

From: Andrew Blaxland
Sent: Tue, 17 Nov 2020 17:07:58 +1100
To: Huon Valley Council
Cc: pge@millenniumco.com.au
Subject: REPRESENTATION: PSA-2/2017 and SUB-36/2017 (Lot 1 Channel Hwy Cygnet & 7368 Channel Hwy Cygnet)
Attachments: Representation - PSA-22017 and SUB-362017 (Lot 1 Channel Hwy Cygnet).pdf

The General Manager
Huon Valley Council
40 Main Street
Huonville TAS 7109

Dear Mr Reale

Attached please find a Representation including arguments against the approval of:

Proposed Planning Scheme Amendment for land identified as:
***Lot 1 Channel Highway, Cygnet (CT: 167891/1), and**
***7368 Channel Highway, Cygnet (CT: 136624/1)**

We request this this Representation be forwarded in its entirety to the Tasmanian Planning Commission.

Yours faithfully,

Andrew Blaxland

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The General Manager
Huon Valley Council
40 Main Street
Huonville TAS 7109

17 November 2020

Dear Mr Reale

Representation: PSA-2/2017 and SUB-36/2017

Proposed Planning Scheme Amendment for land identified as:

***Lot 1 Channel Highway, Cygnet (CT: 167891/1, and**

***7368 Channel Highway, Cygnet (CT: 136624/1)**

We, the undersigned, are residents and owner-operators of Rural Resource farmland in the vicinity of this proposed Planning Scheme Amendment and the associated Sub Division for 61 housing lots.

We do not support the proposed Planning Scheme Amendment or the proposed Sub Division and ask that Council and the Tasmanian Planning Commission reject both proposals, for the following reasons:

Poorly Advised Loss of Agricultural Land

The land which is the subject of PSA-2/2017 and SUB-36/2017 was previously part of a dairy farm, which for seasonal and other reasons has been subject to financial stress such that the owner has found it necessary to sell off parts of the farm to developers over time. The remaining dairy farm still uses this land on a leaseback basis, but with the loss of access if these proposals are approved, may become unviable and cease operation. The success and economic benefits of agricultural enterprise in the Huon Valley are claimed and boasted of by Huon Valley Council and the Tasmanian Government – but the approval of these proposals by Council would be at odds with Council's supposed support for primary production and for farmers as businesses.

The main beneficiary of this development would be the developer, not the wider Cygnet community. Once lost to building development, usable working farmland can never be replaced. It is likely that the dairy farm which still uses this land may not survive and its produce and the employment it provides, may be lost to the community and the Tasmanian economy.

Adequate Supply of Housing Land already Exists Elsewhere.

In Paragraph 5 of ATTACHMENT C6 to the Planning Assessment Report (PSA-2/2017) ("Outline of Proposal"), the proponent has advanced the claim that "*the supply of housing is inadequate to meet demand*" in the Cygnet area.

This claim is misleading and intended to influence a positive decision by Council and the TPC. Sufficient housing lots exist to meet current and future needs for many years yet, within existing General Residential land on other subdivisions and as unused intervening infill lots on many established street and roads of the Cygnet township and surrounds. There is no need for a new development of this scale and size.

Cygnnet Township Services are Already Crowded and Stretched.

On the average business day in Cygnnet township, during daytime business hours, vehicular traffic is already close to capacity. Vehicle movements often restrict the flow of through traffic – and despite the existence of off-street parking areas, available parking is at a premium.

Mary Street through Cygnnet (aka: Channel Highway) has alignment issues at several points through the main shopping precinct and variations in the road width make it difficult for local, visitor and through traffic to move freely and safely.

Huon Valley Council has not acted to adopt the Cygnnet Town Plan that was drafted and approved many years ago, and which was intended to include a parallel service road to the east of Mary Street to provide alternative delivery access to retail premises. As a result, large delivery vehicles are forced to occupy kerbside space – sometimes facing the opposite direction to the traffic flow – while unloading. Arrivals and departures of large delivery vehicles is a daily cause of hazard and danger to pedestrians and private vehicles.

Shoppers regularly have difficulty crossing the street safely. Cygnnet residents have made their views on these dangers to Council. Bus services operate for school students as well as daily services to and from Hobart - and buses also add to the physical hazards to pedestrians as well as smaller vehicles along Mary Street.

The projected additional population of around 200 people – living far enough away from the shopping services that they will drive, not walk, into the town centre – would make these dangers considerably worse. Cygnnet's retail shops are already crowded enough. Parking spaces are already often full to overflowing.

Huon Valley Council should be focusing its attention on resolving the traffic flow in the town centre, not on a development which will add at least 61 further private vehicles – or probably more if as often happens, there is more than one car for each household.

Council's focus is misdirected. Rather than approving a development that will enrich a developer – Council should be focused in resolving the existing traffic and operational difficulties of Cygnnet township. That this site is "*readily developable*" is not a good enough reason to approve these proposals.

We also strongly contest the statement of the developer that "*Cygnnet has the social physical infrastructure to provide new residents with opportunities for healthy, educated, supported and well-connected lifestyles*".

Educational facilities are already operating close to capacity. Medical services in particular are over stretched – and it has become a sad truth that it can take two to four weeks to secure an appointment with a medical General Practitioner, or a Dentist. Cygnnet is already overcrowded for its existing population – and the medical services that do exist are often so overloaded that residents feel it necessary to resort to using the ambulance service as a de facto GP service or a pathway to admission to the Royal Hobart Hospital's emergency department.

Vehicular and Pedestrian Traffic Access would be Dangerous

The road reservation along the eastern frontage of the proposed development abutting Channel Highway is potentially dangerous to new and existing residents and to through traffic.

This section of Channel Highway is already too narrow and presents hazards to traffic. There are no realistic road shoulders – therefore no space for parking or for vehicles of any size to stop. The sealed roadway is close to the minimum width for two-way traffic. There is no footpath on either side of Channel Highway through the area of the proposed development.

There would be difficulty achieving any road widening on the part of Channel Highway immediately closer to Cygnet Township – between Smith Street and Esplanade Road. Existing houses have been built very close to the road, making consistent road widening to national highway standards virtually impossible.

On the frontage of the proposed development however, the eastern-most lots have been proposed with little more setback than the much older house lots to the north. To allow this perpetuation of inadequate road width and absence of road shoulders would be to approve an unnecessarily dangerous situation with a guaranteed increase in local traffic.

Futhermore, the proposed entrance to the subdivision loop road is too abrupt, it has insufficient width for entering and departing vehicles and it would by itself be a hazard to public safety.

We note the inclusion of road widening strips designated as Lots 101 and 102 but we submit that the allowance for road widening proposed as Lots 101 and 102 is inadequate. To widen the Channel Highway just along the boundary of this development would be inconsistent – and that inconsistency would by itself create hazards, uncertainty for traffic and resentment among residents and road users.

Size of the Proposed Housing Lots

We believe that the sizes of the proposed individual lots is too small – and that there are too many lots.

While not deviating from our view that this re-zoning and development should not be approved at all for the reasons outlined above, we believe that a better approach – better for the Cygnet community – and far less stressful for the provision of retail and specialist services in the township – would be to revise the subdivision to one with approximately one third or one quarter the number of lots – therefore larger lots.

The market for housing in the Cygnet area is not for small houses on minimum-size lots, because there is not sufficient employment for sixty one additional breadwinners in Cygnet – or anywhere near to Cygnet. The town is not an easy commuting distance from Hobart or Kingston and there are not sufficient public transport services to other locations.

Approval of the rezoning and of a development of this many necessarily small houses, would create additional small vehicle traffic which the local roads cannot easily handle – and which the existing local population does not want.

A better solution would be to redesign for larger lots, less traffic, less stress on power and sewerage services, less traffic and stress on already crowded Cygnet township and less need for daily commuter traffic to find employment.

Conflicts with The Regional Settlement Strategy

Referring to ATTACHMENT C6 PLANNING ASSESSMENT REPORT (PSA-2/2017)

Referring to Paragraph 57 (Page 491 of 519)

Referring to Paragraph 60 (Page 492 of 519) ***Table 6: Regional Settlement Strategy**

We submit that the PLANNING ASSESSMENT REPORT makes a statement which is clearly incorrect. In **Table 6**, the third "aim" of this Strategy is as follows:

*"Discouraging new residential uses not associated with rural activity in productive rural areas"

COMMENT: The claim is made that: *"The Draft Amendment is consistent with this requirement"*, whereas in fact clearly it is not. This proposed new residential use cannot in any way be claimed to be *"associated with rural activity in productive rural areas"*.

Further conflict exists with the last three aims of the **Regional Settlement Strategy**:

*"Avoiding the creation of any further environmental issues caused by onsite wastewater disposal" :

COMMENT: The additional wastewater from the development would place further strain on the Cygnet Sewage Works (which TasWater is seeking ways to extend capacity problems with by installing underwater outflow pipework).

*"Preventing linear development in coastal areas"

COMMENT: The development would extend linear development and it is a coastal area.

*"Protecting distinct landscape character"

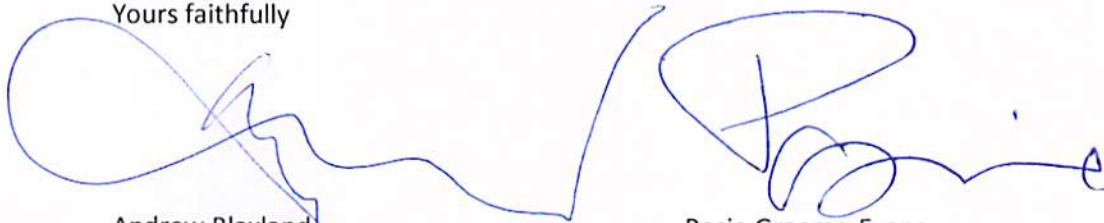
COMMENT: The development would damage distinct landscape character (grazing pasture) by allowing houses and roads to be built on it.

Summary

For the reasons stated here and because we believe this proposed rezoning and proposed development are more likely to be for the benefit of the developer – and less likely to be for the benefit of the Cygnet community and the township, we submit that both proposals be rejected – not approved.

We further submit that in the event that the developer seeks to appeal against any such rejection by Council and/or by the Tasmanian Planning Commission, the developer should be required to prepare a public exhibition or display of the proposals and to hold a public meeting at the Cygnet Town Hall and to advertise and invite members of the Cygnet community to attend and to hear a description of the proposals and to ask questions and have them answered.

Yours faithfully



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