
From: Jenny Cambers-Smith <jenny.camberssmith@gmail.com>
Sent: Monday, 5 June 2023 7:29 PM
To: TPC Enquiry
Subject: Comments on currently exhibited Draft Tasmanian Planning Policies
Attachments: Comments on Draft Tasmanian Planning Policies Jun 23.pdf

Categories:

Hi there
Please find attached my personal submission to the Draft Tasmanian Planning Policies.
Many thanks
Jenny Cambers-Smith



[Jenny Cambers-Smith, Huon Valley Councillor](#)

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Comments on Draft Tasmanian Planning Policies – June 2023

General: TPPs use advisory language only with no regulatory enforcement or carry-through into the current Tasmanian Planning Scheme. I'm in general agreement with the published submission by the Bicycle Network.

Good points	Bad points
Pg 9 Climate Change Statement – mention of networking of green spaces; rain-absorbing surfaces; encouraging urban vegetation; consolidation of settlements; energy-efficient design; public and active transport networks	Pg 10 Growth – no mention of what might be a sustainable population level for Tasmania as a whole, individual settlements or regional areas. Talks only of making land available for 15 years of population growth – no mention of freeing up existing vacant land and empty houses. This willingness to keep supplying new land for housing (regardless of whether it is bought by investors or people who need a roof over their head), is incompatible with the climate change statement and objectives.
Pg 10 Growth – Infill prioritised; densification; integration with transport; discouragement of residential uses far from services and transport networks.	Pg 11 Growth – ‘need for movement networks and street hierarchy and pedestrian and cycling paths’ needs enshrining in codes and regs, eg the Tasmanian Standard Drawings. Needs picking up by State Growth whose roads are often bad for active transport.
Pg 11 Growth – need for movement networks and street hierarchies for pedestrian and cycling.	Pg 17 Design – nothing to back up positive policy statements on energy efficient and future-proofed housing design, ie they need to be translated into the State Planning Provisions and Tasmanian Building Codes, otherwise nothing will change. It is not enough to include these as ‘nice to haves’, they need regulating and enforcing.
Page 13 Liveability – emphasis on integrated transport, urban forests; community gardens; green roofs; open space networks; reducing car dependency; ‘open and green spaces close to and within residential areas and activity centres ...’.	Page 35 Economic Development - Still using the language of economic ‘growth’, which is incompatible with the climate change policies and bears almost no relationship with the wellbeing and liveability objectives, since ‘growth’ does nothing to challenge equality. Likewise, continued growth is unsustainable as we are already greatly exceeding planetary boundaries.
Page 17 Design – references to energy efficiency; sustainable housing design.	Page 40 Renewable Energy – I’m not in favour of policies to support the further production of renewable energy for export to the mainland (or to allow polluting and energy inefficient industries to not clean up their acts). It is not cost- or energy- efficient. It doesn’t create long-term jobs for Tasmanians and passes on the costs of environmental damage to Tasmania. Incompatible with the objective of intergenerational equity.
Page 18 Design – “climatically-responsive orientation”	Page 41 Renewable Energy – not all ‘bioenergy’ is either carbon-neutral or environmentally friendly, eg if it is from the clearfelling of native forests or uses agricultural land better suited to food production. Also bionergy tends to produce emissions during its use, whereas true renewable energy does not.
Page 46 Physical Infrastructure – “sharing of road space to support increased uptake of more sustainable transport modes”	Page 46 Physical Infrastructure (provision of services) – amazingly, this is the first (and last) mention of ‘recycling and waste management’. In the sections that mention community gardens etc, it is worth referring to local composting facilities and recycling/ container refund scheme kiosks.
Page 50 Physical Infrastructure – car parking reduction (to encourage mode-shifting) and EV charging facilities.	Page 50 Physical Infrastructure – why only an active transport network in ‘urban’ areas? The rural population needs active transport just as much if not more, since ‘end of trip’ routes are often on unsealed roads with no walking/ cycling shoulder. Active transport tracks are vital if mode shift in rural areas is to be achieved.
	Page 50 Physical Infrastructure – Bus stops need to be comfortable in different weather conditions and the most utilised ones need safe, undercover facilities for cycle-parking. E-bikes should be encouraged with charging facilities at bus stops or other convenient nodes.