
From: Frazer Read <Frazer@allurbanplanning.com.au>
Sent: Tuesday, 14 July 2026 4:09 PM
To: TPC Enquiry; Barlund, Paola
Cc: Naomi Billett; Jack Tammens; Steve Yannarakis; evan@e3planning.com.au
Subject: RE: Correspondence regarding draft amendment PDPSPAMEND-2025-054641
Attachments: Submission to TPC 14 July 2026.pdf

Please see the attached submission on behalf of the applicant in relation to the TPPs

Regards

Frazer Read
Principal

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AllUrbanPlanning PTY LTD

From: TPC Enquiry <tpc@planning.tas.gov.au>
Sent: Wednesday, 1 July 2026 4:48 PM
Subject: Correspondence regarding draft amendment PDPSPAMEND-2025-054641

Good afternoon,

Please find attached correspondence regarding the above draft amendment PDPSPAMEND-2025-054641 - Rezone 113, 115, 117 and 119 East Derwent Highway, Lindisfarne from General Residential to Local Business,

Why did I receive this email?

You received this email because you made a representation or submission to the Clarence Planning Authority regarding this assessment. As part of the Commission's commitment and obligation to procedural fairness, we ensure all parties are kept informed of relevant updates throughout the hearing process and for the duration of the assessment.

If you wish to opt out of receiving any further updates or correspondence on this assessment, please reply to this email advising this is your preference.

Where can I find more information?

You can learn more about Clarence – draft amendment PDPSPAMEND-2025-054641
<https://www.planning.tas.gov.au/assessments-and-hearings/current-assessments-and-hearings/am-cla-pdpsamend-2025-054641>

and the [assessment process](#) in general and access to other helpful resources via the Commission's website.

If you require further information, please do not hesitate to contact us.

Kind regards

TASMANIAN PLANNING COMMISSION



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14 July 2026

Michael Hogan
Delegate (Chair)
Tasmanian Planning Commission
Via email: tpc@planning.tas.gov.au

Dear Mr Hogan

**Tasmanian Planning Scheme – Clarence Draft amendment PDPSAMEND-2025-054641
Submission on behalf of the applicant – Tasmanian Planning Policies**

Thank you for the Commission's correspondence dated 1 July 2026 inviting parties to provide comments regarding the application of the Tasmanian Planning Policies (TPPs) to the draft amendment.

This submission is provided on behalf of the applicant.

Section 34(2)(da) of the *Land Use Planning and Approvals Act 1993* requires that a draft amendment satisfies the relevant criteria in relation to the Tasmanian Planning Policies (TPPs). The applicant submits that the proposed amendment satisfies those criteria.

This submission should be read together with the applicant's planning report, Statement of Evidence and Response Statement of Evidence and submission 7 July 2026 previously filed.

1. General consistency with the Tasmanian Planning Policies

The TPPs seek to ensure that planning decisions promote sustainable settlement patterns, integrated land use and infrastructure planning, efficient use of existing services, economic opportunity, and well-designed communities.

The proposed amendment is entirely consistent with these objectives.

The amendment concerns existing urban land located within the Greater Hobart urban area. It does not facilitate urban expansion or greenfield development. Rather, it enables a more efficient and flexible use of serviced urban land adjoining existing Local Business zoned land, consistent with the principles of urban consolidation that underpin both the STRLUS and the TPPs.

2. TPP 4.7 – Business and Commercial

The Commission has identified Objective 4.7.2 and Strategies 1, 2, 3, 5 and 8 as being directly relevant.

The applicant agrees and submits that the proposed amendment supports this Objective and these Strategies as follows:

Objective 4.7.2

To promote business and commercial activities at a scale and intensity suited to the location to support diverse economic and employment opportunities and strengthen the State's economy.

Strategy 4.7.3.1

Identify and allocate a sufficient supply of land within existing settlements or areas identified for future growth of settlements, to provide for commercial and business use and development based on existing and projected demands, considering:

- *the nature and scale of the catchment being serviced;*
- *consumer demand and demographic forecast;*
- *efficient use of existing infrastructure;*
- *accessibility to existing transport networks and services;*
- *access to workforce;*
- *the activity centre hierarchy; and*
- *the regional settlement hierarchy.*

Response

The proposed amendment is consistent with this strategy as it provides additional commercially zoned land within an established urban settlement to meet the needs of the surrounding residential catchment. The amendment responds to demonstrated population growth within Lindisfarne, Geilston Bay, Risdon Vale and surrounding suburbs, while recognising that the amount of Local Business zoned land along this section of the East Derwent Highway has remained largely unchanged despite continued residential growth.

The site is fully serviced by existing water, sewer, stormwater, electricity and road infrastructure and is located on the East Derwent Highway, a major transport corridor with frequent public transport services, established pedestrian infrastructure and convenient access for surrounding neighbourhoods. The proposal therefore represents an efficient use of existing infrastructure and transport networks without requiring expansion of the urban footprint.

The amendment is also consistent with the activity centre hierarchy and regional settlement hierarchy. It does not establish a new higher-order activity centre, but rather provides for the logical consolidation of an existing Local Business node to serve local convenience needs. The proposal complements the role of Lindisfarne Village as the designated Neighbourhood Centre while improving access to local services for the surrounding residential catchment.

Strategy 4.7.3.2

Identify an activity centre hierarchy that is based on the scale, role, function and accessibility of activity centres.

Response

The proposed amendment is consistent with this strategy because it maintains and reinforces the existing activity centre hierarchy rather than altering it. The amendment seeks to extend an existing Local Business node located between established Local Business zoned land. The scale and function of the Local Business Zone remain directed towards providing convenience retail, business, community and commercial services that meet the needs of the area.

The proposal does not seek to create a new Neighbourhood Centre or compete with the higher-order commercial role of Lindisfarne Village. Rather, it recognises the site's highly accessible location on an arterial road within an established residential area and strengthens the role of an existing local business cluster consistent with the purpose of the Local Business Zone.

Strategy 4.7.3.3

Support the activity centre hierarchy by promoting complementary use and development to strengthen efficiencies within activity centres and, where possible, avoid unnecessary competition between activity centres.

Response

The proposed amendment is consistent with this strategy because it promotes complementary local-scale commercial development that supports, rather than undermines, the existing activity centre hierarchy.

The Local Business Zone is specifically intended to accommodate convenience retail, small-scale commercial, community and mixed-use development serving the daily needs of the surrounding neighbourhood. These functions are complementary to the broader retail, commercial and community role performed by Lindisfarne Village as the designated Neighbourhood Centre.

The amendment does not facilitate the scale or intensity of development typically associated with higher-order activity centres. Instead, it provides opportunities for additional local services within walking distance of surrounding residential neighbourhoods while maintaining the role of Lindisfarne Village as the principal commercial focus for the locality. In doing so, the proposal improves local accessibility to everyday services without creating unnecessary competition with higher-order centres.

Strategy 4.7.3.5

Support the redevelopment of commercial and business use and development in existing activity centres prior to considering the establishment of new activity centres, unless it is part of a new greenfield development or a natural progression of an existing activity centre, and is highly accessible to its catchment of users.

Response

The amendment does not seek to establish a new or competing activity centre. Rather, it provides for the logical expansion and consolidation of an existing Local Business node that already comprises Local Business zoned land immediately adjoining the site. The proposal therefore represents the natural progression of an existing local commercial cluster, rather than the creation of a new standalone activity centre.

The existing Local Business zoned land currently accommodates convenience retail and commercial uses, including a supermarket, liquor store and service station, which collectively provide local services to the surrounding residential neighbourhoods. The subject land forms the only intervening General Residential zoned land between these established Local Business areas, and its inclusion within the Local Business Zone would create a more coherent and functional local business precinct.

The proposal is also highly accessible to its intended catchment. The site is centrally located within an established residential area on the East Derwent Highway, a major public transport corridor with existing pedestrian infrastructure, including signalised pedestrian crossings, bus services and convenient access from surrounding neighbourhoods. The proposal would therefore improve opportunities for residents to access everyday goods and services within walking distance or by public transport, consistent with integrated land use and transport planning objectives.

The amendment does not diminish the role or function of Lindisfarne Village as the designated Neighbourhood Centre. The Local Business Zone purpose limits the scale and function of future development to local convenience, business and community services, ensuring that higher-order retail and commercial functions remain directed to established activity centres. Accordingly, the proposal strengthens the local commercial network without creating unnecessary competition or undermining the existing activity centre hierarchy.

For these reasons, the amendment satisfies Strategy 4.7.3.5 by facilitating the natural progression of an existing Local Business node in a highly accessible location, while maintaining the integrity of the broader activity centre hierarchy.

Strategy 4.7.3.8

Provide for small scale commercial or business opportunities in residential and industrial areas that meet the needs of local residents or workers, are conveniently located and, in the case of residential land, do not cause an unreasonable loss of residential amenity.

Response

The amendment provides the opportunity for small-scale commercial and business uses that will serve the day-to-day needs of the surrounding residential community. The Local Business Zone is specifically intended to accommodate convenience retail, business, professional and community services at a local scale, rather than higher-order commercial activities. The proposal therefore directly supports the objective of providing local commercial opportunities within an established residential area.

The site is conveniently located on the East Derwent Highway, adjoining existing Local Business zoned land and within easy walking distance of surrounding residential neighbourhoods, public transport services and pedestrian infrastructure. Its location enables local residents to access everyday goods and services without the need to travel to higher-order centres, thereby improving accessibility and supporting more sustainable travel choices.

The amendment will not result in an unreasonable loss of residential amenity. The Local Business Zone contains a suite of use and development standards that are specifically directed at protecting adjoining residential land. Any future use or development will be required to demonstrate compliance with these provisions, together with the applicable planning scheme codes, through the normal development assessment process.

The proposal also represents the logical consolidation of an existing Local Business cluster adjoining the site and therefore provides an appropriate transition between established commercial uses and the surrounding residential area. Accordingly, the amendment is consistent with Strategy 4.7.3.8 by facilitating appropriately scaled local commercial opportunities in a convenient location while ensuring that residential amenity continues to be protected.

3. TPP 5.3 – Roads

Objective 5.3.2

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

Response

The proposed amendment is consistent with this objective. The site is located on the East Derwent Highway, an established arterial road within Greater Hobart that provides excellent connectivity to surrounding residential areas, activity centres and the broader transport network. The amendment enables the efficient redevelopment of existing serviced urban land in a location that is well connected by the road network, public transport and pedestrian infrastructure.

The amendment does not approve any particular development or access arrangement. Future development will be required to demonstrate that it maintains the safe and efficient operation of the surrounding road network through compliance with the Road and Railway Assets Code, the Parking and Sustainable Transport Code and the requirements of the Department of State Growth as road authority. Accordingly, the proposal supports the efficient, reliable and safe operation of the integrated transport network.

Strategy 5.3.3.1

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

Response

The proposed amendment is consistent with this strategy. The site adjoins the East Derwent Highway, which performs an important arterial road function within the Greater Hobart transport network. The proposal does not introduce an incompatible land use that would compromise the operation of this corridor. Rather, the Local Business Zone provides for uses that are generally compatible with an arterial road environment and capable of being designed to maintain the safe and efficient operation of the road network.

Future development will remain subject to the Road and Railway Assets Code and the approval of the Department of State Growth in relation to access, traffic generation and road safety. These controls will ensure the ongoing protection and efficient operation of the East Derwent Highway.

Strategy 5.3.3.7

Support the targeted expansion and improvement of the urban road network based on future use, safety, and in response to strategic urban growth corridors.

Response

The proposed amendment is consistent with this strategy. The site is located within an established urban growth corridor where additional residential growth has occurred over recent decades. The traffic evidence demonstrates that the surrounding road network is capable of accommodating future development associated with the Local Business Zone and identifies opportunities for improved and consolidated access arrangements. Any future development will be required to demonstrate appropriate access, traffic management and road safety outcomes as part of the normal development assessment process.

Strategy 5.3.3.8

Provide for road networks to be protected from incompatible use and development.

Response

The proposed amendment is consistent with this strategy. The Local Business Zone provides for commercial, business and community uses that are well suited to an arterial road environment and are generally less sensitive to road traffic impacts than residential development. Future development will continue to be subject to the provisions of the Road and Railway Assets Code and the requirements of the Department of State Growth, ensuring that the operation, safety and efficiency of the East Derwent Highway are protected.

Conclusion

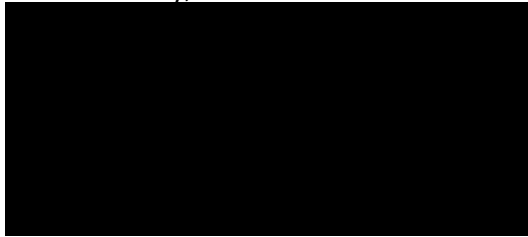
The introduction of the TPPs does not alter the strategic planning assessment previously undertaken. Rather, the TPPs reinforce the planning principles that already underpin the applicant's case, namely:

- efficient use of existing urban land;
- consolidation of existing commercial activity;
- integration of land use and transport; and
- support for local services within established communities.

The applicant therefore submits that the amendment satisfies the LPS criteria and that the commencement of the TPPs strengthens, rather than diminishes, the planning rationale for the proposal.

I would welcome the opportunity to discuss further at the reconvened hearing.

Yours sincerely,



Frazer Read
Principal
All Urban Planning Pty Ltd