

TASMANIAN PLANNING COMMISSION



Our ref: DOC/26/64359
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9 June 2026

To all parties

Tasmanian Planning Scheme – Clarence Draft amendment PDPSAMEND-2025-054641

I refer to the above draft amendment and to a hearing held at the Commission's office in Hobart on 2 June 2026 which was adjourned.

The Commission gives the following directions:

1. Transport

Ms Billet and Mr Read are requested to arrange for traffic experts to confer, prepare and file a joint statement addressing the matters outlined in the attachment to this letter.

The Joint Statement is to be submitted by 30 June 2026.

2. Potential Specific Area Plan

All parties are invited to provide a submission providing their views on matters that may be addressed by a potential Specific Area Plan for the site as outlined below.

Submissions on this matter are to be submitted by 30 June 2026.

Plan Purpose

To provide for a range of convenience, retail, community and commercial services at a scale and intensity that supports the local community and limits offsite effects

To establish a pedestrian-focused built form that prioritises active street frontages and architectural articulation to create a vibrant, safe, and accessible community destination.

To provide for vehicle access that aligns with the safe and efficient performance of the surrounding public road network for all road users.

Site Amalgamation

Any new land use of the land in the SAP area is on a single, amalgamated site.

Permissible Uses

Consider limiting the permissible uses to the 'No Permit Required' uses in the Local Business Zone.

Scale and Diversity of Activities

Consider the following gross floor areas for individual tenancies and activities:

- 200m² for general retail and hire and food services use classes.

Maximum gross floor area at ground level:

- 200m² at ground level for business and professional services use class, and
- 400m² at ground level for residential use class.

Street Setback

The street setback at ground level may be varied between 0m and 5.0m to support a high-quality, vibrant pedestrian environment, having regard to:

- the provision of small plazas, outdoor dining pockets, or recessed architectural entryways that enhance the public space
- the avoidance of a monotonous, continuous "hard edge" wall along the street frontage
- the retention of clear, safe pedestrian movement and integration with the public footpath, and
- the maintenance of safe sightlines at the intersection and vehicle access points.

Traffic Generation

Vehicle traffic to and from the site gives effect to the design and principles contained in the Site Access Concept Plan. The Site Access Concept Plan is an incorporated document under this standard and has regard to a range of relevant matters.

Tasmanian Planning Policies

In addition to the above, the Commission wish to note that the Tasmanian Planning Policies (TPPs) are coming into effect on **1 July 2026**.

Section 32 (2) (da) of the Act (LPS criteria) requires:

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument –

...

*(da) satisfies the relevant criteria in relation to the TPPs;
and*

Where the Commission considers that there may be determinative or substantial relevant matters relating to the TPPs, the Commission will raise this at the reconvened hearing.

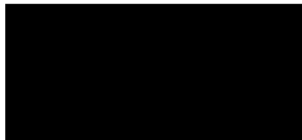
The submissions requested are to be made by email to tpc@planning.tas.gov.au. Once received, the submissions referred to above will be made available under the [relevant assessment](#)¹ on the Commission's website.

Please note that submissions will be published in full, without redaction.

The Commission will advise the parties and publish a notice on date and location of a reconvened hearing.

If you require further information please contact Paola Barlund, Planning Adviser, on 6165 6835.

Yours sincerely



Michael Hogan
Delegate (Chair)

Attachment 1 Clarence draft amendment PDPSAMEND-2025-054641 -
Potential matters to be addressed - Joint Statement - Traffic

cc. all parties

¹ <https://www.planning.tas.gov.au/assessments-and-hearings/current-assessments-and-hearings/am-cla-pdpsamend-2025-054641>

Attachment 1

Potential matters to be addressed - Joint Statement - Traffic

The traffic experts are to confer, prepare and file a *single joint statement* which addresses the matters outlined below. In relation to each matter, the statement is to outline:

- a clear list of the facts, methodologies, and conclusions they both agree on.
- a clear list of what they do not agree on.
- for each matter where there is a disagreement, each expert is to briefly outline their reason for this

The Commission notes that the traffic experts must confer and establish an agreed baseline dataset to govern their assessment. This dataset must, where possible, include agreed:

1. Daily and peak hour volume levels on relevant roads and lanes.
2. An estimate of traffic volume growth over the next decade.
3. Daily traffic volume and peak hour vehicle movements/trips are likely to be associated with a hypothetical mixed-use development of the amalgamated site, situated on a divided four-lane Category 3 highway experiencing a high PM peak.
4. Information related to the degree to which a platoon pattern of traffic flow impacts or relates to relevant access matters.

The Commission wish to note that when addressing point three, the experts should take the following into consideration:

- The experts may choose to apply the use of types and floor areas associated with the Applicant's Concept Plan as a representative example of the site's capability.
- The experts are to review sensitivities associated with peak-hour traffic generation. They should specifically consider the degree of operational change that may be attributed to the high level of overlap between the site peak hour and the network peak hour.
- The statement is to briefly outline the basis or reasons for the daily or peak hour generation being agreed or not agreed.

The Commission notes that the following matters may arise:

1. *Left turn into the amalgamated site from East Derwent Highway*

Is a left turn treatment likely to be applied to the use of the amalgamated site under Austroads warrants for turning treatments?

If a left-turn treatment is required, what is the general spatial footprint of land involved in providing this treatment?

2. *Left turn out of the amalgamated site from East Derwent Highway*

Is a left turn out of the site onto the East Derwent Highway likely to be capable of being provided to achieve the desirable upstream functional intersection / access distances recommended as desirable by relevant Austroads guides?

(see *Austroads Guide to Road Design Part 4: Intersections and Crossings – General*)

3. *Corner clearance capacity*

Can vehicular access (ingress and egress) be provided onto Ballawinnie Road in a manner that achieves the desirable corner clearance distances for a channelised intersection, recommended under relevant Austroads guidelines and access management principles?

(see *Austroads Guide to Road Design Part 4: Intersections and Crossings – General*)

4. *Right turn out of site onto Ballawinnie Road*

Is the site capable of providing safe right-turn vehicle access onto Ballawinnie Road, having regard to the existing operation of the intersection and access to 121–125 East Derwent Highway?

In answering this, regard is to be given to the property access principles outlined in Section 7.2.1 of the *Austroads Guide to Road Design Part 4: Intersections and Crossings – General*.