

Old School Farm Community Consultation 2018

- In April 2018 we 'letterboxed' every house in the township, advertised prominently for 2 weeks in the Cygnet Classifieds and the Huon News and posted extensively on on social media to let the community know about the consultation.
- We asked anyone and everyone who has an interest in the future of our township to give some thought to how the land should best be used.
- We conducted a "walk and talk" session on site which was reasonably well attended with over 30 participants. This generated some lively discussion and exposed the passion that some feel for their home town.



"walk & talk" session



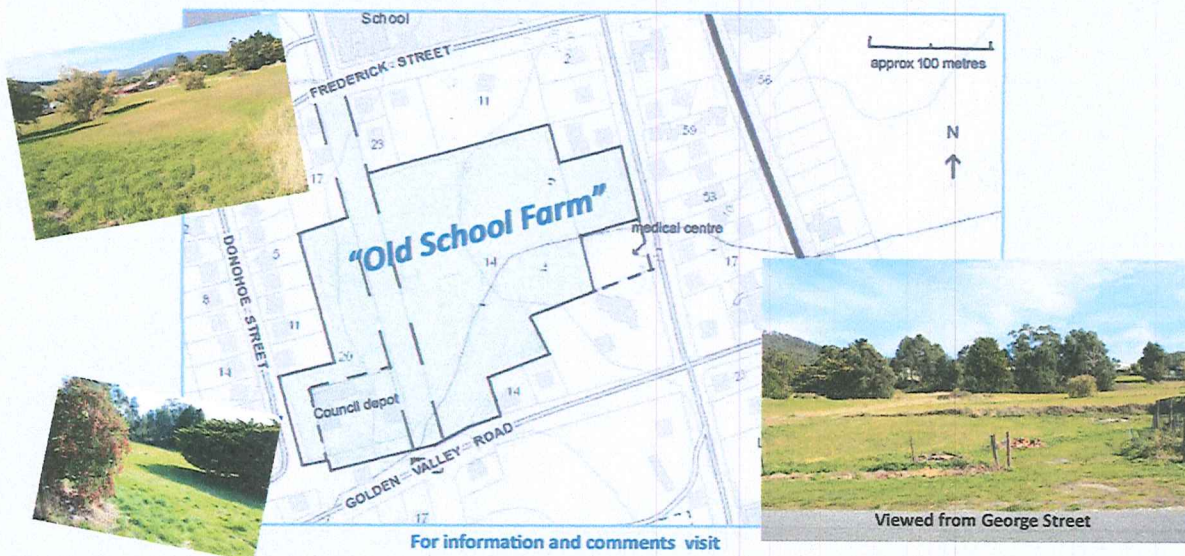
display of submissions for comment

- We invited submissions and over a period of 3 weeks. Over 50 submissions were posted on our website as they came in. These were anonymised to remove personality considerations that inevitably crop up in any small community.
- Many of these submissions were surprisingly detailed and indicated real community concern.
- On a market day in early May we held a display of all the submissions in the Town Hall Supper Room and invited the public to comment on them.
- As well as making written comments on "Post It" notes each of the 141 visitors on the day were given 5 stars to award to the ideas that they felt most represented their feelings.

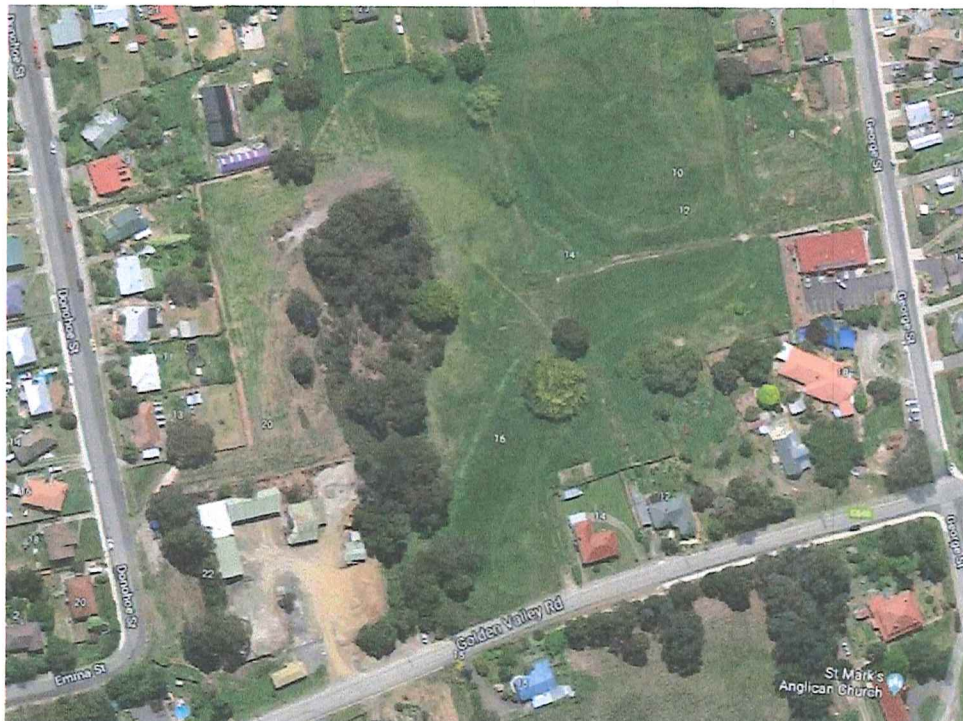


This ~ 4 ha / 10 acres of council owned land in the heart of Cygnet is going to be developed.

What would you like to see here?



www.cygnet.org.au

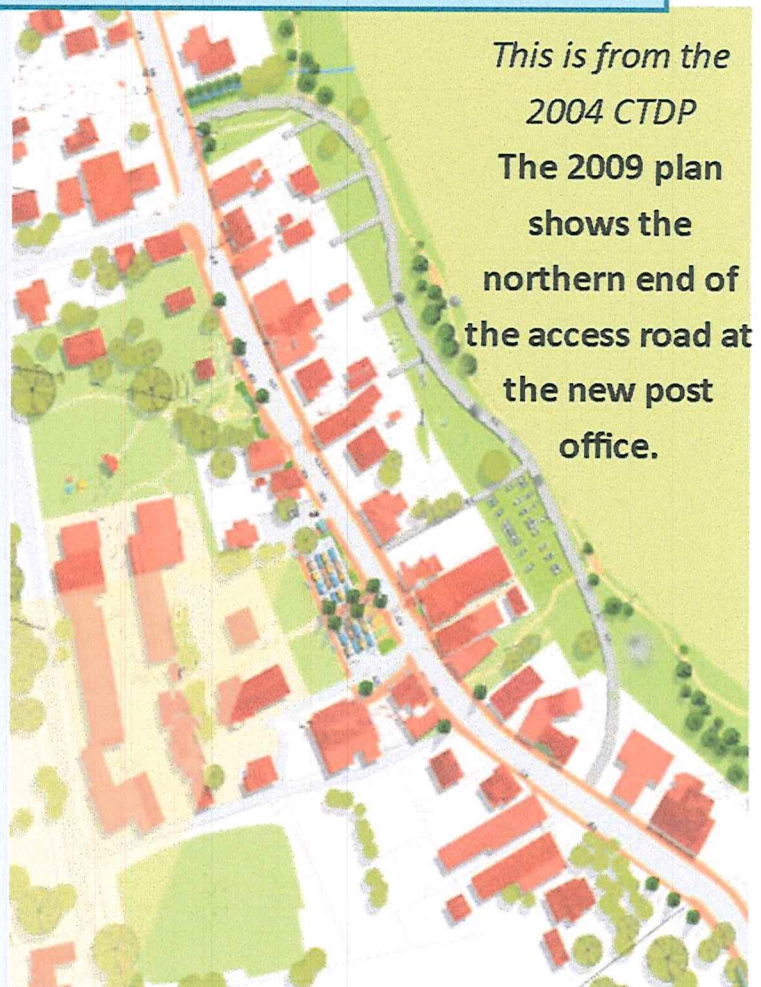


CONTEXT #1

The "Old School Farm",
the adjacent vacant land and the Council Depot
belong to Huon Valley Council (HVC).
HVC has development plans for Cygnet.

**These are outlined in the
2004 & 2009
Cygnet Township Development Plans**

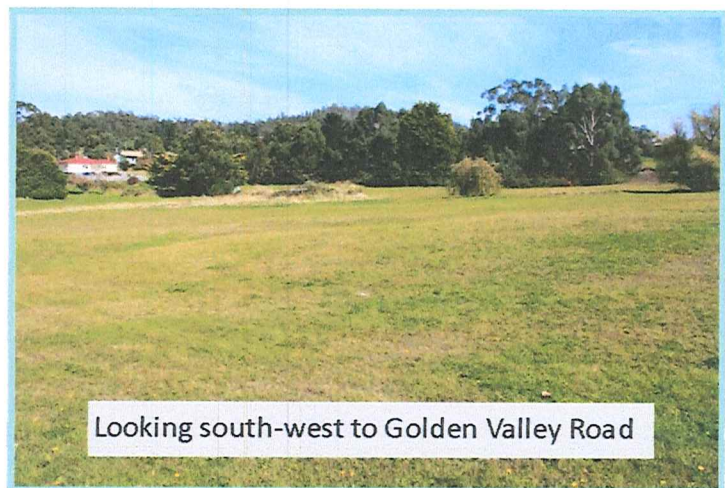
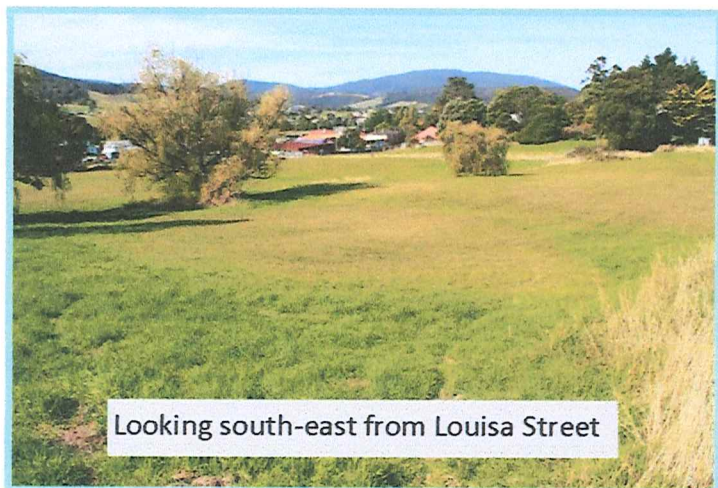
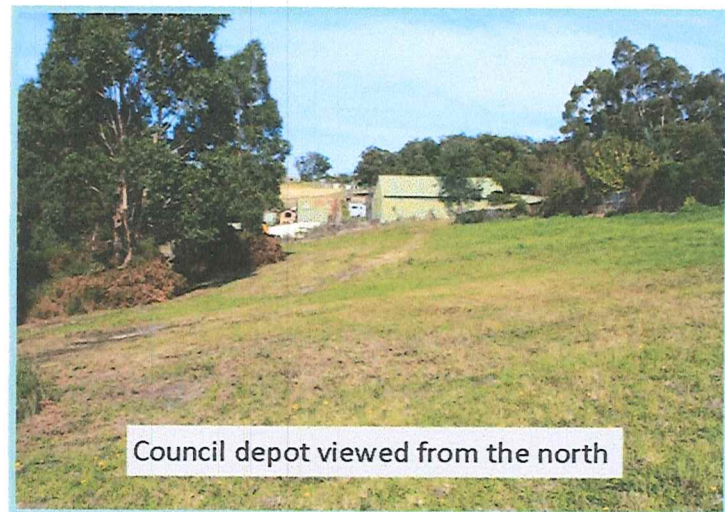
Both these development plans include building an access road "behind" the shops to take traffic and parking pressure off Mary Street and generally open Cygnet to the east.



*This is from the
2004 CTD
The 2009 plan
shows the
northern end of
the access road at
the new post
office.*

CONTEXT #2

HVC have indicated that they are considering at least partially financing the **Cygnet Township Development Plan** by selling or developing part (or all) of this 10 acres / 4 ha of currently vacant land.



CONTEXT #3

Many of the suggestions that have been received do not consider financial constraints.

It would be unrealistic to imagine that HVC will consider any development that does not provide:

- . financial return in either the short or longer term
- . significant and demonstrable community benefit

OR, WIN-WIN, A COMBINATION OF BOTH

The Cygnet Association
is asking your help in finding such an outcome



Whatever form of development HVC considers they will conduct a further
Community Consultation Process.

*This consultation is our means of providing community input
at this early stage in the planning.*

As you award your 5 stars consider
how the idea might be financed,
grab a Post-it and add your suggestions.

or email to: **contact@cygnet.org.au**

If you have a couple of million dollars to invest please let us know

"NEW STREET" COMMUNITY CONSULTATION PROCESS

Engagement period 20 April to 16 May 2021

20/04/21	Created dedicated pages on Cygnet Association website www.cygnet.org.au	954 visitors & 1470 views during engagement period.
20/04/21 onward	Distributed flyers to about 90% of residences in Cygnet township. (~450) 550 made available on shop counters, servos, cafes, hairdressers etc throughout the town. (1000 flyers in total)	Received and posted first comment/suggestion on 21/04. As submitted the names were redacted and the comments were posted at cygnet.org.au/new-street/new-street/ 26 comments / suggestions received by 16 th May
21/04/21 onward	Announcements on social media Cygnet Community, Cygnet Tasmania & Cygnet Association Facebook pages	
11/05/21	Display ad in Huon News + prominent article (page 2)	Advertising the consultation that would take place in the Cygnet Supper Room on 16 th May
12/05/21	Display ad in Cygnet Classifieds + prominent article (front page + page 4)	
16/05/21	- Cygnet Town Hall Supper Room was open to the public from 10am to 3pm (Cygnet Market Day) with prominent signage in the street and at the entrance to the building. - Attendees were asked to "sign in" with name and postcode. 3 posters showing different options for the proposed new street (along with explanatory text) were displayed on a panel at the entrance to the supper room. - Printed copies (large font) of the 26 submissions received during the engagement period were laid out in the order received (names redacted). - Post-it notes, A4 paper and pens were provided for supplementary comments. - Each attendee was given 5 stick-on stars to award to the suggestions/comments that they felt most reflected their thoughts. 98 local attendees visited during the 5 hours.	
20/05/21	All comments scanned and made available for download on the CA website at https://cygnetassociation.files.wordpress.com/2021/05/scanned-comments.pdf	

the CYGNET ASSOCIATION (Inc)

Tasmanian Planning Policies

Draft provided to the Tasmanian Planning Commission in accordance with section 12C(3)(a) of the Land Use Planning and Approvals Act 1993 (page 47)

5.3 Roads

5.3.1 Application Statewide.

5.3.2 Objective To plan, manage and maintain an integrated road network that supports efficiency, connectivity, travel reliability and safety.

5.3.3 Strategies

1. Identify and promote the protection of the following key road corridors from encroachment by incompatible land use and development:

- a) Burnie to Hobart transport corridor, Tasmania's premier passenger and freight corridor, facilitating the movement of high volumes of people and heavy freight between major ports, intermodal hubs, population and industrial centres;
- b) Key urban passenger transport corridors; and
- c) Last mile urban freight routes.

2. Identify and promote the protection of future road corridors.

3. Recognise the role of Tasmania's regional road network in providing connectivity and access between regional and rural communities, major production and processing centres and tourism destinations.

4. Support heavy vehicle access that is responsive to industry needs and appropriate to the use and function of a road.

5. Provide for new and upgraded road infrastructure on key urban and local corridors to allocate space for servicing infrastructure, public transport, walking and cycling modes.

6. Provide for land use planning frameworks and decisions to support, and be informed by, road investment programs.

7. Support the targeted expansion and improvement of the urban road network based on future use, safety, and in response to strategic urban growth corridors. 8. Provide for road networks to be protected from incompatible use and development. 9. Minimise the environmental, heritage and social impacts associated with new and upgraded transport infrastructure and services.