunity to provide comment on the proposed updates to the Urban Growth Boundary (UGB).

At its meeting of 24 February 2025, Council considered the proposed updates to the UGB and authorised this submission.

As you would be aware, the City of Clarence led the way in Tasmania in introducing a UGB through the Clarence Planning Scheme 2007. This was prior to the introduction of the Southern Tasmania Regional Land Use Strategy (STRLUS) in 2011 and prior to the interim planning schemes in 2015.

The primary reasons for the implementation of the UGB were:

- To provide certainty to developers about where urban growth should be focussed
- To provide certainty for primary producers by protecting high value agricultural land from urban encroachment
- To facilitate the protection of the natural environment from urban encroachment, and
- To increase density in urban areas, to more effectively utilise urban spaces making it more efficient to provide services, including social and physical infrastructure.

The UGB was then applied to the wider southern region when the STRLUS was declared, and associated strategies were adopted. In this context, is fundamental to note that the UGB does nothing by itself but, instead, provides a spatial designation for the application of these strategies.

The UGB was further scrutinised through the Greater Hobart Plan (adopted in August 2022) where analysis showed that the existing UGB could provide for over 34,000 additional dwellings, which is more than the anticipated demand of 30,000 dwellings over the next 25-30 years. The Greater Hobart Plan notes that Clarence provides opportunities for primarily infill, with some greenfield development, including through already identified future growth areas such as Droughty Peninsula.



The Greater Hobart Plan did not recommend any changes to the existing UGB, instead commenting that “changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.” On this basis, it is our submission that the current review of the STRLUS is the best mechanism for the necessary planning analysis required to support any change, including the review of the supporting strategies applicable to the UGB.

Additionally, according to the State of Play Report, which outlines the preliminary investigations for the review of the STRLUS, demonstrates that from an overall capacity perspective there is no need to increase the UGB. The State of Play Report identifies the need to be 27,665 more dwellings in the Southern Region by 2046, which is consistent with the Greater Hobart Plan.

Contrary to popular belief, the application of the UGB does not immediately make land available to develop. The UGB is the first of several steps to identify the land that may be suitable for urban development. All areas identified in the proposed UGB update within Clarence would be required to be rezoned to allow for urban development, as well as then requiring a subdivision permit and construction prior to the release of land to the general market. As each step in this process will require an increasingly more detailed examination of the opportunities of the land as well as constraints, it is likely that not all the land identified would necessarily result in urban development. In this context, crude calculations of potential lot yields are considered unhelpful and misleading.

In addition, inclusion of land which is highly constrained and therefore unlikely to be rezoned for urban development is similarly unwarranted and unhelpful. It is considered that any changes to the UGB at this stage should be minor in nature, strategic, logical and work to meet the articulated outcomes of the STRLUS review, including:

- To prioritise infill development and urban consolidation
- To encourage investment for urban renewal and redevelopment of underutilised parcels
- To facilitate infrastructure and services to support and protect desired development outcomes
- To promote and incentivise choice through greater diversity and affordable housing mix
- To prioritise urban consolidation to create a more walkable and accessible compact city, and
- To protect environmental values and accommodate future climate change impacts

In summary, the STRLUS is a comprehensive strategic document which uses the UGB as an integrated tool to identify the location of urban growth across the region. Breaking down changes to individual components without the benefits of the contextual discussion does not provide sound strategic planning nor provide for fair, orderly and sustainable use and development.

Accordingly, it is our primary position that undertaking changes to the UGB without completing the associated review of the STRLUS is premature and should not be considered in isolation. However, given the nature of the proposed consultation paper, we have provided specific comments regarding those areas identified in the Clarence area.



Downhams Road, Risdon Vale

The nominated area in Downhams Road, Risdon Vale (shown in Figure 1) is approximately 11.5ha, comprising:

- approximately 1.7ha is in the Open Space Zone and owned by Council
- approximately 4.1ha is in the Rural Zone, abutting the General Residential Zone
- approximately 5.2ha, made up of two parcels in the Landscape Conservation Zone, and abuts the General Residential Zone, and
- the remainder is the road reserve.

The land is currently used for open space and residential purposes. The Risdon Vale Creek runs through the north of the parcels. The lots abutting the General Residential Zone have road connections from existing subdivisions through Palm Road and Matipo Street. All parcels are serviced with reticulated water and all lots, except 33 Downhams Road (the eastern lot), are serviced with reticulated sewer.

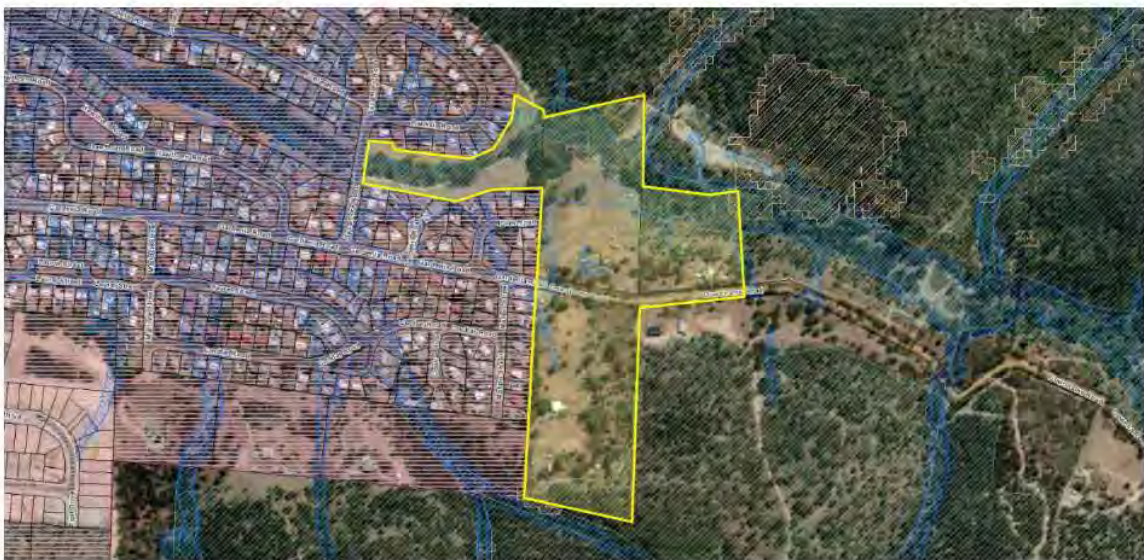


Figure 1 – Downhams Road showing existing UGB and relevant overlays

Relevant overlays are shown which are mainly concentrated to the north. In addition to the above, as with most of the identified sites in Clarence, the Bushfire Prone Area and Safeguarding of Airports Codes apply to the entire property, but are not shown in the figure for the sake of clarity.

There is a substantial area of developable land already within the UGB in Risdon Vale, and there are some development constraints on the identified land such as the Risdon Vale Creek. However, the identified parcels are considered to be a logical extension to the existing UGB and allow for the capping and completion of this section of the urban form of Risdon Vale.

The proposed change at Downhams Road is supported in principle subject to the STRLUS Review.



Sugarloaf Road, Risdon Vale

The nominated area in Sugarloaf Road, Risdon Vale (shown in Figure 2) is approximately 1.5ha. The land is currently within the Rural Zone.

The land is used for residential and business purposes. The adjoining land to the south, east and north are within the Future Urban Zone and are within the UGB. A Structure Plan is in the early stages of development for the area and constraints relating to this property are able to be considered during that process. Land adjoining the identified parcel is serviced with sewer and water, however this land is identified on LISTmap (www.thelist.tas.gov.au) as not currently serviced.



Figure 2 – Sugarloaf Road showing existing UGB and relevant overlays

There is a substantial area of developable land already within the UGB in Risdon Vale, and there are some development constraints on the identified land. However, the identified parcel is considered to be a small and logical extension to the existing UGB.

The proposed change at Sugarloaf Road is supported in principle subject to the STRLUS Review.

Pass Road (North), Mornington

The total area under consideration in Pass Road (North), Mornington (shown in Figure 3) comes to approximately 13.7ha. The area is made up of ten parcels of land, comprising:

- approximately 1.5ha is in the Open Space Zone
- approximately 8.5ha in the Rural Residential B Zone.

The land abuts the General Residential Zone to the west and north. Land to the southwest of the site is within the General Industrial Zone and houses the Mornington Park Waste Transfer Station.



Constraints of the site are capable of being considered in further detail at a later stage. All parcels are serviced with water and the land could be serviced with sewer.



Figure 3 – Pass Road (north) showing existing UGB and relevant overlays

Historically, the land was designated as 'Reserved Residential' under the Eastern Shore Planning Scheme 1963. However, based on a residential supply/demand analysis undertaken as part of the development of the Clarence Planning Scheme 2007, was considered unnecessary based on the supply of land in the area and the historical take up rate based on a planning horizon at that time. Since then, the retention of the zones through the Clarence Interim Planning Scheme 2015 and the Tasmanian Planning Scheme – Clarence has generally been an exercise of a like-for-like translation. Given that the basis of the current zone was over 17 years ago and its adjacency to the current urban form, it is considered that the extension of the UGB to the intersection of Pass Road is logical.

The proposed change at Pass Road (north) is supported in principle subject to the STRLUS Review.

Pass Road (South), Rokeby

The total area under consideration in Pass Road (South), Rokeby (shown in Figure 4) comes to approximately 176ha. The area is made up of five parcels of land, comprising:

- approximately 157.9ha is in the Rural Zone,
- 18.1ha on the far east and west of the area is in the Landscape Conservation Zone.

The land abuts the General Residential Zone to the south, the Rural Residential B Zone to the north, and Landscape Conservation Zone to the east and west. The land to the west of Pass Road is currently used as a vineyard, land to the east of Pass Road is used for residential and agricultural purposes.

All parcels are serviced with reticulated water. The area is currently outside the sewer district, however, could be connected to reticulated sewer from the south.





Figure 4 – Pass Road (south) showing existing UGB and relevant overlays

Historically, most of the land was designated as ‘Reserved Residential’ under the Eastern Shore Planning Scheme 1963, with a portion to the east in the Eastern Shore (Area 2) Planning Scheme 1986. This reflected the strategic intent of Pass Road to form a future residential corridor with land, at that time, extending north from Rokeby Road, being designated as a future road. Since that time, it has been considered that a new road alignment is not warranted and that Pass Road is capable of being upgraded to meet future needs.

Similar to the other land to the north, based on a residential supply/demand analysis undertaken as part of the development of the Clarence Planning Scheme 2007, the future residential designation was considered unnecessary within the planning horizon at the time, and the land was back zoned to Rural. Again, given that the basis of the current zone was over 17 years ago, its adjacency to the current urban form, and it would form the only parcel of land along Pass Road not able to be considered for residential purposes, its inclusion in the UGB is logical. However, this area is in excess of current land development requirements.

In saying this, it is considered that this also demonstrates the availability of suitable land within a contained urban area, thus providing more argument that extension to the UGB at the periphery is unwarranted.

The proposed change at Pass Road (south) is supported in principle subject to the STRLUS Review.



Acton Road, Acton Park and South Arm Road, Lauderdale

The total area under consideration at Acton Road, Acton Park and South Arm Road, Lauderdale (shown in Figure 5) comes to approximately 4.1 ha. The area is made up of two parcels of land, comprising:

- approximately 2.1 ha is in the Community Purpose Zone,
- 2 ha is in the Rural Living B Zone.

The Community Purpose Zone land is used for an Early Learning Centre, and part of the Lauderdale Primary School. The Rural Living Zone B land is used for residential purposes. The southern parcel abuts the General Business Zone to the southeast, and Rural Living Zone B to the east. The land is connected to reticulated water. The school parcel is connected to sewer along with the commercial land to the south, so potentially the southern lot could be connected.



Figure 5 - Acton Road and South Arm Road showing existing UGB and relevant overlays

The identified parcels were recommended by Council for zoning changes through the transition to the Tasmanian Planning Scheme – Clarence, however, as they were not included in the Lauderdale Structure Plan, they were not supported for changes by the Tasmanian Planning Commission. Accordingly, as part of any future zone change, the Lauderdale Structure Plan would be required to be reviewed.

The proposed changes at Acton Road and South Arm Road are supported in principle subject to the STRLUS Review.



Mannata Street, Lauderdale

The total area under consideration in Mannata Street, Lauderdale (shown in Figure 6) comes to approximately 3.7ha. The area is made up of two whole parcels and multiple partial parcels of land, comprising:

- the majority of the identified area is within the Rural Residential B Zone,
- a small portion to the northwest within the General Residential Zone.

Of the two large parcels in this area, the western parcel is used for residential purposes, and the eastern parcel is vacant. The land abuts the General Residential Zone to the north, and the Local Business Zone to the east. All parcels are serviced with water and the land can be serviced with sewer.



Figure 6 – Mannata Street showing existing UGB and relevant overlays

Importantly, this land, and the adjacent land, was considered for change through the Lauderdale Structure Plan and was not supported because it has significant constraints. Specifically, the land is low lying and the Coastal Inundation Hazard Code (medium and high hazard band) applies. In relation to overland flow and inundation, council has undertaken investigations into stormwater solutions for the area in the past and, not only have they been cost prohibitive, but require significant acquisition which council have not supported.

As part of the consideration of the introduction of the LPS in 2021, council's submission was that this area should not be considered for urban development for a number of reasons, including:

- A study has previously been undertaken to consider the feasibility of developing the area and based on the study report, the council in May 2017, resolved not to pursue the expansion of the area.
- The feasibility study was exhibited, and a significant majority of respondents were opposed to the expansion.



- It would be premature to apply the Future Urban Zone, as it has not yet been demonstrated that the land should be converted to urban land; and the land is not within the Urban Growth Boundary, and even if it was determined that the Urban Growth Boundary should be expanded, it is not accepted that the subject area would necessarily be the most suitable land within the region to service increased demand.

As mentioned above, as part of any future zone change, the Lauderdale Structure Plan would be required to be reviewed. However, it is considered that, due to the significance of the constraints on the land and the availability of other less constrained land for urban development, a change to the UGB is unwarranted.

The proposed change at Mannata Street is not supported other than aligning the UGB with the current General Residential zone.

Richardsons Road, Sandford

The total area under consideration in Richardsons Road, Sandford (shown in Figure 7) comes to approximately 72.9ha. The area is one parcel of land, comprising:

- approximately 49.6ha is in the Rural Zone,
- the remainder is the Rural Residential B Zone.



Figure 7 – Richardsons Road showing existing UGB and relevant overlays

The land abuts the General Residential Zone to the north, surrounds a Utilities Zone to the west which houses a transmitter station, and the Rural Zone to the south. The parcel could be serviced with water and sewer subject to a significant upgrade of infrastructure.

Portions of the site, as shown, are subject to overlays within the planning scheme in relation to coastal inundation, future coastal refugia, potentially contaminated land, flood-prone hazard and waterway protection, priority vegetation and landslip hazard.

While the site is heavily constrained, particularly the western portion, the southeastern portion could provide potential for development. However, this would create an incongruous, separated urban form, which would be difficult to effectively service and make it less liveable.

More importantly, the proposal for this area to be included in the UGB is opportunistic and not strategically justified. It does not promote the consolidation of development within a contained area, rather, it encourages unrestrained urban sprawl in a southerly direction on the South Arm Peninsula. The inclusion of this parcel undermines the entire purpose of applying an UGB.

The proposed change at Richardsons Road is not supported.

Conclusion

In conclusion, it is the submission of the City of Clarence that the consultation paper is premature and any changes to the UGB should be considered through the current review of the STRLUS.

However, in the context of the above statement, the nominated changes are generally supported for the reasons detailed in this submission, with the exception of Mannata Street and Richardsons Road which are not supported.

It is noted that several other small changes and corrections, provided as part of the STRLUS review, have not been nominated for consideration at this stage. Given the consultation paper relates to specific sites, it is considered that it is inappropriate to extend this discussion to other sites. It is hoped that these will be further considered as part of this general review.

Yours sincerely,

Ian Nelson

Chief Executive Officer





TRAFFIC IMPACT STATEMENT

PROPOSED RESIDENTIAL SUBDIVISION DEVELOPMENT

**52 RICHARDSONS ROAD
SANDFORD**

**REVISED
JULY 2020**

TRAFFIC IMPACT ASSESSMENT

PROPOSED RESIDENTIAL SUBDIVISION DEVELOPMENT

52 RICHARDSONS ROAD
SANDFORD

REVISED
JULY 2020

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ATTACHMENTS

Attachment A: Drawings of proposed subdivision layout

REFERENCES:

- Australian Standard AS 1742.2-2009 – Manual of uniform traffic control devices Part 2: Traffic control devices for general use
- Road Traffic Authority NSW – Guide to Traffic Generating Developments, 2002
- Road and Maritime Services (Transport) - Guide to Traffic Generating Developments; Updated traffic surveys (August 2013)
- AUSTROADS – Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2019)
- AUSTROADS – Guide to Traffic Management Part 12: Traffic Impacts of Developments (2019)
- Clarence Interim Planning Scheme 2015

1. INTRODUCTION

A development proposal is to be submitted to the Clarence City Council for the rezoning of the property at 52 Richardsons Road, Sandford to allow the subdivision of the land and create 154 residential lots.

This Traffic Impact Assessment (TIA) report has been prepared to support the subdivision proposal. The report considers the existing road and traffic characteristics along Forest Hill Road, Richardsons Road and Bayview Road as well as intersections that will be most affected by the proposal, including junctions onto the South Arm Secondary Road.

An evaluation has been made of the potential future traffic activity that the proposed residential lots are expected to generate and the effect that this traffic would have on these roads and intersections.

A detailed assessment has also been undertaken of the subdivisional roads and their junction with Richardsons Road -Bayview Road, including intersection sight distances, traffic activity and road design standards.

The TIA report is based on the Department of State Growth (DSG) Traffic Impact Assessment Guidelines with regard also given to Austroads: Guide to Traffic Management Part 12.

The techniques used in the investigation and assessment incorporate best practice road safety and traffic management principles.

2. SITE DESCRIPTION

The land which is to be subdivided lies to the east of the South Arm Secondary Road and generally between Sandford and Lauderdale.

It lies to the north of Richardsons Road and extends to the north-east via a land corridor which connects to Bayview Drive and the existing residential development along this road within Lauderdale.

The land currently lies in the Rural Resource Zone and Environmental Living Zone.

The land is to be rezoned to General Residential with a part also to Rural Living.

The property to be rezoned and to be subdivided is highlighted in Figure 2.1.



Figure 2.1: Area map showing location of proposed subdivision development

3. DEVELOPMENT PROPOSAL

The development application proposes to rezone the development property and then subdivide the site into 154 residential lots.

There will be 147 lots with an area between around 540m² and 1,000m², but with most between 550m² and 600m².

Seven of the lots will be have an area between 2.0ha and 3.3ha.

All the lots will have direct frontage access to a continuous subdivisional road which will connect Richardsons Road to Bayview Road or a short side subdivision road off this main subdivisional road.

The main subdivisional road will have a length of around 1.55km.

The proposed layout of the new subdivisional roads and the residential lots is shown on the drawings included as Attachment A to this report.

4. EXISTING ROAD AND TRAFFIC ENVIRONMENT

4.1 Road Characteristics

In considering the proposed rezoning and subdivision development, the roads of relevance are Richardsons Road and Forest Hill Road in Sandford and Bayview Road in Lauderdale, together with their junction at South Arm Secondary Road.

Richardsons Road, Forest Hill Road and Bayview Road are council roads while South Arm Secondary Road is a state government road.

South Arm Secondary Road, locally known as South Arm Road, is classified as a Category 4 road to the north of Lauderdale and a Category 5 road to the south of Lauderdale.

Richardsons Road is a 740m long gravel road which junctions with Forest Hill Road at its western end and terminates at a number of property driveways at the eastern end. Richardsons Road junctions with Forest Hill Road at an angle of around 60 degrees.

The trafficable width of Richardsons Road is around 6.0m along the western half of the road and around 4.3m along the eastern end of the road. It is sealed to a width of around 5.5m for a distance of 20m back from Forest Hill Road.

Forest Hill Road is a local access road for this part of Sandford. It is a sealed road from around 800m to the east of Richardsons Road through to the South Arm Secondary Road junction which is around 490m to the northwest of Richardsons Road.

Forest Hill Road is sealed to a width of 5.5m, widening to around 5.6m on the bend near South Arm Secondary Road and to around 7.3m just before its junction with South Arm Secondary Road.

Both Richardsons Road and Forest Hill Road have a fairly flat grade and straight alignment apart from a reverse horizontal curve on Forest Hill Road over the 150m length to the east of South Arm Secondary Road.

There are intermittent property driveways along both roads to larger land holdings.

Views of the character along both roads are seen in Photographs 4.1 to 4.6.

Bayview Road is a long residential collector road serving the Lauderdale area. It has a length of 2.0km from its junction with South Arm Secondary Road to its southern end with frontage property driveways along both sides of the road for its full length as well as a number of side roads.

The road is sealed and has a width between kerb faces along both sides of the road which is generally 8.3m. There are two separate intermediate short

sections that have a width of 8.5- 8.6m and the southern 200m length of the road has a width of 7.9m.

The road has a generally flat and straight alignment with a right angled bend around 750m east of the South Arm Secondary Road, a continuous slight curve along the foreshore and then an upgrade on a horizontal curve to the southern end of the road.

Photographs 4.7 to 4.10 provide views along Bayview Road.



Photograph 4.1: View to west along Richardsons Road from near its eastern end



**Photograph 4.2: View to west Richardsons Road
from near midway**



**Photograph 4.3: View of Richardsons Road approach to
Forest Hill Road**



**Photograph 4.4: View to west along Forest Hill Road with
Richardsons Road on right**



**Photograph 4.5: View to west along Forest Hill Road at
start of reverse curve before South Arm Secondary Road**



Photograph 4.6: View of Forest Hill Road approach to South Arm Secondary Road



Photograph 4.7: View to west along Bayview Road at point around 100m west of South Arm Secondary Road



Photograph 4.8: View to west along Bayview Road at point around 50m west of Icy Creek Lane



Photograph 4.9: View to south along Bayview Road at point around No.102 Bayview Road



Photograph 4.10: View to north along Bayview Road from southern end of the road

4.2 Traffic Activity

Traffic volume data that was received from DSG for South Arm Secondary Road at a point 290m to the south of Donna Road. The survey was undertaken in early June 2019.

The data shows the following:

Average Weekday Traffic:	- 7,728 vehicles/day
Morning Weekday Peak Hour Traffic (7-8am):	- 646 vehicles to north - 128 vehicles to south
Afternoon Weekday Peak Hour Traffic (4-5pm):	- 214 vehicles to north - 536 vehicles to south

Weekend traffic volumes are less on Saturday and on Sunday.

The average hourly traffic distributions for each direction of travel as well as the two-way traffic on weekdays, Saturday and Sunday are shown graphically in Figures 4.1 to 4.3.

Around 7.9% of the traffic is commercial vehicles.

The traffic growth along South Arm Secondary Road has been around 2.3% p.a. (compound) over the last 30 years.

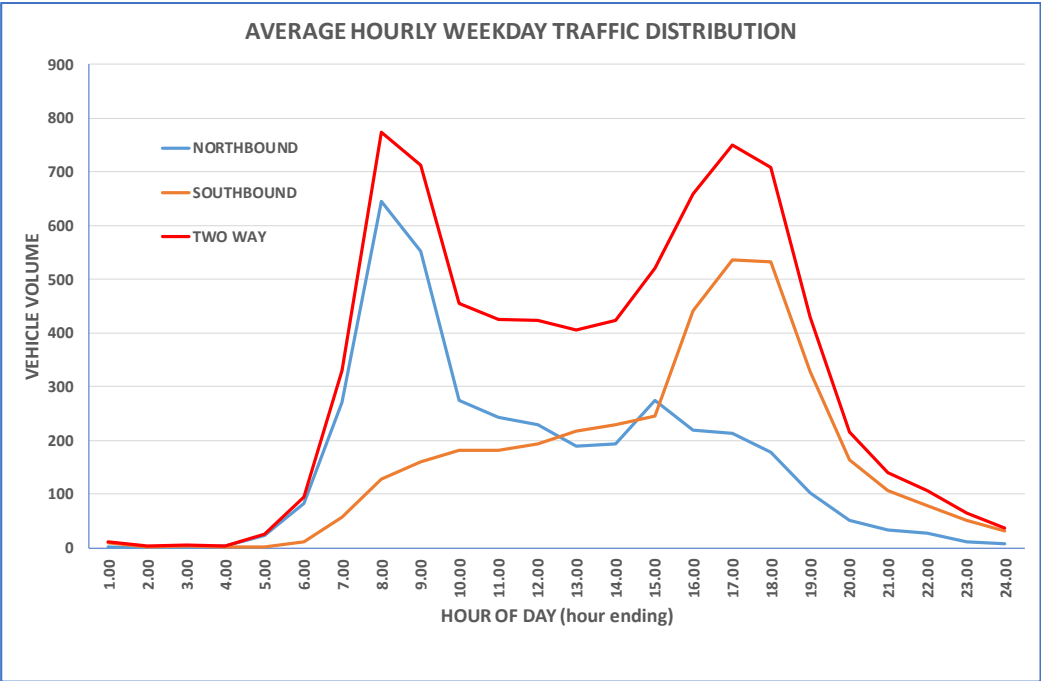


Figure 4.1: Average hourly weekday traffic distribution along South Arm Secondary Road south of Dona Road

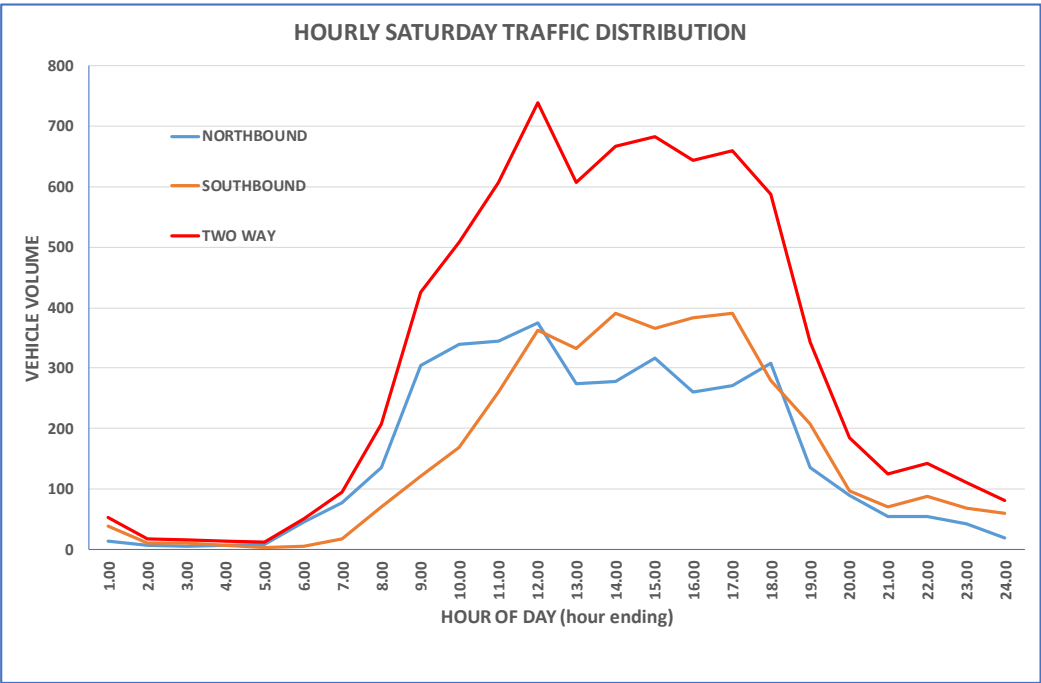


Figure 4.2: Average hourly Saturday traffic distribution along South Arm Secondary Road south of Dona Road

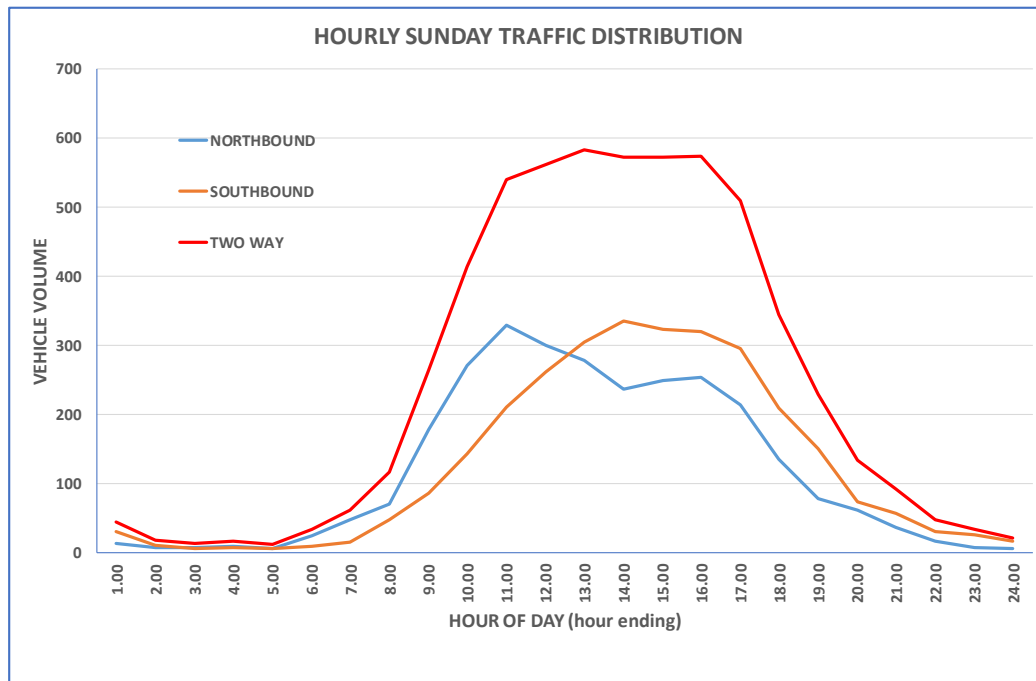


Figure 4.3: Average hourly Sunday traffic distribution along South Arm Secondary Road south of Dona Road

Traffic volume data has also been received from the Clarence City Council for Bayview Road and Forest Hill Road.

The survey on Bayview Road was undertaken in March 2010 at a point around 120m from South Arm Secondary Road and on Forest Hill Road in January 2010 at a point also around 120m from South Arm Secondary Road.

The daily two way and peak hour period directional traffic volumes were as follows:

➤ Bayview Road

- 1,414 vehicles/day average weekday traffic;
- 19-28 vehicles/hour eastbound 7:00 am - 8:00am/8:00am – 9:00am;
- 102-108 vehicles/hour westbound 7:00am - 8:00am/8:00am – 9:00am;
- 105 vehicles/hour eastbound 5:00pm – 6:00pm;
- 45 vehicles/hour westbound 5:00pm – 6:00pm;

➤ Forest Hill Road

- 326 vehicles/day average weekday traffic;
- 8 vehicles/hour eastbound 8:00am – 9:00am (am peak hour is 11-12n);

- 11 vehicles/hour westbound 8:00am – 9:00am;
- 20 vehicles/hour eastbound 5:00pm – 6:00pm;
- 11 vehicles/hour westbound 5:00pm – 6:00pm;

The average hourly traffic distributions for each direction of travel as well as the two-way traffic on weekdays for each road is shown graphically in Figures 4.4 and 4.5.

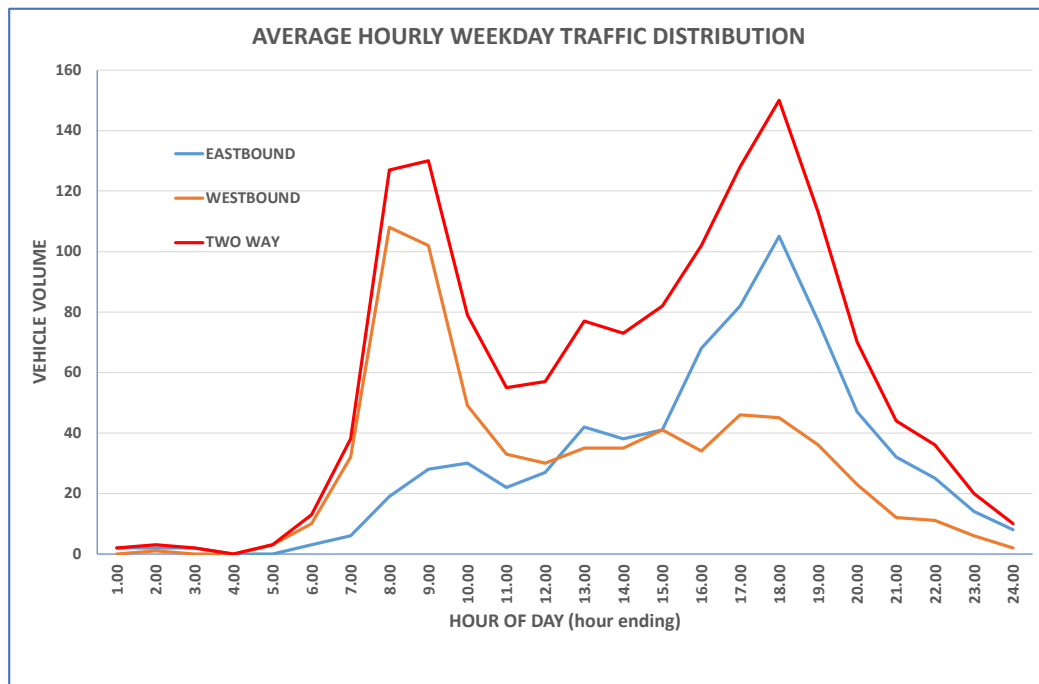


Figure 4.4: Average hourly weekday traffic distribution along Bayview Road east of South Arm Secondary Road

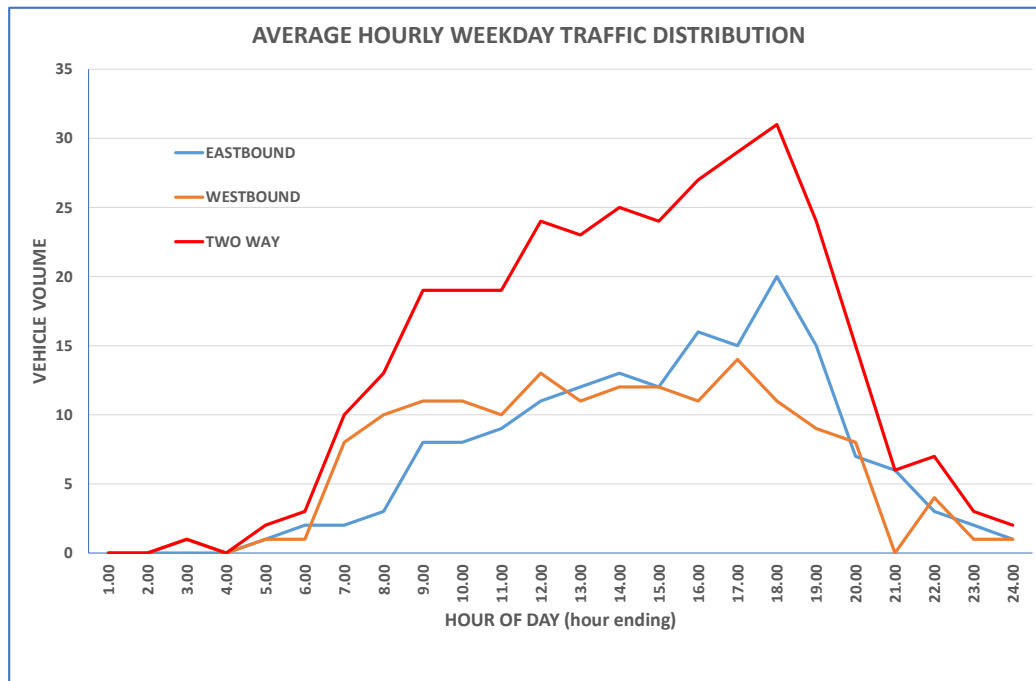


Figure 4.5: Average hourly weekday traffic distribution along Forest Hill Road east of South Arm Secondary Road

In order to have knowledge of the level of turning traffic activity at key intersections for this development application and to reconcile this data with the above automatic counter data, peak hour vehicle turning movement surveys were undertaken at the South Arm Secondary Road/Bayview Road junction between 7:00am - 8:00am, and at the South Arm Secondary Road//Forest Hill Road junction between 4:00pm - 5:00pm, both on Tuesday 12 May 2020.

The results from these surveys have been summarised in Figures 4.6 and 4.7.

The Council traffic volumes area are a little dated (10 years old) while the volumes in Figures 4.6 and 4.7 are less than normal due to the (Covid-19) travel restrictions.

In order to have a better record of current traffic volumes at the South Arm Secondary Road/Bayview Road junction and at the South Arm Secondary Road/Forest Hill Road junction, the above data has been combined and extrapolated to produce the turning traffic volumes in Figures 4.8 and 4.9, which is considered to be normal traffic volumes in May 2020.

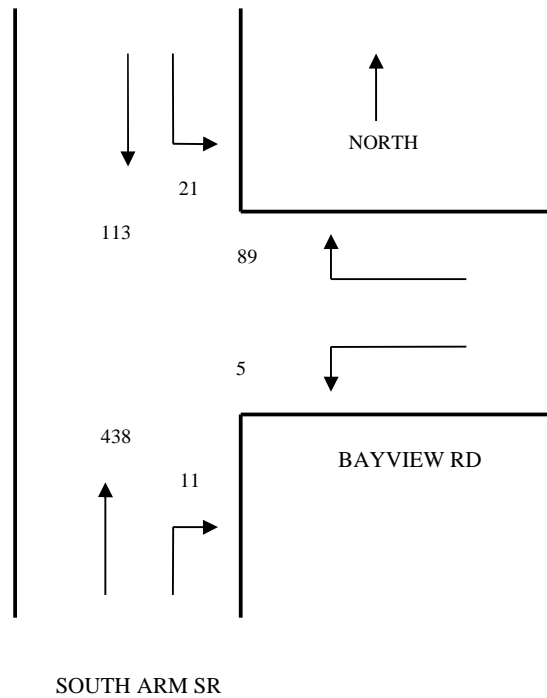


Figure 4.6: Turning traffic volumes at junction of South Arm Secondary Road with Bayview Road – 7:00am to 8:00am

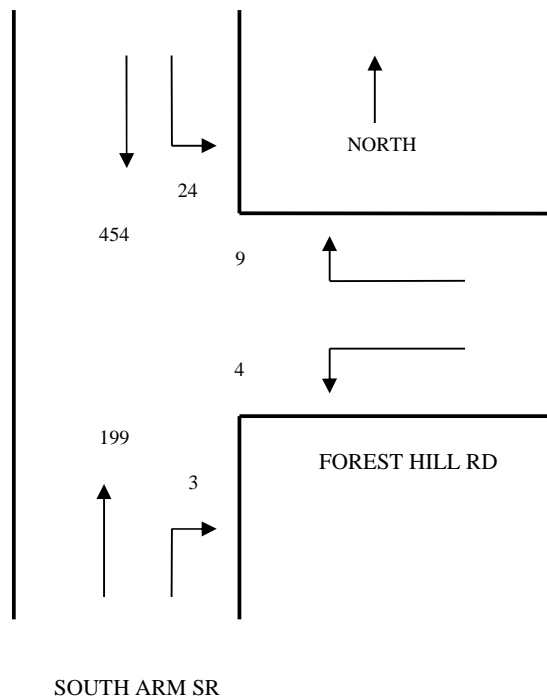


Figure 4.7: Turning traffic volumes at junction of South Arm Secondary Road with Forest Hill Road – 4:00pm to 5:00pm

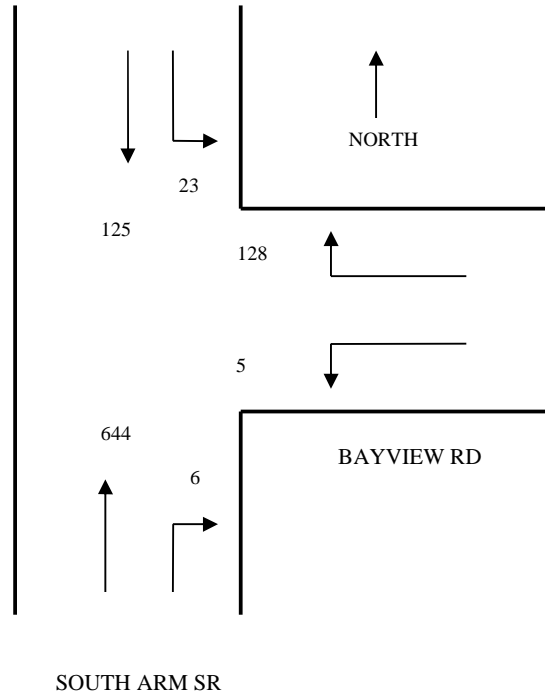


Figure 4.8: Turning traffic volumes at junction of South Arm Secondary Road with Bayview Road – 7:00am to 8:00am 2020

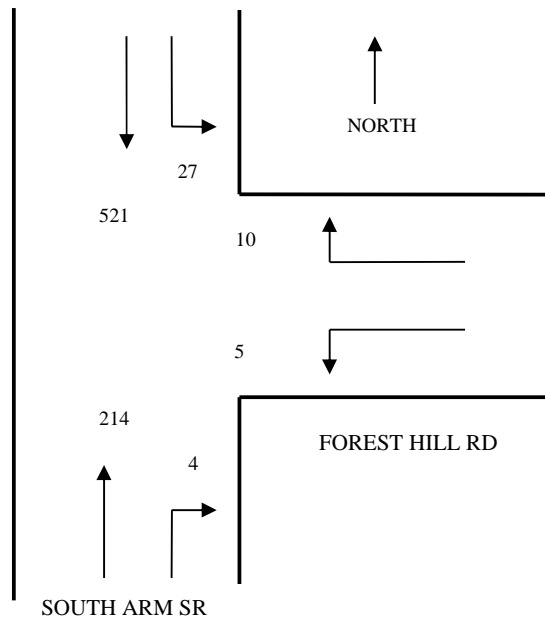


Figure 4.9: Turning traffic volumes at junction of South Arm Secondary Road with Forest Hill Road – 4:00pm to 5:00pm 2020

4.3 Crash Record

All crashes that result in personal injury are required to be reported to Tasmania Police. Tasmania Police record all crashes that they attend. Any crashes that result in property damage only, which are reported to Tasmania Police, are also recorded even though they may not visit the site.

Details of reported crashes are collated and recorded on a computerised database that is maintained by DSG.

Information was requested from DSG about any reported crashes along Forest Hill Road, Richardsons Road, Bayview Road and Bayview Drive.

Advice has been received that over the five and a quarter year period since January 2015, there have been no reported crashes along Forest Hill Road, Richardsons Road and Bayview Drive.

There have been three crashes along Bayview Road. Two of these crashes occurred at the Bayview Road/South Arm Secondary Road junction. Both crashes were angle collisions that occurred in 2016 and resulted in property damage only.

The other crash occurred on Bayview Road around midway along the road as it passes along the shoreline. This was a loss of control type incident in 2018, which also resulted in property damage only. Overall, the crash record is not of concern.

5. TRAFFIC GENERATION BY THE DEVELOPMENT

As outlined in Section 3 of this report, the proposed subdivision of the land at 52 Richardsons Road will create 154 residential lots.

In considering the traffic activity that dwellings on the lots will generate when occupied, guidance is often sought from the New South Wales, Road Traffic Authority document – Guide to Traffic Generating Developments. The RTA guide is a nationally well accepted document that provides advice on trip generation rates and vehicle parking requirements for new developments.

The updated 'Technical Direction' to the Guide dated August 2013 advises that the trip generation for residential dwellings in regional areas of New South Wales is 7.4 trips/dwelling/day.

This latter figure is more consistent with findings by this consultant for dwellings in Tasmania. Surveys in the built-up areas of Tasmania over a number of years have found that typically the trip generation rate for residential dwellings is 8.0 trips/dwelling/day with smaller residential units generating around 4 trips/unit/day and larger units generating around 6 trip/unit/day.

A traffic generation rate of 8 vehicles/day will be assumed for lots within the proposed subdivision with a single dwelling and 6 vehicles/day/unit on multiple dwelling lots.

It is understood that many of the lots could potentially be allowed to have more than one dwelling. Site constraints and other factors will limit this occurring on many lots; only a few lots in the general residential zone are likely to ultimately have multiple dwellings.

For the purpose of this assessment, it will be assumed that a high 20 such lots will have two dwellings

With the creation of 154 residential lots through the proposed subdivision and up to 20 of these lots each with two residential units, the total traffic generation from dwelling development on these lots would be around 1,312 vehicles/day.

Assuming the peak hour traffic will be the normal 10% of the daily traffic, as found in urban areas, the future residential development of the rezoned land is expected to generate around 131 vehicles/hour during the morning and afternoon peak hours.

All of this traffic will use either Richardsons Road or Bayview Road to access the South Arm Road.

In order to determine which road the traffic is likely to use, timed car travel runs were undertaken between the end of Bayview Road to the Bayview Road/South Arm Secondary Road junction and between the end of Richardsons Road to the Bayview Road/South Arm Secondary Road junction.

This determined the travel time is around 20 seconds longer via Richardsons Road. Assuming a travel speed of 45km/h along the subdivisional road and allowing for this travel time difference between the two routes, drivers will have around the same travel time via each of the two routes from a point at the proposed footway in the subdivision (Lot 202 -204). There are 77 lots to the south and also to the north of this location.

This assessment has determined that based on travel time there will be an equal split in which road motorists will use to/from this point.

The current traffic volume along Bayview Road is higher, travel speed along Richardsons Road may be slightly higher when it is sealed and future traffic delays will be less at the Forest Hill Road/South Arm Secondary Road junction compared to that at the Bayview Road/South Arm Secondary Road junction

For these reasons, it will be assumed the directional split in traffic will be more towards Richardsons Road.

It will be assumed that traffic from 84 lots will use Richardsons Road and traffic from 70 lots will use Bayview Road. This will result in:

- around 716 vehicles/day and around 72 vehicles/hour during the morning and afternoon peak hours using Richardsons Road;
- around 596 vehicles/day and around 60 vehicles/hour during the morning and afternoon peak hours using Bayview Road.

Assigning this traffic to the Forest Hill Road/South Arm Secondary Road junction and the Bayview Road/South Arm Secondary Road junction, the expected future turning traffic volumes at these junctions in Year 2030 will be as seen in Figures 5.1 to 5.4.

These volumes allow for a 2.3% p.a. growth along South Arm Secondary Road. The additional subdivisional traffic has been assigned to Forest Hill Road and Bayview Road with a 70/30 directional split in morning peak hour and 60/40 directional split in the afternoon peak hour (higher proportion in peak direction) and north/south traffic split along South Arm Secondary Road in proportion to the turning movement survey findings.

The volumes allow for an additional small movement of vehicles between existing dwellings at the southern end of Bayview Road and South Arm Secondary Road via Richardsons Road, to and from the South Arm direction.

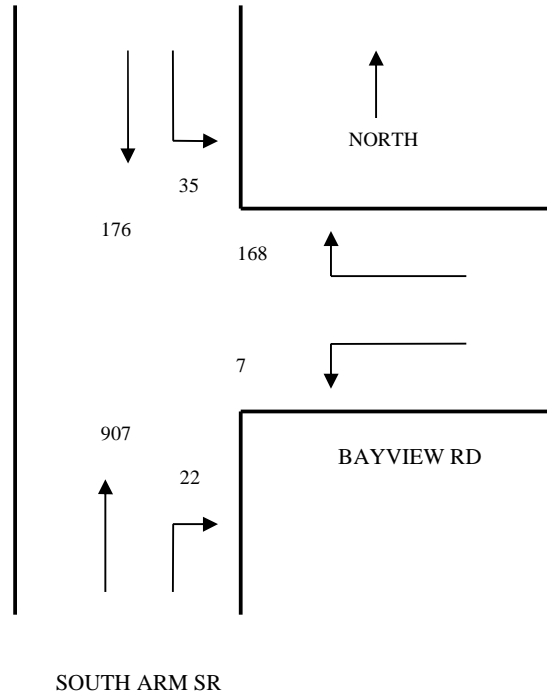


Figure 5.1: Turning traffic volumes at junction of South Arm Secondary Road with Bayview Road – 7:00am to 8:00am 2030

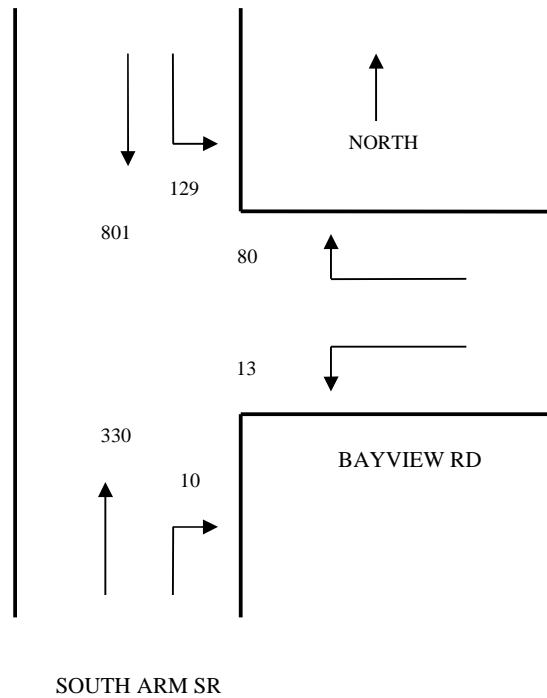


Figure 5.2: Turning traffic volumes at junction of South Arm Secondary Road with Bayview Road – 4:00pm to 5:00pm 2030

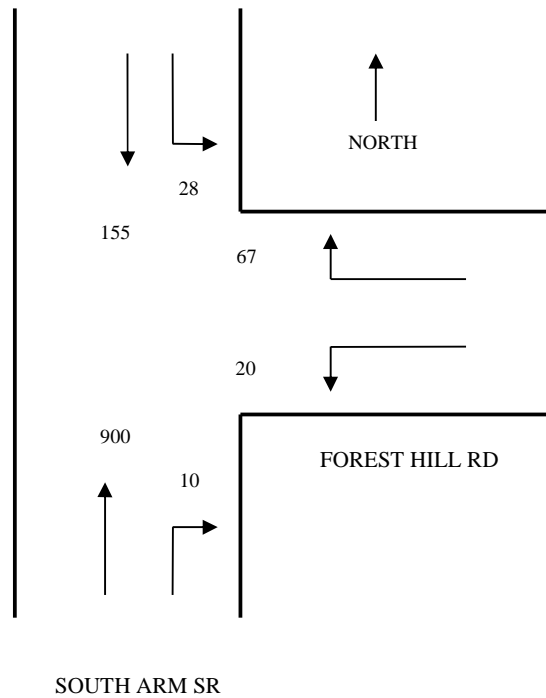


Figure 5.3: Turning traffic volumes at junction of South Arm Secondary Road with Forest Hill Road – 7:00am to 8:00am 2030

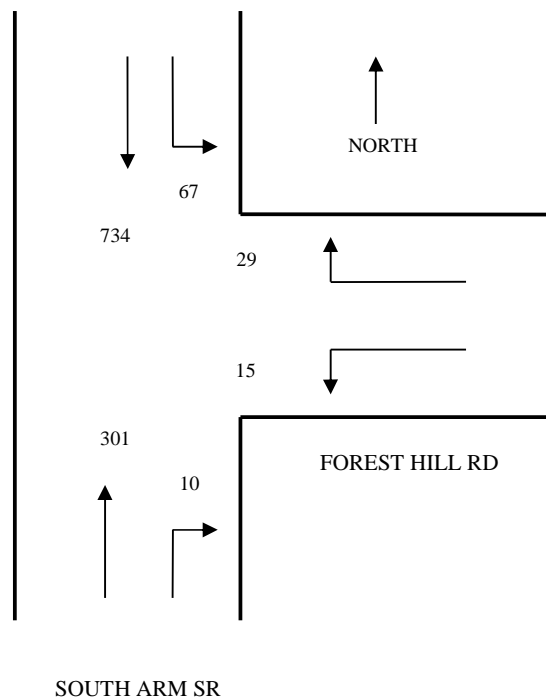


Figure 5.4: Turning traffic volumes at junction of South Arm Secondary Road with Forest Hill Road – 4:00pm to 5:00pm 2030

6. TRAFFIC ASSESSMENT AND IMPACT

This section of the report considers the impact from the traffic expected to be generated by the proposed subdivision of 52 Richardsons Road on the road network to South Arm Secondary Road.

Consideration is given to the road upgrading works on the local roads as well as the construction standard for the internal roads within the subdivision and the management of the proposed subdivisional road junctions.

6.1 Operational Impact of Increased Traffic Activity

It has been determined the subdivision development along Richardsons Road once it is rezoned, subdivided, and has full dwelling development will generate:

- around 716 vehicles/day and around 72 vehicles/hour during the morning and afternoon peak hours via Richardsons Road;
- around 596 vehicles/day and around 60 vehicles/hour during the morning and afternoon peak hours via Bayview Road.

It has been determined that by Year 2030 this will result in:

- around 1,200 vehicles/day at the western end of Forest Hill Road;
- around 740 vehicles/day at the western end of Richardsons Road; and
- around 2,300 vehicles/day at the western end of Bayview Road.

These traffic volumes will not create any operational issues along each of the three roads including junctions along the road.

The conflicting traffic volumes at the Forest Hill Road/South Arm Secondary Road junction and Bayview Road/South Arm Secondary junction will be quite high in Year 2030.

In order to assess the future operational efficiency at these junctions, a SIDRA analysis of the junction performance was undertaken by applying the traffic volumes in Figures 5.1 to 5.4 to the program.

SIDRA is a nationally recognised intersection computer modelling tool that is known as Traffic Signalised and Unsignalised Intersection Design and Research Aid.

In using the SIDRA program and interpreting the output results there is a need to understand the package in terms of the analysis process and the basis of reporting the outputs which can vary depending on the chosen parameters. Of particular relevance is the presentation of the Level of Service outputs that

range from Level of Service A to F and the basis on which the Level of Service is determined.

For the purpose of this assessment the Level of Service based on the **Delay** and **Degree of Saturation** performance measures has been applied in the SIDRA analysis. A Level of Service (LoS) up to Level D is generally regarded as quite acceptable, as seen in Figure 6.1.

Level of Service for $v/c \leq 1.0$	Average delay per vehicle in seconds (d)			Level of Service for $v/c > 1.0$
	Signals	"SIDRA Roundabout LOS" method (1)	Sign Control (Default for roundabouts) (1)	All Intersection Types
A	$d \leq 10$	$d \leq 10$	$d \leq 10$	F
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$	F
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$	F
D	$35 < d \leq 55$	$35 < d \leq 50$	$25 < d \leq 35$	F
E	$55 < d \leq 80$	$50 < d \leq 70$	$35 < d \leq 50$	F
F	$80 < d$	$70 < d$	$50 < d$	F

v/c (demand volume / capacity) ratio, or degree of saturation: $v/c > 1.0$ represents oversaturated conditions. Level of Service Target = LOS D is indicated by the table.

Figure 6.1: Extract from SIDRA User Guide

The results of the SIDRA analysis have been summarised in Table 6.1.

The analysis has found the Forest Hill Road/South Arm Secondary Road junction will continue to operate at an acceptable level of service beyond Year 2030 during both peak hour traffic periods. This will also be the case at the Bayview Road/South Arm Secondary Road junction during the afternoon peak hour.

No improvements will be required at the Forest Hill Road/South Arm Secondary Road junction for operational efficiency.

During the morning peak hour, the Bayview Road/South Arm Secondary Road junction will operate at a level of service F in Year 2030 if the traffic volume along the South Arm Secondary Road continues to increase at a compound rate of 2.3% for the next 10 years.

At current normal traffic volumes (Figure 4.8) the Bayview Road/South Arm Secondary Road junction is operating at an acceptable level of service C for Bayview Road and level of service A for South Arm Secondary Road.

On this basis, DSG will need to plan for the upgrading of the traffic management at the Bayview Road/South Arm Secondary Road junction with the installation of a roundabout.

TIME OF DAY/ SITUATION	APPROACH	WORST LEVEL OF SERVICE	DEGREE OF SAT	LONGEST 95% QUEUE LENGTH (m)	HIGHEST APPROACH DELAY (sec)
SOUTH ARM SR & BAYVIEW RD 7:00-8:00AM PEAK HOUR 2030	South Arm SR north	A	0.12	0	6.4
	South Arm SR south	A	0.51	0	6.9
	Bayview Rd	F	0.94	57	4.9
SOUTH ARM SR & BAYVIEW RD 4:00-5:00PM PEAK HOUR 2030	South Arm SR north	A	0.52	0	6.5
	South Arm SR south	B	0.19	1	13.3
	Bayview Rd	D	0.54	15	34.0
SOUTH ARM SR FOREST HILL RD 7:00-8:00AM PEAK HOUR 2030	South Arm SR north	A	0.10	0	6.4
	South Arm SR south	A	0.51	1	7.5
	Forest Hill Rd	C	0.28	7	18.1
SOUTH ARM SR FOREST HILL RD 4:00-5:00PM PEAK HOUR 2030	South Arm SR north	A	0.45	0	6.4
	South Arm SR south	B	0.19	2	12.7
	Forest Hill Rd	C	0.12	3	15.0

Table 6.1: Outputs from SIDRA analysis for 2030 traffic volumes

6.2 Layout of South Arm Secondary Road Junctions

The current design of the Forest Hill Road/South Arm Secondary Road and the Bayview Road/South Arm Secondary Road junctions need to be considered with respect to the safe movement of future traffic volumes through the junctions and in particular the provision of passing or auxiliary lanes.

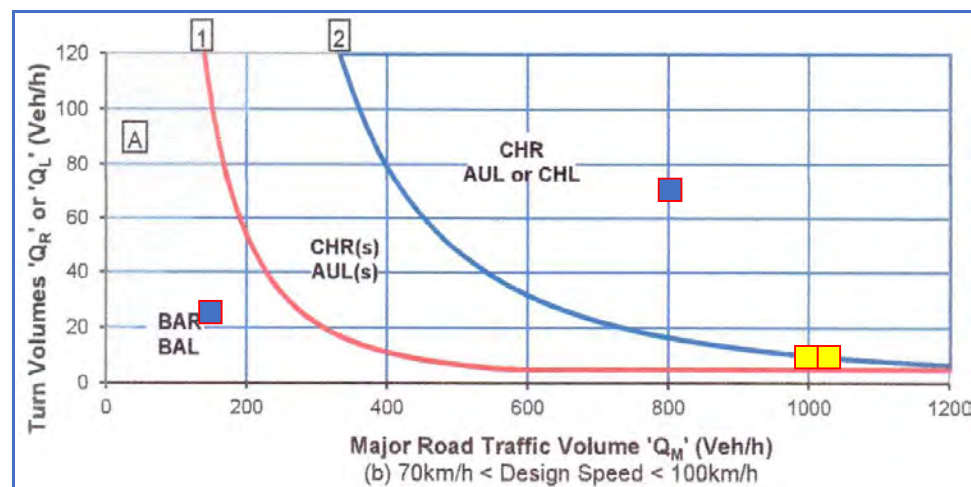
In order to determine whether there may be a need for such treatments with the expected future level of through and turning traffic activity, consideration has been given to the advice in the Austroads Guide to Traffic Management – Part 6. Reference is made to Figure 6.2 and 6.3 below, which are extracts from the Guide. They provide a warrant for the turn lane requirements at road intersections and junctions.

The Guide states that the warrants provide guidance on preferred minimum turn treatments for major roads and they focus on safety performance outcomes.

The warrants are based on the construction of intersections on new roads (i.e. Greenfield sites). Therefore, their most appropriate application is to the selection of turn types for intersections on new roads. However, the warrants may also be used:

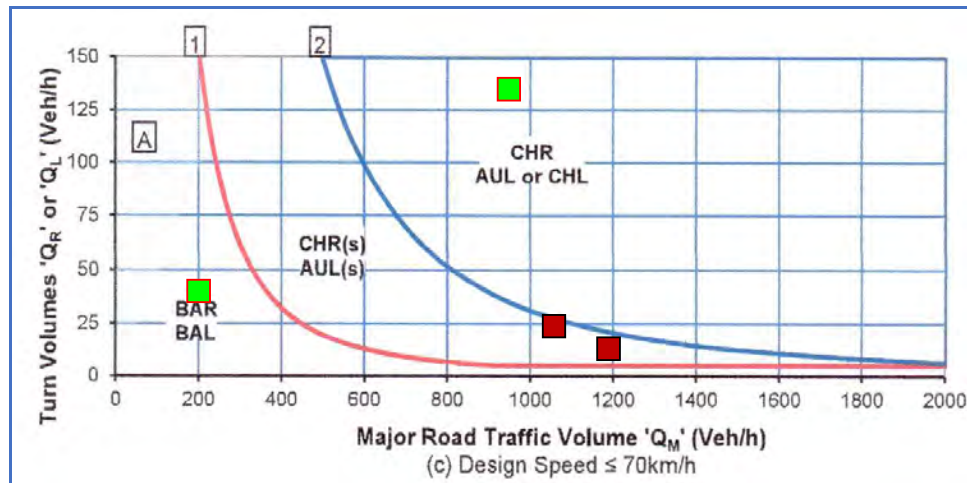
- as a reference for the construction of new intersections on existing roads;
- as a reference for intervention levels when upgrading existing intersection turn treatments.

The expected turning traffic volumes at Forest Hill Road/South Arm Secondary Road and the Bayview Road/South Arm Secondary Road junctions in Year 2030 have been applied to Figures 6.2 and 6.3.



■ RIGHT TURN TO FOREST HILL ROAD ■ LEFT TURN TO FOREST HILL ROAD

Figure 6.2: Warrant for turn treatment at junction of Forest Hill Road/South Arm Secondary Road



■ RIGHT TURN TO BAYVIEW ROAD ■ LEFT TURN TO BAYVIEW ROAD

Figure 6.3: Warrant for turn treatment at junction of Bayview Road/South Arm Secondary Road

Note:

AUL is a left turn deceleration lane from a major road where there is no left-turn traffic island;

CHL is a left turn deceleration lane from a major road where there is a left-turn traffic island

BAR is a pavement widening to provide sufficient width for the design through vehicle to pass a vehicle waiting to turn right.

Figure 6.2 indicates consideration should be given to the installation of an AUL left turn lane treatment and a BAR left hand passing treatment on South Arm Secondary Road at the Forest Hill Road junction.

Figure 6.3 indicates consideration should be given to the installation of an AUL left turn lane treatment on South Arm Secondary Road at the Bayview Road junction. There is an existing CHR right turn lane treatment at this junction.

However, in such situations the Austroads Guide states the preferred treatment is a CHL treatment instead of an AUL treatment, for better safety outcomes.

It is important to note that in applying the current Year 2020 through and turning traffic volumes at these two junctions to Figures 6.2 and 6.3, the traffic volumes are already at levels which indicate consideration should be given to the above CHL and BAR treatments.

When considering the impact of future traffic growth along South Arm Secondary Road plus the increased traffic activity due to the subdivision development on resultant traffic conflicts at the junctions, it has been

determined that if the subdivision is fully completed and all lots are occupied by Year 2030:

- subdivision traffic will contribute around 16% to the increased traffic conflict with respect to the need for a CHL treatment at the South Arm Secondary Road/Forest Hill Road junction;
- subdivision traffic will contribute around 2% to the increased traffic conflict with respect to the need for a BAR treatment at the South Arm Secondary Road/Forest Hill Road junction;
- subdivision traffic will contribute around 12% to the increased traffic conflict with respect to the need for a CHL treatment at the South Arm Secondary Road/Bayview Road junction.

If the full completion and occupancy of the subdivision will be 15 to 20 years into the future, these percentages will be lower.

As outlined above, the provision of these turn facilities is related only to safety, not traffic efficiency. There have been no reported crashes at the two junction in recent years, which indicates there is no cause for concern about the safety related to the current turn movements. This was also confirmed during observations of driver behaviour at the junctions during the one hour survey at each site.

There are many junctions across the greater Hobart area and also within the Lauderdale area where the left and right turning volumes are currently much higher than they will be at the Forest Hill Road/South Arm Secondary Road and the Bayview Road/South Arm Secondary Road junctions in Year 2030, which are operating quite safely, with no crash record involving the above turn movements.

These include Acton Road/South Arm Secondary Road and Ringwood Road/South Arm Secondary Road junctions in Lauderdale, where the left turn movement from South Arm Secondary Road in Year 2015 was 180 vehicles/hour and 200 vehicles/hour, respectively at each junction during peak hour periods.

Therefore, when considering all of the above and having regard to the advice in the Austroads Guide, it will be desirable that the turn lane and passing facilities are implemented at some stage in the future, mainly due to the increasing traffic volume along South Arm Secondary Road. The subdivision development and its residential occupancy will have a minor effect on the traffic conflict which determines the need for these facilities.

Based on the situation at the Acton Road and Ringwood Road junction, the necessity for the installation of the turn lane facilities will be many years ahead, possibly even beyond the completion and occupancy of the subdivision.

It is therefore proposed that the Department of State Growth should monitor the safety performance of South Arm Secondary Road through this area and

determine when the implementation of the turn lane facilities, including the possible installation of a roundabout at some stage will be necessary.

6.3 Design Standard of Existing Local Roads

The increased traffic volume along Bayview Road resulting from the proposed subdivision will not require any changes or road upgrade works along Bayview Road. The current road design standard is sufficient to carry the expected 620 vehicles/day at the existing southern end of the road and the 2,300 vehicles/day at the western end of this road, at South Arm Secondary Road.

The increased traffic volume along Forest Hill Road and the existing section of Richardsons Road will require these roads to be upgraded.

It is expected these roads will retain a sealed rural road standard, as detailed in the IPWEA standard drawings.

With an expected traffic volume of around 760 vehicles/day along Richardsons Road and 1,200 vehicles/day along Forest Hill Road, both roads will need to be upgraded to have a sealed width of 6.0m with 0.5m gravel shoulders (Code S4), as indicated on drawing TSD-R02-v1.

It is also recommended the Richardsons Road approach to Forest Hill Road be realigned so that it junctions at right angles with Forest Hill Road.

6.4 Junction Sight Distances

The proposed subdivision development will not result in any new junctions along existing roads. Therefore, there are no locations requiring assessment of intersection sight distances.

The one location that was examined in detail was the Richardsons Road/Forest Hill Road junction.

Sight distances along Forest Hill Road are:

- more than 200m to/from the west, provided vegetation along the fence line is kept low; and
- around 130m to the east, provided vegetation on the inside of the bend, seen in Photograph 6.1, is kept near ground level (less than 0.5m).



Photograph 6.1: View to east along Forest Hill Road from Richardsons Road

These sight distances are more than sufficient for the speed environment. The approach speed of vehicles from the east has been estimated at around 55km/h from test runs in a car, requiring a sight distance of 110m based on current Austroads guidelines.

6.5 Design of Internal Subdivisional Roads and Junctions

Consideration has been given to the proposed design of the subdivision layout and subdivisional roads.

There are no particular concerns with the proposed layout of the roads and lots within the subdivision.

The two new internal junctions are proposed as right angled junctions in locations where sight distances will be sufficient for expected approach speeds. They will not require any regulatory controls.

It is expected the northward extension of Richardsons Road, up to just before the first new internal junction will be to the same construction standard as detailed above, a sealed width of 6.0m with 0.5m gravel shoulders (Code S4) as indicated on drawing TSD-R02-v1.

Beyond this to Bayview Road, the subdivisional road should be constructed with kerb and gutter both sides and a footpath along one side, preferably the eastern side.

Having regard to the width of seal to the south (6.0m) and the width of the existing southern end of Bayview Road at 7.9m, plus the fact that this road will carry well less than 1,000 vehicles/day, a width between kerb faces of 7.4m is recommended (for a traffic flow of around 1 vehicle/minute).

It is recommended the second subdivisional road also be constructed to this same standard.

7. SUMMARY AND RECOMMENDATIONS

An application to the Tasmanian Planning Commission will propose the rezoning and subdivision of land that lies along the northern side of Richardsons Road and to the south of Bayview Road to create 154 residential lots.

The roads of relevance are Richardsons Road and Forest Hill Road in Sandford and Bayview Road in Lauderdale.

Richardsons Road is a 740m long gravel road which junctions with Forest Hill Road while Forest Hill Road is a local access road for this part of Sandford. It is a sealed road from around 800m to the east of Richardsons Road through to the South Arm Secondary Road junction, which is around 490m to the northwest of Richardsons Road.

Bayview Road is a 2.0km long residential collector road length from its junction with South Arm Secondary Road to its southern end.

The speed limit along these roads is 50km/h.

The average weekday traffic volume along the South Arm Secondary Road in this area was 7,728 vehicles/day in June 2019.

Older survey data from Council indicates the average weekday traffic volume in 2010 was 1,414 vehicles/day on Bayview Road and 326 vehicles/day on Forest Hill Road, both just east of South Arm Secondary Road

Advice has been received that over the five and a quarter year period since January 2015, there have been no reported crashes along Forest Hill Road, Richardsons Road and Bayview Drive and three crashes along Bayview Road. Two of these crashes were at the South Arm Secondary Road junction.

Overall, the crash record is not of concern.

The total traffic generation from dwelling development on 154 residential lots will be around 1,312 vehicles/day. This will result in:

- around 716 vehicles/day and around 72 vehicles/hour during the morning and afternoon peak hours using Richardsons Road;
- around 596 vehicles/day and around 60 vehicles/hour during the morning and afternoon peak hours using Bayview Road.

It has been determined that by Year 2030 this will result in:

- around 1,200 vehicles/day at the western end of Forest Hill Road;
- around 740 vehicles/day at the western end of Richardsons Road; and
- around 2,300 vehicles/day at the western end of Bayview Road.

These traffic volumes will not create any operational issues along each of the three roads including junctions along Forest Hill Road, Richardsons Road and Bayview Road.

A SIDRA analysis of the future traffic conflicts at the Forest Hill Road/South Arm Secondary Road junction has found traffic will continue to operate at an acceptable level of service beyond Year 2030 during both peak hour traffic periods and at the Bayview Road/South Arm Secondary Road junction during the afternoon peak hour.

Traffic at the Bayview Road/South Arm Secondary Road junction during the morning peak hour in Year 2030 will operate at a level of service F. DSG will need to plan for the upgrading of the traffic management at this junction with the installation of a roundabout at some stage before Year 2030.

Based on the analysis of future traffic conflicts at the Forest Hill Road/South Arm Secondary Road junction and the Bayview Road/South Arm Secondary Road junction, the Austroads Guide indicates consideration should be given to the installation of an CHL left turn lane treatment and a BAR left hand passing treatment on South Arm Secondary Road at the Forest Hill Road junction and also the installation of an CHL left turn lane treatment on South Arm Secondary Road at the Bayview Road junction.

The current Year 2020 through and turning traffic volumes at the Forest Hill Road/South Arm Secondary Road junction and the Bayview Road/South Arm Secondary Road junction are already at levels which indicate consideration should be given to the above CHL and BAR treatments.

However, the turning traffic volumes will be much lower, even in 10 years' time with the completion and occupancy of the proposed subdivision than they currently are at the Acton Road/South Arm Secondary Road and Ringwood Road/South Arm Secondary Road junctions in Lauderdale where there is no safety concern.

Therefore, the necessity for the installation of the turn lane facilities will be many year ahead, possibly even beyond the completion and occupancy of the subdivision.

It is therefore proposed that the Department of State Growth should monitor the safety performance of South Arm Secondary Road through this area and determine when the implementation of the turn lane facilities, including the possible installation of a roundabout at some stage will be necessary.

Forest Hill Road and the existing section of Richardsons Road will need to be upgraded to a sealed width of 6.0m with 0.5m gravel shoulders (Code S4), as indicated on drawing TSD-R02-v1. The Richardsons Road approach to Forest Hill Road will also need to be realigned so that it meets Forest Hill Road at right angles.

There are no particular concerns with the proposed layout of the roads and lots within the subdivision.

The northward extension of Richardsons Road, up to just before the first new internal junction should be constructed to the same standard as detailed above, a sealed width of 6.0m with 0.5m gravel shoulders (Code S4) as indicated on drawing TSD-R02-v1.

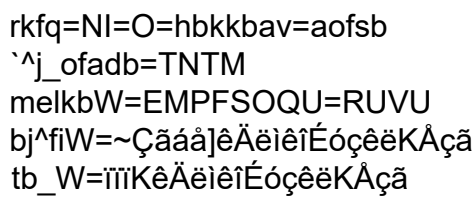
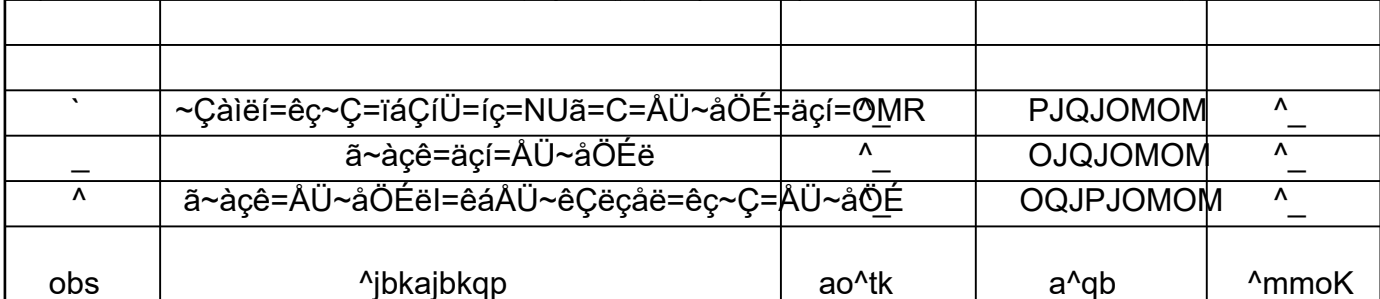
Beyond this to Bayview Road, the subdivisional road should be constructed with kerb and gutter both sides and a footpath along one side, preferably the eastern side and a width between kerb faces of 7.4m.

It is recommended the second subdivisional road also be constructed to this same standard.

Overall, with the implementation of the above recommendations, the proposed subdivision development is supported on traffic grounds.

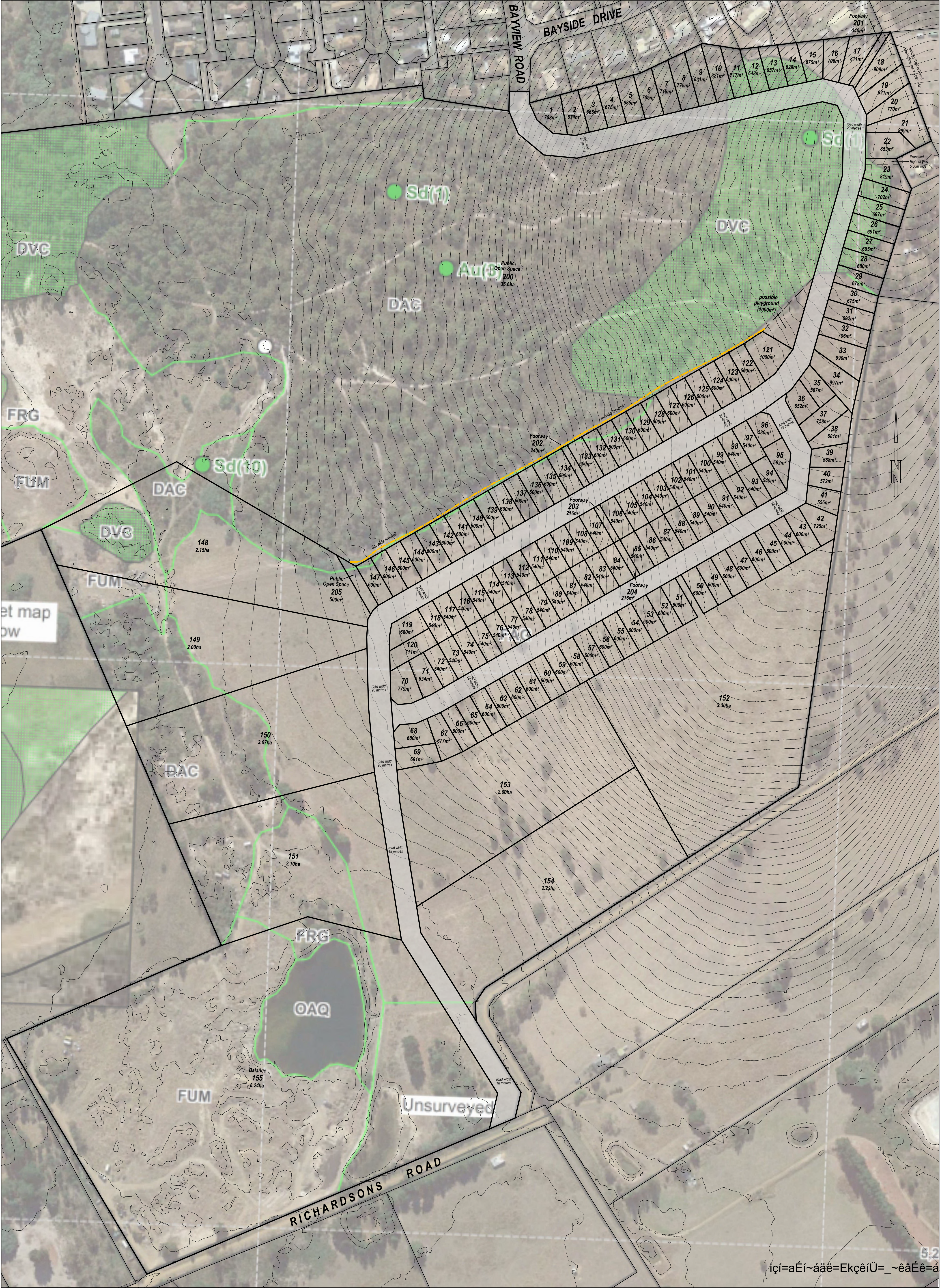
ATTACHMENT A

Drawings of proposed subdivision layout



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pÄ~âÉWNRMM=E^NfããAâë~ääió	
NWPMMM=E^PF	i^obk'b

From: Jayne Martin
Sent: Tuesday, 11 March 2025 7:40 AM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

To whom it may concern,

I wish to raise my objections to the proposed change to the urban growth boundary in all areas but particularly in Lauderdale, Clarence.

The infrastructure will not cope with the amount of traffic, children and needs of additional houses and therefore people and cars to the area.

This is not the solution to expanding Clarence. You need to look at high density living where excellent transport is easy to put in to access main commercial hubs.

Please do not change the urban growth boundary.

Warm regards

Jayne

From: Matt Brown
Sent: Tuesday, 11 March 2025 2:02 PM
To: State Planning Office Your Say
Subject: Urban Growth Boundary Update - Clarence

Dear State Planning Office,

I am writing in support of your recent announcement to extend the urban growth boundary at the Northern end of Pass rd as shown in the diagram below, also attached is a masterplan for the development of the corner of pass rd.

Our development company owns the 3 titles being 471 Cambridge rd, 540 Pass rd and 528 Pass rd at the corner of Pass Rd for which we have a rezoning and subdivision application currently being assessed by Council and hope to have their support for an approval in the coming months.

Our proposal attached below incorporates a large 5000m2 regional area park as well as some much needed stormwater infrastructure to assist in alleviating downstream flood events so is a very positive outcome for all parties involved plus it will provide approximately 112 new dwellings which would be a range of housing types at higher densities if approved by Council.

We initially identified this site back in 2012 for residential development and have been working and lobbying to have it rezoned for the past 13 years and in recent times have received support for our proposal with Council.

There has been a group called the Northern Pass rd Landowners association formed by a number of residents to the south of our lots with a view to at least having their lots rezoned for subdivision down to a minimum of 1Ha lots which makes a lot of sense and would create additional lots quickly and easily with many also supportive of a move to full residential zoning whilst acknowledging this could take a long time to be fully developed it appears logical.

We would seek your support in making the proposed change to the urban growth boundary and even for it to be extended further and connect up with the extension proposed at the southern end of Pass rd as it's clearly inevitable that Pass rd will become a major thoroughfare in years to come with many residents at the recently developed Glebe Hill area now already using it.

During our discussions with Council and State Growth the possibility of future connections onto the Tasman Highway have been proposed and I think it actually makes more sense to expedite the development of Pass rd as another major connector road through to the Southarm Highway prior to commencing the Mornington Round-about redevelopment as it would give an alternate route for traffic to use during construction and also reduce future congestion.

We think this is a logical extension of the urban growth boundary in a location where services can be provided on the fringe of existing zoning, in a popular location where people want to live with good access to the Tasman Highway into the city and seek your support.

4.2.3 Area 3

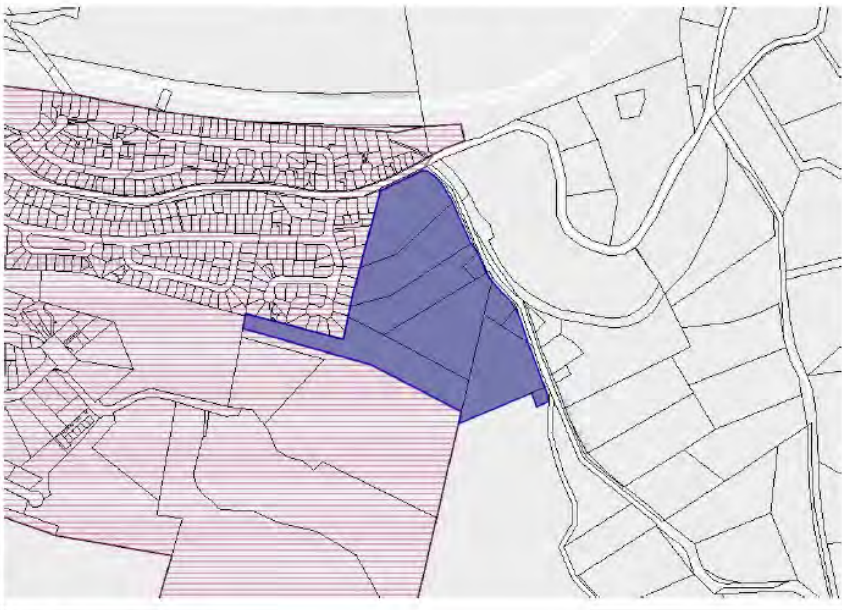
Municipal Area	Clarence
Reference	Pass Road (North), Rokeby
Current Zoning	11.0 Rural Living (Zone B) 19.0 General Industrial 29.0 Open Space
Current Use	Residential, Storage & Vacant Land
Approximate Total Land Area	13.7 ha
Approximate Maximum Dwelling Yield	243
Comments	Identified through dialogue with council officers
	

Table 7. Clarence – Area 3.



Kind regards,

Matt Brown

Property Management & Investment

From: Matt Brown
Sent: Tuesday, 11 March 2025 1:00 PM
To: State Planning Office Your Say
Subject: Urban Growth Boundary Update - Kingston
Attachments: Planning Application Sewer.pdf; GM consent - 10 Kingston View Drive, Kingston, TAS.pdf; 240715CS - DA1.pdf; FW: Question on notice for the Council Meeting - Summerlea's road and Kingston View drive traffic congestion.; 2024 KCC LPS Review.pdf

Importance: High

Dear State Planning Office,

Please find attached previous information submitted to Kingborough Council for a logical extension of the existing urban Growth Boundary at Kingston adjacent to the recently announced High Performance centres for AFL and Jack Jumpers, Kingston High School and Sporting precinct.

This has been a high growth area and the demand will continue and given services are available and it has clearly been planned to be extended this would be an easy way to provide additional housing and I urge you to include it in your review of the urban growth boundary.

Kind regards,

Matt Brown

Property Management & Investment

From: Matt Brown
Sent: Monday, 9 December 2024 10:36 AM
To: kc@kingborough.tas.gov.au
Subject: Representation regarding the Kingborough Draft Local Provisions Schedule (LPS)
Importance: High

Dear KCC,

Please find attached my representation regarding the Kingborough Draft Local Provisions Schedule (LPS) and supporting documents.

Kind regards,

Matt Brown

Property Management & Investment

Application for | Planning Permit for Development / Use

Under the 'Land Use Planning and Approvals Act 1993' (LUPAA)

Proposal:

Provide details of the proposed development and use. If there is not enough writing space, please provide an additional page with the application.

Extension of Sewer main through council land to connect with 87 Kingston View Drive

Subject Site:

If the proposal includes more than one site, or works over another property, details for both must be included.

Address: 87 Kingston View Drive & 10 Kingston View Drive

Suburb/Town: Kingston

Postcode: 7050

Certificate of Title No: 138869/1 & 164078/2

Current Use of Site:

Dwelling

Estimated Cost of Proposal:

\$ 30,000

Floor area:

Existing:	NA	m ²
Additional:	NA	m ²

Owner/s:

As per the current Certificate of Title.

87 Kingston View Drive (128869/1) BRG Tas Pty Ltd. 10 Kingston View Drive (164078/2) Kingborough Council

Applicant:

If the applicant is not the owner, the applicant must notify the owner that this application is being made.

Name: BRG Tas Pty Ltd

Email*: peter@propertytas.com

Address: 5A Victoria Esplanade

Suburb/Town: Bellerive

Postcode: 7018

Phone: 0418 450 051 (Peter Geale)



*CONSENT TO EMAIL ONLY

In accordance with the Electronic Transactions Act 2000, I consent to information being given by electronic communication ONLY to the nominated email address above.

Signature of Council and/or Crown consent (if applicable):



If you are uncertain if this section applies, please see 'Requirements for Submitting this Application' on page 3 for further information.

If you have spoken to a Council Officer, please provide their name:



Krutika Choudhary & David Rosen

If you are unclear on any aspect of your application, please contact our Planning Department for advice or to arrange an appointment.

Kingborough Council

 Civic Centre, 15 Channel Highway, Kingston TAS 7050
 (03) 6211 8200

 kc@kingborough.tas.gov.au

 Locked Bag 1, Kingston TAS 7050
 www.kingborough.tas.gov.au

DECLARATION *Please read this page carefully, then sign and date at the bottom once complete.*

▪ **Restrictions, Easements or Covenants**

I have read the Certificate of Title and the Schedule of Easements for the subject site and am satisfied that this application is not prevented by any restrictions, easements or covenants.

▪ **Access to Subject Site by Council Officers**

I give permission, by or on behalf of the Applicant, for Council Officers to enter the subject site for the purpose of assessment of this application.

▪ **Copyright of Application and Materials**

I declare that I have obtained all copy licenses and permissions from the copyright owner for the publication, communication, and reproduction of this application and any and all materials provided with or as part of the application for the purposes of managing, assessing, advising on and determining the application.

In direct reference to this application and any and all information, reports, plans and materials provided with or as part of the application, I authorise the Council to:

- Make these documents available in electronic format on the Council's website and in hard copy at the Council's office;
- Make copies of these documents which are, in the Council's opinion, necessary to facilitate consideration of the application; and
- Publish and reproduce these documents in Council Meeting agendas for representors, referral agencies and other persons interested in the application.

I indemnify the Council for any claim or action taken against them for breach of copyright in respect of this application and any and all information, reports, plans and materials provided with or as part of the application.

▪ **Notification of Application to Owner**

In accordance with Section 52(1) of LUPAA, I declare that I have notified the Owner of my intention to make this application. Where the subject site is managed or owned by either the Council or the Crown, their consent is attached.

▪ **I declare that the information provided in this application is true and correct.**

Applicant's Signature:

Date:

02/12/2024

Electronic applications are encouraged – please email to development@kingborough.tas.gov.au

Please see the following 'Requirements for Submitting this Application'

Privacy Statement

The completion of this form may require the disclosure of personal information. The intended recipients of this information are officers of the Kingborough Council to advance the purposes of this form and to carry out Council business. The *Personal Information Protection Act 2004* and Council's Privacy Policy regulate the use of this information, which will not be disclosed to any other party, except with your permission or if required or authorised by law. You may make application to access or amend personal information held by Council by contacting Customer Service. Should you not provide the information sought, Council will not be able to process this form.

Date: 10 September 2024

Our Ref: PID: 3202222

BRG Tas Pty Ltd

By email:

Dear Mr Geale,

General Manager's Consent - 10 Kingston View Drive, Kingston, TAS 7050

In accordance with section 52(1B) of the *Land Use Planning and Approvals Act 1993* (TAS), the Chief Executive Officer, being the General Manager as appointed by the Kingborough Council pursuant to section 61 of the *Local Government Act 1993* (TAS), grants permission for the lodgement of a development application with the Kingborough Council to undertake works on Council land consisting of extending the TasWater's sewer main through to the boundary at No. 87 Kingston View Drive.

The consent is only provided for the lodgement of a development/use application and this letter does not constitute an approval to undertake any development.

It will be necessary to obtain planning approval for the proposed development and the applicant will be required to obtain separate consent from the Council before commencing the development works.

Yours sincerely

DAVE STEWART

CHIEF EXECUTIVE OFFICER

being the General Manager as appointed by the
Kingborough Council pursuant to Section 61
of the *Local Government Act 1993* (TAS)

Planning Permit Application for Development/Use

Lodgement Date:	Property Id No:
Application No:	Zoning:

Proposal:

Provide details of both proposed works and use. If there is inadequate space, please provide an additional page with the application.

The proposal involves seeking Kingborough Council's permission as landowners of CT 164078/2 to extend the sewer main that finished on this land through to 87 Kingston View Drive (CT 138869/1) in order to allow us and other land owners on Kingston View Drive to connect to the sewer.

Subject Site:

If your development includes more than one site, or works over another property you must include details of both.

Address: 87 Kingston View Drive & 10 Kingston View Drive

Suburb/Town: Kingston

Postcode: 7050

Certificate of Title No: 138869/1 &

Lot No: 164078/2

Applicant:

If the applicant is not the owner, it is the responsibility of the applicant to notify the owner that the application is being made.

Name: BRG Tas Pty Ltd

Postal Address: 5A Victoria Esplanade

Suburb/Town: Bellerive

Postcode: 7018

Telephone:

Email: |

Current Owners:

If the current owner is different to what is shown on the title being submitted, then an updated title should be provided.

164078/2 - Kingborough Council
138869/1 - BRG Tas Pty Ltd

Estimated Cost of Development:

\$30,000

Footprint:

Existing: NA

New: NA

Current Use of Site:

Kingborough Sports Centre - Vacant Land

Signature on behalf of the Crown or Council if the proposal involves land administered or owned by the Crown or Council:

If you have had discussions with a Council Officer, please provide their name:

Krutika Choudhary

Privacy Statement

The personal information requested is personal information for the purposes of the Personal Information Protection Act 2004 ('the Act') and will be managed in accordance with the Act. The personal information is being collected by Kingborough Council (the 'Council') for the purposes of managing, assessing, advising on and determining the relevant application in accordance with the Land Use Planning and Approvals Act 1993 and other related purposes. The personal information may also be used for the purpose of data collection.

The intended recipients of the personal information are Council officers, agents of the Council and/or data service providers and contractors engaged by the Council from time to time. The information may also be made publicly available on Council's website and available for any person to inspect in accordance with section 57 of the Land Use Planning and Approvals Act 1993. The supply of this information is voluntary. However, if you cannot provide or do not wish to provide the information sought, the Council will be unable to accept and/or process your application.

Declaration:

- I have read the Certificate of Title and Schedule of Easements for the land and I am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I provide permission by or on behalf of the applicant for Council officers to enter the site to assess the application.
- I declare I have obtained all copy licences and permission from copyright owner for the publication, communication and reproduction of the application, information, reports, plans and materials provided with or as part of the application and for the purposes of managing, assessing, advising on and determining the application. I authorise the Council to:
 - Make available the application and any and all information, reports, plans and materials provided with or as part of the application in electronic form on the Council's website and in hard copy at the Council's office;
 - Make such copies of the application and any and all information, reports, plans and materials provided with or as part of the application which are, in the Council's opinion, necessary to facilitate a consideration of the application; and
 - Publish and reproduce the application and any and all with or as part of the application in Council agendas, for representors, referral agencies and other persons interested in the application.

I indemnify the Council for any claim or action taken against the Council for breach of copyright in respect of the application and any and all information, reports, plans and materials provided with or as part of the application.

- I declare that, in accordance with Section 52(1) of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their consent is attached. Where the application is submitted under Section 43A, the owner's consent is attached.
- I agree that written communication may be provided electronically, where an email address has been provided.
- I declare that the information in this application is true and correct.

Applicant's Signature:



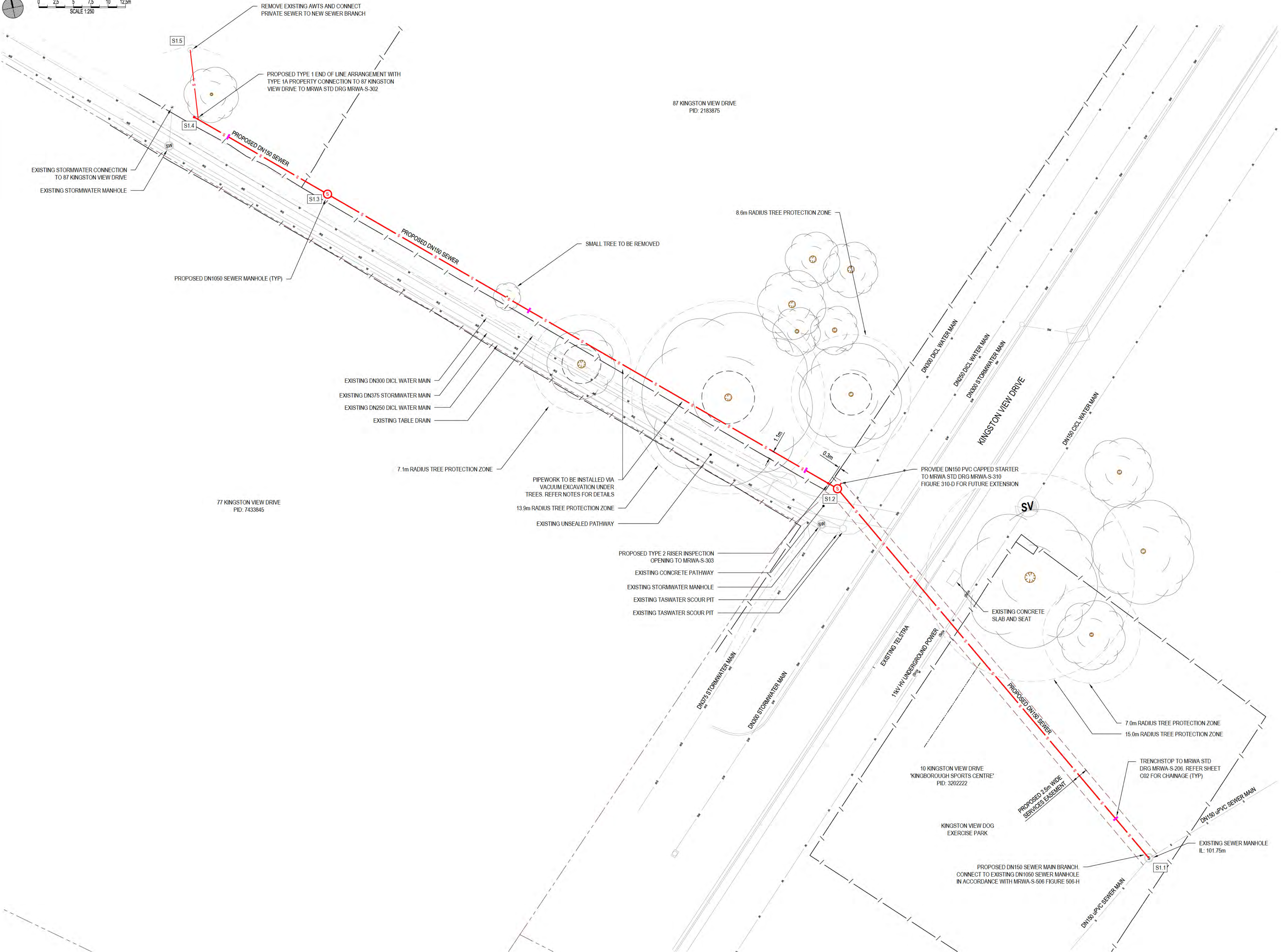
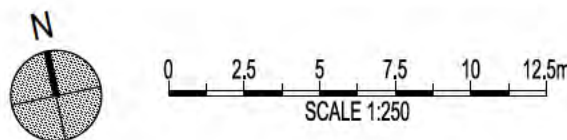
[Signature box]

Date:

23/04/2024

Electronic applications are encouraged, EMAIL to: development@kingborough.tas.gov.au

Please see attached 'Important requirements for submitting an application'.



DA107/11/2024	DEVELOPMENT APPLICATION	
P123/10/2024	PRELIMINARY ISSUE	
REV	DATE	REMARK
SAFETY IN DESIGN REPORT PER WHS REGULATIONS		
The following risks which are unique to this design have been identified:		NIL
This report does not release contributors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.		

JMC

JOHNSTONE MCGEE & GANDY PTY LTD

117 Harrington Street, Hobart TAS (03) 6331 2555
Ground Floor, 73 Palmonston Street, Launceston (03) 6334 5548
www.jmg.net.au info@jmg.net.au info@jmg.net.au

PROJECT
87 KINGSTON VIEW DRIVE
SEWER MAIN EXTENSION

TITLE
GENERAL ARRANGEMENT

Accepted JMB (Discipline Head)	Date 08/11/2024
Accepted JMB (Team Leader)	Date 08/11/2024
Approved CUM (Principal)	Date 17/11/2024

SCALES @ A1	DESIGNED BY JMB	DRAWN BY JFB
1:250	PLOT DATE	07/11/2024

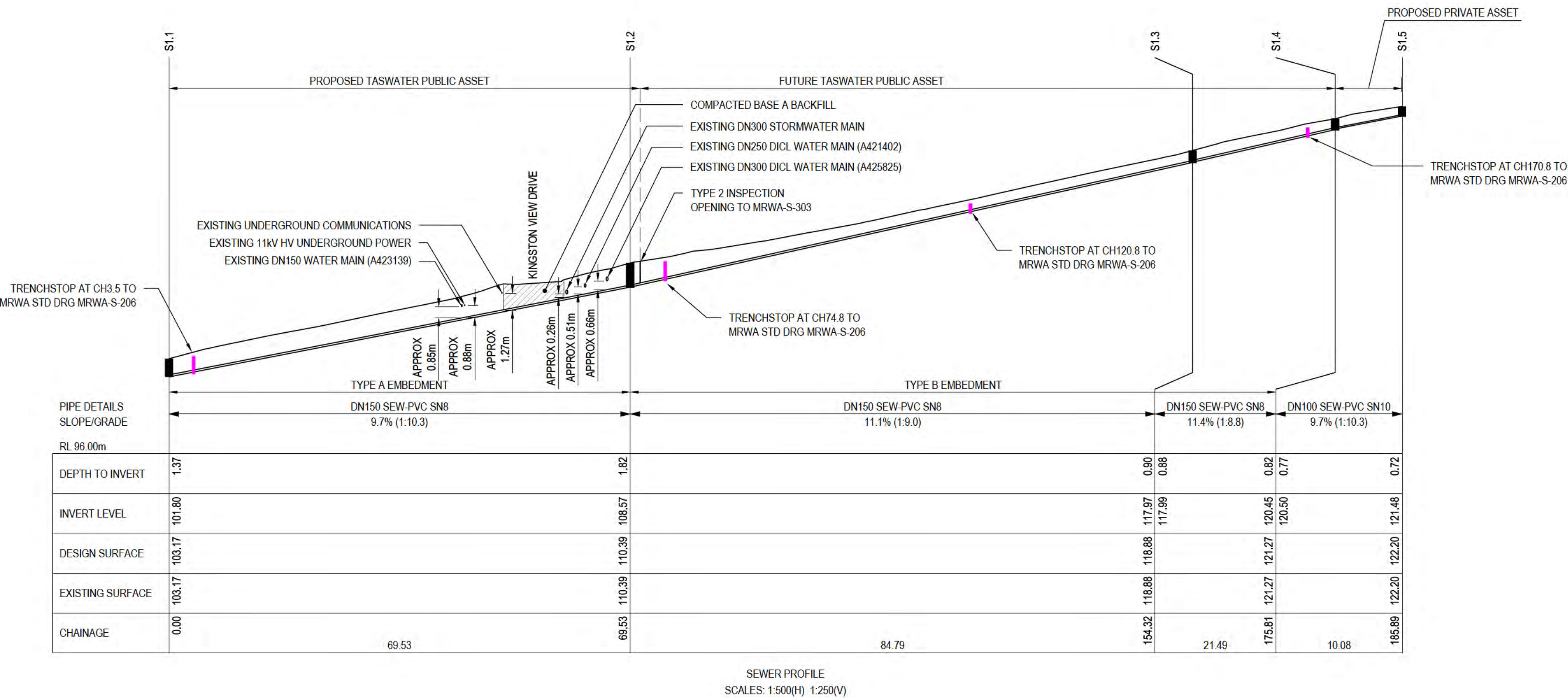
DO NOT SCALE. Use only figured dimensions. Locations of structures, fittings, services etc on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structures, fabric, fixtures, fittings, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information scaled or digitally derived from this document.

PLOT DETAILS 240715CS - PLANS.DWG

PROJECT NO. 240715CS

DWG NO. C01	REVISION DA1
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NOTE:
UNDERGROUND ASSETS HAVE BEEN LOCATED THROUGH SURFACE WANDING ONLY. CONTRACTOR TO PROVE LOCATION OF ALL UNDERGROUND ASSETS PRIOR TO CONSTRUCTION AND ADJUST GRADE TO ACHIEVE THE MINIMUM CLEARANCES PER TABLE 5.4 OF WSA 02-2014-3.1

TABLE 5.4			
CLEARANCES BETWEEN SEWERS AND OTHER UNDERGROUND SERVICES			
Utility (Existing service)	Minimum horizontal clearance mm		Minimum vertical clearance ¹ mm
	New sewer size		
	<DN 300	≥DN 300	
Sewers <DN 300	300	600	150 ² /300
Sewers ≥DN 300	600	600	300
Gas mains	300 ³	600	150 ² /300
Telecommunication conduits and cables	300 ³	600	150 ² /300
Electricity conduits and cables	500	1000	225 ² /300
Stormwater drains ⁴	300 ³	600	150 ² and 5/300 ⁵
Water mains	1000 ⁶ /600	1000 ⁶ /600	500 ⁵
Kerbs	150 ⁷	600 ⁷	N/A

GENERAL

WORK HEALTH & SAFETY NOTICE:
JMG HAVE CONSIDERED THE HAZARDS AND RISKS ASSOCIATED WITH THE CONSTRUCTION, OPERATION, MAINTENANCE AND EVENTUAL DEMOLITION OF THIS PROJECT. THERE ARE A NUMBER OF HAZARDS, AND HENCE RISKS WHICH ARE NOT UNIQUE TO THIS PROJECT WHICH NEED TO BE MANAGED DURING THESE PHASES. JMG REMIND CONSTRUCTORS, OPERATORS, MAINTAINERS AND DEMOLISHERS OF THEIR RESPONSIBILITIES UNDER WORK HEALTH & SAFETY ACTS AND REGULATIONS. THE FOLLOWING RISKS HAVE BEEN IDENTIFIED WHICH ARE UNUSUAL TO THIS PROJECT: NIL

UNLESS SPECIFIED OTHERWISE BY DOCUMENTATION SPECIFIC TO THIS PROJECT ALL DIMENSIONS, MATERIALS, WORKMANSHIP ETC SHALL COMPLY WITH DSG STANDARD CONTRACT DOCUMENTS AND SPECIFICATIONS (R SERIES) AND IPWEA TASMANIAN DIVISION STANDARD DRAWINGS (INCLUDING THE AUTHORITIES LISTED DEPARTURES FROM THE IPWEA STANDARD DRAWINGS) VERSION 3 ISSUED DECEMBER 2020.

ONLY THOSE SERVICES CONSPICUOUS DURING FIELD SURVEYS HAVE BEEN PLOTTED. THE LOCATION OF THESE SERVICES IS APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN. THE CONTRACTOR SHALL CONFIRM ON SITE PRIOR TO THE START OF WORKS THE LOCATION OF ALL SERVICES WITH THE RELEVANT AUTHORITY.

THE CONTRACTOR MUST POTHOLE ALL EXISTING SERVICES AT PROPOSED CROSSING POINTS WITH NEW SERVICES PRIOR TO THE COMMENCEMENT OF WORKS TO DETERMINE IF THE EXISTING OR PROPOSED SERVICE WILL BE ADVERSELY AFFECTED BY CLASH OR REDUCED MINIMUM COVER. THE CONTRACTOR MUST POTHOLE EXISTING SERVICES AT ALL PROPOSED CONNECTION POINTS FOR NEW SERVICES TO CONFIRM THAT MINIMUM COVER AND OR GRADIENT FOR THE NEW SERVICE WILL BE ACHIEVED. WHERE A CONFLICT WITH AN EXISTING OR PROPOSED SERVICE IS IDENTIFIED THE CONTRACTOR SHALL SEEK DIRECTION FROM THE SUPERINTENDENT. NO CLAIM FOR VARIATION OR EXTENSION OF TIME WILL BE CONSIDERED AS A RESULT OF THE CONTRACTORS FAILURE TO UNDERTAKE THIS INVESTIGATION, AT A SUFFICIENT TIME PRIOR TO THE INSTALLATION WORKS, TO ALLOW ANY REDESIGN TO OCCUR.

PRIOR TO THE COMMENCEMENT OF SITE WORKS THE CONTRACTOR SHALL PREPARE, SUBMIT AND GAIN APPROVAL FROM THE RELEVANT COUNCIL FOR A SOIL AND WATER MANAGEMENT PLAN FOR THE CONSTRUCTION WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL REQUIRED PROTECTION MEASURES FOR THE DURATION OF THE CONTRACT AND UNTIL NEW VEGETATION IS FULLY ESTABLISHED.

ALL SITE WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE ENVIRONMENTAL CONDITIONS OF THE PLANNING PERMIT. ALL CONSTRUCTION EQUIPMENT ENTERING AND LEAVING THE SITE SHALL BE WASHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE EPA.

WORKS WITHIN TREE PROTECTION ZONES TO BE DONE IN ACCORDANCE WITH SECTION 6 OF THE ARBORICULTURAL IMPACT ASSESSMENT, NEW PRIVATE SEWER CONNECTION AND LINE, 87 KINGSTON VIEW DRIVE, KINGSTON 7050, OCTOBER 2024 BY PHILIP JACKSON - ARBORIST AND TREE MANAGEMENT SERVICES.

FOR WORKS WITHIN THE ROAD RESERVATION THE CONTRACTOR SHALL APPLY FOR AND RECEIVE A ROAD OPENING PERMIT FROM COUNCIL PRIOR TO THE COMMENCEMENT OF WORKS, THIS APPLICATION SHALL INCLUDE THE PREPARATION OF TRAFFIC AND PEDESTRIAN MANAGEMENT PLANS AS APPLICABLE.

PRIOR TO THE COMMENCEMENT OF ANY TASWATER INFRASTRUCTURE WORKS, THE CONTRACTOR SHALL APPLY TO TASWATER, AND RECEIVE A PERMIT TO CONSTRUCT TASWATER INFRASTRUCTURE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL PEDESTRIAN AND TRAFFIC MANAGEMENT DEVICES TO COMPLY WITH AS1742 FOR THE DURATION OF THE WORKS.

REINSTATE ALL TRENCHES IN ACCORDANCE WITH IPWEA STD DRG TSD-G01.V3. FOR CONCRETE FOOTPATHS REMOVE AND REPLACE ENTIRE BAYS AND REINSTATE IN ACCORDANCE WITH IPWEA STD DRG TSD-R11.V3. REINSTATE ALL KERB AND CHANNEL TO MATCH EXISTING. THE INTO EXISTING WITH 2 R10 DOWELS 300 LONG.

THE CONTRACTOR SHALL PREPARE IN ELECTRONIC (DWG) FORMAT "AS CONSTRUCTED" DRAWINGS TO THE SATISFACTION OF JMG, COUNCIL, MUNICIPAL ENGINEER AND/OR TASWATER SHOWING THE AS INSTALLED LOCATION OF ALL ABOVE AND BELOW GROUND WORKS. CONFIRMATION OF APPROVAL FROM THE RELEVANT AUTHORITIES, OF THE COMPLETED DRAWINGS SHALL BE SUBMITTED TO THE SUPERINTENDENT PRIOR TO THE ISSUING OF THE CERTIFICATE OF PRACTICAL COMPLETION.

ALL SEWER PIPEWORK PROFILE LEVELS ARE TO THE PIPE INVERT LEVEL. ALLOW ADDITIONAL TRENCHING DEPTH FOR BEDDING AS INDICATED ON THE TYPICAL DETAILS.

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL CONDITIONS OF THE PLANNING PERMIT, A COPY OF WHICH MUST BE KEPT ON SITE.

PROPRIETARY PRODUCTS ARE TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.

SEWER RETICULATION - TASWATER

ALL WORKS ARE TO BE TO TASWATER APPROVAL IN ACCORDANCE WITH THE WATER SERVICES ASSOCIATION OF AUSTRALIA (MELBOURNE RETAIL WATER AGENCIES EDITION) GRAVITY SEWERAGE CODE WSA 02-2014 VERSION 2.0 INCLUDING STANDARD DRAWINGS REFERENCED THEREIN AND TASWATER'S SUPPLEMENT TO THIS CODE. THE CONTRACTOR SHALL MAKE APPLICATION TO TASWATER FOR APPROVAL TO UNDERTAKE WORKS, ARRANGE FOR INSPECTIONS, CO-ORDINATE WORKS REQUIRED TO BE UNDERTAKEN BY THE AUTHORITY AND PAY ALL COSTS.

ALL SEWER PIPES TO BE:
DN150 SEWER MAINS TO BE uPVC SCJ CLASS SN8 (UNO).

FOR PIPE GRADES <= 10%, PIPE EMBEDMENT MATERIAL TO BE ITEM 'c' 7mm CLEAN AGGREGATE (UNO). FOR GRADES OF >10% TO 30% EMBEDMENT MATERIAL TO BE ITEM 't', COMPACTED 3% CEMENT STABILISED 20mm FCR (BASE A OR CLASS 3 FCR). REFER TABLE 202-B ON STD DRG MRWA-S-202.

BACKFILL ALL TRENCHES WITHIN VEHICLE PAVEMENTS TO THE UNDERSIDE OF THE PAVEMENT LAYER FULL DEPTH WITH BASE A 20mm FINE CRUSHED ROCK CONSOLIDATED IN MAXIMUM 150mm LAYERS TO 98% MODIFIED COMPACTION.

WHEREIN PROPOSED EMBANKMENT CONSTRUCTION, TRENCHING AND EXCAVATION FOR ALL PROPOSED TASWATER PIPEWORK INFRASTRUCTURE SHALL BE UNDERTAKEN POST EMBANKMENT CONSTRUCTION.

INSTALL CONCRETE BULKHEADS IN ACCORDANCE WITH STD. DRG. MRWA-S-206 TO ALL PIPEWORK WITH GRADES GREATER THAN 10% IN ACCORDANCE WITH THE SPACING REQUIREMENTS OF STD DRG MRWA-S-206.

MANHOLES TO BE DN1050 PRECAST (UNO) CONSTRUCTED IN ACCORDANCE WITH STD DRG. MRWA-S-307, 308, 309, 310, 311 & 313. 1302-V AND ALL OTHER REFERENCED DRAWINGS. STEP IRONS ARE NOT TO BE INSTALLED IN MANHOLES.

ENSURE COVERS TO ALL PITS AND MANHOLES ARE INSTALLED FLUSH WITH FINISHED SURFACE LEVEL. MANHOLES OUTSIDE OF SEALED AREAS ON GRADES EXCEEDING 14% SHALL BE INSTALLED HORIZONTALLY WITH A 1m SAFE LEVEL WORKING AREA SURROUNDING. PIT COVERS SHALL BE OF A TYPE APPROVED BY COUNCIL AND EITHER CLASS D WHERE LOCATED WITHIN ROADWAY PAVEMENTS OR CLASS B IN OTHER LOCATIONS.

ALL NEW SEWER MAINS TO BE AIR TESTED BY THE CONTRACTOR TO THE APPROVAL OF TASWATER PRIOR TO CONSTRUCTION OF MANHOLE BASES AND BACKFILLING. THE CONTRACTOR TO PROVIDE CCTV FOOTAGE AND INSPECTION REPORT FOR SEWERS IN ACCORDANCE WITH THE LATEST VERSION OF "TASWATERS REQUIREMENTS FOR SEWER CCTV CONDUIT INSPECTIONS" AT PRACTICAL COMPLETION.

CONNECTIONS TO EXISTING TASWATER INFRASTRUCTURE TO BE PERFORMED BY AN ACCREDITED TASWATER CONTRACTOR AT CONTRACTORS COST. CONTRACTOR IS RESPONSIBLE FOR CO-ORDINATION OF CONNECTION WORKS WITH TASWATER.

PROPERTY CONNECTIONS TO HAVE SURFACE INSPECTION OPENING LOCATED 1.0m INSIDE PROPERTY BOUNDARY WITH

SURFACE CAP TO STD-DRG MRWA-S-301 FIG 301-B. PROPERTY CONNECTION TO MAINS TO BE IN ACCORDANCE WITH STD-DRG MRWA-S-301, 302 & 303.

DEPTH OF INVERT OF PROPERTY CONNECTIONS TO BE <1.50m BELOW FINISHED SURFACE LEVEL OF LOTS.

NEW SEWER MANHOLES CONSTRUCTED WITHIN 2m OF NEW STORMWATER MANHOLES TO HAVE LID LEVEL HEIGHT DIFFERENCE OF <200mm.

THE CONTRACTOR SHALL ENSURE THAT SEWER MAINS INCLUDING ALL MANHOLES, BRANCHES AND PROPERTY CONNECTION LINES ARE LEFT EXPOSED UNTIL SUCH TIME AS THEY HAVE BEEN LOCATED BY THE SURVEYOR UNDERTAKING THE AS CONSTRUCTED SURVEY. THE SURVEYOR SHALL BE PROVIDED WITH AT LEAST 48hrs ADVANCE NOTICE TO ALLOW THEM TO ATTEND THE SITE. FAILURE TO DO SO MAY RESULT IN THE CONTRACTOR HAVING TO RE-EXPOSE ALL PIPEWORK TO ALLOW ACCURATE PICK UP OF THE SERVICE.

WHERE MANAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL ENSURE THE AS-CONSTRUCTED DRAWINGS, SURVEY & CONTROL AND DATA COLLECTION IS UNDERTAKEN AND PROVIDED TO TASWATER IN ACCORDANCE WITH TASWATER'S ASSET SPATIAL DATA SPECIFICATION

PRIVATE SERVICES - PLUMBING

PLUMBING WORKS AS DEFINED BY THE DIRECTOR OF BUILDING CONTROL ARE TO BE UNDERTAKEN BY A LICENSED AND ACCREDITED PLUMBING PRACTITIONER. THE ACCREDITED PLUMBING PRACTITIONER IS TO LIAISE WITH THE LOCAL AUTHORITY AND ARRANGE A START WORK NOTICE, ALL MANDATORY INSPECTIONS, TESTING AND, PRACTICAL & FINAL COMPLETION CERTIFICATES.

ALL PLUMBING WILL BE IN ACCORDANCE WITH THE TASMANIAN PLUMBING REGULATIONS, AS3500, NATIONAL CONSTRUCTION CODE (AND ALL REFERENCED STANDARDS AND GUIDEBOOKS) AND TO THE LOCAL AUTHORITY APPROVAL.

PIPEWORK LAYOUTS ARE DIAGRAMMATIC ONLY. CO-ORDINATE ALL SERVICES PRIOR TO INSTALLATION

DN100 SEWER TO BE uPVC SCJ CLASS SN8

FOLLOWING COMPLETION OF THE WORKS, FLUSH ALL PIPING SYSTEMS AND LEAVE FREE OF FOREIGN MATTER.

SURVEY CONTROL

DATE OF SURVEY: 21/10/2024
AS SUPPLIED BY ROGERSON AND BIRCH SURVEYORS.

HORIZONTAL DATUM IS GDA2020 MGA ZONE 55 PER TBM R/S IN KERB WITH COORDINATES OF
E 522909.502
N 5241931.225

VERTICAL DATUM IS AHD83 PER TBM R/S IN KERB WITH LEVEL OF 101.23m.

WHILE REASONABLE EFFORT HAS BEEN MADE TO LOCATE ALL VISIBLE ABOVE GROUND SERVICES, THERE MAY BE OTHER SERVICES THAT WERE NOT LOCATED DURING THIS SURVEY.

DA107/11/2024 DEVELOPMENT APPLICATION
P123/10/2024 PRELIMINARY ISSUE
REV DATE REMARK

SAFETY IN DESIGN REPORT PER WHS REGULATIONS

The following risks which are unique to this design have been identified:	NIL
This report does not release contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	

JMG

JOHNSTONE MCGEE & GANDY PTY LTD
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PROJECT
87 KINGSTON VIEW DRIVE
SEWER MAIN EXTENSION

TITLE
PIPE PROFILES

Accepted JMB (Discipline Head)	Date 08/11/2024
Accepted JMB (Team Leader)	Date 08/11/2024
Approved CUM (Principal)	Date 17-11-2024

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SCALES @ A1	DESIGNED BY	DRAWN BY
JMB	JFB	
AS SHOWN	PLOT DATE	07/11/2024

DO NOT SCALE. Use only figured dimensions. Locations of structures, fittings, services etc on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structures, fittings, fixtures, fittings, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information scaled or digitally derived from this document.

PLOT DETAILS 240715CS - PLANS.DWG

PROJECT NO. 240715CS

DWG NO. C02 REVISION DA1

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From:
To:
Subject: FW: Question on notice for the Council Meeting - Summerlea"s road and Kingston View drive traffic congestion.
Attachments: [Rezoning area and how to fund the road- Kingston View Drive.jpg](#)
[KCC High Performance Centre.jpg](#)
Importance: High

Hi Paula,

I was very excited to see your plans for the AFL High Performance Centre (attached) pop up on my Facebook feed this afternoon, please see attached an email below and attached plan I sent to Council via Dean almost 5 years ago, I have my fingers crossed you can make this happen for Kingborough as it makes the most sense and will have huge benefits for the community.

Could you please advise if in conjunction with the Development of the High Performance Centre will there be any consideration to construction of the link road down into Spring Farm and also to the rezoning of the residential land in Kingston View Drive as this looks very logical to me as we will need more housing to accommodate staff, athletes and visitors?

I look forward to your response and hopefully working with you to develop this area into the future as we own 2Ha of land at 87 Kingston view drive directly opposite the dog park which overlooks the twin ovals precinct.

Kind regards,

Matt Brown

Property Management & Investment

From: Matt Brown
Sent: Wednesday, February 6, 2019 10:34 AM
To: Cr.Dean Winter
Subject: RE: Question on notice for the Council Meeting - Summerlea's road and Kingston View drive traffic congestion.

Thanks Dean,

Let me know if you need me to chip in!

I own 87 Kingstonview drive and besides the safety issue which has been raised to me by my tenants whose son goes to Kingston high School I also have long term plans to try and get that area rezoned to general residential as it'll be fully serviced once Spring farm is completed.

Here's an idea for you, if Council actually created blocks on either side of the new road the sale of this land could actually fund the construction of the rd and you would be left with change to put towards the old school site development because I heard that was going to be over budget?

Cheers,

Matt Brown

Property Investment & Development

From: Cr.Dean Winter

Sent: Wednesday, 6 February 2019 10:20 AM

To: Matt Brown

Subject: Re: Question on notice for the Council Meeting - Summerlea's road and Kingston View drive traffic congestion.

Hi Matt

It's a good question. I know we're designing the road now, but it's looking like \$1 million plus so it'll be a challenge to fund in the short term. We'll do our best.

Dean

Cr Dean Winter

Mayor

Kingborough Council

On 6 Feb 2019, at 10:03 am, Matt Brown

> wrote:

Dear Councillors,

It was pleasing to see the Huon Highway and Summerlea's rd intersection upgraded however there is now another dangerous area being the intersection of Summerlea's rd and Kingstonview drive and the first section of Kingstonview drive up to the sports centre. This section of road is particularly busy during school times and it's only a matter of time before there is an accident or loss of life due to all traffic being concentrated through this intersection. I understand there are plans to connect up the other end of Kingstonview drive through the Spring Farm subdivision and given the rapid development of this development is it possible to bring forward these plans and have that section of road built as soon as possible to alleviate some of the traffic from Summerlea's rd as it could potentially half the amount of traffic onto Summerlea's rd?

Kind regards,

Matt Brown

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Area to be
considered
for rezoning

Rough location of new
road to link Kingstonview
Drive to the Channel
Highway near the new
Bunnings Roundabout

From what i understand the road was planned to run beside the cemetery but maybe plant a row of trees as a buffer and then move the road away from the cemetery to enable a row of blocks on either side of the road and sell them and there's your million bucks to build the road plus some change to put towards your development on the old school site!!!



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Photo: Jeff Ross president of the Kingborough District Cricket Club, [Clare Glade-Wright - Candidate for Franklin](#), [Cr Paula Wriedt - Kingborough Mayor](#), Michael McGregor operations manager with [Kingborough Tigers Football Club](#)



BRG TAS PTY LTD ATF BRG UNIT TRUST

Kingston, Tasmania 7051

4/12/2024

Kingborough Council,
15 Channel Highway,
Kingston, Tasmania 7050

Representation regarding the Kingborough Draft Local Provisions Schedule (LPS), and more specifically changing the zoning of 87 Kingston View Drive and neighbouring properties including 55, 57, 59, 61, 63, 65, 67, 81, 83, 85 Kingston View Drive making up an area of approximately 13Ha.

Dear Kingborough Council,

I wish to make a representation to outline some proposed changes to zoning at the above-mentioned properties and believe that this review and subsequent change to a statewide planning scheme is an excellent opportunity to make these positive changes for our municipality.

It is no secret to anyone that we are in the middle of a housing crisis which has been brought about by a lack of development which has stemmed from a lack of supply of appropriately zoned land over a long period of time. We now have a government with some ambitious housing targets that have no chance of being met without significant overarching changes being made to the supply of available land in the first instance and then also more favourable conditions for development by way of reduced red tape, more favourable borrowing conditions and reduced building and development costs.

I trust Kingborough Council and other councils will take this opportunity to make these sensible and prudent decisions to make positive changes for our municipality and society as a whole.

The 11 addresses listed above make up an area discussed below and shown in the associated diagrams that follow. This is simply a logical and natural extension of the existing residential zoning subject to the necessary services being made available and market demand for the land.

With the development of Spring farm substantially completed and now the combined developments of the AFL and Jack Jumpers High Performance Centres it seems inevitable that the link road from Kingston View Drive to Spring Farm will need to be developed, and additional housing will be required in the area. It would also be fair to assume that the road network is either currently sufficient or will be upgraded so it is sufficient given the High Performance centres have both been approved and the level of peak traffic flows that would be generated by those developments.

Services are now available and can be extended to service all the above-mentioned lots (more detail below) and it is abundantly clear that there is demand for the additional residential land and this can be quickly changed literally just with the stroke of a pen, so I ask you not why, but why not???

We need to move from a difficult, blocking & restrictive mindset to a progressive & productive one rather than come up with all the reasons why not and ask ourselves how we can make it happen.

Below is a plan showing the location of the proposed area with respect to the surrounding area.



The original area of subdivision incorporating the 11 lots identified above was clearly designed with future higher density residential subdivision in mind, given the internal access strip to 63, 65, 83 & 85 Kingston View Drive are all 9m in width which when combined would satisfy the requirement for an 18m wide future road reservation. The end of Welcome Avenue also allows for future road extension and there is a large Tasnetworks cabinet that supplies power to these lots via an existing infrastructure easement that follows the southeastern boundary of these lots which could be upgraded to supply the newly created lots by changing the zoning to general residential.

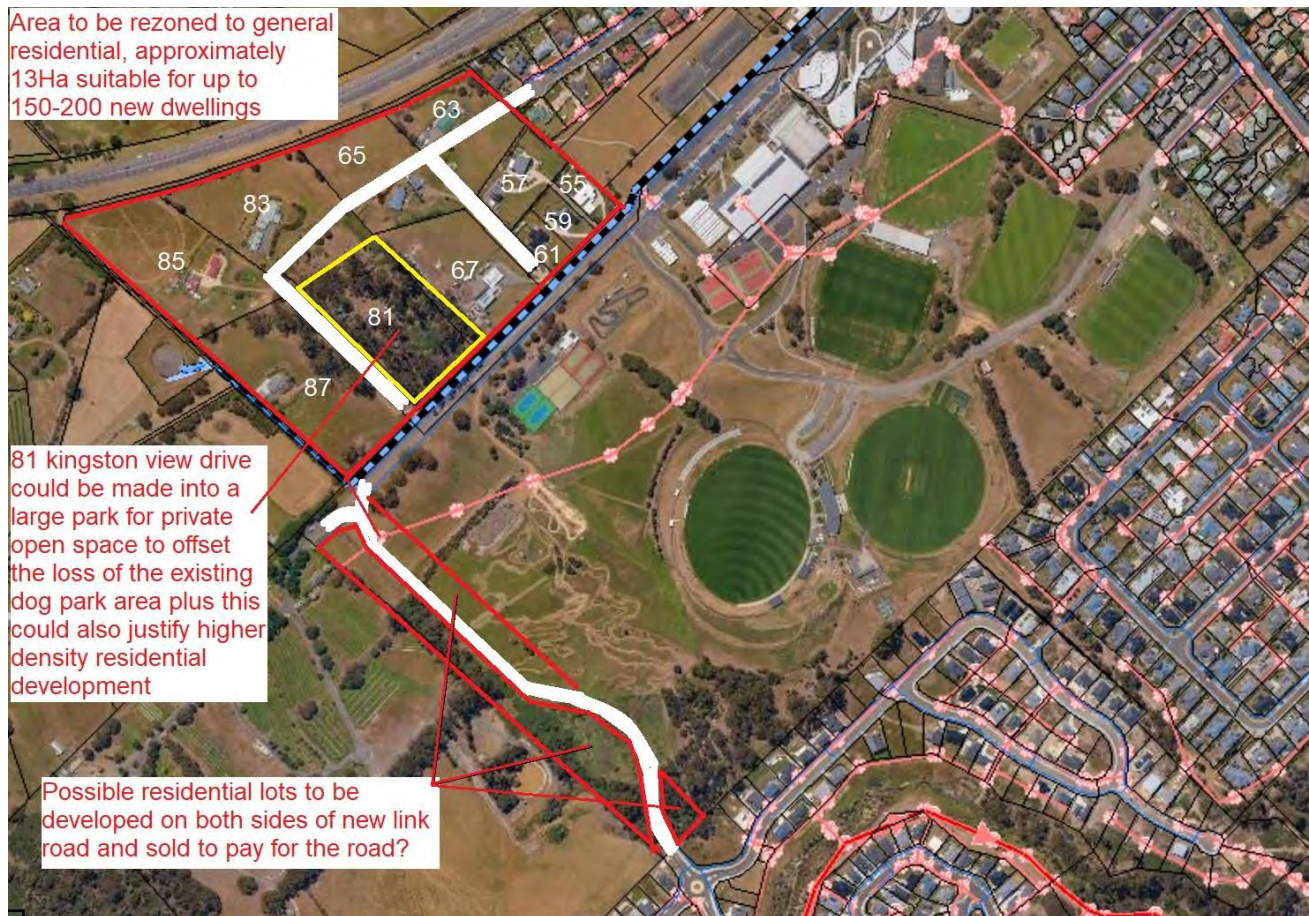
Our property at 87 Kingston View Drive appears to be the key to future development of the area as it's the lowest point, so services for sewer and stormwater will need to be connected and extended throughout our site to service the remaining properties.

Water is available to all the abovementioned lots however 63, 65, 83 and 85 Kingston View Drive are not classed as serviced by Taswater due to their elevation as there currently isn't the required pressure from the gravity fed reservoir. However an engineered solution by providing a pressurised main to service these lots at the higher elevation could easily resolve this issue, or in the passing of time another reservoir could be required or constructed at a higher elevation to the south.

There is existing stormwater infrastructure in the area, and this could be extended throughout the site as it is developed. Our property at 87 Kingston View Drive is the lowest point and already has an existing stormwater connection however this would need to be upgraded and could then be extended to our boundaries to service the adjoining lots to facilitate their future development.

There are existing sewer connections to 55, 57, 59 & 61 Kingston View Drive and with our property at 87 Kingston View Drive being the lowest point, the remaining lots could be serviced by a sewer connection to our property which could be extended to our boundaries to service the adjoining lots.

The plan below shows typical road layout for the future subdivision and the proposed location of the link road connecting Kingston View Drive into Spring Farm, noting I have suggested developing residential lots on either side to be sold which would pay for the cost of the road.



We have recently applied for and received the General Manager's consent (copy of letter attached) to lodge a development application to connect to the existing sewer main located in the council's dog park. We have also had engineering designs completed and a DA was lodged on 2/12/24 for the construction of a new sewer main to our property which is currently being assessed. (Copy attached)

As part of the design process we have ensured that the new sewer main, including all sewer infrastructure on our private property, is of a size and constructed to a standard to comply with Taswater's requirements for network infrastructure so that it is suitable to be extended to our boundaries to service the remaining lots in the future. (Copy of plan attached)

We purchased 87 Kingston View Drive in November 2015 as we had identified it as being a key site for future residential development and fast forward 9 years with your support, we now have the opportunity to realise that vision. Our plan would be to either develop the site into approximately 25 residential lots or preferably to complete a 'build to rent' development comprising 55-60 units.

Now is the ideal time to complete the rezoning as it will still take several years before the area is totally developed and built out. Our current housing crisis is nothing compared to what it will be like over the next couple of years, given the low number of approvals and the fact the building industry is currently grinding to a halt due to high development, building and interest costs.

I have been seeking some clarity regarding the link road for some time now and submitted a question on notice to council in early 2019 regarding safety concerns due to the concentration of traffic in

Kingston View Drive as it is only one way in and out and gets very busy particularly at school times. I have attached a copy of this correspondence between myself and the previous Mayor Dean Winter and the current Mayor Paula Wriedt where I had suggested the development of residential lots on either side of the new road which could be sold to fund the construction of the road as it was clear the road was required, however funding it seemed to be the issue. I trust that with the recent announcement of the AFL High Performance centre that the road will be completed in the next couple of years providing a valuable link both for a safety and traffic flow perspective.

I also note that the existing dog park area will be impacted by the road development and possibly by the AFL High Performance centre. The property at 81 Kingston View Drive has a large standing of high conservation trees and we all know how much Kingborough Council loves their trees. It is a standing joke amongst developers if you have a tree on your property forget developing, go to another municipality! Have council considered purchasing/acquiring 81 Kingston View Drive to be utilised as private open space parkland with an area that could be used for a dog park and then council could ensure the protection of these trees for eternity? The other benefit of 81 Kingston View Drive being converted into private open space parkland is that it could also justify higher residential density development of the surrounding land especially given its located close to the school and sports facilities and soon to be developed shops in Spring Farm precinct.

In summary, basically that is all I have to say regarding our representation for rezoning of our land and the surrounding lots at Kingston View Drive, having reviewed the purpose of the general residential zone it clearly meets all the criteria.

2.2.1 Clause 8.0 General Residential Zone (GRZ)

Purpose of the General Residential Zone

- *To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*
- *To provide for the efficient utilisation of available social, transport and other service infrastructure.*
- *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.*
- *To provide for Visitor Accommodation that is compatible with residential character.*

There typically seems to be a real reluctance to rezone land, however I struggle to understand why this is the case as every market is about supply and demand and hence why housing costs are so high because supply has been restricted.

It is the developer who bears the cost and risk of completing a development, so what risk or negative outcome could there be for Council or Government if too much land is released as this risk is taken by the developer who may need to reduce prices to meet the market demand. I understand the justification that there is currently still a lot of residentially zoned land that is privately owned and suitable for development but if it is not being developed then that is not adding to the housing stock.

You have been elected by the people to serve the community so I trust you will make the right decision that is in the best interests of the majority, for society in general and for our Municipality.

Kind regards, Matt Brown – Director, BRG TAS PTY LTD

Mobile: Email:

From:
Sent: Tuesday, 11 March 2025 10:04 AM
To: State Planning Office Your Say
Subject: STRLUS - UGB proposed Update - Consultation Submission
Attachments: CCC minutes Feb 25.pdf

To: State Planning Office

**Comment on Proposed Changes to the STRLUS UGB:
Specifically: the inclusion of land at Richardson's Road, Sandford**

The following is our response to the invitation to make comment on the STRLUS Urban Growth Boundary Update – Consultation Paper, February 2025.

The proposed updates to the Urban Growth Boundary (UGB) include those recommended and supported by the Clarence City Council and others that are not supported by Council that have been proposed by private developers.

We understand the need for the release of land for housing and support changes to the UGB based on sound land use planning and strategic infrastructure development.

The proposed change to the UGB to include the Richardson's Road land is not supported by the Council (refer attached minutes of the Council's meeting on 24 February 2025) on the basis:

".... the site would create an incongruous, separated urban form, which would be difficult to effectively service and make it less liveable."

And,

"More importantly, the proposal for this area to be included in the UGB is opportunistic and not strategically justified. It does not promote consolidation of development within a contained area, rather, it encourages unrestrained urban sprawl in a southerly direction on the South Arm Peninsula. The inclusion of this parcel undermines the entire purpose of applying an UGB."

We fully support the Council's February 2025 position on the Richardson's Rd land parcel .

Residents of Lauderdale will be adversely affected by the proposed changes at 52 Richardson's Road. The community strongly objected to a previous Council decision to recommend to the Minister that the Richardson's Rd parcel be included in the UGB. This proposal was initiated by the property owners and was made against the advice of the Council's expert planners. In fact, a petition with 256 signatories was submitted to Council in March 2021 asking it to rescind its decision to make this recommendation.

Specific concerns we have with the proposed Richardsons Rd. parcel being included in the UGB include.

- Extension and increased capacity of water and sewerage infrastructure will be of significant cost that will likely be a financial burden on the community to fund through increased water and sewerage rates.
- The traffic and road infrastructure is currently inadequate to service the existing land use with significant traffic problems along Bayview Road and adjacent roads. In particularly, the junction of Bayview Road with South Arm Main Road is currently a significant congestion and safety issues due to increasing traffic volumes due to development conflicting with commercial traffic and delivery vans. These problems would be significantly exacerbated with the development of the Richardsons Rd parcel. Resolving these issues will be difficult and will be a burden on existing ratepayers.

- The junction of Seamist Court with Bayview Rd. has inadequate sight distance to the right for vehicles coming down Bayview Rd. and there have been several near misses. The traffic from the Richardsons Rd. land parcel will significantly increase the possibility of accidents at this junction.
- The Lauderdale school has already reached capacity, and the additional numbers cannot be catered for.

On the basis that it is an inappropriate extension of urban sprawl that will have a detrimental effect and will be a financial burden to the local community, it is respectfully asked that the parcel of land at Richardsons Road be excluded from any changes to the UGB>

Regards,
Phil & Chris Gee

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

Nil.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. The Minister has placed the STRLUS Urban Growth Boundary Update out for consultation for a period of six weeks ending on Friday 14 March. The advertised STRLUS Urban Growth Boundary Update is premature and not strategically justified or integrated with the current STRLUS review.

9.2. Formal endorsement of the Council submission is sought.

Attachments: 1. Clarence Submission to the STRLUS Urban Growth Boundary Update (10)

Daniel Marr

HEAD OF CITY PLANNING



City of Clarence

38 Bligh St Rosny Park
PO Box 96
Rosny Park TAS, 7018

03 6217 9500
clarence@ccc.tas.gov.au
ccc.tas.gov.au

25 February 2025

The Honourable Felix Ellis MP
Minister for Housing, Planning and Consumer Affairs
Sent via email: haveyoursay@stateplanning.tas.gov.au

Dear Minister

STRLUS Urban Growth Boundary Update

Thank you for providing the opportunity to provide comment on the proposed updates to the Urban Growth Boundary (UGB).

At its meeting of 24 February 2025, Council considered the proposed updates to the UGB and authorised this submission.

As you would be aware, the City of Clarence led the way in Tasmania in introducing a UGB through the Clarence Planning Scheme 2007. This was prior to the introduction of the Southern Tasmania Regional Land Use Strategy (STRLUS) in 2011 and prior to the interim planning schemes in 2015.

The primary reasons for the implementation of the UGB were:

- To provide certainty to developers about where urban growth should be focussed
- To provide certainty for primary producers by protecting high value agricultural land from urban encroachment
- To facilitate the protection of the natural environment from urban encroachment, and
- To increase density in urban areas, to more effectively utilise urban spaces making it more efficient to provide services, including social and physical infrastructure.

The UGB was then applied to the wider southern region when the STRLUS was declared, and associated strategies were adopted. In this context, is fundamental to note that the UGB does nothing by itself but, instead, provides a spatial designation for the application of these strategies.

The UGB was further scrutinised through the Greater Hobart Plan (adopted in August 2022) where analysis showed that the existing UGB could provide for over 34,000 additional dwellings, which is more than the anticipated demand of 30,000 dwellings over the next 25-30 years. The Greater Hobart Plan notes that Clarence provides opportunities for primarily infill, with some greenfield development, including through already identified future growth areas such as Droughty Peninsula.



The Greater Hobart Plan did not recommend any changes to the existing UGB, instead commenting that “changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.” On this basis, it is our submission that the current review of the STRLUS is the best mechanism for the necessary planning analysis required to support any change, including the review of the supporting strategies applicable to the UGB.

Additionally, according to the State of Play Report, which outlines the preliminary investigations for the review of the STRLUS, demonstrates that from an overall capacity perspective there is no need to increase the UGB. The State of Play Report identifies the need to be 27,665 more dwellings in the Southern Region by 2046, which is consistent with the Greater Hobart Plan.

Contrary to popular belief, the application of the UGB does not immediately make land available to develop. The UGB is the first of several steps to identify the land that may be suitable for urban development. All areas identified in the proposed UGB update within Clarence would be required to be rezoned to allow for urban development, as well as then requiring a subdivision permit and construction prior to the release of land to the general market. As each step in this process will require an increasingly more detailed examination of the opportunities of the land as well as constraints, it is likely that not all the land identified would necessarily result in urban development. In this context, crude calculations of potential lot yields are considered unhelpful and misleading.

In addition, inclusion of land which is highly constrained and therefore unlikely to be rezoned for urban development is similarly unwarranted and unhelpful. It is considered that any changes to the UGB at this stage should be minor in nature, strategic, logical and work to meet the articulated outcomes of the STRLUS review, including:

- To prioritise infill development and urban consolidation
- To encourage investment for urban renewal and redevelopment of underutilised parcels
- To facilitate infrastructure and services to support and protect desired development outcomes
- To promote and incentivise choice through greater diversity and affordable housing mix
- To prioritise urban consolidation to create a more walkable and accessible compact city, and
- To protect environmental values and accommodate future climate change impacts

In summary, the STRLUS is a comprehensive strategic document which uses the UGB as an integrated tool to identify the location of urban growth across the region. Breaking down changes to individual components without the benefits of the contextual discussion does not provide sound strategic planning nor provide for fair, orderly and sustainable use and development.

Accordingly, it is our primary position that undertaking changes to the UGB without completing the associated review of the STRLUS is premature and should not be considered in isolation. However, given the nature of the proposed consultation paper, we have provided specific comments regarding those areas identified in the Clarence area.



Downhams Road, Risdon Vale

The nominated area in Downhams Road, Risdon Vale (shown in Figure 1) is approximately 11.5ha, comprising:

- approximately 1.7ha is in the Open Space Zone and owned by Council
- approximately 4.1ha is in the Rural Zone, abutting the General Residential Zone
- approximately 5.2ha, made up of two parcels in the Landscape Conservation Zone, and abuts the General Residential Zone, and
- the remainder is the road reserve.

The land is currently used for open space and residential purposes. The Risdon Vale Creek runs through the north of the parcels. The lots abutting the General Residential Zone have road connections from existing subdivisions through Palm Road and Matipo Street. All parcels are serviced with reticulated water and all lots, except 33 Downhams Road (the eastern lot), are serviced with reticulated sewer.

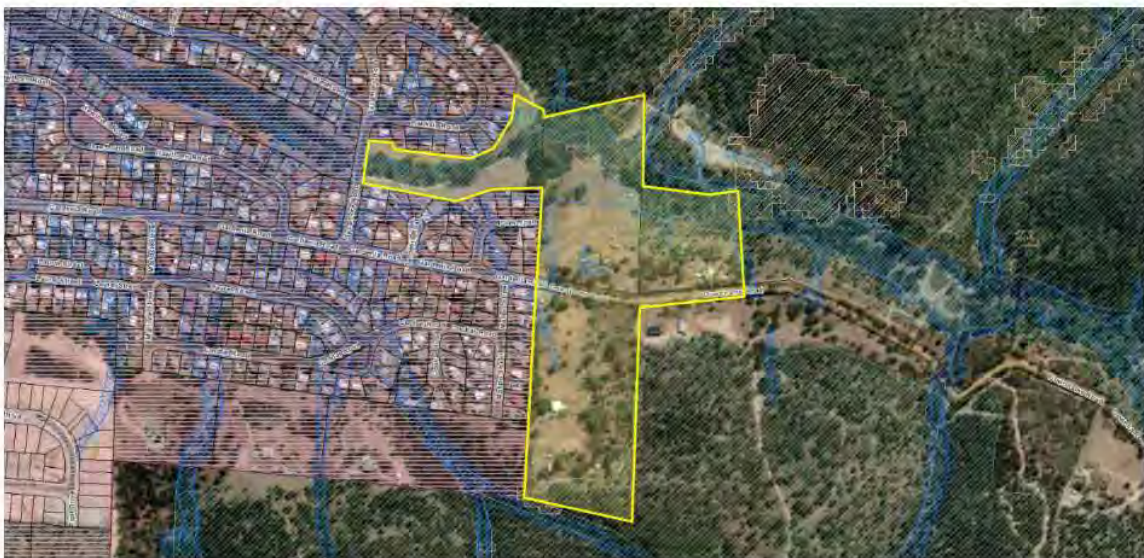


Figure 1 – Downhams Road showing existing UGB and relevant overlays

Relevant overlays are shown which are mainly concentrated to the north. In addition to the above, as with most of the identified sites in Clarence, the Bushfire Prone Area and Safeguarding of Airports Codes apply to the entire property, but are not shown in the figure for the sake of clarity.

There is a substantial area of developable land already within the UGB in Risdon Vale, and there are some development constraints on the identified land such as the Risdon Vale Creek. However, the identified parcels are considered to be a logical extension to the existing UGB and allow for the capping and completion of this section of the urban form of Risdon Vale.

The proposed change at Downhams Road is supported in principle subject to the STRLUS Review.



Sugarloaf Road, Risdon Vale

The nominated area in Sugarloaf Road, Risdon Vale (shown in Figure 2) is approximately 1.5ha. The land is currently within the Rural Zone.

The land is used for residential and business purposes. The adjoining land to the south, east and north are within the Future Urban Zone and are within the UGB. A Structure Plan is in the early stages of development for the area and constraints relating to this property are able to be considered during that process. Land adjoining the identified parcel is serviced with sewer and water, however this land is identified on LISTmap (www.thelist.tas.gov.au) as not currently serviced.



Figure 2 – Sugarloaf Road showing existing UGB and relevant overlays

There is a substantial area of developable land already within the UGB in Risdon Vale, and there are some development constraints on the identified land. However, the identified parcel is considered to be a small and logical extension to the existing UGB.

The proposed change at Sugarloaf Road is supported in principle subject to the STRLUS Review.

Pass Road (North), Mornington

The total area under consideration in Pass Road (North), Mornington (shown in Figure 3) comes to approximately 13.7ha. The area is made up of ten parcels of land, comprising:

- approximately 1.5ha is in the Open Space Zone
- approximately 8.5ha in the Rural Residential B Zone.

The land abuts the General Residential Zone to the west and north. Land to the southwest of the site is within the General Industrial Zone and houses the Mornington Park Waste Transfer Station.



Constraints of the site are capable of being considered in further detail at a later stage. All parcels are serviced with water and the land could be serviced with sewer.



Figure 3 – Pass Road (north) showing existing UGB and relevant overlays

Historically, the land was designated as 'Reserved Residential' under the Eastern Shore Planning Scheme 1963. However, based on a residential supply/demand analysis undertaken as part of the development of the Clarence Planning Scheme 2007, was considered unnecessary based on the supply of land in the area and the historical take up rate based on a planning horizon at that time. Since then, the retention of the zones through the Clarence Interim Planning Scheme 2015 and the Tasmanian Planning Scheme – Clarence has generally been an exercise of a like-for-like translation. Given that the basis of the current zone was over 17 years ago and its adjacency to the current urban form, it is considered that the extension of the UGB to the intersection of Pass Road is logical.

The proposed change at Pass Road (north) is supported in principle subject to the STRLUS Review.

Pass Road (South), Rokeby

The total area under consideration in Pass Road (South), Rokeby (shown in Figure 4) comes to approximately 176ha. The area is made up of five parcels of land, comprising:

- approximately 157.9ha is in the Rural Zone,
- 18.1ha on the far east and west of the area is in the Landscape Conservation Zone.

The land abuts the General Residential Zone to the south, the Rural Residential B Zone to the north, and Landscape Conservation Zone to the east and west. The land to the west of Pass Road is currently used as a vineyard, land to the east of Pass Road is used for residential and agricultural purposes.

All parcels are serviced with reticulated water. The area is currently outside the sewer district, however, could be connected to reticulated sewer from the south.





Figure 4 – Pass Road (south) showing existing UGB and relevant overlays

Historically, most of the land was designated as 'Reserved Residential' under the Eastern Shore Planning Scheme 1963, with a portion to the east in the Eastern Shore (Area 2) Planning Scheme 1986. This reflected the strategic intent of Pass Road to form a future residential corridor with land, at that time, extending north from Rokeby Road, being designated as a future road. Since that time, it has been considered that a new road alignment is not warranted and that Pass Road is capable of being upgraded to meet future needs.

Similar to the other land to the north, based on a residential supply/demand analysis undertaken as part of the development of the Clarence Planning Scheme 2007, the future residential designation was considered unnecessary within the planning horizon at the time, and the land was back zoned to Rural. Again, given that the basis of the current zone was over 17 years ago, its adjacency to the current urban form, and it would form the only parcel of land along Pass Road not able to be considered for residential purposes, its inclusion in the UGB is logical. However, this area is in excess of current land development requirements.

In saying this, it is considered that this also demonstrates the availability of suitable land within a contained urban area, thus providing more argument that extension to the UGB at the periphery is unwarranted.

The proposed change at Pass Road (south) is supported in principle subject to the STRLUS Review.



Acton Road, Acton Park and South Arm Road, Lauderdale

The total area under consideration at Acton Road, Acton Park and South Arm Road, Lauderdale (shown in Figure 5) comes to approximately 4.1 ha. The area is made up of two parcels of land, comprising:

- approximately 2.1 ha is in the Community Purpose Zone,
- 2 ha is in the Rural Living B Zone.

The Community Purpose Zone land is used for an Early Learning Centre, and part of the Lauderdale Primary School. The Rural Living Zone B land is used for residential purposes. The southern parcel abuts the General Business Zone to the southeast, and Rural Living Zone B to the east. The land is connected to reticulated water. The school parcel is connected to sewer along with the commercial land to the south, so potentially the southern lot could be connected.



Figure 5 - Acton Road and South Arm Road showing existing UGB and relevant overlays

The identified parcels were recommended by Council for zoning changes through the transition to the Tasmanian Planning Scheme – Clarence, however, as they were not included in the Lauderdale Structure Plan, they were not supported for changes by the Tasmanian Planning Commission. Accordingly, as part of any future zone change, the Lauderdale Structure Plan would be required to be reviewed.

The proposed changes at Acton Road and South Arm Road are supported in principle subject to the STRLUS Review.



Mannata Street, Lauderdale

The total area under consideration in Mannata Street, Lauderdale (shown in Figure 6) comes to approximately 3.7ha. The area is made up of two whole parcels and multiple partial parcels of land, comprising:

- the majority of the identified area is within the Rural Residential B Zone,
- a small portion to the northwest within the General Residential Zone.

Of the two large parcels in this area, the western parcel is used for residential purposes, and the eastern parcel is vacant. The land abuts the General Residential Zone to the north, and the Local Business Zone to the east. All parcels are serviced with water and the land can be serviced with sewer.



Figure 6 – Mannata Street showing existing UGB and relevant overlays

Importantly, this land, and the adjacent land, was considered for change through the Lauderdale Structure Plan and was not supported because it has significant constraints. Specifically, the land is low lying and the Coastal Inundation Hazard Code (medium and high hazard band) applies. In relation to overland flow and inundation, council has undertaken investigations into stormwater solutions for the area in the past and, not only have they been cost prohibitive, but require significant acquisition which council have not supported.

As part of the consideration of the introduction of the LPS in 2021, council's submission was that this area should not be considered for urban development for a number of reasons, including:

- A study has previously been undertaken to consider the feasibility of developing the area and based on the study report, the council in May 2017, resolved not to pursue the expansion of the area.
- The feasibility study was exhibited, and a significant majority of respondents were opposed to the expansion.



- It would be premature to apply the Future Urban Zone, as it has not yet been demonstrated that the land should be converted to urban land; and the land is not within the Urban Growth Boundary, and even if it was determined that the Urban Growth Boundary should be expanded, it is not accepted that the subject area would necessarily be the most suitable land within the region to service increased demand.

As mentioned above, as part of any future zone change, the Lauderdale Structure Plan would be required to be reviewed. However, it is considered that, due to the significance of the constraints on the land and the availability of other less constrained land for urban development, a change to the UGB is unwarranted.

The proposed change at Mannata Street is not supported other than aligning the UGB with the current General Residential zone.

Richardsons Road, Sandford

The total area under consideration in Richardsons Road, Sandford (shown in Figure 7) comes to approximately 72.9ha. The area is one parcel of land, comprising:

- approximately 49.6ha is in the Rural Zone,
- the remainder is the Rural Residential B Zone.



Figure 7 – Richardsons Road showing existing UGB and relevant overlays

The land abuts the General Residential Zone to the north, surrounds a Utilities Zone to the west which houses a transmitter station, and the Rural Zone to the south. The parcel could be serviced with water and sewer subject to a significant upgrade of infrastructure.

Portions of the site, as shown, are subject to overlays within the planning scheme in relation to coastal inundation, future coastal refugia, potentially contaminated land, flood-prone hazard and waterway protection, priority vegetation and landslip hazard.

While the site is heavily constrained, particularly the western portion, the southeastern portion could provide potential for development. However, this would create an incongruous, separated urban form, which would be difficult to effectively service and make it less liveable.

More importantly, the proposal for this area to be included in the UGB is opportunistic and not strategically justified. It does not promote the consolidation of development within a contained area, rather, it encourages unrestrained urban sprawl in a southerly direction on the South Arm Peninsula. The inclusion of this parcel undermines the entire purpose of applying an UGB.

The proposed change at Richardsons Road is not supported.

Conclusion

In conclusion, it is the submission of the City of Clarence that the consultation paper is premature and any changes to the UGB should be considered through the current review of the STRLUS.

However, in the context of the above statement, the nominated changes are generally supported for the reasons detailed in this submission, with the exception of Mannata Street and Richardsons Road which are not supported.

It is noted that several other small changes and corrections, provided as part of the STRLUS review, have not been nominated for consideration at this stage. Given the consultation paper relates to specific sites, it is considered that it is inappropriate to extend this discussion to other sites. It is hoped that these will be further considered as part of this general review.

Yours sincerely,

Ian Nelson

Chief Executive Officer





7 March 2025

State Planning Office
Department of State Growth
GPO Box 536
Hobart TAS 7001

By email: haveyoursay@stateplanning.tas.gov.au

**STRLUS - URBAN GROWTH BOUNDARY PROPOSED UPDATE
AREA 1 – SORELL - TASMAN HIGHWAY, SORELL**

I write on behalf the landowners of properties affected by the proposed Urban Growth Boundary updates. Our clients' titles are detailed as follows:

2582 Tasman Hwy	PID 9094378	Title Ref. 15635/1	Dwelling and outbuildings
Tasman Hwy	PID 9040705	Title Ref. 186576/1	Dwelling and resource development

Update to the UGB to include this land is supported by the landowners who are keen to see the land developed for residential purposes in the future.

Site investigations and commissioning of specialist reports have been undertaken or commissioned with a view towards applications for the land being submitted soon. These include, infrastructure, servicing, bushfire hazard, visual impacts, agricultural and planning. The landowners are also currently in discussion with TasWater regarding their long term needs.

To this end, the landowners request consideration be given to including all of the area comprised in the subject titles being included within the updated UGB. In this way, the UGB would support the longer-term extent of future development being based on the required detailed site investigations, rather than UGB boundaries dividing the land based on more high-level initial desk top reviews.

Please feel free to contact us to discuss these matters should you wish further clarification.

Yours faithfully

Jacqui Blowfield
SENIOR PLANNER
IRENEINC PLANNING & URBAN DESIGN

smithstreetstudio

ireneinc

49 Tasma St, North Hobart, TAS 7000

Tel (03) 6234 9281

Fax (03) 6231 4727

Email planning@ireneinc.com.au

Our ref: Regional Land Use Strategy
Enquiries: Lyndal Byrne, Co-ordinator Planning Services
Phone: (03) 6216 6800
Email: Lyndal.Byrne@gcc.tas.gov.au

11 March 2025

Dr A. Reid
Director
State Planning Office
spo@stateplanning.tas.gov.au

Dear Dr Reid

**SUBMISSION ON MINISTER FOR PLANNING'S PROPOSED CHANGES TO THE
URBAN GROWTH BOUNDARY STRLUS AMENDMENT**

I refer to your letter dated 3 February 2025 seeking comments on the Minister for Planning's proposed changes to the Greater Hobart Urban Growth Boundary (UGB) that would amend Map 10 of the Southern Tasmania Regional Land Use Strategy 2010 - 2035 (STRLUS).

Here is Glenorchy City Council's submission on the Minister for Planning's proposed changes to the Urban Growth Boundary, as endorsed at its meeting on 24 February 2025.

The need for these premature and ad hoc proposed extensions to the UGB has not been substantiated or demonstrated

It is noted in your letter you identify that: *the UGB facilitates a more orderly and sustainable use and development of land in Greater Hobart by helping to contain development to areas already zoned for urban purposes, or identified as being suitable for growth from an economic, environmental and liveability perspective.*

The existing STRLUS was first declared on 27 October 2011 and is now finally undergoing a comprehensive review. This review has involved the gathering of evidence from a number of sources, such as a residential demand and supply study, economic profiles and Australian Bureau of Statistics (ABS) data to understand, among other things, the causes of growth and change and to provide projections of what may occur over the next 25-30 years.

Sustainability is recognised as a key principle for shaping the region to ensure communities are sustainable, connected, and diverse and that social services and infrastructure are planned and delivered to support a growing and changing community.

Council notes that without a Developer Contributions framework in Tasmania it is imperative that expansion of the UGB is comprehensively assessed and justified so as to limit the significant infrastructure costs that further expansion of the UGB brings to the community.

The Minister's draft amendment includes a number of land parcels that have been considered appropriate to be considered through the formal consultation process under the STRLUS review, that is, allowing the community to provide feedback on these changes and for Councils to review any matters before providing the draft revised STRLUS to be considered by the Tasmanian Planning Commission and the Minister for Planning for endorsement.

However, the Minister's draft amendment also includes a number of parcels that have **not** been considered by the STRLUS working group, Steering Committee or State agencies and have **not** been assessed as part of the region's residential demand and supply study calculation. It is unclear how these additional parcels in Clarence have demonstrated they are *suitable for growth from an economic, environmental and liveability perspective*.

Further, noting that the Minister is seeking to introduce this additional land as an amendment to the STRLUS, rather than have these changed considered as part of the formal STRLUS review, no documentation addressing the requirements of SRD 2.12 has been provided – i.e.

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.

Council remains concerned with unsubstantiated expansions to the UGB that do not assess the impacts on how such an expansion affects the ability of other local government areas to achieve infill targets. We are concerned that this may significantly compromise Council's ability to achieve its obligations under the STRLUS, promote the vision of the Hobart City Deal and encourage affordable housing and urban renewal opportunities along the Northern Suburbs Transit Corridor.

As no evidence has been provided to demonstrate whether any of the proposed additional sites in Clarence can meet the SRD 2.12 requirements, or what impacts their inclusion would have on the region they are not supported as part of the Minister's amendment or for inclusion as part of the current STRLUS review (as this would result in further stalling of the review process to reassess the residential supply and demand impacts of these additional sites).

Unsubstantiated expansions to the UGB that do not assess the impacts on how such an expansion affects Glenorchy's ability to achieve infill targets. As the Clarence additions have not been assessed for their impacts at a regional scale, their inclusion in the UGB through this fast-track ad hoc process may compromise Council's ability to achieve its obligations under the STRLUS, to promote the vision of the Hobart City Deal and to encourage affordable housing and urban renewal opportunities along the Northern Suburbs Transit Corridor.

It has always been Council's view, when previously asked to comment on ad hoc requests to amend the UGB that they be considered holistically and their impacts assessed at a regional level. The sites in Brighton, Kingborough and Sorell have been identified to be considered through such a process (the current STRLUS review) giving the community opportunity to consider documentation that supports their inclusion in the UGB and to understand, at a holistic level, what impacts such expansions to the UGB would incur.

These premature and ad hoc proposed extensions to the UGB would compromise the Greater Hobart Plan adopted by the State Liberal Government in August 2022

The present State government is walking away from its own plan.

The Greater Hobart Plan found that there was more than enough land to accommodate Greater Hobart's growth (30,00 dwellings) within the existing UGB. The addition of land

for a further nearly 10,000 dwellings beyond the existing UGB is unjustifiable under the terms of that previously adopted Plan.

These premature and ad hoc proposed extensions to the UGB would compromise the prospects of infill development

The focus for housing provision within Glenorchy is primarily through infill. This seeks to maximise use of existing facilities and services whilst minimising the costs of new infrastructure to the community. For this reason, Council is not seeking an expansion to the UGB during this STRLUS review cycle.

In short, the more unrestrained fringe development is allowed, the less discipline is imposed on growth to enable in-fill development.

These changes will be to the detriment of Glenorchy's infill development.

Glenorchy City Council is strongly committed to increasing the supply of housing. As a partner to the Hobart City Deal and a member of the Greater Hobart Committee, Council is conscious of the need to provide affordable housing and urban renewal opportunities through infill development giving people the opportunity to live close to services and reducing the overall costs of infrastructure to both Council and the community, in-line with the vision of the Hobart City Deal.

These premature and ad hoc proposed extensions to the UGB would make Greater Hobart less liveable

The more a city sprawls – the less liveable it becomes, there are longer daily commutes; longer times to access essential services (schools, medical and essential services); limited access to and less reliable public transport; increased pollution and traffic. There are also negative impacts on the environment and on our health (as we must drive everywhere rather than walk and we become socially isolated); we also pay more to cover fuel and transport costs.

These premature and ad hoc proposed extensions to the UGB would impose unnecessary additional infrastructure cost at the community's expense

Importantly, building new infrastructure on the urban fringe is more expensive than through infill development. Noting that Tasmania is the only State without Developer Infrastructure Contributions, local government must pay for this additional infrastructure over its lifecycle which is ultimately paid for by the community.

Please contact me on _____ should you wish to discuss this matter further.

Yours sincerely

Tony McMullen
Chief Executive Officer

11 March, 2025



To whom it may concern,

Thank you for the opportunity to comment on the proposed update to the *Southern Tasmania Regional Land Use Strategy (STRLUS) Urban Growth Boundary (UGB)*.

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.

Despite increased housing development being the claimed purpose of the UGB expansion, YIMBY Hobart does not support the proposal for the following reasons:

- There is ample land available within the existing UGB to meet Hobart's housing needs for the foreseeable future.
- Continued development on the urban fringe imposes significant, unaccounted for costs on residents and the community more broadly.
- Expanding the UGB while the STRLUS is being updated undermines both that process and the Government's record of planning reform.
- Encouraging continued urban sprawl undermines the Government's wider policy agenda.

We expand on these points individually below.

There is ample land available within the existing Urban Growth Boundary to meet Hobart's housing needs for the foreseeable future.

Though the proposed UGB expansion has been justified on the basis it will "free up" land and "unlock thousands of new homes", the Tasmanian Government does not need to expand the UGB to free up land and unlock housing. Hobart is the least dense

Australian capital - there is significant untapped potential for infill and medium-density development in our established suburbs. While higher density apartment-style housing is best suited to areas close to activity centres, there is also plenty of capacity for townhouse developments in lower density suburbs that would compliment the character of these communities.

The changes proposed in the *Improving Residential Standards in Tasmania* document would go a long way to unlocking this soft densification in existing suburbs, and could be further strengthened to enable much greater density in existing activity centres.¹ Similarly, the Government is aware of the opportunity for large-scale infill development along the Northern Suburbs Transit Corridor, as evidenced by the release *Northern Suburbs Transit Corridor Growth Strategy*. Prioritising action on these two opportunities alone, alongside local government initiatives such as Clarence City Council's *City Heart Project*, would ensure more than enough suitable land for a range of housing types was available within the existing UGB.

Continued development on the urban fringe imposes significant, unaccounted for costs on residents and the community more broadly.

The transport choices necessitated by low-density outer-urban residential developments impose significant costs on residents that are often not captured or accounted for. Many households will need to maintain two cars to ensure access to jobs and services such as education and healthcare. Many of these services could instead be accessed through active or public transport if housing was built closer to existing activity centres. Though many households, and particularly families, will need to retain one private vehicle regardless of where they live, moving from two to one vehicles represents a halving of transport costs. Transport savings are likely to be even higher than this in reality, as work commutes are also likely to be shorter, or can be undertaken using alternative transport.

The costs of sprawl are not just borne by the residents of growth suburbs, but also by the wider community in the form of avoidable infrastructure and services spending. Examples of significant infrastructure spending that could potentially have been scaled down, delayed or avoided completely if less residential development had occurred on the urban fringe include; \$365m on the Tasman Highway upgrade, \$60+m on the Southern Outlet fifth lane, \$60m on upgrading South Arm Rd, \$75+m to upgrade the Kingston Bypass and Algona Rd roundabout. Less well accounted for again is the cost of extending basic services such as water and electricity to new developments, and the opportunity cost of sub-optimal use of existing services in existing neighbourhoods.

¹ You can read our submission on the *Improving residential standards in Tasmania* draft report at: <https://www.yimbyhobart.org/post/yimby-hobart-submission-improving-residential-standards-in-tasmania>

At the confluence of these two sets of costs are the private and public cost of congestion. Developing on the urban fringe forces more people to drive further to access jobs and services. This increased road usage generates congestion for everyone who uses the roads. This congestion costs individuals and society in the form of lost productivity, increased fuel consumption, and increased emissions and vehicle wear. BudgetDirect research from 2021 suggests Hobart has the second highest “cost of congestion” of any Australian city, at \$1,889 per driver per annum.² Decades of experience from around the world has shown that we cannot road-build our way out of this problem, we need to change the way we design our cities.

Importantly, none of these financial burdens are borne by the developers of outer-urban housing, who are essentially able to artificially lower prices by socialising many of their costs. Were the true costs of this style of development captured, alongside the overflow benefits of increased density, it would likely render any price advantage negligible.

Expanding the UGB while the STRLUS is being updated undermines both that process and the Government’s record of planning reform.

This Government can be proud of its record of planning reform, from establishing a single statewide planning scheme, to developing consistent Planning Policies to guide future updates and improvements. According to the Government’s own publications, the Regional Land-Use Strategies are the missing piece of the planning puzzle. There has therefore been understandable stakeholder and local government interest in the long-awaited update to the STRLUS.

To proceed with expanding the UGB in the middle of the STRLUS update would critically undermine the process by showing stakeholders and the public the Government has no interest in taking their views on-board. A wide range of interested parties, from NIMBYs to YIMBYs, have engaged in good faith in the update process to date.³ To make major decisions on the future of residential development in the region before this process is complete renders these contributions largely meaningless.

Recent proposals by the Government, from Development Activity Panels to limiting third party appeals are undermining its track record of sensible planning reform.⁴ YIMBY Hobart is strongly supportive of relaxing, and often removing entirely, planning requirements for residential developments in existing neighbourhoods and activity

² <https://www.budgetdirect.com.au/car-insurance/research/rush-hour-costs>

³ You can read our submission on early STRLUS consultation at:

<https://www.yimbyhobart.org/post/yimby-hobart-submission-southern-regional-land-use-strategy>

⁴ You can read our submission on the *Land Use Planning and Approvals Amendment (Development Assessment Panels) Bill 2024* consultation at:

<https://www.yimbyhobart.org/post/yimby-hobart-submission-development-assessment-panels>

centres. This fact does not mean we want a Wild West planning system, where settings change frequently, Ministers intervene in processes and workarounds are established to overcome project-specific challenges. This ad-hoc approach increases sovereign risk and dissuades out-of-state developers without established relationships with decision-makers from entering the Tasmanian market. The Government should instead focus on establishing a clear and coherent planning system that creates a level playing field and incentivises residential development in existing suburbs and activity centres.

Encouraging continued urban sprawl undermines the Government's wider policy agenda.

The Greater Hobart Plan, which sets out a 30 year vision for the city, includes a 70% infill target for new residential development. This target certainly would not have been met in recent years, with the vast bulk of residential development occurring on the urban fringe – expanding the UGB will only reinforce this trend. The Plan, developed in collaboration with local government, represents the only credible attempt in recent decades (bar the STRLUS) to guide Hobart's development in a more sustainable, efficient and liveable direction. Expanding the UGB will critically undermine both the intent and the practical delivery of the Plan, while harming any future Tasmanian Government efforts to collaborate with local government on strategic urban planning.

Similarly, the Government has released a range of strategies, policies and consultation documents in recent years that incorporate actions or goals that speak to the need to densify our cities. Examples include the *Tasmanian Housing Strategy*, the *Tasmanian Population Policy*, and the *Tasmanian Positive Sustainability Strategy*. The goals and actions set out in these documents should, ostensibly, be guiding Government policy and decision-making. Instead, the Government seems to be pulling in the opposite direction entirely with the proposed UGB expansion.

In conclusion, expanding the UGB will impose significant costs on individuals and society, undermine important planning reforms and the Government's own policy agenda, all while prime opportunities to unlock land in the existing UGB go unrealised.

Thank you again for the opportunity to provide feedback on the proposed UGB expansion.

Regards,

Lachlan Rule & Susan Wallace
YIMBY Hobart



7 March 2025

State Planning Office
Department of State Growth
GPO Box 536
Hobart TAS 7001

By email: haveyoursay@stateplanning.tas.gov.au

**STRLUS - URBAN GROWTH BOUNDARY PROPOSED UPDATE
AREA 4 – BRIGHTON - BASKERVILLE ROAD, OLD BEACH**

I write on behalf of two landowners of properties affected by the proposed Urban Growth Boundary updates. Our clients' three titles are detailed as follows:

31A Shelmore Drive	PID 3433522	Title Ref. 171249/1	Vacant land
89 Baskerville Road	PID 7721142	Title Ref. 59909/1	Previous quarry
		Title Ref. 49158/1	now rehabilitated and vacant land

This land has in the past been excluded from the UGB and zoned to reflect the area of attenuation surrounding the previous quarry which existed on the land and which has in recent years ceased with the land now having been rehabilitated.

The updated UGB in respect of the land as proposed, is supported by the landowners who are keen to see the land developed for residential purposes in the future. Some site investigations and specialist reports have been undertaken in the past as early investigations in to future rezoning of the land.

Please feel free to contact us to discuss these matters should you wish further clarification.

Yours faithfully

Jacqui Blowfield
SENIOR PLANNER
IRENEINC PLANNING & URBAN DESIGN

smithstreetstudio

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49 Tasma St, North Hobart, TAS 7000

Tel (03) 6234 9281

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Mob

Email planning@ireneinc.com.au

From: heath watson
Sent: Wednesday, 12 March 2025 9:30 PM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

Absolutely absurd changing the boundary. Infrastructure struggles as it is. It's just all for someone's greed. Say goodbye to your lovely little beach side community Lauderdale. Lauderdale beach will never be the same if this is passed .

From: Traci Salter
Sent: Wednesday, 12 March 2025 2:02 PM
To: State Planning Office Your Say
Subject: Pass Rd Urban Growth Boundary

Dear State Planning Office

I reside at Cambridge and would like to submit my support for the development of my land for future housing after the recent announcement of the urban growth boundary extension .

I have spoken to developers recently who have expressed interest in purchasing our property in the future.

Since residing at my address for 23 years I have noticed the significant increase in traffic over this time as it is currently used as an alternative route heading towards South Arm and newly developed housing accessed via Pass Rd.

Also, the need for more housing.

With the proposed housing development on the corner of Pass Rd and Cambridge Rd and the other end being Glebe Hill , with a shopping and medical centre , any further development where existing underground services to be connected are close by seems to makes sense .

Regards
Traci Salter

BASKERVILLE QUARRIES PTY LTD

**594 TEA TREE ROAD
TEA TREE TAS 7017**

ABN: 86 165 413 481

Email:

Mobile:

11th March 2025

**State Planning Officer,
Department of State Growth,
GPO BOX 536
HOBART, TAS 7001**

email: haveyoursay@stateplanning.tas.gov.au

Dear Sir/Madam,

**RE: SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY – URBAN
GROWTH BOUNDARY PROPOSED UPDATE.**

I am writing to strongly express my support for a positive outcome on the above.

**As the owner of _____, Old Beach, in the Brighton Municipality I am very
excited about the proposed changes.**

**Approximately 10% of 89 Baskerville Road was being operated as a quarry until 2020.
In 2021/22 it was completely rehabilitated and has had all Government approvals.**

**Old Beach is rapidly running out of residential building lots and my property would vastly
increase the availability of more sites. A Development Plan has already been done with
around 100 building lots.**

**As Land tax has trebled in the last 2 years and the land can't be used for any other purpose a
positive outcome would be appreciated.**

**I find it very difficult to meet these commitments from income from my small
contracting/trucking business.**

Thankyou for reading my submission. I trust it will be given favourable consideration.

**This is my personal submission. Jacqui Blowfield from Ireneine Planning and Urban Design
has presented a submission on behalf of my property and**

Yours sincerely

**Trent Nus
Sole Director
BASKERVILLE QUARRIES PTY LTD**

From: Bronwyn Sfiligoj
Sent: Wednesday, 12 March 2025 9:44 AM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

I am apposed to the Richardson Road development in Clarence. I live in Bayview Road, and have done so since Jan 2018. During this time the traffic has increased considerably and getting out of Bayview road onto the South Arm highway has become a nightmare during morning peak hour. If this development goes ahead, i do not believe it should be connected to Bayview road as that would also create a problem to existing residents being able to exit and enter their own properties. If 147 dwellings are built that's at least another 300 odd cars travelling down Bayview road or the South arm Hwy.

The local Lauderdale school does not have the capacity to accept more students, residents of our small seaside community are at risk of becoming isolated due to overcrowding of what facilities we have and traffic bottlenecks which will significantly increase travel times.

The local Drs which are due to open at the old Eastern shore Doctors rooms will not be able to offer services for all these new arrivals, many of us have already had to find drs out of the area when the previous Drs left.

Bronwyn Sfiligoj

Our Ref: 48039LM

SUBMISSION TO THE SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY URBAN GROWTH BOUNDARY UPDATE 2025

Prepared by: PDA Surveyors, Engineers and Planners

EXECUTIVE SUMMARY

This submission is presented to the Southern Tasmanian Regional Land Use Strategy (STRLUS) as part of the Urban Growth Boundary (UGB) Update 2025 consultation process. On behalf of our client, the Roman Catholic Church Trust Corporation of the Archdiocese of Hobart (the Archdiocese), we request the inclusion of land at Arthur Highway, Sorell (Folio of the Register 251707/1) within the updated UGB.

As a professional consultancy specialising in land development, PDA Surveyors, Engineers and Planners have undertaken a comprehensive assessment of the subject land. This proposal is underpinned by detailed land supply and demand analysis, development feasibility, and infrastructure readiness, aligning with state and regional planning strategies. The proposed inclusion is a logical extension of urban development in Sorell, a designated satellite growth area, and will significantly contribute to addressing housing shortages and community infrastructure needs.

1. INTRODUCTION

The rapid population growth in Sorell has intensified the need for developable residential land to meet market demands. This submission provides a development-focused justification for the subject land's inclusion in the UGB, ensuring a structured approach to urban expansion that leverages existing infrastructure, economic benefits, and sustainable planning principles.

2. STRATEGIC JUSTIFICATION FOR INCLUSION

Justification

Housing Demand	Tasmania is experiencing a housing crisis, with high demand and low supply driving affordability concerns. The Tasmanian Housing Strategy (2023-2043) highlights the urgent need for additional residential land to support projected population growth. Sorell, as a key growth corridor, requires a sustainable land supply to meet these needs.
Economic Growth	The proposed UGB expansion aligns with the Tasmanian Economic Development Strategy by unlocking investment in construction and infrastructure, creating jobs, and stimulating local business growth. The development will contribute to regional economic activity by supporting new businesses, schools, and community services.
Land Supply and Market Demand	According to the latest STRLUS land supply data, Sorell's urban land is nearing capacity, with limited greenfield opportunities remaining. The inclusion of this land ensures a stable, long-term supply of residential lots, aligning with growth projections and preventing market constraints that drive up housing costs.

Infrastructure Readiness	The site is directly accessible via the Arthur Highway and is supported by existing public transport routes, utilities, and service infrastructure. The Tasmanian Infrastructure Strategy and Greater Hobart Transport Vision emphasise the importance of extending urban areas where infrastructure capacity can accommodate growth efficiently.
Environmental Considerations	The proposed development will incorporate sustainable urban design principles, water-sensitive urban design, and green infrastructure, consistent with the Resource Management and Planning System (RMPS) objectives. The site's classification as Class 4 and 5 agricultural land ensures minimal impact on high-value agricultural activities.
Policy Alignment	The Southern Tasmania Regional Land Use Strategy (2010-2035) encourages strategic, well-planned urban growth, emphasising housing diversity, sustainable land use, and infrastructure efficiency. The proposal aligns with STRLUS Policy SRD 2.12, which supports UGB extensions that meet demand, serviceability, and environmental sustainability standards.

3. INFRASTRUCTURE AND ACCESSIBILITY

- **Transport Networks:** The site benefits from direct access to the Arthur Highway and the Sorell Bypass, improving regional connectivity.
- **Public Transport:** Existing bus services link Sorell to Greater Hobart, reducing reliance on private vehicles.
- **Utilities and Services:** The area is already connected to key water, sewer, and stormwater infrastructure, ensuring development readiness.
- **Community Infrastructure:** The proposal includes provisions for a new K-12 school, a church, and commercial services, enhancing local amenity and service availability.

4. ENVIRONMENTAL AND SUSTAINABILITY CONSIDERATIONS

- **Energy Efficiency:** Sustainable housing design standards will be applied to minimise environmental impact.
- **Water-Sensitive Urban Design:** The site's stormwater management approach aligns with best practices to prevent runoff impacts.
- **Climate Resilience:** Development planning includes bushfire risk management and flood mitigation strategies.
- **Preservation of Agricultural Land:** The site has low agricultural productivity and is best suited for residential development.

5. POLICY ALIGNMENT AND CONSISTENCY WITH REGIONAL STRATEGY

- **STRLUS Policy SRD 2.12:** This proposal meets all requirements for UGB expansion, including infrastructure capacity, residential demand, and strategic urban form.
- **Housing Supply and Affordability:** The Tasmanian Housing Strategy identifies supply constraints as a key driver of affordability issues. Expanding the UGB in Sorell ensures a diverse housing market that includes affordable and mixed-density options.
- **Urban Growth Management:** The inclusion of this land will ensure planned, contiguous development rather than fragmented urban expansion, aligning with state and regional objectives.

6. CONCLUSION

Land supply is not infinite and should be utilised for its highest purpose. Given the poor land classification of the site for farming purposes, the next highest land use purpose is for residential purposes. From a development and land supply perspective, the inclusion of the Arthur Highway site in the Urban Growth Boundary Update 2025 is essential to:

- Support planned and sustainable urban expansion in Sorell.
- Address critical housing shortages by increasing the supply of residential land.
- Maximise infrastructure efficiency by utilising existing transport and service networks.
- Drive economic development through job creation and local investment.
- Promote environmentally responsible urban design that integrates sustainability measures.

PDA Surveyors, Engineers and Planners strongly recommend this land be incorporated into the UGB to facilitate structured, strategic, and market-responsive growth in Sorell. We welcome further discussions with relevant planning authorities to advance this request.

Yours sincerely

Justine Brooks – MEnvPlg RPIA
Planning Consultant
PDA Surveyors, Engineers and Planners

From: nicki batchelor
Sent: Thursday, 13 March 2025 10:57 AM
To: State Planning Office Your Say
Subject: Southern Tasmania Regional Land Use Strategy

Dear State Planning Office

Thank you for this opportunity to make a submission regarding residential developments in the Sorell Municipality.

As a long term resident of Sorell, while I support the proposal to provide more land for residential development in this area, I would like there to be adequate consultation with our community, represented by our elected Members and local government.

Many of our services are already at capacity or are inadequate. With the building of new homes and influx of people, then our services and infrastructure need to meet the demand:

- Our doctors surgeries are already at capacity with a 4-6 week wait for an appointment
- Sorell School reaching capacity even after the recent redevelopment (this was built for the students of 2 years ago, not for future growth). The school is K to 12 with a lack of options for those going to college – existing South East Trade Training centre needs to be expanded to keep our young people in the town to then provide part time employment with the local businesses
- Police and emergency services need to be manned adequately for this municipality.
- Existing public transport is inadequate already with areas of our Municipality not having public transport service.
- Maintain green open spaces for people to enjoy the beautiful shoreline on the Arthur Highway Sorell area.

Kind regards
Nicki

Nicki Batchelor

From: stuart.tapp
Sent: Thursday, 13 March 2025 10:11 AM
To: State Planning Office Your Say
Subject: STRLUS Urban Growth Boundary

I personally don't think this is a good idea, unless we do something about a solution for the road infrastructure then its just creating more accidents and road/travel related issues. we need better transport solutions in place before we make it worse, just look at the time now if there is a accident/s to get anywhere.

From: Richard Czerniawski
Sent: Thursday, 13 March 2025 10:48 AM
To: State Planning Office Your Say
Subject: Submission in Support of the Southern Regional Land Use Strategy – Urban Growth Boundary

Dear State Planning Officer,

I am writing to express my strong support for the Southern Regional Land Use Strategy, particularly the proposed Urban Growth Boundary (UGB). This initiative is crucial for ensuring sustainable development while addressing key challenges such as housing availability, affordability, and economic growth in our region.

The establishment of a well-defined UGB will provide numerous benefits, including:

- A clear growth boundary encourages efficient land use planning, fostering investment in infrastructure, local businesses, and job creation. By directing growth strategically, we can enhance the economic vitality of our region while avoiding costly and inefficient urban sprawl.
- Our region is facing increasing demand for housing, leading to rising prices and accessibility issues. A UGB will help guide residential development in a way that supports a diverse range of housing options, ensuring adequate supply to meet population growth and improving affordability for residents.
- Uncontrolled urban sprawl can lead to high infrastructure costs. By focusing development within a defined boundary, we can ensure efficient investment in transport, utilities, and public services, reducing financial strain on local governments and taxpayers.
- A well-planned urban boundary promotes walkable, vibrant communities with access to essential amenities such as parks, schools, and public transport. This enhances quality of life for residents and creates more cohesive, sustainable neighbourhoods.

I strongly encourage the adoption and implementation of the Urban Growth Boundary as part of the Southern Regional Land Use Strategy. This forward-thinking approach will help our region manage growth responsibly, balancing economic opportunity with environmental stewardship and community well-being.


Thank you for your consideration. I appreciate the opportunity to contribute to this important discussion and look forward to seeing positive steps taken to shape the future of our region.

Sincerely,
Richard Czerniawski



Shaping a positive

Tasmania



SOUTHERN
TASMANIA
REGIONAL LAND
USE STRATEGY

13 March 2025

Mr Anthony Read
State Planning Office
Department of State Growth
GPO Box 536
Hobart TAS 7001

By email haveyoursay@stateplanning.tas.gov.au

Southern Tasmania Regional Land Use Strategy - Urban Growth Boundary proposed update

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 has led to the Southern Councils and Tasmanian Government commitment to review and update the strategy.

The STRLUS Steering Committee (the Committee) was established, by Grant Deed in 2023, to oversee the comprehensive review of the STRLUS working in partnership and collaboratively with the Southern Tasmanian Councils and State agencies and infrastructure providers to achieve the deliverables required for the review. The project is sponsored by the Tasmanian Government, the 12 Southern Councils and the Southern Tasmanian Councils Authority.

The Committee recognises the need for a well-defined urban growth boundary (UGB) to accommodate the region's growth, support the provision of a diverse range of homes, integrate land use and infrastructure and protect the natural environment. A data driven approach has informed potential UGB amendments as part of the comprehensive review project.

The Committee's overarching concern is that the proposed amendment to the urban growth boundary lacks robustness, has the potential to undermine infill targets and diverts critical planning resources away from the comprehensive review process delaying the delivery of a contemporary component of Tasmania's planning system by approximately four months. The delay places significant budgetary and resource constraints on the comprehensive review project.

Specific concerns are outlined further and include:

- The inclusion of parcels of land identified through the comprehensive review project that are still undergoing due diligence.
- Lack of clarity of the methodology and data supporting the inclusion of proposed areas.
- It is considered premature to amend the UGB.
- Lack of consideration of community feedback on the STRLUS including the UGB.

Inclusion of parcels identified through the STRLUS comprehensive process.

The STRLUS Urban Growth Boundary Update – Consultation Paper, February 2025 (Consultation Paper) includes several areas identified through the STRLUS comprehensive review process. The Committee recognises that these parcels have been identified through the comprehensive review process however it is important to note they have no level of sign off by Councils or the Tasmanian Government and the region is continuing to undertake due diligence as to the suitability of these sites for urban development. It is also important to note the yields identified in the Consultation Paper are significantly higher than those anticipated in the comprehensive review.

Methodology for the inclusion of parcels.

The comprehensive review process has developed and utilised a data driven approach to identification of amendments to the UGB. The methodology was developed by the Southern Councils, State agencies and infrastructure providers to identify areas suitable for inclusion in the UGB. The methodology includes consideration of:

- Population growth and dwelling requirements
- The ability to further the objectives of the *Land Use Planning and Approvals Act 1973*
- Consistency of the State Planning Policies
- Consistency with the draft Tasmanian Planning Policies including, but not limited to:
 - Creating an urban pattern that locates people where they have access to employment, social infrastructure and transport networks.
 - Emphasising housing diversity to support affordability and economic and social resilience.
 - Prioritising and encouraging infill development, consolidation redevelopment and intensification of under-utilised land within existing settlements.
 - Consolidation of urban uses in locations close to key and existing infrastructure and services where there is available capacity.
 - Protection of the region's natural environment.
 - Avoiding the designation of land for urban purposes in high-risk areas.
 - Supporting the region's economic advantages e.g., through the protection of agricultural land.
 - Protecting the region's rich heritage.
- State and local government strategic planning such as the Greater Hobart Plan, local planning provisions and local structure planning.

The Consultation Paper provides no detail as to the level of analysis undertaken to determine the amount of land required or the suitability of the parcels identified. The Committee is keen for the detail contained within the methodology for the identification of additional sites including an understanding of the population and dwelling data that informs such large greenfield extensions to the UGB, noting the dwelling numbers proposed appear inconsistent with the requirements identified in the State's Residential Demand and Supply Studies¹ and policy such as the Greater Hobart Plan and are likely to result in the need for significant infrastructure investment to service any proposed community.

¹ REMPLAN, Southern Tasmania Residential Demand and Supply Study: LGA Summary Report (Prepared for the Tasmanian Government's State Planning Office, 2024); REMPLAN, Southern Regional Tasmania Residential Demand and Supply Report: Demand and Supply Report (Prepared for the Tasmanian Government's State Planning Office, 2024); REMPLAN, Greater Hobart Plan Area Residential Demand and Supply Study: Addendum to the SRT RDSS (Prepared for the Tasmanian Government's State Planning Office, 2024). Reports available at shapingtasmania.com.au

The amendment of the UGB is premature and should be considered as part of the comprehensive review project.

The Committee acknowledges the need to amend the UGB from time to time indeed a mechanism, SRD 2.12, is included in the current STRLUS. SRD 2.12 allows for small and logical extensions to the UGB. The Steering Committee considers the proposed large-scale amendments of the UGB without a review of supporting regional policies as premature risking the achievement of housing density and diversity and an appropriate balance between greenfield and infill². These matters have been identified as critical for the region in the Southern Tasmania Regional Land Use Strategy State of Play Report³.

Community input as part of the comprehensive review process is considered.

The Committee undertook early consultation informed by the State of Play findings, from September 2024 to December 2024. Feedback on what is important to the Southern Tasmanian Community and should be considered by the STRLUS was sought. The Committee suggests the information received during the consultation process should be considered in the current UGB amendments. The STRLUS Phase One Consultation Report highlights the feedback gathered during this time and will be considered in drafting STRLUS 2050. Key matters raised included:

- Need for increased mechanisms to alleviate housing pressures without contributing to urban sprawl.
- The need for age-appropriate and accessible housing that aligns with the region's demographics.
- Focusing on infill development in areas with existing infrastructure, emphasising brownfield and greyfield redevelopment to make efficient use of existing infrastructure and avoiding the challenges of urban sprawl such as traffic congestion, strained public services, and environmental degradation.
- The need for better alignment between population growth and social infrastructure.

Six submissions raised specific requests for amendments to the UGB. The [Consultation Report](#) can be found on the project website. All submissions including those requesting amendments to the urban growth boundary have been forwarded to your office for consideration.

The Committee would like to request:

- A meeting with the State Planning Office to discuss:
 - the status of the parcels identified through the comprehensive review process
 - the methodology around the inclusion of the land parcels such as the ability of the Tasmanian Government to provide necessary infrastructure and services and mitigation of mitigate natural hazards, and
 - the implications for the comprehensive review project.
- The State Planning Office considers the feedback and submissions received as part of initial engagement on the comprehensive review project.

² Place Design Group, Toward Infill Housing Development. (Prepared for the Tasmanian Department of State Growth 2019), p.14, available stategrowth.tas.gov.au/_data/assets/pdf_file/0019/216172/Toward_Infill_Housing_Development.pdf; Greater Hobart Committee (2022) 30-Year Greater Hobart Plan, available greaterhobart.tas.gov.au/30-year_greater_hobart_plan; Greater Hobart Committee (2022) 30-Year Greater Hobart Plan: Strategy for Growth and Change, available greaterhobart.tas.gov.au/30-year_greater_hobart_plan

³ Southern Tasmania Regions Planning Project Southern Tasmania Regional Land Use Strategy: State of Play Report (2024), available shapingtasmania.com.au

On behalf of the Committee, I thank you for the opportunity to make a submission on the STRLUS - Urban Growth Boundary proposed update. The impacts of the proposed amendments will have serious ramifications for the joint Tasmanian Government and Southern Councils comprehensive review and our communities. We encourage consideration of our concerns and welcome the opportunity to work together to support the Southern Tasmanian region.

Yours sincerely,

Robert Higgins

Chair, STRLUS Steering Committee

obo Local Government members of the STRLUS Steering Committee

13 March 2025

State Planning Office
Department of Premier and Cabinet

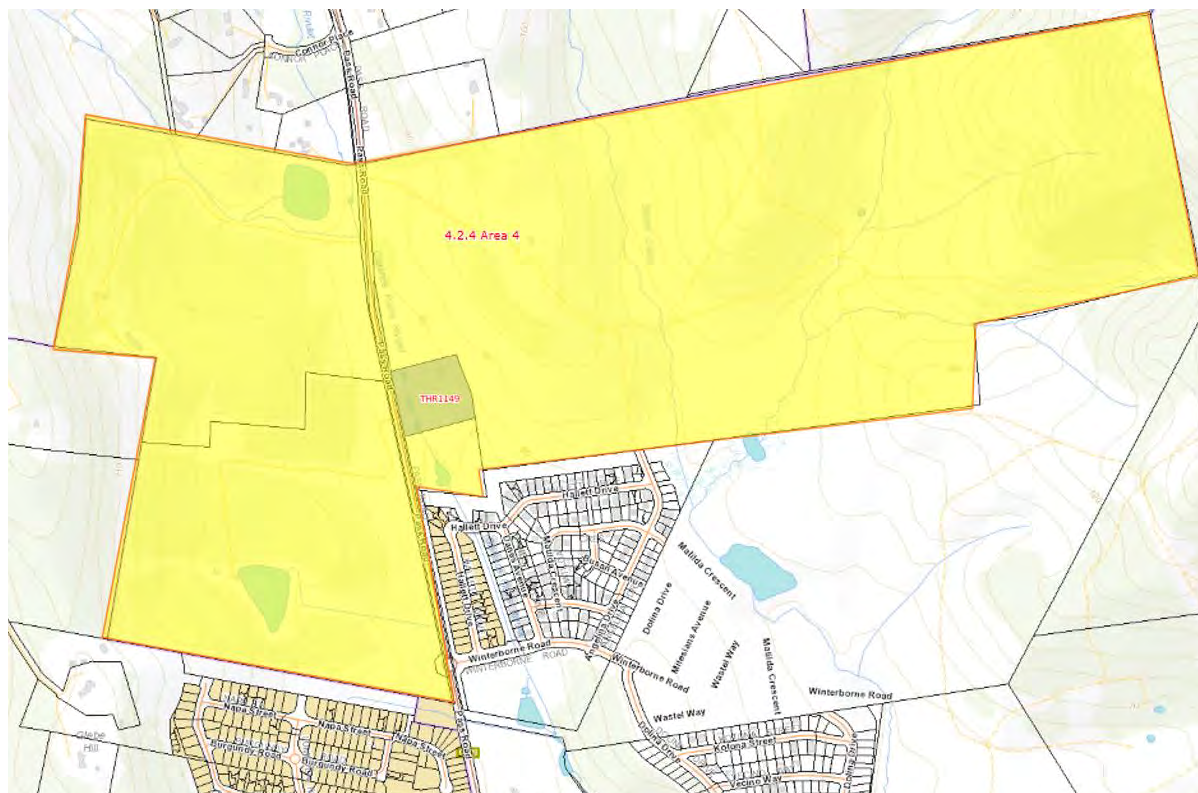
By email: StatePlanning@dpac.tas.gov.au

**RE: Southern Tasmania Regional Land Use Strategy 2010 – 2035 (STRLUS):
Consultation on proposed changes to the Urban Growth Boundary (Map 10)**

I refer to your email dated 3 February 2025 to Heritage Tasmania inviting comments on proposed changes to the Urban Growth Boundary within STRLUS. Heritage Tasmania provides the following response.

We acknowledge the requirement and benefits of reviewing the STRLUS and urban growth boundary to support the implementation of regional strategy and policies for managing residential growth within the UGB and its immediate surroundings.

We have no objection to the proposed land parcels identified within the municipalities of Brighton, Clarence, Kingborough and Sorell to be included in the urban growth area within Map 10, noting that



the proposed 4.2.4 Area 4 within Clarence City Council contains a place (THR#1149) that is listed under the Tasmanian Heritage Register.

Due to the place being a significant element of the rural landscape with farming traditions, the dwelling yield of the place may be less than other similar land parcels that are not THR places. With this in mind, we wonder if the heritage listing and rural significance has been taken into account for the dwelling yield projection? You may wish to consider whether it is appropriate to retain the place's rural characters under suitable zoning instead. Alternatively, undertaking a heritage impact assessment for higher density development at this place would provide certainty for all parties involved in future development.

Thank you for the opportunity to comment and if you require any clarification, please contact Xin Guo by email on .

Yours sincerely

Melissa Ford
Director Heritage Tasmania

From: Kira Hartland
Sent: Thursday, 13 March 2025 6:05 PM
To: State Planning Office Shared Mailbox
Subject: Southern Tasmania Regional Land Use Strategy - Urban Growth Boundary proposed update

To whom it may concern,

Please find here our points regarding the proposed land use strategy adjustments for Sorrel.

We believe that this is a worthwhile proposal and if anything is not ambitious enough.

My partner and I recently built in Primrose Sands, complete in January 2024, and we think that more land should be opened up for development in this area as well. Not just in the areas of Sorrel. We think that the areas proposed for housing and development in Sorrel should be much larger than indicated. You could double the area that is indicated for Sorrel. This could provide much needed housing for first home buyers, young families and social housing.

There are also areas around Primrose Sands, Forsett, Lewisham and Dodges Ferry that look to be ideal for further development, and in that mix, another high school, perhaps in Forsett, would provide some of the infrastructure needed to support young families moving into the area.

To support this, new areas for larger shopping centres, and other infrastructure such as parks and green space areas would be welcome.

To support this, investment in an additional emergency services hub and critical care centre would provide the related care required for community growth of this size.

So, in summary. We support the proposal but suggest that it could be doubled or more for Sorrel and in addition extended to Primrose Sands, Dodges Ferry, Lewisham and Forsett.

We really believe that it would be wise to aim big, as the area is such an attractive place for people to live.

Kind regards,
Kira and Jay