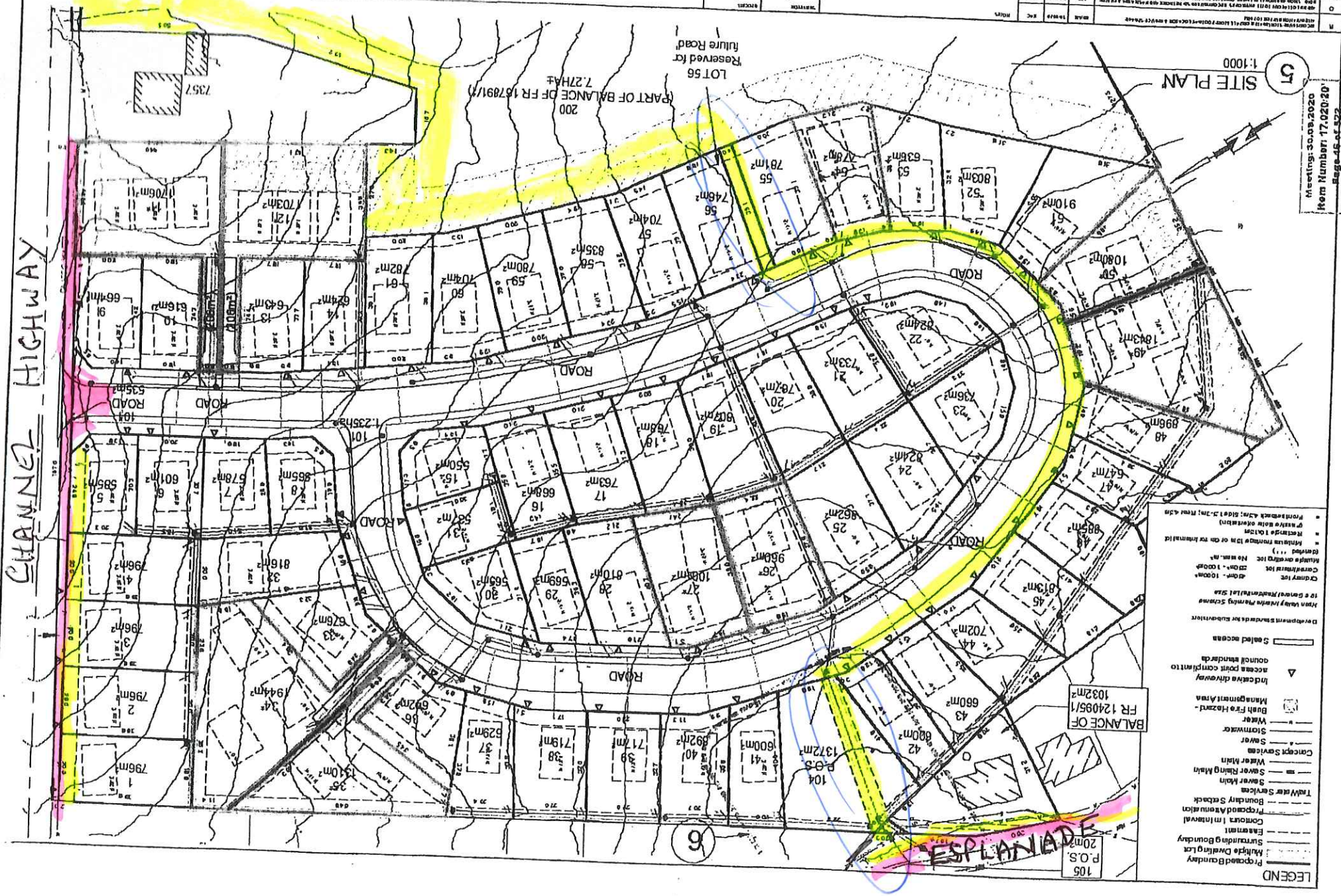


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CHANNEL - HIGHWAY





Rep 2023.

## Scenic Road Corridor, Channel Highway, Cygnet

This new planning scheme for the Huon Valley will be a document for the **long term** and the significant view from the Channel Highway across Port Cygnet should be preserved into the future, not lost to residential development if the Urban Growth Zone is rezoned for residential use.

The importance of preserving this view appeared to be supported by council planning staff when the issue came up at the hearing a couple of weeks ago.

The absence of recent strategic planning for Cygnet has meant that residents of Cygnet and surrounding areas have not been able to express their opinions on what they value about the area in order to develop a structure plan for the township.

Irene Duckett pointed out on ABC Hobart radio last week that once zoning decisions have been made there is little that the elected members of council can do to address representations as long as the staff advice on the proposed use is consistent with the planning scheme. So, the time to influence planning is when the scheme is being established.

Therefore it is critically important to protect this view as part of the LPS process.

The current Huon Vision engagement, like the Huon Valley Community Plan 2020, has demonstrated the primary importance to residents of the valley of the natural environment and the beauty of the area, as well as having adequate paths and trails around townships.

In council's response to representations asking that the scenic road corridor overlay be retained we learned that a Scenic Road Corridor overlay cannot be applied in a Future Urban zone.

I understand that the Commission cannot change that.

The reason for a Scenic Road Corridor is to ensure that the scenic values of certain sections of road are protected from development, in this case dwellings if the land were to be rezoned to residential in future.

I can understand why a Scenic Road Corridor does not apply where land is already zoned residential, because that could prevent housing being built in a place where the land owner would otherwise have a right to build.

However, I cannot understand the basis on which it was decided that a Scenic Road Corridor overlay cannot be applied in the future Urban Growth zone.

It does not seem logical that where there is an important scenic corridor on land where there is no existing right to develop (ie build on the site) that future planning processes would preclude preservation of important views because the is no Scenic Road Corridor overlay.

Again I stress that we are looking at long term planning that will give a landowner certainty about land use.

### **Southern Tasmanian Regional Land Use Strategy STRLUS**

Under **Recreation Open Space** (section 10 of STRLUS, p.42) the overview states that “Open spaces and recreational facilities contribute to the quality of life enjoyed by the Tasmanian community. They are often thought of as local parks and reserves, however open spaces can be any land or water setting maintained for a variety of environmental and social purposes that is utilised by the community.”

The overview goes on to say that open spaces, which may include trails, are usually publicly owned, but can be private land, and even agricultural land which often contributes to broader landscape values.

Under **Tourism**, (STRLUS Section 14.1, p.58) the overview states that “land use planning and its outcomes have numerous impacts upon the tourism industry including how well authentic landscapes and character are protected and enhanced.”

### **How to protect the road corridor?**

There is potential to protect from development a 50m strip on the south side of the Channel Highway, not just for the fine view, but also to provide a valuable walking trail to link with the coastal zone around Martins Point and back to the Esplanade.

Cygnets has few tracks to encourage people to walk in the local area – as was pointed out in proposals for a walking track along Agnes Rivulet. There is really just one level walking track - from Cygnets township to the Sailing Club.

If this 50m wide strip along the Channel Highway were zoned Open Space it would protect the important view of Port Cygnets and would also enable development of an attractive walking track.

Initially, extension and upgrading of the footpath from Smith Street beside the Channel Highway along the length of the approved subdivision past 7357, within the 50km/h zone, would provide access to a walking track along the Open Space Zone towards Port Cygnet.

In the future the walking track could be continued around the coastal reserve (Crown land) and back to Martins Point to link up with the Esplanade.

Again, looking into the future, when the approved subdivision has been developed the potential for the walking track will be increased further.

About half of the title previously zoned Particular Purpose was rezoned to General Residential for a 62 lot subdivision so the title is already split-zoned. The allocation of POS is only 1372m<sup>2</sup> despite the approval for 72 dwellings.

Eventually there will be foot access from the Esplanade into the subdivision, and a future road between lots 55 and 56. This could then allow access to the Open Space via the 10m wide Bush Fire Hazard Reduction area which must presumably be maintained for access.

A short extension of this fire reduction area around the 7357 Channel Highway property would enable connection with the proposed Open Space zone. This would also allow the 10m wide Bushfire Hazard Reduction Area (which does not reach the highway in the approved plan) to be linked to the Channel Highway, allowing fire and emergency vehicles direct access from the highway into the southeast part of the subdivision.

The preservation of the 50m wide Open Space zone along the Channel Highway would provide residents of the subdivision, and all Cygnet residents, with greater amenity and an additional recreation area.

It would also provide for the future development of a circular walking track from Cygnet around the important wetlands to Martins Point and back to the Esplanade.

Clearly this is a long term plan, but there does not seem to be any reason that it could not be included in planning for the future of Cygnet, despite the absence of formal strategic planning for the area.