

CITY OF CLARENCE

# Droughty Peninsula Structure Plan

## Consultation Report

August 2025





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# Background

The Droughty Peninsula Structure Plan (the Structure Plan) is a long-term planning project that will guide how the Peninsula grows and develops over the next 20 to 25 years. Covering around 388 hectares, the area has been identified since the 1960's as one of Greater Hobart's priority locations for new housing, now sitting within the Urban Growth Boundary.

Building on the vision set out in the privately produced Skylands Master Plan (endorsed in December 2023), the Structure Plan look at the practical implementation of the Skyland vision for the entire peninsula.

The Structure Plan will provide a framework for staged development that responds to existing land conditions, environmental constraints, and community needs. While it is not a statutory planning document, it will guide future planning decisions and help ensure growth is sustainable, connected, and uniquely Tasmanian.

Key themes of the Structure Plan are:

- **Transport and movement:** including roads, walking and cycling paths, and potential ferry services
- **Environmental and cultural values:** protecting important habitats, heritage sites, and the character of the Peninsula

- **Housing:** creating a variety of options to suit different needs and budgets
- **Open space and recreation:** protecting key natural areas while providing accessible parks and coastal trails
- **Community infrastructure and services:** ensuring schools, community spaces, and essential services are well-located
- **Ongoing governance of the project:** mechanisms ensuring implementation reflects original intent of the Skylands vision and evolves as needed.

# Survey design

## Purpose of the survey

The Structure Plan consultation survey was conducted to gather feedback from the community on the emerging draft Structure Plan considerations. It specifically focused on listening to community feedback regarding aspects of the Structure Plan the community could influence, as opposed to elements guided by legislation, policy, technical standards, or professional assessments and opinions.

## Feedback sought

The survey invited feedback on key aspects of the Structure Plan, including movement and access, public and active transport, open space and the foreshore trail, housing mix and density, community facilities and services, environmental protection and heritage.

## Rationale for the design of the questions

Questions were designed to gauge community support for the strategies and trade-offs within the Structure Plan themes. The survey also aimed to capture local insights and lived experience to refine priorities, staging, and implementation.

## Structure of the survey

Survey questions were structured according to the strategies within each Structure Plan theme. As several options had not been previously tested with the community, the survey was designed to assess public sentiment and the level of support for each option.

# What we did

## How the community engagement was promoted



**Articles** in the Eastern Shore Sun and Clarence News, as well as **ads** in the Eastern Shore Sun and Mercury.



**Social media posts** with a total reach of **6,082 people**.



**Printed copies of the Background Report** and survey made available at the Customer Contact Desk.



**Consultation pop-ups** at Rokeby Trust Hall and Howrah Community Centre (July 2025), and the Off the Couch Event (Aug 2025).



**Posters and postcards** with QR link to the website, with posters included in letters/emails to key stakeholders for display on notice boards



**1,349 unique visitors** to the Droughty Peninsula Structure Plan **Your Say webpage** and **2,405 page views**

## Ways people engaged and provided feedback



**222**

online survey responses



**35**

Email and handwritten submissions



**Face-to-face interactions at community events**



**11**

Phone calls and in-person meetings with stakeholders

## Length of time survey was run

**6 weeks** (26 June 2025 – 7 Aug 2025)

# Our purpose and success measures

## Community engagement purpose

### Purpose 1

To communicate and acknowledge the community feedback provided via previous community engagements.

### Purpose 2

To provide the community with an update on the Structure Plan key findings to date, and how they relate to and respond to the previous community feedback.

### Purpose 3

To inform the community on the identified non-negotiable matters and gain community input on the identified negotiable elements of the Structure Plan.

## Community engagement success measures

### Measure 1

Gather a good cross section of respondents (age, socio-demographic, geographic spread).



Respondents from a variety of ages, geographic location, and other demographics were collected.

### Measure 2

To identify material matters not yet considered by the Structure Plan project.



Material matters were highlighted for consideration from the responses.

### Measure 3

Gauge the level of support.



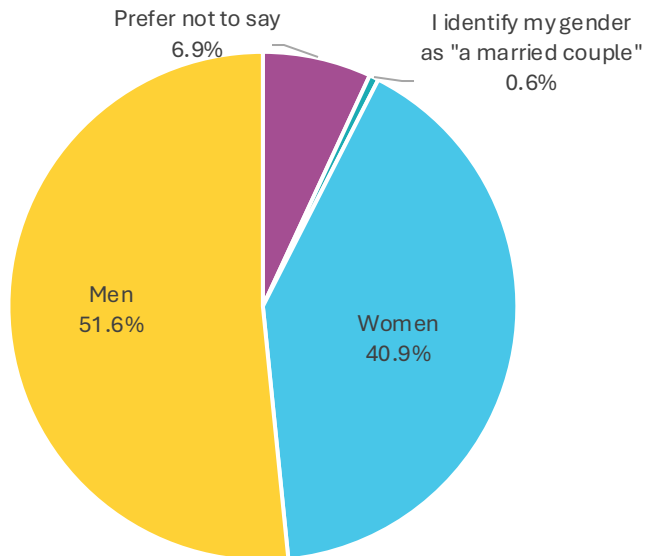
The level of community support was clearly identified.

# Data Summary

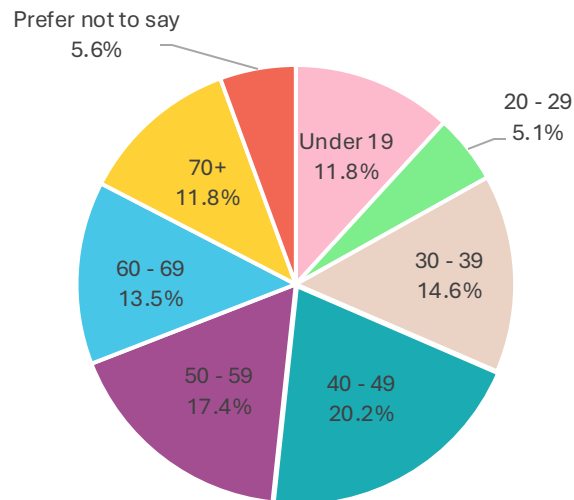


# Demographics

## Gender



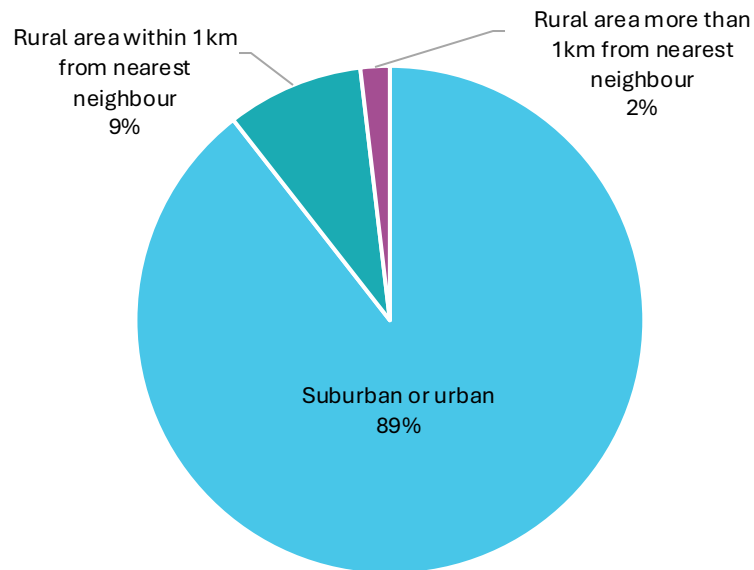
## Age



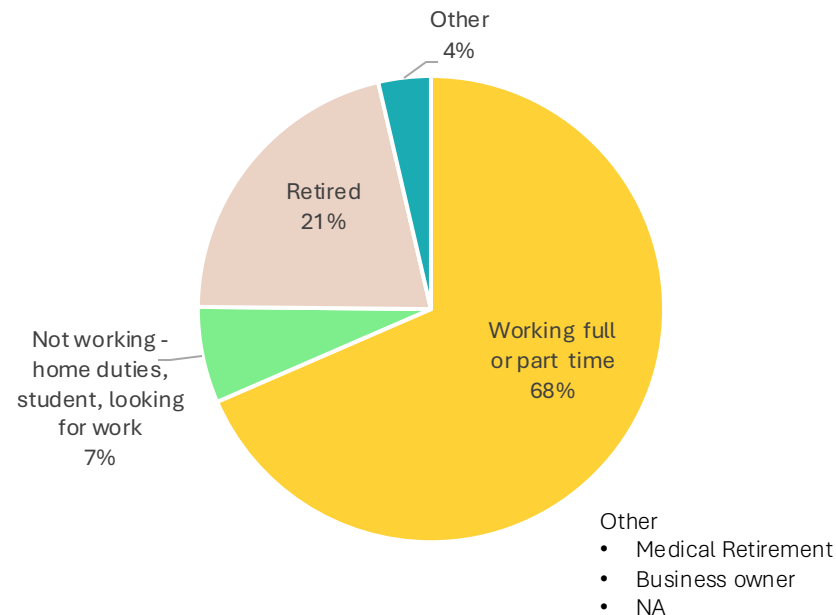


# Demographics

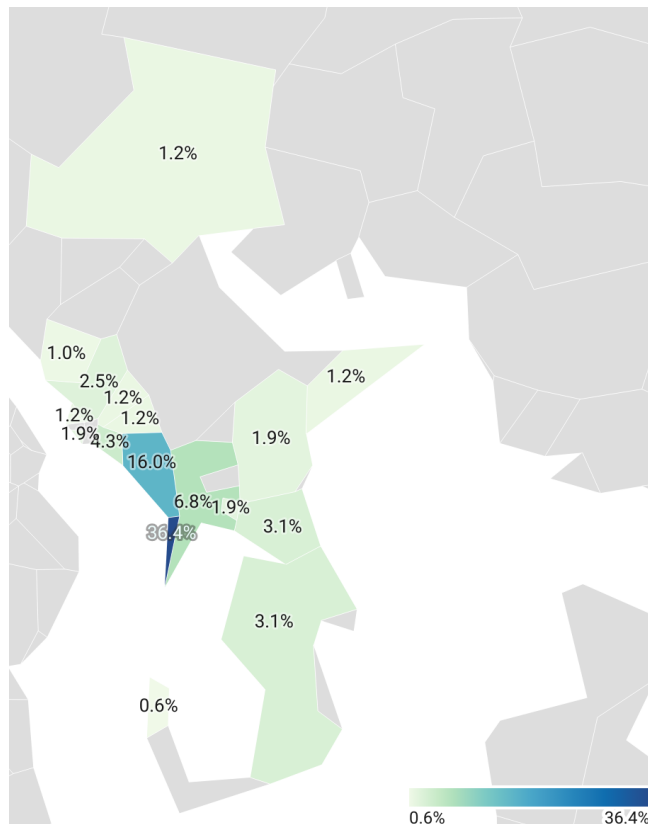
## Place of residence



## Employment



# Demographics



## Location of respondents

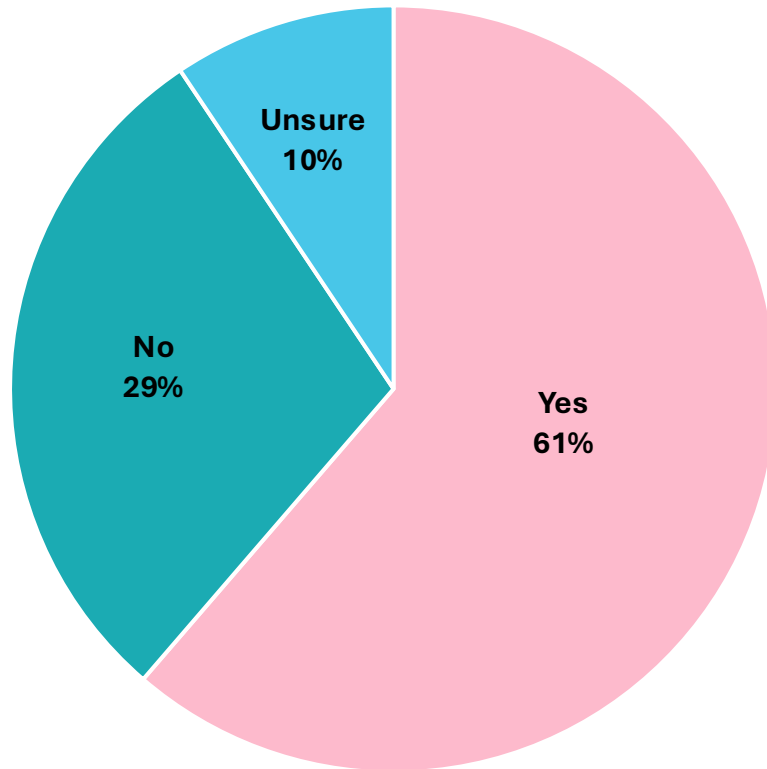
- Tranmere had the highest response rate at 36.4%
- Howrah was the second highest at 16%
- Not depicted:
  - 9.9% live elsewhere in Tasmania
  - 3.7% live outside of Tasmania
  - 1.2% live elsewhere in Clarence

## Table of responses by suburb

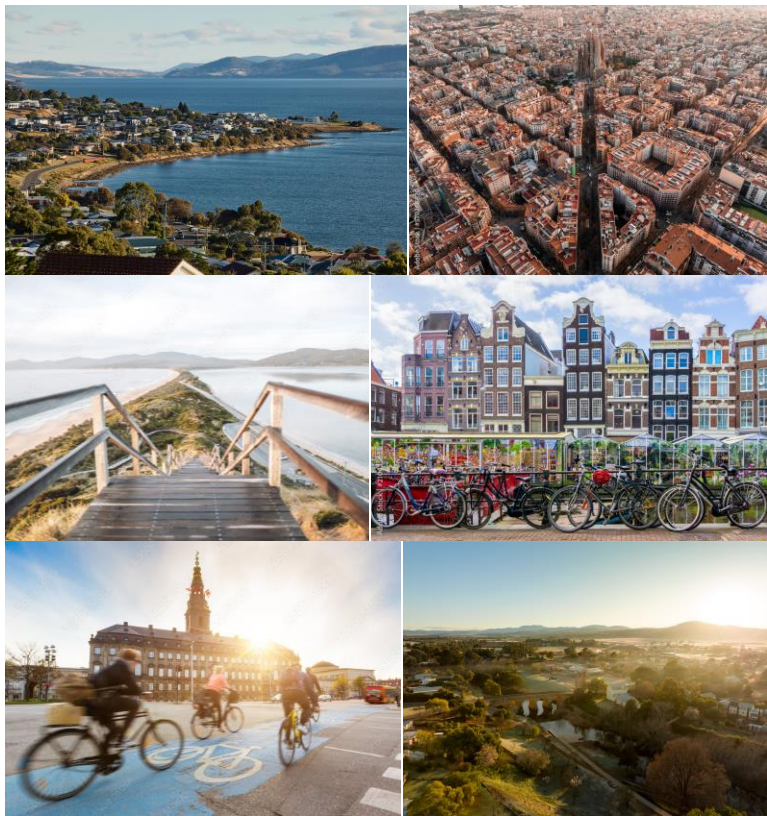
Tranmere	36.4%	Lindisfarne	2.5%	Seven Mile Beach	1.2%
Howrah	16%	Acton Park	1.9%	Warrane	1.2%
Rokeby	6.8%	Rosny	1.9%	Opossum Bay	0.6%
Bellerive	4.3%	Oakdowns	1.9%	Geilston Bay	0.6%
Lauderdale	3.1%	Richmond	1.2%		
Sandford	3.1%	Rose Bay	1.2%		

# Development support

Overall, do you support the development of Droughty Peninsula with a diversity of housing options and walkable, connected neighbourhoods?



# Community response



**What are your favourite places, streets or neighbourhoods, either locally, nationally or even globally? Why are they your favourite?**

- **Waterfront and nature:** easy access to beaches, rivers, and foreshore trails with quiet, views, and wildlife.
- **Walkable and bike-friendly:** separated coastal paths, continuous shared trails, safe footpaths that link homes to hubs.
- **Green, shady places:** mature trees, native planting, and larger parks people actually use.
- **Local hubs with a vibe:** small centres with cafés, daily shops, libraries, and spots to meet.
- **Public transport that connects:** reliable buses and a ferry that tie into walking and cycling networks.
- **Streets for people:** calm traffic, safe crossings, and parking that does not dominate.
- **Density done well:** support for low to medium density if it delivers walkability, greenery, and services (think Amsterdam, Barcelona, Copenhagen), not cookie-cutter subdivisions.
- **Clear design cues:** complete the foreshore trail with shade and water access, protect hilltops and key natural areas, set tree canopy targets, build separated paths to bus stops and a future ferry, and create walkable centres within a 5–10 minute walk.

# Community response

**Thinking about the future generations who will potentially live in the area, what do you think will be the biggest considerations for people looking to move to the Peninsula in 10, 20, or 30 years? (Question 18)**

## Identified community considerations to be resolved



### Traffic and roads – 34 mentions

Common themes: congestion, safety on Ocean and Tollard Drives, too few ways in and out, pressure on the South Arm Highway and Tasman Bridge



### Environment and views – 22 mentions

Common themes: loss of trees and habitat (including wedge-tailed eagles), impacts on the ridgeline and views



### Public transport – 38 mentions

Common themes: infrequent services, long travel times, doubt that people will switch from cars



### Affordability and housing mix – 63 mentions

Common themes: price, “not million-dollar mansions”, fear of over-development without affordable options



### Safety and crime – 21 mentions

Common themes: local crime, hooning, passive safety on steep or isolated routes



### Climate and hazards – 14 mentions

Common themes: sea-level rise, bushfire risk, heat and wind exposure



### Infrastructure capacity – 21 mentions

Common themes: water, power, sewer, and staging keeping up with growth

# Community response

**Thinking about the future generations who will potentially live in the area, what do you think will be the biggest considerations for people looking to move to the Peninsula in 10, 20, or 30 years? (Question 18)**

## Identified community desirable considerations for incorporation



### Everyday services

- Easily accessible, close by: 33 mentions

Clear asks: schools and childcare, a medical clinic/GP, shops and cafes, community spaces, with some asking for TAFE and youth jobs.



### Community design

- Clear identity: 11 mentions

Clear asks: avoid “cookie-cutter”, protect character and views, make places that feel safe and welcoming.



### Housing choice

- Price and variety: 41 mentions

Clear asks: a mix of types (townhouses, small homes, some apartments) and options that first-home buyers and downsizers can afford.



### Parks, open space, and recreation

- Green/open space: 39 mentions

Clear asks: accessible foreshore parks, trails, places to meet and play, some sports courts and facilities.



### Better transport choice

- Public transport and ferry: 38 mentions

- Active transport and walkability: 29 mentions

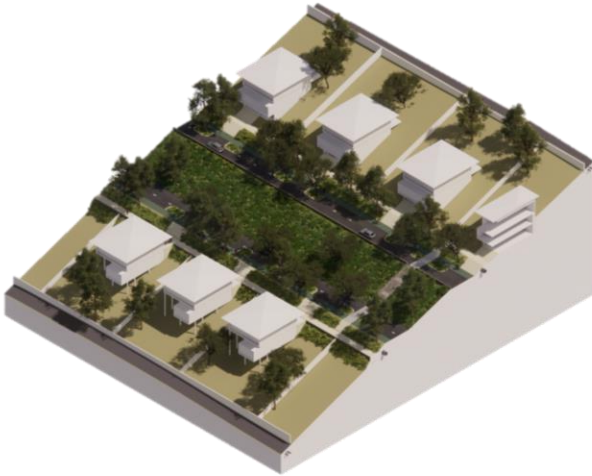
Clear asks: fast ferry, more frequent buses, safe separated walking and cycling, a continuous foreshore trail.

# 4

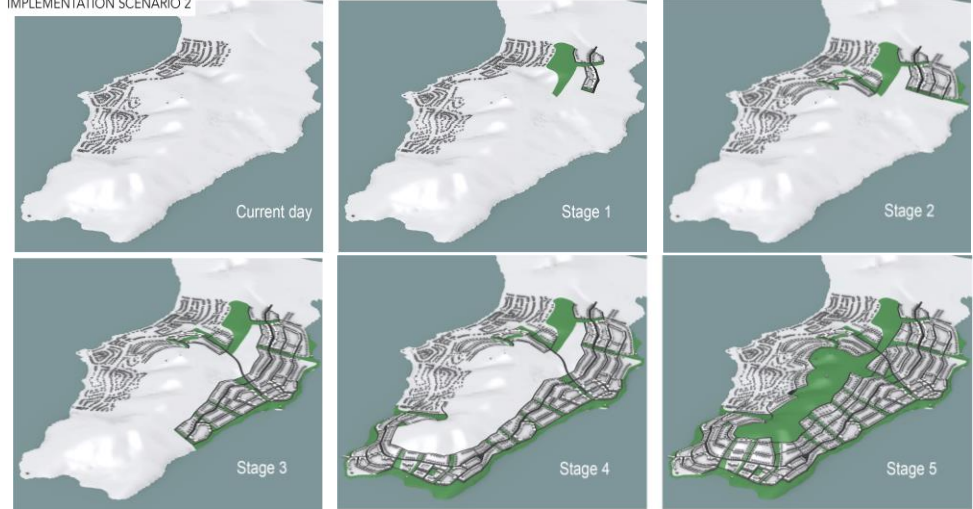
## Community response

### Preferred road design for steep areas

- The community **overwhelmingly supported (74.5%)** wider road reserves with rolling embankments between lanes which follows the terrain, avoids long continuous retaining walls, and looks and feels more natural.



IMPLEMENTATION SCENARIO 2



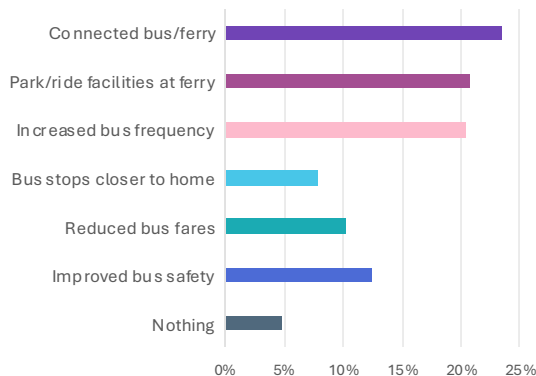
### Implementation Scenario

- The community **preferred** Implementation Scenario 2 (56.2%) with a **staged, “capital-deferral approach”**, favouring growth that matches existing service capacity first, adds major upgrades later, and limits early disruption.

# Community response

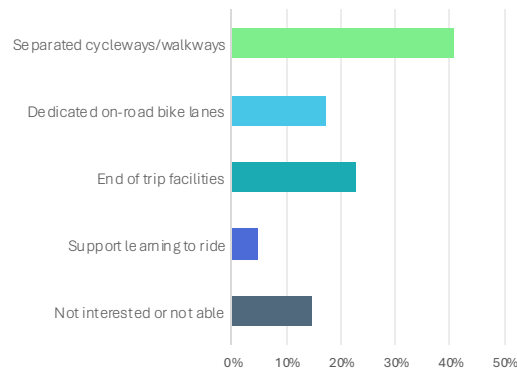
## Public transport

Respondents to the survey want services that are frequent, reliable and take them straight to the city. A ferry is popular, especially if buses connect smoothly to it. Safety and convenience are key drivers of change, with bus priority and simple, on-time operations seen as must-haves.



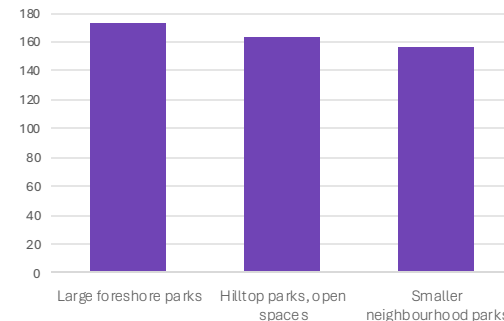
## Walking, riding, cycling

Survey responses clearly showed a preference for separated cycleways/walkways. Good lighting, shade and safe crossings matter, along with secure bike parking and end-of-trip facilities. Steep slopes and road safety was a concern to some, so design needs to feel safe and easy.



## Open spaces and outdoor facilities

Responses showed a want for natural, usable places: a continuous foreshore trail, nature trails, seats with views, picnic and BBQ spots, dog-friendly areas and playgrounds. Trees, shade and accessible paths rank higher than big built structures; courts and stages are secondary to everyday spaces to walk, sit and play.



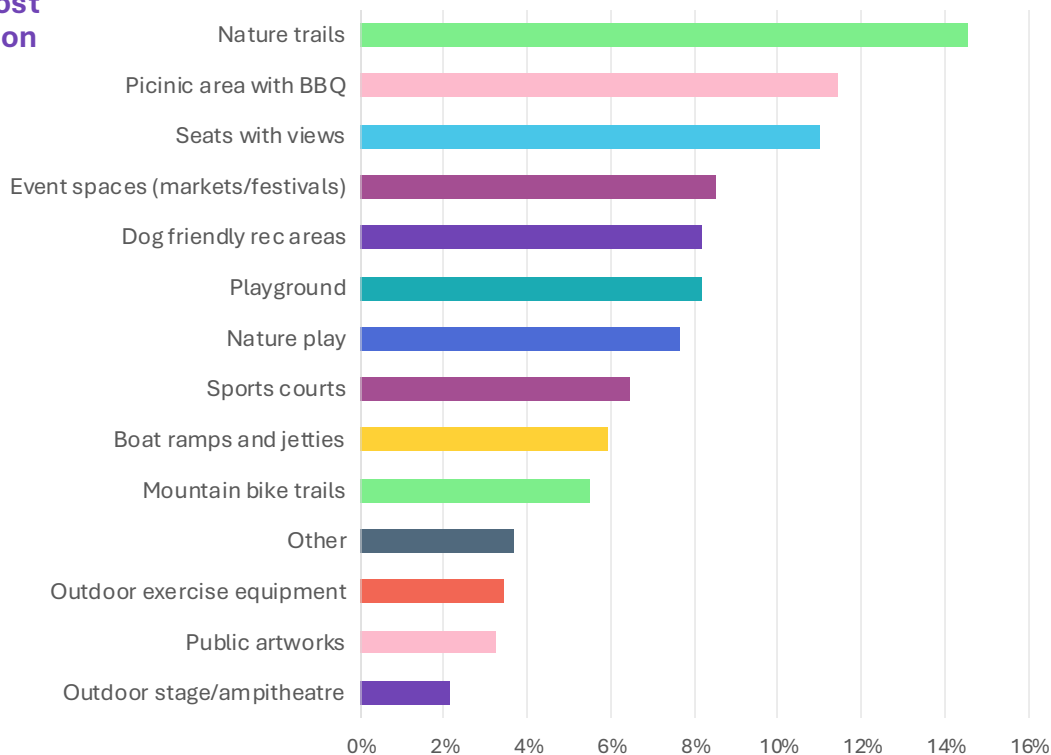


# Community response

## Which outdoor facilities do you think are most important to be included in the open space on the Droughty Peninsula?

Respondents to the survey preferred nature-based, everyday-use features. The top picks were nature trails, and the foreshore walk, seats with views and shade, picnic and BBQ spots, dog friendly areas, and playgrounds. Built sport facilities ranked lower. The clear theme was inclusive, low impact places that are easy to use often and feel connected to the landscape.

In 'Other', responses asked to keep the area natural and protect bushland, wildlife, the she-oak forest, and key hilltops and corridors. There was a want for practical amenities like public toilets, drinking water and dog-bag stations, small cafés or a library, plus more cycling and skate options, simple open spaces, clear dog rules, and better water access for snorkeling or small craft. A recurring note was to fix traffic and access first.



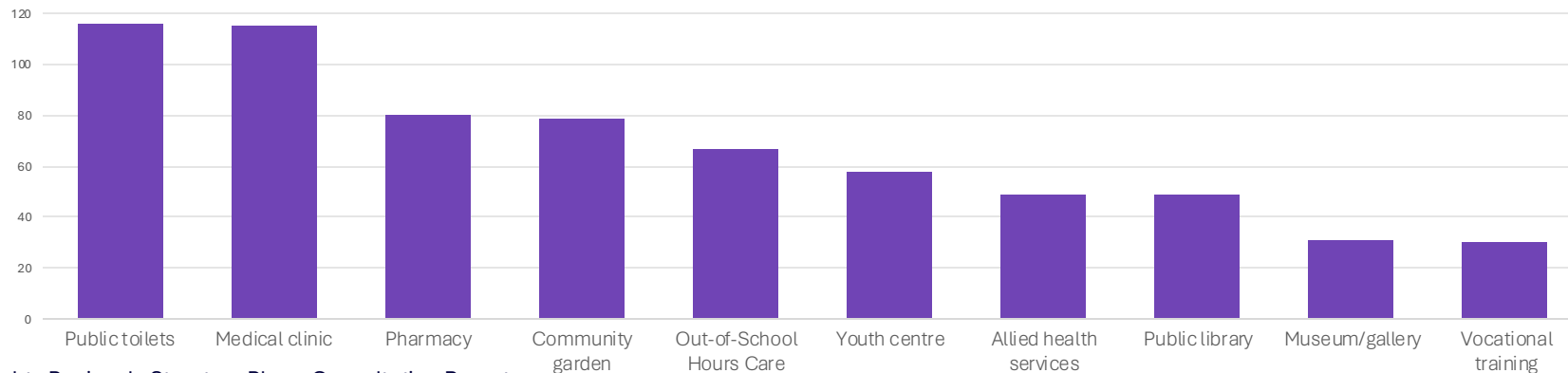
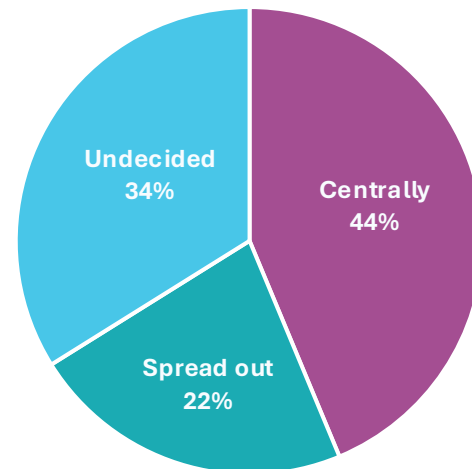
# Community response

## Day one infrastructure

Most respondents want the basics close by from the start. A medical clinic and pharmacy lead the list, with allied health, youth spaces and a community garden also mentioned. The theme is everyday services that make it possible to live locally without long trips.

Most prefer key services to sit **centrally within each neighbourhood** so they are easy to reach on foot or by bike. A smaller group favours spreading facilities across areas, and a sizable number are undecided and want more detail on catchments, access and transport before choosing.

Location of social infrastructure and services



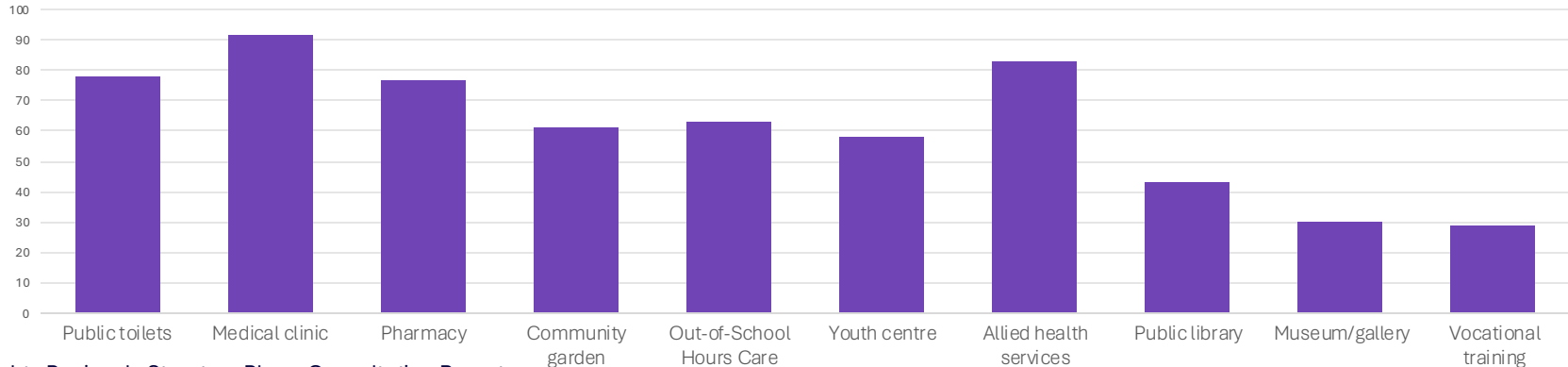
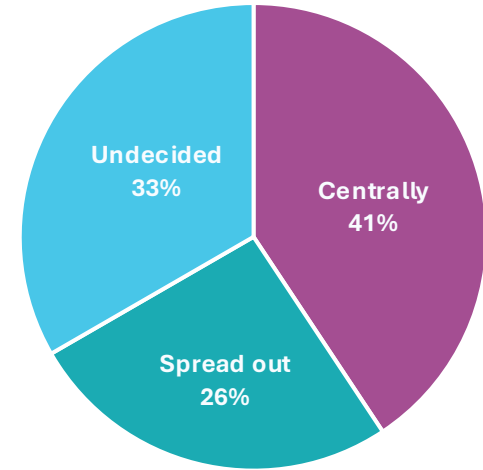
# Community response

## First five years infrastructure

Survey responses showed people want health capacity added early. A medical clinic remains the top ask, followed by allied health and public toilets, with pharmacy also featuring. Childcare and youth spaces are regular mentions. The theme is practical, everyday services that reduce the need to leave the Peninsula.

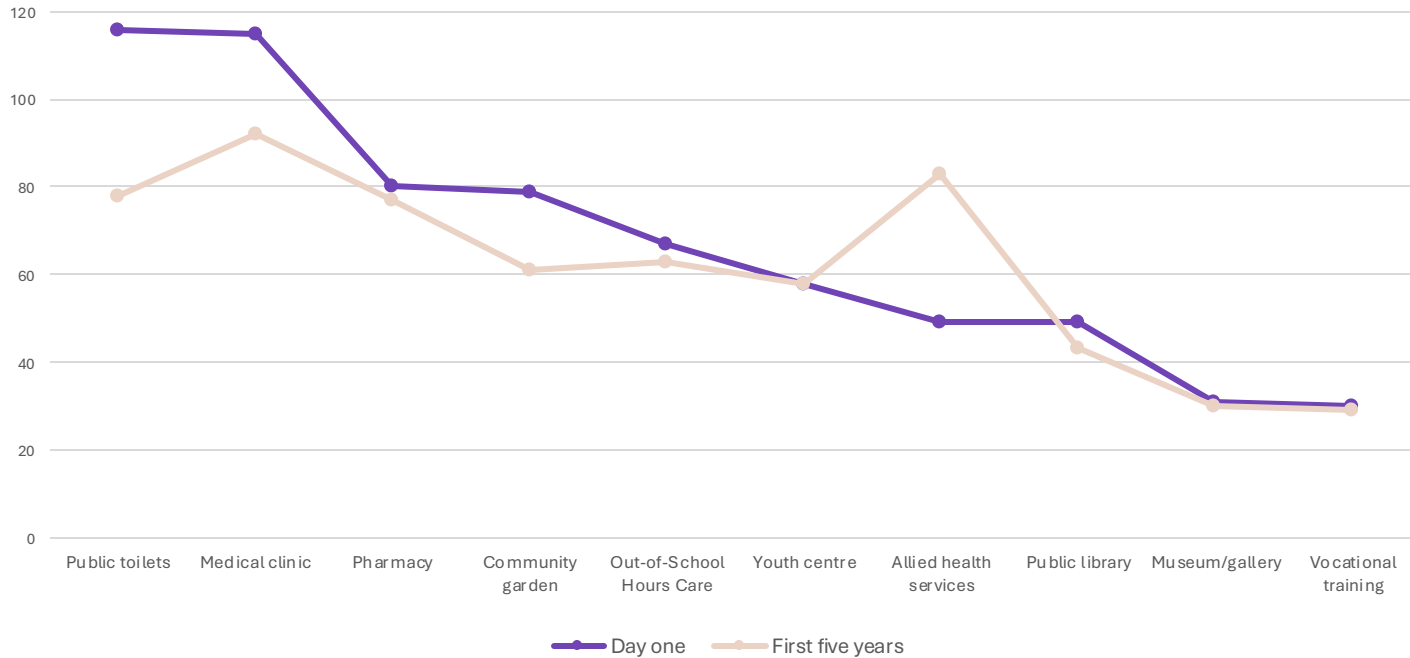
The spread of social infrastructure and services remains with a preference for a central location with a large number undecided.

Location of social infrastructure and services



# Community response

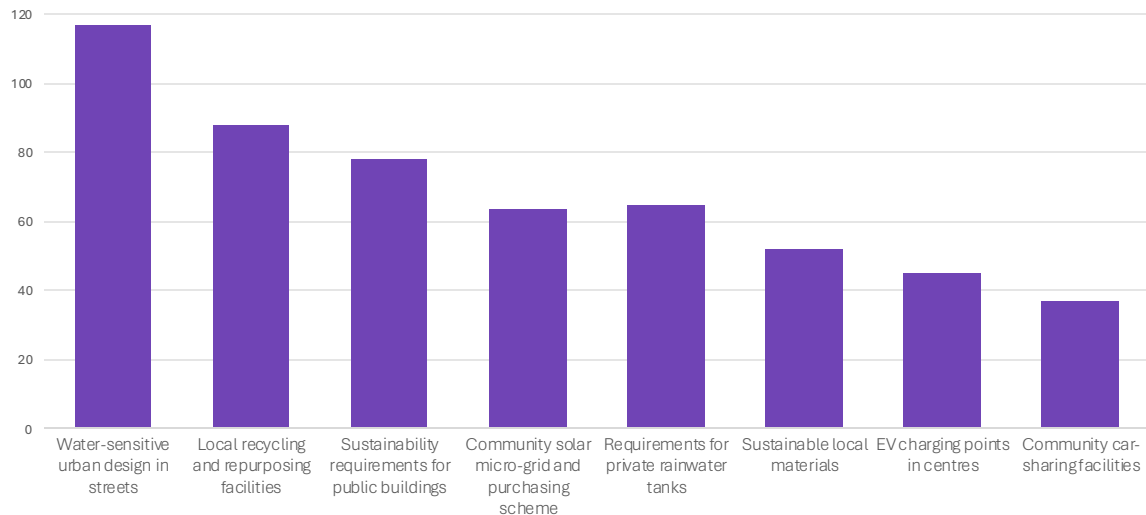
## Day one vs. first five years infrastructure



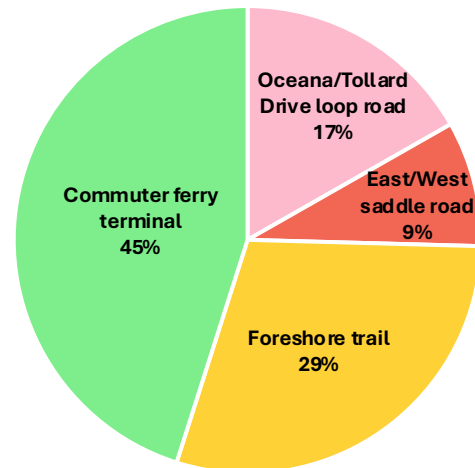
# Community response

## First ten years community-focused sustainability measures

Respondents backed practical, visible actions. Water-sensitive urban design in streets and parks ranked highest, followed by local recycling and re-use hubs and clear sustainability standards for public buildings. Community solar, rainwater tanks and EV charging were also popular, with interest in car sharing and more tree canopy for shade and cooling. The theme is everyday, place-based sustainability that reduces heat, saves water and makes low-impact living easy.



## Transport infrastructure project priority



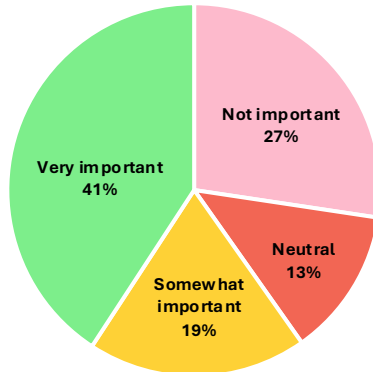
## First ten years transport infrastructure

The top pick is a commuter ferry terminal, supported by buses and safe walking and cycling links to bus stops. Completing the foreshore trail comes next, with the loop road and the east-west saddle road least supported. The preference is to support fast, reliable public transport and connected active travel ahead of expanding the road network.

# Community response

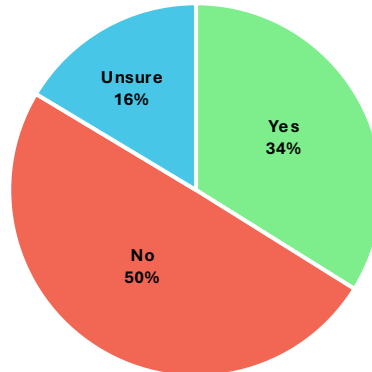
## Variety of housing types

Survey respondents want real choice that fits different stages of life and budgets. Detached homes and townhouses lead the list, with conditional support for well-designed low-rise apartments near shops, parks and transport. Affordability, quality and accessible design matter most, paired with trees, open space and walkable streets.



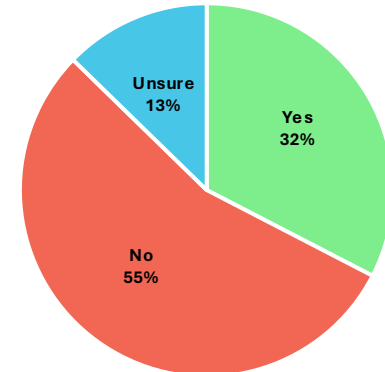
## Development of saddle

50 per cent of respondents were opposed to the development of the saddle, primarily on perceived detrimental skyline and landscape impacts. Some cited the need for clearer visuals reflecting firm height and design controls before deciding. There was some support for limited development to enable the east-west link if it stays below the ridgeline and protects green corridors.



## Development to 120 metres

The majority of respondents opposed development to 120 m due to visual skyline impact, cut and fill, walkability and servicing concerns. There was some support for stepped, limited development to 120 m to keep the foreshore public and meet housing targets, provided geotechnical, bushfire, access and visual controls are tight and height tapers with elevation.



# Key findings



# Key findings - survey

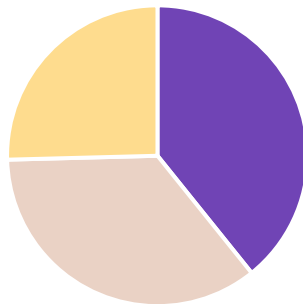
The overall sentiment was generally supportive. Most respondents back development if it delivers more diverse and affordable housing, walkable and connected neighbourhoods, early investment in public transport with a ferry, and a continuous foreshore trail.

Support is conditional on protecting natural values and views, keeping hilltops and the foreshore green, using rolling road profiles to reduce visual impact, and embedding water sensitive urban design and shade.

People want staged growth aligned to infrastructure capacity, with clearer trade-offs between density and street design.

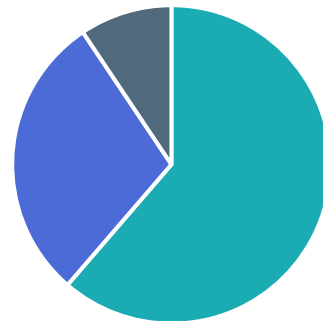
The strongest concerns focus on traffic and access, the realism of walkability on steep terrain, building over the saddle and up to 120 meters, and whether schools, health services, and everyday amenities will arrive early enough.

Would you move to one of the Droughty Peninsula neighbourhoods in the future?



■ Yes ■ No ■ Undecided

Support for development



■ Yes ■ No ■ Unsure

A minority of respondents oppose development outright due to its character and environmental risks, but the prevailing message is to proceed in a planned manner and prove the benefits through design and a staged implementation.



# 4 Key findings - landowners

## Overarching landowner concerns



### Clarity and process confidence

Some owners want a clear “line of sight” from policy to on-the ground delivery, better explanation of roles, and to run the structure plan in parallel with exploring appropriate planning scheme controls to maintain momentum prior to applying for an amendment.



### Material shifts need co-design

Changes now on the table - roads realigned to topography, a reworked open-space network, and fewer neighbourhood centres - are seen as significant and should be tested collaboratively.



### Stormwater and landscape function

A major gully requires shared-benefit drainage works; owners want clarity on cost-sharing and how paths/open space integrate with flood management.



### Environmental and visual sensitivity

Calls to revegetate hilltops early, secure continuous gully-to-coast green corridors, and address concerns about historic gully filling/erosion and compliance.



### Movement, services and hilltop utilities

Some doubt the Peninsula’s walkability and proximity to services and question ferry/transport assumptions; hilltop radio assets need protected lines of sight.

# Key findings - landowners

## Overarching landowner solutions



### Design the gully as blue-green infrastructure

Progress shared stormwater detention/works in the key gully and co-locate walking/cycling links and usable open space; confirm fair cost-sharing.



### Fit density/form to place and protect

Apply lower-density/bush-sensitive treatment on steep, south-facing bushland; protect known sensitive habitat (e.g., wedge-tailed eagle) and set clear rules for the hilltop park land take.



### Make delivery explicit and move in tandem

Document the implementation pathway, including appropriate planning controls and keep owners closely engaged; some owners indicated a willingness to help resolve early servicing/staging matters.



### Environment-led land

Re-vegetate hilltops and stitch continuous green corridors from ridges to coast; restore degraded gullies to address erosion and habitat values.



### Enable viable centres and avoid “stranded” sites

Give practical guidance on zoning and the Medium Density Design Guidelines so activity-centre sites can actually develop as intended.

# Key findings – infrastructure/services

Across the industry and service provider submissions, there is broad support to progress a clear, evidence-based Structure Plan that links strategy to delivery and runs alongside statutory steps so implementation can start smoothly.

Aboriginal Heritage Tasmania asks for a comprehensive Aboriginal heritage assessment now to avoid later permit delays, while NRE supports Council's intent to work with Tasmanian Aboriginal people through Milangkani to develop a Building on Country framework.

The Department of Health emphasises housing near services, safe walking and cycling, and reliable public transport to support healthy living across all ages, and UTAS advises earlier Aboriginal engagement, gentle density that reduces car dependence, and stronger sustainability and climate adaptation.

The Department of Education, Children and Young People confirmed that Howrah Primary School is at capacity and rely on Rokeby Primary School – as the focus for in-zone enrollments.

DECYP are supportive of active transport options to connect to schools.

The Department of State Growth supports the modal shift focus of the development, however there is no allowance for the inclusion of services to the Peninsula in current or future work programs.

TasNetworks relies on standard new development processes but is aware of emerging technology trends and is supportive of exploring opportunities in more detail, especially co-locating community batteries with community facilities.

Hobart Airport were generally supportive but noted technical matters that will need to be addressed.

Specialist agencies ask that safeguards be locked in early: apply airport OLS controls to heights and forms, protect hilltop radio sightlines, and design the hilltop reserve and urban edges for bushfire risk, access and asset protection.

NBN Co is ready to collaborate so high-quality digital connectivity is staged with growth.

INCAT adds a practical transport lever, proposing a fast ferry network with floating jetties and short turnarounds, including a potential Peninsula stop, which would require coordinated landside access for walking, cycling and pick-up.

## Interviews undertaken with:

- Department of State Growth
- TasNetworks
- Department of Education, Children, and Young People
- Hobart Airport

# Key findings – community groups

Across the community-group submissions, there is consistent support for a structure plan that delivers healthy, connected neighbourhoods while protecting the natural values. Bicycle Network backs the idea of a peninsula-ringing active route but asks for fully protected cycling on Oceana Drive, with hard separators or kerb-separated paths rather than paint and narrow buffers, and points to examples like Adelaide's Frome Street to set the standard.

Cancer Council Tasmania frames shade as essential infrastructure, noting high melanoma risk in Tasmania and advising that good shade can cut UV exposure by up to 75 percent. They support walkable, mixed-use neighbourhoods and urge strong shade and sun-safe design across paths, parks and play spaces.

The Tasmanian Active Living Coalition supports opening land for housing but stresses a mix of homes near everyday services, with safe walking and cycling and reliable public transport, and calls for a “health in all policies” approach backed by evidence.

Environment-focused groups support the overall direction but seek stronger safeguards. Rokeby Hills Landcare asks for a wider continuous vegetated hilltop corridor, cautions against a two-way east–west road that could fragment habitat, and suggests designing any crossing with a wildlife overpass. They also prefer bushfire management areas to sit in road reserves and private lots rather than eroding public open space.

Regarding the development of the Structure Plan, the Friends of Tranmere and Droughty Peninsula Association resubmitted their previous submission against the Skylands Masterplan and Extension of the Urban Growth Boundary Application. The content of this submission was already known, however comments made by group representatives relevant to this consultation identified concerns with the elevation, number of dwellings, and the undertaking of a detailed environmental assessment.

## **Submissions received from:**

- Bicycle Network Tasmania
- Cancer Council Tasmania
- Heart Foundation
- Tasmanian Active Living Coalition
- Rokeby Hills Landcare
- Friends of Tranmere and Droughty Peninsula Association

# Key findings – community members

Across the ten submissions from individual community members, the strongest theme was environmental protection and landscape character. Residents call out the need to keep hilltops green, retain and restore native vegetation (especially she-oak areas), and protect sensitive species and habitats—most notably the registered wedge-tailed eagle nest near the saddle and the spotted handfish in adjacent shallows. Several ask for wider, continuous green corridors running gully-to-coast and for revegetation that matches nearby reserves, so urban areas function as wildlife links rather than barriers.

A second, consistent theme is scale and form. Many oppose high-density development, arguing it would erode the peninsula's quiet, natural identity and have unacceptable visual impacts; they favour lower-density housing in limited, carefully sited areas, with ample public open space and foreshore access.

These concerns link to worries about traffic, constrained access and infrastructure—particularly pressure on Oceana Drive/Tollard Drive and overall capacity—along with a desire to avoid “cookie-cutter” outcomes.

Constructively, several submissions outline what “doing it well” could look like: revegetated hilltops, continuous biodiversity corridors, small usable parks, and design that privileges walking and nature while respecting ecological constraints. Some also suggest pragmatic local facilities (e.g., dog parks, sports grounds, everyday services) so residents can meet daily needs nearby without undermining the peninsula's green character. Overall, the sentiment is not “no change at all” but “change that protects what's special,” with ecology, visual quality, and right-sized infrastructure as the non-negotiables.



# Next steps

Thank you for the consideration given to the Droughy Peninsula Structure Plan Survey and Consultation. Your feedback and suggestions provided clarity around considered implementation plans and design options. These will be used to inform the development of the Draft Structure Plan.

The Draft Structure Plan will come back to the community before it is endorsed by the Council.

## Where to from here?

- Prepare the Draft Structure Plan document.
- Present the Draft Structure Plan to the Council and request approval for Phase 3 community engagement.
- Conduct Phase 3 community engagement on the Draft Structure Plan.
- Review the community feedback from the Phase 3 community engagement.
- Finalise the Structure Plan and put to the Council for adoption.