

Department of State Growth

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Derwent Valley Council
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PSA 2021-6 – rezoning to General Residential and new specific area plan Lot 1 Glebe Road, and Lot 6 Poulters Road, New Norfolk

Thank you for the opportunity to comment on the draft amendment to rezone land at New Norfolk and apply a new 'The Mills Residential Estate Specific Area Plan' (SAP). The Department of State Growth (State Growth) has the following comments.

Impacts on the road network

State Growth notes that a valid subdivision approval exists on the site and that the draft amendment intends to limit residential potential to the same number of lots as currently approved. It appears the SAP may provide for some additional lots within Area A via clause F1.6 A5 and potential for non-residential development in Area B.

Notwithstanding the existing approval and the potential provided by the SAP, any further development of the site and in the general area has the potential to impact on the efficiency of the road network. The Traffic Impact Assessment (Pitt & Sherry, 24 May 2021) recognises this by identifying the need to upgrade the Glebe Road/Lyell Highway intersection to a roundabout after the overall Mills development is complete, but prior to 2035.

State Growth's forward program does not include any future upgrades to the Lyell Highway at this location, noting that the Highway operates satisfactorily in the context of the State Road network. However, State Growth recommends Council develop a Local Area Traffic Management Plan (LATMP). A LATMP would ensure the cumulative traffic impacts are considered and allow Council to identify appropriate contributions from developers for infrastructure, such as the roundabout.

Once prepared, the requirement for consistency with the LATMP could be included within the SAP. Alternatively, Council could separately manage infrastructure contributions on a per lot basis.

Passenger transport

The nearest bus stops to the site are located on the Lyell Highway at Millbrook Rise. These bus stops are serviced by O'Driscoll Coaches (routes 720 between New Norfolk and Glenorchy, and 722, X22 and X23 between New Norfolk and Hobart).

Any future subdivision should be designed to have good connections to these existing routes.

For example, access to existing bus stops on the Lyell Highway should be improved by providing good pedestrian amenity such as cut-throughs, footpaths, and pedestrian crossings, and connections that are safe (including having a high level of passive surveillance).

Residents in the southern portion of the site will need to walk one-to-two kilometres to access the closest bus stops. Bus services will not deviate into the subdivision southeast of Glebe Road as it is not a logical extension of the network. Bus routes need to serve areas of high demand such as higher residential density areas in order to carry adequate patronage. A viable public transport network requires a minimum residential density target of 15 dwellings per hectare (gross density) for greenfield sites.

However, as part of a future network, bus services could travel via Glebe Road instead of Hobart Road, as residential densities increase. The intersection of Glebe Road, Hobart Road and Lyell Highway will therefore need to be safe enough for buses turning right from Glebe Road onto Lyell Highway.

The proposed cul-de-sac road network design is unsuitable for public transport and would create network inefficiencies.

Active transport and pedestrian linkages

Active transport networks should be provided within the development to provide access, not only to bus stops, but also to the rest of The Mills precinct, and to the town centre. Footpaths on both sides of the street should be encouraged, as well as access through and between the proposed cul-de-sacs.

The proposed walking and mountain biking trails are supported, and all areas of the development should be connected to these trails.

Landslide hazard

Mineral Resources Tasmania has reviewed the draft amendment and the supporting W. C. Cromer Geotechnical Report.

There are no known landslides mapped within or immediately adjacent to the residential areas shown on the Masterplan Concept, and no evidence of slope failure in LiDAR either within or immediately adjacent to those areas.

W. C. Cromer observed localized rock fall from low cliffs during fieldwork for the Geotechnical Report (see map on page 45 of the report). These areas are currently beyond the limits of the proposed lots, but should be avoided (as currently indicated) or stabilized through adequate engineering solutions if development goes ahead.

The residential areas shown in the Masterplan Concept almost completely correspond to areas of Low Hazard band or are located outside the landslide hazard bands (i.e. no landslide concerns). However, there are a few areas located within the Medium Hazard band - in all but one case these are very small areas, which are not of concern due to their limited extent. A single location at the easternmost end of Lot 5 (see map on page 41 of the Geotechnical report) should be avoided during subdivision, given its location at the top of a rather steep slope identified as being within the Medium Hazard band. The proposed boundary of Lot 5 currently extends just into that area.

The main geological hazard of concern is tunnel gullying and collapse of those shallow cavities. Approaches outlined in the Geotechnical Report for limiting this risk will be necessary.

A very small earthen dam is located on the neighbouring property to the east. If this dam were ever to fail, it would drain between Lot 9 and Lot 10 (this is not considered in the Geotechnical Report). The volume of water is likely far too small to cause direct damage, but it could remobilize alluvium in the gulley channel. Subsequent debris volume and mobility are very likely to be too low to pose any credible threat, however the feature is worth noting.

Please do not hesitate to contact Claire Armstrong, Senior Strategic Planner on (03) 6166 3397 or email planningpolicy@stategrowth.tas.gov.au who can coordinate engagement with relevant State Growth officers.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'J Verrier', with a long horizontal flourish extending to the right.

James Verrier
Director, Transport Systems and Planning Policy

9 March 2023