

**From:** Patrick Synge  
**Sent:** Tue, 17 Nov 2020 09:14:50 +1100  
**To:** Huon Valley Council  
**Subject:** Representation re subdivision in Cygnet  
**Attachments:** Re Rezoning and subdivision in Cygnet.pdf

Please find attached this representation from the Cygnet Association (Inc) relating to PSA-2/2017 and SUB-36/2017.

Patrick Synge  
(tCA Secretary)



# The Cygnet Association (Inc)

[www.cygnet.org.au](http://www.cygnet.org.au)

## **PSA 2/2017 and SUB 36/2017 Channel Highway, Cygnet**

The Cygnet Association committee has discussed the proposed rezoning and subdivision of land on the lower side of the Channel Highway (Lot 1) currently zoned Particular Purpose and within the Urban Growth Boundary of Cygnet. The proposal is to rezone the land to General Residential, with a subdivision of 61 lots (72 houses) with potential additional dwellings on many lots.

The Cygnet Association recognises the increasingly rapid population growth that has been occurring within the township and in surrounding areas and the need for provision for additional housing within the township, both through infill and greenfield development. It is likely that the lots created through this subdivision and advertised online will result in many new residents from other parts of Tasmania, interstate and overseas. Current residents and businesses need to be assured that the demand on services, such as health and education, have been fully considered as well as the need for jobs for new residents of working age. Access to the assessments made, ie the data, should be made available.

Cygnet is a small town with a historic streetscape and a diverse population and has for many years been characterised by its arts and cultural activity, so the design of new housing within the town should ideally reflect these aspects of the life of Cygnet. The situation at the head of the spectacular bay that is Port Cygnet is one of the important features of the town and views of the water are part of the draw for people to live in the area.

The rezoning and subdivision of the site at Lot 1 Channel Highway represents an opportunity for subdivision with high quality design standards and visual amenity. This is particularly important when the area of the subdivision is viewed in relation to the rest of the town because it is such a large site compared to previous subdivisions.

Issues that were raised by the Cygnet Association committee include the following:

### **Traffic**

1. Infrastructure provision in the centre of Cygnet is currently being stretched by the growing population, both within Cygnet and especially in the surrounding area, and the council's township plans of 2004 and 2009 must be immediately reviewed and action taken to relieve traffic congestion in the centre of the town.
2. The entrance/exit of the subdivision is close to the crest of the hill for traffic from the south and the plans show no slip road for entry into the subdivision from the south. From a road safety perspective this appears to be more important than the road widening on the north side because the sight distance is much shorter and traffic entering the town has been travelling on a country road, and therefore likely to have been travelling at a higher speed than that from the centre of the town. The speed limit drops to 50km/h shortly before the crest. There is a real risk that minor traffic hold-ups at the entrance/exit will cause up to a dozen vehicles to queue as far as the crest and that rear-end collisions will result.

## **Sewerage**

- There has recently been a proposal by TasWater to move the outlet from the Cygnet Waste Water Treatment Plant (CTP) so that the discharge is further down Port Cygnet and further out in the bay in deeper water.
- Detailed data on the volume of sewage currently processed and the total expected increase if this subdivision and others proceed needs to be provided, since it is proposed to reduce the attenuation zone around the CTP (PSA 1/2020) in order for this subdivision to proceed, and the complete data is important in that context.

## **Stormwater**

- There is potential to design the development using the principles of water sensitive urban design as set out by Hobart City Council. This is particularly important for a greenfield site where there is potential to use modern design and technology to minimise runoff into Port Cygnet, which is an important conservation area.
- Permeable surfaces and appropriate vegetation can both reduce runoff and increase residents' amenity in an area which is the boundary between the town, the rural surrounds and, most importantly, the waterway.
- Is it sufficient to use a treatment solution that simply removes pollutants from the stormwater without making provision for minimising runoff?

## **Visual amenity**

- The rezoning includes the removal of 60m of the scenic overlay so that building lots immediately adjacent to the Channel Highway can be provided. The scenic overlay was included in the Huon Valley Interim Planning Scheme 2015 in order to protect the views of Port Cygnet and, if anything, the scenic protection corridor should be extended back towards Cygnet so that views along the whole section between numbers 7381 and 7357 Channel Highway are protected. Buildings in the subdivision would then be further from the road and less subject to traffic noise.
- This extension of the scenic overlay would also allow a footpath between the existing highway and the subdivision and enable greater appreciation of the views towards Port Cygnet.
- Permit conditions for the site could also specify appropriate street trees, which would contribute to water uptake and reduce runoff. Such landscaping would enhance the desirability of the lots, thus increasing the developer's return and the rates income to the council from the subdivision.

## **Public Open Space**

- The land allocated for public open space in the plan shown is minimal and this is not consistent with the council's Health and Recreation Strategy in which the council recognises the need for recreational walking tracks convenient to townships.
- In the subdivision plan additional public open space could be allocated to provide setback of dwellings from the Channel Highway by 10 – 15m to provide a walking track for residents of Cygnet as well as those living in the development.
- The bushfire hazard zone to the east of the subdivision could be rezoned Open Space and a narrow strip behind lots 42 to 48, where there is already proposed to be a sewer easement, could be allocated to public open space to link a walking track from the Esplanade to the Channel Highway via the scenic route around the subdivision.
- The footpath beside the Channel Highway from no. 7381 to the corner of Smith Street would need to be upgraded.