

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au



John Ramsay
Delegate (Chair)
The Tasmanian Planning Commission
Level 3, 144 Macquarie Street
HOBART TAS 7000

By email: tpc@planning.tas.gov.au

Clarence draft Local Provisions Schedule hearing - further information directions

Dear Mr Ramsay

Responses to the directions to provide further information dated the 16 and 20 November 2020 issued to the Department of State Growth (State Growth) are set out in the attached table.

Please contact Lucy Thorne, A/G Manager Planning Policy, on (03)6166 3481 or by email at planningpolicy@stategrowth.tas.gov.au who can arrange for the relevant officers to address further questions in relation to this submission.

Yours sincerely

A handwritten signature in blue ink, appearing to read "James Verrier".

James Verrier
Director Transport Systems and Planning Policy

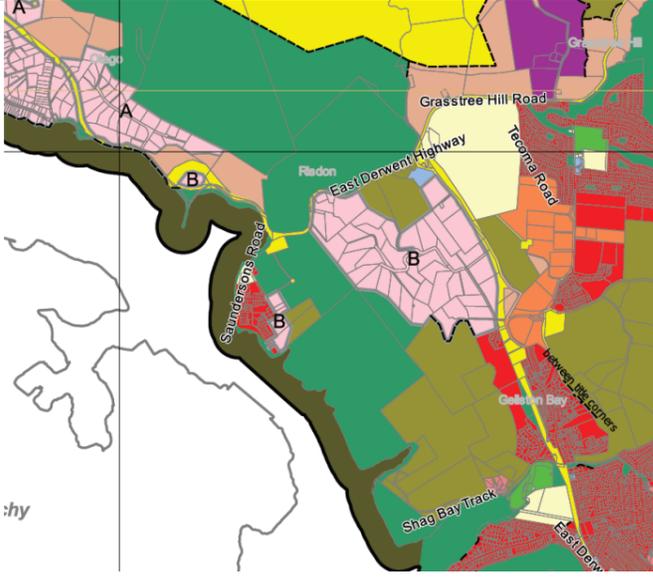
27 November 2020

Cc: claire.armstrong@planning.tas.gov.au

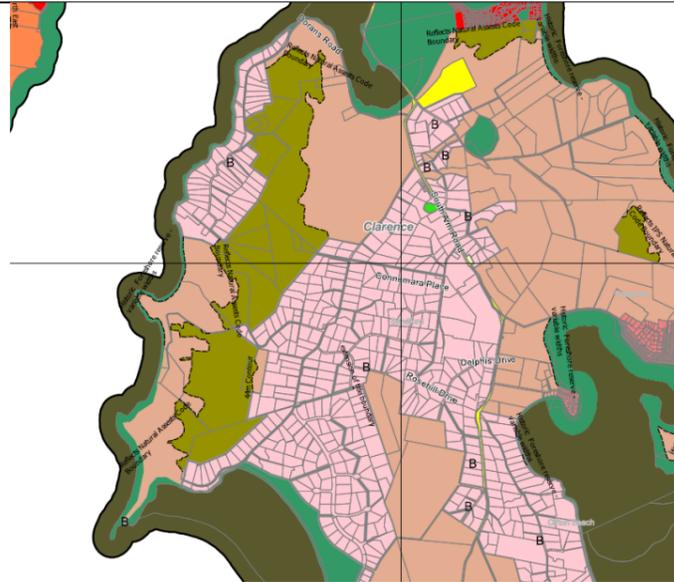
Attachment: Further information table

Attachment – Further information table

Directions issued 16 November 2020

| Direction | Advertised maps | DSG response |
|--|--|--|
| 3.1 (a) Rural Living Zone (Area B) to Rural Living Zone (Area A) at: | | |
| i. the Acton Park/Cambridge corridor |  | <p>Densification of existing urban areas compared to growth in peri-urban areas is generally preferred by State Growth. It is also assumed based on existing land development controls and the relevant regional land use strategy for example, for transport network (State Roads and Passenger Transport) planning purposes.</p> <p>State Road’s draft Rokeby Corridor Planning study for South Arm Road between Pass and Acton Roads only assumed a low growth rate in through traffic ie. traffic coming from Acton or Lauderdale or further south.</p> <p>Reductions in lot sizes will be contrary to this assumption and put more pressure on State Roads to duplicate South Arm Road in the next decade at a significant cost. Whereas if through traffic is kept at the assumed growth, significant spending may be able to be deferred for a longer period.</p> <p>The proposed increase in density will lead to additional pressure on the Tasman Highway and South Arm Road intersections.</p> <p>While it doesn’t appear to have a significant crash history, the South Arm Road / Acton Road intersection is already under pressure in peak periods especially morning school drop off time and may be considered for upgrade in the future.</p> <p>The more southerly of the additional 150 odd lots will contribute to and experience the existing school related delays and reduction of service issues at South Arm/Acton Road junction.</p> <p>Additionally, areas of low density are not able to be serviced with public transport due to low demand. Priority is given to servicing residential areas for public transport within the existing residential growth boundary, for the eastern shore this is the Rokeby/Clarendon Vale growth area.</p> |
| ii. Geilston Bay |  | <p>This is a significant issue for the junction with the Highway. There has already been one fatality and although signs direct motorists to turn left, this restriction has compliance issues. Rezoning should not proceed before the road connection between Geilston Creek Road and Piper Road is completed. Also, please note that the East Derwent Highway is proclaimed Limited Access and further subdivision relying on the Highway for access is not permitted nor supported.</p> <p>Furthermore, this rezoning would also put more pressure on the Department to duplicate (upgrade to four lanes) the East Derwent Highway through to the Bowen Bridge.</p> <p>The Department is currently examining safety and capacity upgrades for the East Derwent Highway between Grass Tree Hill Road (Shones Corner) and the Bowen Bridge. Some options may impact the northern part of this zone. Therefore the Department would prefer to defer rezoning at this location until upgrades options are more clearly defined.</p> <p>The East Derwent Highway is serviced by the bus network, specifically there are a pair of bus stops at the intersection of the East Derwent Highway and Piper Road. However it is noted that pedestrian access and safe crossing of the highway to these bus stops, especially if increased patronage were to occur, would need to be improved as part of any redevelopment. The extent of the proposed rezoning would provide more residential land than would be serviced by the bus network. Priority is given to servicing residential areas for public transport within the existing residential growth boundary, for the eastern shore this is the Rokeby/Clarendon Vale growth area.</p> |

iii. Sandford

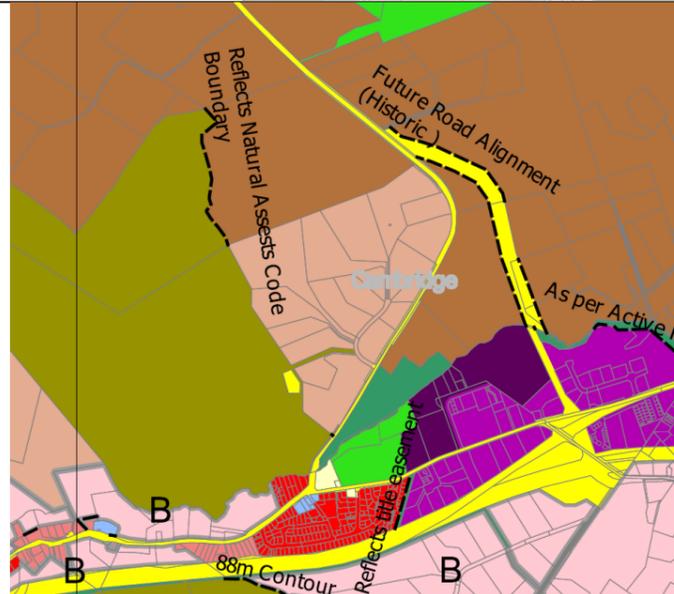


Comments regarding infill of urban areas taking precedent as for the Acton Park / Cambridge Corridor area apply here also.

The broader network impacts will increase pressure to duplicate to and through Lauderdale.

Areas of low density are not able to be serviced with public transport due to low demand. Priority is given to servicing residential areas for public transport within the existing residential growth boundary, for the eastern shore this is the Rokeby/Clarendon Vale growth area.

3.1 (b) Rural Zone to Rural Living Zone (Area A) at the Kadina Road settlement, Cambridge;



The proposed rezoning is adjacent to the existing urban settlement of Cambridge and largely reflects the existing lot density.

The area is currently serviced by the Richmond to Hobart/Rosny service. However with the new connector road to Richmond, there may be an opportunity to change the bus route to travel via the connector road and provide more access to Cambridge itself. If the route was to remain on this road, improvements to the bus stops and pedestrian access should be made as part of the development proposal.

| | | |
|--|--|--|
| <p>3.1 (c) Rural Living Zone and Low Density Residential Zone to Low Density Residential Zone and General Residential Zone in Lindisfarne Ridge/Flagstaff Gully;</p> | | <p>This will lead to some increase traffic on Flagstaff Gully Road but overall it is essentially infill. Tasman Highway noise may be an issue raised when land is developed.</p> |
| <p>3.1 (d) Rural Zone to Future Urban Zone at 450 Rokeby Road, Howrah, noting that a Traffic Impact Assessment prepared by Hubble Traffic Consulting dated 5 October 2020 was submitted to the Commission by ERA Planning on 29 October 2020 and is available on the Commission's website;</p> | | <p>The closure of the South Arm Highway access, if achieved via this rezoning and subsequent development, would be supported. Ultimately, a link between Vienne Drive and Norfolk Drive would be expected and should be planned for through any subdivision and development of this land. Rehabilitation of the quarry has been ongoing for many years, so some of the risks with that former use should be negated over time. If closure of the Highway access is not proposed, then the rezoning may be premature.</p> |

| | | |
|--|--|--|
| <p>3.1 (e) Rural Living Zone to Community Purpose Zone at 424 South Arm Road, Lauderdale and 25 Acton Road, Acton Park;</p> | | <p>If greater density zoning of this area is found to be feasible (storm surge and inundation is a risk) a conceptual road layout showing how the land can be serviced without relying on direct access to the South Arm Secondary Road will be required to be provided.</p> |
| <p>3.1 (f) Rural Living Zone to General Residential Zone at 471 Cambridge Road, Mornington and 540 Pass Road, Cambridge.</p> | | <p>State Growth understands that an amendment to the Urban Growth Boundary (UGB) of the Southern Tasmanian Regional Land Use Strategy (STRLUS) is first (prior to rezoning) required in this case. State Growth also understands that the Minister for Planning will consult with Agencies when he considers the application to amend the STRLUS. This hasn't yet occurred at the time of writing.</p> |

Directions issued 20 November 2020

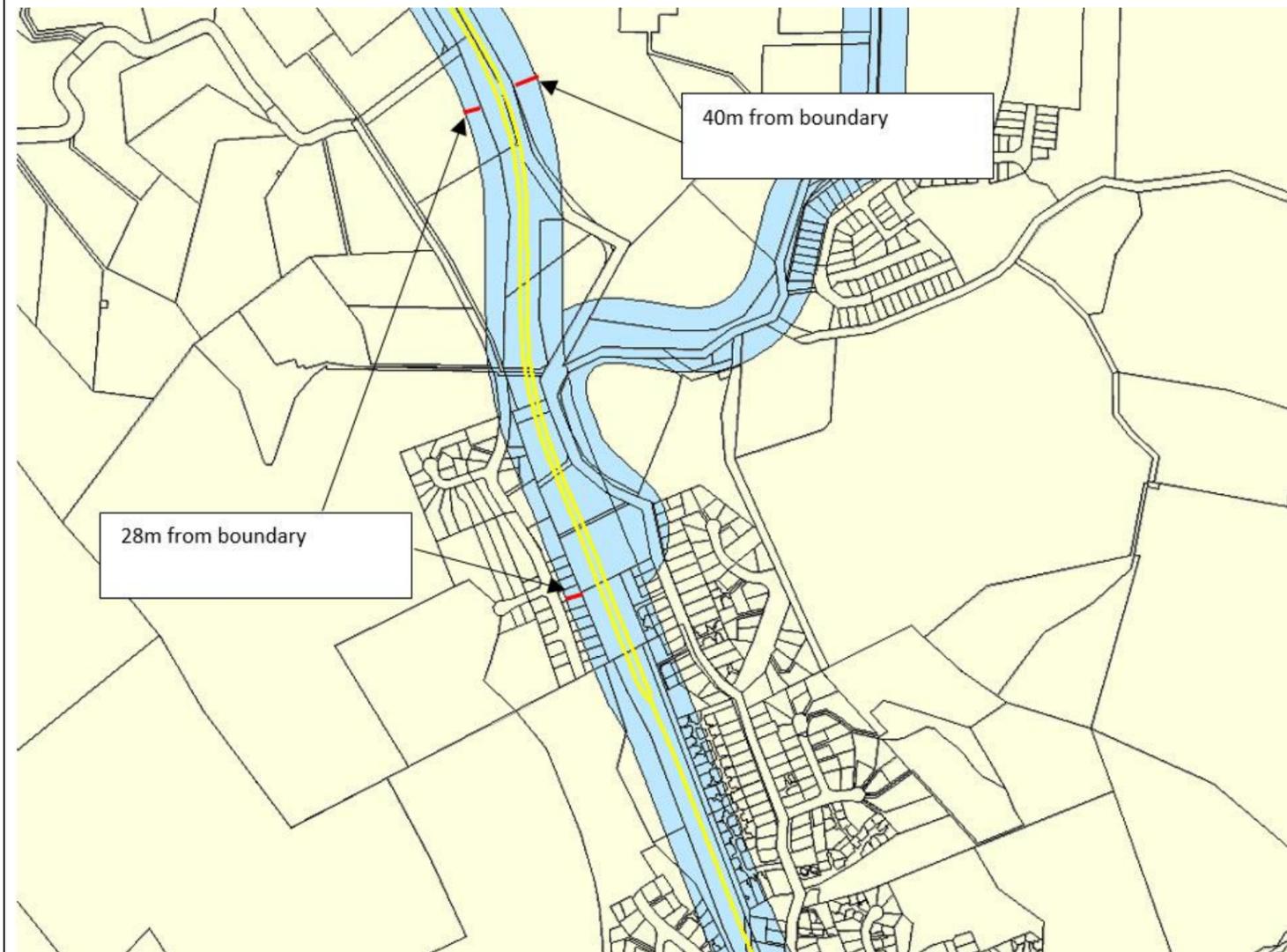
| Direction | Response |
|--|---|
| <p>2.1 Provide evidence that the landowner of 271 Colebrook Road, Richmond (folio of the Register 137368/1) is aware of the proposed change from the Landscape Conservation Zone to the Agriculture Zone in and immediately around the area of the mining lease.</p> | <p>While it is understood that the owners are aware of the proposal, some difficulty has been had in establishing contact with them to obtain their written consent. It is therefore requested that State Growth be provided with an additional period of time to obtain this information.</p> |
| <p>2.2 Provide further justification for the requested zone revision at Geilston Bay (folios of the Register 9835/1, 8135/1, and 8135/2) under section 34 of the <i>Land Use Planning and Approvals Act 1993</i> (the Act), and particularly addressing the Southern Tasmania Regional Land Use Strategy 2010-2035 (regional strategy), lot yield and supply and demand, traffic impacts, and any impact on the natural values of the sites.</p> | <p>State Growth is unable to respond to this direction at this time due to the need to revisit the matter subsequent to the completion of upgrades to the East Derwent Highway which are in the planning stages at present. The exact area of land that will remain surplus will not be able to be determined until that time.</p> |
| <p>2.3 Advise which (if any) sections of the road or railway attenuation area overlay are inaccurate, with reference to the definition of the road or railway attenuation area in the Road and Railway Code of the State Planning Provisions (SPPs) and the Department's casement mapping.</p> | <p>State Growth considers that the attenuation area as mapped by Council reduces the protections that would be available compared to relying on the road definition which extends to the whole width of the reserve "between abutting property boundaries".</p> <p>By comparison, Council's overlay appears to be based on a 50m buffer from the road centerline in many cases.</p> |

This is concerning for State Roads particularly if applied to Category 1 and 2 roads which are multi lane, wider roads and which could lead to development, without attenuation requirements, closer to the road boundary. Category 1 and 2 roads are important freight networks and significant generators of noise, air and light impacts.

State Roads are concerned about receiving noise complaints and environmental justice for landowners adjoining the State Road network if the mapping is adopted and attenuation requirements are relaxed. This is also a concern for future roads, which have not been mapped under the overlay and also where future upgrades occur resulting in widening or changes to the alignment.

In addition to a reduced coverage, maintain the mapping will be excessively onerous. State Roads' projects may involve the acquisition of land but be exempt or very straightforward in terms of the town planning requirements. The requirement to amend the overlay for small changes to the network to maintain its currency is disproportionate. Although nor does State Roads wish for attenuation measures to be incrementally diminishing over time.

The map below is an example on the East Derwent Highway at Geilston Bay where the mapping provides a reduced buffer.



2.4 Provide the Department of State Growth policy relating to third party signs on overpasses, if such policy exists.

State Growth advises that commercial signs are not permitted in the State road reserve. Please see Part G, 1 (i) of the Tasmanian Roadside Signs Manual which is available on the Transport website at:
https://www.transport.tas.gov.au/roads_and_traffic_management/managing_the_roads/road_signs/tasmanian_roadside_signs_manual