
From: Gee, Di <Di.Gee@stategrowth.tas.gov.au>
Sent: Thursday, 1 September 2022 9:35 AM
To: Planning
Subject: George Town Draft Local Provisions Schedule - Department of State Growth
Attachments: State Growth submission - George Town LPS.PDF

Hi

Please see attached the Department of State Growth's response to the George Town Draft Local Provisions Schedule.

If you have any questions, please do not hesitate to contact me.

Regards
Di

Dianne Gee | Manager, Transport Systems Planning

Transport Systems and Planning Policy Branch | Department of State Growth
Level 1, 2 Salamanca Square, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001
Phone: (03) 6166 3475
www.stategrowth.tas.gov.au

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Department of State Growth

INFRASTRUCTURE TASMANIA DIVISION

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Ph (03) 6166 3475
Email Di.Gee@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au



Shane Power
General Manager
George Town Council
PO Box 161
GEORGE TOWN TAS 7253

By email: Planning@georgetown.tas.gov.au

Tasmanian Planning Scheme – Draft George Town Local Provisions Schedule

Dear Mr Power

Thank you for the opportunity to comment on the Draft George Town Local Provisions Schedule (LPS).

The Department of State Growth (State Growth) has reviewed the Draft LPS, supporting mapping and overlay information and believes it largely reflects a sound translation from the George Town Interim Planning Scheme 2013 in accordance with the Tasmanian Planning Commission's Guideline No. 1 Local Provisions Schedule (LPS): zone and code application.

A detailed review has however highlighted a small number of issues that will require rectification or further discussion with Council officers and the Tasmanian Planning Commission. These issues are outlined in Attachment 1 for your consideration.

Please do not hesitate to contact Di Gee, Manager, Transport Systems Planning at Di.Gee@stategrowth.tas.gov.au or on 0448 803 390 who can arrange for relevant officers to respond to the matters raised in this submission.

Yours sincerely

Martin Blake
CEO INFRASTRUCTURE TASMANIA

1 September 2022

Attachment I. State Growth comments on the Draft George Town LPS

State Road Network

Proposed expansion of residential development, Hillwood

The LPS proposes expansion of the Hillwood area to provide additional rural living B areas and to reserve additional land for future rural living, pending finalisation of the Hillwood Structure Plan. Access to Hillwood is via the East Tamar Highway, a Limited Access, Category 1 road, which forms part of the Australian Government's National Network. The Highway is a major freight route, connecting to the Bell Bay advanced manufacturing zone and the Port of Bell Bay. Maintaining the safety and efficiency of this Highway is critical.

State Growth has previously provided comments on the Hillwood Structure Plan to Council, including in relation to impacts on the East Tamar Highway as a result of expanded residential development. The Structure Plan identifies the upgrade of existing junctions into Hillwood to cater for residential growth, however these upgrades have not been endorsed by State Growth and are not within the forward roads program. Any upgrades will need to be delivered as part of an infrastructure contribution scheme.

State Growth recommends that there is no further expansion of Hillwood until the need, timing, design and cost of any junction upgrades with the East Tamar Highway are resolved.

Zoning of the State Road Network

Consistent with UZ 1 of *Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application* (the 'Guidelines')^[1] State Roads have been zoned Utilities, based on the State Road Casement layer published on the LIST. This layer was developed in 2018 to assist Councils in drafting their LPSs, with the intent to clearly identify land forming part of the State Road Network for inclusion within the Utilities Zone.

The Utilities Zone in the draft LPS appears to have largely been correctly applied to the State Road Network as per the State Road Casement layer, noting that there are some minor errors/omissions in the casement layer.

In a number of draft LPS', the application of the Utilities Zone to the State Road Network has required further modification during the Commission's assessment due to the length of time between development of the Casement layer and finalisation of the LPS, ongoing State Road projects, acquisition or transfer of Crown land and other relevant considerations raised during the hearing process. State Growth will provide a list of those parcels within the George Town municipality that require an update to their zoning, prior to the hearing.

Application of Road and Railway Attenuation Area

State Growth supports Council's decision not to map road attenuation areas and to instead rely on the provisions of the Road and Railway Assets Code. A 50-metre buffer zone automatically applies to development adjacent to the State Road Network under the Code. If this buffer is mapped and included within a planning scheme, any future changes to the alignment or width of individual roads will require a planning scheme amendment to update the mapping.

Upgrades to the State Road Network occur on a frequent basis. For example, to date over 60 properties have been affected by land acquisition as part of the Midland Highway 10 Year Action Plan, with additional properties likely to be affected as part of the final stages of the Action Plan. Ongoing amendments to a road attenuation

^[1] Tasmanian Planning Commission (2018) *Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application*. Version 2.0. https://www.planning.tas.gov.au/_data/assets/pdf_file/0006/583854/Section-8A-Guideline-No.-1-Local-Provisions-Schedule-LPS-zone-and-code-application-version-2.pdf

overlay would not only be a time, cost and administrative burden to State Growth, Council and the Commission but due to the lengthy amendment process, it would also result in this overlay being outdated and inaccurate.

The Section 8 Guidelines under the *Land Use Planning and Approvals Act 1999* (LUPAA) do not mandate mapping and State Growth supports application of the road attenuation area by description only, unless local circumstances require this buffer to be varied.

The approach taken will also ensure consistency with other approved LPSs, such as Launceston, West Tamar, Meander Valley, West Coast, Circular Head, Burnie, Central Highlands and Devonport.

Natural Assets Code – Overlay

There are several instances where Priority Vegetation mapping has been applied to State Roads where it was not previously applied under the Interim Planning Scheme. The new application of the Priority Vegetation mapping to State Roads remains unclear as it does not accord with threatened vegetation areas mapped under TASVEG 3.0 or 4.0. State Growth requests that Council remove the overlay from the State Road Network at these locations, noting that under the roadworks exemption at Clause 4.2.4 of the State Planning Provisions (SPPs), road works up to three metres outside the road reservation are exempt from requiring a planning permit.

Mineral Resources

State Growth does not support the application of the Landscape Conservation Zone to three titles between Bellingham and Fordington, located in the north-east of the municipality (PID 7236374, 2937892 and 6472076). These titles are not entirely contained within a conservation covenant and have extensive existing development, including housing and agricultural development (dams). The titles are not covered by a natural assets code overlay or scenic protection code overlay, and only one of the titles contains identified priority habitat (PID 7236374).

Re-zoning these titles to the Landscape Conservation Zone will preclude the future ability to access important mineral resources (sand), as demand increases and existing resources diminish. The proposed re-zoning does not align with the Northern Regional Land Use Strategy, including in relation to policy ED-P8 to *'Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities'* and Action ED-A12 to *'Identify and protect extractive and mineral resources for potential future extraction... and protect these, ensuring that planning preserves the opportunity for discovery and development of new resources in appropriate areas.'*

State Growth also does not support the application of the Scenic Protection Code to Tippogoree Hills, which has been the subject of extensive exploration for construction materials and is an important future potential resource for Tasmania, or to the entirety of Mt George. The supporting report to the LPS does not adequately demonstrate that these areas have regionally significant scenic values, noting that some land tenures within this area include production forest. The proposed zoning would be inconsistent with the Northern Tasmania Regional Land Use Strategy, including preventing the loss of future rural production for agriculture, mineral extraction and forestry (ED-P7), and managing the region's natural economic resources to meet current and future needs (ED-P8).

The retention of general industrial zoning over the entirety of PID 252678/1 is recommended for review. This zoning precludes use of the area for extractive industries despite the prospective nature of this area for development associated with industrial activities and proximity to the Bell Bay Port for export.