

COUNCIL MEETING
MONDAY 29 JULY 2024

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL’S WEBSITE

1. ACKNOWLEDGEMENT OF COUNTRY

The Mayor will:

- make the following statement:

“Before proceeding, I pay my respects to the Mumirimina people as the traditional and original custodians of the lands on which we meet, and I acknowledge the continuing connection of the Tasmanian Aboriginal people to the skies, land and waterways.

I pay respect to Elders past and present.”

- invite those present to pause for a moment of quiet reflection and respect before commencing the council meeting.
- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council’s website. The meeting is not protected by privilege. A link to the Agenda is available via Council’s website.

2. APOLOGIES

Nil.

3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council’s adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

4. OMNIBUS ITEMS**4.1 CONFIRMATION OF MINUTES****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 8 July 2024, as circulated, be taken as read and confirmed.

4.2 MAYOR'S COMMUNICATION**4.3 COUNCIL WORKSHOPS**

In addition to the Councillor's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE

Presentation – TasWater
Risk Management and Strategic Risks
Cambridge Oval Master Plan
Councillor Superannuation

DATE

15 July

RECOMMENDATION:

That Council notes the workshops conducted.

4.4. TABLING OF PETITIONS

(Note: Petitions received by Councillors are to be forwarded to the Chief Executive Officer within seven days after receiving the petition).

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

4.5 REPORTS FROM OUTSIDE BODIES

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

REPORTS FROM SINGLE AND JOINT AUTHORITIES

Provision is made for reports from Single and Joint Authorities if required.

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representative: Cr James Walker

Quarterly Reports

March Quarterly Report pending.

Representative Reporting

- **TASWASTE SOUTH**

Representative: Cr Warren (Mayor's nominee)
Cr Hunter (Proxy)

- **TASWATER CORPORATION**

- **GREATER HOBART COMMITTEE**

REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES

4.6 WEEKLY BRIEFING REPORTS

The Weekly Briefing Reports of 8, 15 and 22 July 2024 have been circulated to Councillors.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 8, 15 and 22 July 2024 be noted.

5. PUBLIC QUESTION TIME

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request a Councillor or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

5.1 PUBLIC QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a member of the public may give written notice to the Chief Executive Officer of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Questions on notice and their answers will be included in the minutes.

Mrs Sharyn von Bertouch of Sandford has given notice of the following questions:

AFL HIGH PERFORMANCE CENTRE

1. If Rosny is chosen as the site for the AFL High Performance Centre, will the draft terms of the Heads of Agreement, negotiated by Clarence City Council's CEO, between Council and the Tasmanian Department of State Growth, for the facility's operation, be approved or otherwise by Council in the open or closed section of the relevant Council Meeting?
2. If the deliberations and decision are made in the closed section of a future Council Meeting, in line with open and transparent decision making, will the final terms of the Heads of Agreement be released to the public as soon as possible after the completion of the agreement?

Mr Terry Polglase of Lindisfarne has given notice of the following question:

AFL HIGH PERFORMANCE CENTRE ELECTOR POLL

It is being reported widely that the purported \$200,000 cost of the Elector Poll has created a 0.3% rise in the rates for the people of Clarence. As this is a one-year additional cost to Council, how does Mayor Blomeley justify the rate rise and his media commentary supporting it?

/ contd on Page 9...

PUBLIC QUESTIONS ON NOTICE /contd...

Mr Bradley Walker of Howrah has given notice of the following questions:

1. ANTI-SOCIAL AND ILLEGAL ACTIVITIES

Council have previously suggested the community should be taking an active role in helping to stop anti-social and illegal activities in their community. As colder months are upon us, illegal cutting and removal of firewood in reserves is increasing. What measures does the council want individuals to take when personally witnessing wood hookers conducting these activities, and what further process or progressive actions does the council take towards such individuals taking part in this illegal action?

2. COUNCILLORS PERSONAL DONATIONS TO PARTIES/GROUPS

How does the council see councillors who make personal donation to parties/groups that are actively/directly working towards projects, proposal's development applications or general matters that require further council consideration or approval. Whether this is seen a conflict of the Code of Conduct they work under and/or as a conflict of interest that would affect the councillor's ability to vote on such matter?

5.2 ANSWERS TO QUESTIONS ON NOTICE

The Mayor may address Questions on Notice submitted by members of the public.

5.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

5.4 QUESTIONS WITHOUT NOTICE

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

Council's Public Question Time Policy can be found on Council's website at [Public Question Time - City of Clarence : City of Clarence \(ccc.tas.gov.au\)](https://www.ccc.tas.gov.au/public-question-time)

6. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(In accordance with Regulation 38 of the Local Government (Meeting Procedures) Regulations 2015 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

7 PLANNING AUTHORITY MATTERS

In accordance with Regulation 25 (1) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

7.1 DEVELOPMENT APPLICATION PDPLANPMTD-2022/031849 – 160 ACTON ROAD, ACTON PARK (WITH ACCESS OVER 146 ACTON ROAD, ACTON PARK) - TWO LOT SUBDIVISION (ONE EXISTING AND ONE NEW)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a two lot subdivision (one existing and one new) at 160 Acton Road, Acton Park (with access over 146 Acton Road, Acton Park).

RELATION TO PLANNING PROVISIONS

The land is zoned Rural Living and subject to the Road and Railway Assets Code, Natural Assets Code, Flood-Prone Areas Hazard Code, Bushfire-Prone Areas Code, Landslip Hazard Code and Safeguarding of Airports Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory period which has been extended by agreement and expires on 31 July 2024.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and three representations were received raising the following issues:

- Stormwater Management;
- Use of existing buildings on-site; and
- Compatibility with established properties within the area.

RECOMMENDATION:

A. That the Development Application for a two lot Subdivision (one existing and one new) at 160 Acton Road, Acton Park (with access over 146 Acton Road, Acton Park) (CI Ref PDPLANPMTD-2022/031849) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN AP3 – AMENDED PLANS. Amended plans and accompanying updated Flood Hazard Report showing the required flood/surface runoff protection to the neighbouring properties must be submitted to and approved by Council's Chief Executive Officer or delegate prior to the commencement of the use/development. When approved, the plans will form part of the permit.

3. The development must be undertaken in accordance with the recommendations outlined within the Flood Hazard Report, prepared by Henry Design and Consulting and as attached to this permit. Plans demonstrating the recommended engineering designs are to be submitted to Council's Chief Executive Officer/delegate prior to the commencement of any works.
4. Prior to the sealing of the final plan of survey, the recommendations in the Bushfire Assessment Report: Proposed Two Lot Subdivision, 160 Acton Road, Acton Park, dated 29 April 2024 certified by James Rogerson, must be implemented to the satisfaction of Council's Chief Executive Officer or Delegate. A report certifying compliance with the recommendations made within the report must be provided to the satisfaction of Council's Chief Executive Officer or Delegate prior to sealing of the final plan of survey.
5. GEN POS1 – POS CONTRIBUTION [4%] [Lot 2].
6. ENG M8 – EASEMENTS.
7. ENG M8A – SERVICE EASEMENTS.
8. ENG A3 – COMBINED ACCESSES. All lots with combined right-of-way accesses must be provided with a 5.5m wide sealed access from the road carriageway to the property boundary in accordance with Standard Drawing TSD-R03 (Rural) (copy available from Council). A 5.5m wide sealed driveway also must be constructed over the remaining length of the right-of-way. This access must be inspected by Council prior to sealing or pouring new concrete.

Following construction, the crossover must be maintained or repaired by the owner at the owner's expense in accordance with any directions given by Council to the owner.
9. The development must meet all required Conditions of Approval specified by TasWater notice dated 23 April 2024 (TWDA 2022/01736-CCC).

- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

No relevant background.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is designated Rural Living Zone B under the Scheme.
- 2.2.** The proposal is discretionary because it is a subdivision, and it does not meet the Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 5.6 – Compliance with Applicable Standards
 - Section 6.10 – Determining Applications
 - Clause 11.0 – Rural Living Zones
 - Clause C3.0 – Road and Railway Assets Code
 - Clause C7.0 – Natural Assets Code
 - Clause C12.0 – Flood-Prone Areas Hazard Code
 - Clause C13.0 – Bushfire-Prone Areas Code
 - Clause C15.0 – Landslip Hazard Code
 - Clause C16.0 – Safeguarding of Airports Code.
- 2.4.** Council’s assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is an irregular shaped internal lot of 3.75ha in size. The site is accessed from Acton Road via an existing driveway approximately 200m in length.

The site is currently developed with a dwelling, secondary residence and various outbuildings including a large greenhouse. The site appears to be partially cleared with some vegetation along its rear (western) and side (northern) boundary.

3.2. The Proposal

Application is made for a two-lot subdivision on the subject site, one existing and one new. Lot 1 will include the existing developed components of the site and is 2.04ha in area. Lot 2 will be located at the rear of Lot 1 with an area of 1.71ha. Access is provided via the existing right-of-way which is to be upgraded to include passing bays. The access extends into the adjoining site at 146 Acton Road via an existing right-of-way.

4. PLANNING ASSESSMENT**4.1. Compliance with Applicable Standards [Section 5.6]**

“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.”

4.2. Determining Applications [Section 6.10]

“6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.”*

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

4.4. Compliance with Zone and Codes

A small portion in the western corner of the site is mapped as low landslip hazard band. The proposal does not include any development or works within this overlay area. The proposed development is exempt from the Code as per clause 15.4.1(e) as it does not involve significant works in this area.

The site is subject to the Safeguarding of Airports Code. However, the proposed development is exempt from the code as per clause 16.4.1 as it is below the AHD height specified for the site.

The proposal meets the Scheme’s relevant Acceptable Solutions of the Rural Living Zone, Road and Railway Assets Code, Natural Assets Code, Flood Prone Areas Codes with the exception of the following.

Rural Living Zone

- **Clause 11.5.1 relating to Lot design** – the proposed subdivision will create a lot with an area of 1.71ha, which is under the minimum 2ha Acceptable Solution for Rural Living Zone B.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 11.5.1 as follows.

Clause	Performance Criteria	Assessment
11.5.1 P1	<i>“Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</i>	Lot 1 meets the Acceptable Solution requirement as it is greater than 2 ha. Lot 2 is 1.71ha which is 0.29ha less than the required area. Notwithstanding this, the proposal meets the performance criteria in that the lot is considered to have sufficient useable area and dimensions for the intended residential use having regard to the following:

	<i>(a) the relevant requirements for development of existing buildings on the lots;</i>	The proposed subdivision and resultant change to the property boundaries will not reduce the setbacks of the existing buildings to below that allowable under the Acceptable solutions. The existing buildings are located within Lot 1, which meets the area requirement. Lot 2 does not include any existing buildings.
	<i>(b) the intended location of buildings on the lots;</i>	Lot 2 includes a suitable building area identifying the intended location of future buildings.
	<i>(c) the topography of the site</i>	The site slopes to the east, it is not considered to have significant topographical constraints.
	<i>(d) any natural or landscape values;</i>	The site includes some native vegetation within the priority vegetation overlay. The application was referred to Department of Natural Resources and Environment Tasmania who anticipate that the likelihood of impact to threatened flora and fauna listed under the Threatened Species Protection Act 1995 (TSP Act) is low.
	<i>(e) adequate provision of private open space; and</i>	The site is capable of providing reasonable private open space.
	<i>(f) the pattern of development existing on established properties in the area;</i>	The proposed subdivision is generally consistent with the pattern of development on existing established properties in the area. The adjoining property at 8 Thredbo Drive is a subminimal lot with an area of 1.32ha, 9 Thredbo Drive has an area of 1.06ha and 33 Acton Road with an area of 1.98ha. There is an established pattern of lots developed in the area serviced by common private roads.
	<i>and must be no more than 20% smaller than the applicable lot size required by clause 11.5.1 A1."</i>	80% of 2ha is 1.6ha. Lot 2 is in excess of this minimum area.

Rural Living Zone

- **Clause 11.5.1** – the proposal does not provide a frontage of 40m for each lot as required under the Acceptable Solution.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause 11.5.1 as follows.

Clause	Performance Criteria	Assessment
11.5.1 P2	<i>“Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right-of-carriageway, that is sufficient for the intended use, having regard to:</i>	The proposed subdivision will meet the performance criteria as the lots will utilise and upgrade the existing access way. Council’s infrastructure team has reviewed the proposed plans and deemed the design to be acceptable subject to conditions. Given this, the proposed right-of-way is considered to be sufficient for the intended use having regard to:
	<i>(a) the width of frontage proposed, if any;</i>	The proposed lot will have a frontage of 3.6m, which is considered adequate for the nature of use. Furthermore, the access arrangements involve a shared driveway with reciprocal rights of usage, therefore providing sufficient space for access and passing bays as required.
	<i>(b) the number of other lots which have the land subject to the right-of-carriageway as their sole or principal means of access;</i>	Two lots will utilise the combined right of carriageway as their sole means of access.
	<i>(c) the topography of the site;</i>	The topography is not considered to be a critical issue with passing bays provided along the access.
	<i>(d) the functionality and useability of the frontage;</i>	The frontage is considered to be functional and useable for the intended use.
	<i>(e) the ability to manoeuvre vehicles on the site; and</i>	Both sites have sufficient space to allow for vehicles to manoeuvre.

	<i>(f) the pattern of development existing on established properties in the area and is not less than 3.6m wide.”</i>	<p>The proposed subdivision is generally consistent with the pattern of development on existing established properties in the area.</p> <p>The proposed frontages are not less than 3.6m wide.</p>
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Rural Living Zone

- **Clause 11.5.3 relating to services** – the proposed lots will not be connected to a reticulated sewerage system.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause 11.5.3 as follows.

Clause	Performance Criteria	Assessment
11.5.3 P2	<i>“Each lot, or a lot proposed in a plan of subdivision, excluding within Rural Living Zone C or Rural Living Zone D or for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.”</i>	The proposal meets the performance criteria in that both sites are capable of accommodating on-site wastewater treatment systems adequate for the future use and development of the land.

Flood-Prone Area Hazard Code

- **Clause 12.6.1 relating to building and works within a flood-prone hazard area** – the proposed driveway works will be within a flood-prone hazard area.

The proposed variation must be considered pursuant to the Performance Criteria P1.1 and P1.2 of Clause 12.6.1 as follows.

Clause	Performance Criteria	Assessment
C12.6.1 P1.1	<i>“Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:</i>	A small section of the site is covered by the overlay and the flood path traverses a small section of the access with works proposed within this area. The proposal meets the performance criteria in that the Flood Hazard Report provided by the applicant indicates that the development is capable of achieving and maintaining a tolerable risk from flooding having regard to the following:
	<i>(a) the type, form, scale and intended duration of the development;</i>	The proposal is for a two lot subdivision and associated driveway works and the report confirms that these works will not contribute to flooding on-site, or on adjoining properties.
	<i>(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;</i>	The submitted flood report identified that there would be no increase in the level of risk within the lots or adjacent properties and therefore, the development can achieve a tolerable risk without mitigation measures.
	<i>(c) any advice from a State authority, regulated entity or a council; and</i>	Council’s infrastructure team have reviewed the report and concur with the findings and recommendation contained within the report and these will be translated onto the permit as conditions.
	<i>(d) the advice contained in a flood hazard report.</i>	The report provided recommendations which are to be implemented by way of a permit condition.

P1.2	<i>A flood hazard report also demonstrates that the building and works:</i>	The proposal meets the performance criteria, in that a Flood Hazard Report was submitted as part of this application and identified the following:
	<i>(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and</i>	The proposed subdivision and shared driveway will not contribute to flooding on the site, adjacent land, or public infrastructure. As noted in this report, the culvert capacity under the driveway should be checked to ensure no bypass flows are redirected away from the existing flow path location.
	<i>(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.”</i>	The proposed works will achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event. Furthermore, no additional flood protection measures are required as a result of the new works.

Flood-Prone Area Hazard Code

- **Clause 12.7.1 A1** – the proposal is for a subdivision within a flood-prone hazard area.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 12.7.1 as follows.

Clause	Performance Criteria	Assessment
12.7.1	<i>“Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:</i>	Despite the proposed vehicle access being within the mapped hazard area a tolerable level of risk from flood can be achieved. The proposal meets the performance criteria in that the application is supported by a Flood Hazard Assessment which details:
	<i>(a) any increase in risk from flood for adjacent land;</i>	There will be no increase in risk from flood for adjacent land, the flood paths will remain unchanged as a result of the access works.

		<p>Nevertheless, the applicant after further discussions with adjacent property owners, provided an updated flood report and subdivision plans to incorporate additional stormwater management measures to collect surface runoff from the driveway. This will ensure that no additional drainage from the proposed development is diverted into the existing flood path through an adjoining property.</p> <p>The updated report is contained within Attachment 3 of this report.</p>
	<i>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</i>	There will be no risk from an increased reliance on public infrastructure.
	<i>(c) the need to minimise future remediation works;</i>	The shared driveway will be asphalt sealed and the culvert inlet and outlet under the driveway will be provided with adequate scour protection measures. There will be minimal future remediation works associated with this development.
	<i>(d) any loss or substantial compromise by flood of access to the lot, on or off site;</i>	There will be no loss or substantial compromise by flood of access to the lot, on or off-site, existing flood paths will not change.
	<i>(e) the need to locate building areas outside the flood-prone hazard area;</i>	A building area has been provided on the new subdivided lot that is outside the flood prone hazard area.
	<i>(f) any advice from a State authority, regulated entity or a council; and</i>	Council infrastructure team have reviewed the report and are satisfied that the Performance Criteria can be achieved by including a permit condition referencing the report recommendations.
	<i>(g) the advice contained in a flood hazard report.”</i>	No specific advice relative to this site is contained in a flood hazard report.

Natural Assets Code

- **Clause 7.7.2 relating to a subdivision within a priority vegetation area** – the proposal includes works, building area for Lot 2 and the bushfire hazard management area within a mapped priority vegetation area.

The proposed variation must be considered pursuant to the Performance Criteria P1.1 and P1.2 of Clause 7.7.2 as follows.

Clause	Performance Criteria	Assessment
C7.7.2 P1.1	<i>“Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:</i>	<p>While the entire area associated with Lot 2 and part of Lot 1 is within a mapped priority vegetation area, the application documentation and site inspection confirm that the site was previously utilised as an intensive horticultural enterprise and site conditions have been heavily modified. The site is mostly cleared and currently supporting mostly agricultural land.</p> <p>The native vegetation communities are contained within the northern side of Lot 1 and 2 and along the western boundary for Lot 2.</p> <p>The proposed subdivision and associated works will be clear of this area and will not have an impact on the priority vegetation.</p>
	<i>(a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;</i>	In accordance with the bushfire report provided as part of this application, vegetation removal will be required to establish the hazard management area required to achieve BAL-19 compliance on Lot 2. However, the Natural Values assessment confirms that the BHMA, is capable of being established without impacting priority vegetation.

	<i>(b) subdivision for the construction of a single dwelling or an associated outbuilding;</i>	The proposed subdivision, due to the zoning requirements, will restrict any future residential development to a single dwelling and associated outbuildings.
	<i>(c) subdivision in the General Residential Zone or Low-Density Residential Zone;</i>	Not applicable, as the proposed subdivision is not within the mentioned zones.
	<i>(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;</i>	The proposed development will be located outside of any areas containing priority vegetation and restricted to areas of agricultural land and urban land.
	<i>(e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or</i>	It is intended to limit any works associated with the proposed subdivision to the cleared area and therefore, avoiding any clearing of native vegetation communities contained within the northern and eastern fringes of the site.
	<i>(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.</i>	<p>The proposed subdivision works and building areas will be limited to the cleared land previously used for agricultural purposes.</p> <p>In addressing the requirements of this performance criteria, the proposal must meet one of the tests above to fulfill the requirements on this clause and in this case, the proposal complies with (b). On that basis the proposed development is considered to comply with the performance criteria.</p>

C7.7.2 P1.2	<i>Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</i>	<p>The entire area associated with Lot 2 and part of Lot 1 is within a mapped priority vegetation area. The natural values assessment, site inspection by the author and historical imagery reveal that the site was previously run as an intensive horticultural business and site conditions are heavily modified and cleared and currently supporting mostly agricultural land. The native vegetation communities are contained within the northern side of Lot 1 and 2 and along the western boundary for Lot 2.</p> <p>The proposal meets the performance criteria, in that the proposed subdivision and associated works will be clear of this area and will not have an impact on the priority vegetation, due to:</p>
	(a) <i>the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;</i>	The proposal included a natural values assessment, which indicates that all works associated with the subdivision will be limited to the areas previously cleared for agricultural purposes and therefore, the proposed development will not have significant impacts on priority vegetation to the north and western end of the subject site.
	(b) <i>any particular requirements for the works and future development likely to be facilitated by the subdivision;</i>	As above.
	(c) <i>the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;</i>	The Bushfire Hazard Management Areas will be limited to the previously cleared areas, which will enable the establishment of the BHMA without modification of native vegetation communities.

	<i>(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;</i>	No mitigation measures required as the proposal is unlikely to have any significant impacts on priority vegetation.
	<i>(e) any on-site biodiversity offsets; and</i>	None required, as the proposed development is expected to have a negligible impact, if any at all on priority vegetation.
	<i>(f) any existing cleared areas on the site.”</i>	As mentioned above, the proposed works and building areas will be limited to the existing cleared areas of the site and therefore the proposed development is deemed to comply with the performance criteria.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and three representations were received. The following issues were raised by the representors.

5.1. Stormwater Management

The representors raise a concern that the proposal would contribute to surface run-off and the run-off from the driveway.

- **Comment**

The proposal includes culverts, and table drain for the stormwater management. An engineering condition is proposed for inclusion as part of the permit to require detailed driveway and stormwater design to be approved prior to the works. The surface run-off and stormwater will be further assessed in detail during the engineering assessment stage to satisfy the condition. Both lots are large rural living lots and have sufficient area for stormwater management within the lots, hence there is no requirement for stormwater lot connection.

5.2. Use of Existing Buildings On-site

A representator raised a concern that the use of the existing buildings on the site has not been clearly identified by the application, nor has the ancillary dwelling been clearly identified on the proposal plan.

It is submitted that there is a large glasshouse on the site that has been clad in Colorbond and may not be being used as a glasshouse.

- **Comment**

The existing use of the site has been clearly established as part of the assessment of this application as being residential – for a single dwelling. It is acknowledged that a secondary residence exists within the boundaries of the proposed Lot 1, and there would be no change to this established use. Changes to the cladding of a structure make no reference to use, and this issue is therefore of no relevance to the assessment of this proposal.

5.3. Compatibility with Established Properties within the Area

Concern was raised by the representations that the proposed lots would be inconsistent in terms of their size with existing lots within proximity of the site. It is submitted that the proposal represents an encroachment of suburbia.

- **Comment**

The proposal meets the relevant tests of Clause 11.5.1 of the Scheme in relation to lot design, in that the minimum area required is achieved and the site is capable of development for residential purposes. The proposal is to create lots that are considered to be consistent with the pattern of adjoining lots within proximity of the site, which is a criterion in determination of the proposal under the relevant performance criteria. This issue is therefore not of determining weight.

6. EXTERNAL REFERRALS

The application was referred to TasNetworks which detailed that the proposal is not likely to affect TasNetworks' operations. A referral was also sent to TasWater who provided conditions to be appended to the permit, if issued.

The proposal was also referred to the Department of Natural Resources and Environment who advised that they have no objection to the proposed development, as they are satisfied with the reports provided and conclusion that the proposed development is unlikely to have an impact to threatened flora and fauna listed under the TSP Act.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council policy. Developer contributions are required to comply with the following Council policy.

Public Open Space Policy

The primary purpose of Council's Public Open Space Policy 2013 is to ensure the delivery of adequate and appropriate Public Open Space (POS) to serve the needs of the existing and future population in Clarence. The policy is used to assist Council to exercise its discretion and provide a framework to deliver a consistent approach to the consideration of POS, or alternatively the payment of cash-in-lieu of it.

Clarence has developed a comprehensive suite of strategies that either deliver or rely on POS related outcomes including but not limited to:

- Clarence Tracks and Trails Strategy 2012;
- Positive Aging Plan 2012-2016;
- Clarence Coast and Bushland Strategy (August 2011);
- Community Health and Wellbeing Plan 2013-2018; and
- Draft Sport and Active Recreation Strategy.

Together these strategies assist Council to deliver a range of active and passive recreational opportunities at both local and regional level.

The subject site is zoned Rural Living and would be afforded the highest level of access to both local and regional recreational opportunities. It is considered that the development resulting from an approval of this application will, or is likely to, increase residential density creating further demand on Council's POS network and associated facilities.

No POS land is proposed to be provided to Council as part of this application and nor is it considered desirable to require it on this occasion. Notwithstanding, it is appropriate that the proposal contributes to the enhancement of Council's POS network and associated facilities.

While Section 117 of the Local Government (Building and Miscellaneous Provisions) Act 1993 provides for a maximum of up to 5% of the value the entire site to be taken as cash-in-lieu of POS, should a permit be granted for the subdivision, it would be considered appropriate to limit the contribution only to the additional lot created (Lot 2), representing the increased demand for POS generated by the proposal and not the entire subject site. Due to the location of the site and the areas of the lot, which would provide opportunity for private recreation on the land, it is considered that the proposal would not generate a significant demand for, or derive benefit from, local POS facilities. A reduction of the maximum 5% cash-in-lieu of POS contribution is therefore considered warranted. On this basis it is considered unnecessary to charge a contribution for local facilities. Accordingly, the contribution should reflect the likely increased demand on regional facilities.

Given that an area of POS can function at both the regional and local level, it is difficult to quantify the ratio between the two. However, it is noted that for previous subdivisions, which involve land benefitting only from provision of regional facilities, a contribution of 4% of the value of the land has been charged. It is also recommended on this occasion that a total of 4% of the value of Lot 2 be charged as a contribution to the provision of POS at the regional level. A suitable condition is recommended.

9. CONCLUSION

The proposal is for a two-lot residential subdivision which is considered to meet the requirements of the Scheme and is recommended for approval.

Attachments: 1. Location Plan (1)
2. Proposal Plan (5)
3. Flood Hazard Assessment Report (14)
4. Site Photos (2)

Daniel Marr
HEAD OF CITY PLANNING

Attachment 1

Location Plan - 160 Acton Road (with access over 146 Acton Road)

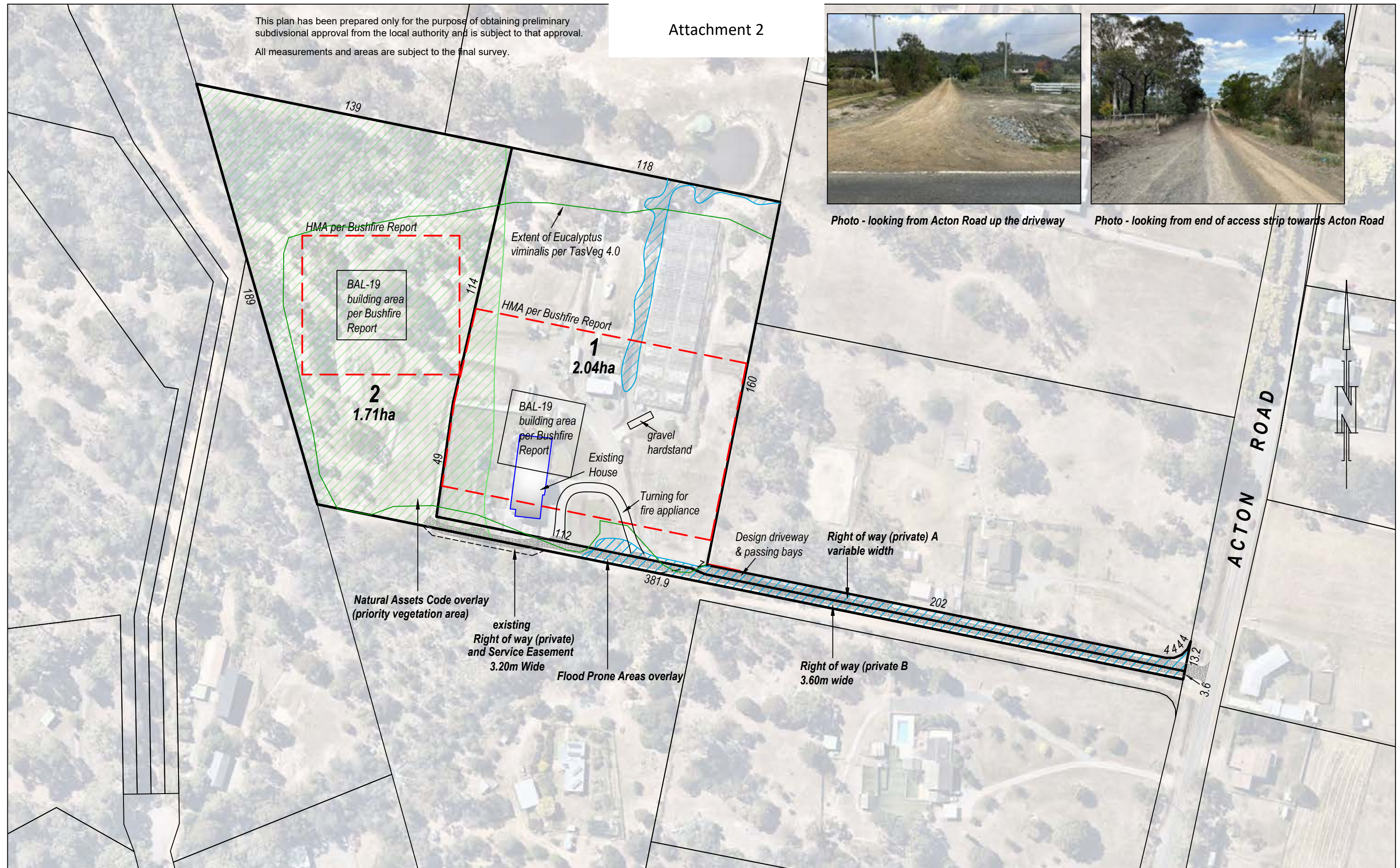


	<p>This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.</p>	<p>11/07/2024</p>	
		<p>1:9028</p>	

Attachment 2



Photo - looking from end of access strip towards Acton Road



E	Design driveway added	JR	6/5/24	JR
D	Lot 2 build area updated, build area shown for Lot 1, eucalyptus vim. veg shown	JR	30/01/24	JR
C	Update building envelope per bushfire report	LH	22/01/24	LH
B	row added for bushfire access width	JR	16-8-23	JR
A	access past house-widened to 5m	AB	20-3-23	AB
REV	AMENDMENTS	DRAWN	DATE	APPR

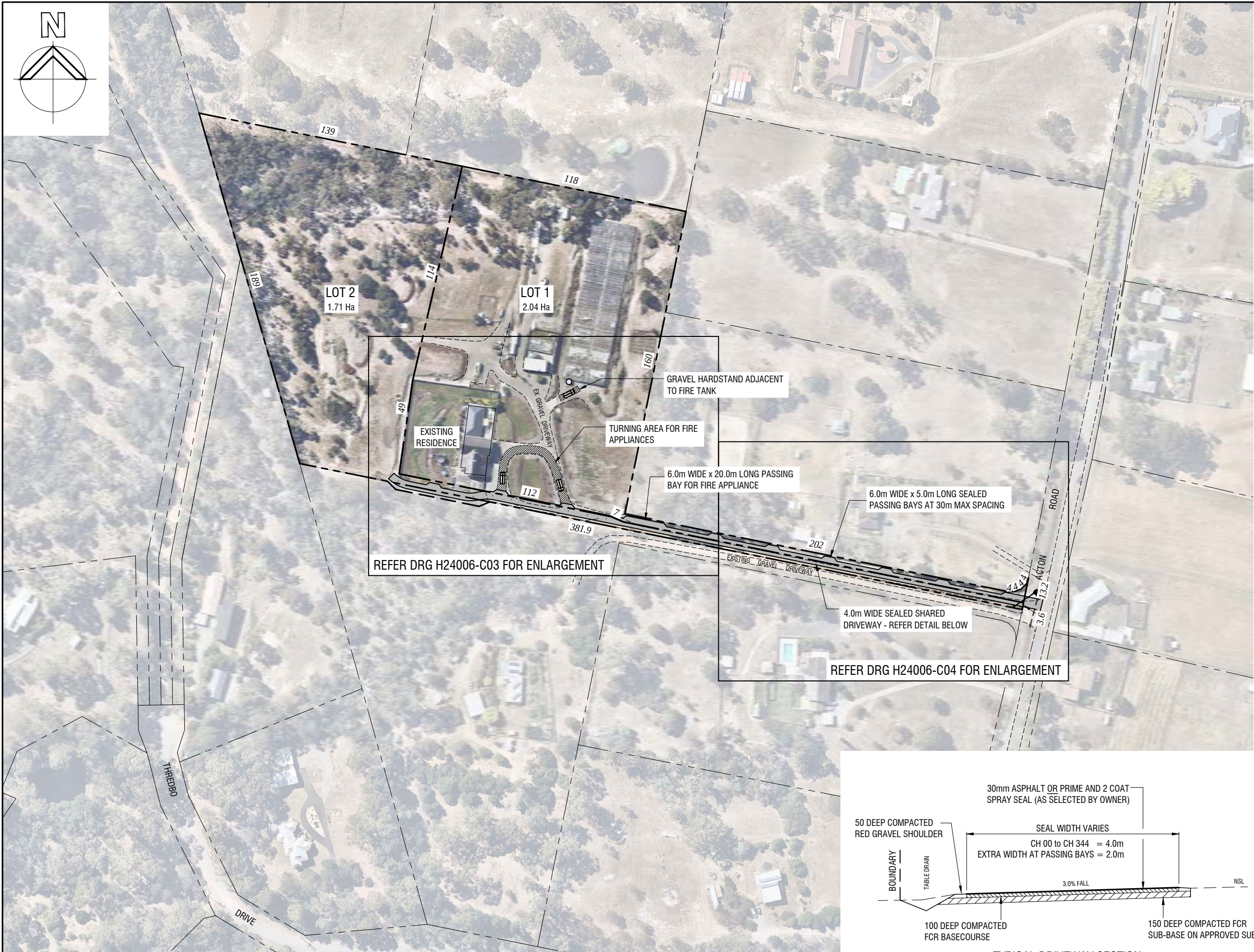


OWNER:
TITLE REFERENCE:
LOCATION:

T.C JONES & A.C SHERRIN
C.T.16982/14 & C.T.16982/15
160 ACTON ROAD
ACTON PARK

Proposed Subdivision

Date: 24-5-2022	Reference: JONET01 12479-01
Scale: 1:1500 (A3)	Municipality: CLARENCE



NOTE:
THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE
BUSHFIRE HAZARD REPORT PREPARED BY ROGERSON & BIRCH
SURVEYORS DATED 19/06/2023.

STATIC WATER SUPPLY

- A STATIC WATER SUPPLY:
- (a) MAY HAVE A REMOTELY LOCATED OFFTAKE CONNECTED TO THE STATIC WATER SUPPLY;
 - (b) MAY BE A SUPPLY FOR COMBINED USE (FIRE FIGHTING AND OTHER USES) BUT THE SPECIFIED MINIMUM QUANTITY OF FIRE
- FIGHTING WATER MUST BE AVAILABLE AT ALL TIMES;
- (c) MUST BE A MINIMUM OF 10,000L PER BUILDING AREA TO BE PROTECTED. THIS VOLUME OF WATER MUST NOT BE USED FOR ANY OTHER PURPOSE INCLUDING FIRE FIGHTING SPRINKLER OR SPRAY SYSTEMS;
 - (d) MUST BE METAL, CONCRETE OR LAGGED BY NON-COMBUSTIBLE MATERIALS IF ABOVE GROUND; AND
 - (e) IF A TANK CAN BE LOCATED SO IT IS SHIELDED IN ALL DIRECTIONS IN COMPLIANCE WITH SECTION 3.5 OF AUSTRALIAN STANDARD AS 3959-2018 CONSTRUCTION OF BUILDINGS IN BUSHFIRE-PRONE AREAS, THE TANK MAY BE CONSTRUCTED OF ANY MATERIAL PROVIDED THAT THE LOWEST 400mm OF THE TANK EXTERIOR IS PROTECTED BY:
 - METAL;
 - NON-COMBUSTIBLE MATERIAL; OR
 - FIBRE-CEMENT A MINIMUM OF 6mm THICKNESS.

FIRE TANK

NON-COMBUSTIBLE FIREFIGHTING WATER STORAGE TANK LOCATED ADJACENT TO THE DWELLING WITH A MINIMUM OF 10,000 LITRE STORED WATER DEDICATED TO FIREFIGHTING PURPOSES. PROVIDE FIRE FIGHTING WATER CONNECTION POINT OR REMOTE OFFTAKE FITTED WITH COMPLIANT STORZ CONNECTION POINT LOCATED WITHIN 3m OF THE HARDSTAND & WITHIN 90m OF FURTHEST PART OF THE DWELLING MEASURED AS A HOSE LAY. IDENTIFY WITH COMPLIANT SIGNAGE.

FIRE FIGHTING WATER POINT

- THE FIRE FIGHTING WATER POINT FOR A STATIC WATER SUPPLY MUST BE IDENTIFIED BY A SIGN PERMANENTLY FIXED TO THE EXTERIOR OF THE ASSEMBLY IN A VISIBLE LOCATION. THE SIGN MUST:
- (a) COMPLY WITH WATER TANK SIGNAGE REQUIREMENTS WITHIN AUSTRALIAN STANDARD AS 2304-2011 WATER STORAGE TANKS FOR FIRE PROTECTION SYSTEMS; OR
 - (b) COMPLY WITH THE TASMANIAN FIRE SERVICE WATER SUPPLY GUIDELINES PUBLISHED BY THE TASMANIAN FIRE SERVICE (CAN BE FOUND ON THE TFS WEBSITE).

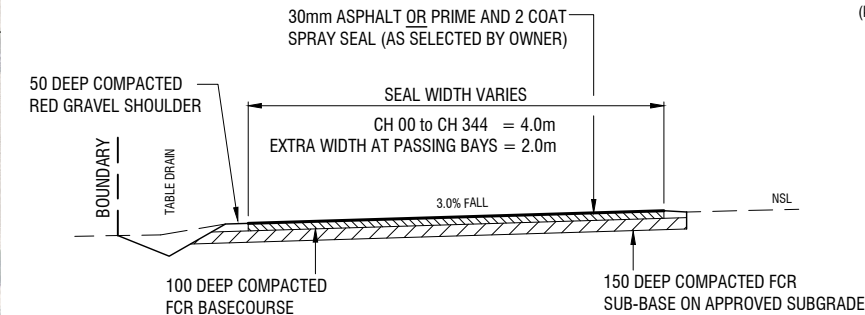
HARDSTAND

- A HARDSTAND AREA FOR FIRE APPLIANCES MUST BE:
- NO MORE THAN 3m FROM THE FIRE FIGHTING WATER POINT, MEASURED AS A HOSE LAY (INCLUDING THE MINIMUM WATER LEVEL IN DAMS, SWIMMING POOLS AND THE LIKE);
 - NO CLOSER THAN 6m FROM THE BUILDING AREA TO BE PROTECTED;
 - A MINIMUM WIDTH OF 3m CONSTRUCTED TO THE SAME STANDARD AS THE CARRIAGEWAY; AND
 - CONNECTED TO THE PROPERTY ACCESS BY A CARRIAGEWAY EQUIVALENT TO THE STANDARD OF THE PROPERTY ACCESS.

ACCESS CONSTRUCTION

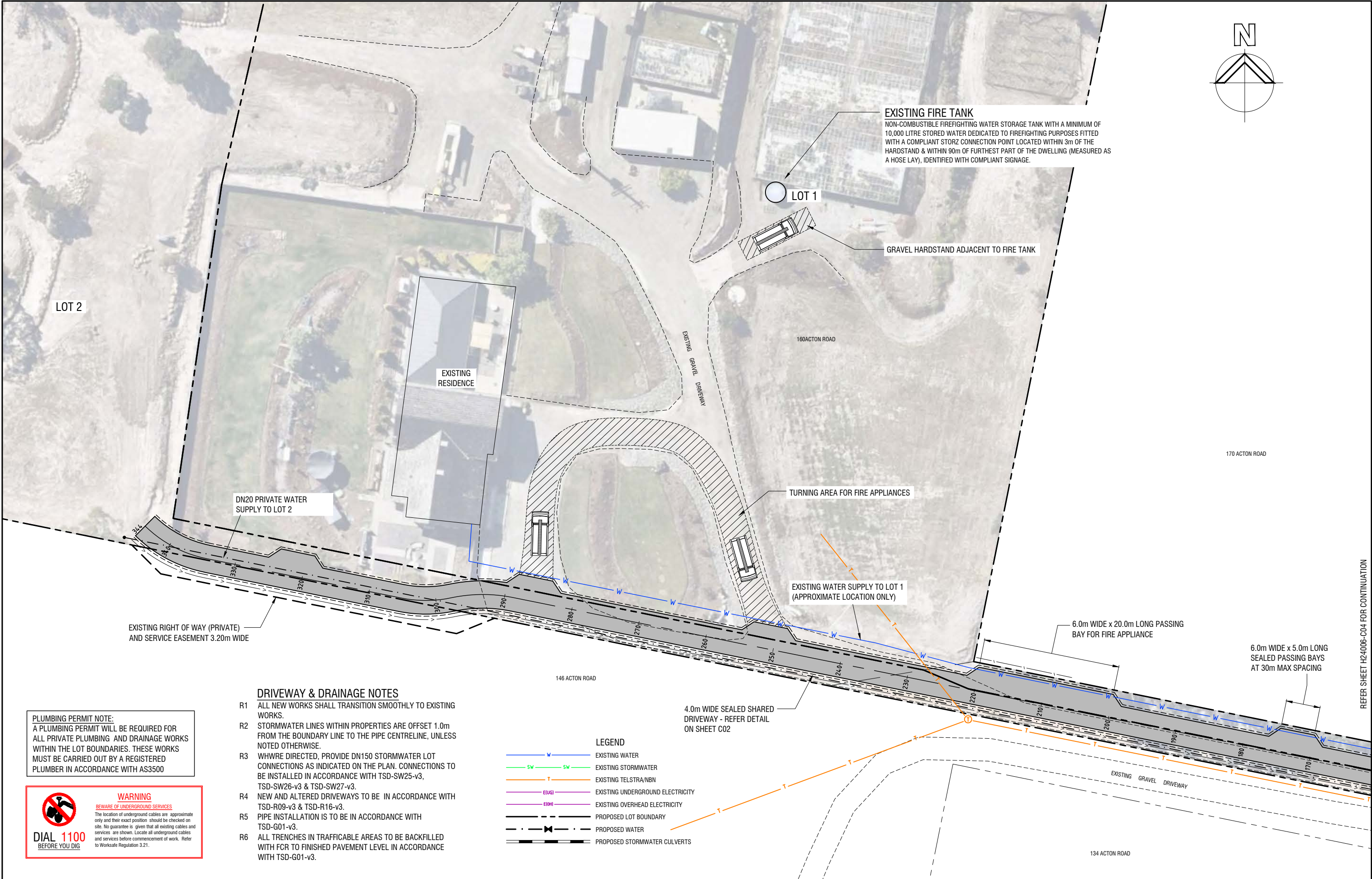
- (a) ALL-WEATHER CONSTRUCTION;
- (b) LOAD CAPACITY OF AT LEAST 20T, INCLUDING FOR BRIDGES AND CULVERTS;
- (c) MINIMUM CARRIAGEWAY WIDTH OF 4m;
- (d) MINIMUM VERTICAL CLEARANCE OF 4m;
- (e) MINIMUM HORIZONTAL CLEARANCE OF 0.5m FROM THE EDGE OF THE CARRIAGEWAY;
- (f) CROSS FALLS OF LESS THAN 3 DEGREES (1:20 OR 5%);
- (g) DIPS LESS THAN 7 DEGREES (1:8 OR 12.5%) ENTRY AND EXIT ANGLE;
- (h) CURVES WITH A MINIMUM INNER RADIUS OF 6m;
- (i) FOR PROPERTY ACCESS GREATER THAN 200m IN LENGTH, PROVIDE PASSING BAYS OF 2m ADDITIONAL CARRIAGEWAY WIDTH AND 20m LENGTH PROVIDED EVERY 200m;
- (j) MAXIMUM GRADIENT OF 15 DEGREES (1:3.5 OR 28%) FOR SEALED ROADS, AND 10 DEGREES (1:5.5 OR 18%) FOR UNSEALED ROADS; AND
- (k) TERMINATE WITH A TURNING AREA FOR FIRE APPLIANCES PROVIDED BY ONE OF THE FOLLOWING:
 - A TURNING CIRCLE WITH A MINIMUM OUTER RADIUS OF 10m; OR
 - A PROPERTY ACCESS ENCIRCLING THE BUILDING; OR A HAMMERHEAD "T" OR "Y" TURNING HEAD 4m WIDE AND 8m LONG.

LEGEND	
	EXISTING WATER
	EXISTING STORMWATER
	EXISTING TELSTRA/NBN
	EXISTING UNDERGROUND ELECTRICITY
	EXISTING OVERHEAD ELECTRICITY
	PROPOSED LOT BOUNDARY
	PROPOSED WATER
	PROPOSED STORMWATER CULVERTS



TYPICAL DRIVEWAY SECTION
SCALE 1:50 (A1), 1:100 (A3)

No.	Revision	Date	COPYRIGHT:		DESIGNED	DRAWN	CLIENT		DRAWING TITLE		DRG NO.	REV
A	ISSUED FOR ENGINEERING APPROVAL	APRIL 2024	"This document is and shall remain the property of Henry Design & Consulting. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document is prohibited."		PAH	PAH	TODD & AMBER JONES		PROPOSED 1 LOT SUBDIVISION 160 ACTON ROAD, ACTON PARK		H24006-C02	A
			 ABN 91 115 998 724 ACN 115 998 724 4 Fairisle Terrace Howrah 7018 TAS E: phenny@netspace.net.au M: 0400 196 061		CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK		OVERALL SITE PLAN		SHEET OF	A1
					SCALE: 1:500 (A1), 1:1000 (A3)		DATE: APRIL 2024		CAD FILE No: H24006 ENG01			



PLUMBING PERMIT NOTE:
A PLUMBING PERMIT WILL BE REQUIRED FOR ALL PRIVATE PLUMBING AND DRAINAGE WORKS WITHIN THE LOT BOUNDARIES. THESE WORKS MUST BE CARRIED OUT BY A REGISTERED PLUMBER IN ACCORDANCE WITH AS3500

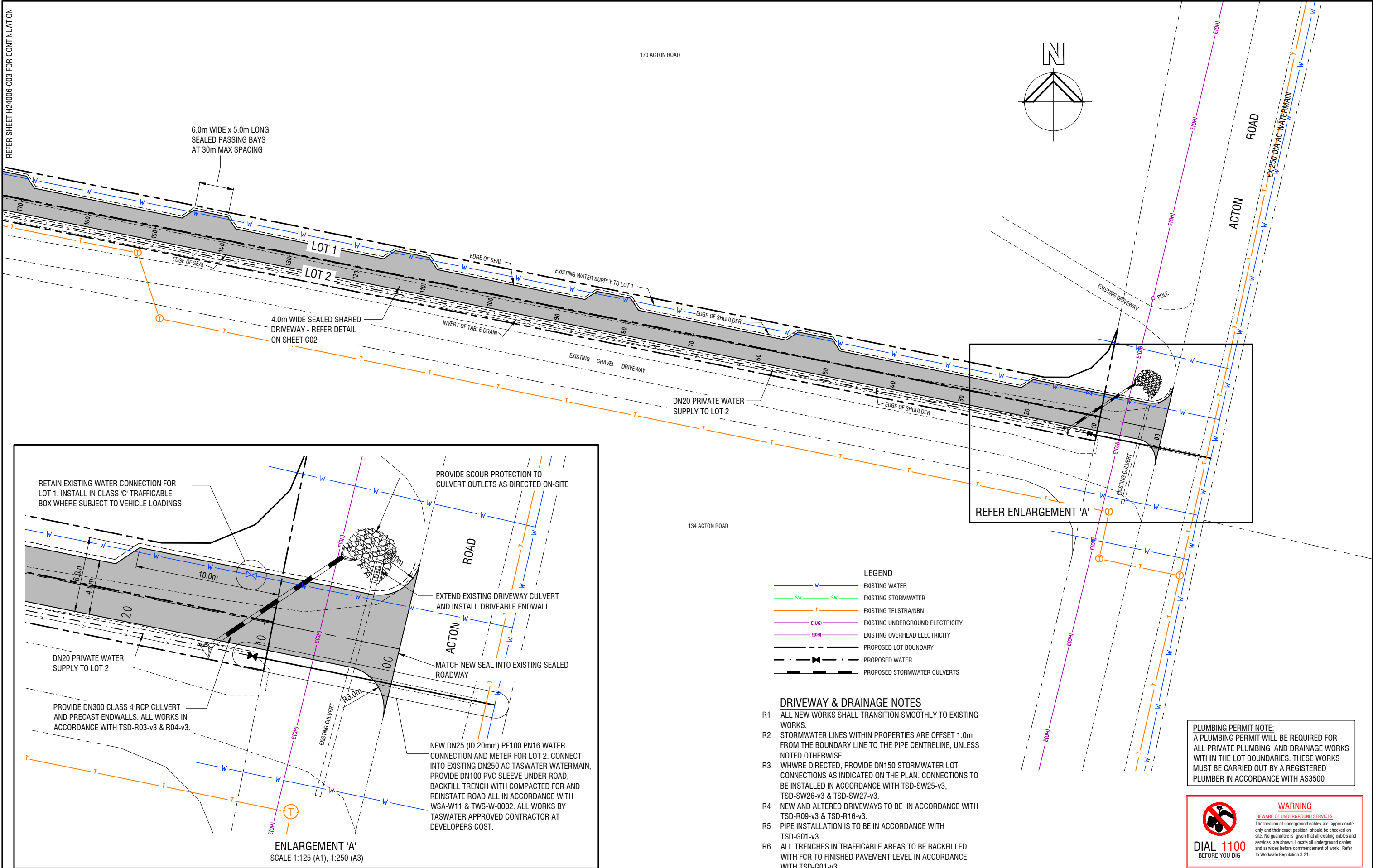
WARNING
BEWARE OF UNDERGROUND SERVICES

The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.

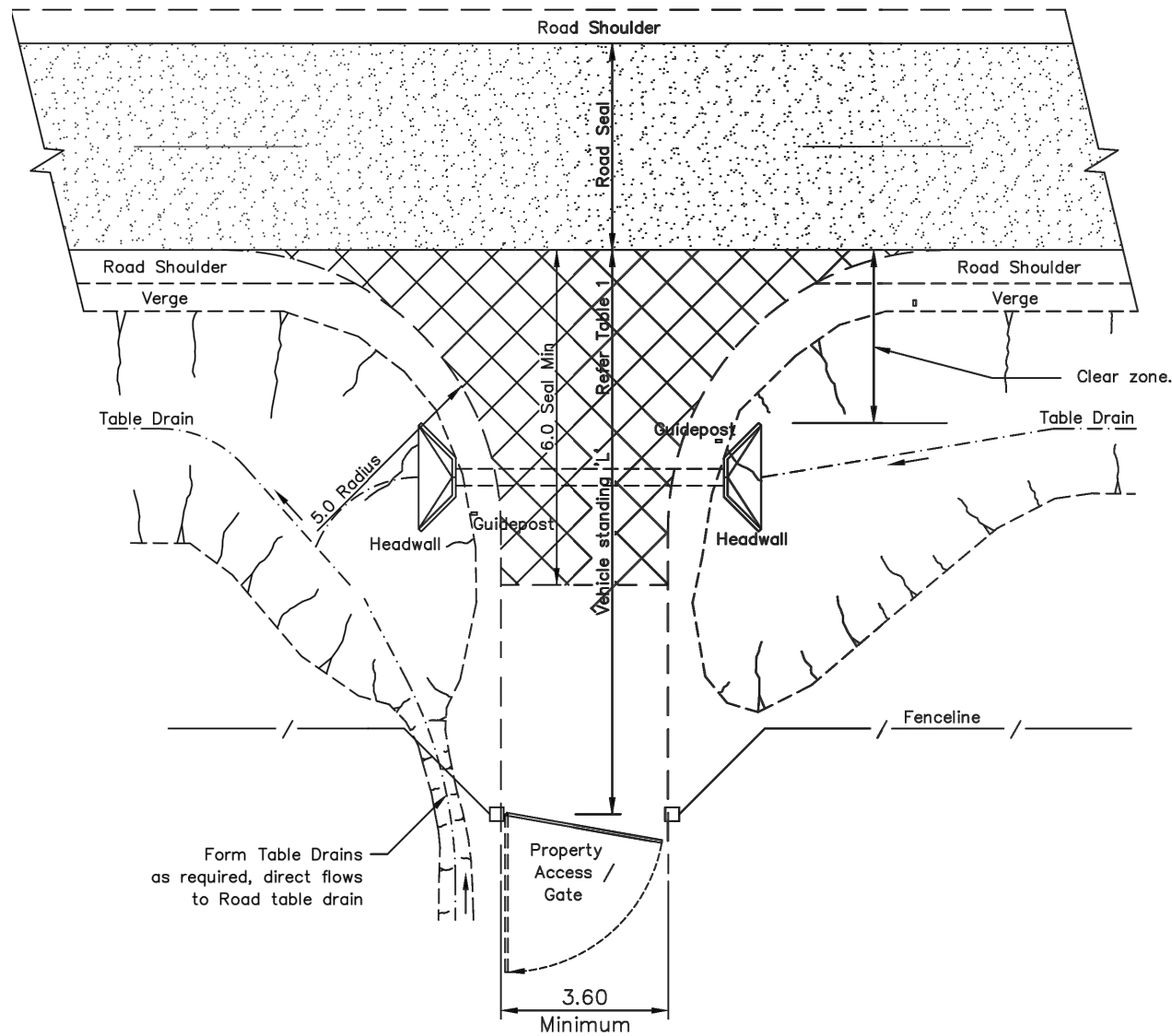
- DRIVEWAY & DRAINAGE NOTES**
- R1 ALL NEW WORKS SHALL TRANSITION SMOOTHLY TO EXISTING WORKS.
 - R2 STORMWATER LINES WITHIN PROPERTIES ARE OFFSET 1.0m FROM THE BOUNDARY LINE TO THE PIPE CENTRELINE, UNLESS NOTED OTHERWISE.
 - R3 WHERE DIRECTED, PROVIDE DN150 STORMWATER LOT CONNECTIONS AS INDICATED ON THE PLAN. CONNECTIONS TO BE INSTALLED IN ACCORDANCE WITH TSD-SW25-v3, TSD-SW26-v3 & TSD-SW27-v3.
 - R4 NEW AND ALTERED DRIVEWAYS TO BE IN ACCORDANCE WITH TSD-R09-v3 & TSD-R16-v3.
 - R5 PIPE INSTALLATION IS TO BE IN ACCORDANCE WITH TSD-G01-v3.
 - R6 ALL TRENCHES IN TRAFFICABLE AREAS TO BE BACKFILLED WITH FCR TO FINISHED PAVEMENT LEVEL IN ACCORDANCE WITH TSD-G01-v3.

- LEGEND**
- W — EXISTING WATER
 - SW — EXISTING STORMWATER
 - T — EXISTING TELSTRA/NBN
 - (E)UG — EXISTING UNDERGROUND ELECTRICITY
 - (E)OH — EXISTING OVERHEAD ELECTRICITY
 - - - PROPOSED LOT BOUNDARY
 - - - PROPOSED WATER
 - - - PROPOSED STORMWATER CULVERTS

No.	Revision	Date	COPYRIGHT:	Henry design and consulting	DESIGNED	DRAWN	CLIENT	DRAWING TITLE	DRG NO.	REV
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					CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK	ACCESS & SERVICES PLAN - SHEET 1 OF 2	SHEET OF	A1
					SCALE: 1:250 (A1), 1:500 (A3)		DATE: APRIL 2024	CAD FILE No: H24006 ENG01		



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					CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK	ACCESS & SERVICES PLAN - SHEET 2 OF 2	SHEET OF	A1
					SCALE: 1:250 (A1), 1:500 (A3)		DATE: APRIL 2024	CAD FILE No: H24006 ENG01		



TYPICAL DRIVEWAY PLAN
ENDWALL GREATER THAN 3.2m FROM EDGE OF ROAD

TABLE 1

Vehicle Standing (V.S)	* 'L' m
Car	6.0
Truck / Car + Trailer	V.S Length + 1.0

* Increase 'L' as required to suit outward swinging gates.

NOTES

- All dimensions in millimetres (mm) unless noted
- Precast endwall to be winged type or other approved type.
- Shallow dish crossing may be used as an alternative
- Min clear cover over driveway culverts shall be:

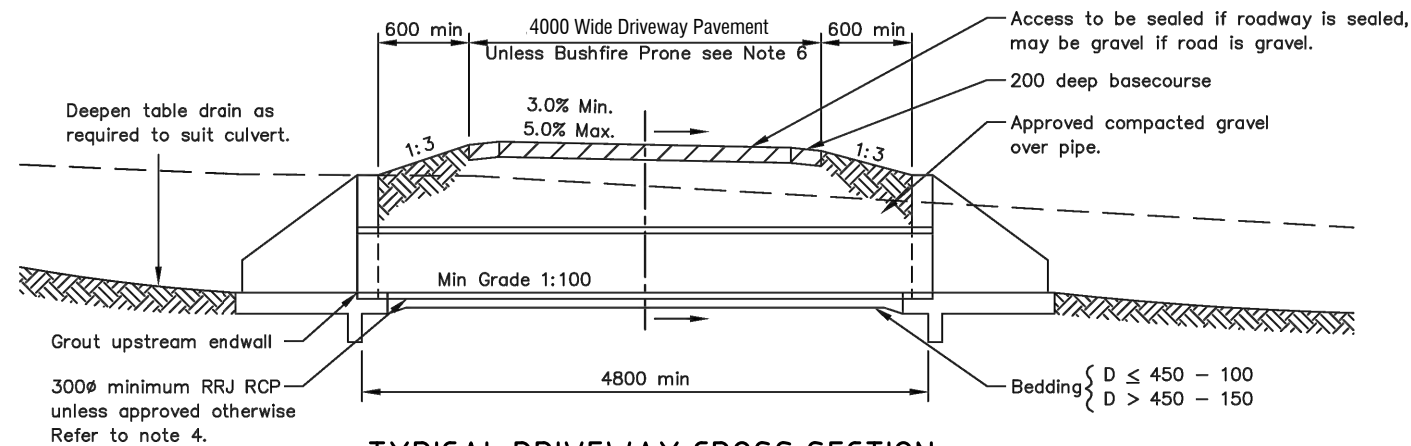
Pipe Class:	Min Cover:
-Class 2 (Concrete)	600
-Class 3 (Concrete)	400
-Class 4 (Concrete)	300

 (All other pipes refer to manufacturers recommendations.)
- Install guideposts at culvert ends.
- Minimum pavement width of 4 metres where access is required for a fire appliance. Additional width may be required for the provision of passing bays.

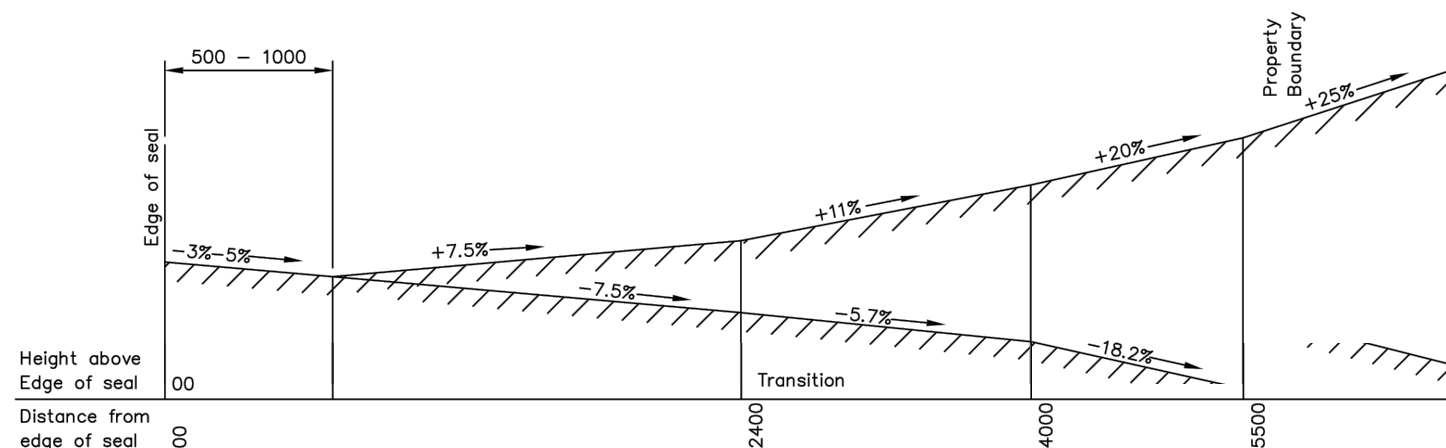
NOTE
THIS DRAWING IS A COMPILED OF
LGAT STANDARD DRAWINGS
TSD-R03-v3 & TSD-R04-v3.

NOTES

- Property Access Seal Types:
 - Adopt the seal type on the adjacent road (Asphalt / hot Sprayed bituminous surfacing).
 - Seal is not required for property access off unsealed roads.
- Offset property entrance gate to provide adequate vehicle standing area clear of road edge, as required.
- Install guideposts at :
 - culvert end walls.
 - the start of the access ('nearside' lane approach only).
- Pipe Culvert.
 - Pipe size, type, class, cover and grade shall be determined by consideration of the drainage catchment, rainfall I.F.D. data and road grade for an AEP 10 years (min).
 - Minimum pipe size – 300 dia.
 - Minimum grade – 1 in 100 (1%).
- Shallow dish crossing may be used as an alternative.
- Refer to Department of State Growth Road Hazard Management Guide – Figures 6 and 7 for clear zone determination. Headwalls inside clear zone are to be driveable.



TYPICAL DRIVEWAY CROSS SECTION



TYPICAL DRIVEWAY PROFILE

No.	Revision	Date	COPYRIGHT:		DESIGNED	DRAWN	CLIENT		DRAWING TITLE		DRG NO.	REV
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			Henry design and consulting ABN 91115 998 724 ACN 115 998 724 4 Fairisle Terrace Howrah 7018 TAS E: phenny@netspace.net.au M: 0400 196 061		CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK		TYPICAL PROPERTY ACCESS DETAILS		SHEET OF	A1
					SCALE: NTS		DATE: APRIL 2024		CAD FILE No: H24006 ENG01			

FLOOD HAZARD ASSESSMENT / REPORT

To Rogerson & Birch Surveyors
From Peter Henry
Date 14/06/2024
Project Proposed 1 Lot Subdivision - 160 Acton Road, Acton Park
Subject Flood Hazard Assessment

A Development Application was submitted to Clarence City Council for a 1 lot subdivision at 160 Acton Road, Acton Park. A Preliminary Planning Assessment has been carried out by Council and a "Request for Further Information" dated 24/04/2024 has been issued.

Council has assessed the plans against the relevant standards of the Tasmanian Planning Scheme - Clarence (the scheme) and identified that the proposed shared access is partially located within the mapped flood-prone areas hazard overlay. Council has requested a Flood Hazard Report addressing clause C12.6.1 P1 and C12.7.1 A1 of the Flood-prone Areas Hazard Code. Rogerson & Birch Surveyors have engaged Henry Design & Consulting to address this matter.

Clarence Council has developed a set of flood maps which identifies land that has the potential to be affected by flooding. The flood maps provide the best available estimates of the areas inundated with 1:100 annual exceedance probabilities ie those areas which might be expected to be inundated with a 1 in 100 chance in any given year. These maps are referenced further in this Flood Hazard Assessment.

1. Existing Site

The site at 160 Acton Road is a developed rural residential allotment surrounded by existing similar rural residential development. The site contours shown in Figure 1 indicate that the site falls in an easterly direction towards Acton Road. There is also an existing watercourse crossing the driveway to 160 Acton Road and passing through both 146 & 170 Acton Road.



FIGURE 1: EXISTING SITE PLAN WITH CONTOURS FOR 160 ACTON ROAD

2. Proposed Development

The proposed development involves the subdivision of 160 Acton Road to create 1 new 1.71Ha rural residential allotment (Lot 2) with the 2.04 Ha balance (Lot 1) containing the existing house and outbuildings. Figure 2 shows the proposed 1 lot subdivision.



FIGURE 2: PROPOSED SUBDIVISION OF 160 ACTON ROAD

3. Flood Mapping & Existing Flood Paths

Clarence Council has developed a set of flood maps which identifies land that has the potential to be affected by flooding. Figure 3 below shows the Flood Map for the 1% AEP (Annual Exceedance Probability) for the Acton Road area. The Flood-prone areas are shown hatched in blue.



FIGURE 3: FLOOD MAPPING FOR 160 ACTON ROAD

The flood map for 160 Acton Road indicates that the site is subject to flooding and, for the 1% AEP storm event, flood depth ranges in the driveway area vary from 0.05m up to 0.40m (refer Figure 4 below).



FIGURE 4: FLOOD MAPPING FOR 160 ACTON ROAD

A site assessment has been carried out which has confirmed that the flood path through 160 Acton Road approaches the site from 146 Acton Road, flows under the existing gravel driveway via a 300 diameter concrete stormwater culvert and then continues onto an adjacent property at 170 Acton Road (refer Photos A & B below).



PHOTO A: 300 DIA SW PIPE INLET



PHOTO B: 300 DIA SW PIPE OUTLET

4. Planning Scheme Compliance

Council planners assessed the plans against the relevant standards of the Scheme and identified that, as the development would be located within the overlay area, a flood assessment is required to confirm compliance with clauses C12.6.1 P1 and C12.7.1 A1 of the Flood-prone Hazard Areas Code.

The following tables summarises how the requirements of clauses C12.6.1 P1 and C12.7.1 A1 are satisfied.

C12.6.1 Buildings and works within a flood-prone hazard area.

Objective: That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
Performance Criteria	Compliance
P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: <ul style="list-style-type: none"> a) the type, form, scale and intended duration of the development; b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; c) any advice from a State authority, regulated entity or a council; and d) the advice contained in a flood hazard report. 	<ul style="list-style-type: none"> a) The proposed development is for a 1 lot subdivision which will share a long internal driveway from Acton Road. There is no evidence that the hydraulic capacity of the existing 300 diameter stormwater culvert under the driveway does not cater for the storm flows. It is recommended however that the hydraulic capacity of the culvert be checked at detail design stage to ensure that it can adequately cater for stormwater flows from the upstream catchment. b) The proposed driveway will not increase the level of risk. As noted above the culvert capacity under the driveway should be checked to ensure no bypass flows are redirected away from the existing flow path location. c) No specific advice has been provided from a State authority, regulated entity or a council. d) No specific advice relative to this site is contained in a flood hazard report.
P1.2 A flood hazard report also demonstrates that the building and works: <ul style="list-style-type: none"> a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures. 	<ul style="list-style-type: none"> a) The proposed subdivision and shared driveway will not contribute to flooding on the site , adjacent land or public infrastructure. As noted in this report, the culvert capacity under the driveway should be checked to ensure no bypass flows are redirected away from the existing flow path location. b) The proposed works will achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event. Furthermore, no additional flood protection measures are required as a result of the new works.

C12.7.1 Subdivision within a flood-prone hazard area

Objective: That subdivision within a flood-prone hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.	
Acceptable Solution	Compliance
A1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must: <ul style="list-style-type: none"> a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; b) be for the creation of separate lots for existing buildings; c) be required for public use by the Crown, a council or a State authority; or d) be required for the provision of Utilities. 	<ul style="list-style-type: none"> a) A building area has been provided on the new subdivided lot that is outside the flood prone hazard area. The services to the new lot will cross the flood path but there will be no detrimental impact to the flood path or from the flood path as a result of the services installation. Likewise the shared access will pass over the flood path however a suitably sized culvert will direct all flood flows under the driveway. b) This subdivision is for a new rural residential lot without existing buildings, it therefore does not comply with Acceptable Solution A1(b). c) This subdivision is for a new rural residential lot ie. not for public purposes, it therefore does not comply with Acceptable Solution A1(c). d) This subdivision is for a new rural residential lot ie. not for the provision of Utilities, it therefore does not comply with Acceptable Solution A1(d).

Performance Criterion	Compliance
<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:</p> <ul style="list-style-type: none"> a) any increase in risk from flood for adjacent land; b) the level of risk to use or development arising from an increased reliance on public infrastructure; c) the need to minimise future remediation works; d) any loss or substantial compromise by flood of access to the lot, on or off site; e) the need to locate building areas outside the flood-prone hazard area; f) any advice from a State authority, regulated entity or a council; and g) the advice contained in a flood hazard report. 	<ul style="list-style-type: none"> a) There will be no increase in risk from flood for adjacent land, the flood paths will remain unchanged as a result of the access works. b) There will be no risk from an increased reliance on public infrastructure. c) The shared driveway will be asphalt sealed and the culvert inlet and outlet under the driveway will be provided with adequate scour protection measures. There will be minimal future remediation works associated with this development. d) There will be no loss or substantial compromise by flood of access to the lot, on or off site, existing flood paths will not change. e) A building area has been provided on the new subdivided lot that is outside the flood prone hazard area. f) No specific advice has been provided from a State authority, regulated entity or a council. g) No specific advice relative to this site is contained in a flood hazard report.

5. New Sealed Driveway

The proposed development includes the reconstruction of the existing gravel driveway serving 160 Acton Road to a 4.0m wide sealed driveway. It also includes the construction of new sealed driveway serving proposed Lot 2.

The preliminary engineering plans (refer Appendix A) indicate a 150mm wide kerb from Ch 180 to Ch 344 to collect surface runoff from the new impervious driveway upstream of the 1% AEP flood path. The kerb will discharge the collected stormwater downstream of the existing driveway culvert and flood path crossing. This will ensure that no additional drainage from the proposed development will be directed into the existing flood path which passes through 170 Acton Road.

6. Conclusion & Recommendations

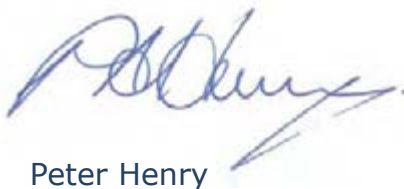
The proposed development is for a 1 lot rural residential subdivision at 160 Acton Road, Acton Park. The resulting 2 lots will share a long internal driveway from Acton Road which passes over an existing flood path. It appears that the hydraulic capacity of the existing 300 diameter stormwater culvert under the existing driveway caters for the current storm flows.

The proposed development does not increase the level of risk from flooding, will not impede on any existing flood paths and will not cause or contribute to flooding on the site or on any adjacent land or public infrastructure.

It is recommended however that the hydraulic capacity of the existing driveway culvert at Ch90 be checked at detail design stage to ensure that it can adequately cater for stormwater flows from the upstream catchment.

This assessment has therefore determined that the proposed subdivision complies with clauses C12.6.1 P1 and C12.7.1 A1 & P1 of the Flood-prone Hazard Areas Code.

Yours sincerely



Peter Henry

ACCREDITED BUILDING PRACTITIONER (TAS) LIC No: CC2703F

CIVIL ENGINEER | BUILDING DESIGNER | BUILDING SERVICES DESIGNER

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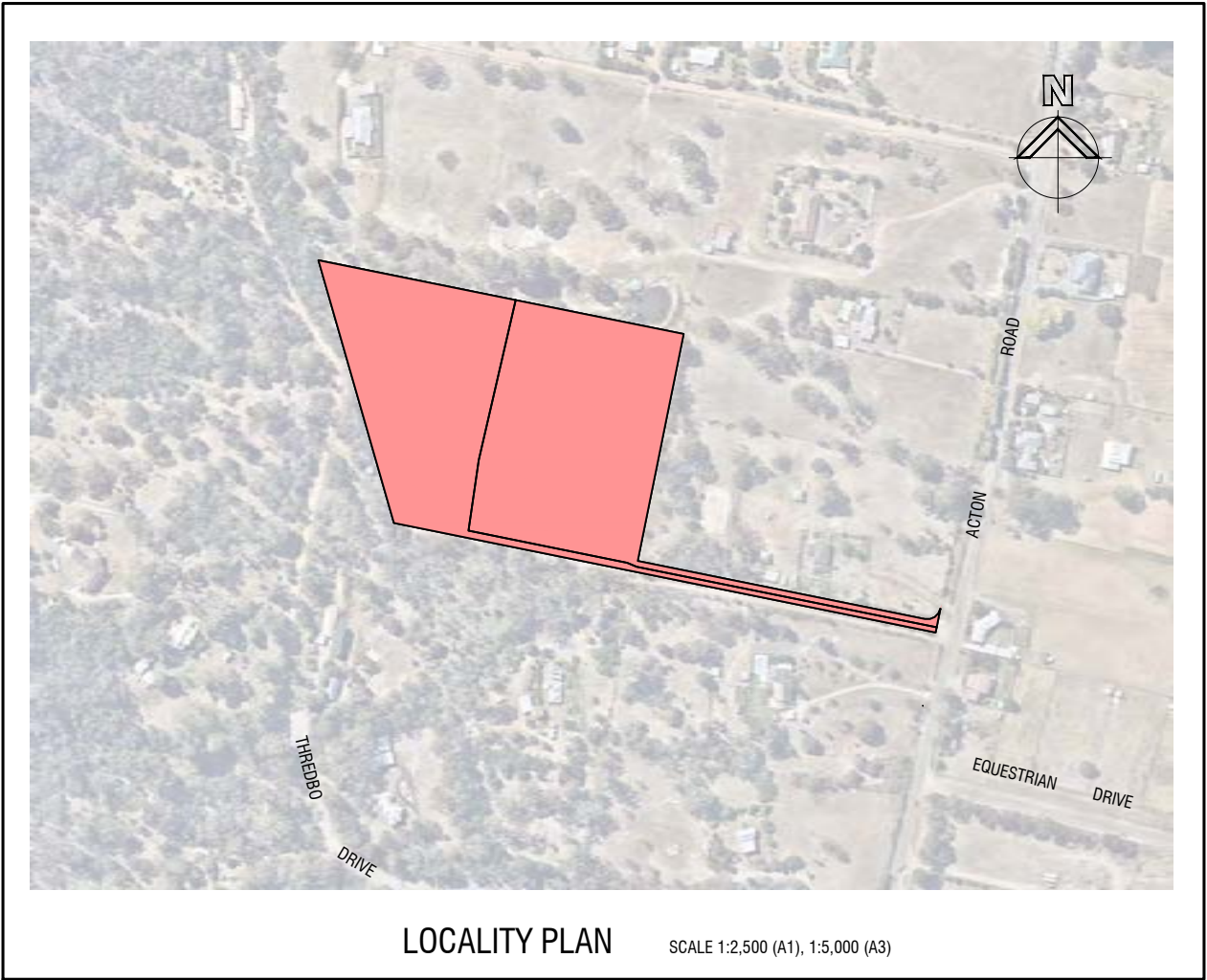
7. Appendix A – Preliminary Engineering Plans

PROPOSED 1 LOT SUBDIVISION

160 ACTON ROAD, ACTON PARK

FOR: TODD & AMBER JONES

DRAWING No.	DRAWING TITLE
H24006-C01	LOCALITY PLAN & DRAWING INDEX
H24006-C02	OVERALL SITE PLAN
H24006-C03	ACCESS & SERVICES PLAN SHEET 1 OF 2
H24006-C04	ACCESS & SERVICES PLAN SHEET 2 OF 2
H24006-D01	DRIVEWAY DETAILS



NOTES

GENERAL

- G1 ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND CURRENT LGAT STANDARD DRAWINGS DATED 03/12/2020.
- G2 THE CONTRACTOR SHALL LIAISE WITH ALL RELEVANT AUTHORITIES TO LOCATE ALL EXISTING SERVICES WITHIN THE CONTRACT AREA PRIOR TO THE COMMENCEMENT OF WORK. EXISTING SERVICE LOCATIONS SHOWN ON THIS DRAWING ARE ASSUMED FROM SURFACE FEATURES AND INFORMATION SUPPLIED BY THE RELEVANT AUTHORITIES, NO GUARANTEE IS GIVEN THAT THE INFORMATION IS CORRECT OR COMPLETE.
- G3 THE CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING ALL MEASURES NECESSARY TO PROTECT AND MAINTAIN EXISTING SERVICES AT ALL TIMES.
- G4 SOIL AND WATER MANAGEMENT IS TO COMPLY WITH BEST PRACTICE TO PREVENT ANY TRANSFER OF SOIL MATERIAL OUTSIDE OF THE AREA SPECIFICALLY AND NECESSARILY DISTURBED FOR CONSTRUCTION OF THE SUBDIVISION.
- G5 SOIL MATERIAL IS NOT TO BE TRACKED ONTO EXISTING ROADS AND FOOTPATHS.
- G6 ALL OPENINGS TO EXISTING STORMWATER LINES ARE TO REMAIN SEALED UNTIL IT IS NECESSARY TO CONNECT NEW WORK. OPENINGS WHICH HAVE TO BE LEFT OPEN ARE TO BE PROTECTED FROM INFILTRATION IN ACCORDANCE WITH "GUIDELINES FOR SEDIMENT CONTROL - TSD-SW28-v3".
- G7 NO SEDIMENT IS TO BE ALLOWED TO WASH ONTO ADJACENT PROPERTY - PREVENTION METHODS AS REQUIRED BY THE SUPERINTENDENT ON SITE.
- G8 THE CONTRACTOR SHALL ESTABLISH ALL LEVELS FROM THE REFERENCE MARKS SHOWN ON THIS DRAWING OR AS PROVIDED BY THE PROJECT SURVEYOR.
- G9 ALL SERVICES WITHIN THE ROAD RESERVATION ARE TO BE LOCATED IN ACCORDANCE WITH STANDARD DRAWING TSD-G02-v3.
- G10 EASEMENTS ARE TO BE PROVIDED OVER ALL LINES WITHIN LOTS. PIPES RUNNING PARALLEL TO PROPERTY BOUNDARY WILL TYPICALLY BE 2.0m WIDE OVER SINGLE PIPES AND 3.0m WIDE OVER DUAL PIPES, UNLESS SHOWN OTHERWISE ON THE PLANS. FOR VARIABLE WIDTH EASEMENTS MAINTAIN MIN. 1.0m CLEARANCE FROM PIPE CENTRELINE TO EASEMENT BOUNDARY. THE CONTRACTOR IS TO ENSURE ALL PIPELINES AND ASSOCIATED STRUCTURES ARE CONTAINED WHOLLY WITHIN THE EASEMENT.

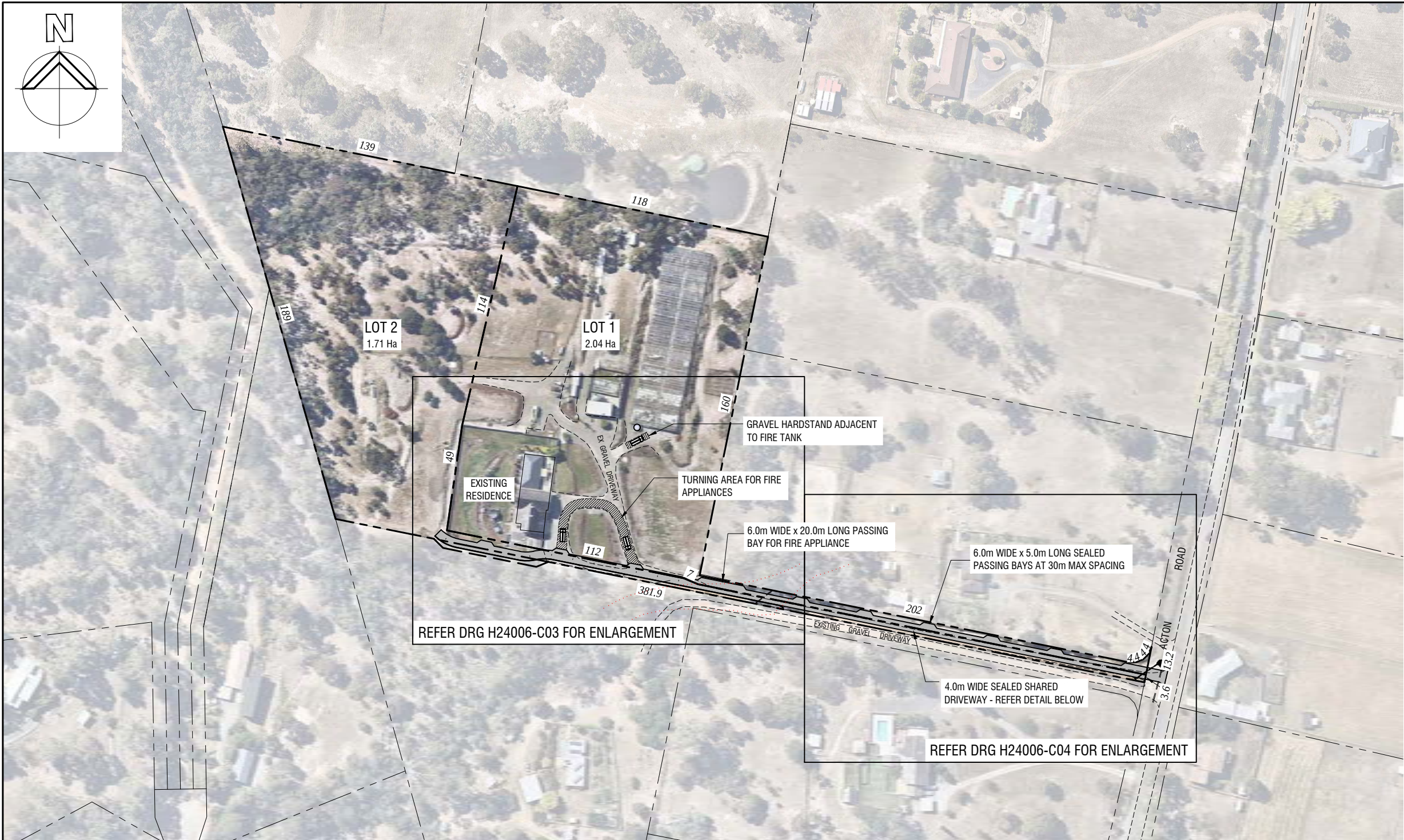
DRIVEWAY AND STORMWATER DRAINAGE

- R1 ALL NEW WORKS SHALL TRANSITION SMOOTHLY TO EXISTING WORKS.
- R2 STORMWATER LINES WITHIN PROPERTIES ARE OFFSET 1.0m FROM THE BOUNDARY LINE TO THE PIPE CENTRELINE, UNLESS NOTED OTHERWISE.
- R3 PROVIDE DN150 STORMWATER LOT CONNECTIONS AS INDICATED ON THE PLAN. CONNECTIONS TO BE INSTALLED IN ACCORDANCE WITH TSD-SW25-v3, TSD-SW26-v3 & TSD-SW27-v3.
- R4 PROVIDE NEW REINFORCED CONCRETE DRIVEWAYS IN ACCORDANCE WITH TSD-R09-v3 & TSD-R16-v3.
- R5 PIPE INSTALLATION IS TO BE IN ACCORDANCE WITH TSD-G01-v3.
- R6 ALL TRENCHES IN TRAFFICABLE AREAS TO BE BACKFILLED WITH FCR TO FINISHED PAVEMENT LEVEL IN ACCORDANCE WITH TSD-G01-v3.

TASWATER NOTES

- T1 ALL WORKS ARE TO BE IN ACCORDANCE WITH WATER SUPPLY CODE OF AUSTRALIA WSA 03 -2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND TASWATER'S SUPPLEMENTS TO THIS CODE.
- T2 ALL LIVE CONNECTIONS MUST BE PERFORMED BY TASWATER APPROVED CONTRACTOR AT DEVELOPER'S COST.
- T3 SINGLE WATER SERVICE LOT CONNECTIONS TO BE 25 DIA PE100 PN16 PIPE.
- T4 ALL PIPES IN TRAFFICABLE AREAS TO BE BACKFILLED WITH FCR TO FINISHED SURFACE LEVEL.
- T5 ALL WORKS MUST BE TESTED AND INSPECTED BY TASWATER PRIOR TO BACKFILLING TRENCHES.

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A	ISSUED FOR ENGINEERING APPROVAL	APRIL 2024			PAH	PAH	TODD & AMBER JONES						
B	GENERAL REVISION	JUNE 2024			CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK						
					SCALE: AS SHOWN	DATE: APRIL 2024		CAD FILE No: H24006 ENG02		LOCALITY PLAN & DRAWING INDEX	SHEET OF	A1	



NOTE:
THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE BUSHFIRE HAZARD REPORT PREPARED BY ROGERSON & BIRCH SURVEYORS DATED 19/06/2023.

STATIC WATER SUPPLY

- A STATIC WATER SUPPLY:
- (a) MAY HAVE A REMOTELY LOCATED OFFTAKE CONNECTED TO THE STATIC WATER SUPPLY;
 - (b) MAY BE A SUPPLY FOR COMBINED USE (FIRE FIGHTING AND OTHER USES) BUT THE SPECIFIED MINIMUM QUANTITY OF FIRE
- FIGHTING WATER MUST BE AVAILABLE AT ALL TIMES;
- (c) MUST BE A MINIMUM OF 10,000L PER BUILDING AREA TO BE PROTECTED. THIS VOLUME OF WATER MUST NOT BE USED FOR ANY OTHER PURPOSE INCLUDING FIRE FIGHTING SPRINKLER OR SPRAY SYSTEMS;
 - (d) MUST BE METAL, CONCRETE OR LAGGED BY NON-COMBUSTIBLE MATERIALS IF ABOVE GROUND; AND
 - (e) IF A TANK CAN BE LOCATED SO IT IS SHIELDED IN ALL DIRECTIONS IN COMPLIANCE WITH SECTION 3.5 OF AUSTRALIAN STANDARD AS 3959-2018 CONSTRUCTION OF BUILDINGS IN BUSHFIRE-PRONE AREAS, THE TANK MAY BE CONSTRUCTED OF ANY MATERIAL PROVIDED THAT THE LOWEST 400mm OF THE TANK EXTERIOR IS PROTECTED BY:
 - METAL;
 - NON-COMBUSTIBLE MATERIAL; OR
 - FIBRE-CEMENT A MINIMUM OF 6mm THICKNESS.

FIRE TANK

NON-COMBUSTIBLE FIREFIGHTING WATER STORAGE TANK LOCATED ADJACENT TO THE DWELLING WITH A MINIMUM OF 10,000 LITRE STORED WATER DEDICATED TO FIREFIGHTING PURPOSES. PROVIDE FIRE FIGHTING WATER CONNECTION POINT OR REMOTE OFFTAKE FITTED WITH COMPLIANT STORZ CONNECTION POINT LOCATED WITHIN 3m OF THE HARDSTAND & WITHIN 90m OF FURTHEST PART OF THE DWELLING MEASURED AS A HOSE LAY. IDENTIFY WITH COMPLIANT SIGNAGE.

FIRE FIGHTING WATER POINT

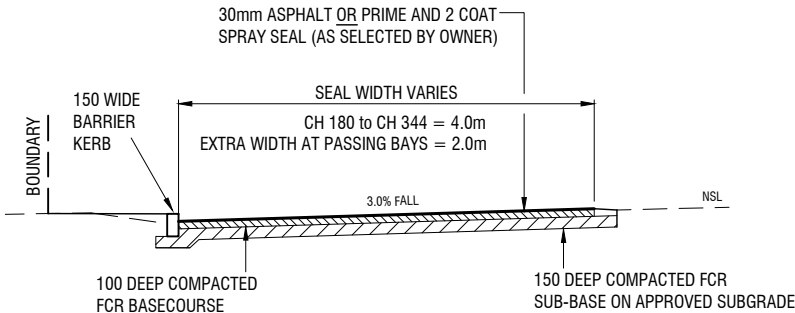
- THE FIRE FIGHTING WATER POINT FOR A STATIC WATER SUPPLY MUST BE IDENTIFIED BY A SIGN PERMANENTLY FIXED TO THE EXTERIOR OF THE ASSEMBLY IN A VISIBLE LOCATION. THE SIGN MUST:
- (a) COMPLY WITH WATER TANK SIGNAGE REQUIREMENTS WITHIN AUSTRALIAN STANDARD AS 2304-2011 WATER STORAGE TANKS FOR FIRE PROTECTION SYSTEMS; OR
 - (b) COMPLY WITH THE TASMANIAN FIRE SERVICE WATER SUPPLY GUIDELINES PUBLISHED BY THE TASMANIAN FIRE SERVICE (CAN BE FOUND ON THE TFS WEBSITE).

HARDSTAND

- A HARDSTAND AREA FOR FIRE APPLIANCES MUST BE:
- NO MORE THAN 3m FROM THE FIRE FIGHTING WATER POINT, MEASURED AS A HOSE LAY (INCLUDING THE MINIMUM WATER LEVEL IN DAMS, SWIMMING POOLS AND THE LIKE);
 - NO CLOSER THAN 6m FROM THE BUILDING AREA TO BE PROTECTED;
 - A MINIMUM WIDTH OF 3m CONSTRUCTED TO THE SAME STANDARD AS THE CARRIAGEWAY; AND
 - CONNECTED TO THE PROPERTY ACCESS BY A CARRIAGEWAY EQUIVALENT TO THE STANDARD OF THE PROPERTY ACCESS.

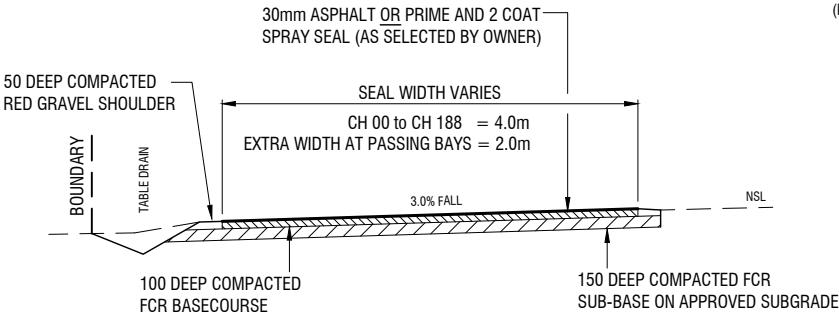
ACCESS CONSTRUCTION

- (a) ALL-WEATHER CONSTRUCTION;
- (b) LOAD CAPACITY OF AT LEAST 20T, INCLUDING FOR BRIDGES AND CULVERTS;
- (c) MINIMUM CARRIAGEWAY WIDTH OF 4m;
- (d) MINIMUM VERTICAL CLEARANCE OF 4m;
- (e) MINIMUM HORIZONTAL CLEARANCE OF 0.5m FROM THE EDGE OF THE CARRIAGEWAY;
- (f) CROSS FALLS OF LESS THAN 3 DEGREES (1:20 OR 5%);
- (g) DIPS LESS THAN 7 DEGREES (1:8 OR 12.5%) ENTRY AND EXIT ANGLE;
- (h) CURVES WITH A MINIMUM INNER RADIUS OF 6m;
- (i) FOR PROPERTY ACCESS GREATER THAN 200m IN LENGTH, PROVIDE PASSING BAYS OF 2m ADDITIONAL CARRIAGEWAY WIDTH AND 20m LENGTH PROVIDED EVERY 200m;
- (j) MAXIMUM GRADIENT OF 15 DEGREES (1:3.5 OR 28%) FOR SEALED ROADS, AND 10 DEGREES (1:5.5 OR 18%) FOR UNSEALED ROADS; AND
- (k) TERMINATE WITH A TURNING AREA FOR FIRE APPLIANCES PROVIDED BY ONE OF THE FOLLOWING:
 - A TURNING CIRCLE WITH A MINIMUM OUTER RADIUS OF 10m; OR
 - A PROPERTY ACCESS ENCIRCLING THE BUILDING; OR A HAMMERHEAD "T" OR "Y" TURNING HEAD 4m WIDE AND 8m LONG.



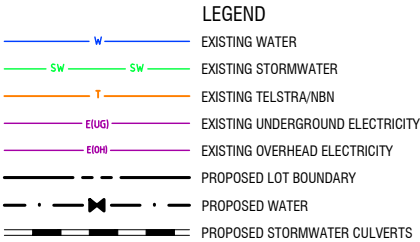
TYPICAL DRIVEWAY SECTION - Ch 180 to Ch 344

SCALE 1:50 (A1), 1:100 (A3)

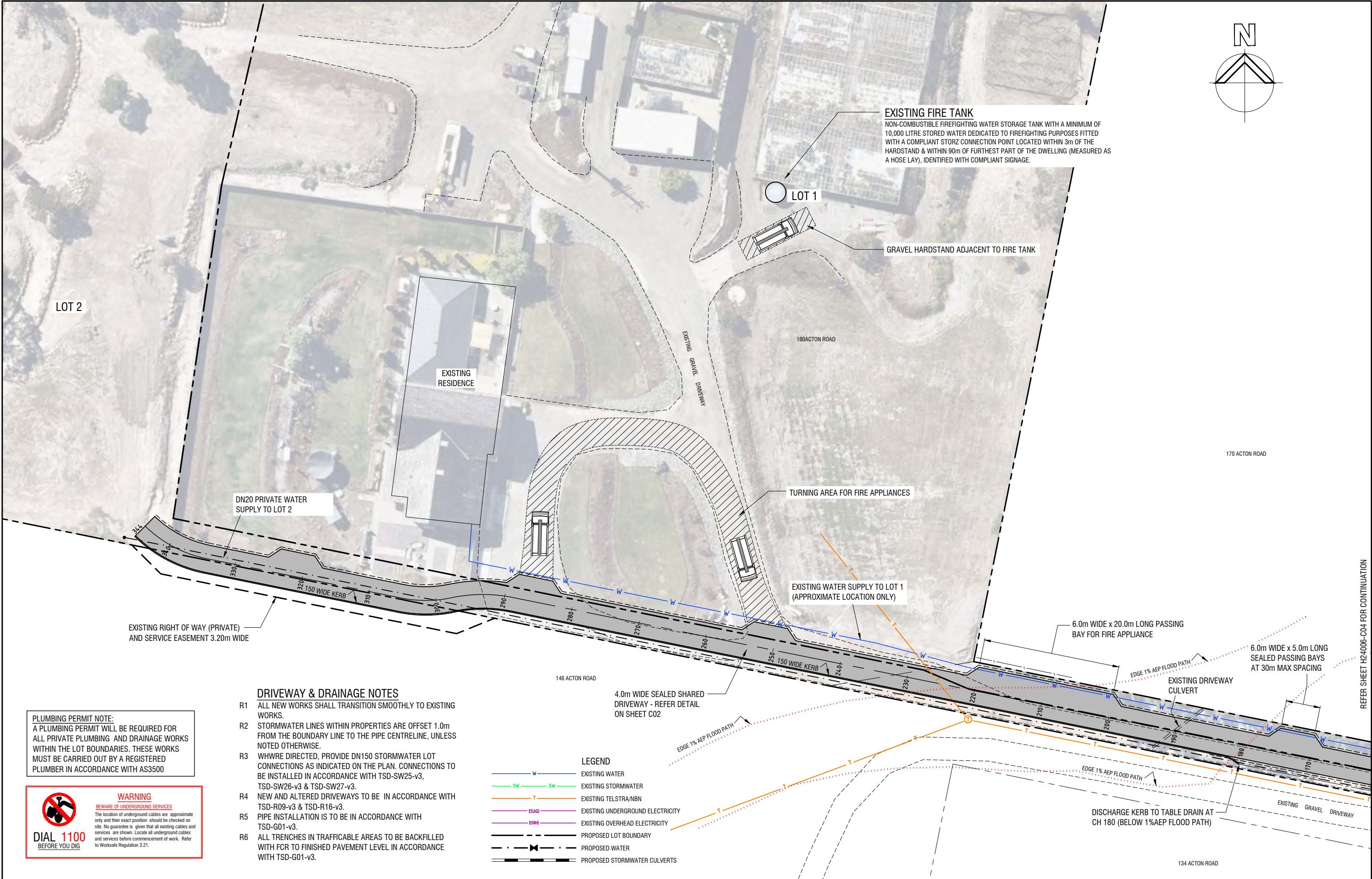


TYPICAL DRIVEWAY SECTION - Ch 00 to Ch 180

SCALE 1:50 (A1), 1:100 (A3)



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						PAH		PAH		TODD & AMBER JONES				
						CHECKED		APPROVED		PROJECT			160 ACTON ROAD, ACTON PARK	
						SCALE: 1:500 (A1), 1:1000 (A3)		DATE: APRIL 2024		CAD FILE No: H24006 ENG02		OVERALL SITE PLAN		SHEET OF



PLUMBING PERMIT NOTE:
A PLUMBING PERMIT WILL BE REQUIRED FOR ALL PRIVATE PLUMBING AND DRAINAGE WORKS WITHIN THE LOT BOUNDARIES. THESE WORKS MUST BE CARRIED OUT BY A REGISTERED PLUMBER IN ACCORDANCE WITH AS3500

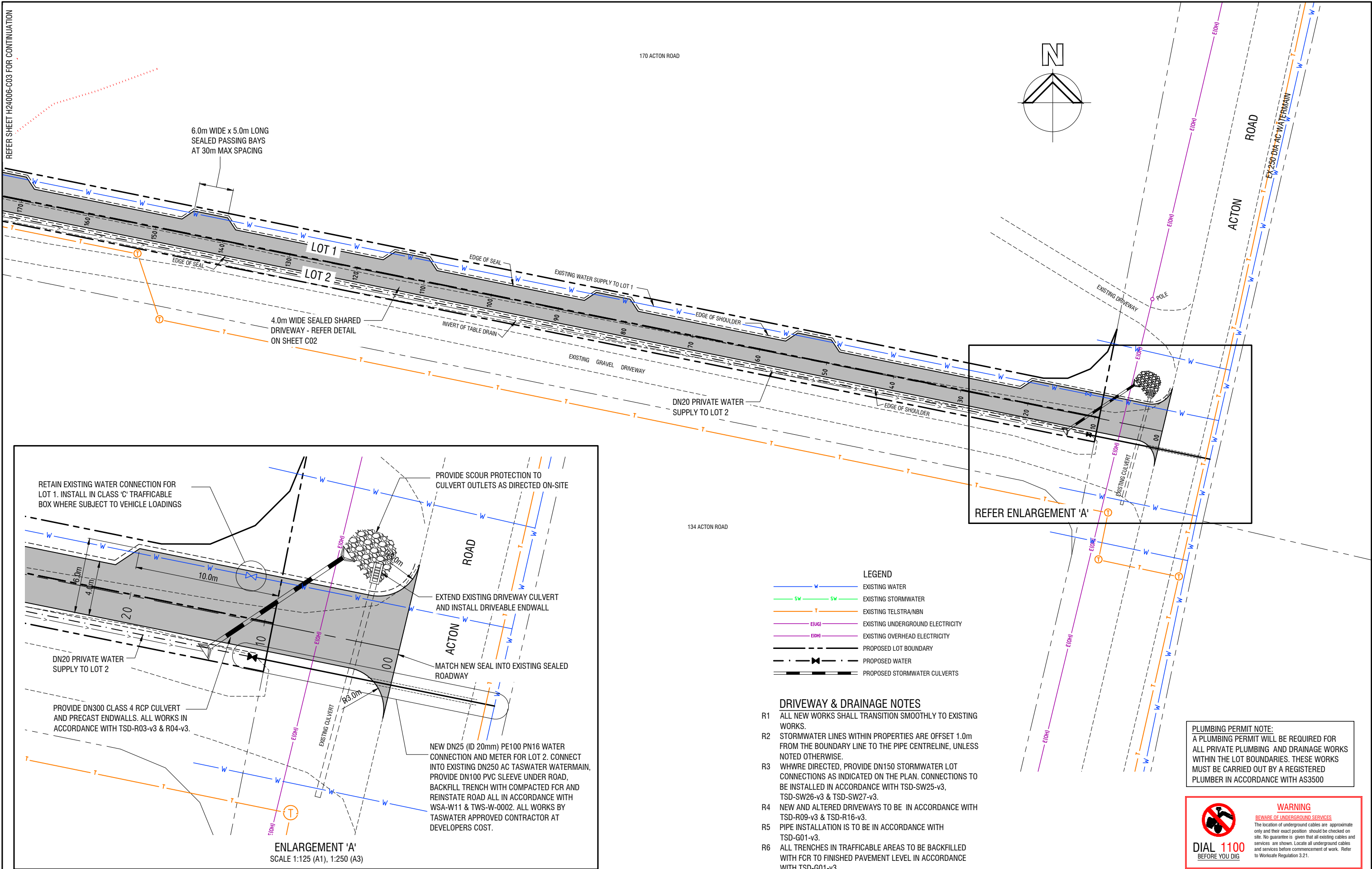
WARNING
BEWARE OF UNDERGROUND SERVICES

The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.

- DRIVEWAY & DRAINAGE NOTES**
- R1 ALL NEW WORKS SHALL TRANSITION SMOOTHLY TO EXISTING WORKS.
 - R2 STORMWATER LINES WITHIN PROPERTIES ARE OFFSET 1.0m FROM THE BOUNDARY LINE TO THE PIPE CENTRELINE, UNLESS NOTED OTHERWISE.
 - R3 WHERE DIRECTED, PROVIDE DN150 STORMWATER LOT CONNECTIONS AS INDICATED ON THE PLAN. CONNECTIONS TO BE INSTALLED IN ACCORDANCE WITH TSD-SW25-v3, TSD-SW26-v3 & TSD-SW27-v3.
 - R4 NEW AND ALTERED DRIVEWAYS TO BE IN ACCORDANCE WITH TSD-R09-v3 & TSD-R16-v3.
 - R5 PIPE INSTALLATION IS TO BE IN ACCORDANCE WITH TSD-G01-v3.
 - R6 ALL TRENCHES IN TRAFFICABLE AREAS TO BE BACKFILLED WITH FCR TO FINISHED PAVEMENT LEVEL IN ACCORDANCE WITH TSD-G01-v3.

- LEGEND**
- W EXISTING WATER
 - SW EXISTING STORMWATER
 - T EXISTING TELSTRA/NBN
 - ELUG EXISTING UNDERGROUND ELECTRICITY
 - EOH EXISTING OVERHEAD ELECTRICITY
 - - - PROPOSED LOT BOUNDARY
 - - - PROPOSED WATER
 - - - PROPOSED STORMWATER CULVERTS

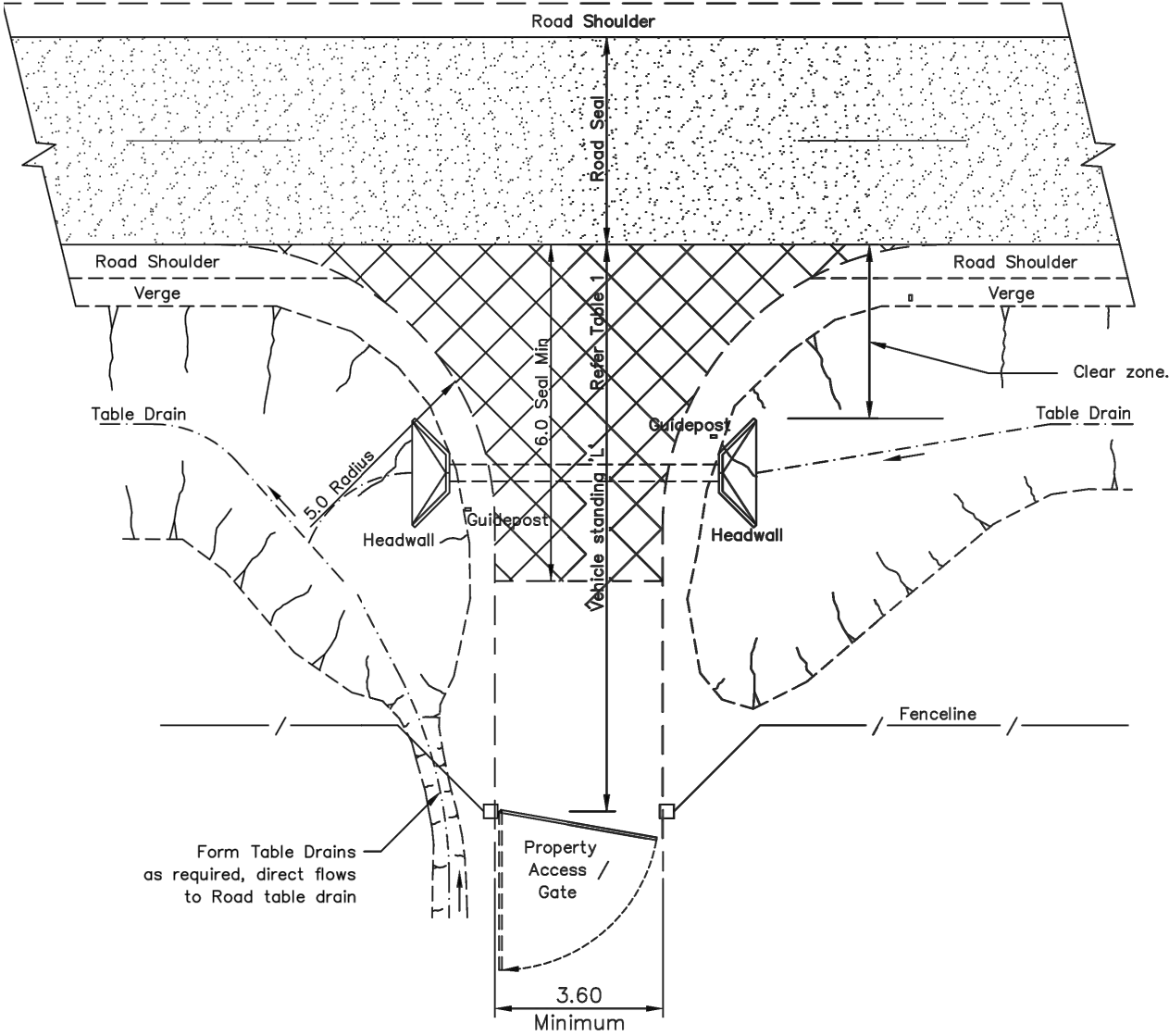
No.	Revision	Date	COPYRIGHT:	Henry design and consulting	DESIGNED	DRAWN	CLIENT	DRAWING TITLE	DRG NO.	REV
A	ISSUED FOR ENGINEERING APPROVAL	APRIL 2024	"This document is and shall remain the property of Henry Design & Consulting. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document is prohibited."	ABN 91115 998 724 ACN 115 998 724 4 Fairisle Terrace Howrah 7018 TAS E: phenny@netspace.net.au M: 0400 196 061	PAH	PAH	TODD & AMBER JONES	PROPOSED 1 LOT SUBDIVISION 160 ACTON ROAD, ACTON PARK	H24006-C03	B
B	GENERAL REVISION	JUNE 2024			CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK	ACCESS & SERVICES PLAN - SHEET 1 OF 2	SHEET OF	A1
					SCALE: 1:250 (A1), 1:500 (A3)		DATE: APRIL 2024	CAD FILE No: H24006 ENG02		



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B	GENERAL REVISION	JUNE 2024			CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK	ACCESS & SERVICES PLAN - SHEET 2 OF 2	SHEET OF	A1
					SCALE: 1:250 (A1), 1:500 (A3)		DATE: APRIL 2024	CAD FILE No: H24006 ENG02		

NOTES

1. Property Access Seal Types:
- Adopt the seal type on the adjacent road (Asphalt / hot Sprayed bituminous surfacing).
 - Seal is not required for property access off unsealed roads.
2. Offset property entrance gate to provide adequate vehicle standing area clear of road edge, as required.
3. Install guideposts at :
- culvert end walls.
 - the start of the access ('nearside' lane approach only').
4. Pipe Culvert.
- Pipe size, type, class, cover and grade shall be determined by consideration of the drainage catchment, rainfall I.F.D. data and road grade for an AEP 10 years (min).
 - Minimum pipe size – 300 dia.
 - Minimum grade – 1 in 100 (1%).
5. Shallow dish crossing may be used as an alternative.
6. Refer to Department of State Growth Road Hazard Management Guide – Figures 6 and 7 for clear zone determination. Headwalls inside clear zone are to be driveable.



TYPICAL DRIVEWAY PLAN
ENDWALL GREATER THAN 3.2m FROM EDGE OF ROAD

TABLE 1

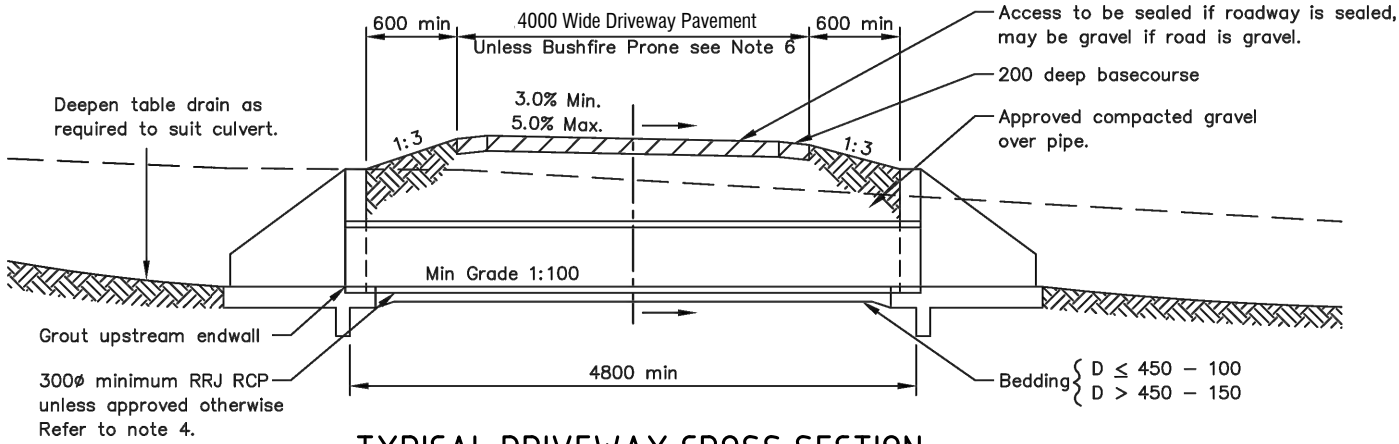
Vehicle Standing (V.S)	* 'L' m
Car	6.0
Truck / Car + Trailer	V.S Length + 1.0

* Increase 'L' as required to suit outward swinging gates.

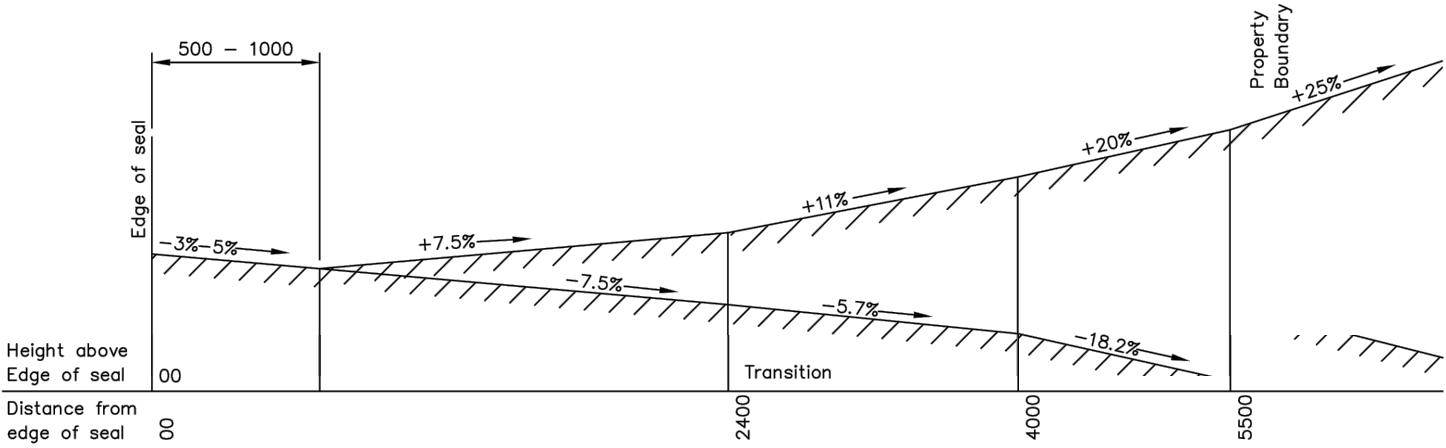
NOTES

1. All dimensions in millimetres (mm) unless noted
2. Precast endwall to be winged type or other approved type.
3. Shallow dish crossing may be used as an alternative
4. Min clear cover over driveway culverts shall be:
- | | |
|---------------------|------------|
| Pipe Class: | Min Cover: |
| –Class 2 (Concrete) | 600 |
| –Class 3 (Concrete) | 400 |
| –Class 4 (Concrete) | 300 |
- (All other pipes refer to manufacturers recommendations.)
5. Install guideposts at culvert ends.
6. Minimum pavement width of 4 metres where access is required for a fire appliance. Additional width may be required for the provision of passing bays.

NOTE
THIS DRAWING IS A COMPILED OF
LGAT STANDARD DRAWINGS
TSD-R03-v3 & TSD-R04-v3.



TYPICAL DRIVEWAY CROSS SECTION



TYPICAL DRIVEWAY PROFILE

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A	ISSUED FOR ENGINEERING APPROVAL	APRIL 2024		PAH	PAH	TODD & AMBER JONES	H24006-D01		B	
B	GENERAL REVISION	JUNE 2024		CHECKED	APPROVED	PROJECT 160 ACTON ROAD, ACTON PARK				
				SCALE: NTS	DATE: APRIL 2024	CAD FILE No: H24006 ENG02	TYPICAL PROPERTY ACCESS DETAILS	SHEET OF	A1	

Attachment 4

160 ACTON ROAD (WITH ACCESS OVER 146 ACTON ROAD), ACTON PARK



Photo 1: Site viewed from access strip, looking northeast over Lot 1.



Photo 2: Site viewed access strip, looking northwest towards Lot 2.



Photo 3: Lot 2 viewed from adjacent western boundary, looking northeast.



Photo 4: Site access viewed from Acton Road, looking west.

7.2 PLANNING APPLICATION PDPLANPMTD-2024/044584 – 64 SKILLION ROAD, HOWRAH - CHANGE OF USE TO VISITOR ACCOMMODATION

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for a Change of Use to Visitor Accommodation at 64 Skillion Road, Howrah.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential, and subject to the Parking and Sustainable Transport Code and the Safeguarding of Airports Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary application.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory period which expires on 31 July 2024.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and two representations were received raising the following issues:

- Noise;
- Traffic;
- Neighbourhood character; and
- Safety.

RECOMMENDATION:

- A. That the Planning Application for Change of Use to Visitor Accommodation at 64 Skillion Road, Howrah (CI Ref PDPLANPMTD-2024/044584) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

**PLANNING APPLICATION PDPLANPMTD-2024/044584 - 64 SKILLION ROAD,
HOWRAH - CHANGE OF USE TO VISITOR ACCOMMODATION /contd...**

ASSOCIATED REPORT**1. BACKGROUND**

A permit for a single dwelling was granted on 6 November 2020.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Residential under the Scheme.

2.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 5.6 – Compliance with Applicable Standards;
- Section 6.10 – Determining Applications;
- Section 8.0 – General Residential Zone;
- Section C2.0 – Parking and Sustainable Transport Code; and
- Section C16.0 – Safeguarding of Airports Code.

2.4. Council’s assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL**3.1. The Site**

The site is a 625m² lot that contains a single-storey dwelling, consisting of four bedrooms, two living areas, and a double garage.

The property is part of a normal residential area, with single dwellings to the north, south, and west, and a vacant lot to the east.

3.2. The Proposal

The proposal is for a change of use from residential (single dwelling) to visitor accommodation. The applicant intends for one booking at a time and not on a per bedroom basis.

While the applicant has advised there will be rules regarding the reduction of noise after 10pm, the enforcement of these rules is not a matter for Council, who would have to rely on statutory noise provisions.

4. PLANNING ASSESSMENT**4.1. Compliance with Applicable Standards [Section 5.6]**

“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.”

4.2. Determining Applications [Section 6.10]

“6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.”*

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

4.4. Compliance with Zone and Codes

The proposal is for a change of use to Visitor Accommodation. According to Table C2.1, the required number of parking spaces is one. The site has a double garage, and the Acceptable Solution is met.

The proposal does not require an assessment against the Safeguarding of Airports Code because there is no development proposed, and it is located outside the airport noise attenuation area.

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone with the exception of the following.

General Residential Zone

- **Clause 8.3.2 A1** – the proposal is for a change of use to Visitor Accommodation, the dwelling is 210m² in floor area which exceeds the maximum floor area of (200m²) of the Acceptable Solution.

The proposal must be assessed against Performance Criteria P1 of Clause 8.3.2 as follows.

Clause	Performance Criteria	Assessment
8.3.2 P1	<i>“Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</i>	The proposal is assessed as satisfying the performance criteria, in that the visitor accommodation seeks to utilise an existing dwelling and is considered to be compatible with the character and use of the surrounding area, which predominantly consists of residential dwellings. It is considered that there would not be an unreasonable loss of residential amenity to adjoining or nearby properties, having regard to:

	(a) <i>the privacy of adjoining properties;</i>	<p>The building is 210m² single-storey dwelling, with setbacks from the northern boundary to the living areas of 3m or more. The site slopes downwards from the south to the north, which creates a perceived opportunity for overlooking. However, the existing dwelling was assessed as meeting the privacy standards and no external changes are proposed.</p> <p>Therefore, there is no material change to the degree of overlooking, and therefore no change to the existing privacy provision, when comparing the existing residential use to the proposed visitor accommodation use.</p>
	(b) <i>any likely increase in noise to adjoining properties;</i>	<p>There are no standards in the Scheme to control occupant numbers and associated noise in relation to the current residential use. The proposed visitor accommodation use is for up to eight guests, which corresponds to two people per room. The two uses can be considered to be equivalent in this sense in relation to any likely increase in noise.</p> <p>As per any noise issue from a residential activity, excessive noise would be treated as a statutory nuisance under the provisions of the Environmental Management and Pollution Control Act 1994 (EMPCA). It is noted that all police officers are authorised officers under the Act.</p>
	(c) <i>the scale of the use and its compatibility with the surrounding character and uses within the area;</i>	<p>In terms of scale, the four-bedroom layout of the building creates a potential for use by groups or families. However, this is no different in potential to that as a dwelling, and the proposed use is therefore compatible with the area.</p>

	<i>(d) retaining the primary residential function of an area;</i>	There does not appear to be any other permits for Visitor Accommodation issued within the immediate area defined by Rosalie Place, Conolly Drive, and Hanniffy Road. The proposed use would therefore have a negligible effect on retaining the primary residential function of the area.
	<i>(e) the impact on the safety and efficiency of the local road network; and</i>	The proposal is not expected to significantly increase potential traffic to and from the site compared to a single dwelling, and there would be limited impact on the local road network as a result. The application was referred to Council's infrastructure team who did not raise any concerns.
	<i>(f) any impact on the owners and users rights-of-way."</i>	The site is not burdened with any relevant encumbrances or rights-of-way.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and two representations were received. The following issues were raised by the representors.

5.1. Noise

Both representations raised concern in relation to noise, particularly in relation to the size of the dwelling being conducive to large group bookings.

- **Comment**

Firstly, there are no relevant clauses in the Scheme particular to this application regarding the number of guests that can be accommodated within the visitor accommodation use. The scale of the use has been assessed as appropriate and concludes the visitor accommodation use is expected to generate noise that is consistent with that of a residential use.

5.2. Traffic

Both representations raised concern in relation to potential parking and traffic impacts.

- **Comment**

The proposal meets the Acceptable Solution for the number of car parking spaces required in the Parking and Sustainable Transport Code. The operation of the Scheme does not allow the Council to require additional on-site parking beyond these requirements.

Local roads are designed to accommodate overflow parking and there is capacity for on-street parking.

5.3. Neighbourhood Character

Both representors raised concerns that the proposed use would erode the residential character of the area. One representor raised concern that the proposed use would negatively impact the sense of community in the area due to the transient nature of short-term visitors.

- **Comment**

The application requires discretionary consideration in relation to performance criteria 8.3.2 P1, which has regard to whether a proposed use is compatible with the surrounding character and uses of the area. The issue of compatibility with the character and uses of the area can only be assessed insofar as it relates to the scale of the dwelling. In this case, the dwelling is single storey, with a conventional height and footprint.

Visitor Accommodation is defined in the Scheme as *use of land for providing short or medium-term accommodation for persons away from their normal place of residence*. The Scheme states that the purpose of the General Residential Zone is, among other considerations, *to provide for Visitor Accommodation that is compatible with residential character*. The position that the transience of short-term guests as having a self-evidently negative impact on character is not supported, as this would contradict the zone purpose. For this reason, this concern is considered to not have determining weight.

5.4. Safety

Both representors raised concern about safety in general terms. One representor elaborated that the concern for safety was specifically in relation to short-term visitors overlooking their backyard. One representor raised concern towards risk of damage to private property.

- **Comment**

There are no applicable clauses within the Scheme that relate to behaviour or impacts on safety. There are however clauses applicable to the application that relate to the tangential concerns of parking and privacy. The proposal is assessed to comply with the requirements of these clauses as outlined in the assessment above.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council policy.

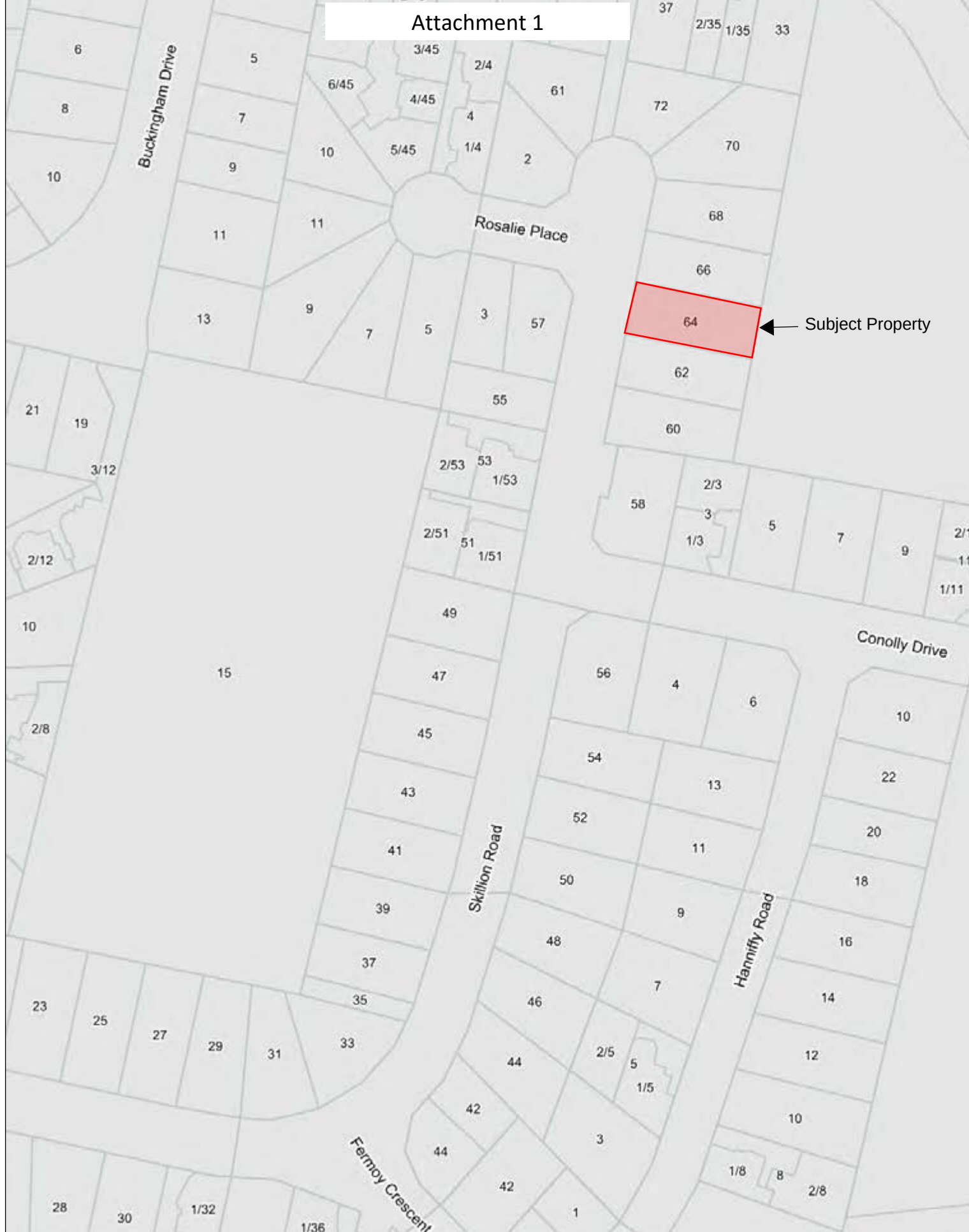
9. CONCLUSION

The proposal is recommended for conditional approval.

Attachments: 1. Location Plan (1)
2. Proposal Plan (2)
3. Site Photo (1)

Daniel Marr
HEAD OF CITY PLANNING

Attachment 1



Subject Property

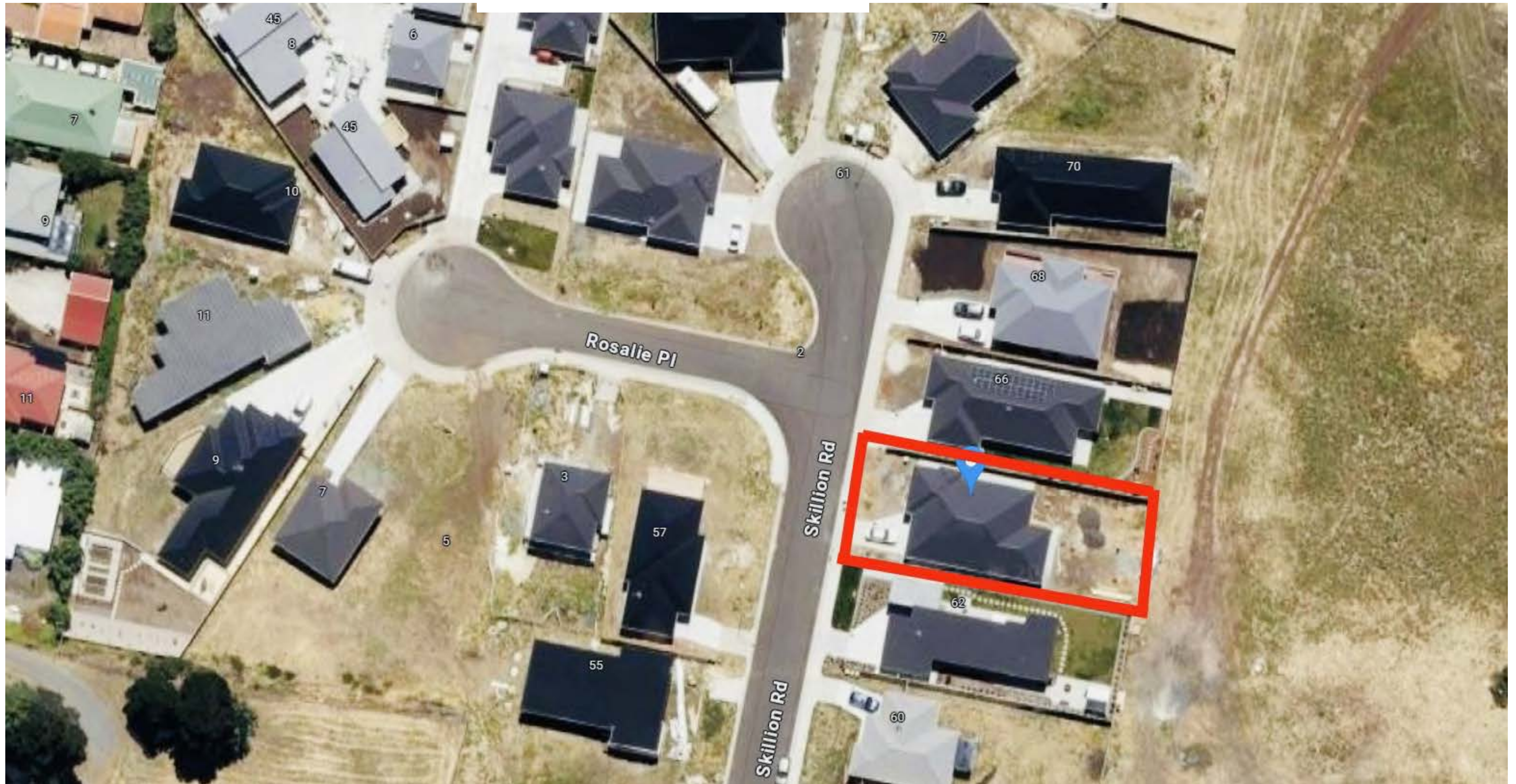


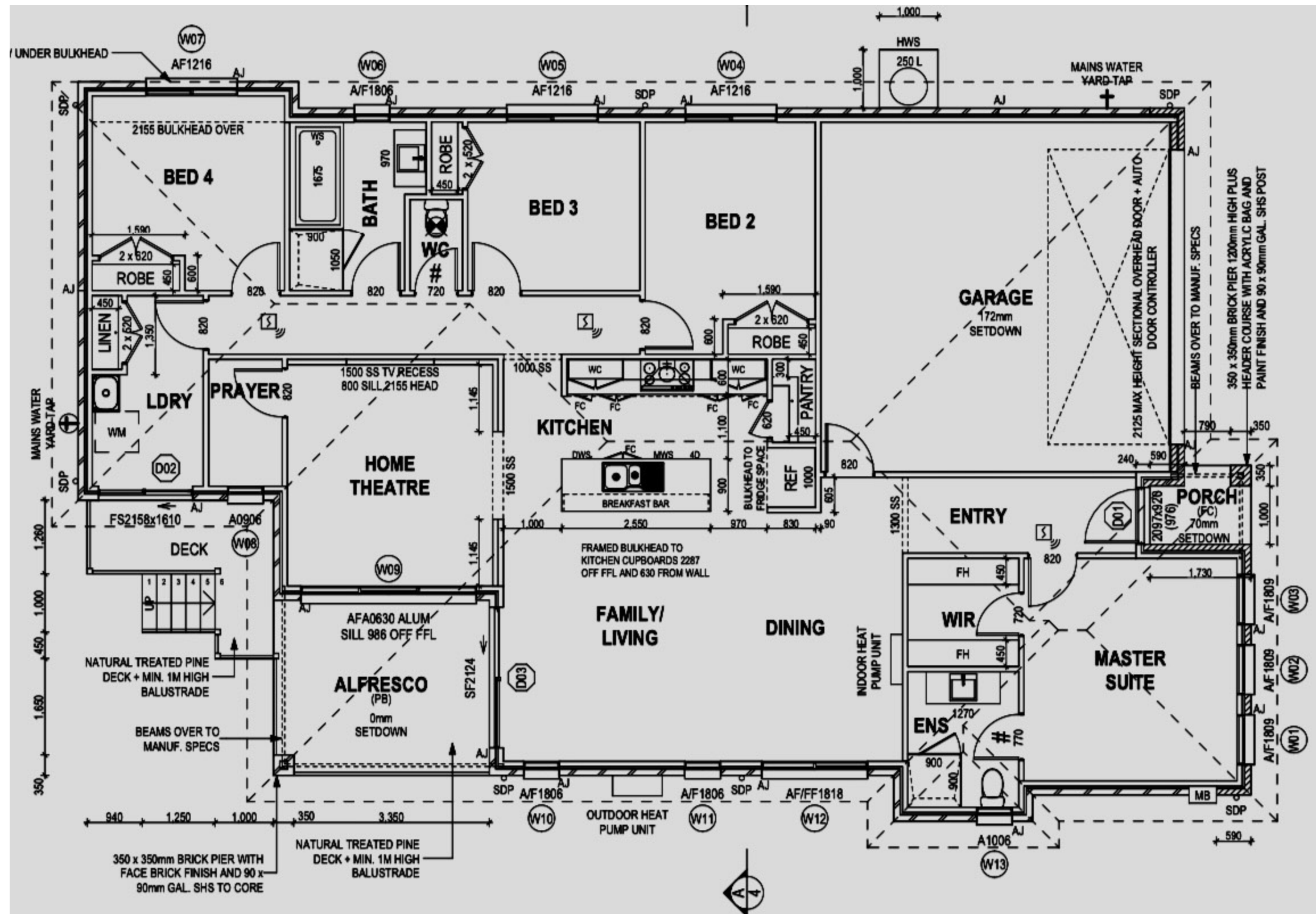
This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

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Attachment 2





Attachment 3



66 Skillion Road



62 Skillion Road



64 Skillion Road

7.3 PLANNING APPLICATION PDPLANPMTD-2023/037865 – 300 PITTWATER ROAD, SEVEN MILE BEACH - GOLF COURSE (SPORTS AND RECREATION) AND ASSOCIATED WORKS

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for a Golf Course (Sports and Recreation) and associated works at 300 Pittwater Road, Seven Mile Beach.

RELATION TO PLANNING PROVISIONS

The land is zoned Rural and Open Space and is subject to the Road and Railway Assets Code, Parking and Sustainable Transport Code, Safeguarding of Airports Code (Airport noise exposure area and Airport obstacle limitation area), Bushfire-prone Areas Code, Natural Assets Code, Attenuation Code, Coastal Erosion Hazard Code, Coastal Inundation Hazard Code, Flood-Prone Areas Hazard Code and Landslip Hazard Code under the Tasmanian Planning Scheme - Clarence (the Scheme). The proposed development will be confined to the Open Space Zone. In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act 2000 and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory period which has been extended with the applicant’s agreement to 30 July 2024.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 119 representations (117 in support) were received raising the following issues:

- Support for development;
- Demand for visitor facilities;
- Traffic;
- Recreational use; and
- Weed management.

RECOMMENDATION:

- A. That the Development Application for a Golf Course (Sports and Recreation) and associated works at 300 Pittwater Road, Seven Mile Beach (CI Ref PDPLANPMTD-2023/037865) be approved subject to the following conditions and advice.

1 GEN AP1 – ENDORSED PLANS.

- 2 The development must be undertaken in accordance with the environmental best practice guidelines prescribed in the *Wetlands and Waterways Works Manual* and the guidelines in the *Tasmanian Coastal Works Manual*.
- 3 GEN S1 – SIGN CONSENT.
- 4 The use and development must be undertaken in accordance with the conclusions and recommendations contained within Section 6.4 of the Traffic Impact Assessment Report prepared by Joanne Fisher and dated October 2023. Specifically, the management of the number of users of the site, if the proposed use is to commence prior to the completion of the Tasman Highway and Pittwater Road intersection upgrade.
- 5 The use and development must be undertaken in accordance with the recommendations contained within Section 6 of the Natural Values Assessment Report prepared by Enviro-dynamics and dated January 2024. A report, certifying compliance with the conclusions and recommendations made within the report, must be provided to the satisfaction of the Chief Executive Officer or delegate prior to the commencement of the use.
- 6 Construction activities within 100m of Five Mile Beach along the north-eastern property boundary must be limited during shorebird breeding season (September to March inclusive) to minimise impacts to shorebirds.
- 7 ENG M1 – DESIGNS DA
- 8 A minimum of one motorcycle parking space must be provided on-site prior to the commencement of the use. The space must be clearly marked and used solely for motorcycle parking purposes.
- 9 ENG M5 – EROSION CONTROL.
- 10 ENG A6 – GRAVELLED CAR PARKING.
- 11 A Weed and Hygiene Management Plan identifying methods to control weeds must be submitted to and approved by the Chief Executive Officer or delegate prior to the commencement of works. The plan must:
 - Address the movement and spread of weed contaminated soil, weed material and soil-based pathogens in accordance with the Tasmanian Washdown Guidelines for Weed and Disease Control.
 - Reference any Weeds of National Significance and Declared Weeds under the *Weed Management Act 1999(Repealed)*.
 - Identify the weed species, initial treatment, on-going management and maintenance period for a minimum of three years thereof. The plan may include manual removal of larger plants and/or chemical control as recommended by the relevant Government department.

- Clarify on-going maintenance and management obligations inclusive of regular audits and annually demonstrate compliance with the approved weed management plan.
- Include a detailed schedule of works including a breakdown of estimated costs. The cost estimate is to incorporate all management and maintenance operations for up to a five-year period and include all hygiene and reporting requirements.

The use must not commence until the Weed and Hygiene Management Plan has been implemented to the satisfaction of the Chief Executive Officer or delegate. A bond of three times the estimated cost of works associated with maintenance must be submitted prior to the commencement of works approved under the Weed and Hygiene Management Plan. The bond will be held as security to ensure the maintenance is undertaken in accordance with the approved plan until the management period has expired. The bond is to be a cash deposit or a bank guarantee.

A Weed Audit Report prepared by a suitably qualified Weed Contractor must be submitted to and approved by the Chief Executive Officer or delegate upon completion of the works detailing how the works have been completed to accord with the schedule of works. The bond will be returned upon approval of the Weed Audit Report by the Chief Executive Officer or delegate.

12 EHO 4 – NO BURNING.

ADVICE

- a. The site may contain relics which are protected under the *Aboriginal Relics Act 1975* and the applicant is therefore responsible to ensure compliance with the provisions of that Act. Applicants are advised to seek independent technical advice in relation to identification and protection of any relics. Aboriginal Heritage Tasmania have advised that if at any time during works Aboriginal heritage is suspected, works must cease immediately, and contact be made with the AHT for advice. Attached is an Unanticipated Discovery Plan, which you should have on hand during ground disturbing works, to aid you in meeting your requirements under the Act.
- b. The clearance works are required to be carried out in accordance with a forest practices plan certified under the *Forest Practices Act 1995*. In conjunction with the proposed rehabilitation and weed removal works, these works are exempt from requiring a planning permit and a copy of the approved Rehabilitation Plan should be provided to council for records purposes.

- c. Department of Natural Resources and Environment (Conservation Assessments) advice:
 - If irrigation of the golf course is proposed, Conservation Assessments recommends that run-off to the marine receiving environment is managed to ensure that there will not be impacts to threatened marine species.
 - Consider roadkill mitigation measures if night-time traffic is to increase by more than 10%.
 - Should excavation of soils be required for the proposed development, Conservation Assessments recommends that the contractor is aware of relevant information concerning Acid Sulphate Soils (ASS) and that excavator operators are trained in the identification of ASS (<https://nre.tas.gov.au/Documents/ASS-Operational-FINAL.pdf>).
 - d. The development should retain continued public access through the site by all trail users (horse riders, walkers, runners, and mountain bikers) providing public access to the beaches and adequate linkages between existing trails outside of the area occupied by the golf course.
 - e. It is advised that that a planning permit for subdivision would be required where the lease exceeds 10 years. Section 80 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* provides that to subdivide means to divide the surface of a block of land by creating estates or interests giving separate rights of occupation otherwise than by a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years.
 - f. Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

Approval for a golf course and associated club house was granted by Council in July 2014 under Planning Permit D-2014/159, which was extended upon request on three occasions, with the latest extension to permit granted on 7 October 2020. Works approved under this permit have commenced and substantial commencement has been achieved. The completed works comprise of the access road and fairways and is nearing completion. The approved golf course is located adjacent to Seven Mile Beach and comprises an 18-hole links course.

Planning permit PDPLANPMTD-2023/034336 was granted on 17 July 2023 for a clubhouse (with restaurant), maintenance shed, amenities block and car parking to be used in association with the approved golf course. The works have not yet been commenced although the permit is still valid.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Rural (approximately 50% of the site) and Open Space (approximately 50%) under the Scheme.

2.2. The proposal is discretionary due to the Use Class classification and because it does not meet all relevant Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Clause 5.6 – Compliance with Applicable Standards;
- Clause 6.10 – Determining Applications;
- Clause 29.0 – Open Space Zone;
- Clause C2.0 – Parking and Sustainable Transport Code;
- Clause C3.0 – Road and Railway Assets Code;
- Clause C7.0 – Natural Assets Code;
- Clause C9.0 – Attenuation Code;
- Clause C10.0 – Coastal Erosion Hazard Code;
- Clause C11.0 – Coastal Inundation Hazard Code;
- Clause C12.0 – Flood-Prone Areas Hazard Code;
- Clause 13.0 – Bushfire Prone Areas Code;
- Clause 15.0 – Landslip Hazard Code; and
- Clause 16.0 – Safeguarding Airports Code.

2.4. Council's assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is described by Certificate of Title volume 149853 folio 1 known as 300 Pittwater Road, Seven Mile Beach. The site is expansive with an area of 921.8ha, is relatively flat and irregular in shape. Geographically the site is bounded by Seven Mile Beach and Frederick Henry Bay to the south and Five Mile Beach and Pitt Water lagoon to the north, culminating at Sandy Point opposite Dodges Ferry (See Map 1 below). The site is not serviced with reticulated services.



Map 1: Subject site and surrounding natural and built context.

The site is Crown land managed by Natural Resources and Environment Tasmania.

The Llanherne sand extraction mine (mining lease 8M/2007) is located on the site and is regulated by an Environmental Protection Notice. The sand mine entails dry sand extraction and screening activities. No works or development are proposed within the mining lease area.

It is observed that the closest residential use is associated with the township of Lewisham, which is over 700m from the closest point (eastern end) of the title boundary.

3.2. The Proposal

The proposal is for an 18-hole links golf course located on the northern side of the peninsula, adjacent to Five Mile Beach. The golf course would be located adjacent to the north to the approved golf course currently under construction fronting Seven Mile Beach, which is located on the northern side of the peninsula.

The proposal includes the construction of a carpark accommodating 72 car parking spaces, as required by the Parking and Sustainable Transport Code. The golf course would be accessed via the same access road as the adjoining Seven Mile Beach golf course. However, this will be required to be extended to connect to the proposed carpark. The internal access road is proposed to be constructed of a durable all-weather pavement being compacted gravel.

The proposed Five Mile Beach golf course will share the facilities with the Seven Mile Beach golf course, including clubhouse, restaurant, maintenance sheds and amenities building. The development is not proposed to be staged, although the Five Mile Beach golf course is not intended to commence operation until the facilities approved under planning permit PDPLANPMTD-2023/034336 are constructed.

No external signage (that requires a permit) is proposed as part of the application.

All works associated with the proposed development will be located within the Open space zone and will not extend into the Rural zoned area of the site.

The proposal plans, and relevant accompanying reports, are contained within the attachments of this report.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.”

4.2. Determining Applications [Section 6.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.*

6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.”*

References to these principles are contained in the discussion below.

4.3. General Provisions

There are no General Provisions relevant to the assessment of this proposal.

4.4. Compliance with Zone and Codes

The proposed use of the land is for a golf course which fits within the Sports and Recreation use class. The use of the land for a golf course is listed as a Discretionary use in the Open Space Zone.

The site is subject to the Flood-Prone Areas Hazard Code. However, all elements of the proposed development would be located beyond the flood-prone areas hazard overlay, therefore the proposal does not require an assessment under the Flood-Prone Areas Hazard Code.

The Safeguarding of Airports Code is not applicable to the assessment of the development as the proposed golf course, carpark and access have a height below the height limit applicable to this site, which ranges from 47AHD to 147AHD and are therefore exempt from the Code in accordance with Clause C16.4.1(a).

The site is subject to the Landslip Hazard Code with Hole 6 of the proposed golf course passing through the low landslip hazard band. However, the proposed development is exempt from an assessment under the Landslip Hazard Code in accordance with Clause C15.4.1 (a) and (b) as the proposal does not form a critical, hazardous or vulnerable use and does not form development entailing significant works (as defined by the code).

The subject site is within a bushfire-prone area. However, the proposed development is not deemed a vulnerable or hazardous use and does not require an assessment under the Bushfire-Prone Areas Code in accordance with clause C13.32.1(a).

The proposed development is within the attenuation area for the Llanherne sand extraction mine. However, the proposal is not for a sensitive use and therefore does not require an assessment under the Attenuation Code in accordance with Clause C9.2.1.

The proposal meets the Scheme's relevant Acceptable Solutions of the Open Space Zone, Road and Railway Assets Code, Parking and Sustainable Transport Code, Coastal Inundation Hazard Code, Coastal Erosion Hazard Code and Natural Assets Code except for the following.

Parking and Sustainable Transport Code

- **Clause C2.5.3 A1 Motorcycle parking numbers** – in accordance with the parking requirements, the proposal generates a demand for 72 car parking spaces, which creates a requirement for three motorcycle spaces, as per Table C2.4 of the Code. No motorcycle spaces are proposed.

The application relies on Performance Criteria P1 of Clause C2.5.3 of the Code as follows.

Clause	Performance Criteria	Assessment
C2.5.3 P1	<i>“Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) the nature of the proposed use and development;</i>	<p>The proposal provides 72 car parking spaces. The Traffic Impact Assessment supporting the application indicates that the proposed use and development is anticipated to generate a high reliance on cars, given visitors of the golf course are generally required to bring their own golf clubs onto the site.</p> <p>The golf course seeks to utilise the facilities and amenities approved under planning permit PDPLANPMTD-2023/034336, which includes a restaurant. Any demand for motorcycle parking would most likely be very low or generated by staff and in the circumstances, it is reasonable to provide a minimum of one specific motorcycle parking space to cater for the low demand. A condition is recommended reflecting this requirement.</p>

	<i>(b) the topography of the site;</i>	The site topography is not considered relevant to this criterion as it does not pose any constraints to the design and location of motorcycle parking spaces, other than the internal access is proposed to be of a gravel formation which is less conducive to motorcycle usage.
	<i>(c) the location of existing buildings on the site;</i>	<p>There are currently no existing buildings on the site, although it is noted various facilities and amenities form part of planning permit PDPLANPMTD-2023/034336. The proposed carpark would be separated from these facilities by a 100m distance, and it is noted no motorcycle parking was provided as part of the previous approval.</p> <p>The provision of a motorcycle park within the proposed carpark will cater for staff demand and it is noted this demand will likely remain low.</p>
	<i>(d) any constraints imposed by existing development; and</i>	As mentioned above, the site is currently a greenfield site with no buildings. The proposal will complement the approved golf course facilities and amenities, and there are no identified constraints which preclude the reasonable provision of motorcycle parking.
	<i>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.”</i>	Council’s Assets team has reviewed the proposal and considers the proposed site has adequate space to accommodate motorcycle parking, if required. As mentioned above, users of motorcycle parking are likely to be limited to staff only due to the nature of the proposed use. While the demand for motorcycle parking may be low, the provision of one motorcycle parking space is considered reasonable.

- **Clause C2.6.5 A1.1 and A1.2 Pedestrian access** – a 2.4m wide pedestrian walkway, separated from the parking aisles, is proposed from the carpark to the clubhouse and other facilities associated with the Seven Mile Beach golf course. The walkway would be line marked for safety, including where it crosses the access road leading to the carpark. However, the walkways proposed within the carpark itself do not provide the 2.5m separation distance between the accessway and parking aisles, as required by the acceptable solution.

The application relies on Performance Criteria P1 of Clause C2.6.5 of the Code as follows.

Clause	Performance Criteria	Assessment
C2.6.5 P1	<i>“Safe and convenient pedestrian access must be provided within parking areas, having regard to:</i> <i>(a) the characteristics of the site;</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following: The site is developed to match the surrounding landscape and the carpark will be unsealed, except the access and accessible bays.
	<i>(b) the nature of the use;</i>	The site is predominantly used by golfers who can safely move through the proposed carpark to access the golf courses and facilities due to low traffic volumes and low-speed environment.
	<i>(c) the number of parking spaces;</i>	The proposal provides for 72 car parking spaces which are considered adequate for the proposed use and complies with the Scheme requirements under Clause C2.5.1 A1 of the Parking and Sustainable Transport Code. Pedestrian access is proposed within the carpark and designed to ensure safe pedestrian access to the facilities.

	<i>(d) the frequency of vehicle movements;</i>	The Traffic Impact Assessment indicates peak traffic generation of 40 vehicles per hour at access, which coupled with a low-speed limit operating within the site and appropriate signage, would ensure that pedestrian safety is maintained.
	<i>(e) the needs of persons with a disability;</i>	The parking area for accessible parking has a footpath width of no less than 1.5m and a gradient no steeper than the 1:14 from the accessible bays to the main entrance, as required under the Acceptable solution of Clause C2.6.5 A1.2 of the Parking and Sustainable Transport Code.
	<i>(f) the location and number of footpath crossings;</i>	A dedicated footpath connection is provided through the carpark to the golf course.
	<i>(g) vehicle and pedestrian traffic safety;</i>	The car parking facility is predominantly unsealed with a low-speed limit.
	<i>(h) the location of any access ways or parking aisles; and</i>	Only one main access to the proposed carpark facility with a dedicated pedestrian facility provided from the parking areas to the main facilities on-site allowing for quick access and clearance of the accessways and parking aisles
	<i>(i) any protective devices proposed for pedestrian safety.”</i>	As mentioned above, it is proposed to include signage stipulating the low speed limit operating through the site creating awareness of potential pedestrian traffic within the site, therefore creating a safe environment for pedestrians.

Road and Railway Assets Code

- **Clause C3.5.1 A1.4 Traffic generation at a vehicle crossing, level crossing or new junction** – the proposed development would result in an increase in vehicular movements of more than 10%, or 10 vehicle movements per day at the intersection of the Tasman Highway and Pittwater Road, and 20%, or 40 vehicles movements per day at the Surf Road intersection, which exceeds the number of additional movements under the Acceptable Solution.

The application relies on the Performance Criteria (P1) of Clause C3.5.1 of the Code as follows.

Clause	Performance Criteria	Assessment
C3.5.1 P1	<i>“Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) any increase in traffic caused by the use;</i>	The Traffic Impact Assessment (TIA), undertaken by Howarth Fisher and Associates, shows that the proposed development would generate 40 trips during peak hour, and this will be subservient to the main use of the site. It is assessed that the proposed development will not give rise to any adverse impact on the road network. This conclusion is supported by council’s Assets team who is satisfied that the potential increase in traffic from the proposed development would not have an adverse impact in the efficiency of the road, and the existing road network has capacity to absorb the additional traffic generated without compromising the efficiency of it.

		Furthermore, the main traffic generation is expected to occur during weekends which is outside the periods of peak traffic flows along the Tasman Highway and Pittwater Road.
	<i>(b) the nature of the traffic generated by the use;</i>	As mentioned above, the anticipated traffic generation will be by the users of the golf course and the main traffic generation will occur during the weekends. A shuttle service is also proposed to provide a sustainable transport link for people at the Hobart Airport or nearby hotels. The implementation of the shuttle service will also provide a link between the site and the nearby bus stops for public transport being the Redline and Metro bus service. This therefore will allow for the uptake of alternative transport systems for patrons and employees.
	<i>(c) the nature of the road;</i>	<p>The proposed development will be accessed via a private access road off Pittwater Road, which is 6m wide. The TIA indicates that the sight distances at the relevant intersections with Tasman Highway, Surf Road and Centre Road are measured between 122m and 500m, which complies with the Australian standards and the acceptable solutions under the Parking and Sustainable Transport Code.</p> <p>Council's Assets team has assessed the access arrangements for the site and considers the available sight distances for vehicles leaving the site are adequate to provide for a safe stopping distance.</p>

	<i>(d) the speed limit and traffic flow of the road;</i>	Pittwater Road is subject to a speed limit of 80km/h. Information contained within the TIA indicates that the expected increase in vehicular movement due to the proposed development would not compromise the traffic flow and efficiency of the road network. Council's Assets team reviewed the information provided and is satisfied that the development is not likely to impede traffic flow in the road network for the same reasons as mentioned above.
	<i>(e) any alternative access to a road;</i>	There is no alternative access road to the site.
	<i>(f) the need for the use;</i>	The proposed development provides additional golf course facility in an area where there is a proposed hub of golfing facilities and is an integral part of the approved golf course.
	<i>(g) any traffic impact assessment; and</i>	The TIA provided was reviewed by council's Assets team who concluded that the proposal is supportable on the basis that it will not give rise to any adverse safety or operational traffic issues.
	<i>(h) any advice received from the rail or road authority."</i>	As council is the relevant road authority, council's Assets team are of the view that the proposed development will not affect the traffic safety, or efficiency of the local road network after the analysis of Traffic Impact Assessment and the DSG concept design drawings for the proposed intersection redesign.

Natural Assets Code

- Clause C7.6.1 A2 Buildings and works within a future coastal refugia area** – Future coastal refugia is defined by the Scheme as, *“land where coastal processes are likely to occur naturally and can continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes, and other sensitive coastal habitats due to sea-level rise.”*
 The proposal is not capable of meeting the acceptable solution as the works associated with the golf course will partially occur within the future refugia area near Holes 4, 5 and 6. The proposal relies on Performance Criteria P2.1 and P2.2 of Clause 7.6.1 of the Code as follows.

Clause	Performance Criteria	Assessment
C7.6.1 P2.1	<i>“Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;</i>	A small footprint of the proposed golf course traverses into the future refugia area along Five Mile Beach. The findings within the Natural Values assessment confirm that the proposed development will be designed to work with the topography and minimise any significant earthworks.
	<i>(b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;</i>	The Natural Values Assessment report indicates that the development of the fairway and greens will maintain the existing contours of the site and as such, will not impede the natural processes associated with future tidal inundation.
	<i>(c) allowing the coastal processes of sand deposition or erosion to continue to occur;</i>	As above.

	<i>(d) the need to group new facilities with existing facilities, where reasonably practical;</i>	The proposed Five Mile Beach golf course will mirror the Seven Mile Beach golf course and utilise the same access, facilities and amenities. This will minimise additional works and ensure minimal site disturbance.
	<i>(e) the impacts on native vegetation;</i>	The Natural Values Assessment report and site inspection confirms that the site predominantly contains a pine plantation. The development will require the clearance and modification of vegetation across the site. However, the impact on natural values will be limited due to the existing disturbed nature of the development site. It is confirmed that no vegetation communities listed as threatened under the <i>Natural Conservation Act</i> 2002 will be impacted.
	<i>(f) minimising cut and fill;</i>	As mentioned above, the construction of the proposed golf course will accord with the existing topography in order to minimise any significant earthworks.
	<i>(g) building design that responds to the particular size, shape, contours or slope of the land;</i>	The proposed development is designed to work with the natural topography.
	<i>(h) the impacts of sea-level rise on natural coastal processes and coastal habitat;</i>	A Natural Values Assessment report was provided by the applicant and submitted to Department of Natural Resources and Environment Tasmania (DNRE) for review, and advice was given that the proposed 50m buffer between the development and the shoreline (to the north) will ensure that the marine environment is protected and also limit erosion and sedimentation. DNRE also provided conditions to include in the permit, if issued.

	(i) <i>the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i>	A condition is recommended to ensure that development occurs in accordance with the guidelines contained within the <i>Wetlands and Waterways Works Manual</i> ; and
	(j) <i>the guidelines in the Tasmanian Coastal Works Manual.</i>	The guidelines in the <i>Tasmanian Coastal Works Manual</i> .
C7.6.1 P2.2	<i>Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	(a) <i>the need to access a specific resource in a coastal location;</i>	<p>A minor section of the proposed development extends into the future refugia area.</p> <p>The proposed development is for a links course, which is defined as “a type of golf course typically found in coastal areas and characterized by natural terrain that has been shaped by wind, rain and the sea.”</p> <p>The establishment of this type of course relies mainly on natural features along the coast, hence the siting of this development.</p>
	(b) <i>the need to operate a marine farming shore facility;</i>	Not applicable, as the proposal is for a golf course.
	(c) <i>the need to access infrastructure available in a coastal location;</i>	Not applicable, as the proposal will not rely on infrastructure available in a coastal location.
	(d) <i>the need to service a marine or coastal related activity;</i>	The works are associated with the proposed golf course, which due to its design methodology is reliant on a coastal location. As mentioned above, the greater part of the development sits outside the overlay.
	(e) <i>provision of essential utility or marine infrastructure; and</i>	Not applicable, as the proposal is not for the provision of essential utility or marine infrastructure.

	<i>(f) provision of open space or for marine-related educational, research, or recreational facilities.”</i>	The proposal aligns with the zone purposes as it involves the establishment of recreational facilities and at the same time incorporate and retain the existing passive recreation networks within the site.
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Coastal Erosion Hazard Code

- **Clause C10.5.2 A1 Uses located within a non-urban zone and within a low or medium coastal erosion hazard area** – the proposed use sits partially within the low coastal erosion hazard band extending along Five Mile Beach. There is no Acceptable Solution for uses located within non-urban zoned land (including the Open Space Zone) and within a low or medium coastal erosion hazard band.

The proposal relies on Performance Criteria P1 of Clause C10.5.2 of the Code.

Clause	Performance Criteria	Assessment
C10.5.2 P1	<i>“A tolerable risk for a use located within a non-urban zone and within a low or medium coastal erosion hazard band can be achieved and maintained, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) any increase in the risk from coastal erosion;</i>	Only a small portion of the proposed golf course sits within the low coastal erosion codes overlay, which was assessed as not causing any increase in the risk from coastal erosion.
	<i>(b) any requirement for specific hazard reduction or protection measures;</i>	Coastal erosion hazard reduction measures are recommended on the site as part of the site engineering design for civil works (driveway), ensuring a tolerable risk.
	<i>(c) the need to minimise any: (i) increase in risk to public infrastructure; and (ii) reliance on coastal protection works;</i>	Coastal erosion hazard reduction or protection measures are not recommended beyond the boundary of the site, therefore creating no increase in risk to public infrastructure. No coastal protection measures are proposed or required.

	<i>(d) any advice from a State authority, regulated entity or a council; and</i>	Not applicable.
	<i>(e) the advice contained in a coastal erosion hazard report.”</i>	Although the site is at lowest level of risk from future coastal erosion, it is recommended the access driveway be monitored for future localised erosion.

Coastal Erosion Hazard Code

- **Clause C10.6.1 A1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area** – the proposed works associated with Holes 5 and 6, including the fairway, sit partially within the low coastal erosion hazard band extending along Five Mile Beach. There is no Acceptable Solution for uses located within a non-urban zoned land (including the Open Space Zone) and within a low or medium coastal erosion hazard band.

The proposal is assessed against Performance Criteria P1.1 and P1.2 of Clause C10.6.1 of the Code as follows.

Clause	Performance Criteria	Assessment
C10.6.1 P1.1	<i>“Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:</i>	The proposal is assessed as satisfying the performance criteria for the following reasons. A coastal vulnerability report by Geo-Environmental Solutions (GES) was submitted in support of the proposal and concludes the proposal presents a tolerable risk, meaning the lowest level of risk from coastal erosion.
	<i>(a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;</i>	The GES Report concludes that a coastal erosion management plan is not required to mitigate risks on the site within the lifetime of the proposed development due to the proposal’s tolerable risk.
	<i>(b) any advice from a State authority, regulated entity or a council; and</i>	Not applicable.

	<i>(c) the advice contained in a coastal erosion hazard report.</i>	While the site is at low risk from future coastal erosion, it is recommended the access driveway be monitored for future localised erosion.
C10.6.1 P1.2	<i>A coastal erosion hazard report demonstrates that:</i>	The coastal vulnerability report provides the following:
	<i>(a) the building and works: (i) do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and (ii) can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific coastal erosion protection works;</i>	Adhering to the recommendation of the report to monitor the access for future localised erosion, the proposal will not cause or contribute to coastal erosion on the land or on adjacent land within the proposed building design life. GES has established from the risk assessment that the level of risk is tolerable for the proposed development works in this scenario.
	<i>(b) buildings and works are not located on actively mobile landforms, unless for engineering or remediation works to protect land, property and human life.”</i>	The proposed works area is not regarded as being actively mobile.

Coastal Inundation Hazard Code

- **Clause C11.5.3 A1 Uses located within a non-urban zone and within a low or medium coastal inundation hazard area** – the proposed use sits partially within the low coastal inundation band extending along Five Mile Beach. There is no Acceptable Solution for uses located within a non-urban zoned land (including the Open Space Zone) and within a low or medium coastal inundation hazard band.

The proposal is assessed against Performance Criteria P1 of Clause C10.5.2 of the Code as follows.

Clause	Performance Criteria	Assessment
C11.5.3 P1	<i>“A tolerable risk for a use located within a non-urban zone and within a low coastal inundation hazard band can be achieved and maintained, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) any increase in the level of risk from coastal inundation;</i>	The GES Report shows a tolerable risk can be achieved and maintained by the proposal.
	<i>(b) any requirement for specific hazard reduction or protection measures;</i>	Coastal inundation hazard reduction measures are not recommended on the site, as no buildings are proposed within this overlay.
	<i>(c) the need to minimise any:</i> <i>(i) increase in risk to public infrastructure;</i> <i>and</i> <i>(ii) reliance on coastal protection works;</i>	The GES Report establishes the proposal will not cause an increase in risk to public infrastructure or reliance on coastal protection measures.
	<i>(d) any advice from a State authority, regulated entity or a council; and</i>	Not applicable.
	<i>(e) the advice contained in a coastal inundation hazard report.”</i>	As above.

Coastal Inundation Hazard Code

- **Clause C11.6.1 A1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area** – a small section of the proposed fairway associated with Holes 4 and 5 falls partially within the low coastal inundation band. There is no Acceptable Solution for uses located within a non-urban zoned land (including the Open Space Zone) and within a low or medium coastal inundation hazard band.

The proposal is assessed against Performance Criteria P1 of Clause C11.6.1 of the Code as follows.

Clause	Performance Criteria	Assessment
C11.6.1 P1.1	<i>“Buildings and works, excluding coastal protection works within a coastal inundation hazard area must have a tolerable risk, having regard to:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;</i>	Coastal inundation hazard reduction measures are not recommended on the site, as no buildings are proposed within this overlay.
	<i>(b) any advice from a State authority, regulated entity or a council; and</i>	Not applicable.
	<i>(c) the advice contained in a coastal inundation hazard report.</i>	As above.
P1.2	<i>A coastal inundation hazard report also demonstrates that the building or works:</i>	The proposal is assessed as satisfying the Performance Criterion, based on the following:
	<i>(a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and</i>	The GES report determines the proposal to be compliant without adverse impacts to site, adjacent land, or public infrastructure.
	<i>(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific coastal inundation protection works.”</i>	GES has established that the level of risk is tolerable for the proposed development works. The proposal represents a tolerable risk for a 1% AEP coastal inundation event for 2100 for the intended life of the use. It is noted that the existing site level is above the modelled 2100 coastal inundation level.

5. OTHER MATTERS

The proposed golf course construction will require the clearance and modification of vegetation across the entire site (extent of site area is shown in Figure 2 below). Impacts will include the removal of all vegetation to form fairways and greens and associated access roads.

Vegetation between fairways will be modified to remove pine trees and environmental weeds, and areas of revegetation are proposed with suitable native species. The adjacent approved golf course to the south, nearing completion, is evidence of the level of modification which will occur.

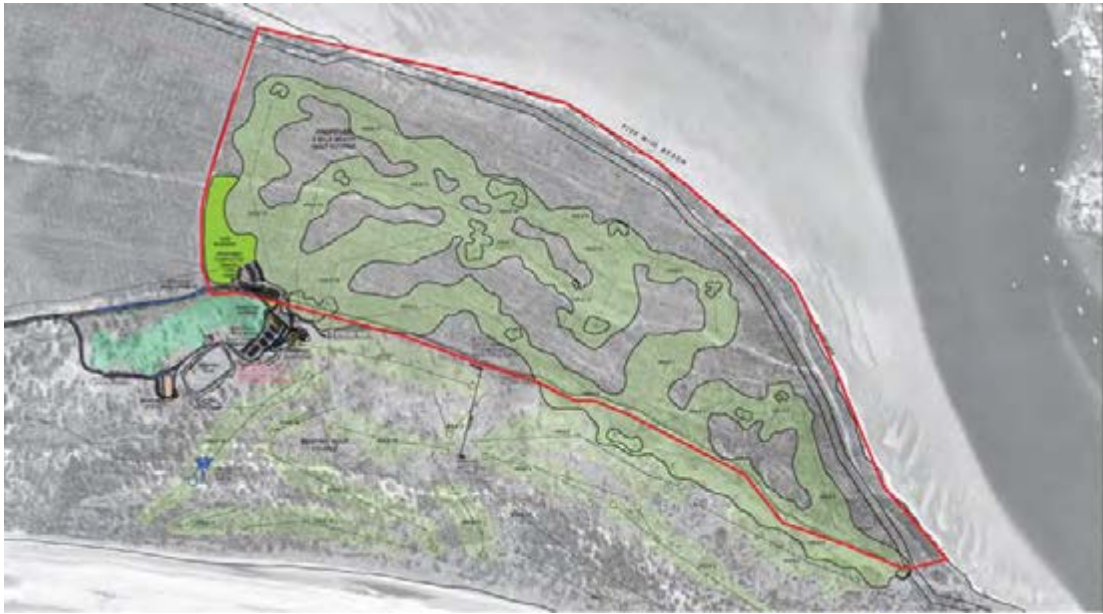


Figure 2: The extent of the site is shown in a red outline.

The existing pine plantation extending to the foreshore is proposed to be cleared. The pine plantation includes native understorey species and weed infestations. The Natural Values Assessment submitted with the application indicates no intact native vegetation communities occur on the site. While the thin coastal strip of land has in places native species, these areas have been surveyed as not being large enough to be mapped as individual communities.

The Natural Values Assessment confirms no vegetation communities listed as threatened under the *Nature Conservation Act 2002* will be impacted. Furthermore, the Natural Values Assessment confirms the site does not contain threatened flora or fauna species or suitable habitat for raptor species. Overall, the Natural Values Assessment concludes that the removal of pines and weeds from the site, and the revegetation actions associated with the development will improve the environmental conditions at the site and provide some additional habitat for native species.

The *Forest Practices Act 1985* and associated Forest Practices Code prescribes practice for the clearance or conversion of native vegetation and the protection of natural and cultural values. While the vegetation on the site is an introduced species (radiata pine), the Natural Values Assessment indicates a Forest Practice Plan will be required for the site works as greater than 1ha of forest will be cleared, and the highly erodible soil on the site meets the definition of “vulnerable land” under the above Act. Given the proposed clearance and rehabilitation works are covered by a separate legislative process, the proposed clearance and rehabilitation satisfy exemption clause 4.4.1(a) and 4.4.3(a) and (b) of the Scheme. Based on these works being exempt, an assessment under the Natural Assets Code (Waterway and Coastal Protection Area) is not required.

6. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 119 representations were received, of which 117 were in support. The following issues were raised by the representors:

6.1. Support for Development

The representations received in support of the development submit that the development would bring many benefits to the community and Tasmania more broadly and would offer public benefit such as multi-use recreational facilities, high quality training opportunities, environmental restoration (by removal of part of the existing pine forest, together with educational opportunities for the nearby Ramsar site) and economic growth.

The representors are of the opinion that Tasmania would, with the inclusion of this golf course, become a “golfing destination” and that this course would be of a world class standard and would attract a high number of overseas visitors. The benefits to the community in terms of the increased visitation would be significant, it is submitted by the representations.

- **Comment**

The supporting comments of the representations are noted, particularly in relation to broader economic impacts. However, the above matters are not relevant matters specifically raised under the Scheme.

6.2. Demand on Visitor Facilities

Representations which were not in support of the development, raised concerns of the additional demand on approved facilities. The specific concerns are that the club rooms, restaurant, maintenance shed, amenities and shop facilities provided as part of the Seven Mile Beach golf course would be insufficient to cater for the proposed additional course and visitor numbers.

- **Comment**

The proposed facilities are taken to be adequate to cater for the anticipated users. This is because the proposed golf course will not necessarily increase the number of users but instead enhance the user experience, by providing more courses making it more attractive to local and overseas visitors, as they will be able to extend their experience across the two courses. This will also ensure the viability of the operations.

In addition, there is no requirement that a user must use these facilities which are sized to anticipated demand.

6.3. Traffic

Concerns are raised by the representors that the impact upon the existing road would be significant, and that there has been insufficient consideration of the impact particularly on the existing intersection of the Tasman Highway and Pittwater Road.

- **Comment**

Impacts on the existing intersection of the Tasman Highway and Pittwater Road are discussed above. The Traffic Impact Assessment confirms that the intersection and the proposed upgrades will resolve issues and absorb the additional traffic movements. It is envisioned that the upgrade of the intersection of Tasman Highway and Pittwater Road would be completed before the commencement of use of the Five Mile Golf Course.

As such, if the intersection upgrade is delayed and the use is to commence before the upgrade is finalised, the Traffic Impact Assessment recommends a response to manage the users of the golf course at certain peak times through an online booking platform to minimise the right turn in from the Tasman Highway at the Pittwater Road intersection, until the upgrade is completed.

A condition is recommended to ensure this forms part of a planning permit, if approved.

6.4. Recreational Use

The representors claim that the proposal does not detail how the development would interact with existing passive recreational use within the Open Space Zone. For this reason, concern was raised about the proposal not meeting the zone purpose statement, and that further information should be required of the applicant to address this issue. It is further contended that the existing coastal trails should remain accessible for horse riders, and that such activity should remain a fee-free activity for the public.

- **Comment**

The site is owned by Crown and managed through the Department of Natural Resources and Environment who regulate use. A lease has been granted for the development area.

The land where the proposed golf course is to be located is currently an unmanaged pine plantation comprising thick vegetation, which has not been harvested in over 10 years. It is very difficult to traverse, even on foot, let alone recreate there.

The area of the site that is available for recreation, close to the water, will not be impacted by this proposal, and the tracks and trails that exist on the wider site will not be impacted. In addition to the existing track, there are additional tracks proposed throughout both golf courses which will be open to the public to use to improve the recreational trail network across the site. The new trails will be created to provide safe interaction between golfers and all passive recreation users.

A Revegetation and Public Interaction Report has been provided as part of this application and included in the agenda attachments. Refer to the trail network document for the site for further details.

Council's Tracks and Trails committee provided comments on the importance of retaining public access and they are satisfied that the proposed trail network will achieve the intended outcome.

6.5. Weed Management

Concern is raised that weed management for the site has not been properly considered as part of the development. Specific concerns are that the spread of the Cut-leaf Nightshade has not been properly considered in terms of management by the proponent, and by visitors to the site. The resultant impact upon the nearby sand mine is raised as a significant concern, and it is submitted that a detailed management plan should be required as part of any planning permit if granted.

- **Comment**

The Natural Values Assessment recommends the inclusion of a condition requiring a weed management plan for the control and maintenance of weeds. The appropriate condition is recommended if the permit is issued.

7. EXTERNAL REFERRALS

Landowner consent to the making of the application was received from the Department of Natural Resources and Environment and the Director General of Lands under the *Crown Lands Act 1976*, as required by section 52(1B) of LUPAA.

The application was referred to Aboriginal Heritage Tasmania (AHT). An Aboriginal Heritage Assessment was undertaken for the proposed Five Mile Beach Golf Course. AHT has advised that all works should be guided by an Unanticipated Discovery Plan, which has been included as advice. Aboriginal Heritage is not subject to the provisions of LUPAA.

The proposal was referred to TasWater, who advised that the proposal does not require a submission from TasWater on the basis the site is not within a serviceable district.

The proposal was referred to TasNetworks, and advice was provided which is to be included on the planning permit, if granted.

8. STATE POLICIES AND ACT OBJECTIVES

8.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

8.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

9. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council policy.

10. CONCLUSION

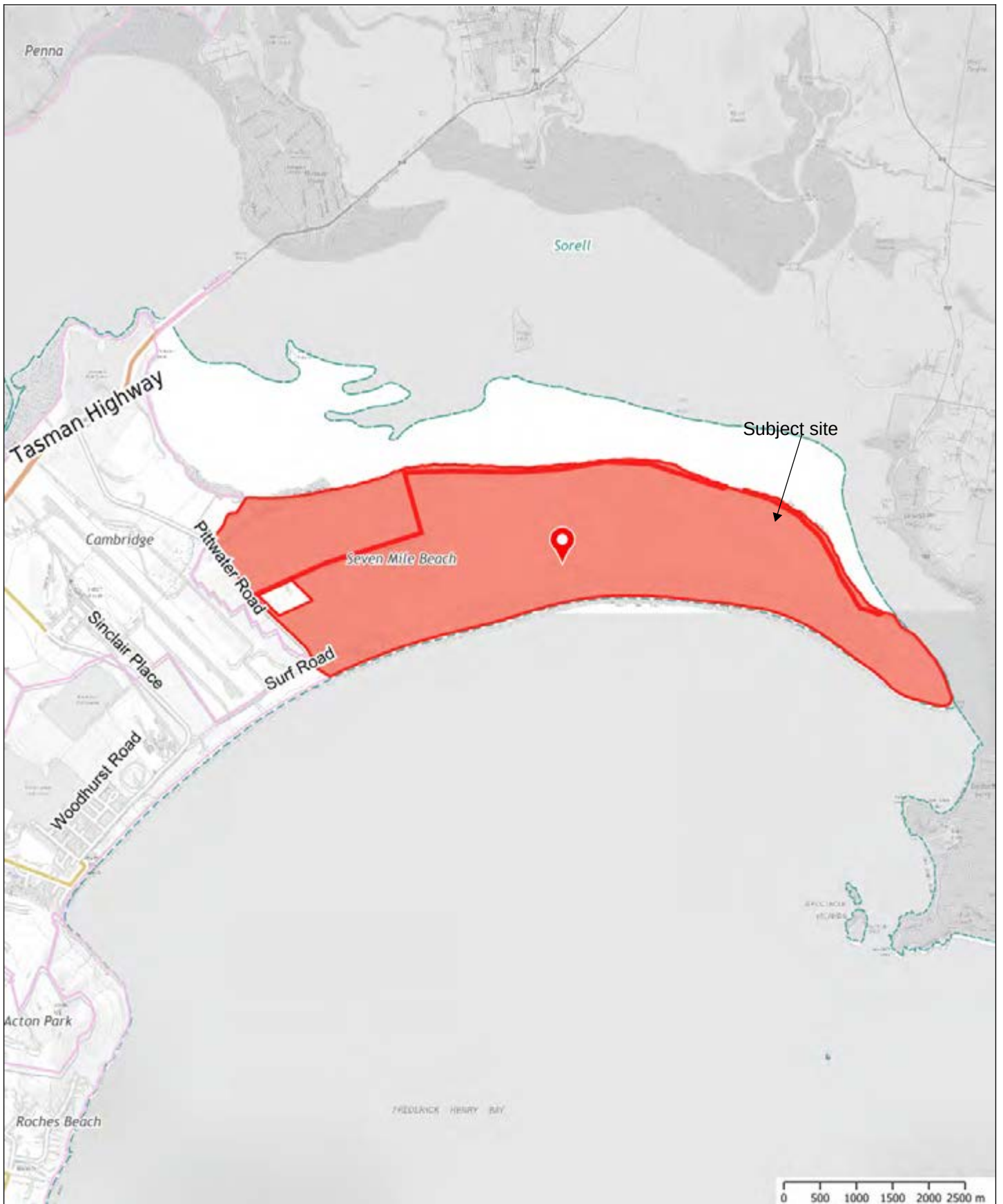
The proposal is recommended for approval subject to relevant conditions.

Attachments:

1. Location Plan (1)
2. Plan (7)
3. Revegetation and Public Interaction Report (16)
4. Traffic Impact Assessment Report (60)
5. Natural Values Assessment (30)
6. Coastal Vulnerability Assessment (36)
7. Site Photos (2)

Daniel Marr
HEAD OF CITY PLANNING

Attachment 1



	<p>This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.</p>	<p>18/07/2024</p>	
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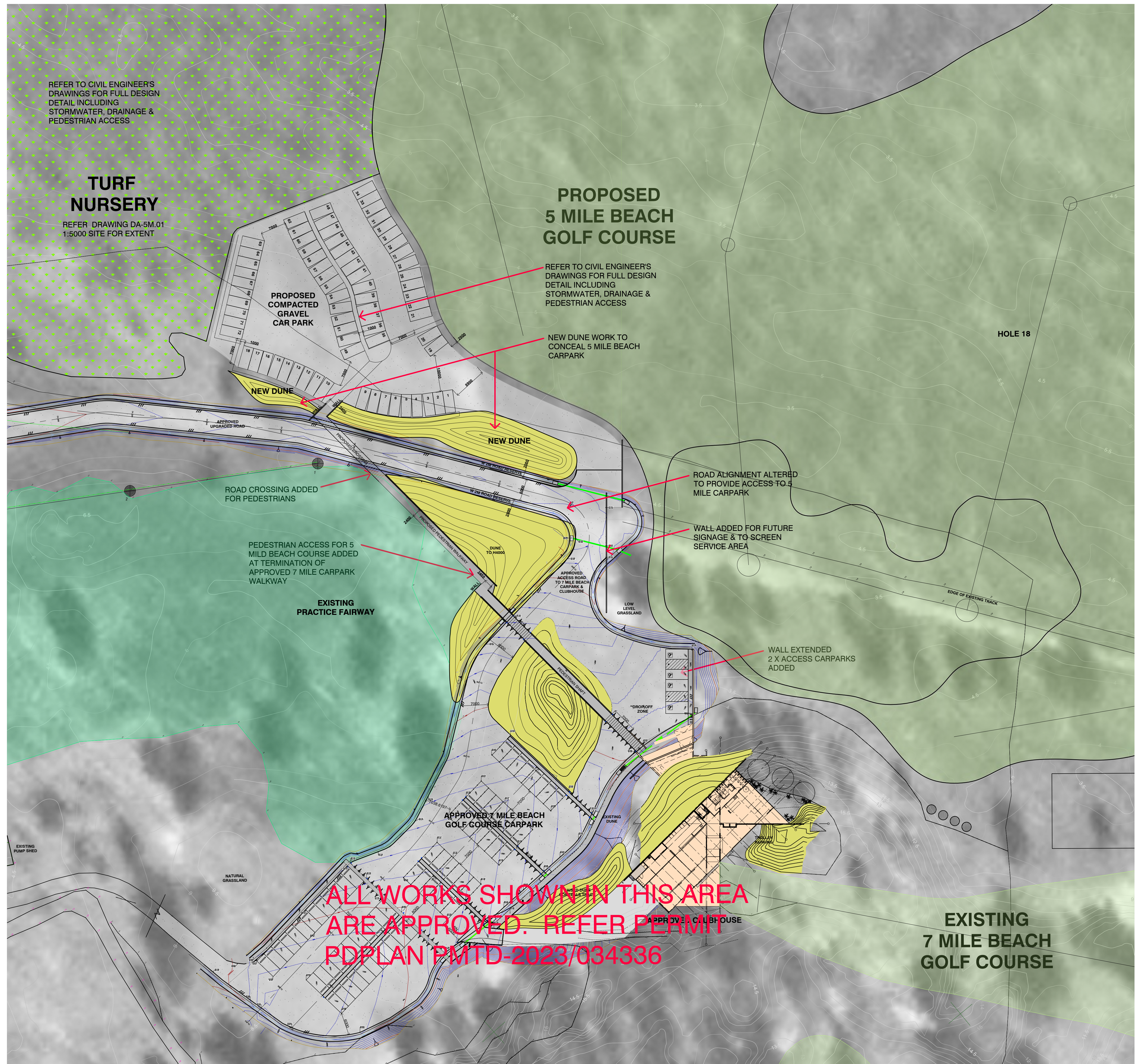


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REVISION	
24-04-2023 DA	
09-05-2023 DA - REV A	SHELL MIDDEN LOCATION ADDED
02-08-2023 DA - REV B	7MB DEVELOPMENT APPROVED
08-11-2023 DA - REV C	REVISED 5 MILE BEACH COURSE
7MB CARPARK UPDATED TO MATCH CIVIL DWGS	
26-11-2023 DA - REV D	REVISED 5 MILE BEACH COURSE
16-05-2024 DA - REV E	
PROPRIETOR	7MILEGOLF
PROJECT	7MILEGOLF 300 PITTWATER ROAD SEVEN MILE BEACH
PROJECT No.	22-102
DRAWING	5 MILE BEACH GOLF COURSE SITE PLAN
DATE	16-05-2024
SCALE	1:5000 @ A1
0 50 100 200	METRES
DRAWING No.	DA-5M.01 E



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REVISION	
24-04-2023 DA	
02-08-2023 DA - REV A	
08-11-2023 DA - REV B	
REVISED 5 MILE BEACH COURSE	
7MB CARPARK UPDATED TO MATCH CIVIL DWGS	
26-11-2023 DA - REV C	
REVISED 5 MILE BEACH COURSE	
16-05-2024 DA - REV D	
PROPRIETOR	7MILEGOLF
PROJECT	7MILEGOLF 300 PITTVATER ROAD SEVEN MILE BEACH
PROJECT No.	22-102
DRAWING	5 MILE BEACH GOLF COURSE PROPOSED SITE PLAN
DATE	16-05-2024
SCALE	1:1000 @ A1
0 10 20 40 METRES	
DRAWING No.	DA-5M.02 D



REVISION
24-04-2023 DA
02-08-2023 DA - REV A 7MB DEVELOPMENT APPROVED
08-11-2023 DA - REV B REVISED 5 MILE BEACH COURSE CLARIFICATION NOTES ADDED 7MB CARPARK UPDATED TO MATCH CIVIL DWGS
26-11-2023 DA - REV C REVISED 5 MILE BEACH COURSE

7MILEGOLF

PROJECT

7MILEGOLF
300 PITTSWATER ROAD
SEVEN MILE BEACH

PROJECT No.	22-102
DRAWING	5 MILE BEACH GOLF COURSE PROPOSED CARPARK PLAN
DATE	26-11-2023

CALE	1:500 @ A1
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RAWING No.	METRES
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REVISION
24-04-2023 DA
24-04-2023 DA - REV A 7MB DEVELOPMENT APPROVED
08-11-2023 DA - REV B REVISED 5 MILE BEACH COURSE 7MB CARPARK UPDATED TO MATCH CIVIL DWGS
26-08-11-2023 DA - REV C REVISED 5 MILE BEACH COURSE
16-05-2024 DA - REV D

PROPRIETOR 7MILE GOLF

PROJECT

7MILEGOLF
300 PITTWATER ROAD
SEVEN MILE BEACH

RAWING	22-102
5 MILE BEACH GOLF COURSE OVERLAY PLAN - SHEET 1	
DATE	16-05-2024

CALE 1:5000 @ A1



SITE LEGEND

PREVIOUSLY APPROVED BUILDING & SURROUNDING ELEMENTS TO BE RELOCATED OR REMOVED

PROPOSED BUILDING & SURROUNDING ELEMENTS TO BE RELOCATED OR REMOVED

LANDSCAPED CUT & FILL

GOLF COURSE - FAIRWAY
(Designed by Clayton Davies & Potts)

5 MILE BEACH GOLF COURSE
(Designed by King Garry Golf Course Design)

APPROVED ROAD
(State Govt & Engineers drawings)

NOTES
DETAILED COURSE & SHOT LEVELS SHOWN
INCLUDING PROPOSED WATERSHED CORRECTION
OCTOBER 2022

OVERLAY LEGEND

WATERWAY & COASTAL
PROTECTIVE ZONE

HIGH COASTAL EROSION HAZARD BAND

MEDIUM COASTAL EROSION HAZARD BAND

LOW COASTAL EROSION HAZARD BAND

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28-04-2023 DA
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7MB DEVELOPMENT APPROVED
08-11-2023 DA - REV B
REVISED 5 MILE BEACH COURSE
7MB CARPARK UPDATED TO
MATCH CIVIL DWGS
26-11-2023 DA - REV C
REVISED 5 MILE BEACH COURSE
16-05-2024 DA - REV D

PROPRIETOR
7MILEGOLF

PROJECT
7MILEGOLF
300 PITTWATER ROAD
SEVEN MILE BEACH

PROJECT No.
22-102

DRAWING
5 MILE BEACH GOLF COURSE
OVERLAY PLAN - SHEET 2

DATE
16-05-2024

SCALE
1:5000 @ A1

0 50 100 200

METRES

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Agenda Attachments - 300 Pittwater Road, Seven Mile Beach Page 6 of 152



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26-11-2023 DA - REV C REVISED 5 MILE BEACH COURSE
16-05-2024 DA - REV D

7MILEGOLF

PROJECT

7MILEGOLF
300 PITTSWATER ROAD
SEVEN MILE BEACH

PROJECT No.	22-102
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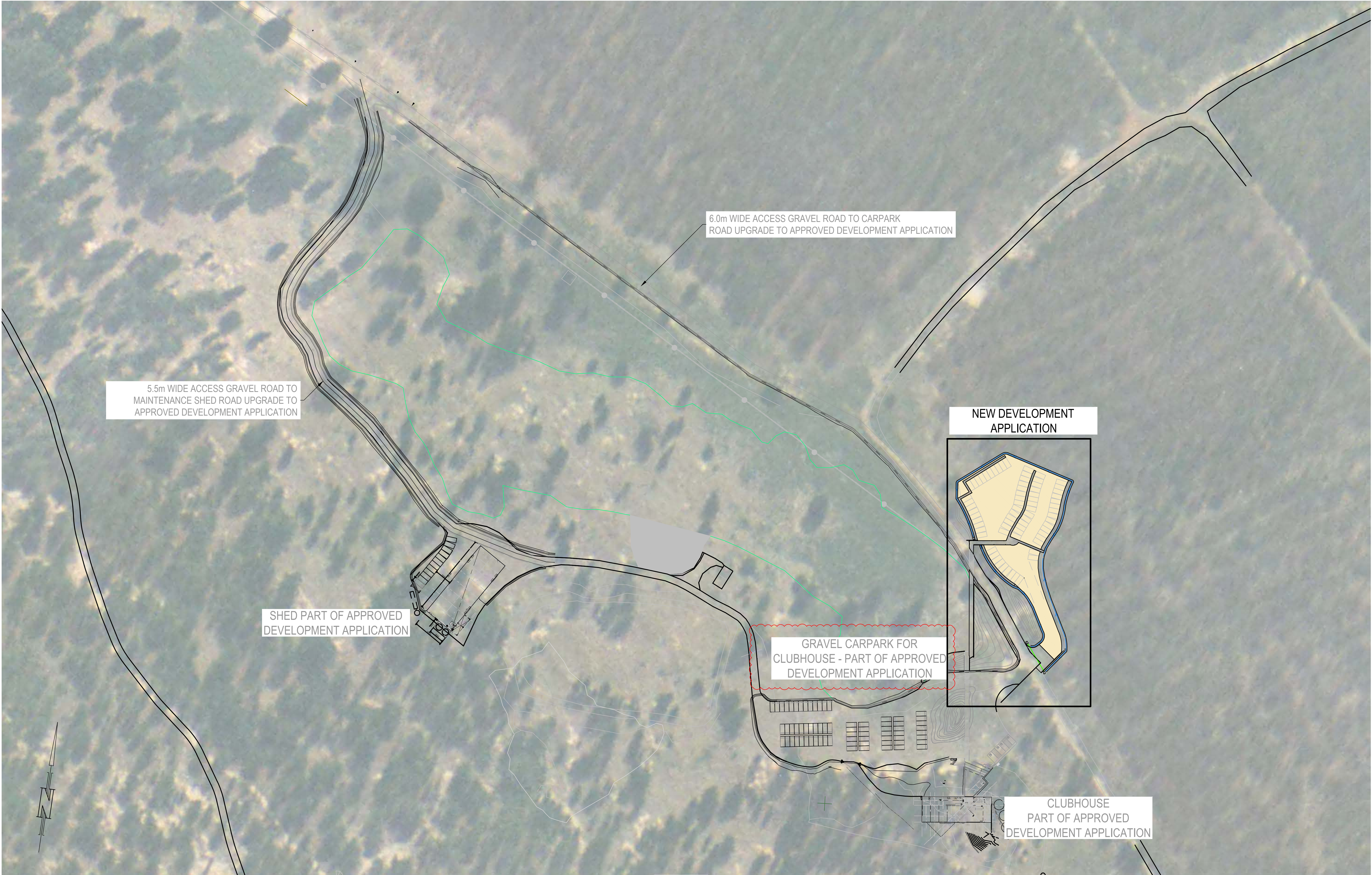
5 MILE BEACH GOLF COURSE
OVERLAY PLAN - SHEET 3

DATE 16-05-2024

SCALE 1:5000 @ A1

RAWING No.

DA-5M.06 D



SITE PLAN
SCALE 1:500 (A1)

REV	ISSUE	DATE	APPROVAL
D	DEVELOPMENT APPROVAL	25/10/2023	CHECKED: - DRAWN: NM
C	DEVELOPMENT APPROVAL	24/10/2023	DESIGN: NM
B	DEVELOPMENT APPROVAL	3/08/2023	CHECKED: -
A	DEVELOPMENT APPROVAL	30/06/2023	VERIFIED: -



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PROJECT:	5 MILE BEACH GOLF COURSE (THE GOLF PRESERVE)	ADDRESS:	PITTWATER ROAD SEVEN MILE BEACH	SHEET:	OVERALL SITE PLAN		
CLIENT:	MAT GOGGIN	SCALE:	23E105-1	TOTAL SHEETS:	7	SIZE:	A1
PROJECT No:	23E105-1	SHEET:	C101	REV:	D		



FIVE MILE BEACH



Revegetation and Public Interaction Report.

Five Mile Beach Golf Course



MARCH 2023

Environmental Golf Solutions
Authored by: Kate Torgersen



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1. Background

Mathew Goggin engaged Environmental Golf Solutions to compile a report discussing the revegetation and public interactions for the proposed Five Mile Beach Golf Course site.

Environmental Golf Solutions (EGS) has been advising the golf industry on environmental management for over 15 years. EGS aims to work towards a future where all Australian golf clubs engage in environmentally positive practices, leading the way in sustainable sports. We strive to educate and implement economical, efficient, and sustainable practices that create a symbiotic relationship between a healthy environment, golf club and local community.

EGS aligns with Mathew Goggin's passion and excitement for the potential this site can provide to the local community and the opportunity to showcase how golf can be and deliver inclusiveness.

The commitment and passion that Mathew Goggin has toward this project are evident in his current project, Seven Mile Beach Golf Course, and the excitement it is producing.

Mathew Goggin – “I feel a responsibility to take this opportunity to showcase everything positive that a golf course – see also intense land management – can provide for a site that is environmentally degraded.

The golf courses on the “spit” will revitalize the shorebird habitat that has been destroyed by the pine plantations. Additionally, the golf courses will lead to a restoration of the native vegetation and shift ownership of this process back to the local community where participation in this effort is welcome and encouraged.

The golf courses will expand the trail network, and partnered with the long-term revegetation plan, create a walking or riding experience that is a call back to those days long before the pine plantations took over. A uniquely Tasmanian beach experience.

The golf courses will bring in tens of thousands of visitors, millions of dollars of economic activity, invest millions of dollars in the local economy, and provide dozens of jobs. Most of those jobs will go to young Tasmanians who will gain experience and build a résumé that will open opportunities for them to work at any golf course around the world.”

2. Objectives

The objectives of the Revegetation and Public Interaction Report are to:

- Identify current vegetation communities and conditions within the site based on past reports and internet data.
- Identify ecological values (threatened species, weed threats, migratory birds, erosion, and site rehabilitation) that will be managed via the golf course staff.
- Ensure the course is sustainably managed to preserve and enhance its natural, cultural, and social values. (e.g. 10-year flora and fauna management plan)
- Encourage community engagement through raising awareness of the courses values and encourage participation in activities to minimise threats to these values.
- Encourage non-golfing experiences within the site through various activities.
- Align with community stakeholders to protect and promote biodiversity, particularly The City of Clarence Climate Change and Natural Area Management Plans.

3. Site Description

The area covered by the Five Mile Beach Golf Course proposal is illustrated within Figure 1. The site covers approximately 100Ha. Approximately 2km of the site is identified as sand and mud flat, also identified as habitat for many migratory birds.



Figure 1. Proposed site highlighted within the orange area.

- o According to TASVEG Live¹ map the Five Mile Beach site had been mapped as FWU (Weed infestation). See Figure 2.
- o Site photos attached show the extent of the pine plantation, erosion and degraded vegetation. See Figure 3 and 4.

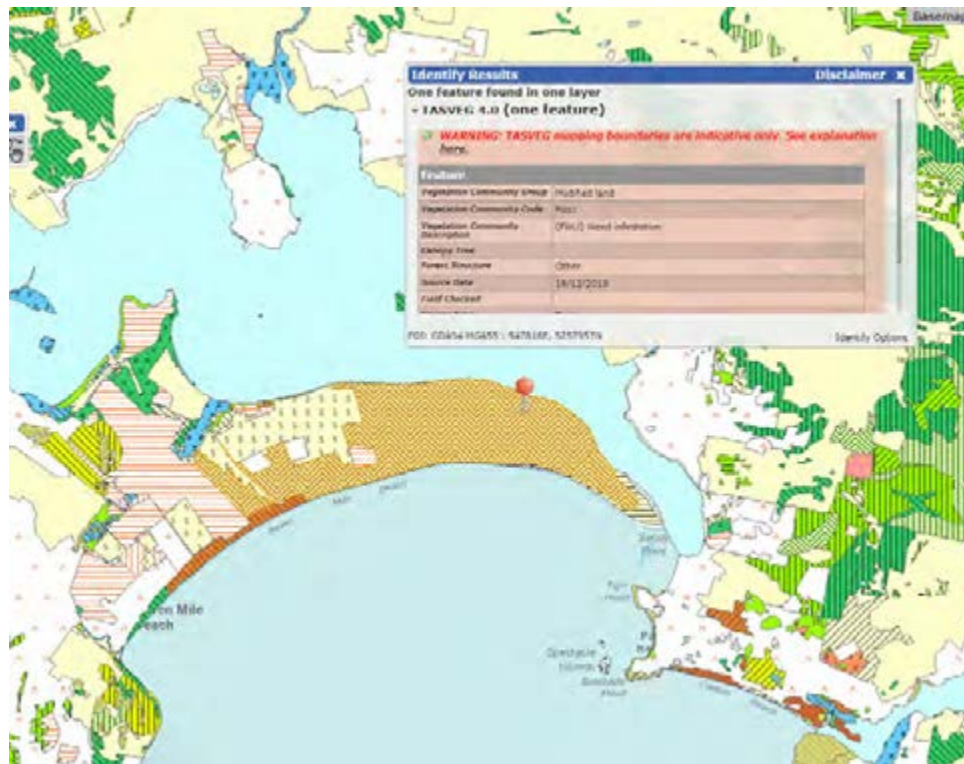


Figure 2. TASVEG Mapping tool. ⁴[LISTmap - Land Information System Tasmania \(thelist.tas.gov.au\)](http://thelist.tas.gov.au)



Figure 3. Aerial photos of site May 2022



Figure 4. Site photos showing erosion along shoreline.

- o The site is predominately pine plantations, with scattered weed infestations especially along access tracks, apart from small patches of native grassland, there is very little native vegetation that exists amongst the dense stands of plantations.
- o Entura identified Six Tasmanian Vegetation Mapping types (TASVEG), as described in Harris & Kitchener (2005) were identified within the “Agreement Area”. Two of these communities, Coastal Grass and Herbfield and Sand, Mud occur outside of the planned development area. None of the four non-native vegetation communities recorded within the development area are listed as threatened under the NC Act or are listed as a threatened ecological community under the EPBC Act. See table below.

TASVEG Community	Code	Nature Conservation Act 2002 status	Area in “Agreement Area” (hectares)
Marram Grassland	FMG	Not listed	15
<i>Pteridium esculentum</i> Fernland	FPE	Not listed	1
Plantations for Silviculture	FPL	Not listed	279
Weed infestation	FWU	Not listed	4
Coastal Grass and Herbfield	GHC	Not listed	5
Sand, mud	OSM	Not listed	34
Total			338

Results from the Seven Mile Beach Golf Preserve - Ecology Assessment in May 2012 conducted by Entura state:

The field survey recorded 67 flora species within the Seven Mile proposed development area and access road corridor, of which one is listed as threatened (rare under the TSP Act), 45 were native species and 22 introduced species, including two species of declared weeds. There were no threatened species or declared weeds within the Five Mile Beach area; however, the Creeping Thistle (*Cirsium arvense*), a declared weed in weed under the Tasmanian Weed Management Act 1999, was located close to the boundary shown by the red arrow below. And patches of orchid rosettes were also observed on the approximate border (indicated by a blue arrow).

[illegible]

7

b. Fauna

The native fauna habitat present within the development area is of poor quality because of the highly modified nature of the vegetation on the Seven Mile Beach Protected Area, which is almost entirely covered in radiata pine (*Pinus radiata*) plantation or areas of marram grass (*Ammophila arenaria*) with radiata wildings. Ecologists observed few signs of the presence of fauna within the plantation area. They included a small area of bandicoot diggings along the northern access track, which could be either *Perameles gunnii* (eastern barred bandicoot) or *Isodon obesulus* (brown bandicoot), as both have been recorded within 5 km of the development area. Some red-necked wallabies (*Macropus rufogriseus*) and a single common brushtail possum (*Trichosurus vulpecula*) skull were observed.

The tidal mudflats along Five Mile Beach provide a foraging and roosting habitat for resident and migratory shorebirds. In April 2012, Entura surveyed on behalf of Golf Preserve Pty Ltd. Results said a small number of resident shorebirds were observed on the Five Mile Beach tidal mudflats, including the sooty oystercatcher (*Haematopus fuliginosus*), pied oystercatcher (*Haematopus longirostris*), pacific gull (*Larus pacificus*), silver gull (*Larus novaehollandiae*) and kelp gull (*Larus dominicanus*).

5. Biodiversity Benefits of 5MB Golf Course

Worldwide golf associations and numerous studies¹ have committed and shown that golf courses offer the most valuable greenspace within a community. From an ecosystem management perspective, golf courses represent an excellent measure for restoring and enhancing biodiversity. Furthermore, golf courses have the potential to be designed and managed to promote critical ecosystem services, like pollination and natural pest control, providing an opportunity for collaboration among conservation, restoration and recreational interests.

Golf Australia (GA) recently released their 2030 sustainability roadmap; GC 2030 Australia² results from two years of work led by Golf Australia and the Australian Sports Turf Managers Association with support from the PGA of Australia, the WPGA, Golf Management Australia and Australian Golf Course Architects.

It comes off the back of the landmark GC2030 report released by the R&A in 2018 and has been endorsed by the R&A as Australia's adaptation which aims to steer the sport through factors such as the changing climate, resource constraints and regulation on course conditions and playability. Many golf courses also contribute to the preservation of fauna of conservation concern. Studies¹ have found that golf courses have higher ecological value in 64% of comparative cases. This pattern was also consistent for comparisons based on measures of species richness and for comparisons of overall measures of birds and insects—the fauna groups most widely examined in the studies.

Biodiversity loss is a primary global concern, and golf courses have the potential to conserve and protect wildlife. Golf courses should be designed and managed to provide quality habitat for as wide a variety of native wildlife as possible.

Given the site is highly degraded and contains a majority of pine plantations, there is enormous potential for this site to be managed well, which benefits the coastline's biodiversity.

Golf Preserve Pty Ltd also is committed to aligning with the values of Golf Australia to promote and protect biodiversity throughout the development and management stages. They will do this by:

- o Committing to revegetating out of play areas with indigenous vegetation.
- o Allowing natural regeneration within the out of play areas.
- o Creating habitat through diverse revegetation, pollinator plots, installing habitat logs/hollows, wetlands and shore habitat planting.
- o Education through interpretive signage, newsletters, social media, school groups and community events.
- o Ongoing weed management will ensure the eradication of declared weeds and minimize all other weed species.
- o Inviting local friend's groups, Landcare and indigenous nurseries to use the site to collect seeds and plant materials for propagation and species protection.
- o Promoting multi use of the site for recreational activities other than golf.

'Golf courses in urban areas can often represent the area's remaining examples of the indigenous flora and fauna or can form a link between fragmented areas of bushland. While the golf course must operate as a golf course and not a nature reserve, it still has a duty of care to manage these areas in a responsible and sustainable manner. They can be one of the significant features and attractions of the golf course and help maximise the environmental benefits of the golf course.'

The above information was published by the Department of Environment and Climate Change NSW (DECC). The manual was first published by the Australian Golf Course Superintendents' Association (AGCSA) in 2003. Twenty years on and Environmental stewardship is a daily regime on most golf courses throughout Australia and the world. The industry is showing that golf can be a positive impact on the environment not a negative and the development at 5MB is jumping a head in the game not only managing a golf course but also committing to manage the native areas surrounding the course better than most natural reserves.

6. Identify Golf Course Revegetation Zones, Remanent Zones, and Coastal Erosion Mitigation Zone

Through the initial planning stages, areas have been identified for golf course revegetation zones, remanent zones, and coastal erosion mitigation zones (CEMZ). These zones all have different requirements for management, and it is recommended that management plans for these zones be compiled. Directives should include that all species planted are to be from the appropriate TASVEG community list, and where possible, have local indigenous nurseries to grow and supply the plants and offer planting days to bring the community together along with golf members and staff.

Retention of remanent zones should be protected through construction phases and managed as soon as possible. Given the area is a pine plantation, it is recommended that the removal of the pines occur for the appropriate implementation of the management plans. Given no native vegetation communities were found within site, the impact will be low. A well-managed program must be implemented to ensure erosions from bare areas do not occur once pines are removed.

Coastal vegetation plays a vital role in protecting the shores of Five Mile Beach in the CEMZ:

- Primary vegetation, such as grasses and creepers found in the incipient dune, can trap sand to build up dunes and reduce the extent of erosion.
- Secondary vegetation, such as shrubs and small trees, help to stabilise the foredune and deflect the wind up and over.
- Root systems help stabilise and secure sand to reduce the likelihood and extent of erosion during extreme weather events.
- Native coastal vegetation can tolerate high winds, salt spray and sandblasting.
- Vegetation provides food or nesting areas for animals and migratory birds.



Figure 6. This map shows an indication of course revegetation areas and coastal mitigation areas.

7. Flora and Fauna Protection and Habitat Promotion

Golf courses have an essential role to play here, especially in urban areas, since they provide such a large greenspace, which can also act as vital wildlife corridors. Golf Preserve Pty Ltd is committed to working alongside and creating partnerships with stakeholders to promote and protect flora and fauna within site. Given the 2km of mudflats, an extensive revegetation program to stabilize the banks and plant more habitat for migratory birds is one of the main goals outlined.

Management plans for revegetation and habitat protection for migratory birds will be undertaken to ensure the long-term management of these areas. This plan will fall into the ten-year flora and fauna management plan.

- There are many golf clubs worldwide now, providing a space for golf and sanctuaries for wildlife and their protection. Five Mile Beach GC wants to be one of those courses known for its golf facilities and flora and fauna protection.



Figure 7. Example of revegetation works carried at Lonsdale Links along Lake Victoria Wildlife Reserve, this area provides valuable habitat for migratory birds. The golf course development planted approximately 10,000 plants along the lake edge to increase species richness and habitat.

Throughout the industry, there are many initiatives Five Mile Beach could apply for; Operation Pollinator, local government grants, wildlife funding and state/federal grants. Along with funding opportunities, golf clubs are putting environmental stewardship at the forefront and creating avenues through their facilities where members and guests can fund projects.

For example, an environmental levy is being introduced to help fund environmental programs; depending on the club, this levy is an option for members to choose when renewing their annual membership, green fee players are charged a small environmental levy, corporate days are charged a levy primarily when golf carts are used.

8. More than Golf – A Multi-Use Community Asset

Multifunctional golf courses are currently a unique rarity in the golf industry. However, clubs are now realizing the potential benefits for communities and revenue; these can include; helping increase the societal benefits of golf if operations are run with a holistic perspective in which the efficient use of green areas and public interest in nature and recreation are central. In addition to offering a high-quality golf course, golf facilities could contribute to improved biodiversity, rural developments, conserving natural and cultural environments, providing outdoor classrooms, and a variety of recreational activities, all open to the public.

Many golf courses are experiencing economic problems and are attempting to find new ways to support and expand their operations. Multifunctional use of the golf facility can add essential value for the club, tourism and the local community.

Part of the Five Mile Beach proposal incorporates trails for horse riding, walkers, and cyclists. Appropriate infrastructure, signage and promotion will encourage users to participate in activities other than golf.

The site is unique in that it can provide a valuable learning asset for the local flora and fauna, by installing interpretative signage throughout the area will encourage bird watchers, families and schools. Many programs could become activities that do not involve golf but will bring people to the facility.



Figure 8: An example of an interpretative sign that can be helpful in educating visitors.



Figure 9. 100kW solar panel system has been installed on the clubhouse roof at The Sands Torquay, along with a 50kWh battery to capture excess energy for the local community.



Figure 10. Kitchen gardens are now being built within golf course facilities to provide all year-round fresh produce for the clubhouse, restaurants and even local neighbors.

9. Trail Plan – Horse Riding, Bush Walkers, Bird Watchers, Trail Runners

Few golf courses incorporate trails throughout the site, let alone allowing the multi-use of these trails for horse riders, mountain bikers, bushwalkers, and the general public. However, one of the main visions for 5 Mile Beach GC is to expand the trail network and partner with the long-term revegetation to create a walking or riding experience that calls back to those days long before the pine plantations took over. A uniquely Tasmanian beach experience.

This vision reminds me of Jacks Point in New Zealand, which has won many internationally sustainable awards for its facilities and management, in 2019 winning the International Association of Golf Tour Operators (IAGTO) Sustainability Award for 'Nature Protection'. Given its location Jack's Point is utilised by many hikers, with several tracks throughout the course allowing not just the golfer but also the wider community to enjoy this special piece of land. This was a major factor that course architect John Darby was intent on featuring when designing Jack's Point, and as a result, there are 35km of hiking, mountain biking and horse riding trails. Darby wanted the best part of the land to be kept for the golf course and wider community to utilise for hiking and other leisure activities.³

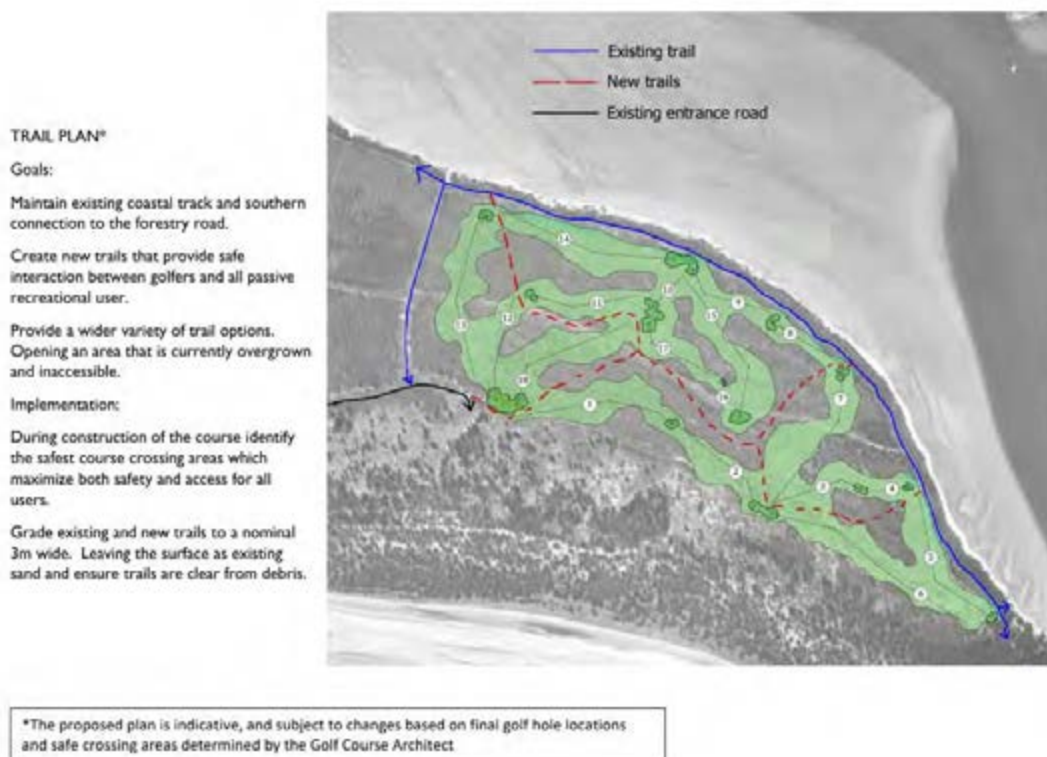


Figure 11. Shows indicative trails through site for non-golfers.

Five Mile Beach is unique as the developers Golf Preserve Pty Ltd are committed to build an eco-friendly golf development that will provide multi use areas for the community to utilize along with enhancing, protecting, and promoting the biodiversity within the community. Mathew Goggin commented *“The goal from day one is the vision of a public reclamation project centred on a world class public access golf facility. Using the ethos of the great links of the British Isles where walkers, horse riders, dog walkers and beach goers can all enjoy the new facilities, access and trail network throughout the peninsula.”*

10. Long-term Management

Golf Preserve Pty Ltd is committed to ensuring the 5mb site is managed appropriately for the protection, preservation, and promotion of the local biodiversity for golfers and the community. Therefore, the engagement of professionals to compile a Flora and Fauna management plan (FFMP) for the entire site including, golf course, trails and coastline is highly recommended.

The purpose of the Plan should be to describe how Golf Preserve Pty Ltd, and their stakeholders will manage and control impacts on flora and fauna values from construction activities associated with the initial project and its long-term management. The FFMP establishes protocols to follow during works associated with the construction with respect to flora and fauna and the management after and into the future of the site.

The plan should outline:

- Flora and fauna identified onsite.
- Provide species lists for revegetation works in the different zones (golf course revegetation zone, coastal erosion mitigation zone, bushland zones).
- Weed and pest management strategies.
- Community involvement (working bees, planting days etc.)
- Education initiatives (interpretive signage, QR codes)
- Management strategies for each zone
- Stakeholder involvement for future protection

Regular consultation/audits from appropriate professionals will allow the progression and protection of the biodiversity long-term, along with the eventual employment of staff to implement the plans and on ground maintenance within these zones. The initial FFMP plan is a ten-year management plan. Future management for these areas and neighboring assets would ideally be overseen to ensure correct environmental stewardship for the longevity of such a unique multi-site development.

11. References

¹ (PDF) The Role of Golf Courses in Biodiversity Conservation and Ecosystem Management (researchgate.net)

² Golf Australia's Golf 2030 Report: [GC_2030_Australia_FINAL_1.pdf](#) (ctfassets.net)

³Proving a Point article (Jacks Point): [Australian Turfgrass Management Journal Volume 21.1 \(Jan-Feb 2019\) by AGCSA - Issuu](#)

⁴Species Maps: [TASVEG - The Digital Vegetation Map of Tasmania | Department of Natural Resources and Environment Tasmania \(nre.tas.gov.au\)](#)

City of Clarence Seven Mile Beach Reserve Activity Plan: [Microsoft Word - Seven Mile Beach Reserve Activity Plan 2019-2029 - FINAL - June 2019 \(ccc.tas.gov.au\)](#)

Improving the environmental management of New South Wales Golf Courses: [Improving the Environmental Management of New South Wales Golf Courses \(nsw.gov.au\)](#)

Seven Mile Beach Golf Preserve - Ecology Assessment in May 2012 Report: By Hydro-Electric Corporation (Entura)



Howarth

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Structural and Civil Engineering

Project Design and Management
Forensic Engineering and Structural Inspections
Research and Development Facilitators

Attachment 4

Associates

Structural, Civil and Traffic Engineering

Traffic Engineering

Traffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits

Five Mile Beach Golf Course

Traffic Impact Assessment Report



ADDRESSING RFI'S

Prepared for

Matthew Goggin

Date

October 2023

Prepared by

Joanne Fisher



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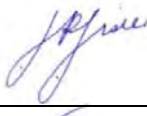


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Appendix A Development Plans with Autotrack Paths

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	Name	Signature	Date
Authorised by:	Joanne Fisher		October 23rd 2023



1. Introduction

1.1 Client Details

This document has been prepared for the following:

Client Name: Matthew Goggin

Address: 300 Pittwater Road
Seven Mile Beach
TAS 7170

Client Contact: Monica Cameron
Maria Gigney

1.2 Project Details

The report is undertaken for the site at 300 Pittwater Road, Seven Mile Beach.

A copy of the proposed development plans can be found at **Appendix A**.

1.3 Traffic Impact Assessment

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of the roads and transport networks and identify reasonable solutions to address these impacts. A TIA should not only include general impacts relating to traffic management but should also consider specific impacts on all road users, including transport modes such as bus, ferry, pedestrians and cycling networks as well as service and heavy vehicles and parking.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, Traffic Impact Assessment Guidelines, August 2020. This TIA has also been prepared with reference to the:

- Austroads publication, Guide to Traffic Management, Part 12: Traffic Impacts of Developments, 28 April 2020.
- Roads and Maritime Services NSW, RTA, Guide to Traffic Generating Developments, 2002, NSW, RMS, TDT2013/04a.
- Australian/New Zealand Standards, AS/NZS 2890.1:2004, Parking facilities Part 1: Off-Street Car Parking.



- Australian Standards, AS2890.2:2018, Parking facilities Part 2: Off-Street commercial vehicle facilities.
- Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities Part 6: Off-street parking for people with disabilities.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, service vehicles, buses, taxis, bicycles and pedestrians), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and pedestrian movements to and from a development site might affect existing road and pedestrian networks if required. An objective consideration of the traffic impacts of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.



2. Scope of Consultancy

The scope of consultancy involves the following:

- To obtain background information and plans, including traffic counts and accident history.
- To undertake a site visit and measure road parameters and liaise with DSG regarding access to the Tasman Highway.
- To address parking requirements outlined in the Tasmanian Planning Scheme – Clarence.
- Assess the intersection at Tasman Highway.
- Run Sidra Intersection to assess the impact of the trip generation on the intersection with Tasman Highway.
- Assess the parking layout and compliance with the AS2890.1 Off Street Parking 2004.
- To address trip generation rates to the proposed development site.
- To address sight distance requirements.
- To address service vehicle access.
- To address pedestrian provision.
- Assess access via sustainable transport modes.
- To run Autotrack paths.
- To update the existing traffic impact assessment to document findings based on the updated planning scheme.



3. Location of the Development

Figure 1 shows the location of the proposed development in the context of the surrounding street network.



Figure 1: Location (Source: Google Earth).

4. Existing Situation

4.1 Site Details

It is proposed to construct another golf course at Five Mile Beach with an associated 72 space car park. The site is a green field site, and it is proposed that the golf course will utilise the club house, restaurant, professionals' shop, maintenance sheds and other golf course land uses proposed as part of the Seven Mile Beach Golf Course Development. The development will also be accessed from the same access road as the Seven Mile Beach Golf Course development.

4.2 Road Width

The following road widths have been measured in the vicinity of the development site and are addressed in turn below.

4.2.1 Tasman Highway

The Tasman Highway in the vicinity of Pittwater Road currently includes a cross section width of 10.55-metres with a 3.55-metre eastbound lane, 3.5-metre right turn lane and a 3.5-metre westbound lane. There are also 1.6-metre-wide unsealed shoulders provided on either side of the road. The road layout is shown in the figure below.



Figure 2: Tasman Highway Lane widths in the vicinity of the Pittwater Road / Tasman Highway Intersection. Source: LISTmap.

4.2.2 Proposed Intersection

It is acknowledged that a substantial upgrade has been approved for the development of a traffic-controlled intersection at the Tasman Highway / Pittwater Road intersection. Based on the plans obtained from the Department of State Growth, the proposed lane widths of the Tasman Highway at the traffic-controlled intersection are 3.5-metres. The layout of the proposed traffic-controlled intersection is shown figure 3 below.



Figure 3: Development plan for the development of a traffic-controlled intersection at the junction of Pittwater Road and the Tasman Highway. Source: Department of State Growth

The existing road cross section in the vicinity of the development site is addressed below in their respective sections.

Based on the information provided on the Department of State Growth South East Project website:

Two more projects have been committed for delivery through the South East Traffic Solution

- > **Tasman Highway - Hobart Airport to Midway Point Causeway** - two additional lanes linking the Midway Point Causeway with the new Hobart Airport Interchange, a signalised intersection at Pittwater Road and service roads to provide safe access to Tasmania Golf Club and Barilla Bay Oysters.
- > **Duplication of Midway Point and Sorell Causeways** - Widening both causeways to two lanes each way, and duplicating McGees Bridge, to provide four continuous through lanes along the Tasman Highway from the Tasmania Golf Club to Midway Point to Sorell.



4.2.3 Pittwater Road

Pittwater Road is a sealed road which was measured to include a cross section width of 5.7-metres and approximately a 0.5-metre shoulder as shown in the photograph overleaf.



Figure 4: Photograph showing Pittwater Roads 5.7-metre cross section width with gravel shoulder.

4.2.4 Centre Road

Centre Road was measured to include a cross section width of 5.8-metres as shown in the photograph overleaf.



Figure 5: Photograph showing Centre Roads 5.8-metre cross section width.

4.2.5 Surf Road

Surf Road was measured to include a cross section which varies between 6.6 and 6.8-metres as shown in the photograph below.



Figure 6: Photograph showing Surf Road 6.6-metre cross section width.

4.3 Traffic Volumes

To obtain an indication of the existing trip rates in the vicinity of Pittwater Road, Seven Mile Beach, Howarth Fisher and Associates undertook traffic volume counts at the intersection of the Tasman Highway and Pittwater Road on the 28th of November 2022 at the morning peak hour (8am to 9am) and evening peak hour (4pm to 5pm). These traffic counts represent the typical vehicle flow through the intersection, given they were taken during school term. Based on the data recorded during the traffic count, the Tasman Highway had a vehicular flow of 1,623 in the morning peak hour, and 1,982 in the evening peak hour. The breakdown of the trips through the existing Tasman Highway and Pittwater Road intersection is shown in the figure below.

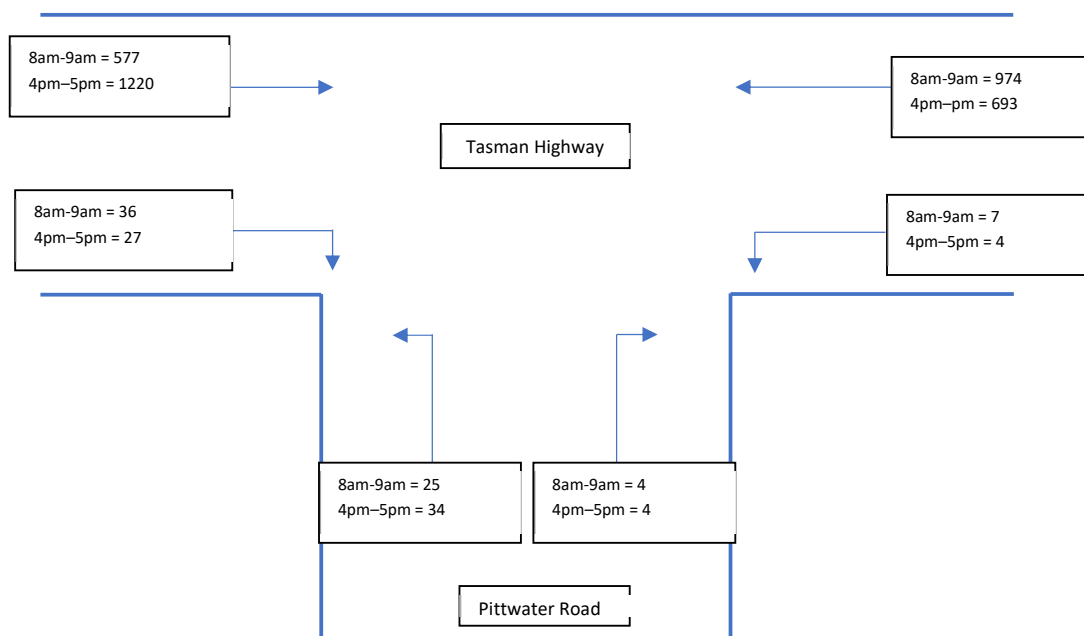


Figure 7: Turning Movement Counts at the Intersection of Pittwater Road and Tasman Highway on Monday 28th November 2022.

4.4 Posted Speed Limits

The speed limit on the roads within the vicinity of the site are as follows.

The Tasman Highway includes a posted speed limit of 80km/hr at the existing Pittwater Road intersection as shown below.

Pittwater Road includes a posted speed limit of 80km/hr as shown below.



Figure 8: Posted 80 km/hr speed limit sign along Pittwater Road, Seven Mile Beach.

Centre Road is a gravel road which is subject to a speed limit of 30km/hr as shown below.



Figure 9: Posted 30 km/hr speed limit sign along Centre Road, Seven Mile Beach.

Surf Road transitions from 80km/hr to 40km/hr as the road surface changes to gravel towards the east as shown below.



Figure 10: Posted 40 km/hr speed limit sign along Surf Road, Seven Mile Beach.

4.5 Accident History

In line with standard traffic engineering practice the accident history for the past 5 years has been obtained from the Department of State Growth. The 5-year accident history for the vicinity of the site has been outlined in the sections below.

4.5.1 Intersection of Tasman Highway and Pittwater Road

There has been one (1) accident at the intersection of the Tasman Highway and Pittwater Road in the past 5 years. This collision was reported as property damage only involving two (2) light vehicles. The cause of accident was by a vehicle rolling backwards.

4.5.2 Pittwater Road

There have been six (6) accidents along Pittwater Road in the past 5 years. In terms of severity, the accidents were classified as the following:

- Four (4) were property damage only accidents.
- One (1) was reported as a minor accident.
- One (1) was reported as a serious accident.

The vehicles involved in the collisions were as follows:

- Three (3) of the accidents involved a single light vehicle.



- Two (2) of the collisions involved two (2) light vehicles.
- One (1) of the collisions involved a single motorcycle.

4.5.3 Centre Road

There have been no reported accidents in the past five years along Centre Road.

4.5.4 Surf Road

There have been nine (9) accidents along Surf Road in the past 5 years. In terms of severity, the accidents were classified as the following:

- Six (6) were property damage only accidents.
- One (1) was reported as a minor accident.
- One (1) was reported as a serious accident.

The vehicles involved in the collisions were as follows:

- Two (2) involved a single light vehicle.
- Four (4) involved two (2) light vehicles.
- One (1) involved a light vehicle and a pedestrian.
- One (1) involved a light vehicle and two (2) pedestrians.

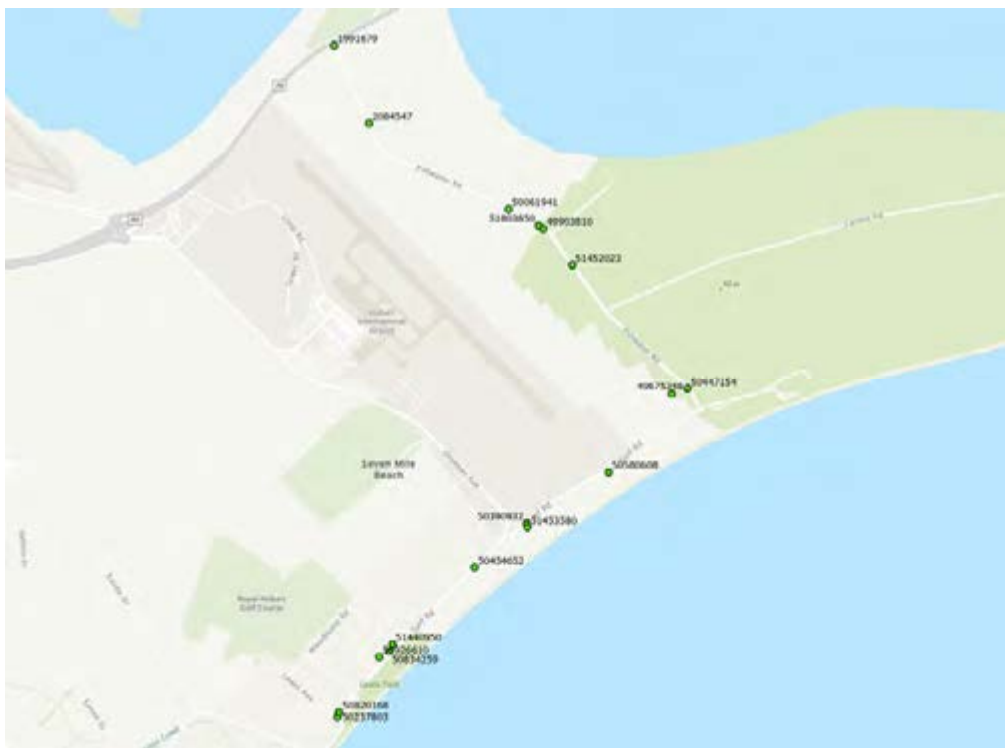


Figure 11: Five-year accident history on the road network in the vicinity of 300 Pittwater Road, Seven Mile Beach.



4.6 Proposed Development

The development proposes to construct a new golf course at Five Mile Beach with an associated 72 space car park. A copy of the plans showing the golf course and car park, the subject of this development application, are shown at Appendix A of this report.

As requested in the Clarence City Council, Request for Further Information, dated 5th September 2023, a plan showing the location of the proposed works including the approved development plans for 7 Mile Beach are attached at Appendix B of this report.



5. Assessment of Trip Generation

5.1 Existing Trip Rates

Given the golf course is not yet developed there are no existing trips associated with the current site at Five Mile Beach Golf Course site.

5.2 Proposed Trip Generation

It is proposed that the proposed golf course development at Five Mile Beach will solely generate trips associated with the actual golf course development. There will be no additional trip associated with club house / restaurant since they will be shared facilities which have all been counted and included as part of the Seven Mile Beach Golf Course development.

Land Use	Trip Generation Rates	Total Requirement
Golf Course (Links 18-hole course) 7 Mile Beach Proposed and Approved	<i>No data available. Survey undertaken at Kingston Golf Club during the evening peak.</i>	40 trips during the peak hour
Golf Course (Links 18- hole course) 5 Mile Beach Proposed and Approved	<i>No data available Survey undertaken and Kingston Golf Club during the evening peak hour.</i>	40 trips during the peak hour
TOTAL TRIP GENERATION		80 trips during the evening peak hour

Table 1: Trip Generation Rates associated with the proposed 18-hole golf course development.



5.3 Proposed Trip Generation

All the facilities being assessed as part of the Seven Mile Beach Golf Course development (which forms part of a separate application) will be available and utilised by users of the Five Mile Beach development. The trip generation associated with the club house is calculated based on the floor area of the various uses contained within the club house, restaurant, shop etc facilities itself. These trip generation rates will not increase because of the proposed Five Mile Beach golf course development.

The total increase in trip generation will be associated with the golf course only. Howarth Fisher has undertaken a traffic generation survey at Kingston Golf Course and surveyed 40 trips during the peak hour. (It should be noted that this reflects worst case scenario conditions given that the trips will be partly associated with the club house and restaurant which is open to members of the public).

5.3.1 Shared Trips and Multi-Purpose Trips

It should be noted that there will be a reduction in overall trip rates based on the likelihood of multipurpose trips and linked trips to the site.

Some visitors to the site may also play both courses, thereby reducing the overall trip generation to the site. To reflect worst case scenario conditions, it has been assumed that this will not be the case.

5.4 Tasmanian Planning Scheme – Clarence

In line with the Tasmanian Planning Scheme – Clarence, the trip generation has been assessed against the provisions of the Tasmanian Planning Scheme, Clarence.

Table C3.1 Acceptable increase in average annual daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

Figure 12: Table C3.5.1: Traffic generation at a vehicle crossing, level crossing or new junction.



Given the proposed trip generation is likely to result in an increase of more than 10% or 10 trips at the intersection of Tasman Highway and Pittwater Road and 20% or 40 vehicle movements per day at the Surf Road intersection, the performance criteria have been assessed.

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	
A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.	
A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.	
A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	

- a) Any increase in traffic caused by the use;

The main traffic generation will occur at weekends when golf course typically peaks which is outside the periods of peak traffic flows along the Tasman Highway and Pittwater Road.

Most of the time, traffic will be spread throughout the course of the day given the typical tee off times are allocated throughout the course of the day and evening. People do not usually all arrive at the same time to play golf, with trip generation relating to start times.

However, given the popularity of shotgun start for large golf competitions/social events, there may be some events which will impose a higher impact on the road network in the vicinity of the site at one specific time.



- b) The nature of the traffic generated by the use

Typically, the trip generation will be by members of the golf club who will be familiar users of the intersection.

There will also be visitors who will play at the course. It is proposed that a shuttle bus be used to transport golfers from the surrounding hotels in Hobart, Bellerive, and other surrounding areas.

- c) The nature of the road;

The proposed golf course located off Pittwater Road, is accessed via a private access road which will have a 6-metre-wide cross section width.

- d) The speed limit and traffic flow of the road;

Pittwater Road is subject to a speed limit of 80 km/hr. Howarth Fisher and Associates undertook traffic volume counts on Pittwater Road during the morning and evening peak periods. In line with standard traffic engineering practice the peak hour traffic volumes typically represent 10% of daily flows. Based on the traffic volumes during the hour-long morning and evening peak, the existing vehicular flow along Pittwater Road is 720 vehicles per day.

- e) Any alternative access to a road;

There is not an alternative access road to the site.

- f) The need for the use;

Golf and golfing provide a tourism opportunity for the State. As a fitness activity it benefits the wider, local community. Whether for entertainment, primary motivation or secondary activity, golf attracts many people each year. The proposed Five Mile Golf Course which forms part of this development application provides an additional golf course facility in an area where there is a proposed hub of golfing facilities.

- g) Any traffic impact assessment;

This report constitutes a Traffic Impact Assessment report.

- h) Any advice received from the road or rail authority.

The DSG website has been consulted to obtain the concept design drawings for the proposed intersection redesign. DSG typically give priority to the through traffic movement and provide maximum green time to the straight through traffic movement during the peak period given



arterial nature of the Tasman Highway. Whilst the Sidra Intersection analysis has calculated phasing and cycle times given this is likely to change to provide a higher level of service to the through traffic Tasman Highway operation.



6. Intersection Analysis

An assessment of the critical intersection in the vicinity of the site has been undertaken using Sidra Intersection. Sidra Intersection is a software package used for assessing intersection and network capacity, level of service and performance analysis in Australia and New Zealand. Sidra Intersection is endorsed by Austroads. It is a micro-analytical traffic evaluation tool for intersection and network design, operations planning and signal timings. The definition of the output data is expressed below in the respective section.

6.1.1 Degree of Saturation

The degree of saturation (DOS) is defined as the ratio of demand flow to capacity, also known as the volume / capacity ratio. The movement degree of saturation is the largest degree of saturation for any lane or movement. If there is no lane underutilisation the degree of saturation for all lanes and the movement lane group must be the same. Movements in shared lanes will have the same degree of saturation except in the case of de facto exclusive lanes. The approach degree of saturation is the largest value for any movement (or any lane) in the approach, and the intersection degree of saturation.

6.1.2 Level of Service

Level of service is a standardised performance measure used in the US Highway Capacity Manual and Austroads to assess changes in the operating speed with various factors. The original procedures were used to determine the maximum service flow that can be carried at a said level of service, or the level of service given for the said flow road and traffic conditions. The latest procedures are based primarily on traffic bunching, through speed, capacity and safety and are used in the determination of adjustment factors.

Table 1: SIDRA Level of Service

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

Figure 13: Level of Service



It is generally accepted that an intersection in an urban environment operates well at a level of service D or higher.

6.1.3 Control Delay

This is the sum of the stop line and geometric delay; thus, it includes all deceleration and acceleration delays experienced in negotiating the intersection.

6.1.4 Traffic Modelling Layout

Howarth Fisher and Associates undertook a site visit on Monday, 28th November 2022, to collect the measurement and parameters required in the Sidra Intersection model, typically the number, width and length of trafficable lanes and speed.

6.1.5 Turning Movement Count Data

Howarth Fisher and Associates have undertaken turning movement counts to provide accurate input data into the Sidra Intersection model. Given the impact of the proposed traffic generation on the State Road network, a Sidra Intersection analysis has been undertaken for the intersection of the Tasman Highway and Pittwater Road which will be the main access route to the site.

6.1.6 Intersection Designs

At this stage, there has been approval for the development of a traffic-controlled intersection at the intersection of the Tasman Highway and Pittwater Road. Therefore, the Sidra Intersection analysis, has already been undertaken for the proposed traffic-controlled intersection layout. It is assumed that the modelling undertaken by DSG would have included trip generation rates associated with the approved golf course.

An additional 80 trips have been allocated to this intersection to reflect peak hourly survey data associated with the new Five Mile Beach Course and the approved Seven Mile Beach Golf Course.



6.2 Sidra Intersection Results

6.2.1 AM PEAK HOUR – EXISTING

MOVEMENT SUMMARY

Site: 101 [Tasman Highway / Pittwater Road]

AM PEAK - Existing
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles										
Mov ID	CD Mov	Desired Flow T/Ald veh/h	Flow %	Org Satd sat	Average Delay sec	Level of Service	50% Back of Queue Vehicles veh	Distance ft	Prpg Queue	Effective Smp Rate per veh
South Pittwater Road										
1	L2	26	2.0	0.139	13.7	LOS B	0.4	3.0	0.89	0.94
3	R2	4	2.0	0.139	66.8	LOS F	0.4	3.0	0.86	0.94
Approach		31	2.0	0.139	21.0	LOS C	0.4	3.0	0.86	0.94
East Tasman Highway										
4	L2	7	3.0	0.535	5.7	LOS A	0.0	0.0	0.00	0.00
5	T1	1025	3.0	0.535	0.1	LOS A	0.0	0.0	0.00	0.00
Approach		1033	3.0	0.535	0.1	NA	0.0	0.0	0.00	0.00
West Tasman Highway										
11	T1	607	3.0	0.314	0.0	LOS A	0.0	0.0	0.00	0.00
12	R2	38	3.0	0.092	13.9	LOS B	0.3	2.3	0.79	0.91
Approach		645	3.0	0.314	0.9	NA	0.3	2.3	0.05	0.05
All Vehicles		1708	3.0	0.535	0.8	NA	0.4	3.0	0.03	0.04

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Alpelli MSD).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Figure 14: Sidra Analysis Results – AM Peak – Howarth Fisher and Associates

The existing situation demonstrates a level of service F during the morning peak period.



6.2.2 PM PEAK HOUR – EXISTING

MOVEMENT SUMMARY

Site: 101 [Tasman Highway / Pittwater Road - PM PEAK]

AM PEAK - Existing
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deq. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pittwater Road											
1	L2	36	2.0	0.313	15.5	LOS C	0.9	6.6	0.87	0.99	36.5
3	R2	4	2.0	0.313	223.0	LOS F	0.9	6.6	0.87	0.99	36.3
Approach		40	2.0	0.313	37.4	LOS E	0.9	6.6	0.87	0.99	36.5
East: Tasman Highway											
4	L2	4	3.0	0.380	5.6	LOS A	0.0	0.0	0.00	0.00	58.1
5	T1	729	3.0	0.380	0.1	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		734	3.0	0.380	0.1	NA	0.0	0.0	0.00	0.00	59.9
West: Tasman Highway											
11	T1	1284	3.0	0.665	0.2	LOS A	0.0	0.0	0.00	0.00	59.7
12	R2	28	3.0	0.038	9.2	LOS A	0.1	1.0	0.60	0.77	50.2
Approach		1313	3.0	0.665	0.4	NA	0.1	1.0	0.01	0.02	59.4
All Vehicles		2066	3.0	0.665	1.0	NA	0.9	6.6	0.02	0.03	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Figure 15: Sidra Analysis Results – PM Peak – Howarth Fisher and Associates

The existing situation demonstrates a level of service F during the morning peak period.



6.2.3 AM PEAK HOUR TRIPS WITH EXISTING TRIPS AND NEW INTERSECTION DESIGN – EXISTING

MOVEMENT SUMMARY

Site: 101 [Tasman Highway / Pittwater Road AM Peak]

Tasman Highway / Pittwater Road AM Peak with new intersection

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand/Flows Total v/h	HV %	Des Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Delay	Effective Stop Rate per veh	Average Speed km/h
South: Pittwater Road											
1	L2	26	0.0	0.086	32.5	LOS C	0.8	5.7	0.87	0.70	38.5
2	T1	1	0.0	0.086	27.0	LOS C	0.8	5.7	0.87	0.70	39.2
3	R2	4	0.0	0.026	38.5	LOS D	0.1	1.0	0.94	0.83	36.4
Approach		32	0.0	0.086	33.1	LOS C	0.8	5.7	0.88	0.69	38.2
East: Tasman Highway Eastern Approach											
4	L2	7	0.0	0.013	23.2	LOS C	0.2	1.2	0.71	0.65	42.6
5	T1	1025	0.0	0.837	30.4	LOS C	19.0	132.9	0.99	1.00	40.0
6	R2	1	0.0	0.007	37.9	LOS D	0.0	0.2	0.93	0.59	36.2
Approach		1034	0.0	0.837	30.4	LOS C	19.0	132.9	0.99	1.00	40.0
North: Service Road											
7	L2	2	0.0	0.049	34.4	LOS C	0.2	1.2	0.95	0.64	38.1
8	T1	1	0.0	0.049	28.9	LOS C	0.2	1.2	0.95	0.64	38.8
9	R2	2	0.0	0.049	34.5	LOS C	0.2	1.2	0.95	0.64	38.3
Approach		5	0.0	0.049	33.3	LOS C	0.2	1.2	0.95	0.64	38.4
West: Tasman Highway Western Approach											
10	L2	1	0.0	0.002	22.9	LOS C	0.0	0.2	0.70	0.60	42.7
11	T1	607	0.0	0.496	21.4	LOS C	8.6	60.1	0.86	0.73	44.4
12	R2	38	0.0	0.238	40.0	LOS D	1.3	9.1	0.97	0.72	35.6
Approach		646	0.0	0.496	22.5	LOS C	8.6	60.1	0.87	0.73	43.8
All Vehicles		1717	0.0	0.837	27.5	LOS C	19.0	132.9	0.94	0.89	41.3

Figure 16: Sidra Analysis Results – AM Peak - Howarth Fisher and Associates

The new intersection layout with the existing trips shows a level of service D on Pittwater Road (given priority will always be given to the through traffic movement) on the major highway.



6.2.4 PM PEAK HOUR WITH EXISTING TRIPS AND NEW INTERSECTION DESIGN – EXISTING

MOVEMENT SUMMARY

Site: 101 [Tasman Highway / Pittwater Road PM Peak]

Tasman Highway / Pittwater Road PM with new intersection

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	QID Mov	Demand Flows Total veh/h	HV %	Seg Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pittwater Road											
1	L2	36	0.0	0.113	36.1	LOS D	1.2	8.7	0.87	0.72	37.1
2	T1	1	0.0	0.113	30.6	LOS C	1.2	8.7	0.87	0.72	37.7
3	R2	4	0.0	0.030	44.1	LOS D	0.2	1.1	0.95	0.63	34.5
Approach		41	0.0	0.113	36.8	LOS D	1.2	8.7	0.88	0.71	36.8
East: Tasman Highway Eastern Approach											
4	L2	4	0.0	0.006	22.1	LOS C	0.1	0.7	0.64	0.63	43.2
5	T1	729	0.0	0.499	20.8	LOS C	11.0	77.2	0.82	0.71	44.7
6	R2	1	0.0	0.008	43.4	LOS D	0.0	0.3	0.94	0.59	34.3
Approach		735	0.0	0.499	20.9	LOS C	11.0	77.2	0.82	0.70	44.7
North: Service Road											
7	L2	2	0.0	0.055	40.5	LOS D	0.2	1.4	0.96	0.64	35.9
8	T1	1	0.0	0.055	35.0	LOS C	0.2	1.4	0.96	0.64	36.5
9	R2	2	0.0	0.055	40.6	LOS D	0.2	1.4	0.96	0.64	36.0
Approach		5	0.0	0.055	39.4	LOS D	0.2	1.4	0.96	0.64	36.0
West: Tasman Highway Western Approach											
10	L2	1	0.0	0.002	21.9	LOS C	0.0	0.2	0.64	0.60	43.2
11	T1	1179	0.0	0.816	28.6	LOS C	23.2	162.7	0.96	0.94	40.8
12	R2	28	0.0	0.204	45.5	LOS D	1.1	7.8	0.97	0.71	33.8
Approach		1208	0.0	0.816	29.0	LOS C	23.2	162.7	0.96	0.93	40.7
All Vehicles		1989	0.0	0.816	26.2	LOS C	23.2	162.7	0.91	0.84	41.9

Figure 17: Sidra Analysis Results – PM Peak – Howarth Fisher and Associates

For clarification these are the existing trips at the Pittwater Road / Tasman Highway Intersection.

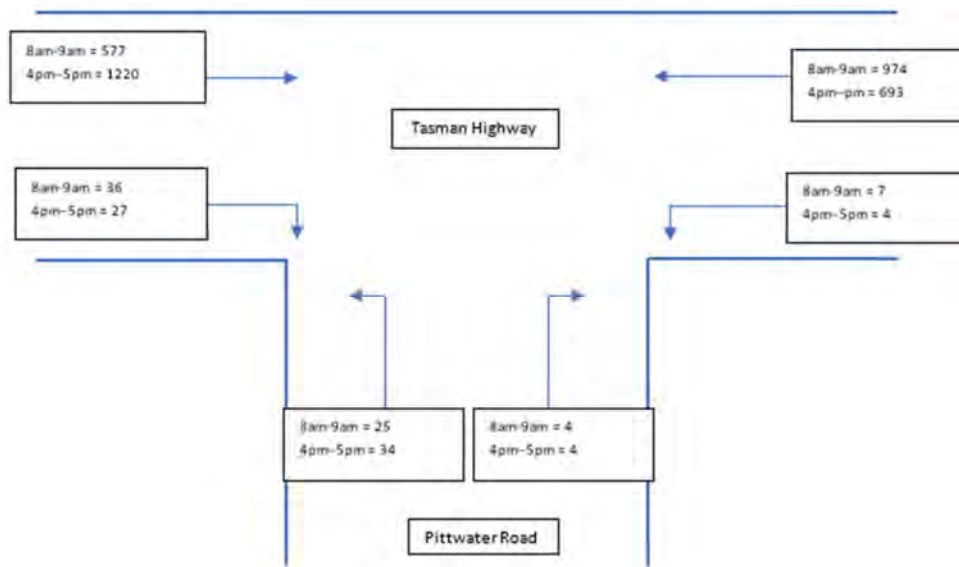


Figure 18: Existing Trip Rates at the intersection of Pittwater Road / Tasman Highway based on HFA traffic count February 2022

Approximately 80 trips are assigned to the network turning into and out of Pittwater Road in the morning and evening peak period. Trip Generation associated with the new developments (Seven Mile Beach and Five Mile Beach), has been assigned to the network as outlined below.

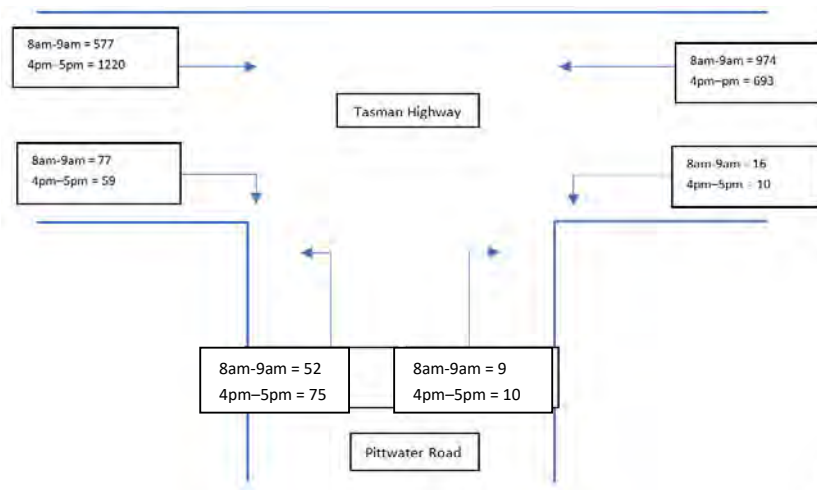


Figure 18: Trips assigned to the network based on the trips associated with the Seven Mile Beach and Five Mile Beach Golf Course development.

6.2.5 AM PEAK HOUR TRIPS WITH ASSIGNED TRIPS ARISING FROM DEVELOPMENT AND NEW INTERSECTION DESIGN ASSOCIATED WITH SEVEN MILE BEACH AND FIVE MILE BEACH GOLF COURSES

MOVEMENT SUMMARY

Site: 101 [Tasman Highway / Pittwater Road AM Peak - AM PEAK with new trips 5MB/7MB - Copy]

Tasman Highway / Pittwater Road PM with new intersection

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Disp. Time sec	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queue	P-Roller Stop Rate per veh	Average Speed km/h
South: Pittwater Road											
1	L2	54	0.0	0.172	33.1	LOS C	1.7	11.8	0.89	0.73	38.2
2	T1	1	0.0	0.172	27.6	LOS C	1.7	11.6	0.89	0.73	38.9
3	R2	9	0.0	0.060	38.9	LOS D	0.3	2.2	0.94	0.66	36.3
Approach		64	0.0	0.172	33.9	LOS C	1.7	11.6	0.90	0.72	37.9
East: Tasman Highway Eastern Approach											
4	L2	17	0.0	0.029	23.4	LOS C	0.4	2.8	0.72	0.67	42.5
5	T1	1025	0.0	0.838	30.5	LOS C	19.0	133.1	0.99	1.00	40.0
6	R2	1	0.0	0.007	37.9	LOS D	0.0	0.2	0.93	0.59	36.2
Approach		1043	0.0	0.838	30.4	LOS C	19.0	133.1	0.99	1.00	40.0
North: Service Road											
7	L2	2	0.0	0.049	34.4	LOS C	0.2	1.2	0.95	0.64	38.1
8	T1	1	0.0	0.049	28.9	LOS C	0.2	1.2	0.95	0.64	38.8
9	R2	2	0.0	0.049	34.5	LOS C	0.2	1.2	0.95	0.64	38.3
Approach		5	0.0	0.049	33.3	LOS C	0.2	1.2	0.95	0.64	38.4
West: Tasman Highway Western Approach											
10	L2	1	0.0	0.002	22.9	LOS C	0.0	0.2	0.70	0.60	42.7
11	T1	607	0.0	0.496	21.4	LOS C	8.6	60.1	0.86	0.73	44.4
12	R2	81	0.0	0.509	41.2	LOS D	2.9	20.1	1.00	0.76	35.2
Approach		689	0.0	0.509	23.7	LOS C	8.6	60.1	0.88	0.73	43.1
All Vehicles		1802	0.0	0.838	27.9	LOS C	19.0	133.1	0.94	0.89	41.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Figure 19: Sidra Analysis Results – AM Peak - Howarth Fisher and Associates

6.2.6 PM PEAK HOUR TRIPS WITH ASSIGNED TRIPS ARISING FROM DEVELOPMENT AND NEW INTERSECTION DESIGN ASSOCIATED WITH FIVE MILE BEACH AND SEVEN MILE BEACH GOLF COURSES

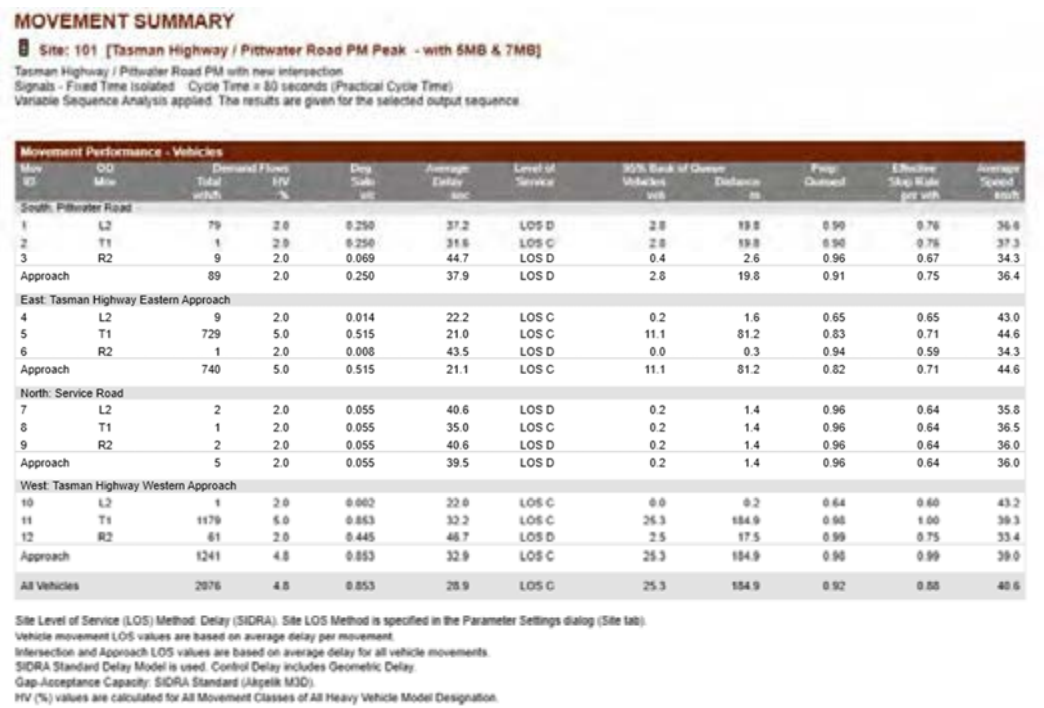


Figure 20: Sidra Analysis Results – PM Peak - Howarth Fisher and Associates

6.3 Growth Rate

In line with standard traffic engineering the upgrade of the Tasman Highway has been designed to function for a 15-year design life. The proposed construction is forecast to be completed in late 2024. It is proposed to duplicate the section of the highway with four lanes between Hobart Airport and Sorell.

The consolidation of multiple access points into a single intersection will provide access to Pittwater Road and both the Tasmanian Golf Course and the adjoining Barilla Bay Oysters commercial property via new service roads. The traffic signals will operate on demand, instead of a timed cycle giving priority to the Tasman Highway traffic.



6.4 Conclusion

The intersection will operate to an acceptable level of service (LOS D) which is an acceptable level of service for urban intersections. Given the priority to the through traffic by DSG it is solely the turning movements which have the lower level of service. Given the minimal increase in trips there is only a marginal change in the level of service.

The development is dependent on the delivery of works from the Department of State Growth to complete works at the intersection of Pittwater Road and the Tasman Highway. Howarth Fisher and Associates have contacted the Department of State Growth who have advised that the project is approved and programmed delivery for the completion of the road upgrade, including intersection redesign, is late 2024.

Following discussions with our client it is advised that the program for completion of the Five Mile Beach golf course project is mid-2026, therefore even with a timing overrun on the implementation of the signalised intersection at Pittwater Road and the Tasman Highway the intersection is going to be operating before the 5 Mile Beach Golf Course is completed.

Notwithstanding the above, in the very unlikely event that the intersection has not been upgraded before the 5 Mile Beach project is completed, the client is able to block out tee off times in the morning, weekday peak periods in the inline booking platform to minimise the right turn in from the Tasman Highway at the Pittwater Road intersection until the upgrade is completed.



7. Assessment of Parking

7.1 Existing Situation

Given that the golf course will be constructed on a predominantly greenfield site there are no existing parking spaces on the site.

7.1.1 Existing Approved Development Parking Requirements

The required parking spaces have been addressed based on the approved development application.

Land Use	Parking Rates	Total Requirement
Golf Course (18 holes)	<i>4 spaces per hole</i>	72 spaces
2 small amenities buildings	<i>No requirement</i>	0 spaces
TOTAL		72 spaces

Table 2: Existing approved parking requirements based on approved development application.

7.2 Proposed Parking Provision

There is a proposal to provide a total of 72 spaces on site. The proposed parking numbers are therefore compliant with the requirements of the Tasmanian Planning Scheme – Clarence. This meets with the requirements of the acceptable solution.

7.3 Dimensions and Manoeuvring

Based on the Tasmanian Planning Scheme – Clarence, the required parking bays must be 5.4-metres long, by 2.6-metres wide, with 6.4-metre aisles to comply with the requirements of Table C2.3 shown below.

Table C2.3 Dimensions of Car Parking Spaces and Combined Access and Manoeuvring Space Adjacent to Parking Spaces

Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Figure 21: Table C2.3: Required dimensions of parking spaces on site (source: Tasmanian Planning Scheme - Clarence)

The parking spaces provided on site are 6-metres long, by 2.7-metres wide, with 7-metre aisles which comply with the requirements of the Tasmanian Planning Scheme – Clarence.

7.4 Accessible Parking

In line with the State Planning Scheme, requirements as outlined in section E6.6.2: Number of Accessible Car Parking Spaces for People with a Disability.

Objective

To ensure that a use or development provides sufficient accessible car parking for people with a disability.

Acceptable Solutions

A1

Car parking spaces provided for people with a disability must:

- Satisfy the relevant provisions of the Building Code of Australia;*
- Be incorporated into the overall car park design;*



c) *Be located as close as practicable to the building entrance.*

Performance Criteria

P1

No performance criteria.

There is a requirement of 1 for every 50 up to 1000 car parking spaces then one for every 100 over 1000. There is therefore a requirement for 2 accessible bays associated with the proposed car park.

7.5 Bicycle Parking Requirements

In line with the requirements of the Tasmanian Planning Scheme - Clarence, the bicycle parking requirements have been calculated below. It should be noted that in line with Tasmanian Planning Scheme – Clarence Table C2.1 Note (3), that if the result is not a whole number the requirement is to the nearest whole number:

Land Use	Bicycle Parking Rates	Total Requirement
Golf Course (18 holes)	<i>No Requirement</i>	0 spaces
Amenities Building (43m ²)	<i>No Requirement</i>	0 bays
TOTAL		0 bicycle parking spaces

Table 3: Bicycle Parking Requirements

As documented in the table above, given the land uses associated with the development site, there is a requirement to provide 0 bicycle spaces to comply with the requirements of the Tasmanian Planning Scheme – Clarence.

7.6 Motorcycle Parking

In line with the performance criteria outlined in the Tasmanian Planning Scheme - Clarence:

The acceptable solution states:

Table C2.4 Motorcycle Parking Space Requirements

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

Therefore, given it is proposed to provide 72 parking spaces on site, there is a requirement to provide 3 dedicated motorcycle parking spaces on site to comply with the requirements of the Tasmanian Planning Scheme – Clarence.

Given that no motorcycle parking bays have been provided on site, the performance criteria have been addressed in turns below.

C2.5.3 Motorcycle parking numbers

Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	Performance Criteria P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

a) The nature of the proposed use and development;

Given that visitors of the golf course are required to bring their own golf clubs onto site, it is not anticipated that players will access the site via motorcycles.



b) The topography of the site;

The golf course has been developed inland off Seven Mile Beach which includes a substantial number of dunes throughout the development area. Given the road is constructed out of gravel, with a sandy base, the access road does not provide great safety for motorcycles to utilise.

c) The location of existing buildings on site;

It is currently a greenfield site, there are no existing buildings.

d) Any constraints imposed by existing development; and

It is currently a greenfield site, therefore there are no constraints imposed by existing developments on the site.

e) The availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Given that the proposal includes the development of a gravel road between the existing Surf Road and the development site, there is no on-street parking available in the vicinity of the development.

7.7 Circulation and Search Pattern

Typically, all roads within the development site will operate on a two-way basis.

A one-way turning circle with a drop off and pick up area has been provided near the entrance to the golf clubhouse. Provision will be made for the required accessible parking spaces to be provided in the near vicinity of the access to all the major land uses.

8. Assessment of Access

8.1 Existing Access

The access into the site will be via Surf Road as shown in the photograph below. This is a local road owned and maintained by Clarence City Council.



Figure 22: Showing Surf Road, Seven Mile Beach, the main access route to the site.

A secondary fire escape road will be provided along Centre Road which is shown in the photograph overleaf.



Figure 23: Showing Centre Road, Seven Mile Beach, the proposed secondary fire trail access.

8.2 Access Width Requirements

As documented in the Tasmanian Planning Scheme – Clarence, a parking facility which provides more than 21 spaces must provide an internal access way width no less than 5.5-metres as shown in Table C2.2 Internal Access Way Widths for Vehicles below.

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	<p>(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and</p> <p>(b) At changes of direction or intersections have:</p> <p>(i) an internal radius of not less than 4m, or</p> <p>(ii) a width more than 4.2m.</p>	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

Figure 24: Access Way widths – Source Tasmanian Planning Scheme – Clarence

Therefore, given there is a proposal to provide 72 parking spaces on site associated with the Five Mile Beach golf course development, the internal access way width must be greater than 5.5-metres to comply with the requirements of the Tasmanian Planning Scheme – Clarence. The proposed access meets with the acceptable solution.

8.3 Access Provision

The access to the site will be from a newly developed access road which links into Surf Road. The proposed access road between the existing Surf Road and the site includes a cross section width of 6-metres which complies with the requirements of the Tasmanian Planning Scheme– Clarence. The existing condition of Surf Road is generally poor, with a substantial number of potholes along its length. The location of the proposed access is shown in the photograph below.



Figure 25: Surf Road Access to the Golf Course Development

9. Assessment of Sight Distance

In line with the provisions of the Tasmanian Planning Scheme – Clarence, the sight distance has been checked and evaluated against the requirements of the planning scheme.

9.1 Australian Standard Requirements

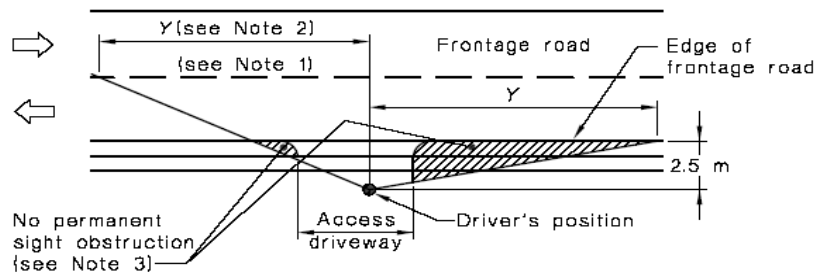
In line with the requirements of the Tasmanian Planning Scheme – Clarence there is a requirement for the accessways to:

- b) comply with Australian Standards AS2890- Parking Facilities, parts 1-6.

C2.6.2 Design and layout of parking areas

Objective:	
That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
A1.1	P1
Parking, access ways, manoeuvring and circulation spaces must either:	All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:
(a) comply with the following:	(a) the characteristics of the site;
(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i> ;	(b) the proposed slope, dimensions and layout;
(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;	(c) useability in all weather conditions;
(iii) have an access width not less than the requirements in Table C2.2;	(d) vehicle and pedestrian traffic safety;
(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;	(e) the nature and use of the development;
(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;	(f) the expected number and type of vehicles;
(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and	(g) the likely use of the parking areas by persons with a disability;
(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or	(h) the nature of traffic in the surrounding area;
(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i> .	(i) the proposed means of parking delineation; and
	(j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities</i> .

Figure 26: Design and Layout of Parking Areas



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	

A1 Sight distances at:

- a) *An access or junction must comply with the Safe Intersection Sight Distance shown at Table E5.1. In accordance with Table E5.1 an 80km/hr frontage road speed requires a sight distance of 111-metres.*

The sight distance at the intersections in the surrounding road network have been assessed and are documented in turn.

9.1.1 Intersection of the Tasman Highway and Pittwater Road

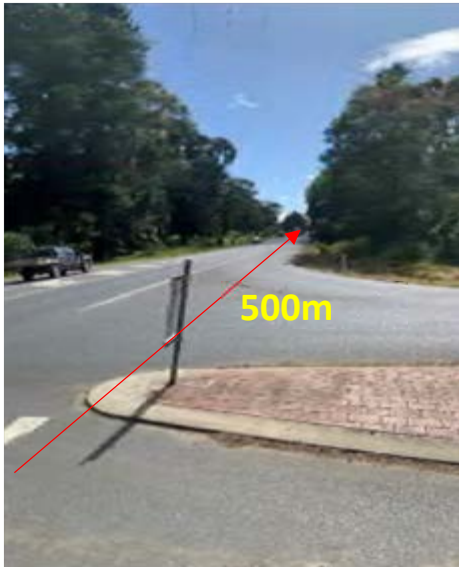


Figure 27: Sight Distance at the Tasman Highway/Pittwater Road intersection was measured to be approximately 500 metres to the right (East).



Figure 28: Sight Distance at the Tasman Highway/Pittwater Road intersection was measured to be approximately 191 metres to the left (West).

The sight distance availability meets the requirements of *Acceptable Solution*, as required by the Tasmanian Planning Scheme – Clarence of 111 metres in both directions given the road is subject to an 80km/hr posted speed limit.

9.1.2 Intersection of Centre Road and Pittwater Road



Figure 29: Sight Distance at Centre Road/Pittwater Road intersection was measured to be 156 metres to the right (North).



Figure 30: Sight Distance at Centre Road/Pittwater Road intersection was measured to be approximately 500 metres to the left (South).

The sight distance availability meets the requirements of *Acceptable Solution*, as required by the Tasmanian Planning Scheme – Clarence of 111 metres in both directions given the road is subject to an 80km/hr posted speed limit.

9.1.3 Intersection of Surf Road and Pittwater Road



Figure 31: Sight Distance at Surf Road/Pittwater Road intersection was measured to be 135 metres to the right (West).



Figure 32: Sight Distance at Surf Road/Pittwater Road intersection was measured to be 122 metres to the left (East).

The sight distance availability meets the requirements of the *Acceptable Solution*, as required by the Tasmanian Planning Scheme – Clarence of 111 metres in both directions given the road is subject to an 80km/hr posted speed limit.

There is no issue with sight distances based on the requirement of the Tasmanian Planning Scheme – Clarence, 2015.

10. Sustainable Transport

10.1 Buses

The closest bus stop is located 5-kilometres away from the site and includes the Metro Tasmania bus services between Seven Mile Beach and Hobart. An additional bus service is operated by Redline which has a bus stop located 8.5-kilometres away from the site. The Redline bus service facilitates a sustainable transport link between Sorell and Hobart.

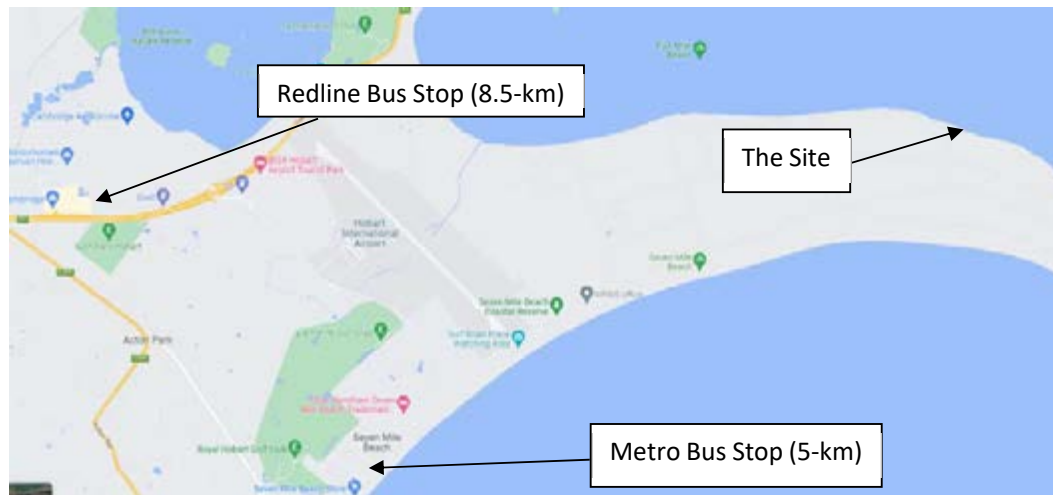


Figure 33: Bus stops in the vicinity of 300 Pittwater Road, Seven Mile Beach.

It is anticipated that a shuttle bus will operate from the site to provide a sustainable transport link for people at the Hobart International Airport, and nearby hotels. It has been advised that there will be one (1) shuttle bus operating which includes a seating capacity of 20-25 people. Given the implementation of a shuttle bus, patrons of the site may be able to utilise the shuttle bus as a transport link to the nearby bus stops for the Redline and Metro bus service.

The two public bus services which travel in the vicinity of the site are summarised below in the respective sections.

Metro

Metro bus service includes five (5) bus services which operate along Surf Road in the vicinity of the site. These bus services are as follows, 635 – Seven Mile Beach to Rosny Park, 664 – Seven Mile Beach to Rosny Park, X64 – Express Seven Mile Beach to Hobart City, 665 – Seven Mile Beach to Rosny Park, X65 – Express Seven Mile Beach to Hobart City.

To Hobart

There are seventeen (17) bus services towards Hobart on the weekdays. Of these seventeen (17) trips, eight (8) of these trips are between 6:00am and 10:30am, whilst the remaining nine (9) are between midday and 8:00pm at approximately hourly intervals. On Saturdays, there are bus services every two (2) hours towards Hobart between 6:52am and 6:52pm. On Sundays there are bus services every two (2) hours to Hobart between 8:36am and 6:36pm. The metro bus timetable for Seven Mile Beach is attached below.

[DSG tt 664 web.pdf \(metrotas.com.au\)](#)



Figure 34: Metro bus service route (source: Metro Tasmania)

10.1.1 Redline

There are nine (9) bus services towards Sorell, and twelve (12) services to Hobart which travel along the Tasman Highway on weekdays. These bus services include the X31 – Express Hobart City to Sorell, 731 – Hobart City to Sorell, 732 – Hobart City to Dodges Ferry, X32 – Express Hobart City to Dodges Ferry.

To Sorell

The weekday bus service includes five (5) services to Sorell between 7:00am and 11:30am, with the remaining four (4) services between 1:00pm and 6:00pm. There are additionally seven (7) trips on the weekends which include two (2) morning trips and five (5) afternoon/evening trips.

To Hobart

The weekday bus service includes five (5) services to Hobart between 6:00am and 11:00am, with the remaining seven (7) services between 12:15pm and 6:00pm. There are additionally seven (7) trips on the weekends which include two (2) morning trips and five (5) afternoon/evening trips.



10.2 Bicycles/Electric Bicycles/Electric Scooters

There is currently a network of on road cycle lanes along the Tasman Highway in the vicinity of Pittwater Road intersection. The existing cycle lanes along the Tasman Highway include cross section widths of 1.6-metres which assists in providing a safe method of sustainable transport to the site.

The proposed development of a traffic-controlled intersection at the intersection of Pittwater Road and the Tasman Highway provides a segregated 2.5-metre pedestrian / bicycle linkage on the northern side of the Tasman Highway. The implementation of the segregated lane provides increased safety for users accessing the site via bicycles. Given the development of a traffic-controlled intersection, users will be able to safely cross the four-lane highway through the pedestrian crossing.

10.3 Pedestrian Linkages

The site is in the proximity of a few residential properties located off Pittwater Road, and along Surf Road and Centre Road. Furthermore, given that this development is a golf course, there may be some people who will choose to walk from the local residential areas to the golf course development.

In line with the Request for Further Information, from Clarence City Council, 5th September 2023, clause C2.6.5, A1.1 Parking and Sustainable Transport Code outlined overleaf:

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. <p>A1.2</p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.

Given that the plan does not meet all the requirements of the acceptable solution, the performance criteria has been addressed in turn below:

- a) The site is a greenfield site which will be developed to match in with the surrounding landscape and context of the car park within a golf course setting. The car park will be unsealed except for the accessible bays and means of access.
- b) The site will be predominantly used by golfers who are typically able bodied and able to walk and access the golf courses and facilities from the proposed car park.
- c) The car park meets the requirement of the Planning Scheme in terms of numbers of bays.
- d) An eighteen hole golf course is for the most part going to generate less than the 40 vehicle trips surveyed on an Friday night by Howarth Fisher and Associates, which was also associated with a fish and chip supper event occurring at Kingston golf course.
- e) Given the land use, notably a golf course it is not anticipated that there will be an excessive demand for accessible parking bays.



- f) A dedicated footpath connection has been provided through the car park to the golf course facilities.
- g) This is a predominantly unsealed car park facility, with a low speed limit operating through the site.
- h) There is one main access to the proposed car park facility.
- i) This is a low speed environment, which will be appropriately signed and posted. A segregated and dedicated pedestrian facility will be provided as shown at 23J671-D-P2.

The parking area for accessible parking is in line with section A1.2 notably it has a footpath width not less than 1.5 metres and a gradient not steeper than 1:14 from the accessible bays to the main entrance.

11. Service Vehicles

An assessment has been made against the requirements of the following clause in the Tasmanian Planning Scheme – Clarence.

E6.7.13 Facilities for Commercial Vehicles

Objective:	
To ensure that facilities for commercial vehicles are provided on site, as appropriate.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	P1 Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.

Figure 35: Facilities for Commercial Vehicles

The Five Mile Beach golf course development site will share the maintenance shed and clubhouse facilities which are subject to the earlier development application associated with the Seven Mile Beach clubhouse and associated maintenance facilities. There will be no additional servicing requirement associated with the new golf course.

It is also proposed that a bus service will operate to the new development site to transport players (typically tourists) from hotels in the vicinity of the golf course site. Provision has been made in the car park design for buses to turn and Autotrack paths can be found at Appendix A of this report.



12. Conclusion and Recommendation

The proposed development has been assessed in relation to the following:

Trip Generation

The trip generation rates have been calculated based on surveys undertaken at similar land uses given nationally recognised reference documents for determining trip generation rates. A total trip generation of 40 trips during the peak hour was proposed.

Sidra Intersection has been used to model the impact of the increased trip generation at the Pittwater Road / Tasman Highway intersection. DSG has advised that the programmed delivery of the works is late 2024. The intersection upgrade is required to cater for the increased in vehicle traffic associated with this development, for it to function at an appropriate level of service.

Howarth Fisher and Associates have contacted the Department of State Growth who have advised that the programmed delivery for the completion of the project is late 2024. The 5 Mile Beach Golf Course Development is due to be completed in mid-2026 and therefore the signalised intersection will be in and operating by the time the golf course is completed.

Parking

The development provides 72 parking spaces on site which is compliant with the requirements of the acceptable solution. The parking spaces provided on site have been designed in accordance with the Tasmanian Planning Scheme – Clarence, which includes bay lengths of 6-metres, widths of 2.7-metres and 7-metre aisles.

Access

The existing Surf Road will be extended to provide access to the site. The proposed road has been designed in accordance with the requirements of the Australian Standards. The proposed road cross section width is 6-metres and will be constructed out of gravel.

The egress from the site is via a privately owned access road which includes a cross section width of 8-metres. The internal road network within the visitor parking area includes a minimum cross section width of 6-metres.

Sight Distance

The sight distance at all the major intersections in the vicinity of the site has been assessed against the requirements of the Tasmanian Planning Scheme – Clarence. All the major



intersections in the vicinity of the site are compliant with the required sight distance as outlined in the planning scheme (notably the Australian Standard).

Sustainable Transport

Buses/Coaches

There are no bus services in the direct vicinity of the development site. The closest bus service is operated by Metro Tasmania and includes a bus stop which is located at 5-kilometres away from the site.

There has been a proposal to provide a shuttle bus service to the site which has the capacity to provide a sustainable transport link to the Hobart International Airport and nearby hotels. The shuttle bus which will be utilised on site has the capacity to provide a transport link for up to 25 passengers per trip, which could be utilised to provide access to nearby bus stops for the Redline and Metro bus service.

Bicycle

There are hard shoulders on either side of the Tasman Highway with cross section widths of approximately 1.6-metres. Given the availability of the hard shoulders, visitors to the site will have the ability to travel to the site via bicycles.

Bicycle parking facilities have also been provided at the site.

There is a proposal to develop a traffic-controlled intersection at the major intersection of Tasman Highway and Pittwater Road which will provide a 2.5-metre-wide segregated pedestrian/bicycle track on the northern side of the road. Through the development of the traffic-controlled intersection, cyclists will have the ability to access the site via bicycles with the improved road network.

Pedestrians

The location of the proposed golf course at Seven Mile Beach is in the vicinity of a local residential catchment. Given the location of the site, residents in the nearby properties will have the ability to access the site on foot.

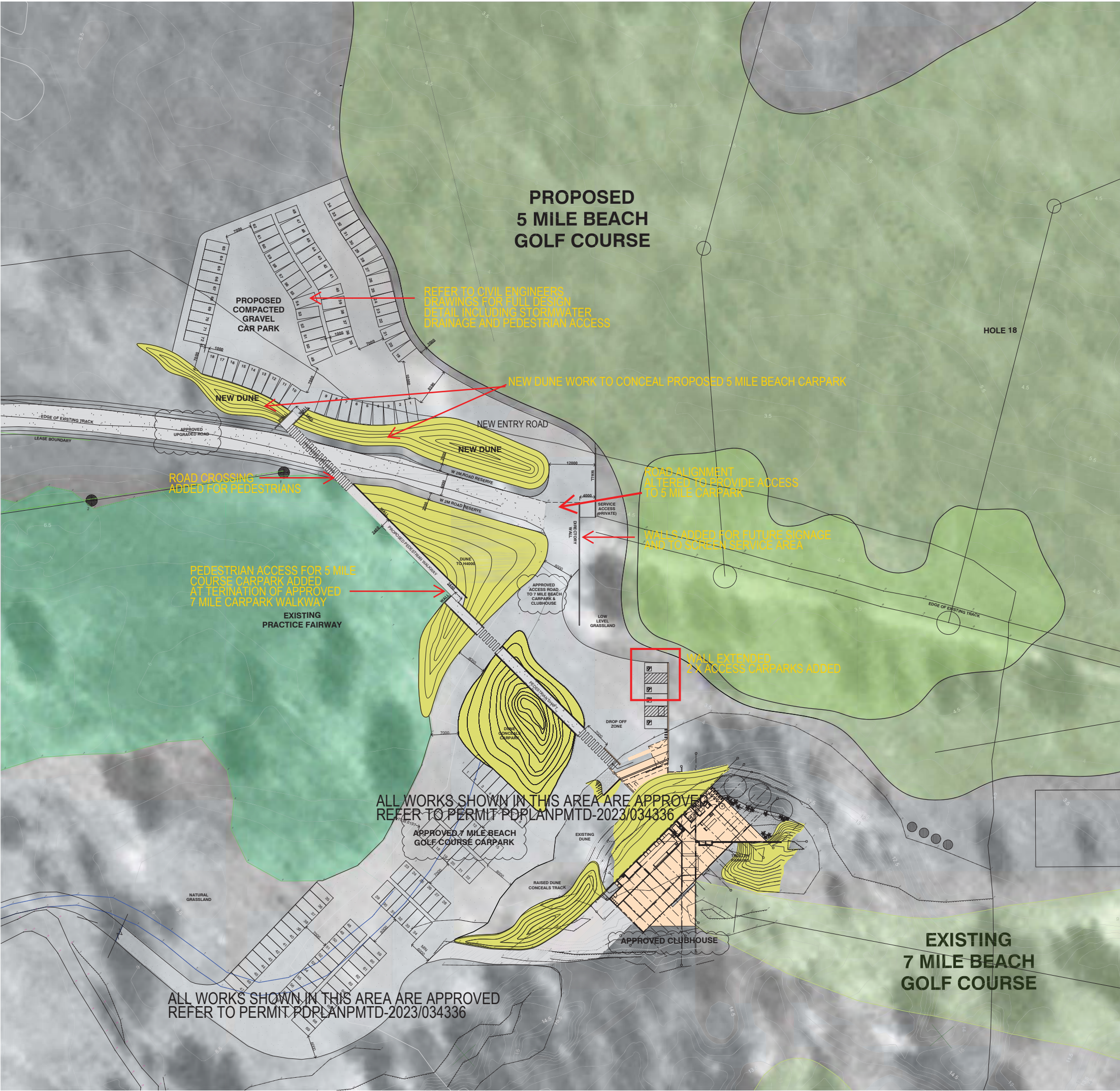
Service Vehicles

There is a service vehicle road which is contained within the visitor car park facility associated with the Seven Mile Beach development. It is anticipated that servicing of the site will occur at off-peak periods when visitors to the site is low. Service vehicles will service the site through proposed delivery area indicated on the plans. The Autotrack paths associated with the various vehicle types can be found in **Appendix A** of this report.



Appendix A

DEVELOPMENT PLANS AND AUTOTRACK PATHS





Howarth Fisher & Associates Pty Ltd

www.howarthfisher.com

FIVE MILE BEACH GOLF COURSE

300 PITTWATER ROAD, CLARENCE

PROJECT SITE DEVELOPMENT TRAFFIC LAYOUT

TRAFFIC DRAWINGS

DRAWING No.	DRAWING NAME	REVISION No.
C1	COVER PAGE	1
A1	ACCESSIBLE PARKING	1
P1	GENERAL ARRANGEMENT PLAN	1
P2	AUTOTRACK PATHS	1

Traffic
Civil
Structural
Industrial
Engineering

ISSUED FOR
FOR APPROVAL
PRINT DATE: Apr 18, 2023 - 2:18pm



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	ISSUE	BY	APPROVED	DATE

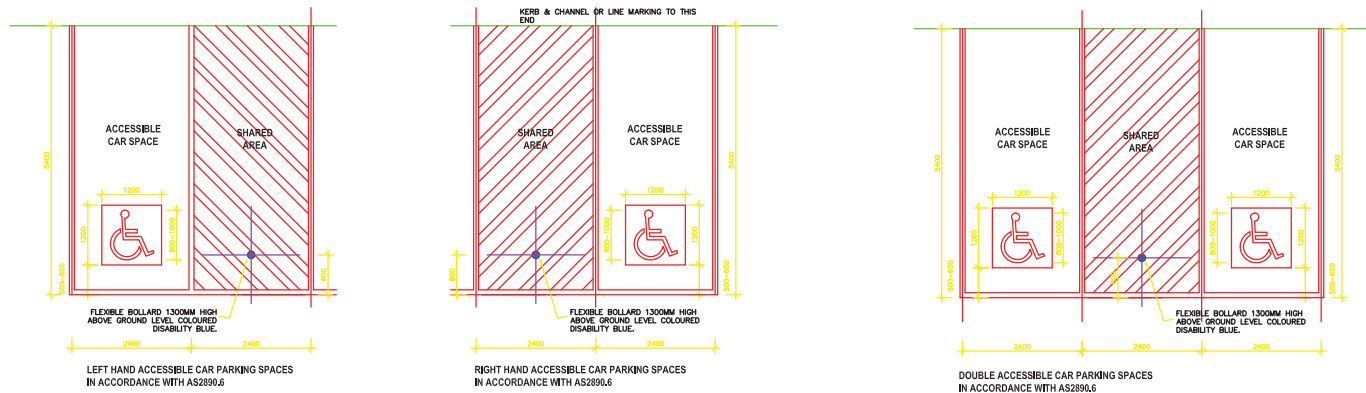


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FIVE MILE BEACH GOLF COURSE
300 PITTWATER ROAD, CLARENCE
PROJECT SITE DEVELOPMENT TRAFFIC LAYOUT
COVER PAGE

APPROVED BY:	DATE:
SCALES: NTS	ISSUE:
DRAWN: DF	1
DESIGN: JF	
PROJECT NO. 23J671	DRAWING NO. C1
IDENTIFICATION: -D-	

on original



SPACE IDENTIFICATION

EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 1428.1 BETWEEN 800 MM AND 1000 MM HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200 MM, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500 MM AND 600 MM FROM ITS ENTRY POINT AS ILLUSTRATED

SPACE DELINEATION

PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING

- 1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:

- 2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
- 2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ±10 DEGREES TO THE SIDE OF THE SPACE.
- 2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
- 2.4. ALL LINEMARKING MUST BE NON SLIP

3. BOLLARDS:

- 3.1. MINIMUM HEIGHT 1300MM
- 3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING
- 3.3. RECOMMEND FLEXIBLE BOLLARDS TO REDUCE MOTOR VEHICLE DAMAGE

LINE MARKINGS CODE

CODE (to be circled)	LINE TYPE	LINE MARKINGS	PAINT (P) (m)	GAP (G) (m)	WIDTH (W) (mm)	APART (A) (mm)
B1	BARRIER (One Way)	=====		3	9	100
B2	BARRIER (Two Way)	=====	ALL		100	100
B3	BARRIER (Two Way-Access)	=====	ALL		100	
B4	BARRIER (Two Way-Access)	=====	ALL		200	
C	CONTINUITY	-- -- -- -- --	1	3	200	
CC	CONTINUITY (Continuous)	=====	ALL		200	
E	EDGE	=====	ALL		100	
E2	AUDIBLE EDGE	=====	ALL		150	
EI	EDGE Intermittent	-- -- -- -- --	1	3	100	
HL	HOLDING	=====	0.6	0.6	300	
JC	JUNCTION Continuity	=====	0.6	0.6	200	
L	LANE (Multi lane carriageway)	=====	3	9	100	
L1	LANE (Traffic Signals)	=====	3	6	100	
L3	LANE (Roundabouts)	=====	9	3	100	
LC	LANE (Continuous)	=====	ALL		100	
NS	YELLOW (No Stopping)	=====	ALL**		100	
S	SEPARATION (2 Lane road)	=====	3	9	100	
S2	SEPARATION (Refuge Lane)	=====	3	3	100	Varies
S3	SEPARATION (Round corners)	=====	9	3	100	
SL	STOP	=====	ALL		300	
T	TURN WITH R.R.P.M.	=====	0.6	0.6	100	
W	PEDESTRIAN (Traffic Signals)	=====	1	0.5	100	2000min.

EXAMPLE: (B1) Point Gap W W A W

ALL ROAD MARKINGS ARE WHITE EXCEPT FOR NS WHICH IS YELLOW. ** PAINT YELLOW

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1	FOR DEVELOPMENT APPLICATION	DF	JF
	ISSUE	BY	APPROVED
			DATE
			25/02/22

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FIVE MILE BEACH GOLF COURSE
300 PITTWATER ROAD, CLARENCE
PROJECT SITE DEVELOPMENT TRAFFIC LAYOUT

ACCESSIBLE PARKING

APPROVED BY:-	DATE: / /
SCALES: NTS	ISSUE: 1
DRAWN: DF	
DESIGN: JF	
PROJECT NO: 23J671	DOCUMENT IDENTIFICATION: -D-
	DRAWING NO: A1

PROPOSED 5 MILE BEACH GOLF COURSE

PROPOSED
COMPACTED
GRAVEL
CAR PARK

NEW DUNE

NEW DUNE

W 2M ROAD RESERVE

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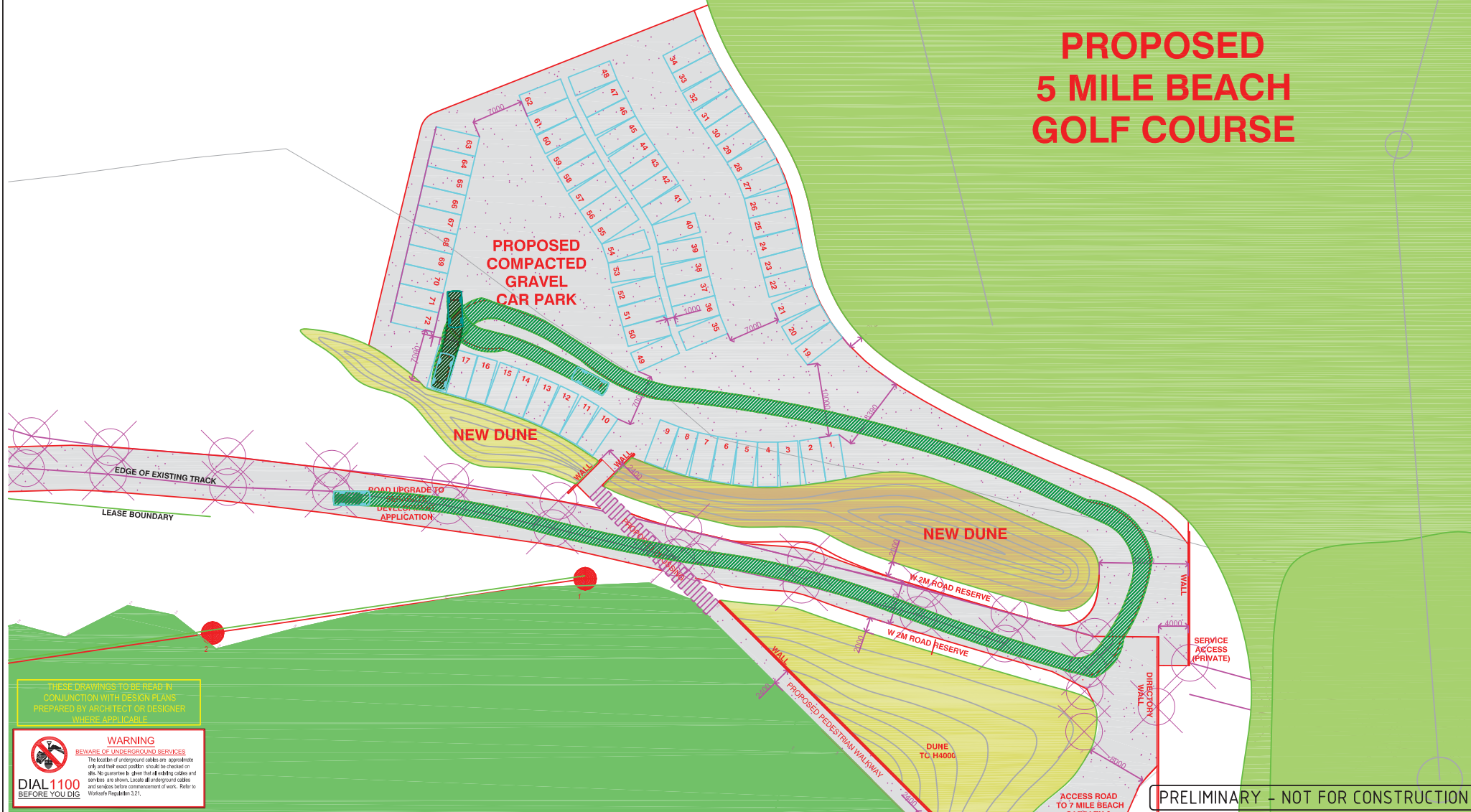
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PROPOSED 5 MILE BEACH GOLF COURSE



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			BY	APPROVED	DATE

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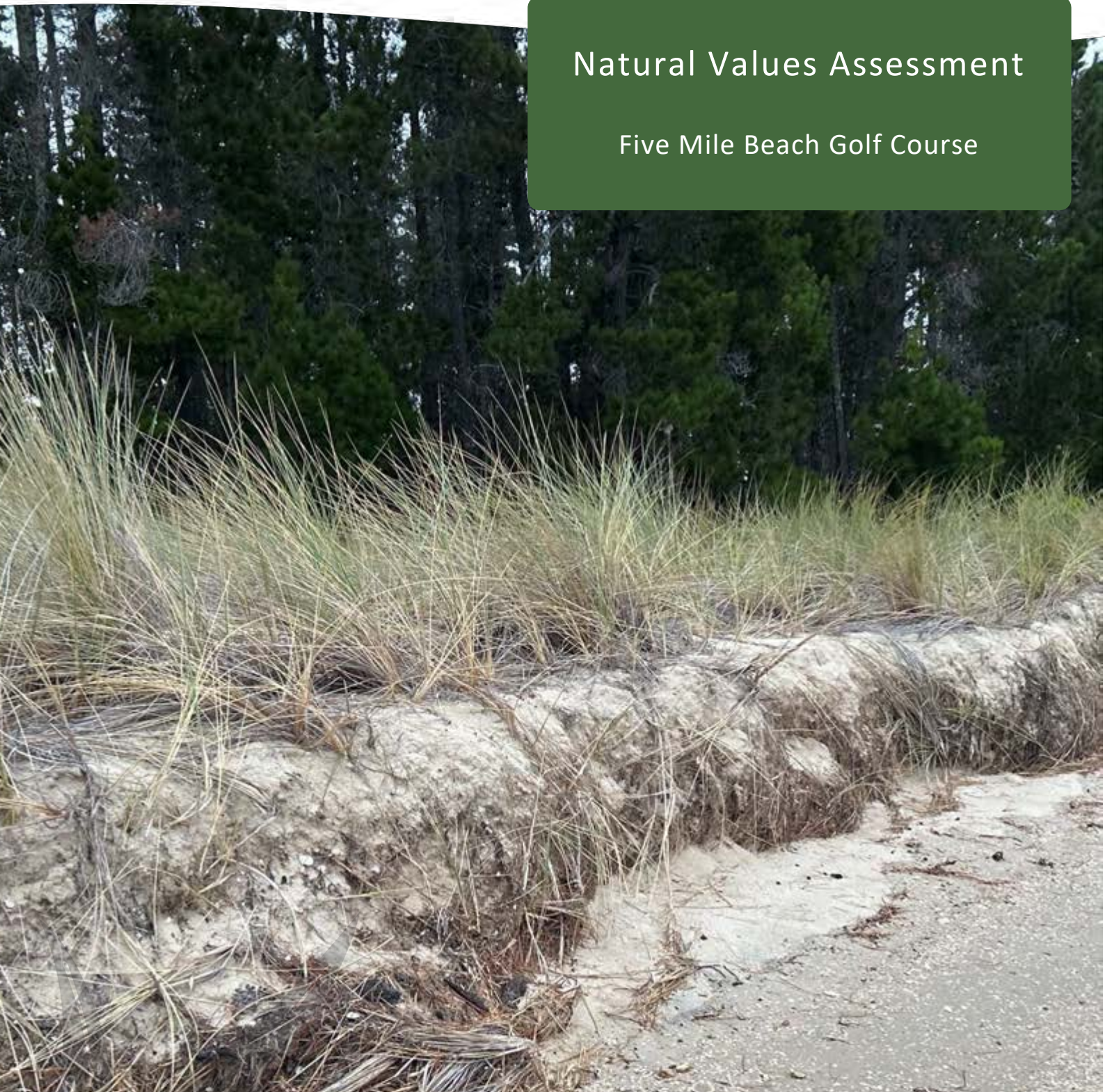
FIVE MILE BEACH GOLF COURSE
300 PITTSWATER ROAD, CLARENCE
PROJECT SITE DEVELOPMENT TRAFFIC LAYOUT

AUTOTRACK PATHS

APPROVED BY:	DATE:
SCALES 1500 @ A3	ISSUE:
DRAWN DF	1
DESIGN JF	
PROJECT NO. 23J671	DRAWING NO. -D- P2

Natural Values Assessment

Five Mile Beach Golf Course



Client: Golf Preserve Pty Ltd
Prepared by: Fiona Walsh and Andy Welling
January 2024 (V2.2)

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1 Introduction

This natural values report provides an assessment of the impacts of a proposed 18-hole golf course located at 300 Pittwater Road, Seven Mile Beach (part of CT 149835/1). The report updates a previous assessment carried out for the site in 2012 (Entura, 2012) and is a requirement of the Tasmanian Planning Scheme – Clarence.

Enviro-dynamics has been contracted to undertake this natural values assessment on behalf of the proponent Golf Preserve Pty Ltd. The assessment confirms the natural values occurring on the site including the type and extent of vegetation communities, presence of threatened species and threatened fauna habitat, adjacent waterway values and updates weed mapping. The potential impacts to natural values posed by the development are analysed against the relevant codes of the Tasmanian Planning Scheme and applicable legislation.

2 Background

2.1 Site Description

The survey site for the proposed 5 Mile Beach golf course extends across an area of approximately 100ha. The site is located at the north eastern end of the Seven Mile Beach spit. The entire site is within the Seven Mile Beach Public Reserve which is listed as an informal reserve on public land under the Tasmanian Reserve Estate.

The site borders the Pittwater Lagoon along the north east, the Seven Mile Beach golf course (under construction) along the southern boundary and pine plantation along the short western boundary (Figure 2). The land is predominantly flat and low lying with an elevation of less than 10m a.s.l.

Geological mapping of surface geology by Mineral Resources Tasmania (Sorell 1:50,000 Scale Series, Sheet 8412S) defines the site as being underlain by: Map Units: Qha – River alluvium, swamp, marsh, beach (strand lines indicated), and split deposits; and Map Unit: Qhd – Sand dunes mobile; stabilised by vegetation (GES, 2023).

The land is zoned as Open Space within the Clarence Municipality and has the following overlays covering all or part of the site:

- Waterway Coastal Protection Area (coastal margin only)
- Future Coastal Refugia Area (coastal margin only)

- Coastal inundation hazard bands (coastal margin only – low, medium and high)
- Coastal erosion hazard band (coastal margin only – low, medium and high)
- Bushfire Prone Area (entire site)
- Airport noise exposure area and airport obstacle limitation area (entire site)



Figure 1: Site Location (Source TheList 2023)

2.2 Development Proposal

The development proposal for the site involves the construction of an 18-hole golf course and associated access tracks. No structures will be constructed in this portion of the site (Figure 2).

The golf course construction will require the removal of vegetation for fairway development with the existing landform retained. The fairways will be sown down with suitable grass species whilst vegetation between fairways will be retained and rehabilitated with local native species.



Figure 2: Proposed golf course layout (supplied by the proponent) and extent of survey area (red)

3 Methods

The natural values assessment was undertaken in two stages: desktop analysis, and field survey.

3.1 Desktop analysis

The desktop analysis involved extracting data from a variety of sources, including:

- Natural Values Atlas report, generated 26 April 2023 (NRE 2023)
- Protected Areas Search Tool, report generated 2 May 2023 (DCCEEW 2023)
- LIST map (NRE 2023)

3.2 Field survey

The field survey was undertaken on the 26th April 2023. The overall vegetation community on the site was assessed and classified according to TASVEG 4.0. All vascular plant species encountered were recorded, with an emphasis on detecting rare and threatened species. Searches for potential threatened fauna habitat e.g. tree hollows and den sites, and other evidence e.g. scats, diggings and tracks were also undertaken. No detailed fauna surveys were conducted.

Locations of threatened flora, fauna habitat and significant weeds were mapped with a handheld GPS and population data was captured e.g. numbers of individuals, area occupied etc. Geographic datum used was GDA94 Zone 55.

Taxonomic nomenclature for flora follows the latest Census of Vascular Plants of Tasmania (Baker & de Salas 2022). Classification of vegetation communities is in accordance with Kitchener and Harris (2013) and TASVEG 4.0.

3.3 Limitations of the survey

Whilst every effort was made to compile a complete list of vascular plants for the property, a single survey is unlikely to detect all species present due to seasonal/temporal variations. Some plants could not be identified to a species level and some species may have been overlooked due to a lack of fertile material. It is also likely that additional species are present but were dormant at the time of survey e.g. annuals, ephemerals.

4 Natural Values Assessment

This section outlines the findings of the desktop analysis and field survey, including a description of the vegetation communities, threatened flora, fauna habitat values and weeds (Figure 3).

4.1 Vegetation Communities

Two modified vegetation communities were mapped during the field survey, as per the TASVEG 4.0 classification system (Figure 3).

- Unverified plantation for silviculture (FPU)
- Weed infestations (FWU)

Unverified plantations for silviculture (FPU)

Unverified plantations for silviculture (FPU) maps all timber plantations that are not included as part of current Tasmanian Forest Group Plantation (TFGP) dataset (softwood or hardwood). Plantations of *Pinus radiata* and surrounding firebreaks at Seven Mile Beach, which are excluded from the TFGP dataset, are an example of FPU.

The site is dominated by this modified community as mapped during the 2012 survey. There is significant variation in the density of the pines trees across the site based on whether areas have been planted or if pines have established from wildings. Portions of the site were burnt in 2021-22 summer. The entire survey area has been cleared in the past and only scattered native groundcover species were recorded. Radiata pine (*Pinus radiata*) is the dominant species on the site over a sparse understorey of bracken (*Pteridium esculentum*), sand sword sedge (*Lepidosperma concavum*), sagg (*Lomandra longifolia*), knobby clubsedge (*Ficinia nodosa*), pigface (*Carpobrostus rossii*) and herbs including kidneyweed (*Dichondra repens*) and woodsorrel (*Oxalis* sp.) Native grasses including speargrass (*Austrostipa* sp.) and tussock grass (*Poa* sp.) and wallabygrass (*Rytidosperma* sp.) are scattered across the site. For a full species list, see Appendix 1.

Weed Infestation (FWU)

A small area dominated by narrowleaf lupin (*Lupinus angustifolius*) has been mapped separate due to the density of this species. This area was mapped as a weed infestation in the Entura report (2012).

No intact native vegetation communities occur on the site. There is scattered grass, sedge and herb species amongst the FPL and the thin coastal strip of land has, in places, dominated by native species however no areas are large enough to be mapped as native communities.



Figure 3: Vegetation communities and weeds recorded on site.

4.2 Flora

A total of 32 vascular plants were recorded during the survey, of which 10 are introduced species. Additional flora species are likely to occur within the site and some plants could have been overlooked due to the inherent limitations of the survey e.g. seasonal timing, timed meander method. For the full list of flora species recorded during the survey see Appendix 1.

4.2.1 Threatened Flora

No threatened flora species listed under the *Threatened Species Protection Act 1995* (TSPA) or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) were recorded during the survey.

A search of the Natural Values Atlas (NRE database) revealed that no threatened flora species has been previously recorded within the site or within 500m (Natural Values Atlas report, generated 26th April 2023 (NRE 2023).

Coast houndstongue (*Cynoglossum australe*) was recorded at the end of the spit during the 2012 survey but not recorded during the current survey. This species was delisted from the *Threatened Species Protection Act* since the previous report was written.

Fifteen other threatened flora species have been recorded within a 5 km radius of the site. These species are listed in Table 1 with a comment on the likelihood of them occurring at the site. Species with no suitable habitat and no conceivable chance of occurring at the site are omitted (such as wetland species).

Table 1: Threatened flora species recorded within 5km radius of the survey site

Species	Status TSPA / EPBCA	Records within 500m / 5km	Comments
<i>Caladenia caudata</i> tailed spider-orchid	v / VU	0 / 41	<i>Caladenia caudata</i> has highly variable habitat, which includes the central north: <i>Eucalyptus obliqua</i> heathy forest on low undulating hills; the north-east: <i>E. globulus</i> grassy/heathy coastal forest, <i>E. amygdalina</i> heathy woodland and forest, <i>Allocasuarina</i> woodland; and the south-east: <i>E. amygdalina</i> forest and woodland on sandstone, coastal <i>E. viminalis</i> forest on deep sands. Substrates vary from dolerite to sandstone to granite, with soils ranging from deep windblown sands, sands derived from sandstone and well-developed clay loams developed from dolerite. A high degree of insolation is typical of many sites

Species	Status TSPA / EPBCA	Records within 500m / 5km	Comments
			Not recorded in survey area. Unlikely to occur on site due to disturbed nature.
<i>Caladenia saggicola</i> sagg spider-orchid	e / CE	0 / 909	<p><i>Caladenia saggicola</i> is a terrestrial orchid endemic to southern Tasmania. It is known from two subpopulations, one near Cambridge (with up to 450 plants) and the other at Dodges Ferry (3 plants). At the Cambridge site the species grows in <i>Eucalyptus viminalis</i> (white gum) woodland on deep sands, with a ground layer dominated by the graminoid <i>Lomandra longifolia</i> (sagg). The species is at risk from land clearance, an inappropriate fire regime and disturbance by rabbits, with a high risk of local extinctions due to the small size of the sites.</p> <p>Not recorded in survey area. Unlikely to occur on site due to disturbed nature.</p>
<i>Calocephalus citreus</i> lemon beautyheads	r / -	0 / 36	<p><i>Calocephalus citreus</i> inhabits disturbed dry grasslands, and is found from a few locations in the south-east of the State.</p> <p>Not recorded in survey area. No suitable habitat.</p>
<i>Coronidium gunnianum</i> Swamp everlasting	e(p) / -	0 / 38	<p>An upright, woolly, perennial herb with small, round, yellow, daisy flowers. It occurs in grasslands on heavy soils and riverine woodlands in areas often inundated. It occurs in eastern and central Tasmania and ranges from Cambridge to Hadsden. The species has a restricted area of occupancy and low abundance, presumably due to land clearing and fragmentation and may be at risk from increased droughts and fire due to climate change, major road projects, and low recruitment possibly due to self-incompatibility.</p> <p>Not recorded in survey area, no suitable habitat.</p>
<i>Eutaxia microphylla</i> spiny bushpea	r / -	0 / 1	<p>On Flinders Island, <i>Eutaxia microphylla</i> mainly occurs in windswept coastal heathland on calcarenite. On mainland Tasmania, the species usually occurs in low open coastal shrubbery and on cliff edges (various substrates). There is an apparently outlier that occurs in dense roadside grass (mainly <i>Themeda triandra</i>) and <i>Acacia dealbata</i> (silver wattle) heathy scrub along the Esk Main Road.</p>

Species	Status TSPA / EPBCA	Records within 500m / 5km	Comments
			Not recorded in survey area, no suitable habitat.
<i>Lachnagrostis robusta</i> tall blownglass	r / -	0 / 1	<i>Lachnagrostis robusta</i> occurs in saline situations such as the margins of coastal and inland saline lagoons. No suitable habitat in survey area.
<i>Limonium australe</i> var. <i>australe</i> yellow sea-lavender	r / -	0 / 1	<i>Limonium australe</i> var. <i>australe</i> occurs in succulent or graminoid saltmarsh close to the high water mark, typically near small brackish streams. No suitable habitat in survey area.
<i>Prasophyllum milfordense</i> Milford leek-orchid	e / CE	0 / 580	Known only from a single subpopulation close to the Hobart Airport where it occurs amongst <i>Lomandra longifolia</i> (sagg) tussocks in Eucalyptus viminalis woodland on well-drained, grey sandy loam. Number of plants found at the site has been updated in 2022 as a result of surveys associated with the Tasman Highway upgrade. Not recorded in survey area. Unlikely to occur on site due to disturbed nature.
<i>Pterostylis wapstrarum</i> fleshy greenhood	e / CE	0 / 2	Terrestrial orchid endemic to Tasmania. It is known to be extant at four sites in the southern Midlands, growing in native grasslands and grassy eucalypt woodlands. The species has a linear range of less than 80 km, and the total number of mature plants is estimated to be fewer than 1,000. The species is unreserved. Sites are subject to a narrow range of threats, mainly associated with the maintenance of the species' habitat through appropriate disturbance regimes (grazing and/or fire). Other factors such as climatic conditions and stochastic events are linked to other threatening processes through their impact on emergence, flowering and seed set. Not recorded in survey area. Unlikely to occur on site due to disturbed nature.
<i>Vittadinia cuneata</i> var. <i>cuneata</i> fuzzy new-holland-daisy	r / -	0 / 12	<i>Vittadinia cuneata</i> var. <i>cuneata</i> occurs in native grassland and grassy woodland. Not recorded in survey area, no suitable habitat.
<i>Vittadinia gracilis</i> woolly new-holland-daisy	r / -	0 / 16	<i>Vittadinia gracilis</i> occurs in native grassland and grassy woodland.

Species	Status TSPA / EPBCA	Records within 500m / 5km	Comments
			Not recorded in survey area, no suitable habitat.
<i>Vittadinia muelleri</i> narrowleaf new-holland-daisy	r / -	0 / 106	<i>Vittadinia muelleri</i> occurs in native grassland and grassy woodland. Not recorded in survey area, no suitable habitat.
<i>Wilsonia humilis</i> silky wilsonia	r / -	0 / 15	<i>Wilsonia humilis</i> is locally common within saltmarshes in the Pitt Water-Sorell area near Hobart, with occurrences at Moulting Lagoon, Cape Portland and Flinders Island. Small colonies have also been recorded from Boomer Marsh near Dunalley and, atypically, from the margins of a (brackish) wetland in the Northern Midlands where it co-occurs with the rare <i>Wilsonia rotundifolia</i> . The species' coastal habitat includes graminoid and succulent saltmarsh, with species such as <i>Austrostipa stipoides</i> (coast speargrass), <i>Sarcocornia</i> spp., and <i>Tecticornia arbuscula</i> (glasswort) and <i>Samolus repens</i> (creeping brookweed). Not recorded in survey area, no suitable habitat.
<i>Wilsonia rotundifolia</i> roundleaf wilsonia	r / -	0 / 22	<i>Wilsonia rotundifolia</i> is found in coastal and inland saltmarshes in the eastern part of the State. Not recorded in survey area, no suitable habitat.
<i>Xerochrysum bicolor</i> eastcoast everlasting	r / -	0 / 1	Species of <i>Xerochrysum</i> are poorly understood in Tasmania, especially the identification of coastal species (<i>X. bicolor</i> and <i>X. bracteatum</i>). <i>X. bicolor</i> may be restricted to stabilised dune systems. Not recorded in survey area.

(EPBCA) CR = Critically Endangered, EN = Endangered, VU = Vulnerable (TSPA) e = endangered, v = vulnerable, r = rare

Spring time surveys would be required to confirm the absence of some orchid species however there is low likelihood of any of these species occurring at the site due to unsuitable habitat and the level of modification at the site. No orchid rosettes were recorded on the site during the survey.

4.2.2 Introduced plants and disease

Due to the highly modified nature of the site, a range of introduced species were recorded during the survey. A single mature boneseed plant (*Chrysanthemoides monilifera* subsp. *monilifera*) (Figure 3) was found, which is listed as a declared weed under the *Weed Management Act 1999* (WMA) and is a Weed of National Significance (WoNS).

Boneseed is classed as a Zone B within the Clarence municipality, whereby containment of the declared weed is the principal management objective. Such municipalities host large, widespread infestations of the declared weed that are not deemed eradicable because the feasibility of effective management is low at this time.

Boneseed should be managed in accordance with the Weed Management Act following the best practise prescriptions as laid out in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015).

Other common environmental weeds recorded included marram grass (*Ammophila arenaria*) which occurs along the coastline and in patches amongst the pines. In addition, narrow leaf lupins (*Lupinus angustifolius*) are widespread along roadsides and in a disturbed area in the southwest corner of site (Figure 3). Several other introduced species were recorded during the survey including spear thistle (*Cirsium vulgare*), great mullein (*Vesbascum thapus*) and cudweed (*Vellereophyton dealbatum*).

The vegetation on the site is of low susceptibility to the root rot fungus *Phytophthora cinnamoni*. No indication of this disease was observed on site and susceptible species such as heath species and banksia are absent.

4.3 Fauna values

4.3.1 Fauna habitat

The site contains low quality habitat for native fauna species due to its highly modified nature and lack of significant habitat features such as den sites, overmature trees with hollows or intact vegetation. Evidence (scats) of common wide ranging mammal species such as pademelons, red necked wallabies and brush tailed possums were recorded at the site and diggings consistent with bandicoots were recorded along the margins of the site. The diggings are likely to belong to the southern brown bandicoot (*Isodon obesulus*) which is well known from the Seven Mile Beach area. A range of native birds such as black cockatoos, forest ravens, grey fantails, superb fairy wrens and scarlet robin were sighted during the survey.

The tidal mudflats adjacent to Five Mile Beach contain important migratory and shorebird habitat as outlined in the 2012 report.

4.3.2 Threatened fauna habitat

No threatened fauna species listed under the *Threatened Species Protection Act 1995* or under the *Environment Protection and Biodiversity Act 1999* were recorded during the survey.

A search of the Natural Values Atlas (NRE database) revealed that three terrestrial threatened fauna species have been previously recorded within 500m of the site (Natural Values Atlas report, generated 26th April 2023 (NRE 2023)). An additional 28 threatened fauna species have been recorded within a 5 km radius of the site. These species are listed in Table 2 with a comment on the likelihood of them occurring at the site. Species with no suitable habitat and no conceivable chance of occurring at the site are omitted (such as marine species).

Table 2: Threatened fauna species recorded within 5km radius of the survey site

Species	Status TSPA / EPBCA	Records 500m / 5 km	Comment
<i>Accipiter novaehollandiae</i> Grey goshawk	e / -	0 / 1	Inhabits large tracts of wet forest and swamp forest, particularly patches with closed canopies above an open understorey, but with dense stands of prey habitat nearby. Mature trees provide the best nesting sites. Most nests have been recorded from blackwoods and occasional myrtle beech. No suitable habitat on site.
<i>Aquila audax subsp. fleayi</i> Wedge-tailed eagle	e / EN	0 / 24	Nests in a range of old growth native forests and is dependent on forest for nesting. Territories can contain up to five alternate nests usually close to each other but may be up to 1 km apart where habitat is locally restricted. This eagle preys and scavenges on a wide variety of fauna including fish, reptiles, birds, and mammals. May forage over site. No nesting habitat present.
<i>Arctocephalus tropicalis</i> sub-antarctic fur seal	r / -	1 / 4	Records from Seven Mile Beach. Species breeds at established breeding colonies on the southern coast. No habitat on site for this species.
<i>Calidris canutus</i> red knot	- / EN	0 / 36	Medium sized wader with distinctive rust coloured plumage when breeding.

Species	Status TSPA / EPBCA	Records 500m / 5 km	Comment
			Recorded from Pittwater Estuary and may forage along Five Mile Beach
<i>Calidris ferruginea</i> curlew sandpiper	- / CR	0 / 42	Small to medium-sized wader to 20cm. It has a long, black bill with a down-curved end and black legs and feet. In breeding plumage, it is bright reddish-brown below and the wings are barred black. Their average size is 20cm. Recorded from Pittwater Estuary and may forage along Five Mile Beach
<i>Calidris tenuirostris</i> great knot	- / CR	0 / 1	A medium-sized shorebird with a straight, slender bill and a heavily streaked head and neck. Recorded from Pittwater Estuary and may forage along Five Mile Beach
<i>Dasybela achroa</i> saltmarsh looper moth	v / -	0 / 1	An endemic saltmarsh species known from saltmarshes to the north east of the site. No habitat for this species occurs nearby to the site.
<i>Dasyurus maculatus</i> subsp. <i>maculatus</i> Spotted-tailed quoll	r / VU	0 / 4	Habitat for the spotted-tailed quoll is coastal scrub, riparian areas, rainforest, wet forest, damp forest, dry forest and blackwood swamp forest (mature and regrowth), particularly where structurally complex areas are present, and includes remnant patches in cleared agricultural and or plantation areas. No potential habitat on site.
<i>Dasyurus viverrinus</i> Eastern quoll	/ EN	/ 5	Habitat for the eastern quoll includes rainforest, heathland, alpine areas, and scrub. However, it seems to prefer dry forest and native grassland mosaics which are bounded by agricultural land. No potential habitat on site.
<i>Gazameda gunnii</i> Gunn's screw shell	v / -	10 / -	East coast species that inhabits sand in subtidal and offshore areas. Recorded in shallow sands in Pittwater estuary. Area adjacent to site provides potential habitat.
<i>Haliaeetus leucogaster</i> white-bellied sea-eagle	v / -	1 / 46	Common resident of Pittwater Area often seen foraging over site. No nest sites known within 500m of survey area.

Species	Status TSPA / EPBCA	Records 500m / 5 km	Comment
<i>Hirundapus caudacutus</i> white-throated needletail	- / VU	0 / 4	Migrant species that does not breed in Australia. Predominantly grey-brown, glossed with green and the wings are long and pointed. The tail is short and square, with the protruding feather shafts giving a spiky appearance. Has been recorded in Seven Mile Area.
<i>Lathamus discolor</i> swift parrot	e / CR	0 / 14	Small, fast flying bright green plumage and red markings on head and under wings. Breeds in Tasmanian during summer and feeds on nectar from Tasmanian blue gum and black gum flowers. Swift parrots breed in tree hollows in mature eucalypts within foraging range of a flower source. No foraging or nesting habitat within survey area.
<i>Numenius madagascariensis</i> eastern curlew	e / CR	0 / 107	Large long billed wader. Recorded from Pittwater Estuary and has been sighted nearby to Five Mile Beach
<i>Pardalotus quadragintus</i> forty-spotted pardalote	e / EN	0 / 3	Endemic to Tasmania and occurs in only a few small areas within the State. It is relatively restricted to dry grassy forest and woodland along the east coast containing mature white gum (<i>Eucalyptus viminalis</i>). No suitable habitat within survey area.
<i>Perameles gunnii</i> eastern barred bandicoot	- / VU		Potential habitat for the eastern barred bandicoot is forests with a grassy understorey, native and exotic open vegetation types including woodlands and open grasslands, particularly in landscapes with a mosaic of agricultural land and remnant bushland. Survey area provides potential habitat for this species. Diggings recorded on site likely to be southern brown bandicoot however this species may be present.
<i>Podiceps cristatus</i> great crested grebe	V / -	0 / 251	Species recorded from Orielton Lagoon. No suitable habitat within vicinity of the survey area.
<i>Sarcophilus harrisii</i> Tasmanian devil	e / EN	0 / 42	This species lives in a wide range of habitats across Tasmania, especially in landscapes with a mosaic of pasture and woodland.

Species	Status TSPA / EPBCA	Records 500m / 5 km	Comment
			No records from the Seven Mile area and survey area provides no suitable denning habitat and only marginal foraging habitat.
<i>Sterna nereis subsp. nereis</i> fairy tern	v / VU	0 / 1	Small species with black cap has been recorded at the end of the Seven Mile Beach sand spit within 2km of the survey site. No habitat for this species on site.
<i>Thinornis cucullatus</i> hooded plover	/ VU	3 / 12	Several reports of hooded plover along Five Mile and Seven Mile Beached, Potential nesting habitat on sand spit only.
<i>Tyto novaehollandiae castanops</i> Tasmanian masked owl	e / -	1 / 46	This species occupies a range of habitats which contain some mature forest, usually below 600 m altitude - these include native forests and woodlands as well as agricultural areas with a mosaic of native vegetation and pasture. May forage over site, no nesting habitat in survey area.

* Some marine species including whales, fish species and pelagic sea birds are not listed as the site provides no habitat for these species.

A Protected Matters Search Tool identified a range of migratory bird species that have the potential to occur in the Pittwater area. The following species of migratory birds have been recorded within 5km of the site (note threatened migratory species are listed in Table 3 with several species recorded from the subtidal mudflats adjacent to Five Mile Beach.

Table 3: Migratory species record within 5km radius of the survey site

Species	Comment
<i>Actitis hypoleucod</i> common sandpiper	Recorded from Pittwater Estuary
<i>Arenaria interpres</i> ruddy turnstone	Recorded from Pittwater Estuary
<i>Calidris acuminata</i> sharp tailed sandpiper	Recorded from Pittwater Estuary
<i>Calidris alba</i> sanderling	Recorded from Pittwater Estuary
<i>Calidrus melantos</i> sectoral sandpiper	Recorded from Pittwater Estuary

Species	Comment
<i>Calidris tenuirostris</i> red-necked stint	Recorded from Five Mile Beach mudflats
<i>Charadrius bicinctus</i> double-banded plover	Recorded from Five Mile Beach mudflats
<i>Charadrius mongolus</i> mongolian plover	Recorded from Pittwater Estuary
<i>Charadrius veredus</i> oriental plover	Recorded from Pittwater Estuary
<i>Gallinago hardwickii</i> Latham's snipe	Recorded from Pittwater Estuary
<i>Limosa lapponica</i> bar-tailed godwit	Recorded from Five Mile Beach mudflats
<i>Limosa limosa</i> black-tailed godwit	Recorded from Pittwater Estuary
<i>Numenius phaeopus</i> whimbrel	Recorded from Five Mile Beach mudflats
<i>Tringa brevis</i> grey-tailed tattler	Recorded from Pittwater Estuary
<i>Tringa nebularia</i> common greenshank	Recorded from Five Mile Beach mudflats

The proposed golf course will not directly impact habitat for migratory species however the increased level of activity on land adjacent to the tidal flats has the potential to increase disturbance levels to these species.

4.4 Geoconservation Values

There are three recorded geoconservation sites within 100m of the survey area.

- Frederick Henry Bay Beach Alignment – National significance
- Pitt Water Flood Tide Delta – State significance
- Seven Mile Beach Spit – State significance.

None of these sites will be impacted by the proposed development.

4.5 Reserves nearby to site

The proposed golf course is within the Seven Mile Beach Public Reserve which includes the adjacent Five Mile Beach tidal mudflats. The terrestrial portion of the reserve between the airport and Sandy Point contains pine plantation and degraded land. The proposed golf course is a permitted use within this part of the reserve.

The Pitt Water-Orielton Lagoon Ramsar site (Ramsar Site 254) is designated across the upper Pittwater estuary and includes the estuaries of Sorell Creek and Iron Creek and the Orielton Lagoon. It is a wetland of international importance and protected under the EPBC Act. The site was listed as a Ramsar site due to its important values including supporting populations of threatened species. It is important for maintaining biodiversity, and supporting migratory shorebirds and fish at a critical stage in their life cycles.

The Ramsar site also incorporates several areas listed as the Pitt Water Nature Reserve under the *Natural Conservation Act 2002* including; Orielton Lagoon, Barilla Bay, head of estuary at Coal River and Barren Island and Woody Island (Figure 4).



Figure 4: Reserves in proximity to survey site.

5 Impact assessment and legislation/regulatory requirements

The following section outlines the potential impacts of the proposed development on natural values and provides an assessment of the proposal against the relevant legislation and regulations.

5.1 Impacts on natural values

The proposed golf course will require the clearance and modification of vegetation across the entire site. Impacts will include the removal of all vegetation to form fairways and greens and associated access roads. Vegetation between fairways will be modified to remove pines and environmental weeds and some areas will be replanted with suitable native species. Impacts on natural values will be limited due to the existing distributed nature of the development site.

No vegetation communities listed as threatened under the *Nature Conservation Act 2002* will be impacted.

The site contains a range of native and exotic flora species. No threatened flora species were recorded during the current survey and no significant habitat for species known to occur in the local area is present on the site. Several threatened orchid species are known from within 5km of the site however no rosettes were recorded, and the highly modified site is unsuitable for these species. *Cynoglossum australe* was recorded during the 2012 survey of the broader site however since this time the species has been delisted from the *Threatened Species Protection Act 1999*.

The site contains no significant habitat for threatened fauna species. Four species have been recorded within 500m of the site including the hooded plover, white-bellied sea eagle, red handfish and sub-antarctic fur seal. There is no suitable nesting habitat for the hooded plover along Five Mile Beach and as such there will be no significant impacts on this species. White-bellied sea eagle is commonly seen in the area and will forage and potentially roost on or nearby to the site. No nests have been recorded on the site or within 500m and as such this species will not be significantly impacted by the development. The red hand fish and sub antarctic fur seal are marine species which will not be impacted.

The proposed golf course is approximately 2km from the Ramsar site however the Five Mile Beach tidal mudflats adjoining the site contain habitat for migratory waders. Whilst there will be no direct impacts on the habitat for the development an increase in activity associated with the construction, maintenance and use of the golf course may disturb wading birds. Earthworks have the potential to cause erosion and sedimentation which could impact water quality within the adjoining waterway.

The removal of pines and weeds from the site and the revegetation actions associated with the development will improved the environmental conditions at the site and provide some additional habitat for native species.

5.2 Legislative requirements

5.2.1 Commonwealth Environment Protection and Biodiversity Conservation Act 1999

A person must not take an action that has, will have or is likely to have a significant impact on any of the matters of national environmental significance without approval from the Australian Government Minister for the Environment (the Minister).

No species, ecological communities, listed migratory species or Ramsar Wetland listed under the EPBC will be significantly impacted by the proposed development and as such referral under the EPBC is not required. Disturbance to migratory waders and shorebirds through increased activity adjacent to the Five Mile Beach tidal mudflats can be mitigated (refer to Section 6).

5.2.2 Tasmanian Threatened Species Protection Act 1995

In Tasmania, threatened species (flora and fauna) are protected under the Tasmanian *Threatened Species Protection Act 1995*. Under this Act, a permit is required to knowingly “take” (which includes kill, injure, catch, damage, destroy and collect), keep, trade in or process any specimen of a listed species.

No threatened flora or fauna species were recorded on the site and the site does not contain suitable habitat for any species. Several listed shorebirds and waders have been recorded on the mudflats adjacent to Five Mile Beach however impacts on these birds will be minor and can be avoided or mitigated.

5.2.3 Nature Conservation Act 2005

No threatened vegetation communities listed under Schedule 3A of the *Nature Conservation Act* will be impacted by the proposed development.

5.2.4 Forest Practices Act 1985

The *Forest Practices Act 1985* and associated Forest Practices Code (FPC) prescribes practice for the clearance or conversion of native vegetation and the protection of natural and cultural values. Whilst the vegetation on the site is an introduced species (radiata pine) a Forest Practice Plan (FPP) is likely to be required for the site works as >1ha of forest will be cleared and the highly erodible soil on the site meets the definition of ‘vulnerable land’ under the Act.

5.2.5 Tasmanian Weed Management Act 1999

One declared weed was recorded on site, boneseed which is a Zone B species within the Clarence municipality. Zone B species refer to those which have infestations that are not deemed eradicable, and the objective for these species is to contain them and prevent the spread neighbouring properties.

Boneseed is to be managed in accordance with the act following the best practise prescriptions as laid out in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015)

5.2.6 Tasmanian Planning Scheme - Clarence

The proposed development is within the Clarence municipality and parts of the site are subject to the Codes of the Tasmanian Planning Scheme – Clarence. A 50-70m coastal strip along Five Mile Beach is within a Waterway Coastal Protection Area, Future Coastal Refugia Area, Coastal Inundation Hazard Area and the Coastal Erosion hazard Area. Development within these areas triggered the relevant Codes of the Scheme:

- Natural Assets Code (C7.0) – for Waterway and Coastal Protection Area and Future Coastal Refugia Area;
- Coastal Erosion Hazard Code (C10.0); and
- Coastal Inundation Hazard Code (C11.0).

The Coastal Induction Hazard Code and Coastal Erosion Hazard Codes have been addressed in a separate report (GES, 2023).

C7.0 - Natural Assets Code

C7.6.1 Building and works within a waterway and coastal protection area (WCPA) or a coastal refugia area (CRA).

All works to construct the golf course are outside the WCPA however work to remove pines and rehabilitate the coastal strip is likely to occur within the WCPA. Proposed holes 4, 5 and 7 are partially within the coastal refugia area. The proposed works do not meet the acceptable solutions criteria of the Code and are therefore assessed under the relevant performance criteria (P1 – P2).

P1.1 - Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets. At this site works will be restricted to the removal of pines and revegetation with native species. The following applies.

- a) All works within the WCPA are to minimise impacts caused by erosion, siltation, sedimentation and runoff.

- b) All works to minimise impacts on coastal processes, including sand movement and wave action.
- c) Minimise the need for future works to protect natural assets, infrastructure and property.
- d) Undertake all works in line with the guidelines in the *Tasmanian Coastal Works Manual*.

P2.1 - Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets.

The construction of the fairway and greens for holes 4, 5 and 7 must be carried out so as to:

- a) allow for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas.
- b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation.
- c) allow the coastal processes of sand deposition or erosion to continue to occur.
- d) consider the impacts of sea-level rise on natural coastal processes and coastal habitat.
- e) undertake all works in line with the guidelines in the *Tasmanian Coastal Works Manual* where possible.

The development of the new fairway and greens will maintain the existing contours of the site and as such will not impede the natural processes associated with future inundation.

P2.2 – Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:

- a) the need to access a specific resource in a coastal location;
- b) the need to operate a marine farming shore facility;
- c) the need to access infrastructure available in a coastal location;
- d) the need to service a marine or coastal related activity;
- e) provision of essential utility or marine infrastructure; and
- f) provision of open space or for marine-related educational, research, or recreational facilities.

The development of the new fairway and greens will be constructed around the existing contours of the site and will not interfere with the natural processes.

P3 - Not applicable to this development. No stormwater point discharge proposed.

P4.1 and 4.2 – Not applicable to this development. No dredging or reclamation to occur.

P5 – Not applicable to this development.

6 Summary and Mitigation Measures

The natural values of land and adjoining waterway at 300 Pitt Water Road, Seven Mile Beach were assessed as part of a development application for a new 18 hole golf course.

The proposed development site contains modified vegetation communities (pine plantation) and no threatened flora or fauna species or habitat were recorded. Development will result in the clearance of vegetation for fairways and greens and the modification and rehabilitation of vegetation between fairways and along the margins of the course.

The operation of the golf course has the potential to impact on migratory birds species in the adjacent Five Mile Beach tidal mudflats, impact water quality through erosion, sedimentation and run off and impact the Seven Mile Beach aquifer. It is noted however that the removal of pines and other weeds from the large site and the revegetation on the coastal buffer and between greens will result in an improvement to the environmental condition of the site.

6.1 Mitigation measures

Measures to minimise or mitigate adverse impacts on natural values associated with the development of the Five Mile Beach golf course are largely in line with those contained in the 2012 ecological report (Entura, 2012). Mitigation measures are suggested to avoid or minimise impacts to shorebirds and waders, prevent the spread of weeds across the site, manage stormwater or runoff from the course and manage any erosion and sedimentation issues that may arise as a result of the project.

Vegetation Removal

- An erosion and revegetation plan shall be developed by a qualified specialist to provide controls for site clearance to minimise ground disturbance and the risk of erosion and enhance re-vegetation of the site. Revegetation should utilise suitable local native species.
- A Forest Practices Plan should be developed as required prior to the clearing of the pines across the site.

Weed Management

- Develop a weed management plan for the control and maintenance of weeds including boneseed and lupins on the site as part of the development. Plan is to include vehicle and machinery hygiene protocols as per the following:
 - All vehicles and machinery entering the site should adhere to the 'Weed and Disease Planning and Hygiene Guidelines (DPIPWE 2015)'.

- o Equipment and vehicles are to be clean prior to unloading on the site and cleaned on site before removal. Cleaning should include the removal of soil, mud etc. and the blowing of any dry plant material from the vehicle.
 - o Single entry and exit point to be used for site access.
 - o All loading and unloading of machinery should be carried out on hardened areas.
 - o Vehicle access to the site is to be restricted to essential vehicles and machinery only to minimise the opportunity for weed seed and pathogens to leave the site and to reduce wash down requirements. Any non-essential vehicles are to remain on hardened areas.
 - o All staff and contractors that enter the site are to be briefed on the importance of the vehicle and equipment hygiene protocol in terms of weed control.
- Herbicide use on the site is to follow guidelines provided on the Department of Natural Resources and Environment (DNRE) website at <http://nre.tas.gov.au/invasive-species/weeds>.
- All herbicides must be applied as per label instructions and care must be taken to avoid impact to non-target species and waterways. The herbicide must be used subject to the product being registered for that purpose under relevant legislation.
- As a general rule, all weeds will be treated in accordance with the relevant Statutory Weed Management Plans and associated herbicide and control documents provided by the DNRE (see www.nre.tas.gov.au).
- All gravel, fill and topsoil brought to the site shall be sourced from certified weed free suppliers and quarries in accordance with Australian Standard AS4419 Soil for Landscaping and Garden Use to ensure weed seed is not introduced.

Management of threatened species habitat

- A minimum 50m buffer shall be maintained between the golf course and Five Mile Beach to avoid disturbance of bird species utilising the tidal mudflats.
- Any removal of pines within the screening buffer shall occur outside the summer period when migratory birds utilise the tidal mudflats.
- Revegetation using native trees, shrubs and ground cover species shall be undertaken as per a Revegetation Management Plan.
- Any lighting installed within 100m of Five Mile Beach should follow dark sky sensitive principles:
 - o Ensure lights are directed towards the ground
 - o Use lowest intensity possible ($\leq$ 2700K lumens)
 - o Use adaptive controls (i.e., movement sensors).

Management of stormwater

- It is recommended that stormwater management measures are implemented within the development area that prevent sediment, pollutants and wastewater from entering Lower Pitt Water (extract from Entura report, 2012).
- Develop and implement an erosion plan to outline measures that will minimise the risk of erosion.

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Appendix 1 – Flora species list

Recorder: Fiona Walsh

Date: Saturday, 1 April 2023

Dicotyledons

AIZOACEAE

Carpobrotus rossii native pigface

ASTERACEAE

Chrysanthemoides monilifera subsp. boneseed i d

Euchiton japonicus common cottonleaf

Euchiton sphaericus globe cottonleaf

Senecio sp. groundsel

Vellereophyton dealbatum white cudweed i

CONVOLVULACEAE

Dichondra repens kidneyweed

DILLENIACEAE

Hibbertia prostrata prostrate guineaflower

FABACEAE

Acacia melanoxylon blackwood

Kennedia prostrata running postman

Lupinus angustifolius narrowleaf lupin i

GENTIANACEAE

Centaurium erythraea common centaury i

MYRSINACEAE

Lysimachia arvensis scarlet pimpernel i

OXALIDACEAE

Oxalis perennans grassland woodsorrel

PLANTAGINACEAE

Plantago coronopus subsp. commutata stout buckshorn plantain i

SCROPHULARIACEAE

Verbascum thapsus great mullein i

Gymnosperms

PINACEAE

<i>Pinus radiata</i>	radiata pine	i
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Monocotyledons

ASPARAGACEAE

<i>Lomandra longifolia</i>	sagg	
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CYPERACEAE

<i>Ficinia nodosa</i>	knobby clubsedge	
<i>Lepidosperma concavum</i>	sand sword	sedge

HEMEROCALLIDACEAE

<i>Dianella brevicaulis</i>	shortstem flaxlily	
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JUNCACEAE

<i>Juncus sp.</i>		
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POACEAE

<i>Ammophila arenaria subsp. arenaria</i>	marram grass	i
<i>Austrostipa sp.</i>	speargrass	
<i>Austrostipa sp.</i>	speargrass	
<i>Briza minor</i>	lesser quaking-grass	i
<i>Distichlis distichophylla</i>	australian saltgrass	
<i>Poa poiformis var. poiformis</i>	coastal tussockgrass	
<i>Rytidosperma sp.</i>	wallaby grass	
<i>Rytidosperma sp.</i>	wallaby grass	

Pteridophytes

DENNSTAEDTIACEAE

<i>Pteridium esculentum subsp. esculentum</i>	bracken	
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end = Tasmanian endemic i = introduced

d = declared weed

~ (Weed Management Act 1999)

CR = Critically Endangered, EN = Endangered, VU =

~ (Environment Protection and Biodiversity Conservation Act 1999)

Vulnerable

e = endangered v = vulnerable r = rare

~ (Tasmanian Threatened Species Protection Act 1995)

FIVE MILE BEACH GOLF COURSE
300 Pittwater Road, Seven Mile Beach TAS 7020

March 2023
Updated: May 2024



DOCUMENT CONTROL RECORD

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Executive Summary

Geo-Environmental Solutions Pty Ltd (GES) were contracted by Golf Preserve to prepare a coastal vulnerability assessment for a proposed golf course at Five Mile Beach, Tasmania. The project area consists of a single cadastral title (CT 149853/1) located at 300 Pittwater Road, Seven Mile Beach, TAS 7020. (The Site)

An application to conduct construction works has triggered the assessment in accordance with the Tasmanian Planning Scheme – Clarence City Council (TPS) 2021.

The coastal vulnerability assessment focused only on the proposed Five Mile Beach Golf Course concerning the coastal erosion and inundation overlay codes, without conducting an estimation on any existing or planned structures outside these overlay areas.

The proposed golf course is situated on the northern side of the Seven Mile Beach Spit, along the Five Mile Beach. This location benefits from being sheltered from direct swells from Frederick Henry Bay and is primarily influenced only by the hydrodynamics in Pittwater.

The shoreline along the proposed golf course is separated by shallow sandy tidal flats, which are part of the Pittwater flood tide delta (Coal River). The northern boundary of the golf course is located within a low coastal erosion hazard area. The Five Mile Beach is a modern re-entrant with a receding shoreline and eroding beach ridges. This low energy shore is only exposed to locally generated wind waves, but the shoreline is still receding due to the inability of local beach processes to rebuild the backshore following periods of erosion. Although shoreline recession occurs most frequently in incremental erosion events, major erosion events can also occur infrequently due to a rare combination of storm high tides and local wind waves.

It has been identified that only a small part of the proposed golf course, specifically Holes 5 in the lower elevations are situated in the coastal inundation hazard zone. There is a possibility that given extreme 1% Annual Exceedance Probability (AEP) future inundation events can reach up to 2.55m AHD due to sea level rise and tidal flooding. Coastal modelling has been conducted, and it has been determined that the site will have a low impact of local wind and waves.

The proposed project involves establishing a golf course field, and with no intended buildings near the coastal erosion and inundation hazard area, the risk is considered low. Given the absence of structures along the shore, the identified hazard is deemed acceptable (C10 and C11) as per Tasmanian Planning Scheme – Clarence City Council and requiring no mitigation.

List of Abbreviations

AHD (83)	Australian Height Datum
AEP	Annual Exceedance Probability
ARI	Average Reoccurrence Interval
CEM	Coastal Engineering Model
CEHC	Coastal Erosion Hazards Code
CIHC	Coastal Inundation Hazard Code
DCP	Dynamic Cone Penetrometer
DEM	Digital Elevation Model
DPAC	Department of Premier and Cabinet
ERMP	Erosion Risk Management plan
GES	Geo-Environmental Solutions Pty Ltd
GIS	Geographical Information System
IPCC	Intergovernmental Panel on Climate Change
LiDAR	Light Detection And Ranging
LIST	Land and Information System, Tasmania
MRT	Mineral Resources Tasmania
NCCOE	National Committee on Coastal and Ocean Engineering
SB	Soil Bore
SPM	Shoreline Protection Manual
SSP	Surf Similarity Parameter
SWAN	Simulating Waves Nearshore
TPS	Tasmanian Planning Scheme
WRL	Water Research Laboratory (University of New South Wales)

1 Introduction

Geo-Environmental Solutions Pty Ltd (GES) were contracted by Golf Preserve to prepare a coastal vulnerability assessment for a proposed golf course at Seven Mile Beach, Tasmania. The project area consists of a single cadastral title (CT 149853/1) located at 300 Pittwater Road, Seven Mile Beach, TAS 7020. (The Site)

An application to conduct construction works has triggered the assessment in accordance with the Tasmanian Planning Scheme – Clarence Council (TPS) 2021.

A coastal geomorphic hazard has been conducted for the site area by C. Sharples (2012) which involved an assessment of coastline hydrodynamics and erosion processes with geoconservation value issues for proposed Seven Mile Beach Golf course. This assessment has been reviewed and built upon in an inundation assessment which involved site-specific hydrodynamic and reviewed erosion modelling to further assess the site inundation and erosion risks.

GES have undertaken this assessment using available scientific literature and datasets. Estimations are determined by approximation with appropriate regional information applied where appropriate to site specific information. Data collection and site-specific modelling was undertaken in assessment of the site.

2 Objectives

The objective of the site investigation is to:

- Identify which codes need to be addressed in terms of coastal vulnerability and identify the relevant performance criteria relevant to the project which need addressing;
- Conduct a literature review of all geological, geomorphologic, hydrodynamic information and any erosion or inundation assessments which are relevant to the site;
- Review hydrodynamic assessments of the local area to determine projected sea level rise, storm tides and site-specific hydrodynamic conditions and where applicable, GES's site-specific soil investigation findings;
- Conduct a detailed erosion assessment of site erosion vulnerability in terms of long term beach recession and short-term storm erosion.
- Conduct a site risk assessment for the proposed development ensuring relevant performance criteria are addressed; and
- Where applicable, provide recommendations on methods and design approach to reduce inundation and erosion impact.

3 Site Details

3.1 *Project Area Land Title*

The land studied in this report is defined by the following title reference:

- CT 149853/1

This parcel of land and proposed buildings development area are referred to as the 'Site' and/or the 'Project Area' in this report.

3.2 *Project Area Regional Coastal Setting and Proposed Works*

The designated Project Area located about a 20-minute drive to the east of Hobart City. The site is occupied with an existing golf course at the Seven Mile Beach Spit, overlooking Pittwater in the north and Frederick Henry Bay in the south.

The proposed works are to build an extension of the golf course which aligns with Five Mile Beach, strongly influenced by Pittwater's hydrodynamics (as depicted in Figure 1). The proposed works are to build 18-hole golf course on the north part of the Seven Mile Beach spit. Plans for the proposed works have been provided to GES from the Studio Ilk Architecture and Interiors (Project No 22-102, Dated: 16/05/2024). The plans are presented in Figure 2.

Five Mile Beach represents a calm, low-energy swell—a sheltered southern coastline of Pittwater that doesn't directly face swells from Frederick Henry Bay.

The planned golf course is situated in proximity to the tidal channel currents, near an area where the shoreline of Five Mile Beach is divided by expansive, shallow sandy tidal flats stretching several hundred meters.

The site is therefore subject to coastal processes from the following wave conditions:

Wind waves generated across fetch of Pittwater.

Sea Level Rise and Storm Tide



Figure 1 - Regional Location of Project Area (source the LIST)



Figure 2 – Site Plans

4 Planning

4.1 Australian Building Code Board

This report presents a summary of the overall building construction risk to coastal erosion and inundation processes. This assessment has been conducted a 'normal' building design life category based on a 2023 baseline (ABCB 2015).

'The design life of buildings should be taken as 'Normal' for all building importance categories unless otherwise stated.'

As per Table 3-1, the following sub systems are identified for the proposed development:

- Building foundations subsystems are considered not accessible or economical to repair and therefore are to be designed with a 50-year life till 2073; and

Table 3-1 Design life of building and plumbing installations and their components

Building Design Life Category	Building Design Life (years)	Design life for components or sub systems readily accessible and economical to replace or repair (years)	Design life for components or sub systems with moderate ease of access but difficult or costly to replace or repair (years)	Design life for components or sub systems not accessible or not economical to replace or repair (years)
Short	1 < dl < 15	5 or dl (if dl<5)	dl	dl
Normal	50	5	15	50
Long	100 or more	10	25	100

Note: Design Life (dl) in years

4.1.1 Tasmanian Building Regulations 2016

The Tasmanian Building Regulations are regulated by the Consumer, Building and Occupation Services (CBOS) department and are formed from the Tasmanian Building Act 2016. New state-wide planning and building requirements are being implemented for hazardous areas. These include areas potentially subject to landslip, bushfire, flooding, coastal erosion, & costal inundation. Details of the Tasmanian Building Regulations represented in Appendix 1.

4.2 Tasmania Planning Scheme Overlays – Clarence Council

4.2.1 Coastal Erosion Hazards Code (CEHC) Overlay

Only a small portion on the northeast of the proposed golf course falls in Low Coastal Erosion Hazards Codes (CEHC) overlay (Figure 3).



Figure 3 - CEHC Overlay near the Site (Source: The List)

4.2.2 Coastal Inundation Hazard Code (CIHC)

Only the east portion (Hole 5) of the proposed golf course falls within the Low and Medium Inundation Hazard Areas Code (CIHC) overlay (Figure 4).



Figure 4 - CIHC Overlay near the Site (Source: The List)

4.3 Development Standard Criteria

Where applicable, the need for further performance criteria compliance is outlined in Appendix 2 - 3 and Appendix 5.

4.3.1 Coastal Erosion Hazard Code (CEHC)

C10.6.1.P1 Buildings and Works

Given that the proposed development resides in the CEHC Area, and there are no acceptable solutions for buildings and works in a CEHC Area,

The following performance criteria need to be addressed:

- C10.6.1 P1.1 and P1.2

4.3.2 Coastal Inundation Hazard Areas Code (CIHC)

C11.6.1.P1 Buildings and Works

The proposed development fall within the CIHC overlay and there are no acceptable solutions for buildings and works in a CIHC Area.

The following performance criteria need to be addressed:

- C11.6.1 P1.1 and P1.2

5 Physical Site Assessment

5.1 Geology and Geomorphology

To assist in determination of the vulnerability of the site to erosion and inundation from coastal processes, it is important to determine the geological and geomorphological characteristics of the site.

The proposed golf course elevation ranges from 1m on the east corner of the proposed works increasing to 10m AHD in the middle of the site. Geological mapping of surface geology is available from Mineral Resources Tasmania Sorell 1:50,000 Scale Series, Sheet 8412S (Figure 5). According the MRT mapping, the site is defined as being underlain by:

- **Map Units: Qha** – River alluvium, swamp, marsh, beach (strand lines indicated), and split deposits
- **Map Unit : Qhd** – Sand dunes mobile; stabilised by vegetation;

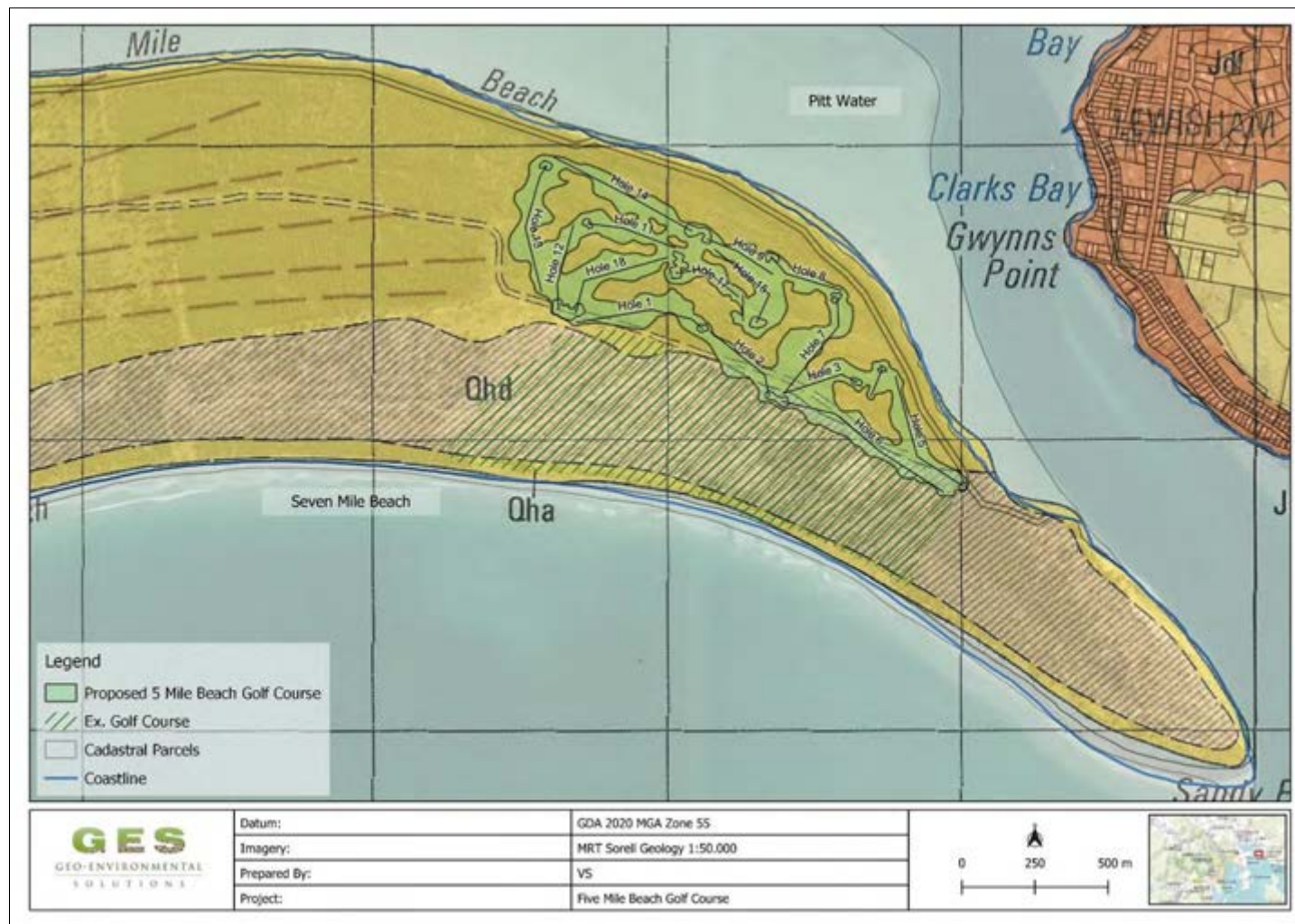


Figure 5 Local Geology (Sorell Engineering Geology Map 50K)

5.2 Wave and Wind Climate

Five Mile Beach is located on the northern edge of the Seven Mile Beach sand spit in Pittwater, which is an estuary created by the Coal River. Although there is a deep tidal channel at the eastern end of the spit that connects with the sea, most of Pittwater is not affected by ocean swells. The site is influenced by wind coming from the north-west, north, or north-east can cause local wind-waves to form on Five Mile Beach. The beach has a narrow slope and is surrounded by intertidal sand flats, which are several hundred meters wide and bounded by a deep tidal channel. The beach is backed by sandy beach ridges, but there is no foredune development. The entire length of Five Mile Beach is currently being eroded by a prominent erosion scarp that has cut into the backing beach ridge sands, and mature pines and eucalypts have been undermined. Wind is the only apparent agent of shoreline erosion on this beach, as there is no swell penetration and the distance from tidal or river discharge channels is great. However, the intertidal sand flats prevent wind waves from reaching the foot of the erosion scarp, except under the highest tide conditions. As a result, major erosion events are expected to be relatively infrequent and will only occur during the highest tidal conditions, such as spring or the highest astronomical tides, and/or storm tides, along with sufficiently strong onshore winds blowing across the fetch of Pittwater.

5.3 Summary

In summary, the following can be concluded for the site-specific location based on the first pass geomorphology and coastal vulnerability information:

- The site is located re-entrant sandy shore backed by low lying sandy plains.
- The site is classified as having low exposure to wind and wave energy in Pittwater.

6 Coastal Erosion Hazard Overview

GES has not conducted a detail coastal erosion assessment because the site is located on the sheltered coastline, which is exposed only by local winds. Also, it is not able to apply Bruun Rules for the site as its not exposed by direct swell.

6.1 Coastal Shoreline

Digital Earth Australia Coastlines (DEA Coastlines) is a continental dataset that includes annual shorelines, and rates of coastal change along the entire Australian coastline from 1988 to the present.

<https://maps.dea.ga.gov.au/#share=s-DEACoastlines&playStory=1>

The product combines satellite data from Geoscience Australia's Digital Earth Australia program with tidal modelling to map the typical location of the coastline at mean sea-level for each year. The product allows trends of coastal erosion and growth to be examined annually at both a local and continental scale, and for patterns of coastal change to be mapped historically and updated regularly as satellite data continues to be acquired. This allows current rates of coastal change to be compared with that observed in previous years or decades.

The position of means sea level for each year 1988 to 2021 along the Five Mile beach in front of the site, from the DEA Coastlines, is shown in Figure 5. The Five Mile beach is growing on the east portion of the project where the shoreline moved 0.5m since 1988. However, the coastline on the north portion of the golf course is vulnerable to erosion and moved towards shoreline approximately 0.4m since 1988. The remaining beach shoreline generally stable.

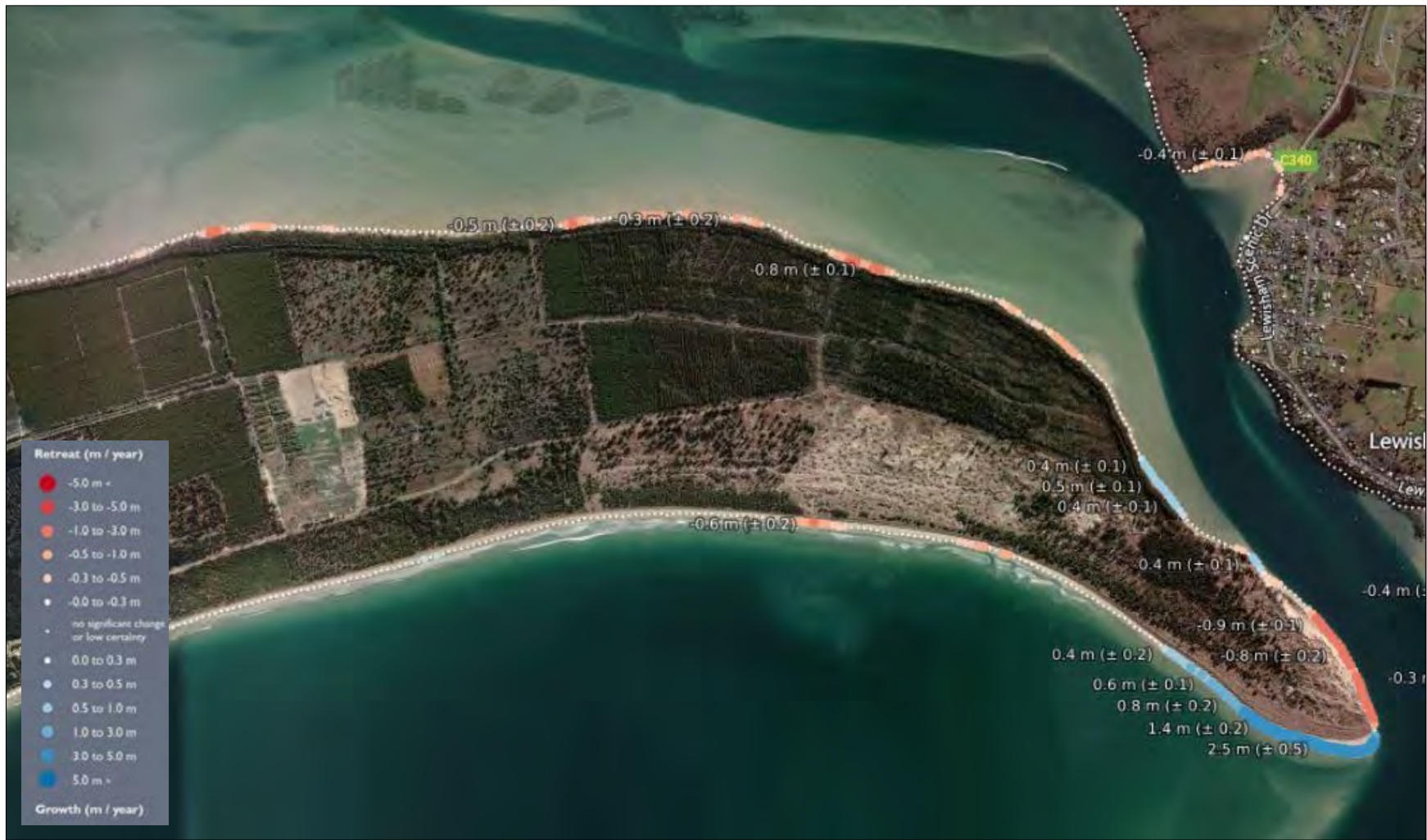


Figure 6 Position of mean sea-level from 1988 to 2021 along of the Five Mile Beach (from DEA Coastlines)

6.2 Storm Erosion Demand

Recommendations set out in Martini *et. al.* (2012) was adopted to determine storm erosion demand for the site based on beach geomorphology in combination with past observation of storm erosion events. A probability analysis was conducted on observed site-specific storm erosion history for the duration of all data measurements. The calculated historical extreme storm erosion demand is used to project future storm erosion demand by scaling the figure up to a more extreme storm event based on consecutive 1% AEP storms. The specific scaling adopted is selected based on the specific beach geomorphology as outlined in Martini *et. al.* (2012). Beach geomorphology is selected based on Ozcoasts beach definitions which best fits with the regional geomorphology recommendations outlined in Martini *et. al.* (2012). The generalised Martini *et. al.* (2012) recommendations do fit for the site are presented below:

Short term erosion volume is predicted to be low due the following factors:

- The protection from wave action by sand flats, which limit wave conditions reaching Five Mile Beach to high tide.
- The coast is sheltered and only exposed to local wind generated by fetch, with a low level of extreme storm surge when compared to other locations. Five Mile Beach is a modern re-entrant that features a low energy shoreline and eroding beach ridges. This beach is affected by wind waves generated locally, but the shoreline is receding due to the inability of local beach processes to rebuild the backshore after periods of erosion. Shoreline recession at Five Mile Beach mostly occurs in small increments, but major erosion events can also occur infrequently due to a rare combination of storm high tides and local wind waves.

6.3 Summary

- The eastern shore of the proposed golf course has grown approximately 0.5m since 1988, but the north shore along the Five Mile Beach retreated by 0.4m since 1988.
- The coast is sheltered and only exposed to local wind generated by fetch, with a low level of extreme storm surge when compared to other locations.

7 Coastal Inundation Hazard Assessment

As identified in the directors Determination and regulation 56(3) of the Building Regulations 2016, the defined flood level is the level above the 0 metre Australian Height Datum with a one percent probability of being exceeded in a storm surge flooding event in the year 2100, as specified in the Coastal Inundation Hazard Band Levels List for the relevant locality in the relevant Local Provisions Schedule of the Tasmanian Planning Scheme.

Coastal flooding is a natural process by which land is inundated by water from the ocean. There are several causes of coastal flooding which following factors are addressed in this report: storm surge, tides and sea level rise.

7.1.1 Storm Tide

Storm tide events may be defined in terms of the culmination of astronomical tide and storm surge events. Maximum storm tide inundation levels have been adopted for the site based on a 1% AEP that an inundation event will occur. GES obtained data for storm tide levels from Canute 3.0. taking in account greenhouse gas emission scenario - very high RCP 8.5, Climate Model Ensemble Percentile Upper (95th), IPCC Version AR6 (Baseline 1995 -2014).

- ***The storm tide level adopted for the site is 1.34 m AHD.***

7.1.2 Sea Level Rise

The TPS - Clarence Council SLR adopted 0.8m rise by 2100. However, the GES has adopted the most recently published following sea level rise estimates-based Canute 3.0, IPCC AR6 projections (very high RCP8.5 climate scenario):

- *1.01m rise by 2100.*

7.1.3 Stillwater Levels

The effects of storm tide may be combined with sea levels projections to provide baseline water levels (reported in m AHD) which are referred to as still water level. The still-water levels adopted for the site is based on 1% AEP storm tides and Canute 3.0 2100 IPCC AR6 estimates (Table 1).

Table 1 Summary of Site Stillwater Levels for 2100 estimates

Stillwater Elevations	2100 (Canute 3.0)
Sea Level Rise (m, AHD)	1.01
Tidal Influence & Barometric Low Influence (m)	1.34
Summary (m, AHD)	2.55

7.1.4 Site Inundation Levels

The sea level heights for a 100-year ARI (1% AEP) event were calculated taking into account all the factors contributing (barometric set up, astronomical tides, and wave setup) for present-day conditions for 2100. Wave runup levels are based on impact against the side of the existing buildings. The wave runup will deliver lateral forcing which has not been considered in this assessment.

Site inundation levels are defined by:

- Sea levels Rise of 1.01 m AHD by 2100
- Storm tide levels of 1.34 m
- Wind setup of 0.10 m
- Wave setup of 0.10 m

The combined inundation levels for 2100 are:

- *Still Water Elevations (m AHD) Including Wave and Wind Setup Where Applicable – 2.55m.*

The development therefore has a acceptable risk as the existing site level is above the modelled 2100 coastal inundation level and there is a low risk to future site users.

7.1.5 Summary

- The eastern portion of the proposed golf course (Hole 5) is located in a low-lying elevation. This area is susceptible to coastal inundation caused by sea level rise and storm tide in the future, however, there are currently no plans for constructing any buildings in the area, so the risk is acceptable.
- The proposed development is compliant with C11.6 P1 of the planning scheme as it represents an acceptable risk for a 1% AEP coastal inundation event for 2100 for the intended life of the use.

8 Risk Assessment

The qualitative risk assessment criteria have been developed to identify key risks that may arise from building works in areas that are vulnerable to erosion and inundation hazard. The risk assessment based on year 2100 high SLR scenario.

The criteria are based on a risk assessment matrix consistent with Australian Standard AS4360 on Risk Management (AS4360). The qualitative assessment of risk severity and likelihood were used to help provide a qualitative risk assessment based upon the coastal vulnerability assessment completed for the site.

A detailed risk assessment addressing the performance criteria is presented in Appendix 6. GES has established from the risk assessment that the level of risk is acceptable for the proposed development works.

9 Recommendations

GES conclude that the site is suitable for the proposed development and recommend that the:

- Whilst the site is at low risk from future coastal erosion it is recommended the access driveway along the Five Mile Beach is monitored for future localised erosion.

10 Limitations

The following limitations apply to this report:

- Climate Futures Light Detection and Ranging (LIDAR) digital elevation model is used for the site modelling;
- The LIST cadastral information;
- The values estimated in this report provide an order of magnitude for assessing climate change impacts and in particular climate change induced sea level rise impacts. The information is based on a collation of existing information and data, with some site specific modelling for planning purposes.

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Appendix 1 Tasmanian Building Regulations 2016

Division 4 - Coastal erosion

57. Coastal erosion hazard areas

- 1) For the purposes of the Act, land is a coastal erosion hazard area if –
 - a. the land is shown on a planning scheme overlay map as being land that is within a coastal erosion hazard area; and
 - b. the land –
 - i. is classified as land within a hazard band of a coastal erosion hazard area; or
 - ii. is shown on a planning scheme overlay map as being land in an investigation area for a coastal erosion hazard area and the land has not been subsequently classified as being an acceptable risk.
- 2) For the purposes of the definition of hazardous area in section 4(1) of the Act –
 - a. classification under a coastal erosion determination as being land that is within a hazard band of a coastal erosion hazard area is a prescribed attribute; and
 - b. a coastal erosion hazard area is a hazardous area.

58. Works in coastal erosion hazard areas

- 1) A person must not perform work in a coastal erosion hazard area unless he or she is authorised to do so under the Act.
- 2) If a person intends to perform work in an investigation area of a coastal erosion hazard area, the person must, before performing the work, ensure that the land is classified in accordance with the coastal erosion determination –
 - a. as being an acceptable risk; or
 - b. into a hazard band for the coastal erosion hazard area.
- 3) A responsible person for work being performed in a coastal erosion hazard area must ensure that the work is being performed in accordance with the Act and the coastal erosion determination.
- 4) A person performing work in a coastal erosion hazard area must ensure that the work complies with the Act and the coastal erosion determination.

Appendix 2 Directors Determination & Building Regulations 2016 - Coastal Erosion Hazard Reporting

Coastal Erosion Hazard Assessment

This coastal erosion hazard report has been prepared in general accordance with methodology specified in the Directors Determination – Coastal Erosion Hazard Areas pursuant to section 20(3)(b) of the Building Act 2016 and regulation 51 of the Building Regulations 2016 (Document Version 1.2 Dated 27 September 2021).

This report has been prepared by Jonathon Traynor who has more than 10 years' experience as a professional geologist. Jonathon Traynor has a Bachelor of Science Degree with First Class Honours in Geology. In his role at GES Jonathan prepares geotechnical reports including Site Classification Reports for Construction to AS2870, Geotechnical Site Investigations, Landslip Assessments in Accordance Australian Geomechanics Guidelines (AGS 2007), and Coastal Erosion Reports.

Practices used in this assessment are developed from recent literature, including regional public domain remote sensing, wave, sea level, and storm tide modelling data obtained through various government agencies. This data is refined to a local (site scale) using detailed bathymetry models and methods within the coastal engineering manual (CEM) as well as equations obtained from recent publications to determine wind setup, wave setup, and wave runup which is specific to the coastal setting.

Specific determinations regarding coastal hazard reporting as presented in the Director's Determination - Coastal Erosion Hazard Areas, Division 2, Section 4 'Coastal Hazard Reporting' are presented in the Table below.

Signature

A handwritten signature in black ink, appearing to read 'J. Traynor', written in a cursive style.

Jonathon Traynor
BSc (Hons)
Geology

Works in a Coastal Erosion Hazard Area

According to this director's determination, the following regulations are applicable for the works in a coastal erosion hazard area:

- (1) The AS 2870 site classification of any land located in a coastal erosion hazard area must be Class P, on the basis that it may be subject to coastal erosion.
- (2) A coastal erosion hazard report must be prepared.
- (3) The design of the building footing system must be prepared by an engineer-civil.
- (4) The building design (including footing system) must take into account the coastal erosion hazard report.
- (5) In determining an application for a Certificate of Likely Compliance, the building surveyor must:
 - (a) take into account the coastal erosion hazard report and any relevant coastal erosion management plan; and
 - (b) be satisfied that the proposed work will not cause or contribute to coastal erosion on the site or on adjacent land; and
 - (c) be satisfied that the proposed work can achieve and maintain a tolerable risk for the intended life of the building without requiring any specific coastal erosion protection measures; and
 - (d) be satisfied that the proposed work will not be located on actively mobile landforms, except where the work relates to protection measures or remediation works to protect land, property or human life.
- (6) In determining an application for a permit, the permit authority must take into account the coastal erosion hazard report and any relevant coastal erosion management plan.

Report Determination Criteria	Coastal Erosion Hazard Report Compliance Checklist	Compliance	Specific Comments
4. (1)	Geotechnical practitioner with experience and competence in the preparation of coastal erosion hazard reports	Yes	
4. (1) (a)	Signed Declaration	Yes	Report Author:
4. (1) (b)	A report of a geotechnical site investigation undertaken consistent with AS 1726	Yes	The AS 1726 geotechnical model presented herein is based on deep sand profiles which are mapped at the site. No further information was required in the assessment given the site conditions are known.
4. (1) (c)	Conclusions based on consideration of the proposed work as to:		
4. (1) (c) (i)	whether the work is likely to cause or contribute to coastal erosion on the land or on adjacent land;	Yes	Given the recommendations herein are adhered to, the works will not cause or contribute to coastal erosion on the land or on adjacent land within the proposed building design life.
4. (1) (c) (ii)	whether work is proposed on actively mobile landforms;	Yes	The proposed works area is not regarded as being actively mobile.
4. (1) (c) (iii)	whether the work can achieve and maintain a tolerable risk for the intended life of the building having regard to:		
	<ul style="list-style-type: none"> the nature, intensity and duration of the use; 	Yes	
	<ul style="list-style-type: none"> the type, form and duration of any development; 	Yes	The proposed development is adequately set back from the beach dune to achieve acceptable risk.
	<ul style="list-style-type: none"> the likely change in the risk across the intended life of the building; 	Yes	Consideration is given to projected coastline recession based on site specific modelling, regionally specific sea level rise forecasts, and geotechnical foundation considerations consistent with a site-specific slope stability assessment.
	<ul style="list-style-type: none"> the ability to adapt to a change in the risk; 	Yes	Additional buffer allowances are accounted for in the assessment.
	<ul style="list-style-type: none"> the ability to maintain access to utilities and services; 	Yes	The site will retain full access to utilities and services.

	<ul style="list-style-type: none"> the need for specific coastal erosion hazard reduction or protection measures on the site; 	Yes	Coastal erosion hazard reduction or protection measures are recommended on the site as part of the site engineering design for civil works and the risk is deemed tolerable
	<ul style="list-style-type: none"> the need for coastal erosion hazard reduction or protection measures beyond the boundary of the site; and 	NA	Coastal erosion hazard reduction or protection measures are not recommended beyond the boundary of the site based on the projected development.
	<ul style="list-style-type: none"> any coastal erosion management plan in place for the site and/or adjacent land. 	NA	A coastal erosion management plan is not required to mitigate risks to the site within the lifetime of the proposed development.
4. (2)	protection measures for any hazardous chemical used, handled, generated or stored on the site, taking into consideration the potential risks of the hazardous chemical to human health and safety as a consequence of coastal erosion on the site or adjacent land.	Yes	Overall risks associated with the storage of hazardous chemicals at the site will not be heightened beyond what has been assessed as low risk based on recommendations. No additional protection measures are recommended for the storage of hazardous chemicals at the site.
4. (4)	The declaration format for a coastal erosion hazard report must contain:		
4. (4) (a)	details of, and be signed by, the person who prepared or verified the report;	Yes	
4. (4) (b)	confirmation they have the appropriate qualifications, expertise and level of current indemnity insurance;	Yes	
4. (4) (c)	confirmation that the report has been prepared in accordance with the specified methodology.	Yes	

Appendix 3 Directors Determination & Building Regulations 2016 - Coastal Inundation Hazard Reporting

Works in a Coastal Inundation Hazard Area

According to this director's determination, the following regulations are applicable for the works in a coastal inundation hazard area:

- (1) For the purposes of this Determination and regulation 56(3) of the Building Regulations 2016, the defined flood level is the level above the 0 metre Australian Height Datum with a one percent probability of being exceeded in a storm surge flooding event in the year 2100, as specified in the Coastal Inundation Hazard Band Levels List for the relevant locality in the relevant Local Provisions Schedule of the Tasmanian Planning Scheme.
- (2) Where land is not located in a specified locality, the defined flood level for the relevant municipal area average applies.
- (3) A coastal inundation hazard report must be prepared.
- (4) The design of the building footing system must be prepared by an engineer-civil.
- (5) The building design (including the footing system) must take into account the coastal inundation hazard report.
- (6) In determining an application for a Certificate of Likely Compliance, the building surveyor must:
 - (a) take into account the coastal inundation hazard report and any relevant coastal inundation management plan; and
 - (b) be satisfied that the proposed work will not cause or contribute to coastal inundation on the site, on adjacent land or of public infrastructure; and
 - (c) be satisfied that the proposed work can achieve and maintain a tolerable risk for the intended life of the building without requiring any specific coastal inundation protection measures.
- (7) In determining an application for a permit, the permit authority must take into account the coastal inundation hazard report and any relevant coastal inundation management plan.

Report Determination Criteria	Coastal Inundation Hazard Report Compliance Checklist	Compliance	Specific Comments
4. (1)	Report is prepared by a specified practitioner being a practitioner with relevant qualifications, experience and competence in the preparation of coastal inundation hazard reports	Yes	Up to date models, literature and methods are used in this assessment, which draw on regional and site-specific information to determine present day and forward projected site hazards.
4. (1) (a)	Signed Declaration	Yes	
4. (1) (b)	Conclusions based on consideration of the proposed work as to:	Yes	
4. (1) (b) (i)	whether the work is likely to cause or contribute to coastal inundation on the land or on adjacent land or of public infrastructure;	Yes	
4. (1) (b) (iii)	whether the work can achieve and maintain a tolerable risk for the intended life of the building having regard to:	Yes	<p>Modelling has been conducted with measures put in place to ensure that by the end of the building's lifetime, the risks are tolerable in line with the sites typical residential use and typical intensity of this use. This assessment is based on the intended use as outlined in the development application. All potential and site-specific inundation factors are considered to assess tolerable risks which include:</p> <ul style="list-style-type: none"> • Government sea level projections which are calibrated to the Local Government Authority area and scaled to the building design life (DPAC 2016), • Storm tide projections (combined 1% AEP storm surge and tides) which are calculated on a local scale (0.5 km accuracy) • Wind setup conditions specific to the site which are calculated from all wind fetch directions • Wave setup and wave runup based on detailed wave modelling which has been conducted, specific to the site: <ul style="list-style-type: none"> ○ Localised wind generated waves based on dominant wind fetch incidents and calculated based on 1% AEP wind velocity and durations. Nearshore wave parameters determined based on sea level compensated water depths and bathymetry attenuation.
	<ul style="list-style-type: none"> • the nature, intensity and duration of the use; 	Yes	The risk assessment herein is based on the highest intensity of use which is commercial use. Full occupancy duration is considered over the lifetime of the development. The full inundation extent is based on a 1% AEP event by 2100.
	<ul style="list-style-type: none"> • the type, form and duration of any development; 	Yes	This assessment is based on the specific plans as outlined in the development application.

	<ul style="list-style-type: none"> the likely change in the risk across the intended life of the building; 	Yes	As indicated in 4. (1) (b) (iii), consideration is given to risk in the most adverse of modelled consecutive 1% AEP storm conditions by 2100.
	<ul style="list-style-type: none"> the ability to adapt to a change in the risk; 	Yes	Engineering solutions may be applied if it is so desired to reduce the risk through hazard reduction. Increased risk may occur as a result of increased user vulnerability beyond what is modelled as a tolerable risk in this assessment. Eg. Changed site layout meaning reduced access during a floodwater event. Hazard reduction may include onsite wave attenuation structures such as wave breaker walls and/or revetments.
	<ul style="list-style-type: none"> the ability to maintain access to utilities and services; 	Yes	
	<ul style="list-style-type: none"> the need for specific coastal inundation hazard reduction or protection measures on the site; 	Yes	Coastal inundation hazard reduction or protection measures are not recommended on the site based on the no buildings are proposed within this overlay.
	<ul style="list-style-type: none"> the need for coastal inundation hazard reduction or protection measures beyond the boundary of the site; 	NA	Not required
	<ul style="list-style-type: none"> any coastal inundation management plan in place for the site and/or adjacent land. 	NA	Where necessary, a coastal inundation management plan may be developed where mitigation is deemed to be effective against adverse erosion conditions.
4. (2)	protection measures for any hazardous chemical used, handled, generated or stored on the site, taking into consideration the potential risks of the hazardous chemical to human health and safety as a consequence of coastal erosion on the site or adjacent land.	Yes	GES are not aware of any proposal for hazardous chemicals to be used, handled, generated or stored on the site. It is recommended that if such chemicals are to be stored within the proposed extension, they are elevated above the designated inundation level.
4. (4)	The declaration format for a coastal inundation hazard report must contain:		
4. (4) (a)	details of, and be signed by, the person who prepared or verified the report;	Yes	
4. (4) (b)	confirmation they have the appropriate qualifications, expertise and level of current indemnity insurance;	Yes	
4. (4) (c)	confirmation that the report has been prepared in accordance with the specified methodology.	Yes	

Appendix 4 Acceptable Solutions

Coastal Erosion Hazard Code (CEHC) Areas

C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area	
Objective: That: <ul style="list-style-type: none"> (a) building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and (b) buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure. 	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to: <ul style="list-style-type: none"> (a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures; (b) any advice from a State authority, regulated entity or a council; and (c) the advice contained in a coastal erosion hazard report. P1.2 A coastal erosion hazard report demonstrates that: <ul style="list-style-type: none"> (a) the building and works: <ul style="list-style-type: none"> (i) do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and (ii) can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific coastal erosion protection works; (b) buildings and works are not located on actively mobile landforms, unless for engineering or remediation works to protect land, property and human life.

Coastal Inundation Hazard Code (CIHC) Areas

C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area

Objective:

That:

- (a) building and works, excluding coastal protection works, within a coastal inundation hazard area, can achieve and maintain a tolerable risk from coastal inundation; and
- (b) buildings and works do not increase the risk from coastal inundation to adjacent land and public infrastructure.

Acceptable Solutions

A1

No Acceptable Solution.

Performance Criteria

P1.1

Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:

- (a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;
- (b) any advice from a State authority, regulated entity or a council; and
- (c) the advice contained in a coastal inundation hazard report.

P1.2

A coastal inundation hazard report also demonstrates that the building or works:

- (a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and
- (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific coastal inundation protection works.

Appendix 5 Quantitative Risk Assessment Tables

Consequence Index

Consequence	Details - Storm Erosion and Inundation	Details – Waterways and Coastal Protection
Catastrophic	Loss of life, loss of significant environmental values due to a pollution event where there is not likely to be recovery in the foreseeable future.	Very serious environmental effects with impairment of ecosystem function. Long term, widespread effects on significant environment (eg. RAMSAR Wetland)
Major	Extensive injuries. Complete structural failure of development, destruction of significant property and infrastructure, significant environmental damage requiring remediation with a long-term recovery time.	Serious environmental impact effects with some impairment of ecosystem function. Relatively widespread medium-long term impacts.
Moderate	Treatment required, significant building or infrastructure damage i.e. loss of minor outbuildings such as car ports, garages and the like. Replacement of significant property components. linings, hard paved surfaces, cladding, flooring. Moderate environmental damage with a short-term natural or remedial recovery time.	Moderate effects on biological or physical environment (air, water) but not affecting ecosystem function. Moderate short term widespread impacts (e.g. significant spills)
Minor	Medium loss – repair of outbuildings and repair and minor replacement of building components of buildings. Replacement of floor/window coverings, some furniture through seepage (where applicable). Minor environmental damage easily remediated.	Minor effects on biological or physical environment. Minor short-term damage to small area of limited significance.
Insignificant	No injury, low loss – no replacement of habitable building components, some remediation of garden beds, gravel driveways etc. Environment can naturally withstand and recover without remediation. Inundation of the site, but ground based access is still readily available and habitable buildings are not inundated, including incorporated garages.	Limited damage to minimal area of low significance.

Likelihood Index

Level	Descriptor	Description	Guideline
A	Almost Certain	Consequence is expected to occur in most circumstances.	Occurs more than once per month.
B	Likely	Consequence will probably occur in most circumstances.	Occurs once every 1 month – 1 year.
C	Occasionally	Consequence should occur at some time.	Occurs once every 1 year - 10 years.
D	Unlikely	Consequence could occur at some time.	Occurs once every 10 years – 100 years.
E	Rare	Consequence may only occur in exceptional circumstances.	Occurs less than once every 100 years.

Source: AS/NZS 4360:2004 Risk Management

Qualitative Risk matrix

Likelihood of the Consequence	Maximum Reasonable Consequence				
	(1) Insignificant	(2) Minor	(3) Moderate	(4) Major	(5) Catastrophic
(A) Almost certain	11 High	16 High	20 Extreme	23 Extreme	25 Extreme
(B) Likely	7 Moderate	12 High	17 High	21 Extreme	24 Extreme
(C) Occasionally	4 Low	8 Moderate	13 High	18 Extreme	22 Extreme
(D) Unlikely	2 Low	5 Low	9 Moderate	14 High	19 Extreme
(E) Rare	1 Low	3 Low	6 Moderate	10 High	15 High

Source: AS/NZS 4360:2004 Risk Management

Appendix 6 Quantitative Risk Assessment

BUILDING AND WORKS WITHIN A COASTAL EROSION HAZARD AREA

Performance Criteria C10.6.1 P1.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:	Relevance	Management Options	Managed Risk Assessment (where relevant)			Further Assessment Required
			Consequence	Likelihood	Risk	
(a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures			Insignificant (1)	Rare (E)	Low (1)	No
(b) any advice from a State authority, regulated entity or a council; and	N/A					
(c) the advice contained in a coastal erosion hazard report	Refer to recommendations		Insignificant (1)	Rare (E)	Low (1)	No

BUILDING AND WORKS WITHIN A COASTAL INUNDATION HAZARD

Performance Criteria C11.6.1 P1.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:	Relevance	Management Options	Preliminary Risk Assessment (where relevant)			Further Assessment Required
			Consequence	Likelihood	Risk	
a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;			Insignificant (2)	Unlikely (D)	Low (5)	No
b) any advice from a State authority, regulated entity or a council; and	N/A					
c) the advice contained in a coastal inundation hazard report.	Refer to recommendations		Insignificant (1)	Rare (E)	Low (1)	No

Attachment 7



Photo 1: Site viewed from Seven Mile Golf Course facing East.



Photo 2: The Seven Mile Golf Course currently under construction



Photo 3: Site viewed from internal road facing north.

7.4 CLARENCE LOCAL PROVISIONS SCHEDULE - APPLICATION OF NATURAL ASSET CODE AND REZONING TO THE LANDSCAPE CONSERVATION ZONE, HOWRAH HILLS**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to review the representations received following the exhibition of the further proposed substantial modification to the Clarence Local Provision Schedule (LPS) as directed by the Tasmanian Planning Commission (Commission).

RELATION TO PLANNING PROVISIONS

The Clarence LPS makes up the local component of the Tasmanian Planning Scheme (TPS).

LEGISLATIVE REQUIREMENTS

The proposed draft amendment to the planning scheme was prepared by the Commission as a substantial modification to the Commission's previous substantial modification, which arose from the consideration of the adoption of the Clarence LPS.

The Commission has directed council to advertise the draft amendment by notice issued under s40P(3)(b) of the *Land Use Planning and Approvals Act 1993* (LUPAA).

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons to maintain the integrity of the Planning approval process and to comply with the requirements of the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.

CONSULTATION

The amendments were advertised in "The Mercury" on Saturday 15 and 29 June, with the exhibition period concluding on 15 July 2024 in accordance with statutory requirements. Five representations were received, two in support and three objections raising the following concerns:

- Loss of residential amenity;
- Loss of development opportunities;
- Adverse impacts on natural and visual values of the site;
- Adverse impact of increased traffic;
- Adverse impact on drainage; and
- Conflict with a previous deed of agreement.

RECOMMENDATION:

- A. That the Planning Authority resolves, regarding draft amendment PDPSAMEND-2021/022804, that:
1. In accordance with section 40K(1) of the *Land Use Planning and Approvals Act 1993*, to provide this report and relevant attachments, including the TasWater response to the TasWater section 56S referral, to the Tasmanian Planning Commission, and
 2. In accordance with section 40K(2)(a) of the *Land Use Planning and Approvals Act 1993*, to advise that five representations were received during the exhibition of the draft amendment and provide copies of the representations to the Tasmanian Planning Commission, and
 3. In accordance with section 40K(2)(b) of the *Land Use Planning and Approvals Act 1993*, advise the Tasmanian Planning Commission that no representations were received after the end of the exhibition period, and
 4. In accordance with sections 40K(2)(c)(i) and 40K(2)(c)(ii) of the *Land Use Planning and Approvals Act 1993*, advise the Tasmanian Planning Commission that the Planning Authority's opinion to the merits of each representation is contained in this report and that these representations do not warrant modification to the draft amendment, and
 5. In accordance with section 40K(2)(d) of the *Land Use Planning and Approvals Act 1993*, advise the Tasmanian Planning Commission that the Planning Authority is satisfied that the draft amendment of the LPS meets the LPS criteria and, in accordance with section 40K(2)(e), no other recommendations are warranted.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** In October 2021, the Tasmanian Planning Commission (Commission) approved the adoption of the Tasmanian Planning Scheme – Clarence, which incorporates the State Planning Provisions and the Clarence Local Provisions Schedule (LPS).

- 1.2.** As part of this process, the Commission determined to amend the proposed LPS by changing a number of properties in the Howrah Hills area from Low Density Residential Zone to the Landscape Conservation Zone and to apply the priority vegetation area overlay to these properties. The Commission determined that this change should be considered as a substantial modification and directed council to advertise the substantial modification in accordance with legislative requirements.
- 1.3.** Following advertising, the merits of the representations received were considered at council’s meeting of 11 April 2022 and then provided to the Commission.
- 1.4.** The Commission held further hearings on this matter between 11 August 2022 and 30 April 2024.
- 1.5.** On 30 May 2024, the Commission issued a decision to further substantially modify the draft amendment under section 40N(1) of the *Land Use Planning and Approvals Act 1993* (LUPAA) and requested that the planning authority advertise the revised draft amendment in accordance with section 40G of LUPAA. The Commission provided an updated decision, correcting some addressing errors, on 12 June 2024 prior to advertising.
- 1.6.** Council was also required to notify the relevant agencies, TasWater and those State agencies and authorities that may have an interest in the revised draft amendment.

2. STATUTORY IMPLICATIONS

- 2.1.** Pursuant to section 40K of LUPAA, council is required to consider the merits of any representation and provide the Commission with:

 - a copy of each representation received;
 - a statement of its opinion as to the merits of each representation;
 - its view as to whether any modification to the draft amendment should be made in light of the representations;

- the impact that the representations have on the draft amendment as a whole; and
- such recommendations in relation to the draft amendment as the planning authority considers necessary.

2.2. Importantly to note, while this consideration would ordinarily allow council to withdraw their support for a draft amendment [if determined under s38(2) of LUPAA], as this draft amendment is proposed by the Commission as a substantial modification, council is limited to the matters above and has not been directed by the Commission to reconsider the merits of the draft amendment. Council’s position was established at its meeting of 26 August 2020, in considering the proposed LPS and its representation, which proposed that lower portion of these properties be zoned Low Density Residential Zone.

3. PROPOSAL IN DETAIL

3.1. The Revised Draft Amendment

The revised draft amendment proposes to apply a variety of zones and overlays and introduce a Specific Area Plan, as outlined in Table 1 below. It represents a substantial departure from the previous substantial modification proposed by the Commission (outlined in section 1.2 above).

The full Commission decision is included in Attachment 2.

LPS provision	Address
Landscape Conservation Zone	125 Norma Street, Howrah 18 Newhaven Drive, Howrah 5 Zenith Court, Howrah 100 Skyline Drive, Howrah 46 Skyline Drive, Howrah 60A Skyline Drive, Howrah 60B Skyline Drive, Howrah 60C Skyline Drive, Howrah
General Residential Zone	100 Skyline Drive, Howrah
Open Space Zone	73 Skyline Drive, Howrah
Natural Assets Code – Priority Vegetation Overlay	125 Norma Street, Howrah 5 Zenith Court, Howrah

LPS provision	Address
	100 Skyline Drive, Howrah 73 Skyline Drive, Howrah 46 Skyline Drive, Howrah 60A Skyline Drive, Howrah 60B Skyline Drive, Howrah 60C Skyline Drive, Howrah
Natural Assets Code – Waterway and Coastal Protection Overlay	100 Skyline Drive, Howrah 73 Skyline Drive, Howrah 5 Orford Court, Howrah
CLA-S23.0 Howrah Hills Residential Specific Area Plan	125 Norma Street, Howrah 18 Newhaven Drive, Howrah 5 Zenith Court, Howrah 100 Skyline Drive, Howrah 46 Skyline Drive, Howrah 60A Skyline Drive, Howrah 60B Skyline Drive, Howrah 60C Skyline Drive, Howrah

3.2. Proposed Zoning

Landscape Conservation Zone is proposed on all lots, with the exception of two, namely:

- 73 Skyline Drive, Howrah, owned by Clarence City Council as the Local Government Authority, which is identified as Public Open Space. This lot is proposed to be rezoned to Open Space Zone. The open space does not provide for residential uses as its zone purpose is for passive recreation, and natural or landscape amenity, and to provide for development compatible with those uses.
- 100 Skyline Drive, Howrah, specifically the lot identified as Volume 136183 Folio of Text 1, is proposed to be rezoned to General Residential. This lot has an area of 975m² and a 38m frontage onto Skyline Drive. The proposed rezoning is consistent with the existing zoning of the adjoining lots to the south. The General Residential Zone will provide for residential (single and multiple dwellings) and a greater variety of uses than the Landscape Conservation Zone.



The Landscape Conservation Zone is intended to provide for the protection, conservation, and management of landscape values. It provides for compatible use or development that does not adversely impact on the protection and conservation management of the landscape values. It supports residential development only for single dwellings and a selection of compatible non-residential uses, such as visitor accommodation, tourist operation, outdoor recreation facility where the location, scale and extent of such uses is compatible with landscape values. The Landscape Conservation Zone enables the Priority Vegetation Overlay to be considered for all development applications, whereas in the Low Density Residential Zone, the Priority Vegetation Overlay can only be considered for subdivision applications.

3.3. Proposed Overlays

The revised amendment includes application of the Priority Vegetation Overlay over some of the properties. The area shown within the overlay reflects the expert witness evidence submitted and considered during the Commission hearings.

Where the overlay applies, additional scheme provisions intended to minimise the loss of and provide for appropriate ongoing management of priority vegetation can be considered for all developments, where the underlying zone is the Landscape Conservation Zone.



The revised amendment also applies to Waterway and Coastal Protection Overlay to the gully extending south from Knopwood Hill. Any proposed works or development within land subject to this overlay is required to minimise impacts on water quality and natural assets.

These two overlays are elements of the Natural Assets Code, which does not apply to use.



3.4. Proposed SAP – Howrah Hills Residential Specific Area Plan

The purpose of the SAP is to protect the natural and scenic values of the Howrah Hills while allowing low density residential infill.

The provisions of the SAP are in substitution, modification, or additional to the provisions of the Landscape Conservation Zone, as specified in the relevant provision.



The two precincts proposed, Precinct A and Precinct B, allow for different degrees of residential development to reflect the spatial location of the land.

Precinct A facilitates residential development that conserves the visual landscape values of the mid-slopes of Howrah Hills, while allowing for a low density and scale of residential infill development in a visually sensitive location within an existing modified landscape.

Precinct B allows for a low density and scale of residential infill development that acts as a transition area between the existing Howrah urban residential area and native bushland on Howrah Hills.

4. REPRESENTATIONS

The proposal was advertised in accordance with the statutory requirements and five representations were received, two in support, and three objecting. Discussion of the issues raised by representations is provided below.

4.1. Loss of Residential Amenity

One representor raised concerns that the proposed draft amendment would allow development on land adjoining their property, resulting in overshadowing of their dwelling, reduced privacy from overlooking, and increase the need to construct a solid fence to provide security, resulting in a loss of residential amenity.

- **Comment**

The draft amendment has been proposed by the Commission in response to the submissions made during the public hearings before the Commission.

Any future development would need to comply with the provisions of Precinct A in the proposed SAP. This includes proposed clause CLA-S23.6.3 Setback, where Acceptable Solution A1 requires a minimum setback from all boundaries of not less than 10m. The associated Performance Criteria includes a requirement to have regard to matters including setbacks of adjacent buildings, height, bulk and form of existing and proposed buildings.

It is considered that this concern does not merit any further modifications to the revised draft amendment.

4.2. Loss of Development Opportunities

One representor raised concerns that rezoning their property to General Residential Zone was not considered and that their 1ha lot (currently zoned Low Density Residential) will, under the proposed Landscape Conservation Zone and application of the SAP, be restricted to one dwelling per 3000m². Their justification for such a rezoning is based on the current lack of affordable residential housing.

Concern was also expressed that the Commission process did not consider the alternative zoning proposed by them, and any merits of their case have been dismissed in favour of a single property owner in the area.

- **Comment**

It is a matter for the Commission as to what weight it gave to any submission made as part of the hearing.

It is noted that council, in the drafting of the LPS, did not propose that General Residential was appropriate for any of these properties, primarily due to the Zone Application Guideline GRZ 3¹ which states:

“The General Residential Zone should not be applied to land that is highly constrained by hazard, natural values (i.e., threatened vegetation communities) or other impediments to developing the land consistent with the zone purpose of the General Residential Zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process.”

Equally, following the consideration of the initial substantial modification to Landscape Conservation, council only considered the matter in accordance with section 40K of LUPAA and did not advocate for the modification.

¹ TPC – Guideline No. 1 – Local Provisions Schedule (LPS) zone and code application, June 2018.

In this hearing process, while the council representative has only provided technical feedback on scenarios and has not advocated for the revised draft amendment – the development and appropriateness of the revised zone and overlays and the introduction of the SAP is a matter for the Commission to determine in their assessment process.

It is considered that the concerns raised were well considered by the Commission and do not merit any further modifications to the revised draft amendment.

4.3. Natural and Visual Values

One representor stated that they are concerned that the proposed substantial amendment will lead to the loss of threatened flora, as well as locally significant vegetation.

- **Comments**

These matters were central concerns addressed via the Commission hearings and reflected in the decision. The representor provides no new specific information that is contrary to the Commission's consideration or decision.

It is considered that the concerns raised were comprehensively considered by the Commission and do not merit any further modifications to the revised draft amendment.

4.4. Increased Traffic

Two representors raised concerns that the infill development provided for by the SAP will create adverse impacts to the road network, including the South Arm Highway roundabout at the intersection with Howrah Road.

- **Comments**

The proximity of the site to existing infrastructure was considered by the Commission in its deliberations of the proposed amendment.

It is noted that the proposed SAP does not include subdivision provisions. Hence, any future development would rely on the subdivision provisions in the Landscape Conservation Zone and the multiple dwelling provisions of the SAP. Potential future infill development is constrained and unlikely to represent a significant increase in traffic movements to the local road network, including the roundabout.

The Parking and Sustainable Transport Code applies to all developments, and specific traffic impacts from future development would be fully considered at that stage.

It is considered that the concerns raised do not merit any further modifications to the proposed draft amendment.

4.5. Drainage

One representor raised drainage issues, but no specific details have been provided.

- **Comments**

Given the lack of details, it is not possible to comment on how the proposed substantially modified draft amendment triggers this concern. It is noted that the matter of overland water flow was considered in the Commission's decision.

Council's Stormwater Management in New Development Procedure will provide appropriate levels of control on future development.

It is considered that the concerns raised do not merit any further modifications to the proposed draft amendment.

4.6. Previous Deed of Agreement

One representor stated that the proposed substantially modified draft amendment is contrary to a 1999 Deed of Agreement, and public statements made by council during this time.

- **Comments**

The Deed of Agreement specifically related to the BW Series of Amendments to the Eastern Shore Planning Scheme 1963 at the time and formed a position that the upper portion of land subject to the subdivision should be zoned Landscape Conservation and the lower portion should be zoned Residential C. This position was put forward and the BW Series of Amendments was determined at that time. The Deed precluded the applicant from lodging an alternative subdivision application unless the zoning was varied to that agreed. It is noted that there have been two planning schemes since adopted, which have varied the zoning, both in name and via underlying provisions.

Section 40J of LUPAA details the matters to which representations must have regard. The historic deed does not meet these requirements as it:

- Does not relate to the contents or merits of the draft amendment;
- Is not a matter to which section 40J(3) relates, as it is not:
 - a provision of the draft amendment which is inconsistent with the SPPs; or
 - a provision of the draft amendment that should or should not apply to a provision of the SPPs to an area of land; or
 - a draft amendment that should or should not contain a provision that an LPS is permitted under section 32 to contain.

In accordance with section 40J(5) of LUPAA, this matter is considered not to form part of a valid representation and therefore is not to be considered in accordance with section 40K of the Act.

4.7. Comments in Support

Two representations were made on behalf of one of the private landowners and supported the proposal.

One of the representations noted that the process to date “*can be safely described as an exhaustive process*” resulting in the Commission’s proposed substantially modified amendment...“the proposed Specific Area Plan strikes an appropriate balance between the various positions that have been argued throughout this matter.”

The other representation noted that “*the modified amendment is considered to strike an appropriate balance that will provide for the sensitive and efficient development of land within the Urban Growth Boundary*”.

5. EXTERNAL REFERRALS

Notice of the proposed substantially modified draft amendment was provided to several referral agencies including TasWater, TasNetworks, Department of State Growth, and Department of Natural Resources and Environment.

On 10 July 2024, a response was received from TasWater confirming no objections to the substantially modified amendment.

6. LPS CRITERIA

- 6.1.** Council is required to consider the revised draft amendment with regard to the LPS criteria in accordance with section 34 of LUPAA.

- 6.2.** The proposal is consistent with these requirements, including section 34(2) of the Act as detailed below.

Section 34(2) LPS criteria	Comment
<i>“(a)contains all the provisions that the SPPs specify must be contained in an LPS; and</i>	It is considered this criterion is met as the draft amendment proposes the use of standard State Planning Provisions (SPP) zones and Overlays;

<i>(b) is in accordance with section 32; and</i>	It is considered this criterion is met as the proposed Specific Area Plan is supported on the basis that “ <i>the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modifications of, the provisions of the SPPs.</i> ”
<i>(c) furthers the objectives set out in Schedule 1; and</i>	It is considered this criterion is met as the draft amendment provides increased protection to natural and visual values by the application of the Landscape Conservation Zone, Natural Assets Overlay and the Specific Area Plan, furthers the Objectives Part 1, 1 (a), (b) and (d), and Part 2(a). It is considered that the inclusion of Performance Criteria in the SAP, further Objective Part 1, 1(c) and 2 (b) and (c).
<i>(d) is consistent with the State policy; and</i>	It is considered this criterion is met as the applicable State Policies are the State Coastal Policy 1996, as a portion of the site is within 1km of the coast, and the State Policy on Water Quality Management 1997. It is considered that the proposed zone and SAP provisions are consistent with these State Policies.
<i>(da) satisfies the relevant criteria in relation to the TPPs; and</i>	Not applicable - no TPPs are currently in effect.
<i>(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and</i>	It is considered this criterion is met, as the Commission’s considerations demonstrate that the proposed substantial modification is consistent with STRLUS.
<i>(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the planning instrument related; and</i>	Not Applicable – the site is not adjacent to a municipal boundary.

<i>(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.”</i>	Not Applicable – there is no gas infrastructure in the municipal area.
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6.3. There are no inconsistencies with Council’s adopted Strategic Plan 2021-2031 or any other relevant Council policy.

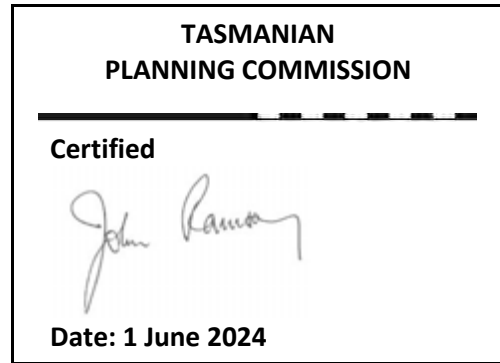
7. CONCLUSION

- 7.1.** In accordance with the requirements of section 40K of LUPAA, council is required to consider the representations received during the public exhibition period.
- 7.2.** In this instance, a total of five representations were received, three objections and two in support. The representors who objected have not provided any new information or evidence that was not already considered by the Commission.
- 7.3.** It is considered that the merits of the representations, both positive and negative, do not warrant modification to the revised draft amendment.
- 7.4.** The merits of the revised draft amendment are a matter for the Commission to consider.

Attachments: 1. Revised Draft Amendment (41)
2. Tasmanian Planning Commission Decision – 30 May 2024 [including errata of 12 June 2024] (30)

Daniel Marr
HEAD OF CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.



TASMANIAN PLANNING COMMISSION

Substantially modified amendment PDPSAMEND-2021/022802 Tasmanian Planning Scheme – Clarence

1. Zone the following properties to the Landscape Conservation Zone, as shown below:
 - 125 Norma Street, Howrah (folio of the Register 26606/146);
 - 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6, & 7);
 - 46 Skyline Drive, Howrah (folio of the Register 48113/13);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).

2. Zone 100 Skyline Drive, Howrah (folio of the Register 136183/1) to the General Residential Zone, as shown below.
3. Zone 73 Skyline Drive, Howrah (folio of the Register 136183/8) to the Open Space Zone, as shown below.



4. Apply the priority vegetation area overlay of the Natural Assets Code to portions of the following properties, as shown below:

- 125 Norma Street, Howrah (folio of the Register 26606/146);
- 5 Zenith Court, Howrah (folio of the Register 26629/144);
- 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6 & 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8);
- 46 Skyline Drive, Howrah (folio of the Register 48113/13);
- 60A Skyline Drive, Howrah (folio of the Register 104949/6);
- 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
- 60C Skyline Drive, Howrah (136183/11).



5. Apply the Waterway and Coastal Protection Area overlay of the Natural Assets Code to portions of the following properties, as shown below:

- 100 Skyline Drive, Howrah (folios of the Register 136183/5, 6 and 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8); and
- 5 Orford Court, Howrah (folio of the Register 28383/301).



6. Insert CLA-S23.0 Howrah Hills Residential Specific Area Plan, as follows.

CLA-S23.0 Howrah Hills Residential Specific Area Plan

CLA-S23.1 Plan Purpose

CLA-S23.1.1 The purpose of the Howrah Hills Residential Specific Area Plan is to protect the natural and scenic values of the Howrah Hills while allowing low density residential infill.

CLA-S23.2 Application of this Plan

CLA-S23.2.1 This specific area plan applies to the areas of land designated as the Howrah Hills Residential Specific Area Plan on the overlay maps.

CLA-S23.2.2 In the area of land to which this plan applies, the provisions of the specific area plan are in substitution, modification, or addition to the provisions of the Landscape Conservation Zone, as specified in the relevant provision.

CLA-S23.3 Local Area Objectives

CLA-S23.3.1 Local Area Objectives

Sub-clause	Area description	Local Area Objective
CLA-S23.3.1.1	Precinct A within the area shown on an overlay map as CLA-S23.2.1.1 and shown as A in Figure CLA-S23.1.	The local area objectives for Precinct A are to: (a) Facilitate residential development that conserves the visual landscape values of the mid-slopes of Howrah hills. (b) Allow for a low density and scale of residential infill development in a visually sensitive location within an existing modified landscape.
CLA-S23.3.1.2	Precinct B within the area shown on an overlay map as CLA-S23.2.1.1 and shown as B in Figure CLA-S23.1.	The local area objective for Precinct B is to allow for a low density and scale of residential infill development that acts as a transition area between the existing Howrah urban residential area and native bushland on Howrah hills.

CLA-S23.4 Definition of Terms

This sub-clause is not used in this specific area plan.

CLA-S23.5 Use Table

This use table is in substitution of clause 22.2 of the Landscape Conservation Zone.

Use class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Permitted	
Residential	If for: (a) a home-based business (b) a single dwelling, with all roofed buildings located within Precincts A or B; or (c) multiple dwellings, with all roofed buildings located within Precincts A or B.
Utilities	If for minor utilities.
Discretionary	
Residential	If for a single dwelling.
Utilities	If not listed as Permitted.
Visitor Accommodation	
Prohibited	
All other uses	

CLA-S23.6 Development Standards for Dwellings

CLA-S23.6.1 Residential density for multiple dwellings

This clause is in addition to clause 22.4 of the Landscape Conservation Zone.

Objective:	That the density of multiple dwellings: (a) is appropriate for the natural and visual values of Howrah Hills; and (b) provides for low density residential infill development.	
Acceptable Solutions		Performance Criteria
A1 Within a site the maximum density of multiple dwellings must be 3,000m ² per		P1 No Performance Criterion.

dwelling in Precinct A and 2,000m ² per dwelling in Precinct B.	
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CLA-S23.6.2 Site coverage

This clause is in substitution of clause 22.4.1 of the Landscape Conservation Zone.

Objective:	That the site coverage is compatible with the protection, conservation and management of the landscape values of the site and surrounding area.
Acceptable Solutions	Performance Criteria
A1 Site coverage for uses other than multiple dwellings must not be more than 350m ² .	P1 Site coverage must be compatible with the landscape values of the site and surrounding area, having regard to: (a) the topography of the site; (b) the capacity of the site to absorb run-off; (c) the size and shape of the site; (d) the existing buildings and any constraints imposed by existing development; (e) the need to remove vegetation; (f) the location of development in relation to cleared areas; and (g) the location of development in relation to natural hazards.
A2 Site coverage for multiple dwellings must be not more than: (a) 600m ² for two dwellings, plus an additional 250m ² for each additional dwelling where the site does not contain an existing dwelling; or (b) 250m ² for each additional dwelling where a site contains an existing single dwelling.	P2 Site coverage must no more than 20% greater than the area required by the acceptable solution and be compatible with the landscape values of the site and surrounding area, having regard to: (a) the topography of the site; (b) the capacity of the site to absorb run-off; (c) the size and shape of the site; (d) the location and scale of existing buildings and any constraints imposed by existing development; (e) the need to remove or retain vegetation; (f) the location of development in relation to cleared areas and natural hazards; and (g) the scale, form and visibility of the development on the site.

CLA-S23.6.3 Setback

This clause is in substitution of clause 22.4.2 A2/P2 and A3/P3 of the Landscape Conservation Zone.

Objective:	That the siting of dwellings is compatible with the landscape and natural values of the site.
Acceptable Solutions	Performance Criteria
A1 Buildings must have a setback from all boundaries not less than 10m.	P1 Building setbacks must be compatible with the landscape values of the surrounding area, having regard to: <ul style="list-style-type: none"> (a) the topography of the site; (b) setbacks of adjacent buildings; (c) the height, bulk and form of existing and proposed buildings; (d) the appearance when viewed from roads and public places; (e) the safety of road users; and (f) the retention of vegetation.

CLA-S23.6.4 Landscape protection

This clause is in substitution to clause 22.4.4 of the Landscape Conservation Zone.

Objective:	That the landscape values of the site and surrounding area are protected or managed to minimise adverse impacts.
Acceptable Solutions	Performance Criteria
A1 Building and works are within a building area shown on a sealed plan that has been created after June 2024.	P1 Buildings and works must be located to minimise native vegetation removal and the impact on landscape values, having regard to: <ul style="list-style-type: none"> (a) the extent of the area from which native vegetation has been removed; (b) the extent of native vegetation to be removed; (c) any remedial or mitigation measures or revegetation requirements; (d) provision for native habitat for native fauna; (e) the protection and management of native vegetation associated with the riparian area adjacent to the waterway flowing to Bandicoot Reserve; (f) the protection of patches and individual <i>Eucalyptus risdonii</i> trees;

	<p>(g) the management and treatment of the balance of the site or native vegetation areas;</p> <p>(h) the type, size, and design of development; and</p> <p>(i) the landscape values of the site and surrounding area.</p>
<p>A2</p> <p>Buildings and works, for all uses excluding multiple dwellings must:</p> <p>(a) be located within a building area shown on a sealed plan that has been created after June 2024; or</p> <p>(b) be an alteration or extension to an existing building providing it is not more than the existing building height;</p> <p>(c) not include cut and fill greater than 1m; and</p> <p>(d) be not less than 10m in elevation below a skyline or ridgeline</p>	<p>P2.1</p> <p>Buildings and works for all uses must be located to minimise impacts on landscape values, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the size and shape of the site;</p> <p>(c) the proposed building height, size and bulk;</p> <p>(d) any constraints imposed by existing development;</p> <p>(e) visual impact when viewed from roads and public places; and</p> <p>(f) any screening vegetation.</p> <p>P2.2</p> <p>Building and works for all uses are less than 10m in elevation below a skyline or ridgeline, unless there are no other suitable building areas.</p>

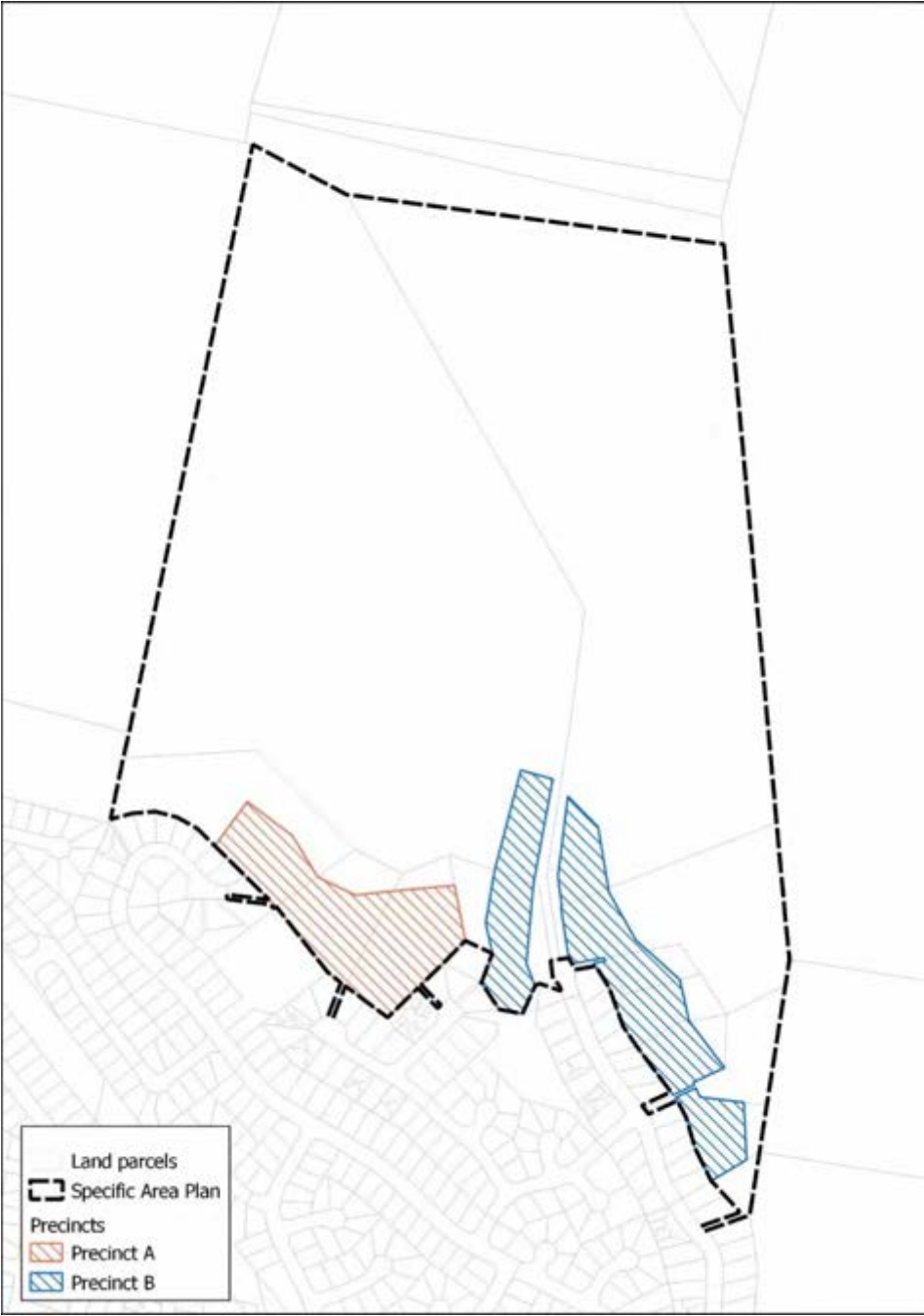
CLA-S23.6.5 Clearance within a priority vegetation area

This clause is in substitution of clause C7.6.2 of the Natural Assets Code.

Objective:	<p>That clearance of native vegetation within a priority vegetation area:</p> <p>(a) does not result in unreasonable loss of priority vegetation;</p> <p>(b) is appropriately managed to adequately protect identified priority vegetation.</p>	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved after June 2024.</p>	<p>P1.1</p> <p>Clearance of native vegetation within a priority vegetation area must be for:</p> <p>(a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;</p>	

	<ul style="list-style-type: none"> (b) buildings and works associated with the construction of a single dwelling, multiple dwellings or an associated outbuilding on the site; (c) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (d) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or (e) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site. <p>P1.2</p> <p>Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</p> <ul style="list-style-type: none"> (a) the design and location of buildings and works and any constraints such as topography or land hazards; (b) any particular requirements for the buildings and works; (c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings; (d) any mitigation measures implemented to minimise the residential impacts on priority vegetation; (e) any on-site biodiversity offsets; (f) any existing cleared areas on the site (g) the protection and management of native vegetation associated with the riparian area adjacent to the waterway flowing to Bandicoot Reserve; and (h) the protection of patches and individual <i>Eucalyptus risdonii</i> trees.
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Figure CLA-S23.1 Howrah Hills Residential Specific Area Plan



TASMANIAN PLANNING COMMISSION

DECISION

Planning scheme	Tasmanian Planning Scheme - Clarence
Amendment	PDPSAMEND-2021-022802 - Zone multiple properties at Howrah the Landscape Conservation Zone and apply the priority vegetation area overlay
Planning authority	Clarence City Council
Date of decision	30 May 2024

Decision

The draft amendment is substantially modified under section 40N(1)(d) of the *Land Use Planning and Approvals Act 1993* as set out in Annexure A.



John Ramsay
Delegate (Chair)



Michael Hogan
Delegate

Land Use Planning and Approvals Act 1993

**Erratum under section 81AA(1)
Decision on Tasmanian Planning Scheme - Clarence
Draft amendment PDPSAMEND-2021-022802**

Dated 30 May 2024

Table 1 - list of corrections to the decision and certified instrument

Page	Paragraph	Correction	Approved
11 and 12	68, 69 and 70	Delete 60C Skyline Drive and replace with 60B Skyline Drive	John Ramsay Executive Commissioner
22		In substantially modified amendment PDPSAMEND-2021-022802, item 4, insert '& 7' at the end of the list of titles for folio of the Register 136183.	John Ramsay Executive Commissioner

REASONS FOR DECISION

Background

On 24 June 2021, the Commission modified the draft Clarence Local Provisions Schedule (draft LPS). The Clarence LPS (as modified) became effective on 13 October 2021.

The site was discussed as part of the draft LPS process, where the Howrah Hills Landcare Group submitted that the land contains visual and conservation values that require protecting, and the land is better suited to the Rural Living and Landscape Conservation zones.

The draft amendment is the result of the LPS process, in which the Commission directed the planning authority to prepare the draft amendment under section 35KB of the Act.

As part of its decision, the Commission found that the draft LPS required substantial modification and accordingly, under section 35KB of the Act, the Commission directed the planning authority to prepare a draft amendment to the Clarence LPS and to submit the draft amendment to the Commission after the LPS came into effect.

This draft amendment is one of eight draft amendments to the Clarence LPS prepared in response to the Commission's direction. The Clarence planning authority has publicly exhibited the draft amendment in accordance with section 40G and provided the Commission with its section 40K report.

Amendment

The draft amendment proposes to zone the following properties the Landscape Conservation Zone and apply the priority vegetation area overlay:

- 125 Norma Street, Howrah (folio of the Register 26606/146);
- 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
- 5 Zenith Court, Howrah (folio of the Register 26629/144);
- 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6, and 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8);
- 46 Skyline Drive, Howrah (folio of the Register 48113/13);
- 60A Skyline Drive, Howrah (folio of the Register 104949/6);
- 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
- 60C Skyline Drive, Howrah (folio of the Register 136183/11).

Site information

The site contains all properties listed above, noting that only a portion of 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6, and 7) is included. The site is located on the slopes below the Knopwood Hill Nature Recreation Area.

The site contains residential development, except 73 and 100 Skyline Drive, Howrah which are undeveloped.

The land has a combined area of approximately 10.5658ha. The site is generally steep with the degree of gradients ranging on each title.

Most of the titles that form the site are considered internal lots, which have access strips running along other properties. In most cases, the adjoining properties are in the General Residential Zone.

100 Skyline Drive, Howrah is split zoned as the Low Density Residential Zone and the Landscape Conservation Zone. It is the Low Density Residential Zone portions of the site that are subject to the rezoning.

The following overlays apply to portions of the site:

- Airport obstacle limitation area;
- Landslip hazard area (low);
- Bushfire-prone areas; and
- Priority vegetation area.

Land south of the site is in the General Residential, Utilities and Open Space zones. Land to the north and east is in the Landscape Conservation Zone. Land to the north west is in the Open Space Zone. Developed land near the site is predominantly used as residential. Land north of the site is undeveloped.

Issues raised in representations

Two representations were received during the exhibition period. The representations were in support of the draft amendment.

The draft amendment was referred to TasWater under section 56S of the *Water and Sewerage Industry Act 2008*. In response TasWater made a representation stating no objection to the draft amendment and that TasWater did not wish to attend any hearing.

Planning authority's response to the representations

The planning authority considered the representations and advised the Commission that it does not recommend that any modifications be made to the amendment.

Procedural fairness

The planning authority exhibited the draft amendment from 17 November 2021 to 14 December 2021. The exhibition requirements of the Act do not require specific notification to those landowners potentially affected by the amendment.

In order to ensure procedural fairness, the Commission invited landowners to make a submission and attend a hearing into the draft amendment.

The notification to affected landowners resulted in a number of those landowners participating in the hearing process.

Date and place of hearing

The hearing was held at the Commission's office on Level 3, 144 Macquarie Street, Hobart. The hearing was held on the following dates:

- 11 August 2022;
- 8 and 9 June 2023; and
- 30 April 2024.

Appearances at the hearing

Planning authority: Mr Evan Boardman, consultant planner for Clarence City Council

Representors/experts: **On behalf of MS Cas Pty Ltd:**

Mr Peter Montgomery

Mr James Groom, Groom Kennedy

Ms Kirrily Leader, Groom Kennedy

Mr Frazer Read, All Urban Planning

Mr Richard Barnes, Van Diemen Consulting

Mr Colin McCoull, Van Diemen Consulting

Mr Chris Goss, Orbit Solutions

On behalf of Howrah Hills Landcare Group:

Ms Julie Alexander

Ms Mea Quartararo, Abetz Curtis Lawyers (hearing of 11 August 2022, and 8 and 9 June 2023)

Mr Christian Street, Ogilvie Jennings Lawyers (hearing of 30 April 2024)

Mr Andrew North, North Barker Ecosystem Services

Ms Jacqui Blowfield, Ireneinc Planning and Urban Design

Mr Bruce Chetwynd

Landowners:

Mr Nigel Barling

Mr Phillip Hutcheon

Mr Mark and Ms Louise Chesterman

Consideration of the draft amendment

1. Under section 40M of the *Land Use Planning and Approvals Act 1993* (the Act), the Commission is required to consider the draft amendment to the Local Provisions Schedule (LPS) and the representations, statements and recommendations contained in the planning authority's section 40K report and any information obtained at a hearing.
2. A hearing was convened to assist the Commission consider the issues in the representations.
3. The Commission must also consider whether the draft amendment meets the LPS criteria as set out under section 34(2) of the Act:
 - (a) contains all the provisions that the SPPs specify must be contained in an LPS; and
 - (b) is in accordance with section 32; and
 - (c) furthers the objectives set out in Schedule 1; and
 - (d) is consistent with each State policy; and
 - (da) satisfies the relevant criteria in relation to the TPPs; and

- (e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and
- (f) has regard to the strategic plan, prepared under section 66 of the *Local Government Act 1993*, that applies in relation to the land to which the relevant planning instrument relates; and
- (g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;
- (h) has regard to the safety requirements set out in the standards prescribed under the *Gas Safety Act 2019*.

Natural values

4. Expert evidence on the natural values of the land was provided by Mr Andrew North on behalf of the Howrah Hills Landcare Group, and Dr Richard Barnes on behalf of MS Cas Pty Ltd. Both experts were present at the hearing.
5. Mr North of North Barker Ecosystem Services submitted a Statement of Evidence, 22 February 2023 in support of the Landscape Conservation Zone. Mr North advised that a site inspection was completed on 10 January 2023, and the following properties were inspected at ground level:
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6 and 7);
 - 73 Skyline Drive, Howrah (folio of the Register 136183/8);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).
6. Vegetation communities were mapped using the TAS VEG 4 classification.
7. Mr North identified threatened flora species, threatened fauna species, and native vegetation of local significance at the site, which is discussed below. Based on his findings, Mr North concluded that the Landscape Conservation Zone should apply to the site as this would ensure that future planning applications must address the Natural Assets Code if development is proposed within the priority vegetation area overlay. Mr North advised that this is because if the land remained in the Low Density Residential Zone, the Natural Assets Code would only apply if subdivision is proposed. Mr North provided the Commission with an alternative priority vegetation area overlay for consideration.
8. Dr Barnes of Van Diemen Consulting submitted a Flora and Fauna Assessment and Planning Comment, 28 February 2023 (flora and fauna assessment). Dr Barnes assessment was focussed on 100 Skyline Drive, Howrah (all titles except folio of the Register 136183/1).
9. Dr Barnes advised that the flora and fauna assessment was based on a desktop study and site visits in January and February 2023 to 100 Skyline Drive, Howrah (all titles except folio of the Register 136183/1). Dr Barnes also used the TAS VEG mapping classification.
10. In response to Mr North's Statement of Evidence, Dr Barnes prepared a Response Ecological Comment, 16 May 2023 (the response). In the response, Dr Barnes advised that a field survey was conducted for the following properties:
 - 125 Norma Street, Howrah (folio of the Register 26606/146);

- 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6, and 7);
 - 73 Skyline Drive, Howrah (folio of the Register 136183/8);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).
11. Dr Barnes noted that 46 Skyline Drive, Howrah (folio of the Register 48113/13) was observed from 60A Skyline Drive, Howrah.
12. Dr Barnes also identified threatened flora species and threatened fauna species at the site, but disagreed on the presence of native vegetation of local significance. Dr Barnes stated that while the site contains threatened vegetation communities, this is irrelevant to the application of the Landscape Conservation Zone. This is because Dr Barnes considered in his flora and fauna assessment that:
- Landscape values are the driver for the zone; there are no provisions or references to 'biodiversity', 'natural values' or 'threatened vegetation communities identified for protection and conservation' in the objectives of the zone nor the Guideline. (p. 75)
13. Dr Barnes concluded that 100 Skyline Drive, Howrah should remain in the Low Density Residential Zone.
14. Both experts generally agreed that the same species and habitat were present at the site, but the extent and location of these matters were disputed. Each matter is discussed below.

Threatened flora species

15. Mr North identified one threatened flora species, being *Eucalyptus risdonii* in various locations of the site. This species is protected under Schedule 5 of the *Threatened Species Protection Act 1995*. Mr North identified this species as predominantly located at 100 Skyline Drive, Howrah (folio of the Register 136183/2), which forms a scatter of individual trees. The second location is in the northeast corner of 60B Skyline Drive, Howrah (folio of the Register 104949/5).
16. In addition to the threatened flora species, two threatened communities under Schedule 3A of the *Nature Conservation Act 2002* was observed. These communities include *Eucalyptus risdonii* forests and woodland (DRI) and *Eucalyptus globulus* dry forest and woodland (DGL). Based on the site inspection, the DRI community was located at 100 Skyline Drive, Howrah (folio of the Register 136183/2). The DGL community was located on portions of:
- 125 Norma Street, Howrah (folio of the Register 26606/146);
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/6 and 7); and
 - 73 Skyline Drive, Howrah (folio of the Register 136183/8).
17. Mr North noted that:
- 2.2.3 ... All emerging *Eucalyptus globulus* are dead and the canopy she oaks (*A. verticillate*) has closed preventing recruitment. This outcome is a function of previous disturbances, a particular fire regime and drought stress. It is likely irreversible without significant management intervention. (p. 9)

18. Dr Barnes identified two threatened flora species at the site, including *Eucalyptus risdonii* and *Austrostipa bigeniculata*. Of these, 22 *Eucalyptus risdonii* plants were observed on land subject to the rezoning at 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6 and 7). Dr Barnes considered that *Austrostipa bigeniculata* was excluded from the analyses because it is not specific to any habitat type.
19. Dr Barnes agreed with Mr North that the DRI and DGL communities are located at the site. However, the location of the DRI community varied between experts. Mr North identified the species as extending further east onto 60C Skyline Drive and 100 Skyline Drive, Howrah (folio of the Register 136183/1), whereas Dr Barnes focussed on the Low Density Residential Zone section of the remaining titles of 100 Skyline Drive.
20. Dr Barnes stated that he has discussed the trees with the owner of 60C Skyline Drive who advised that the trees were planted from seed. He considered that these trees should be classified as a domestic garden which does not meet the definition of priority vegetation. However, given the uncertainty of the plantings, Dr Barnes suggested no changes to the priority vegetation area overlay suggested by Mr North in relation to the location of *Eucalyptus risdonii*.

Threatened fauna species

21. Mr North considered whether habitat for threatened fauna was present at the site. Mr North identified that there is habitat on various locations of the site for swift parrots, which are listed as endangered on the *Threatened Species Protection Act 1995*, and eastern barred bandicoots, which are listed as vulnerable under the *Environment Protection and Biodiversity Conservation Act 1999*. Details of these habitats are below.
22. *Eucalyptus globulus* form habitat for swift parrots. The trees provide for foraging and potential nesting habitat. Mr North notes that the habitat is considered significant fauna habitat as the site is close to an important swift parrot breeding area at Meehan Range.
23. A gully running north to south through 100 Skyline Drive (folios of the Register 136183/5, 6 and 7) was identified by Mr North as providing excellent quality habitat for eastern barred bandicoots. Mr North advised that the significance of this gully has been noted by several wildlife biologists as it provides secure shelter. At the hearing, Mr North explained that the gully's attributes include providing a good water source, damp and lush grassland, lots of worms and deep soils. It should therefore be considered as priority vegetation.
24. Mr North also identified that grassy lawns at 125 Norma Street, 18 Newhaven Court and 5 Zenith Court provide good quality habitat for eastern barred bandicoot foraging. He stated that having a mixture of native and exotic plants creates good foraging habitat as it also provides shelter. At the hearing, Mr North noted that a lot of the grasses at the site are native grasses.
25. Despite these observations, no comprehensive search for eastern barred bandicoot diggings nor a deployment of cameras were included in the site inspection.
26. Dr Barnes identified three threatened fauna species habitat at the site. This included the spotted-tailed quoll, swift parrot and eastern barred bandicoot. It was noted in the flora and fauna assessment that less than 10% of significant habitat at 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6 and 7) is in the Low Density Residential Zone. For swift parrot habitat, that number is less than 5%.
27. Dr Barnes considered that significant habitat for the spotted-tailed quoll is present in a technical sense but in practicality, is absent or sporadic. That is, while no dens or scatts were observed, the site contains habitat in the form of rocky areas of steep slopes, small woodpiles and fallen tree trunks.

28. Dr Barnes considered that the site contains significant habitat for the swift parrot for the same reasons as Mr North.
29. Dr Barnes also considered that there is significant habitat at 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6 and 7) for the eastern barred bandicoot. This habitat includes tussock grass-sagg sedge swards, piles of coarse woody debris and dense patches of low shrubs.
30. The area of disagreement was in relation to the significant habitat for the eastern barred bandicoot.
31. Dr Barnes considered that native vegetation excludes non-indigenous species. That is, plants that are not native to Tasmania. He also considered that only native vegetation can be considered as priority vegetation. Mr North's Statement of Evidence considered non-indigenous species, such as grassland, as priority vegetation due to it being foraging habitat for the eastern barred bandicoot. As such, Dr Barnes considered that the habitat mapped by Mr North for the eastern barred bandicoots on 125 Norma Street, 18 Newhaven Drive and 5 Zenith Court, Howrah to be an inaccurate depiction of significant habitat.
32. At the hearing, Mr Colin McCoull on behalf of MF Cas Pty Ltd advised that eastern barred bandicoots are attracted to both native and non-indigenous vegetation. The Commission asked if hypothetically, would more eastern barred bandicoots be present at the site if more native grasses were in the area. Mr McCoull advised that it is unknown what specifically attracts eastern barred bandicoots to a site. Two landowners at the site advised that they had not seen bandicoots on their property.

Native vegetation of local importance

33. Mr North identified *Eucalyptus amygdalina* forest on mudstone (DAM) as being a native vegetation community of local significance at the site. This is due to the South East 'Interim Biogeographic Regionalisation for Australia' bioregion reserve target for the DAM community.
34. In his response, Dr Barnes noted that the definition for local importance is unclear but considered that entire forest vegetation types do not qualify under local importance. This is because if the vegetation community is considered as locally important, they would usually qualify under threatened vegetation or significant habitat for fauna.
35. At the hearing, the Commission asked Dr Barnes to further explain why he considered that the DAM community is not of local significance. Dr Barnes advised that each municipality should create a list of what it considered is of local importance. He provided an example of rainforest communities found outside their normal range. That is, for a species to be of local significance it should be recognised as a separate entity and not widespread.
36. On the contrary, at the hearing Mr North considered that the DAM community is an ecological community that is under threat and should be considered of local significance in lieu of a state listing.

Commission consideration

37. The Commission agrees with the experts that there is threatened vegetation and significant habitat at the site that requires protecting through the planning scheme.
38. As mentioned, while the experts generally agreed on the findings, there was disagreement on the location of *Eucalyptus risdonii*, and whether the DAM community and grassland for eastern barred bandicoots should be included in the priority vegetation area overlay.

39. While anecdotal evidence purported that the *Eucalyptus risdonii* may have been planted by seed at 60C Skyline Drive, this was not supported by the evidence from Mr North or from the Commission's site inspection. Mr North's evidence noted:
 - the presence of very mature trees in the area; and
 - the presence of seedlings and saplings which were most likely grown naturally from the seeds of other trees.
40. The Commission agrees with these observations and finds that it is likely that this patch of *Eucalyptus risdonii* has the capacity to grow and expand naturally. The Commission considers that this patch of tress has local significance and should be included in the priority vegetation area overlay.
41. In addition to the significance of the *Eucalyptus risdonii*, Mr North considered that the gully and grassland are important habitat for eastern barred bandicoots.
42. The Commission considers that the grassland is not significant habitat for the purposes of the priority vegetation area overlay, as it is common throughout residential areas. The Commission considers that the draft amendment should be modified to remove the priority vegetation area overlay from areas of the site containing dwellings and their immediate surrounds.
43. The Commission agree with Mr North that the gully forms important habitat for eastern barred bandicoots. The Commission considers that the gully, in addition to providing potential habitat, is also a waterway that requires protecting under the waterway and coastal protection overlay. This is discussed further under the 'Regional land use strategy' section.
44. The Commission heard from Mr North on the local significance of the DAM community. The Commission considers that the DAM community does have local significance and that it is appropriate for these patches of vegetation to be included in the priority vegetation area.
45. The draft amendment proposes to apply the priority vegetation area overlay to portions of the site. The extent of this area was based on desktop data, not field studies, and covered areas of titles that were already cleared for development.
46. Evidence has now been received from two experts who are in general agreement with the exception of the above matters. Based on this expert evidence, the Commission finds that there is planning merit in applying the priority vegetation area overlay to portions of the site, providing it is modified to address the matters raised by Mr North and Dr Barnes.
47. As a result of the natural values considerations at the site, the Commission considers that there is planning merit in the following modifications to the draft amendment.
48. The Commission modifies the draft amendment to remove the priority vegetation area overlay over portions of the site that have been cleared for development. This includes the southern and eastern corners of 125 Norma Street, and 60B and 60C Skyline Drive, Howrah.
49. The Commission also modifies the draft amendment to include the priority vegetation area overlay to areas of the DAM community identified by Mr North as native vegetation of local significance.
50. The Commission notes that the draft amendment already includes the gully within the priority vegetation area overlay. In addition, the Commission modifies the draft amendment to insert the waterway and coastal protection area overlay of the Natural Assets Code. The Commission inserts this overlay over the gully to provide a buffer between the waterway and future development. This matter is discussed further under the 'Regional land use strategy' section.

51. The Commission considers that the Landscape Conservation Zone is appropriate for the site, except for 73 Skyline Drive and 100 Skyline Drive (folio of the Register 136183/1), which is discussed below. This zone is appropriate as it allows assessment under the Natural Assets Code for use and development.

Visual landscape

52. Expert evidence on the visual landscape values of the land was provided by Mr Bruce Chetwynd on behalf of the Howrah Hills Landcare Group, and Mr Chris Goss on behalf of MS Cas Pty Ltd. Both experts were present at the hearing.
53. Mr Chetwynd submitted a Statement of Evidence titled Visual Values Assessment of the Knopwood Hill Slopes, 28 February 2023.
54. Mr Chetwynd considered that the Landscape Conservation Zone is appropriate for the site as the zone provisions contain requirements for building colour, height and bulk to ensure development is appropriate for the site. In addition to the appearance of development, Mr Chetwynd considered that allowing multiple dwellings at the site, as a consequence of the Low Density Residential Zone allocation, has the potential to impact the visual character of the area. This is predominantly due to vegetation clearing associated with bushfire mitigation requirements and earthworks to allow buildings to be constructed on steep slopes.
55. At the hearing, Mr Chetwynd provided examples of where some minor development may be accommodated at the site. This was predominantly due to existing clearing and areas on titles that are lower on the landscape than existing development. Mr Chetwynd reiterated that retaining strips of native vegetation between development and the skyline is an important element of Hobart's visual landscape.
56. Mr Goss of Orbit Solutions Pty Ltd submitted a Visual Impact Assessment, 8 March 2023.
57. Mr Goss considered that the Low Density Residential Zone would create an appropriate buffer between the General Residential Zone to the south and the Landscape Conservation Zone to the north. Mr Goss considered that the Low Density Residential Zone would provide a lot size large enough to be developed and also retain vegetation. This would reduce the impact on the visual character of the area.
58. Discussions at the hearing identified that both experts agreed that the site contains important visual landscape values, which are seen from various areas around Hobart. However, their opinion on what zone should apply differed, as mentioned above. The difference between the two opinions is the degree of extra development that may be appropriate for the site.

Commission consideration

59. The Commission agrees with both experts that the site is visually prominent from many areas in Hobart. Furthermore, the Commission notes the comments by Mr Chetwynd about the potential impact from development at a density allowable under the Low Density Residential Zone, such as the clearing of vegetation for bushfire purposes, and the colour and bulk of buildings. This is particularly relevant given the natural landscape values of the site, which form part of the mid-slopes of Knopwood Hill.
60. The Commission does not agree with Mr Goss that the Low Density Residential Zone provides an appropriate transition between the General Residential Zone and the Landscape Conservation Zone. However, the Commission agrees that some infill development is appropriate on portions of the site, such as areas below existing development or areas that are already clear of vegetation.

61. The Commission considers that while the Low Density Residential Zone allows for infill development, which was supported to a degree by both experts, it would not provide adequate provisions in protecting the visual landscape values of the site. For example, there are no provisions to restrict the colour and scale of buildings in the Low Density Residential Zone. In addition, the higher density allowed under the Low Density Residential Zone may increase the amount of clearing undertaken at the site for development due to multiple dwellings being an allowable use in the zone at a density of 1,500m².
62. The Commission notes that the Landscape Conservation Zone includes a provision at clause 22.4.2 A5/P5 that provides for exterior building colours to not detract from the landscape. However, it does not allow for infill development, as the only residential use allowable under the zone is single dwellings as a discretionary use.
63. As a result of the visual landscape considerations at the site, the Commission considers that there may be planning merit in the following modifications to the draft amendment.
64. The Commission considers that the Landscape Conservation Zone is appropriate for the site, except for 73 Skyline Drive and 100 Skyline Drive (folio of the Register 136183/1), which is discussed below. This zone is appropriate as its purpose is to protect, conserve and manage landscape values, which is reflected in the zone provisions.
65. The Commission notes that infill development would not be possible under the Landscape Conservation Zone. As such, the Commission modifies the draft amendment to insert a specific area plan (SAP) to allow multiple dwellings in the Landscape Conservation Zone. The Commission includes two precincts in the SAP to identify appropriate density for the site. The Commission considers that this will address the need for protecting the visual landscape while also allowing some infill residential development. Details of the precincts are below.
66. Precinct A was included based on the visibility of development and existing character of the area. Precinct A has a slightly lower density at 3,000m² per dwelling than Precinct B, which is 2,000m². It is located on the western side of the gully and includes 125 Norma Street, 18 Newhaven Drive and 5 Zenith Court. These titles generally contain large dwellings with associated outbuildings. Precinct A forms the highest point of development which is visible on the mid-slopes of Knopwood Hill. This will assist in the transition between the General Residential Zone and Landscape Conservation Zone. The titles contain large areas of grassland below the existing development which could accommodate infill residential development without detracting from the character of the area or requiring the need to clear excessive areas of native vegetation. For this reason, the Commission modifies the draft amendment to apply a SAP over these titles.
67. Precinct B is located on titles along and to the eastern side of the gully. This includes 100 Skyline Drive (folios of the Register 136183/2, 3, 4, 5, 6, 7), 60A and 60B Skyline Drive. Many titles in Precinct B are undeveloped. Titles that are developed contain single dwellings with mature native vegetation. The titles are generally large enough to accommodate an additional one or two dwellings below the 90m contour line. For titles that are already developed, the precinct generally applies to areas below the existing dwelling.
68. At the hearing, Mr Barling noted that 60B Skyline Drive was omitted from the SAP and requested that it be included in Precinct A. Mr Barling stated that this is because the property has the same visibility rating by Mr Goss as the titles in Precinct A. 60B Skyline Drive is an internal lot adjacent to titles in Precinct B on the eastern side of the gully.
69. The Commission considers that 60B Skyline Drive is not appropriate for inclusion in the SAP as the proposed boundary for Precinct B provides an appropriate upper limit for the development of further multiple dwellings. The Commission determined the precincts based on the surrounding character of the area, natural values on the site, visibility and topography.

70. The Commission considers that 60B Skyline Drive is also not appropriate for inclusion in Precinct B as the site sits higher than the other titles in Precinct B. This results in development extending up the hill, which was identified by Mr Chetwynd as something that should be avoided.
71. In addition to the precincts, the Commission includes a provision in the SAP that substitutes a provision in the Landscape Conservation Zone. This provision relates to landscape protection. This provision particularly relates to the clearing of vegetation and the level of cut and fill required for development. The reason for substituting this provision is due to the existing building envelopes associated with many titles at the site, which is unique for a site with landscape values.

Planning scheme provisions

72. Expert evidence on the planning merit of the site was provided by Ms Jacqui Blowfield on behalf of the Howrah Hills Landcare Group, and Mr Frazer Read on behalf of MS Cas Pty Ltd. Both experts were present at the hearing.
73. Ms Blowfield of Ireneinc Planning and Urban Design prepared a Statement of Evidence, 27 February 2023. In this statement, Ms Blowfield considered that the Low Density Residential Zone of the State Planning Provisions (SPPs) differs significantly from the zone of the same name in the Clarence Interim Planning Scheme 2015. For example, under the SPPs, the Low Density Residential Zone allows a broader range of uses and contains provisions for multiple dwellings. It also has a focus on protecting residential amenity rather than landscape values, which is reflected in the Performance Criteria under clauses 10.3.1 and 22.3.3 of the SPPs.
74. Ms Blowfield provided a theoretical number of dwellings that could be developed should the site remain in the Low Density Residential Zone. This number exceeded 200 dwellings, noting that it included the whole site area for the large titles of 100 Skyline Drive (folios of the Register 136183/4, 5 and 6). At the hearing, Ms Blowfield advised that this was a theoretical yield, and the practical number of dwellings for the large lots of 100 Skyline Drive would be much less. For these three titles, the number was calculated at approximately 62 dwellings.
75. Ms Blowfield concluded that the Landscape Conservation Zone is appropriate for the site as it provides a suitable density for the area and allows for consideration against the Natural Assets Code at the development stage.
76. Mr Read of All Urban Planning prepared a Statement of Evidence, 18 May 2023. In this statement, Mr Read considered that the site is suitable for the Low Density Residential Zone as it is intended for residential development, which is evident when looking at the character of Howrah.
77. Mr Read identified that in the Low Density Residential Zone, the permitted density for multiple dwellings is one dwelling per 1,500m², if capable of being connected to reticulated services. If it can't be connected to reticulated services, the permitted density is one dwelling per 2,500m². Based on an assumption that the site can be connected to reticulated services, Mr Read considered that the site could accommodate an additional 65 dwellings at 1,500m² each.
78. The minimum permitted lot size for subdivision is 1,500m², with an absolute minimum of 1,200m². The permitted frontage for subdivision is 20m with an absolute minimum of 3.6m. Based on these provisions, Mr Read considered that there is limited potential for further subdivision of the site due to the existing lot sizes and frontages.
79. Mr Read further noted that the Natural Assets Code only applies to subdivision in the Low Density Residential Zone. Furthermore, as 100 Skyline Drive is split zoned, any clearing

required in the Landscape Conservation Zone section of the site to support development in the Low Density Residential Zone would be subject to clause C7.6.2 of the Natural Assets Code.

80. Mr Read considered that this clearing would generally be prevented by clause C7.6.2 P1.1 and P1.2. As such, development in the Low Density Residential Zone would require further setback from the split zone boundary to allow for the bushfire hazard management areas to be wholly contained in the Low Density Residential Zone. Mr Read considered that this would assist with the transition between the General Residential Zone to the south and the Landscape Conservation Zone to the north.
81. Mr Read concluded that the Low Density Residential Zone should apply to all titles subject to the draft amendment except the western most triangular portion of land forming 100 Skyline Drive, Howrah (folio of the register 136183/6). Mr Read considered that this area should be in the Landscape Conservation Zone based on the evidence provided by Dr Barnes. Mr Read also considered that 73 Skyline Drive, Howrah should be in the Open Space or Landscape Conservation zones as the intended use of the site is for open space.
82. At the hearing, the relationship between the provisions of the Low Density Residential Zone in the SPPs and the impact on site values was discussed.
83. Ms Blowfield advised that the Low Density Residential Zone in the SPPs does not provide for provisions that regulate the colour and finishes of buildings or protect native vegetation, which were raised as potential mechanisms to reduce visual impact from future development.
84. In relation to protecting native vegetation, Ms Blowfield advised that she had completed a desktop assessment of the potential vegetation clearing required for building in a bushfire-prone area. Based on this desktop assessment, if the vegetation was classified as woodland, a clearance of 10m upslope would be required. If it was classified as forest, a clearance of 16m upslope would be required.
85. Mr Read noted that while the Landscape Conservation Zone contains provisions for visual amenity, it does not allow for the development of multiple dwellings, which would be required to allow for infill development.
86. While there was disagreement between the experts on what zone should apply, it was agreed that the SPPs do not provide adequate provisions for this site.
87. In a submission dated 22 April 2024, Mr Christian Street on behalf of the Howrah Hills Landcare Group advised that various building envelopes and covenants apply to titles subject to this draft amendment. Mr Street advised that these building envelopes and covenants apply restrictions on the limit of development at the site.
88. The building envelopes apply to 100 Skyline Drive, Howrah, which restricts development to a small portion of the overall lot size. The covenants apply to 5 Zenith Court and 18 Newhaven Drive, Howrah, which restricts development on each title to a single dwelling.

Commission consideration

89. The Commission heard from experts that the site contains natural and visual values that need protecting. However, it was also identified that some areas of the site could accommodate infill development. Information received from Ms Blowfield and Mr Read identified that the provisions in the Low Density Residential Zone may not allow for appropriate development to proceed while maintaining these values. This is predominantly due to the inability to consider the Natural Assets Code for development in the Low Density Residential Zone, and the lack of colour or scale provisions for buildings.

90. The Commission considers that due to the lack of natural and visual values provisions under the Low Density Residential Zone and the inability to apply the Natural Assets Code for development, the site is appropriate for rezoning. However, the Commission also agree that the SPPs provide inadequate provisions for this site.
91. The Landscape Conservation Zone allows consideration of development against the Natural Assets Code while also including provisions for reducing impacts on visual amenity. However, the Landscape Conservation Zone is restrictive in the density of residential development that may be allowable at the site. As mentioned, the Landscape Conservation Zone only allows a single dwelling as a discretionary use. Mr Read stated that the land is intended for residential use.
92. To address this matter, the Commission considers that there may be planning merit in rezoning the site to the Landscape Conservation Zone and inserting a SAP over a portion of the site to allow some infill development.
93. The Commission notes that most properties within the site have some form of covenant restricting the location of buildings. While consideration has been given to these restrictions, they do not form part of the planning scheme. Nevertheless, the Commission has considered these matters which are discussed below.
94. 125 Norma Street, 18 Newman Drive and 5 Zenith Court, Howrah have a covenant that states structures must not be built above a specific contour level.
95. The titles that form 100 Skyline Drive, Howrah have two forms of building area. One is related to the construction of dwellings, and another refers to the construction of other buildings.
96. The covenants are in effect a private treaty between the subdivider and landowners. The planning authority is not a party to the covenants and does not have a role in applying the requirements of the covenants.
97. The planning provisions that are part of the Natural Assets Code and Landscape Conservation Zone refer to 'building areas' in different ways.
98. The acceptable solutions related to the waterway and coastal protection area and the priority vegetation area of the Natural Assets Code require buildings and works, and the clearance of native vegetation to be within a building area on a sealed plan approved under this planning scheme. In this case, it means a sealed plan approved under the Tasmanian Planning Scheme – Clarence.
99. The acceptable solutions under clause 22.4.4 Landscape Protection of the Landscape Conservation Zone refer to building and works being located within a building area when it is shown on a sealed plan. It omits 'approved under this planning scheme'.
100. The Commission considers that the various covenants and building areas on the titles, would not be considered as building areas as identified in the acceptable solutions under either the Zone or Code provisions. That is, the works and buildings associated with the development of a dwelling would not be capable of meeting the acceptable solutions due to the nature of covenants/building areas on those titles.
101. To partially address this matter, the proposed SAP includes precincts. These precincts will enable dwellings to be built in areas that largely correspond to the building area/contour levels that are referred to in covenants. The main difference is the western part of Precinct A, which has been moved to the west in comparison with the building area in the covenant. This is to avoid and minimise adverse effects on the riparian area of the waterway that runs down to Bandicoot Reserve.

102. Within the proposed SAP, the acceptable solutions that refer to building areas would have no statutory effect. This creates an unnecessary ambiguity, as the SAP would contain provisions in relation to a specific area where titles contain covenants and building areas but these covenants cannot satisfy the acceptable solution.
103. The Commission considers that the SAP should enable the planning authority to approve the creation of building areas on a sealed plan that can provide an acceptable solution for these sections of the SAP.
104. It is proposed that the SAP substitute provisions relating to landscape protection provisions of the Landscape Conservation Zone and priority vegetation provisions of the Natural Assets Code to state that 'building and works are within a building area shown on a sealed plan that has been created after June 2024'.
105. The Commission advises that covenants on titles is a matter that the Commission cannot assess. While the Commission has tried to align the covenants with the planning scheme provisions, covenants are a matter that require addressing by landowners through a separate process.
106. In addition to clarifying the building areas, the SAP substitutes the use table in the Landscape Conservation Zone. This is because the intent of the site is for residential use. Visitor Accommodation is included as a discretionary use as it is sometimes present in residential areas.
107. The proposed density in the SAP for each precinct aligns with the values of the site. It is estimated that titles subject to the SAP could accommodate approximately one to three additional dwellings. The Commission considers that the introduction of this SAP may assist in achieving the intended outcome of the draft amendment, noting that a large portion of the site will be in the Landscape Conservation Zone without application of the SAP.
108. The Commission agrees with Mr Read that 73 Skyline Drive, Howrah should be zoned to Open Space, as the intended use of the site is for open space associated with a previous subdivision.
109. In addition, the Commission finds that 100 Skyline Drive, Howrah (folio of the Register 136183/1), which has a site area of 975m² contains similar characteristics to adjoining land in the General Residential Zone. The Commission considers that there is planning merit in rezoning the site to the General Residential Zone. The Commission includes this as a substantial modification to the draft amendment.

Regional land use strategy

110. The relevant regional land use strategy is the Southern Tasmania Regional Land Use Strategy 2010-2035, 17 May 2023 (regional strategy).
111. In his statement, Mr Read considered that the site is appropriate for the Low Density Residential Zone, and that being in this zone does not conflict with the regional strategy.
112. Particularly, Mr Read considered that the Low Density Residential Zone meets the regional policies for biodiversity and geodiversity, cultural values, physical infrastructure, and settlement and residential development as follows:
 - The Low Density Residential Zone would provide for low rather than higher density development;
 - Dr Barnes identified that there is limited threatened vegetation, flora and fauna species at the site. Furthermore, he suggested that the vegetation at the site is not of local significance and therefore the priority vegetation area overlay shouldn't apply to those areas;

- The Natural Assets Code will apply to subdivision under the Low Density Residential Zone;
- Existing controls under the Low Density Residential Zone are appropriate for managing future development on the slopes of Knopwood Hill and Glebe Hill. Furthermore, the site is below the upper slopes, ridgeline and skyline;
- Retaining the Low Density Residential Zone will maximise use of existing infrastructure;
- The site is entirely within the Urban Growth Boundary. This boundary has been mapped on the basis of known constraints. It is therefore the expectation that the site be developed; and
- The site is suitable for the Low Density Residential Zone rather than the General Residential Zone due to the site constraints.

113. In relation to the Water Resources regional policies, at the hearing the Commission heard from parties about the importance of the riparian area of the waterway that runs down to Bandicoot Reserve. Mr North identified this area as being important for eastern barred bandicoot habitat.

Commission consideration

114. The Commission notes the opinions of Mr Read and make the following further observations.

115. Regional policy BNV 1.4 of the regional strategy states:

BNV 1.4 Manage clearance of native vegetation arising from use and development in a manner that is generally consistent across the region but allowing for variances in local values. (p. A-1)

116. The Commission finds that if the site was to be zoned the Low Density Residential Zone, no provisions would apply to the site to manage the clearance of native vegetation from use and development. This is predominantly due to the operation of the Natural Assets Code, which as identified by Mr Read only applies to the Low Density Residential Zone if subdivision is proposed.

117. Regional policy WR 1.3 of the regional strategy states:

WR 1.3 Include buffer requirements in the planning scheme to protect riparian areas relevant to their classification under the Forest Practices System. (p. A-3)

118. The Commission finds that in addition to the riparian area (gully) of the site being important habitat for eastern barred bandicoots, it is also identified as a tributary watercourse. The Commission considers that this watercourse requires protection through the planning scheme by applying a buffer zone of 20m.

119. The Commission finds that applying the waterway and coastal protection area overlay to the watercourse may provide this protection.

120. Regional policy PI 1.1 of the regional strategy states:

PI 1.1 Preference growth that utilises under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for metropolitan area of Greater Hobart. (p. A-14)

121. The site is fully serviced with existing infrastructure in the immediate area. The Commission considers that rezoning the site to the Landscape Conservation Zone without specific provisions would be inconsistent with the regional strategy for Physical Infrastructure. This is

due to the lack of infill development that could occur in areas capable of accommodating additional dwellings.

122. Regional policy LUTI 1.1 of the regional strategy states:

LUTI 1.1 Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than Urban Satellites or dormitory suburbs. (p. A-15)

123. While public transport is not located in the road network near the site, it is located near an existing transport corridor, being the South Arm Highway. The site is also close to the Howrah and Rosny Park activity centres.

124. Regional policy SRD 1.6 of the regional strategy states:

SRD 1.6 Utilise the Low Density Residential Zone only where it is necessary to manage land constraints in settlements or to acknowledge existing areas. (p. A-25)

125. As stated above, the Low Density Residential Zone can be applied where land constraints are present. The site contains constraints such as the access to internal lots and the topography. However, as identified by experts engaged by the Howrah Hills Landcare Group and MS Cas Pty Ltd, the site contains natural and visual values that require protecting.

126. In this scenario, the Commission considers that neither the Landscape Conservation Zone nor Low Density Residential Zone is appropriate for the site without specific provisions added.

127. Regional policy SRD 2.1 of the regional strategy states:

SRD 2.1 Residential growth for Greater Hobart is to occur through 50% infill development and 50% greenfield development. (p. A-26)

128. As identified by Mr Read, the site is within the Urban Growth Boundary of the regional strategy. If considering this regional policy in isolation, the General Residential Zone may be suitable for the site. However, if the regional strategy is considered in its entirety and as identified above there are natural and visual values that require protecting.

129. The Commission finds that rezoning the site to the Landscape Conservation Zone is not, as far as practicable, consistent with the regional strategy. This is because it fails to allow residential infill development in appropriate locations at the site, which is in a well serviced area within the Urban Growth Boundary.

130. It further considers that the Low Density Residential Zone is not, as far as practicable, consistent with the regional strategy. This is because this zone fails to provide for natural and visual values to be assessed under the scheme provisions.

131. The Commission finds that there may be planning merit in making modifications to the draft amendment to meet the regional strategy objectives. These modifications include rezoning the site to the Landscape Conservation, General Residential and Open Space zones, applying the waterway and coastal protection area overlay, and the priority vegetation area overlay, and inserting a SAP to a portion of the site to allow infill development. These matters are discussed in various sections above.

State Policies

132. The Commission finds that the *State Coastal Policy 1996* and *State Policy on Water Quality Management 1997* apply to the site. The Commission considers that the draft amendment is consistent with these State Policies.

Resource Management and Planning System Objectives

133. The Commission considers that the draft amendment, as certified, does not further the Objectives set out in Schedule 1 of the Act when read in its entirety. Rather, the draft amendment satisfies some individual Objectives.
134. To address this, the Commission modifies the draft amendment for the reasons mentioned above. By modifying the draft amendment, the Commission considers that the amendment may further the Objectives as follows.
135. Applying the Landscape Conservation Zone to the site allows each title to apply for a single dwelling, should they wish to use the site for residential purposes. Areas within each title that are identified as having capacity to accommodate additional dwellings are included in the proposed SAP. When choosing these areas, an in-depth review of the site was undertaken. This included specific consideration on the values of the land and the information provided by experts. The modification would allow some infill development in an accessible area that is in a well serviced location. This may further Objectives Part 1 (b) and (d), and Part 2 (a) of the Act.
136. In addition, the Commission considers that the application of the priority vegetation area overlay to reflect the experts findings, and the waterway and coastal protection overlay to the existing waterway may be appropriate in assisting to protect the natural values of the site. The Commission considers that this may further Objective 1 (a) of the Act.

Modifications required to draft amendment

137. Under section 40M of the Act the Commission must consider whether modifications to a draft amendment of an LPS ought to be made.
138. It was identified through submissions and discussions at the hearing that the provisions under the SPPs are not adequate in addressing the natural and visual values of the site, while allowing some infill residential development.
139. To address this matter, the Commission prepared a direction that provided modifications to the draft amendment for review by all parties. The proposed modified draft amendment comprised of the following changes.
 - A. Zone the following properties to Landscape Conservation:
 - 125 Norma Street, Howrah;
 - 18 Newhaven Drive, Howrah;
 - 5 Zenith Court, Howrah;
 - 100 Skyline Drive, Howrah, except folio of the Register 136183/1;
 - 60A Skyline Drive, Howrah;
 - 60B Skyline Drive, Howrah;
 - 60C Skyline Drive, Howrah; and
 - 46 Skyline Drive, Howrah.
 - B. Zone 73 Skyline Drive, Howrah to the Open Space Zone.
 - C. Zone 100 Skyline Drive, Howrah (folio of the Register 136183/1) to the General Residential Zone.
 - D. Apply the Priority Vegetation Area overlay to portions of the following properties:

- 125 Norma Street, Howrah;
 - 5 Zenith Court, Howrah;
 - 100 Skyline Drive, Howrah;
 - 73 Skyline Drive, Howrah;
 - 60A Skyline Drive, Howrah;
 - 60B Skyline Drive, Howrah;
 - 60C Skyline Drive, Howrah; and
 - 46 Skyline Drive, Howrah.
- E. Apply the Waterway and Coastal Protection Area overlay to the following properties:
- 100 Skyline Drive, Howrah (folios of the Register 136183/5, 6, 7);
 - 73 Skyline Drive, Howrah; and
 - 5 Orford Court, Howrah.
- F. Insert C23.0 Howrah Hills Specific Area Plan to the Clarence Local Provisions Schedule.
140. Under section 32(4) of the Act, an LPS may only include a specific area plan if:
- (a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or
 - (b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.
141. The Commission considers that a SAP at the site is consistent with section 32(4)(b) of the Act for the following reasons.
142. The Commission considers that the site has significant qualities as it:
- holds visual landscape values that are visible, particularly the western side of the Derwent River. Much of these visual landscape values are in relation to the topography of the site, being on the mid-slopes of Knopwood Hill, and the dense vegetation found on undeveloped portions of the site. In addition, the site contains an existing development footprint to allow for an increase in dwellings. To retain both the values of the site and the additional dwellings, specific provisions are required;
 - contains significant threatened flora species and locally significant vegetation communities; and
 - is within the Urban Growth Boundary of the regional strategy and close to urban services.
143. The Commission considers that the Low Density Residential Zone provisions allowed for a density too high for the area, and that the Landscape Conservation Zone did not allow for multiple dwellings.
144. As the SPPs do not provide standards that can adequately address the values of the site, a SAP is appropriate to provide unique provisions specific to the site. For this site, the unique provisions are to allow multiple dwellings at the site while protecting natural and visual values. The provisions were drafted based on agreed evidence between experts, which

concluded that while the site contains natural and visual values, some additional development could be accommodated.

145. The hearing was reconvened to discuss the proposed modifications, where it was considered by parties professionally represented that the modifications proposed would result in a substantial modification to the draft amendment. The Commission agrees with the parties that these modifications are substantial.
146. Due to this, the Commission substantially modifies the draft amendment and notifies the planning authority under section 40N(d) of the Act. The Commission requests the planning authority to place to substantially modified draft amendment on exhibition under section 40H of the Act.

Decision on draft amendment

147. The Commission considers that there may be planning merit in the modifications listed above.
148. The Commission substantially modifies the draft amendment under section 40N(1)(d) of the *Land Use Planning and Approvals Act 1993* as set out in Annexure A.

Attachments

Annexure A – Substantially modified amendment

Annexure A

Substantially modified amendment PDPSAMEND-2021-022802 to the Tasmanian Planning Scheme – Clarence.

1. Zone the following properties to the Landscape Conservation Zone, as shown below:
 - 125 Norma Street, Howrah (folio of the Register 26606/146);
 - 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6, & 7);
 - 46 Skyline Drive, Howrah (folio of the Register 48113/13);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).
2. Zone 100 Skyline Drive, Howrah (folio of the Register 136183/1) to the General Residential Zone, as shown below.
3. Zone 73 Skyline Drive, Howrah (folio of the Register 136183/8) to the Open Space Zone, as shown below.



4. Apply the priority vegetation area overlay of the Natural Assets Code to portions of the following properties, as shown below:

- 125 Norma Street, Howrah (folio of the Register 26606/146);
- 5 Zenith Court, Howrah (folio of the Register 26629/144);
- 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6 & 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8);
- 46 Skyline Drive, Howrah (folio of the Register 48113/13);
- 60A Skyline Drive, Howrah (folio of the Register 104949/6);
- 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
- 60C Skyline Drive, Howrah (136183/11).



5. Apply the Waterway and Coastal Protection Area overlay of the Natural Assets Code to portions of the following properties, as shown below:

- 100 Skyline Drive, Howrah (folios of the Register 136183/5, 6 and 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8); and
- 5 Orford Court, Howrah (folio of the Register 28383/301).



6. Insert CLA-S23.0 Howrah Hills Residential Specific Area Plan, as follows.

CLA-S23.0 Howrah Hills Residential Specific Area Plan

CLA-S23.1 Plan Purpose

CLA-S23.1.1 The purpose of the Howrah Hills Residential Specific Area Plan is to protect the natural and scenic values of the Howrah Hills while allowing low density residential infill.

CLA-S23.2 Application of this Plan

CLA-S23.2.1 This specific area plan applies to the areas of land designated as the Howrah Hills Residential Specific Area Plan on the overlay maps.

CLA-S23.2.2 In the area of land to which this plan applies, the provisions of the specific area plan are in substitution, modification, or addition to the provisions of the Landscape Conservation Zone, as specified in the relevant provision.

CLA-S23.3 Local Area Objectives

CLA-S23.3.1 Local Area Objectives

Sub-clause	Area description	Local Area Objective
CLA-S23.3.1.1	Precinct A within the area shown on an overlay map as CLA-S23.2.1.1 and shown as A in Figure CLA-S23.1.	The local area objectives for Precinct A are to: (a) Facilitate residential development that conserves the visual landscape values of the mid-slopes of Howrah hills. (b) Allow for a low density and scale of residential infill development in a visually sensitive location within an existing modified landscape.
CLA-S23.3.1.2	Precinct B within the area shown on an overlay map as CLA-S23.2.1.1 and shown as B in Figure CLA-S23.1.	The local area objective for Precinct B is to allow for a low density and scale of residential infill development that acts as a transition area between the existing Howrah urban residential area and native bushland on Howrah hills.

CLA-S23.4 Definition of Terms

This sub-clause is not used in this specific area plan.

CLA-S23.5 Use Table

This use table is in substitution of clause 22.2 of the Landscape Conservation Zone.

Use class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Permitted	

Residential	If for: (a) a home-based business; (b) a single dwelling, with all roofed buildings located within Precincts A or B; or (c) multiple dwellings, with all roofed buildings located within Precincts A or B.
Utilities	If for minor utilities.
Discretionary	
Residential	If for a single dwelling.
Utilities	If not listed as Permitted.
Visitor Accommodation	
Prohibited	
All other uses	

CLA-S23.6 Development Standards for Dwellings

CLA-S23.6.1 Residential density for multiple dwellings

This clause is in addition to clause 22.4 of the Landscape Conservation Zone.

Objective:	That the density of multiple dwellings: (a) is appropriate for the natural and visual values of Howrah Hills; and (b) provides for low density residential infill development.
Acceptable Solutions	Performance Criteria
A1 Within a site the maximum density of multiple dwellings must be 3,000m ² per dwelling in Precinct A and 2,000m ² per dwelling in Precinct B.	P1 No Performance Criterion.

CLA-S23.6.2 Site coverage

This clause is in substitution of clause 22.4.1 of the Landscape Conservation Zone.

Objective:	That the site coverage is compatible with the protection, conservation and management of the landscape values of the site and surrounding area.
Acceptable Solutions	Performance Criteria
A1 Site coverage for uses other than multiple dwellings must not be more than 350m ² .	P1 Site coverage must be compatible with the landscape values of the site and surrounding area, having regard to: (a) the topography of the site; (b) the capacity of the site to absorb run-off;

	<p>(c) the size and shape of the site;</p> <p>(d) the existing buildings and any constraints imposed by existing development;</p> <p>(e) the need to remove vegetation;</p> <p>(f) the location of development in relation to cleared areas; and</p> <p>(g) the location of development in relation to natural hazards.</p>
<p>A2</p> <p>Site coverage for multiple dwellings must be not more than:</p> <p>(a) 600m² for two dwellings, plus an additional 250m² for each additional dwelling where the site does not contain an existing dwelling; or</p> <p>(b) 250m² for each additional dwelling where a site contains an existing single dwelling.</p>	<p>P2</p> <p>Site coverage must no more than 20% greater than the area required by the acceptable solution and be compatible with the landscape values of the site and surrounding area, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the capacity of the site to absorb run-off;</p> <p>(c) the size and shape of the site;</p> <p>(d) the location and scale of existing buildings and any constraints imposed by existing development;</p> <p>(e) the need to remove or retain vegetation;</p> <p>(f) the location of development in relation to cleared areas and natural hazards; and</p> <p>(g) the scale, form and visibility of the development on the site.</p>

CLA-S23.6.3 Setback

This clause is in substitution of clause 22.4.2 A2/P2 and A3/P3 of the Landscape Conservation Zone.

Objective:	That the siting of dwellings is compatible with the landscape and natural values of the site.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must have a setback from all boundaries not less than 10m.</p>	<p>P1</p> <p>Building setbacks must be compatible with the landscape values of the surrounding area, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) setbacks of adjacent buildings;</p> <p>(c) the height, bulk and form of existing and proposed buildings;</p> <p>(d) the appearance when viewed from roads and public places;</p> <p>(e) the safety of road users; and</p> <p>(f) the retention of vegetation.</p>

CLA-S23.6.4 Landscape protection

This clause is in substitution to clause 22.4.4 of the Landscape Conservation Zone.

Objective:	That the landscape values of the site and surrounding area are protected or managed to minimise adverse impacts.
Acceptable Solutions	Performance Criteria
<p>A1 Building and works are within a building area shown on a sealed plan that has been created after June 2024.</p>	<p>P1 Buildings and works must be located to minimise native vegetation removal and the impact on landscape values, having regard to:</p> <ul style="list-style-type: none"> (a) the extent of the area from which native vegetation has been removed; (b) the extent of native vegetation to be removed; (c) any remedial or mitigation measures or revegetation requirements; (d) provision for native habitat for native fauna; (e) the protection and management of native vegetation associated with the riparian area adjacent to the waterway flowing to Bandicoot Reserve; (f) the protection of patches and individual <i>Eucalyptus risdonii</i> trees; (g) the management and treatment of the balance of the site or native vegetation areas; (h) the type, size, and design of development; and (i) the landscape values of the site and surrounding area.
<p>A2 Buildings and works, for all uses excluding multiple dwellings must:</p> <ul style="list-style-type: none"> (a) be located within a building area shown on a sealed plan that has been created after June 2024; or (b) be an alteration or extension to an existing building providing it is not more than the existing building height; (c) not include cut and fill greater than 1m; and (d) be not less than 10m in elevation below a skyline or ridgeline 	<p>P2.1 Buildings and works for all uses must be located to minimise impacts on landscape values, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size and shape of the site; (c) the proposed building height, size and bulk; (d) any constraints imposed by existing development; (e) visual impact when viewed from roads and public places; and (f) any screening vegetation. <p>P2.2 Building and works for all uses are less than 10m in elevation below a skyline or ridgeline, unless there are no other suitable building areas.</p>

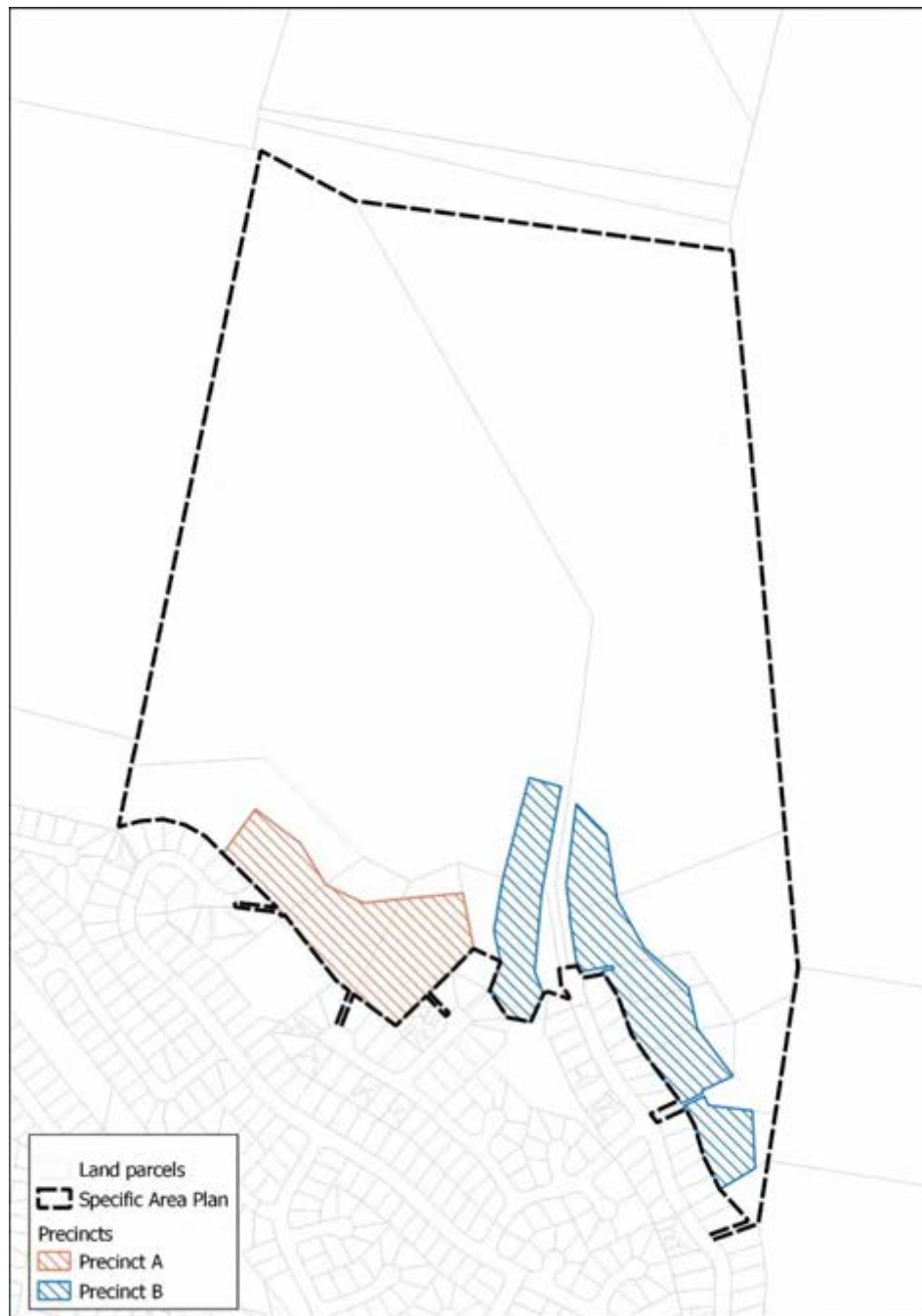
CLA-S23.6.5 Clearance within a priority vegetation area

This clause is in substitution of clause C7.6.2 of the Natural Assets Code.

Objective:	That clearance of native vegetation within a priority vegetation area: (a) does not result in unreasonable loss of priority vegetation; (b) is appropriately managed to adequately protect identified priority vegetation.	
Acceptable Solutions		Performance Criteria
A1 Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved after June 2024.		P1.1 Clearance of native vegetation within a priority vegetation area must be for: (a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person; (b) buildings and works associated with the construction of a single dwelling, multiple dwellings or an associated outbuilding on the site; (c) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (d) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or (e) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site. P1.2 Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to: (a) the design and location of buildings and works and any constraints such as topography or land hazards; (b) any particular requirements for the buildings and works; (c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings; (d) any mitigation measures implemented to minimise the residential impacts on priority vegetation;

	<p>(e) any on-site biodiversity offsets;</p> <p>(f) any existing cleared areas on the site;</p> <p>(g) the protection and management of native vegetation associated with the riparian area adjacent to the waterway flowing to Bandicoot Reserve; and</p> <p>(h) the protection of patches and individual <i>Eucalyptus risdonii</i> trees.</p>
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Figure CLA-S23.1 Howrah Hills Residential Specific Area Plan



TASMANIAN PLANNING COMMISSION

DECISION

Planning scheme	Tasmanian Planning Scheme - Clarence
Amendment	PDPSAMEND-2021-022802 - Zone multiple properties at Howrah the Landscape Conservation Zone and apply the priority vegetation area overlay
Planning authority	Clarence City Council
Date of decision	30 May 2024

Decision

The draft amendment is substantially modified under section 40N(1)(d) of the *Land Use Planning and Approvals Act 1993* as set out in Annexure A.



John Ramsay
Delegate (Chair)



Michael Hogan
Delegate

Land Use Planning and Approvals Act 1993

**Erratum under section 81AA(1)
Decision on Tasmanian Planning Scheme - Clarence
Draft amendment PDPSAMEND-2021-022802**

Dated 30 May 2024

Table 1 - list of corrections to the decision and certified instrument

Page	Paragraph	Correction	Approved
11 and 12	68, 69 and 70	Delete 60C Skyline Drive and replace with 60B Skyline Drive	John Ramsay Executive Commissioner
22		In substantially modified amendment PDPSAMEND-2021-022802, item 4, insert '& 7' at the end of the list of titles for folio of the Register 136183.	John Ramsay Executive Commissioner

REASONS FOR DECISION

Background

On 24 June 2021, the Commission modified the draft Clarence Local Provisions Schedule (draft LPS). The Clarence LPS (as modified) became effective on 13 October 2021.

The site was discussed as part of the draft LPS process, where the Howrah Hills Landcare Group submitted that the land contains visual and conservation values that require protecting, and the land is better suited to the Rural Living and Landscape Conservation zones.

The draft amendment is the result of the LPS process, in which the Commission directed the planning authority to prepare the draft amendment under section 35KB of the Act.

As part of its decision, the Commission found that the draft LPS required substantial modification and accordingly, under section 35KB of the Act, the Commission directed the planning authority to prepare a draft amendment to the Clarence LPS and to submit the draft amendment to the Commission after the LPS came into effect.

This draft amendment is one of eight draft amendments to the Clarence LPS prepared in response to the Commission's direction. The Clarence planning authority has publicly exhibited the draft amendment in accordance with section 40G and provided the Commission with its section 40K report.

Amendment

The draft amendment proposes to zone the following properties the Landscape Conservation Zone and apply the priority vegetation area overlay:

- 125 Norma Street, Howrah (folio of the Register 26606/146);
- 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
- 5 Zenith Court, Howrah (folio of the Register 26629/144);
- 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6, and 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8);
- 46 Skyline Drive, Howrah (folio of the Register 48113/13);
- 60A Skyline Drive, Howrah (folio of the Register 104949/6);
- 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
- 60C Skyline Drive, Howrah (folio of the Register 136183/11).

Site information

The site contains all properties listed above, noting that only a portion of 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6, and 7) is included. The site is located on the slopes below the Knopwood Hill Nature Recreation Area.

The site contains residential development, except 73 and 100 Skyline Drive, Howrah which are undeveloped.

The land has a combined area of approximately 10.5658ha. The site is generally steep with the degree of gradients ranging on each title.

Most of the titles that form the site are considered internal lots, which have access strips running along other properties. In most cases, the adjoining properties are in the General Residential Zone.

100 Skyline Drive, Howrah is split zoned as the Low Density Residential Zone and the Landscape Conservation Zone. It is the Low Density Residential Zone portions of the site that are subject to the rezoning.

The following overlays apply to portions of the site:

- Airport obstacle limitation area;
- Landslip hazard area (low);
- Bushfire-prone areas; and
- Priority vegetation area.

Land south of the site is in the General Residential, Utilities and Open Space zones. Land to the north and east is in the Landscape Conservation Zone. Land to the north west is in the Open Space Zone. Developed land near the site is predominantly used as residential. Land north of the site is undeveloped.

Issues raised in representations

Two representations were received during the exhibition period. The representations were in support of the draft amendment.

The draft amendment was referred to TasWater under section 56S of the *Water and Sewerage Industry Act 2008*. In response TasWater made a representation stating no objection to the draft amendment and that TasWater did not wish to attend any hearing.

Planning authority's response to the representations

The planning authority considered the representations and advised the Commission that it does not recommend that any modifications be made to the amendment.

Procedural fairness

The planning authority exhibited the draft amendment from 17 November 2021 to 14 December 2021. The exhibition requirements of the Act do not require specific notification to those landowners potentially affected by the amendment.

In order to ensure procedural fairness, the Commission invited landowners to make a submission and attend a hearing into the draft amendment.

The notification to affected landowners resulted in a number of those landowners participating in the hearing process.

Date and place of hearing

The hearing was held at the Commission's office on Level 3, 144 Macquarie Street, Hobart. The hearing was held on the following dates:

- 11 August 2022;
- 8 and 9 June 2023; and
- 30 April 2024.

Appearances at the hearing

Planning authority: Mr Evan Boardman, consultant planner for Clarence City Council

Representors/experts: **On behalf of MS Cas Pty Ltd:**

Mr Peter Montgomery

Mr James Groom, Groom Kennedy

Ms Kirrily Leader, Groom Kennedy

Mr Frazer Read, All Urban Planning

Mr Richard Barnes, Van Diemen Consulting

Mr Colin McCoull, Van Diemen Consulting

Mr Chris Goss, Orbit Solutions

On behalf of Howrah Hills Landcare Group:

Ms Julie Alexander

Ms Mea Quartararo, Abetz Curtis Lawyers (hearing of 11 August 2022, and 8 and 9 June 2023)

Mr Christian Street, Ogilvie Jennings Lawyers (hearing of 30 April 2024)

Mr Andrew North, North Barker Ecosystem Services

Ms Jacqui Blowfield, Ireneinc Planning and Urban Design

Mr Bruce Chetwynd

Landowners:

Mr Nigel Barling

Mr Phillip Hutcheon

Mr Mark and Ms Louise Chesterman

Consideration of the draft amendment

1. Under section 40M of the *Land Use Planning and Approvals Act 1993* (the Act), the Commission is required to consider the draft amendment to the Local Provisions Schedule (LPS) and the representations, statements and recommendations contained in the planning authority's section 40K report and any information obtained at a hearing.
2. A hearing was convened to assist the Commission consider the issues in the representations.
3. The Commission must also consider whether the draft amendment meets the LPS criteria as set out under section 34(2) of the Act:
 - (a) contains all the provisions that the SPPs specify must be contained in an LPS; and
 - (b) is in accordance with section 32; and
 - (c) furthers the objectives set out in Schedule 1; and
 - (d) is consistent with each State policy; and
 - (da) satisfies the relevant criteria in relation to the TPPs; and

- (e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and
- (f) has regard to the strategic plan, prepared under section 66 of the *Local Government Act 1993*, that applies in relation to the land to which the relevant planning instrument relates; and
- (g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;
- (h) has regard to the safety requirements set out in the standards prescribed under the *Gas Safety Act 2019*.

Natural values

4. Expert evidence on the natural values of the land was provided by Mr Andrew North on behalf of the Howrah Hills Landcare Group, and Dr Richard Barnes on behalf of MS Cas Pty Ltd. Both experts were present at the hearing.
5. Mr North of North Barker Ecosystem Services submitted a Statement of Evidence, 22 February 2023 in support of the Landscape Conservation Zone. Mr North advised that a site inspection was completed on 10 January 2023, and the following properties were inspected at ground level:
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6 and 7);
 - 73 Skyline Drive, Howrah (folio of the Register 136183/8);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).
6. Vegetation communities were mapped using the TAS VEG 4 classification.
7. Mr North identified threatened flora species, threatened fauna species, and native vegetation of local significance at the site, which is discussed below. Based on his findings, Mr North concluded that the Landscape Conservation Zone should apply to the site as this would ensure that future planning applications must address the Natural Assets Code if development is proposed within the priority vegetation area overlay. Mr North advised that this is because if the land remained in the Low Density Residential Zone, the Natural Assets Code would only apply if subdivision is proposed. Mr North provided the Commission with an alternative priority vegetation area overlay for consideration.
8. Dr Barnes of Van Diemen Consulting submitted a Flora and Fauna Assessment and Planning Comment, 28 February 2023 (flora and fauna assessment). Dr Barnes assessment was focussed on 100 Skyline Drive, Howrah (all titles except folio of the Register 136183/1).
9. Dr Barnes advised that the flora and fauna assessment was based on a desktop study and site visits in January and February 2023 to 100 Skyline Drive, Howrah (all titles except folio of the Register 136183/1). Dr Barnes also used the TAS VEG mapping classification.
10. In response to Mr North's Statement of Evidence, Dr Barnes prepared a Response Ecological Comment, 16 May 2023 (the response). In the response, Dr Barnes advised that a field survey was conducted for the following properties:
 - 125 Norma Street, Howrah (folio of the Register 26606/146);

- 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6, and 7);
 - 73 Skyline Drive, Howrah (folio of the Register 136183/8);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).
11. Dr Barnes noted that 46 Skyline Drive, Howrah (folio of the Register 48113/13) was observed from 60A Skyline Drive, Howrah.
12. Dr Barnes also identified threatened flora species and threatened fauna species at the site, but disagreed on the presence of native vegetation of local significance. Dr Barnes stated that while the site contains threatened vegetation communities, this is irrelevant to the application of the Landscape Conservation Zone. This is because Dr Barnes considered in his flora and fauna assessment that:
- Landscape values are the driver for the zone; there are no provisions or references to 'biodiversity', 'natural values' or 'threatened vegetation communities identified for protection and conservation' in the objectives of the zone nor the Guideline. (p. 75)
13. Dr Barnes concluded that 100 Skyline Drive, Howrah should remain in the Low Density Residential Zone.
14. Both experts generally agreed that the same species and habitat were present at the site, but the extent and location of these matters were disputed. Each matter is discussed below.

Threatened flora species

15. Mr North identified one threatened flora species, being *Eucalyptus risdonii* in various locations of the site. This species is protected under Schedule 5 of the *Threatened Species Protection Act 1995*. Mr North identified this species as predominantly located at 100 Skyline Drive, Howrah (folio of the Register 136183/2), which forms a scatter of individual trees. The second location is in the northeast corner of 60B Skyline Drive, Howrah (folio of the Register 104949/5).
16. In addition to the threatened flora species, two threatened communities under Schedule 3A of the *Nature Conservation Act 2002* was observed. These communities include *Eucalyptus risdonii* forests and woodland (DRI) and *Eucalyptus globulus* dry forest and woodland (DGL). Based on the site inspection, the DRI community was located at 100 Skyline Drive, Howrah (folio of the Register 136183/2). The DGL community was located on portions of:
- 125 Norma Street, Howrah (folio of the Register 26606/146);
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/6 and 7); and
 - 73 Skyline Drive, Howrah (folio of the Register 136183/8).
17. Mr North noted that:
- 2.2.3 ... All emerging *Eucalyptus globulus* are dead and the canopy she oaks (*A. verticillate*) has closed preventing recruitment. This outcome is a function of previous disturbances, a particular fire regime and drought stress. It is likely irreversible without significant management intervention. (p. 9)

18. Dr Barnes identified two threatened flora species at the site, including *Eucalyptus risdonii* and *Austrostipa bigeniculata*. Of these, 22 *Eucalyptus risdonii* plants were observed on land subject to the rezoning at 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6 and 7). Dr Barnes considered that *Austrostipa bigeniculata* was excluded from the analyses because it is not specific to any habitat type.
19. Dr Barnes agreed with Mr North that the DRI and DGL communities are located at the site. However, the location of the DRI community varied between experts. Mr North identified the species as extending further east onto 60C Skyline Drive and 100 Skyline Drive, Howrah (folio of the Register 136183/1), whereas Dr Barnes focussed on the Low Density Residential Zone section of the remaining titles of 100 Skyline Drive.
20. Dr Barnes stated that he has discussed the trees with the owner of 60C Skyline Drive who advised that the trees were planted from seed. He considered that these trees should be classified as a domestic garden which does not meet the definition of priority vegetation. However, given the uncertainty of the plantings, Dr Barnes suggested no changes to the priority vegetation area overlay suggested by Mr North in relation to the location of *Eucalyptus risdonii*.

Threatened fauna species

21. Mr North considered whether habitat for threatened fauna was present at the site. Mr North identified that there is habitat on various locations of the site for swift parrots, which are listed as endangered on the *Threatened Species Protection Act 1995*, and eastern barred bandicoots, which are listed as vulnerable under the *Environment Protection and Biodiversity Conservation Act 1999*. Details of these habitats are below.
22. *Eucalyptus globulus* form habitat for swift parrots. The trees provide for foraging and potential nesting habitat. Mr North notes that the habitat is considered significant fauna habitat as the site is close to an important swift parrot breeding area at Meehan Range.
23. A gully running north to south through 100 Skyline Drive (folios of the Register 136183/5, 6 and 7) was identified by Mr North as providing excellent quality habitat for eastern barred bandicoots. Mr North advised that the significance of this gully has been noted by several wildlife biologists as it provides secure shelter. At the hearing, Mr North explained that the gully's attributes include providing a good water source, damp and lush grassland, lots of worms and deep soils. It should therefore be considered as priority vegetation.
24. Mr North also identified that grassy lawns at 125 Norma Street, 18 Newhaven Court and 5 Zenith Court provide good quality habitat for eastern barred bandicoot foraging. He stated that having a mixture of native and exotic plants creates good foraging habitat as it also provides shelter. At the hearing, Mr North noted that a lot of the grasses at the site are native grasses.
25. Despite these observations, no comprehensive search for eastern barred bandicoot diggings nor a deployment of cameras were included in the site inspection.
26. Dr Barnes identified three threatened fauna species habitat at the site. This included the spotted-tailed quoll, swift parrot and eastern barred bandicoot. It was noted in the flora and fauna assessment that less than 10% of significant habitat at 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6 and 7) is in the Low Density Residential Zone. For swift parrot habitat, that number is less than 5%.
27. Dr Barnes considered that significant habitat for the spotted-tailed quoll is present in a technical sense but in practicality, is absent or sporadic. That is, while no dens or scatts were observed, the site contains habitat in the form of rocky areas of steep slopes, small woodpiles and fallen tree trunks.

28. Dr Barnes considered that the site contains significant habitat for the swift parrot for the same reasons as Mr North.
29. Dr Barnes also considered that there is significant habitat at 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6 and 7) for the eastern barred bandicoot. This habitat includes tussock grass-sagg sedge swards, piles of coarse woody debris and dense patches of low shrubs.
30. The area of disagreement was in relation to the significant habitat for the eastern barred bandicoot.
31. Dr Barnes considered that native vegetation excludes non-indigenous species. That is, plants that are not native to Tasmania. He also considered that only native vegetation can be considered as priority vegetation. Mr North's Statement of Evidence considered non-indigenous species, such as grassland, as priority vegetation due to it being foraging habitat for the eastern barred bandicoot. As such, Dr Barnes considered that the habitat mapped by Mr North for the eastern barred bandicoots on 125 Norma Street, 18 Newhaven Drive and 5 Zenith Court, Howrah to be an inaccurate depiction of significant habitat.
32. At the hearing, Mr Colin McCoull on behalf of MF Cas Pty Ltd advised that eastern barred bandicoots are attracted to both native and non-indigenous vegetation. The Commission asked if hypothetically, would more eastern barred bandicoots be present at the site if more native grasses were in the area. Mr McCoull advised that it is unknown what specifically attracts eastern barred bandicoots to a site. Two landowners at the site advised that they had not seen bandicoots on their property.

Native vegetation of local importance

33. Mr North identified *Eucalyptus amygdalina* forest on mudstone (DAM) as being a native vegetation community of local significance at the site. This is due to the South East 'Interim Biogeographic Regionalisation for Australia' bioregion reserve target for the DAM community.
34. In his response, Dr Barnes noted that the definition for local importance is unclear but considered that entire forest vegetation types do not qualify under local importance. This is because if the vegetation community is considered as locally important, they would usually qualify under threatened vegetation or significant habitat for fauna.
35. At the hearing, the Commission asked Dr Barnes to further explain why he considered that the DAM community is not of local significance. Dr Barnes advised that each municipality should create a list of what it considered is of local importance. He provided an example of rainforest communities found outside their normal range. That is, for a species to be of local significance it should be recognised as a separate entity and not widespread.
36. On the contrary, at the hearing Mr North considered that the DAM community is an ecological community that is under threat and should be considered of local significance in lieu of a state listing.

Commission consideration

37. The Commission agrees with the experts that there is threatened vegetation and significant habitat at the site that requires protecting through the planning scheme.
38. As mentioned, while the experts generally agreed on the findings, there was disagreement on the location of *Eucalyptus risdonii*, and whether the DAM community and grassland for eastern barred bandicoots should be included in the priority vegetation area overlay.

39. While anecdotal evidence purported that the *Eucalyptus risdonii* may have been planted by seed at 60C Skyline Drive, this was not supported by the evidence from Mr North or from the Commission's site inspection. Mr North's evidence noted:
- the presence of very mature trees in the area; and
 - the presence of seedlings and saplings which were most likely grown naturally from the seeds of other trees.
40. The Commission agrees with these observations and finds that it is likely that this patch of *Eucalyptus risdonii* has the capacity to grow and expand naturally. The Commission considers that this patch of tress has local significance and should be included in the priority vegetation area overlay.
41. In addition to the significance of the *Eucalyptus risdonii*, Mr North considered that the gully and grassland are important habitat for eastern barred bandicoots.
42. The Commission considers that the grassland is not significant habitat for the purposes of the priority vegetation area overlay, as it is common throughout residential areas. The Commission considers that the draft amendment should be modified to remove the priority vegetation area overlay from areas of the site containing dwellings and their immediate surrounds.
43. The Commission agree with Mr North that the gully forms important habitat for eastern barred bandicoots. The Commission considers that the gully, in addition to providing potential habitat, is also a waterway that requires protecting under the waterway and coastal protection overlay. This is discussed further under the 'Regional land use strategy' section.
44. The Commission heard from Mr North on the local significance of the DAM community. The Commission considers that the DAM community does have local significance and that it is appropriate for these patches of vegetation to be included in the priority vegetation area.
45. The draft amendment proposes to apply the priority vegetation area overlay to portions of the site. The extent of this area was based on desktop data, not field studies, and covered areas of titles that were already cleared for development.
46. Evidence has now been received from two experts who are in general agreement with the exception of the above matters. Based on this expert evidence, the Commission finds that there is planning merit in applying the priority vegetation area overlay to portions of the site, providing it is modified to address the matters raised by Mr North and Dr Barnes.
47. As a result of the natural values considerations at the site, the Commission considers that there is planning merit in the following modifications to the draft amendment.
48. The Commission modifies the draft amendment to remove the priority vegetation area overlay over portions of the site that have been cleared for development. This includes the southern and eastern corners of 125 Norma Street, and 60B and 60C Skyline Drive, Howrah.
49. The Commission also modifies the draft amendment to include the priority vegetation area overlay to areas of the DAM community identified by Mr North as native vegetation of local significance.
50. The Commission notes that the draft amendment already includes the gully within the priority vegetation area overlay. In addition, the Commission modifies the draft amendment to insert the waterway and coastal protection area overlay of the Natural Assets Code. The Commission inserts this overlay over the gully to provide a buffer between the waterway and future development. This matter is discussed further under the 'Regional land use strategy' section.

51. The Commission considers that the Landscape Conservation Zone is appropriate for the site, except for 73 Skyline Drive and 100 Skyline Drive (folio of the Register 136183/1), which is discussed below. This zone is appropriate as it allows assessment under the Natural Assets Code for use and development.

Visual landscape

52. Expert evidence on the visual landscape values of the land was provided by Mr Bruce Chetwynd on behalf of the Howrah Hills Landcare Group, and Mr Chris Goss on behalf of MS Cas Pty Ltd. Both experts were present at the hearing.
53. Mr Chetwynd submitted a Statement of Evidence titled Visual Values Assessment of the Knopwood Hill Slopes, 28 February 2023.
54. Mr Chetwynd considered that the Landscape Conservation Zone is appropriate for the site as the zone provisions contain requirements for building colour, height and bulk to ensure development is appropriate for the site. In addition to the appearance of development, Mr Chetwynd considered that allowing multiple dwellings at the site, as a consequence of the Low Density Residential Zone allocation, has the potential to impact the visual character of the area. This is predominantly due to vegetation clearing associated with bushfire mitigation requirements and earthworks to allow buildings to be constructed on steep slopes.
55. At the hearing, Mr Chetwynd provided examples of where some minor development may be accommodated at the site. This was predominantly due to existing clearing and areas on titles that are lower on the landscape than existing development. Mr Chetwynd reiterated that retaining strips of native vegetation between development and the skyline is an important element of Hobart's visual landscape.
56. Mr Goss of Orbit Solutions Pty Ltd submitted a Visual Impact Assessment, 8 March 2023.
57. Mr Goss considered that the Low Density Residential Zone would create an appropriate buffer between the General Residential Zone to the south and the Landscape Conservation Zone to the north. Mr Goss considered that the Low Density Residential Zone would provide a lot size large enough to be developed and also retain vegetation. This would reduce the impact on the visual character of the area.
58. Discussions at the hearing identified that both experts agreed that the site contains important visual landscape values, which are seen from various areas around Hobart. However, their opinion on what zone should apply differed, as mentioned above. The difference between the two opinions is the degree of extra development that may be appropriate for the site.

Commission consideration

59. The Commission agrees with both experts that the site is visually prominent from many areas in Hobart. Furthermore, the Commission notes the comments by Mr Chetwynd about the potential impact from development at a density allowable under the Low Density Residential Zone, such as the clearing of vegetation for bushfire purposes, and the colour and bulk of buildings. This is particularly relevant given the natural landscape values of the site, which form part of the mid-slopes of Knopwood Hill.
60. The Commission does not agree with Mr Goss that the Low Density Residential Zone provides an appropriate transition between the General Residential Zone and the Landscape Conservation Zone. However, the Commission agrees that some infill development is appropriate on portions of the site, such as areas below existing development or areas that are already clear of vegetation.

61. The Commission considers that while the Low Density Residential Zone allows for infill development, which was supported to a degree by both experts, it would not provide adequate provisions in protecting the visual landscape values of the site. For example, there are no provisions to restrict the colour and scale of buildings in the Low Density Residential Zone. In addition, the higher density allowed under the Low Density Residential Zone may increase the amount of clearing undertaken at the site for development due to multiple dwellings being an allowable use in the zone at a density of 1,500m².
62. The Commission notes that the Landscape Conservation Zone includes a provision at clause 22.4.2 A5/P5 that provides for exterior building colours to not detract from the landscape. However, it does not allow for infill development, as the only residential use allowable under the zone is single dwellings as a discretionary use.
63. As a result of the visual landscape considerations at the site, the Commission considers that there may be planning merit in the following modifications to the draft amendment.
64. The Commission considers that the Landscape Conservation Zone is appropriate for the site, except for 73 Skyline Drive and 100 Skyline Drive (folio of the Register 136183/1), which is discussed below. This zone is appropriate as its purpose is to protect, conserve and manage landscape values, which is reflected in the zone provisions.
65. The Commission notes that infill development would not be possible under the Landscape Conservation Zone. As such, the Commission modifies the draft amendment to insert a specific area plan (SAP) to allow multiple dwellings in the Landscape Conservation Zone. The Commission includes two precincts in the SAP to identify appropriate density for the site. The Commission considers that this will address the need for protecting the visual landscape while also allowing some infill residential development. Details of the precincts are below.
66. Precinct A was included based on the visibility of development and existing character of the area. Precinct A has a slightly lower density at 3,000m² per dwelling than Precinct B, which is 2,000m². It is located on the western side of the gully and includes 125 Norma Street, 18 Newhaven Drive and 5 Zenith Court. These titles generally contain large dwellings with associated outbuildings. Precinct A forms the highest point of development which is visible on the mid-slopes of Knopwood Hill. This will assist in the transition between the General Residential Zone and Landscape Conservation Zone. The titles contain large areas of grassland below the existing development which could accommodate infill residential development without detracting from the character of the area or requiring the need to clear excessive areas of native vegetation. For this reason, the Commission modifies the draft amendment to apply a SAP over these titles.
67. Precinct B is located on titles along and to the eastern side of the gully. This includes 100 Skyline Drive (folios of the Register 136183/2, 3, 4, 5, 6, 7), 60A and 60B Skyline Drive. Many titles in Precinct B are undeveloped. Titles that are developed contain single dwellings with mature native vegetation. The titles are generally large enough to accommodate an additional one or two dwellings below the 90m contour line. For titles that are already developed, the precinct generally applies to areas below the existing dwelling.
68. At the hearing, Mr Barling noted that 60B Skyline Drive was omitted from the SAP and requested that it be included in Precinct A. Mr Barling stated that this is because the property has the same visibility rating by Mr Goss as the titles in Precinct A. 60B Skyline Drive is an internal lot adjacent to titles in Precinct B on the eastern side of the gully.
69. The Commission considers that 60B Skyline Drive is not appropriate for inclusion in the SAP as the proposed boundary for Precinct B provides an appropriate upper limit for the development of further multiple dwellings. The Commission determined the precincts based on the surrounding character of the area, natural values on the site, visibility and topography.

70. The Commission considers that 60B Skyline Drive is also not appropriate for inclusion in Precinct B as the site sits higher than the other titles in Precinct B. This results in development extending up the hill, which was identified by Mr Chetwynd as something that should be avoided.
71. In addition to the precincts, the Commission includes a provision in the SAP that substitutes a provision in the Landscape Conservation Zone. This provision relates to landscape protection. This provision particularly relates to the clearing of vegetation and the level of cut and fill required for development. The reason for substituting this provision is due to the existing building envelopes associated with many titles at the site, which is unique for a site with landscape values.

Planning scheme provisions

72. Expert evidence on the planning merit of the site was provided by Ms Jacqui Blowfield on behalf of the Howrah Hills Landcare Group, and Mr Frazer Read on behalf of MS Cas Pty Ltd. Both experts were present at the hearing.
73. Ms Blowfield of Ireneinc Planning and Urban Design prepared a Statement of Evidence, 27 February 2023. In this statement, Ms Blowfield considered that the Low Density Residential Zone of the State Planning Provisions (SPPs) differs significantly from the zone of the same name in the Clarence Interim Planning Scheme 2015. For example, under the SPPs, the Low Density Residential Zone allows a broader range of uses and contains provisions for multiple dwellings. It also has a focus on protecting residential amenity rather than landscape values, which is reflected in the Performance Criteria under clauses 10.3.1 and 22.3.3 of the SPPs.
74. Ms Blowfield provided a theoretical number of dwellings that could be developed should the site remain in the Low Density Residential Zone. This number exceeded 200 dwellings, noting that it included the whole site area for the large titles of 100 Skyline Drive (folios of the Register 136183/4, 5 and 6). At the hearing, Ms Blowfield advised that this was a theoretical yield, and the practical number of dwellings for the large lots of 100 Skyline Drive would be much less. For these three titles, the number was calculated at approximately 62 dwellings.
75. Ms Blowfield concluded that the Landscape Conservation Zone is appropriate for the site as it provides a suitable density for the area and allows for consideration against the Natural Assets Code at the development stage.
76. Mr Read of All Urban Planning prepared a Statement of Evidence, 18 May 2023. In this statement, Mr Read considered that the site is suitable for the Low Density Residential Zone as it is intended for residential development, which is evident when looking at the character of Howrah.
77. Mr Read identified that in the Low Density Residential Zone, the permitted density for multiple dwellings is one dwelling per 1,500m², if capable of being connected to reticulated services. If it can't be connected to reticulated services, the permitted density is one dwelling per 2,500m². Based on an assumption that the site can be connected to reticulated services, Mr Read considered that the site could accommodate an additional 65 dwellings at 1,500m² each.
78. The minimum permitted lot size for subdivision is 1,500m², with an absolute minimum of 1,200m². The permitted frontage for subdivision is 20m with an absolute minimum of 3.6m. Based on these provisions, Mr Read considered that there is limited potential for further subdivision of the site due to the existing lot sizes and frontages.
79. Mr Read further noted that the Natural Assets Code only applies to subdivision in the Low Density Residential Zone. Furthermore, as 100 Skyline Drive is split zoned, any clearing

required in the Landscape Conservation Zone section of the site to support development in the Low Density Residential Zone would be subject to clause C7.6.2 of the Natural Assets Code.

80. Mr Read considered that this clearing would generally be prevented by clause C7.6.2 P1.1 and P1.2. As such, development in the Low Density Residential Zone would require further setback from the split zone boundary to allow for the bushfire hazard management areas to be wholly contained in the Low Density Residential Zone. Mr Read considered that this would assist with the transition between the General Residential Zone to the south and the Landscape Conservation Zone to the north.
81. Mr Read concluded that the Low Density Residential Zone should apply to all titles subject to the draft amendment except the western most triangular portion of land forming 100 Skyline Drive, Howrah (folio of the register 136183/6). Mr Read considered that this area should be in the Landscape Conservation Zone based on the evidence provided by Dr Barnes. Mr Read also considered that 73 Skyline Drive, Howrah should be in the Open Space or Landscape Conservation zones as the intended use of the site is for open space.
82. At the hearing, the relationship between the provisions of the Low Density Residential Zone in the SPPs and the impact on site values was discussed.
83. Ms Blowfield advised that the Low Density Residential Zone in the SPPs does not provide for provisions that regulate the colour and finishes of buildings or protect native vegetation, which were raised as potential mechanisms to reduce visual impact from future development.
84. In relation to protecting native vegetation, Ms Blowfield advised that she had completed a desktop assessment of the potential vegetation clearing required for building in a bushfire-prone area. Based on this desktop assessment, if the vegetation was classified as woodland, a clearance of 10m upslope would be required. If it was classified as forest, a clearance of 16m upslope would be required.
85. Mr Read noted that while the Landscape Conservation Zone contains provisions for visual amenity, it does not allow for the development of multiple dwellings, which would be required to allow for infill development.
86. While there was disagreement between the experts on what zone should apply, it was agreed that the SPPs do not provide adequate provisions for this site.
87. In a submission dated 22 April 2024, Mr Christian Street on behalf of the Howrah Hills Landcare Group advised that various building envelopes and covenants apply to titles subject to this draft amendment. Mr Street advised that these building envelopes and covenants apply restrictions on the limit of development at the site.
88. The building envelopes apply to 100 Skyline Drive, Howrah, which restricts development to a small portion of the overall lot size. The covenants apply to 5 Zenith Court and 18 Newhaven Drive, Howrah, which restricts development on each title to a single dwelling.

Commission consideration

89. The Commission heard from experts that the site contains natural and visual values that need protecting. However, it was also identified that some areas of the site could accommodate infill development. Information received from Ms Blowfield and Mr Read identified that the provisions in the Low Density Residential Zone may not allow for appropriate development to proceed while maintaining these values. This is predominantly due to the inability to consider the Natural Assets Code for development in the Low Density Residential Zone, and the lack of colour or scale provisions for buildings.

90. The Commission considers that due to the lack of natural and visual values provisions under the Low Density Residential Zone and the inability to apply the Natural Assets Code for development, the site is appropriate for rezoning. However, the Commission also agree that the SPPs provide inadequate provisions for this site.
91. The Landscape Conservation Zone allows consideration of development against the Natural Assets Code while also including provisions for reducing impacts on visual amenity. However, the Landscape Conservation Zone is restrictive in the density of residential development that may be allowable at the site. As mentioned, the Landscape Conservation Zone only allows a single dwelling as a discretionary use. Mr Read stated that the land is intended for residential use.
92. To address this matter, the Commission considers that there may be planning merit in rezoning the site to the Landscape Conservation Zone and inserting a SAP over a portion of the site to allow some infill development.
93. The Commission notes that most properties within the site have some form of covenant restricting the location of buildings. While consideration has been given to these restrictions, they do not form part of the planning scheme. Nevertheless, the Commission has considered these matters which are discussed below.
94. 125 Norma Street, 18 Newman Drive and 5 Zenith Court, Howrah have a covenant that states structures must not be built above a specific contour level.
95. The titles that form 100 Skyline Drive, Howrah have two forms of building area. One is related to the construction of dwellings, and another refers to the construction of other buildings.
96. The covenants are in effect a private treaty between the subdivider and landowners. The planning authority is not a party to the covenants and does not have a role in applying the requirements of the covenants.
97. The planning provisions that are part of the Natural Assets Code and Landscape Conservation Zone refer to 'building areas' in different ways.
98. The acceptable solutions related to the waterway and coastal protection area and the priority vegetation area of the Natural Assets Code require buildings and works, and the clearance of native vegetation to be within a building area on a sealed plan approved under this planning scheme. In this case, it means a sealed plan approved under the Tasmanian Planning Scheme – Clarence.
99. The acceptable solutions under clause 22.4.4 Landscape Protection of the Landscape Conservation Zone refer to building and works being located within a building area when it is shown on a sealed plan. It omits 'approved under this planning scheme'.
100. The Commission considers that the various covenants and building areas on the titles, would not be considered as building areas as identified in the acceptable solutions under either the Zone or Code provisions. That is, the works and buildings associated with the development of a dwelling would not be capable of meeting the acceptable solutions due to the nature of covenants/building areas on those titles.
101. To partially address this matter, the proposed SAP includes precincts. These precincts will enable dwellings to be built in areas that largely correspond to the building area/contour levels that are referred to in covenants. The main difference is the western part of Precinct A, which has been moved to the west in comparison with the building area in the covenant. This is to avoid and minimise adverse effects on the riparian area of the waterway that runs down to Bandicoot Reserve.

102. Within the proposed SAP, the acceptable solutions that refer to building areas would have no statutory effect. This creates an unnecessary ambiguity, as the SAP would contain provisions in relation to a specific area where titles contain covenants and building areas but these covenants cannot satisfy the acceptable solution.
103. The Commission considers that the SAP should enable the planning authority to approve the creation of building areas on a sealed plan that can provide an acceptable solution for these sections of the SAP.
104. It is proposed that the SAP substitute provisions relating to landscape protection provisions of the Landscape Conservation Zone and priority vegetation provisions of the Natural Assets Code to state that 'building and works are within a building area shown on a sealed plan that has been created after June 2024'.
105. The Commission advises that covenants on titles is a matter that the Commission cannot assess. While the Commission has tried to align the covenants with the planning scheme provisions, covenants are a matter that require addressing by landowners through a separate process.
106. In addition to clarifying the building areas, the SAP substitutes the use table in the Landscape Conservation Zone. This is because the intent of the site is for residential use. Visitor Accommodation is included as a discretionary use as it is sometimes present in residential areas.
107. The proposed density in the SAP for each precinct aligns with the values of the site. It is estimated that titles subject to the SAP could accommodate approximately one to three additional dwellings. The Commission considers that the introduction of this SAP may assist in achieving the intended outcome of the draft amendment, noting that a large portion of the site will be in the Landscape Conservation Zone without application of the SAP.
108. The Commission agrees with Mr Read that 73 Skyline Drive, Howrah should be zoned to Open Space, as the intended use of the site is for open space associated with a previous subdivision.
109. In addition, the Commission finds that 100 Skyline Drive, Howrah (folio of the Register 136183/1), which has a site area of 975m² contains similar characteristics to adjoining land in the General Residential Zone. The Commission considers that there is planning merit in rezoning the site to the General Residential Zone. The Commission includes this as a substantial modification to the draft amendment.

Regional land use strategy

110. The relevant regional land use strategy is the Southern Tasmania Regional Land Use Strategy 2010-2035, 17 May 2023 (regional strategy).
111. In his statement, Mr Read considered that the site is appropriate for the Low Density Residential Zone, and that being in this zone does not conflict with the regional strategy.
112. Particularly, Mr Read considered that the Low Density Residential Zone meets the regional policies for biodiversity and geodiversity, cultural values, physical infrastructure, and settlement and residential development as follows:
 - The Low Density Residential Zone would provide for low rather than higher density development;
 - Dr Barnes identified that there is limited threatened vegetation, flora and fauna species at the site. Furthermore, he suggested that the vegetation at the site is not of local significance and therefore the priority vegetation area overlay shouldn't apply to those areas;

- The Natural Assets Code will apply to subdivision under the Low Density Residential Zone;
- Existing controls under the Low Density Residential Zone are appropriate for managing future development on the slopes of Knopwood Hill and Glebe Hill. Furthermore, the site is below the upper slopes, ridgeline and skyline;
- Retaining the Low Density Residential Zone will maximise use of existing infrastructure;
- The site is entirely within the Urban Growth Boundary. This boundary has been mapped on the basis of known constraints. It is therefore the expectation that the site be developed; and
- The site is suitable for the Low Density Residential Zone rather than the General Residential Zone due to the site constraints.

113. In relation to the Water Resources regional policies, at the hearing the Commission heard from parties about the importance of the riparian area of the waterway that runs down to Bandicoot Reserve. Mr North identified this area as being important for eastern barred bandicoot habitat.

Commission consideration

114. The Commission notes the opinions of Mr Read and make the following further observations.

115. Regional policy BNV 1.4 of the regional strategy states:

BNV 1.4 Manage clearance of native vegetation arising from use and development in a manner that is generally consistent across the region but allowing for variances in local values. (p. A-1)

116. The Commission finds that if the site was to be zoned the Low Density Residential Zone, no provisions would apply to the site to manage the clearance of native vegetation from use and development. This is predominantly due to the operation of the Natural Assets Code, which as identified by Mr Read only applies to the Low Density Residential Zone if subdivision is proposed.

117. Regional policy WR 1.3 of the regional strategy states:

WR 1.3 Include buffer requirements in the planning scheme to protect riparian areas relevant to their classification under the Forest Practices System. (p. A-3)

118. The Commission finds that in addition to the riparian area (gully) of the site being important habitat for eastern barred bandicoots, it is also identified as a tributary watercourse. The Commission considers that this watercourse requires protection through the planning scheme by applying a buffer zone of 20m.

119. The Commission finds that applying the waterway and coastal protection area overlay to the watercourse may provide this protection.

120. Regional policy PI 1.1 of the regional strategy states:

PI 1.1 Preference growth that utilises under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for metropolitan area of Greater Hobart. (p. A-14)

121. The site is fully serviced with existing infrastructure in the immediate area. The Commission considers that rezoning the site to the Landscape Conservation Zone without specific provisions would be inconsistent with the regional strategy for Physical Infrastructure. This is

due to the lack of infill development that could occur in areas capable of accommodating additional dwellings.

122. Regional policy LUTI 1.1 of the regional strategy states:

LUTI 1.1 Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than Urban Satellites or dormitory suburbs. (p. A-15)

123. While public transport is not located in the road network near the site, it is located near an existing transport corridor, being the South Arm Highway. The site is also close to the Howrah and Rosny Park activity centres.

124. Regional policy SRD 1.6 of the regional strategy states:

SRD 1.6 Utilise the Low Density Residential Zone only where it is necessary to manage land constraints in settlements or to acknowledge existing areas. (p. A-25)

125. As stated above, the Low Density Residential Zone can be applied where land constraints are present. The site contains constraints such as the access to internal lots and the topography. However, as identified by experts engaged by the Howrah Hills Landcare Group and MS Cas Pty Ltd, the site contains natural and visual values that require protecting.

126. In this scenario, the Commission considers that neither the Landscape Conservation Zone nor Low Density Residential Zone is appropriate for the site without specific provisions added.

127. Regional policy SRD 2.1 of the regional strategy states:

SRD 2.1 Residential growth for Greater Hobart is to occur through 50% infill development and 50% greenfield development. (p. A-26)

128. As identified by Mr Read, the site is within the Urban Growth Boundary of the regional strategy. If considering this regional policy in isolation, the General Residential Zone may be suitable for the site. However, if the regional strategy is considered in its entirety and as identified above there are natural and visual values that require protecting.

129. The Commission finds that rezoning the site to the Landscape Conservation Zone is not, as far as practicable, consistent with the regional strategy. This is because it fails to allow residential infill development in appropriate locations at the site, which is in a well serviced area within the Urban Growth Boundary.

130. It further considers that the Low Density Residential Zone is not, as far as practicable, consistent with the regional strategy. This is because this zone fails to provide for natural and visual values to be assessed under the scheme provisions.

131. The Commission finds that there may be planning merit in making modifications to the draft amendment to meet the regional strategy objectives. These modifications include rezoning the site to the Landscape Conservation, General Residential and Open Space zones, applying the waterway and coastal protection area overlay, and the priority vegetation area overlay, and inserting a SAP to a portion of the site to allow infill development. These matters are discussed in various sections above.

State Policies

132. The Commission finds that the *State Coastal Policy 1996* and *State Policy on Water Quality Management 1997* apply to the site. The Commission considers that the draft amendment is consistent with these State Policies.

Resource Management and Planning System Objectives

133. The Commission considers that the draft amendment, as certified, does not further the Objectives set out in Schedule 1 of the Act when read in its entirety. Rather, the draft amendment satisfies some individual Objectives.
134. To address this, the Commission modifies the draft amendment for the reasons mentioned above. By modifying the draft amendment, the Commission considers that the amendment may further the Objectives as follows.
135. Applying the Landscape Conservation Zone to the site allows each title to apply for a single dwelling, should they wish to use the site for residential purposes. Areas within each title that are identified as having capacity to accommodate additional dwellings are included in the proposed SAP. When choosing these areas, an in-depth review of the site was undertaken. This included specific consideration on the values of the land and the information provided by experts. The modification would allow some infill development in an accessible area that is in a well serviced location. This may further Objectives Part 1 (b) and (d), and Part 2 (a) of the Act.
136. In addition, the Commission considers that the application of the priority vegetation area overlay to reflect the experts findings, and the waterway and coastal protection overlay to the existing waterway may be appropriate in assisting to protect the natural values of the site. The Commission considers that this may further Objective 1 (a) of the Act.

Modifications required to draft amendment

137. Under section 40M of the Act the Commission must consider whether modifications to a draft amendment of an LPS ought to be made.
138. It was identified through submissions and discussions at the hearing that the provisions under the SPPs are not adequate in addressing the natural and visual values of the site, while allowing some infill residential development.
139. To address this matter, the Commission prepared a direction that provided modifications to the draft amendment for review by all parties. The proposed modified draft amendment comprised of the following changes.
 - A. Zone the following properties to Landscape Conservation:
 - 125 Norma Street, Howrah;
 - 18 Newhaven Drive, Howrah;
 - 5 Zenith Court, Howrah;
 - 100 Skyline Drive, Howrah, except folio of the Register 136183/1;
 - 60A Skyline Drive, Howrah;
 - 60B Skyline Drive, Howrah;
 - 60C Skyline Drive, Howrah; and
 - 46 Skyline Drive, Howrah.
 - B. Zone 73 Skyline Drive, Howrah to the Open Space Zone.
 - C. Zone 100 Skyline Drive, Howrah (folio of the Register 136183/1) to the General Residential Zone.
 - D. Apply the Priority Vegetation Area overlay to portions of the following properties:

- 125 Norma Street, Howrah;
 - 5 Zenith Court, Howrah;
 - 100 Skyline Drive, Howrah;
 - 73 Skyline Drive, Howrah;
 - 60A Skyline Drive, Howrah;
 - 60B Skyline Drive, Howrah;
 - 60C Skyline Drive, Howrah; and
 - 46 Skyline Drive, Howrah.
- E. Apply the Waterway and Coastal Protection Area overlay to the following properties:
- 100 Skyline Drive, Howrah (folios of the Register 136183/5, 6, 7);
 - 73 Skyline Drive, Howrah; and
 - 5 Orford Court, Howrah.
- F. Insert C23.0 Howrah Hills Specific Area Plan to the Clarence Local Provisions Schedule.
140. Under section 32(4) of the Act, an LPS may only include a specific area plan if:
- (a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or
 - (b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.
141. The Commission considers that a SAP at the site is consistent with section 32(4)(b) of the Act for the following reasons.
142. The Commission considers that the site has significant qualities as it:
- holds visual landscape values that are visible, particularly the western side of the Derwent River. Much of these visual landscape values are in relation to the topography of the site, being on the mid-slopes of Knopwood Hill, and the dense vegetation found on undeveloped portions of the site. In addition, the site contains an existing development footprint to allow for an increase in dwellings. To retain both the values of the site and the additional dwellings, specific provisions are required;
 - contains significant threatened flora species and locally significant vegetation communities; and
 - is within the Urban Growth Boundary of the regional strategy and close to urban services.
143. The Commission considers that the Low Density Residential Zone provisions allowed for a density too high for the area, and that the Landscape Conservation Zone did not allow for multiple dwellings.
144. As the SPPs do not provide standards that can adequately address the values of the site, a SAP is appropriate to provide unique provisions specific to the site. For this site, the unique provisions are to allow multiple dwellings at the site while protecting natural and visual values. The provisions were drafted based on agreed evidence between experts, which

concluded that while the site contains natural and visual values, some additional development could be accommodated.

145. The hearing was reconvened to discuss the proposed modifications, where it was considered by parties professionally represented that the modifications proposed would result in a substantial modification to the draft amendment. The Commission agrees with the parties that these modifications are substantial.
146. Due to this, the Commission substantially modifies the draft amendment and notifies the planning authority under section 40N(d) of the Act. The Commission requests the planning authority to place to substantially modified draft amendment on exhibition under section 40H of the Act.

Decision on draft amendment

147. The Commission considers that there may be planning merit in the modifications listed above.
148. The Commission substantially modifies the draft amendment under section 40N(1)(d) of the *Land Use Planning and Approvals Act 1993* as set out in Annexure A.

Attachments

Annexure A – Substantially modified amendment

Annexure A

Substantially modified amendment PDPSAMEND-2021-022802 to the Tasmanian Planning Scheme – Clarence.

1. Zone the following properties to the Landscape Conservation Zone, as shown below:
 - 125 Norma Street, Howrah (folio of the Register 26606/146);
 - 18 Newhaven Drive, Howrah (folio of the Register 26629/145);
 - 5 Zenith Court, Howrah (folio of the Register 26629/144);
 - 100 Skyline Drive, Howrah (folios of the Register 136183/2, 3, 4, 5, 6, & 7);
 - 46 Skyline Drive, Howrah (folio of the Register 48113/13);
 - 60A Skyline Drive, Howrah (folio of the Register 104949/6);
 - 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
 - 60C Skyline Drive, Howrah (folio of the Register 136183/11).
2. Zone 100 Skyline Drive, Howrah (folio of the Register 136183/1) to the General Residential Zone, as shown below.
3. Zone 73 Skyline Drive, Howrah (folio of the Register 136183/8) to the Open Space Zone, as shown below.



4. Apply the priority vegetation area overlay of the Natural Assets Code to portions of the following properties, as shown below:

- 125 Norma Street, Howrah (folio of the Register 26606/146);
- 5 Zenith Court, Howrah (folio of the Register 26629/144);
- 100 Skyline Drive, Howrah (folios of the Register 136183/1, 2, 3, 4, 5, 6 & 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8);
- 46 Skyline Drive, Howrah (folio of the Register 48113/13);
- 60A Skyline Drive, Howrah (folio of the Register 104949/6);
- 60B Skyline Drive, Howrah (folio of the Register 104949/5); and
- 60C Skyline Drive, Howrah (136183/11).



5. Apply the Waterway and Coastal Protection Area overlay of the Natural Assets Code to portions of the following properties, as shown below:

- 100 Skyline Drive, Howrah (folios of the Register 136183/5, 6 and 7);
- 73 Skyline Drive, Howrah (folio of the Register 136183/8); and
- 5 Orford Court, Howrah (folio of the Register 28383/301).



6. Insert CLA-S23.0 Howrah Hills Residential Specific Area Plan, as follows.

CLA-S23.0 Howrah Hills Residential Specific Area Plan

CLA-S23.1 Plan Purpose

CLA-S23.1.1 The purpose of the Howrah Hills Residential Specific Area Plan is to protect the natural and scenic values of the Howrah Hills while allowing low density residential infill.

CLA-S23.2 Application of this Plan

CLA-S23.2.1 This specific area plan applies to the areas of land designated as the Howrah Hills Residential Specific Area Plan on the overlay maps.

CLA-S23.2.2 In the area of land to which this plan applies, the provisions of the specific area plan are in substitution, modification, or addition to the provisions of the Landscape Conservation Zone, as specified in the relevant provision.

CLA-S23.3 Local Area Objectives

CLA-S23.3.1 Local Area Objectives

Sub-clause	Area description	Local Area Objective
CLA-S23.3.1.1	Precinct A within the area shown on an overlay map as CLA-S23.2.1.1 and shown as A in Figure CLA-S23.1.	The local area objectives for Precinct A are to: (a) Facilitate residential development that conserves the visual landscape values of the mid-slopes of Howrah hills. (b) Allow for a low density and scale of residential infill development in a visually sensitive location within an existing modified landscape.
CLA-S23.3.1.2	Precinct B within the area shown on an overlay map as CLA-S23.2.1.1 and shown as B in Figure CLA-S23.1.	The local area objective for Precinct B is to allow for a low density and scale of residential infill development that acts as a transition area between the existing Howrah urban residential area and native bushland on Howrah hills.

CLA-S23.4 Definition of Terms

This sub-clause is not used in this specific area plan.

CLA-S23.5 Use Table

This use table is in substitution of clause 22.2 of the Landscape Conservation Zone.

Use class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Permitted	

Residential	If for: (a) a home-based business; (b) a single dwelling, with all roofed buildings located within Precincts A or B; or (c) multiple dwellings, with all roofed buildings located within Precincts A or B.
Utilities	If for minor utilities.
Discretionary	
Residential	If for a single dwelling.
Utilities	If not listed as Permitted.
Visitor Accommodation	
Prohibited	
All other uses	

CLA-S23.6 Development Standards for Dwellings

CLA-S23.6.1 Residential density for multiple dwellings

This clause is in addition to clause 22.4 of the Landscape Conservation Zone.

Objective:	That the density of multiple dwellings: (a) is appropriate for the natural and visual values of Howrah Hills; and (b) provides for low density residential infill development.	
Acceptable Solutions		Performance Criteria
A1 Within a site the maximum density of multiple dwellings must be 3,000m ² per dwelling in Precinct A and 2,000m ² per dwelling in Precinct B.		P1 No Performance Criterion.

CLA-S23.6.2 Site coverage

This clause is in substitution of clause 22.4.1 of the Landscape Conservation Zone.

Objective:	That the site coverage is compatible with the protection, conservation and management of the landscape values of the site and surrounding area.	
Acceptable Solutions		Performance Criteria
A1 Site coverage for uses other than multiple dwellings must not be more than 350m ² .		P1 Site coverage must be compatible with the landscape values of the site and surrounding area, having regard to: (a) the topography of the site; (b) the capacity of the site to absorb run-off;

	<p>(c) the size and shape of the site;</p> <p>(d) the existing buildings and any constraints imposed by existing development;</p> <p>(e) the need to remove vegetation;</p> <p>(f) the location of development in relation to cleared areas; and</p> <p>(g) the location of development in relation to natural hazards.</p>
<p>A2</p> <p>Site coverage for multiple dwellings must be not more than:</p> <p>(a) 600m² for two dwellings, plus an additional 250m² for each additional dwelling where the site does not contain an existing dwelling; or</p> <p>(b) 250m² for each additional dwelling where a site contains an existing single dwelling.</p>	<p>P2</p> <p>Site coverage must no more than 20% greater than the area required by the acceptable solution and be compatible with the landscape values of the site and surrounding area, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the capacity of the site to absorb run-off;</p> <p>(c) the size and shape of the site;</p> <p>(d) the location and scale of existing buildings and any constraints imposed by existing development;</p> <p>(e) the need to remove or retain vegetation;</p> <p>(f) the location of development in relation to cleared areas and natural hazards; and</p> <p>(g) the scale, form and visibility of the development on the site.</p>

CLA-S23.6.3 Setback

This clause is in substitution of clause 22.4.2 A2/P2 and A3/P3 of the Landscape Conservation Zone.

Objective:	That the siting of dwellings is compatible with the landscape and natural values of the site.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must have a setback from all boundaries not less than 10m.</p>	<p>P1</p> <p>Building setbacks must be compatible with the landscape values of the surrounding area, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) setbacks of adjacent buildings;</p> <p>(c) the height, bulk and form of existing and proposed buildings;</p> <p>(d) the appearance when viewed from roads and public places;</p> <p>(e) the safety of road users; and</p> <p>(f) the retention of vegetation.</p>

CLA-S23.6.4 Landscape protection

This clause is in substitution to clause 22.4.4 of the Landscape Conservation Zone.

Objective:	That the landscape values of the site and surrounding area are protected or managed to minimise adverse impacts.
Acceptable Solutions	Performance Criteria
<p>A1 Building and works are within a building area shown on a sealed plan that has been created after June 2024.</p>	<p>P1 Buildings and works must be located to minimise native vegetation removal and the impact on landscape values, having regard to:</p> <ul style="list-style-type: none"> (a) the extent of the area from which native vegetation has been removed; (b) the extent of native vegetation to be removed; (c) any remedial or mitigation measures or revegetation requirements; (d) provision for native habitat for native fauna; (e) the protection and management of native vegetation associated with the riparian area adjacent to the waterway flowing to Bandicoot Reserve; (f) the protection of patches and individual <i>Eucalyptus risdonii</i> trees; (g) the management and treatment of the balance of the site or native vegetation areas; (h) the type, size, and design of development; and (i) the landscape values of the site and surrounding area.
<p>A2 Buildings and works, for all uses excluding multiple dwellings must:</p> <ul style="list-style-type: none"> (a) be located within a building area shown on a sealed plan that has been created after June 2024; or (b) be an alteration or extension to an existing building providing it is not more than the existing building height; (c) not include cut and fill greater than 1m; and (d) be not less than 10m in elevation below a skyline or ridgeline 	<p>P2.1 Buildings and works for all uses must be located to minimise impacts on landscape values, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size and shape of the site; (c) the proposed building height, size and bulk; (d) any constraints imposed by existing development; (e) visual impact when viewed from roads and public places; and (f) any screening vegetation. <p>P2.2 Building and works for all uses are less than 10m in elevation below a skyline or ridgeline, unless there are no other suitable building areas.</p>

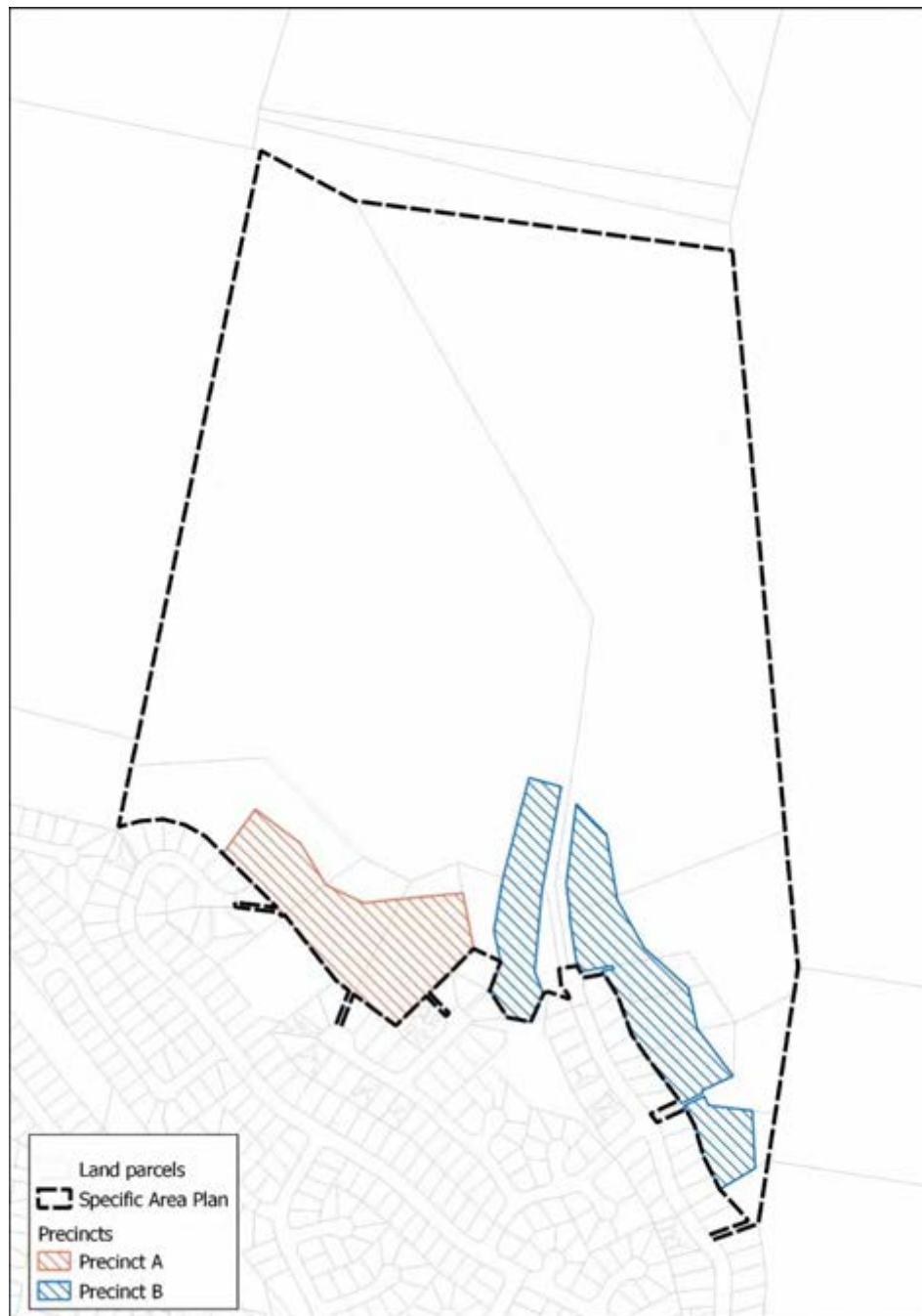
CLA-S23.6.5 Clearance within a priority vegetation area

This clause is in substitution of clause C7.6.2 of the Natural Assets Code.

Objective:	That clearance of native vegetation within a priority vegetation area: (a) does not result in unreasonable loss of priority vegetation; (b) is appropriately managed to adequately protect identified priority vegetation.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved after June 2024.</p>	<p>P1.1</p> <p>Clearance of native vegetation within a priority vegetation area must be for:</p> <ul style="list-style-type: none"> (a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person; (b) buildings and works associated with the construction of a single dwelling, multiple dwellings or an associated outbuilding on the site; (c) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (d) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or (e) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site. <p>P1.2</p> <p>Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</p> <ul style="list-style-type: none"> (a) the design and location of buildings and works and any constraints such as topography or land hazards; (b) any particular requirements for the buildings and works; (c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings; (d) any mitigation measures implemented to minimise the residential impacts on priority vegetation;

	<p>(e) any on-site biodiversity offsets;</p> <p>(f) any existing cleared areas on the site;</p> <p>(g) the protection and management of native vegetation associated with the riparian area adjacent to the waterway flowing to Bandicoot Reserve; and</p> <p>(h) the protection of patches and individual <i>Eucalyptus risdonii</i> trees.</p>
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Figure CLA-S23.1 Howrah Hills Residential Specific Area Plan



8. REPORTS OF OFFICERS

8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

Nil Items.

8.2 ASSET MANAGEMENT

Nil Items.

8.3 FINANCIAL MANAGEMENT

Nil Items.

8.4 GOVERNANCE**8.4.1 SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY (STRLUS) – STATE OF PLAY****EXECUTIVE SUMMARY****PURPOSE**

This report informs Council of the progress to date in the comprehensive review and update of the Southern Tasmania Regional Land Use Strategy (STRLUS). The report outlines work undertaken by the State Government and the southern regional councils to develop the State of Play report, which is the first step in the review of the STRLUS.

The State of Play report summarises available data and information to provide the current situation and changes over time on a range of key issues in the region.

It has been requested that the State of Play report be put to each of the councils in the southern region for noting.

RELATION TO EXISTING POLICY/PLANS

The Southern Tasmania Regional Land Use Strategy 2010-2035 was originally declared in October 2011. The preparation of the State of Play report is an early step in the comprehensive review of STRLUS.

LEGISLATIVE REQUIREMENTS

Section 5A(6) of the *Land Use Planning and Approvals Act 1993* requires that “*The Minister must keep all regional land use strategies under regular and periodic review*”. The preparation of the State of Play report is an early step in the comprehensive review of STRLUS.

CONSULTATION

The State of Play report will be placed on the project website and utilised as a tool to assist in consultation for the comprehensive review of the STRLUS.

FINANCIAL IMPLICATIONS

There are no current or proposed financial implications associated with the State of Play Report or the STRLUS review. Funding for minor activities anticipated that may arise in conjunction with the STRLUS review has been allocated within the FY2024/25 budget.

RECOMMENDATION:

That Council notes the State of Play Report and the commencement of consultation on the comprehensive review and update to the Southern Tasmania Regional Land Use Strategy.

SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY (STRLUS) – STATE OF PLAY /contd...

ASSOCIATED REPORT**1. BACKGROUND**

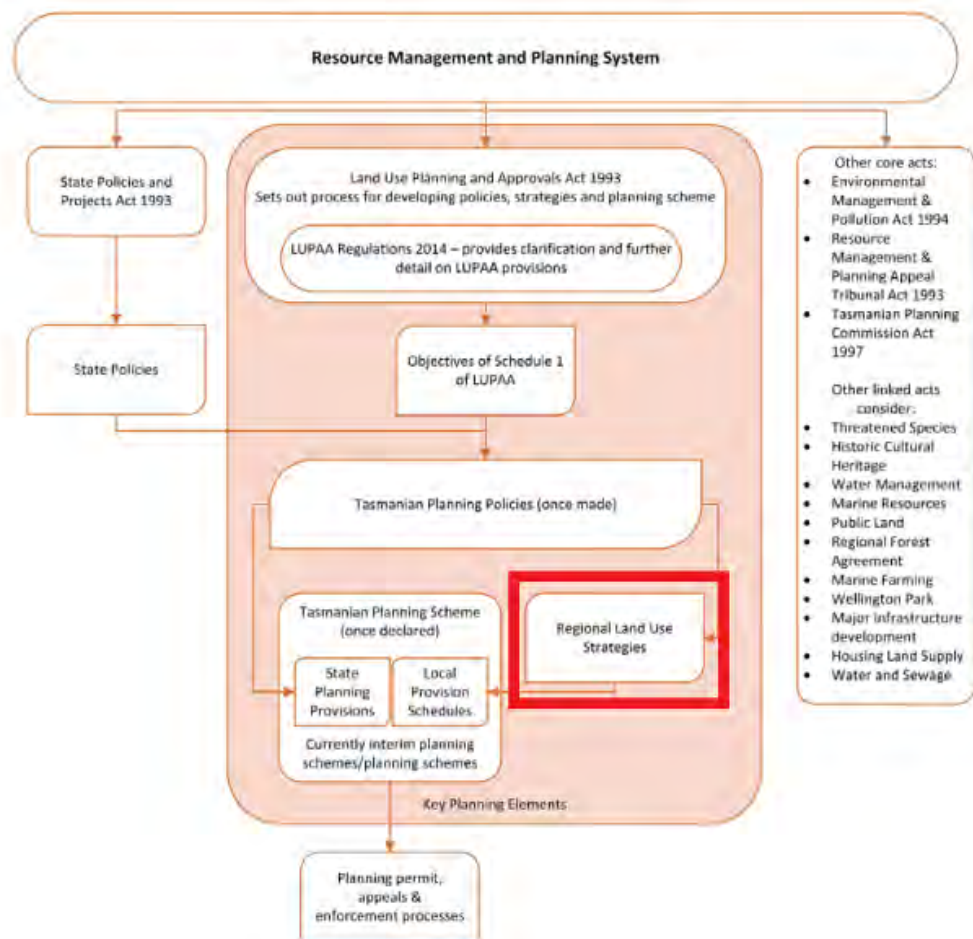
1.1. There are three regional land use strategies in effect in Tasmania, namely:

- Southern Tasmania Regional Land Use Strategy (STRLUS);
- Northern Tasmania Regional Land Use Strategy; and
- Cradle Coast Regional Land Use Strategy.

1.2. Regional land use strategies are long term plans to manage growth and change within regions. They help the Tasmanian Government and local councils to work together to plan for the future of the communities they serve.

1.3. The strategies represent the agreed and approved strategic directions for the regions and provide certainty to the broader community, infrastructure providers and governments for medium and long-term investment decisions.

1.4. The following diagram provides an overview of the Tasmanian Planning System and the context of the regional land use strategies within the system.



- 1.5. Since the implementation of the STRLUS in 2011, Southern Tasmania has experienced significant population growth, and new economic and social conditions, which are driving change.
- 1.6. There have also been changes to the Tasmanian Planning System including the rollout of the Tasmanian Planning Scheme across the state, and the draft Tasmanian Planning Policies (TPPs) that are currently under consideration by the Minister.
- 1.7. In the context of this change, the 12 southern region councils committed to conduct a comprehensive review and update of the STRLUS. The comprehensive review and update program is co-funded by the 12 councils and the State Government.

- 1.8.** In February 2023, a steering committee was established, consisting of:
- Chair – Robert Higgins, General Manager, Sorell Council;
 - Cr Daniel Hulme, Clarence City Council;
 - Mayor Rod MacDonald, Tasman Council;
 - Mayor Leigh Bray, Brighton Council;
 - James Dryburgh, General Manager, Brighton Council;
 - Tony McMullen, General Manager, Glenorchy City Council; and
 - Neil Noye, Director City Futures, Hobart City Council.
- 1.9.** The role of the steering committee is to ensure project outcomes and deliverables are achieved, approve the release of project deliverables, and establish communication channels and maintain regular project updates with the elected members and executives of the councils.
- 1.10.** In August 2023, a Regional Planning Coordinator was appointed, responsible for working with the southern councils and State Planning Office to coordinate the comprehensive review and development of the updated STRLUS.
- 1.11.** In December 2023, to support the delivery of the project, a working group was established. The working group comprises the regional planning coordinator, a senior planning advisor from the State Planning Office, two state agency/authority representatives and 12 council planners, including Council's Lead Strategic Planner. The role of the working group is to provide advice to the Regional Planning Coordinator on regional planning matters relevant to the review and provide advice on technical planning issues as relevant.
- 1.12.** ETHOS Urban, a leading national planning consultancy was engaged to develop the State of Play report and updates to the STRLUS.

2. PLANNING FOR GROWTH THROUGH STRLUS

- 2.1.** By 2046, Southern Tasmania is expected to have a population of approximately 342,000 people. This is an additional 43,500 people who will require homes and employment.
- 2.2.** By planning for growth, we can ensure the current and future needs of our changing population are met. Growth will occur and through careful planning we can ensure it happens in the right places, enhances our communities, and supports the Tasmanian lifestyle.
- 2.3.** Population growth can provide access to opportunities that may not otherwise be available, such as, more education and health facilities, more recreational opportunities and more business and career opportunities.
- 2.4.** Residential growth will be primarily managed through the urban growth boundary and settlement boundaries that set the physical extent of development for a 20+ year supply of urban land for communities.
- 2.5.** The urban growth boundary and settlement boundaries support minimising urban sprawl to protect the environment, maximise the use of existing services and infrastructure, and maximise positive social outcomes.
- 2.6.** A review of STRLUS may result in changes to the urban growth boundary, settlement boundary and areas identified for change.

3. STATE OF PLAY REPORT

- 3.1.** The State of Play report is the first step in updating the STRLUS. The report documents the things that make parts of the region unique, that the community values, and that are important to address for the benefit of people, the economy, and the climate and landscape that shapes the region.

- 3.2.** The report summarises available data and information on a range of matters to understand the key issues and influences in the region and the causes of growth and change. It addresses what is known from experience, what is currently happening, and (for some issues) the projections of what may occur over the next 25-30 years.
- 3.3.** The report is designed to be a community facing document enabling initial conversations around key issues. Data for the State of Play report has been gathered from a variety of sources, including the recent REMPLAN residential demand and supply study, ABS data and council inputs.
- 3.4.** During background analysis, the following key themes emerged which have informed the contents of the report:
- Country, climate, landscape, and environmental values;
 - Economic activity and infrastructure; and
 - People, communities, and growth.
- 3.5.** The State of Play report has identified some key principles for shaping the region. These principles seek to respond to the diversity of our region and are informed by the draft Tasmanian Planning Policies. The proposed principles are:
- Planning for the region is grounded in understanding of, respect for, and connections to culture, history, and country;
 - Land use and economic activity respect, respond sustainably to and protect the region's unique natural environment;
 - Communities across Southern Tasmania are safe and resilient to natural hazards and climate change;
 - Communities in the region are sustainable, connected, and diverse;
 - Social services and infrastructure are planned and delivered to support a growing and changing community;

- Employment and economic clusters are accessible and transport networks support how, where, and why people and goods move within, to and from the region; and
- The region's economy leverages its unique strengths and provides a stable base for employment growth and diversification.

4. NEXT STEPS

Following the noting of the State of Play Report by councils and the Minister, the following steps have been outlined:

- **Engagement** - The State of Play report will be placed on the project website where it will be used for early stakeholder engagement. Feedback gathered through consultation will be used to further inform the STRLUS review.
- **Council endorsement** - It is anticipated that a draft revised STRLUS will be provided to Council for endorsement by the end of the year.
- **Formal public consultation** – The draft revised STRLUS will then be placed on formal public exhibition. The community and stakeholders, including councils, will be able to make representations that will be considered in the finalisation of the strategy.
- **Ministerial approval** - It is anticipated the final STRLUS will be provided to the Minister for consideration mid-2025.

5. CONSULTATION

- 5.1.** The State of Play report will be placed on a project website where it will be used to assist with early stakeholder engagement about updates to the STRLUS.
- 5.2.** Each council within the region is requested to publicly exhibit the State of Play report making copies available for viewing by the public at the council premises and on their website.

- 5.3.** Capire Consulting Group, a specialist community engagement consultancy with expertise in regional planning, community development and social impact, and public policy has been engaged to support communication and stakeholder engagement, that is anticipated to commence in September 2024. In addition, Cooee Communities, palawa consultants, are currently being engaged to support palawa engagement.

6. REGIONAL, STATE AND NATIONAL PLANS AND POLICIES

The following are relevant to the broader policy context of the State of Play report:

- Australian Government, National Urban Policy Consultation Draft;
- Tasmanian Government, Tasmania's Population Policy – Planning for Our Future;
- Tasmanian Government, Tasmanian Housing Strategy;
- The Southern Tasmanian Regional Land Use Strategy;
- Local planning provisions and interim planning schemes;
- 30-Year Greater Hobart Plan 2022 and 30-Year Greater Hobart Plan: Strategy for Growth and Change 2022; and
- Draft Tasmanian Planning Policies.

7. RISK AND LEGAL IMPLICATIONS

Other than reputational and normal project management risk considerations, no specific legal, risk and legislative issues are seen to apply to the proposed State of Play report.

8. FINANCIAL IMPLICATIONS

There are no current financial implications associated with the State of Play report or the STRLUS review. Funding for minor activities anticipated that may arise in conjunction with the STRLUS review has been allocated within the FY2024/25 budget.

9. CONCLUSION

- 9.1.** The STRLUS is a long-term plan to facilitate and manage change, growth, and development within Southern Tasmania to 2035.
- 9.2.** Since the introduction of the STRLUS, southern Tasmania has experienced population growth, and new economic and social conditions, which are driving change.
- 9.3.** The State of Play report is the first step in reviewing and updating the STRLUS. It summarises available data and information on a range of issues to understand the key issues and influences in the region and the causes of growth and change.
- 9.4.** Following noting by councils and the Minister, the State of Play report will be used for stakeholder engagement which will further inform the STRLUS review.

Attachments: 1. Southern Tasmania Regional Land Use Strategy – State of Play Report (82)

Daniel Marr
HEAD OF CITY PLANNING

SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY

STATE OF PLAY REPORT



Southern Tasmania
REGIONAL PLANNING PROJECT

July 2024

ACKNOWLEDGEMENT

We acknowledge the palawa/Tasmanian Aboriginal people as the traditional owners of lutruwita (Tasmania) and their enduring custodianship of this island.

We pay our respects to their Elders, past and present and to all Aboriginal people who live and work in Southern Tasmania today.

We honour their stories, songs, art and culture and their aspirations for the future of their people and these lands.

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Image: Hobart aerial
Credit: Luke Tscharke





Part 1

Introduction



1.1 Updating the Southern Tasmania Regional Land Use Strategy

Regional Land Use Strategies are an important part of the Tasmanian Planning System. They plan up to 25 years ahead and set the direction for how land use change, growth and development in Tasmania's Regions will be managed. The main purposes of the Regional Land Use Strategies are to:

- Implement the Tasmanian Planning Policies at a regional scale, and in ways that are appropriate to each of Tasmania's regions.
- Guide local strategic planning and the preparation of planning schemes in the councils that make up each region. Planning schemes must be consistent with the relevant Regional Land Use Strategy.

The Tasmanian Minister for Planning can declare Regional Land Use Strategies under the Tasmanian Land Use Planning and Approvals Act 1993 (LUPAA). The LUPAA also sets out how Regional Land Use Strategies should be prepared and amended, and requires periodic reviews and updates.

The Southern Tasmania Regional Land Use Strategy (STRLUS) is one of three Regional Land Use Strategies in Tasmania. The STRLUS was first declared in 2011. Since 2011, Southern Tasmania has experienced population growth and the economic, social and environmental conditions have changed. There have also been changes to planning policy and legislation such as the introduction of the Tasmanian Planning Scheme and the Tasmanian Planning Policies.

The twelve local governments of Southern Tasmania in conjunction with the Tasmanian Government State Planning Office are working together to update the STRLUS.

1.2 The State of Play Report

This State of Play Report is the first step in updating the STRLUS. It summarises available data and information on a range of topics to understand the key issues and influences in the Region and the causes of growth and change. It addresses what has been learnt from past experience in the Region, what is currently happening, and (for some issues) projections of what may occur over the next 25–30 years.

Southern Tasmania is unique, complex, and diverse. The State of Play Report documents the things that make parts of the Region unique, that the community values, and that are important to address for the benefit of people, the economy, and the climate and landscape that shapes the region.

The findings from the State of Play Report will inform updates to the STRLUS by identifying key land use planning issues for the Region that the STRLUS needs to address. The State of Play Report is structured using key themes that cover related topics:

Themes	Topics
Culture, Climate, Landscape and Environmental Values	<ul style="list-style-type: none"> • Cultural Heritage and Values • Natural Environment, Landscape Character and Climate • Natural Hazards and Environmental Risks
Economic Activity and Infrastructure	<ul style="list-style-type: none"> • Economic Activity and Productivity • Movement and Connectivity • Utilities
People, Communities and Growth	<ul style="list-style-type: none"> • Population Growth and Change • Housing, Placemaking and Growth Management • Social Infrastructure

For each theme, the opportunities and challenges are summarised to show how the issues are linked and highlighting the importance of integrated planning for the Region.

The Tasmanian Planning Policies provide guidance and policy direction for land use planning across Tasmania, in particular for the Regional Land Use Strategies. The Tasmanian Planning Policies address:

- Settlement, including liveability, and where and what types of housing and social infrastructure is required to support communities
- Environmental Values, like natural living systems, landscape values and the coasts and waterways
- Environmental Hazards such as bushfire, landslip, flooding, coastal hazards and contamination
- Sustainable Economic Development across sectors including agriculture, tourism, energy, natural resources, and business.
- Physical Infrastructure, to ensure that growth and existing communities are supported by essential services and are connected.
- Cultural Heritage, including both Aboriginal cultural significance and non-Aboriginal values
- Planning processes, guiding how land use planning should be done, including consultation with communities

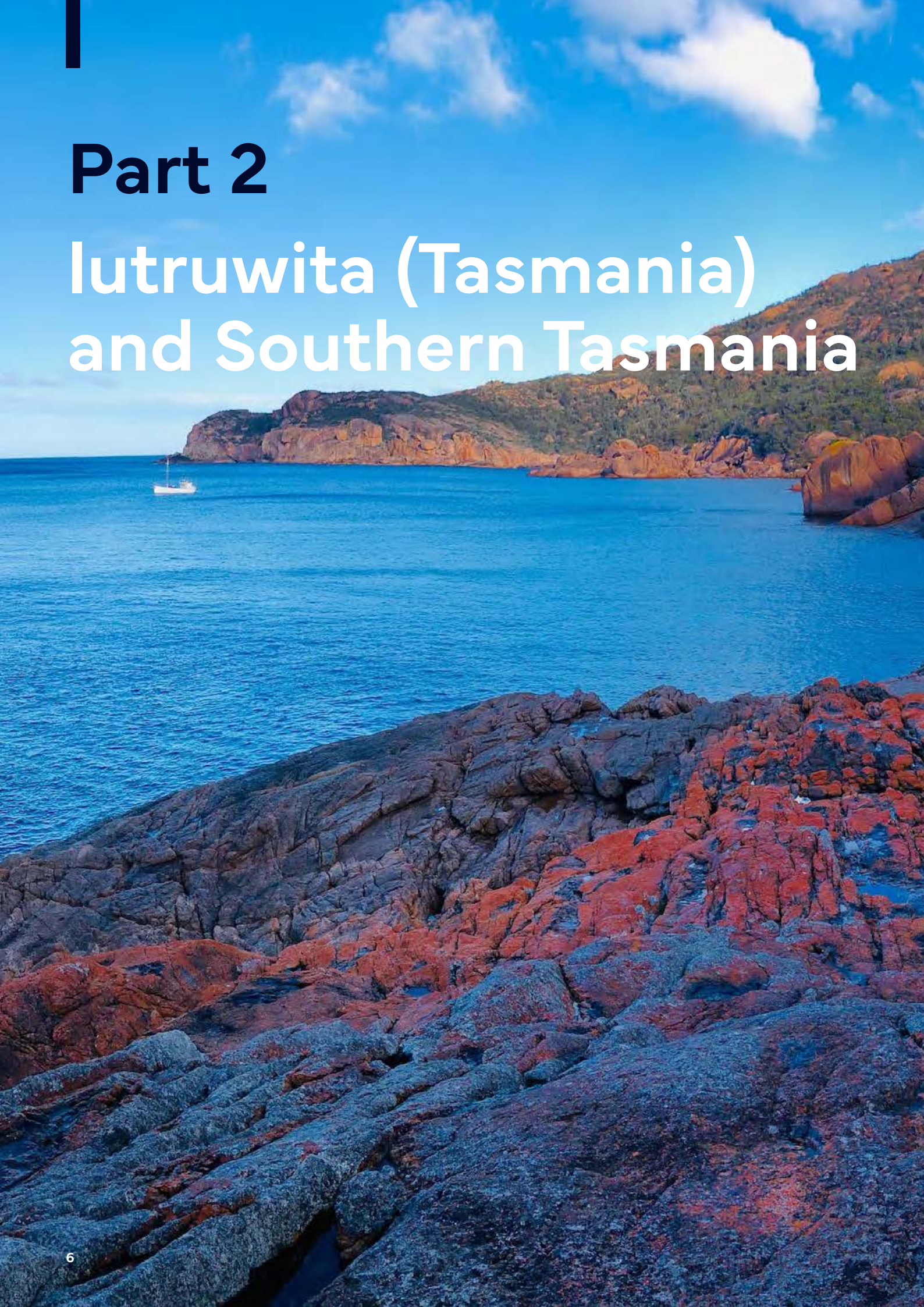
FIGURE 1. THE PLANNING HIERARCHY



I

Part 2

Iutruwita (Tasmania) and Southern Tasmania



For the local Aboriginal nations, Tasmania has been and continues to be known as “lutruwita”. The Southern Tasmanian Land Use Strategy (STRLUS) will seek to embed the values, context and aspirations of the palawa/Tasmanian Aboriginal people, into a strategic forward plan for the region.

2.1 Southern Tasmania

Southern Tasmania is geographically, socially and economically diverse. The Region:

- **Includes 12 of Tasmania's 29 local councils**
- **Covers more than a third of Tasmania (23,377 square km)**
- **Is home to more than half of all Tasmanians (298,589 people)**
- **Contributes more than half of Tasmania's economic productivity**

Nature shapes the Region. Mountains, waterways and the coast define where people live, how they move around and many of the things they love about their place. Nature also supports economic activities including tourism and primary production. Regional land use planning can support and protect the natural environment and mitigate the impacts on communities from natural hazards.

Cycles of change influence Southern Tasmania. Periods of population growth and a stronger economy contrast with down-turns as industries change and people seek opportunities elsewhere. The weather also shapes people's lives. A cold temperate climate that is influenced by the sea and terrain means southern Tasmania experiences seasons like nowhere else in Australia. Climate change is impacting on natural patterns and will change the region over time. A dynamic place that is influenced by internal and external changes creates both opportunities and challenges for land use planning.

Southern Tasmania spans diverse communities ranging from the highly urban Hobart CBD to remote wilderness and rural areas. Some areas experience growth while others are undergoing transitions as jobs and industries change. The complexity of planning for a varied region means that region-wide planning priorities need to acknowledge and respect local differences. Regional land use planning for Southern Tasmania needs to provide direction and a framework for application at the local level.

Predictions of growth and change for the region over the next 25 years are based on assumptions, knowledge that is available now, and learning from past experience.

The COVID pandemic, and its impacts on Southern Tasmania's people and economy, are a reminder that planning for the long-term future of a dynamic and diverse region requires clear direction and a framework that can respond to change. While the Region's population is likely to grow, the pace of population increase may be slower or faster than predicted and this will in turn affect land use planning responses like how many new homes are needed and where those homes should be built.



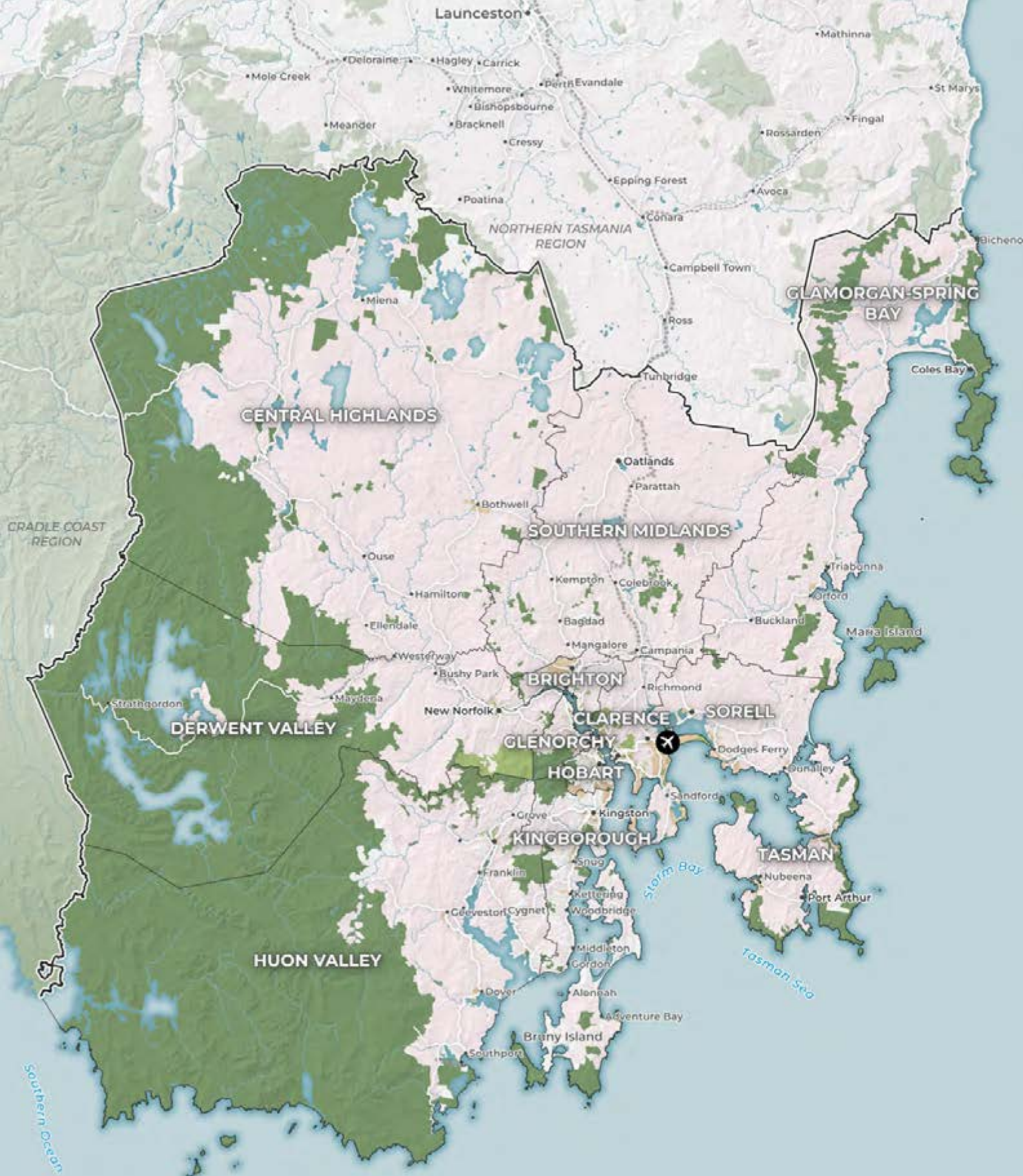


FIGURE 2. THE SOUTHERN TASMANIAN REGION

LEGEND

-  LOCAL GOVERNMENT AREAS
-  Regional Land Use Strategy Boundary
-  Roads
-  Railway
-  Hobart International Airport
-  Rural and Non-Urban Areas
-  National Parks, Reserves and Conservation Areas
-  Open Space & Recreation
-  Urban Areas

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Southern Tasmania's People

Southern Tasmania

POPULATION

298,589



ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



DWELLINGS



MEDIAN AGE



WORKFORCE

Brighton

PRIMARY INDUSTRIES

Construction
Transport, Postal and Warehousing



20,025

POPULATION



11.7%

ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



8,056

DWELLINGS



35 years

MEDIAN AGE



3,823

WORKFORCE

Central Highlands

PRIMARY INDUSTRIES

Agriculture and Food Manufacturing



2,582

POPULATION



6.0%

ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



2,897

DWELLINGS



50 years

MEDIAN AGE



776

WORKFORCE

Clarence

PRIMARY INDUSTRIES

Construction



63,820

POPULATION



4.9%

ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



27,452

DWELLINGS



41 years

MEDIAN AGE



20,422

WORKFORCE

Derwent Valley

PRIMARY INDUSTRIES

Manufacturing
Agriculture and Food Manufacturing
Construction



11,320

POPULATION



6.7%

ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



4,962

DWELLINGS



42 years

MEDIAN AGE



2,848

WORKFORCE

Glamorgan - Spring Bay

PRIMARY INDUSTRIES

Agriculture and Food Manufacturing
Construction



5,242
POPULATION



Glenorchy

PRIMARY INDUSTRIES

Manufacturing
Construction



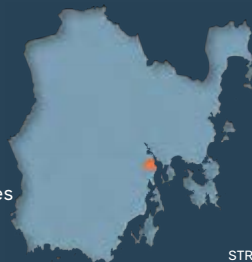
51,187
POPULATION



Hobart

PRIMARY INDUSTRIES

Public Administration and Safety
Electricity, Gas, Waste and Water Services
Healthcare and Social Assistance



56,250
POPULATION



Huon Valley

PRIMARY INDUSTRIES

Agriculture and Food Manufacturing



19,513
POPULATION



Kingborough

PRIMARY INDUSTRIES

Construction
Agriculture and Food Manufacturing



41,274

POPULATION



ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



DWELLINGS



MEDIAN AGE



WORKFORCE

Sorell

PRIMARY INDUSTRIES

Agriculture and Food Manufacturing
Construction
Rental, Hiring and Real Estate Services



17,725

POPULATION



ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



DWELLINGS



MEDIAN AGE



WORKFORCE

Southern Midlands

PRIMARY INDUSTRIES

Agriculture and Food Manufacturing



6,949

POPULATION



ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



DWELLINGS



MEDIAN AGE



WORKFORCE

Tasman

PRIMARY INDUSTRIES

Agriculture and Food Manufacturing
Construction
Rental, Hiring and Real Estate Services



2,702

POPULATION



ABORIGINAL AND TORRES
STRAIT ISLANDER RESIDENTS



DWELLINGS



MEDIAN AGE



WORKFORCE

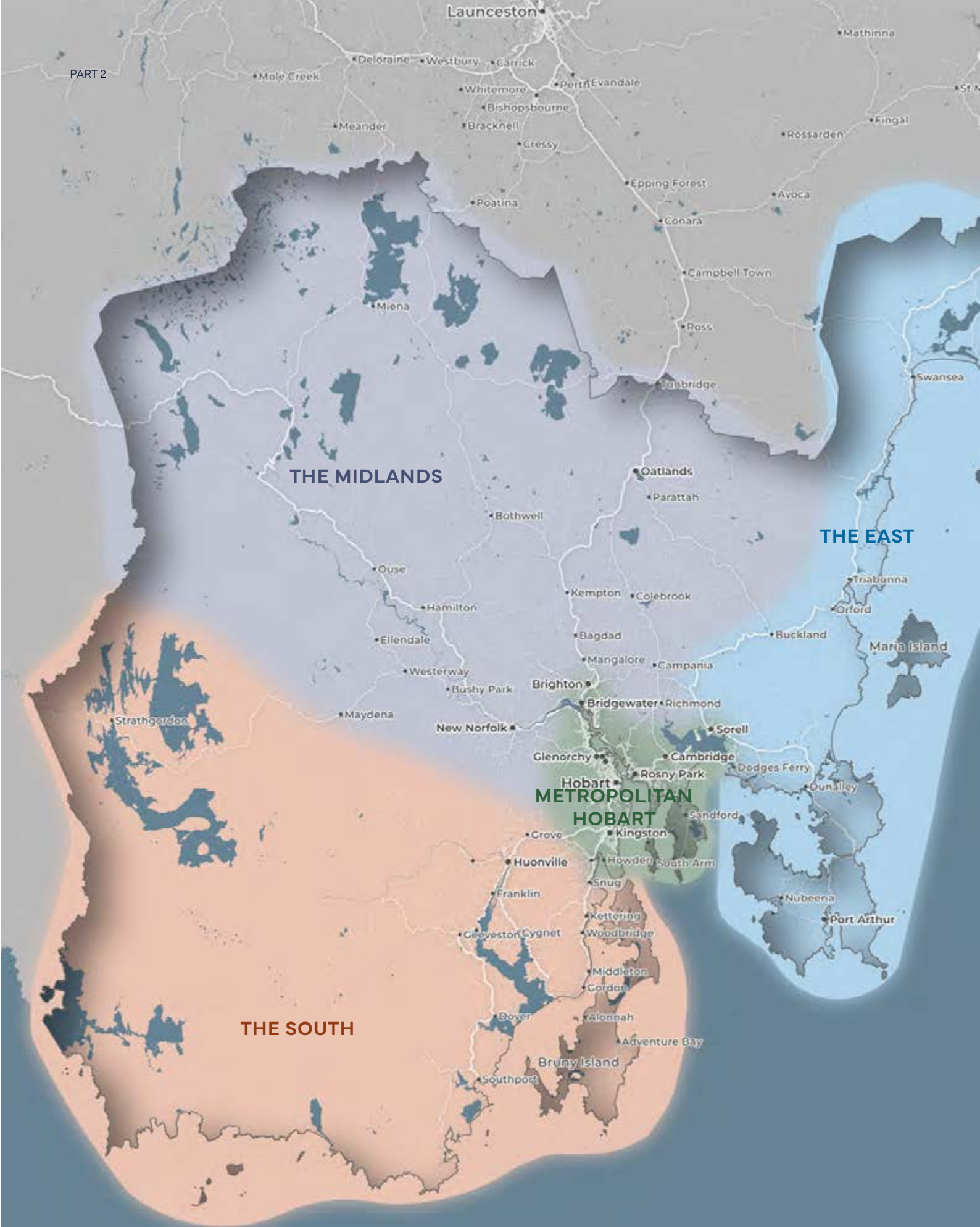


FIGURE 3. ZOOMING INTO A DIVERSE REGION

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

2.2 Zooming in: A Diverse Region

The Southern Tasmania Region is large and very diverse. Zooming-in to different parts of the Region provides a more detailed look at the things that make the Region diverse and unique. The zoomed-in maps in this section of the State of Play Report have blurry boundaries not because they are intended to be clearly defined sub-regions or areas that will be used in the updated STRLUS. They are intended to show important features of different parts of the Region in more detail.

In some locations, the zoomed in maps overlap with each other. For example, some towns around the fringes of metropolitan Hobart are shown on both the metropolitan Hobart map and maps for other areas. This is because these towns are both part of metropolitan Hobart and important centres for communities in the more rural parts of the Region.





METROPOLITAN HOBART

2.2.1 Metropolitan Hobart

Hobart is Tasmania's capital city and the main gateway to Tasmania. Hobart's metropolitan area includes Hobart city, Glenorchy and parts of the Kingborough, Clarence, Brighton and Sorell council areas. It includes most of the Region's people, jobs and economic activity. The Derwent Estuary and kunanyi/Mt Wellington have shaped metropolitan Hobart's urban areas, transport networks and identity.

The palawa have lived around the Derwent Estuary for thousands of years. Palawa culture and connections to the land, water and sky of the Region remain strong.

The British colony of Hobart is the second oldest in Australia, dating back to 1804 and the city has a rich urban history with buildings and a street network that span more than two centuries.

Metropolitan Hobart hugs the Derwent Estuary and is framed by mountains. Natural features and systems influence how people live, particularly how they move around the city and their recreational activities. The interplay between the natural environment, urbanisation and community is both an asset to Hobart and a challenge, particularly if the city continues to grow outwards. Bushfires, flooding and steep terrain are all important when deciding how and where the city grows.

Metropolitan Hobart is a series of towns that are functionally and physically connected. Many towns started as rural villages but as transport improved and the population grew, urban areas have expanded and joined up to be part of Hobart. Each of the places that make up metropolitan Hobart are unique, have their own character and identity, and play different roles within the broader Hobart area. Some centres that are part of metropolitan Hobart, like Brighton, Sorell and Kingston remain important for surrounding rural and coastal communities.

Hobart's Central Business District is the largest employment area and is home to government offices, businesses and service providers. Many residents from across the Region travel daily to central Hobart for work, education, health care and entertainment. Hobart contains the Region's only hospital, and the University of Tasmania has a strong presence in and around the city centre. Macquarie Point and Sullivan's Cove contain working ports, marinas, and ferry wharves. Hobart is one of only five cities globally that provides access for scientific research and tourism to Antarctica. The Australian Antarctic Division has its head offices in Kingston and utilises port facilities in Hobart.

Movement of people and freight around metropolitan Hobart is mostly by private vehicles. Transport networks are confined to the less steep land between the mountains and the Derwent Estuary. Three bridges cross the Derwent Estuary and concentrate traffic on key routes through the city. Movement of people on the Derwent Estuary is limited to a public ferry service between Hobart and Bellerive/Rosny Park, the private ferry from Hobart to MONA, and recreational boating. The port and a number of industrial uses rely on water access.

Many new residents have moved to new housing areas in the outer parts of metropolitan Hobart. Because jobs and services are concentrated in central Hobart and cross-regional connections pass through it, congestion is increasing on metropolitan Hobart's road network. Opportunities for through traffic (including trucks) to bypass urban areas are limited by topography and the Derwent Estuary. The need for new, expanded or upgraded transport infrastructure is closely linked to decisions about where population growth will occur across metropolitan Hobart, and the role of metropolitan Hobart's many centres and industrial precincts.

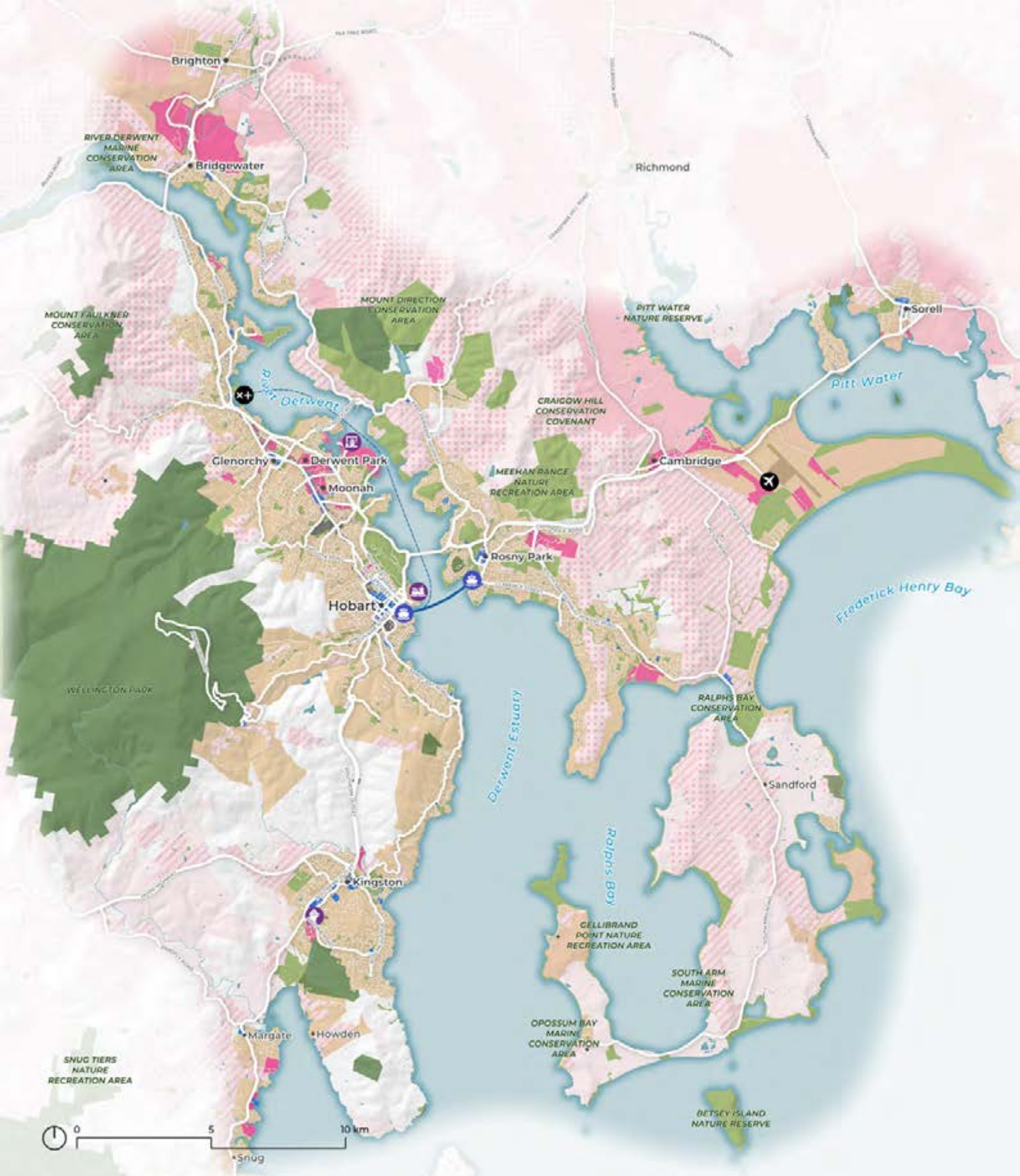
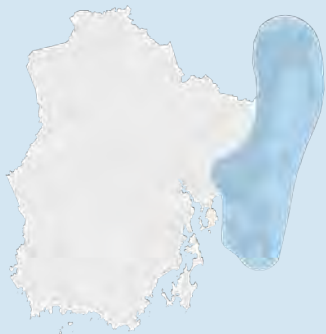


FIGURE 4. METROPOLITAN HOBART

LEGEND

- | | | | | |
|---------------------|-------------------------------|------------------------------|---|-------------|
| Roads | Working Port | Rural Areas | National Parks, Reserves and Conservation Areas | Urban Areas |
| Railway | Shipyard | Rural Living Areas | Open Space & Recreation | Airport |
| Ferry | Australian Antarctic Division | Agricultural Areas | Urban Mixed Use Land Zoning | |
| Ferry Route | Hobart International Airport | Landscape Conservation Areas | Commercial Centres | |
| Ferry Route to MONA | MONA | | Industrial Areas | |

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map



2.2.2 The East

The most populous and primary economic centre in the east of the Region is Sorell. Sorell is both a part of metropolitan Hobart and a service centre for more outlying rural communities on the Tasman Peninsula and north to Bicheno. Outside of Sorell, the population in the east of the Region is scattered across several smaller townships of Bicheno, Triabunna, Orford, Swansea, Coles Bay, Dunalley, and Dodges Ferry along the coastline. The Tasman Peninsula includes several small towns including Eaglehawk Neck, Port Arthur, Nubeena, and White Beach. Inland areas are mainly rural with small villages like Buckland and rural localities.

Many of the larger towns particularly on the coast have older communities with a high portion of retirees. The population of many coastal towns and villages swells over holiday periods, placing increased demands on services and creating seasonal fluctuations in access to jobs. Larger towns are generally serviced by utilities such as sewerage and town water. However, some coastal towns and villages have experienced significant growth (both through holiday visitors and permanent residents) but do not have access to town water or sewage treatment systems.

Tourism is an important contributor to the economy in the east of the Region. The World Heritage listed Port Arthur Historic Site and the Freycinet National Park are some of Tasmania's best known tourist attractions and draw visitors from within Tasmania, interstate and overseas. The rugged coastline from the Tasman Peninsula north to Maria Island is a distinctive landscape and includes the Tasman National Park, Maria Island National Park, and Cape Bernier Nature Reserve. More elevated areas inland are characterised by forest reserves and nature reserves.

Other economic activity is largely related to the area's natural assets and resources, in particular agricultural production, aquaculture and fishing. Wineries are well established in parts of the east, and irrigation is expanding the productive capacity of farmland by allowing diversification into crops along with grazing and dairying. The coastal waterways are also highly productive. Marion Bay, Dunalley and Boomer Bay are known for oyster farming, and aquaculture zones are located around Triabunna and in the bays around the western side of the Tasman Peninsula.

The distinctive natural landscape and waterways in the east of the Region are attractions but also create risks. Bushfire hazards and emergency access are key challenges, particularly for the Tasman Peninsula. Access to some areas can also be periodically disrupted by landslip where roads pass through steep and unstable areas. The ability to improve access, provide services and ensure residents can move around this part of the Region is constrained by topography.

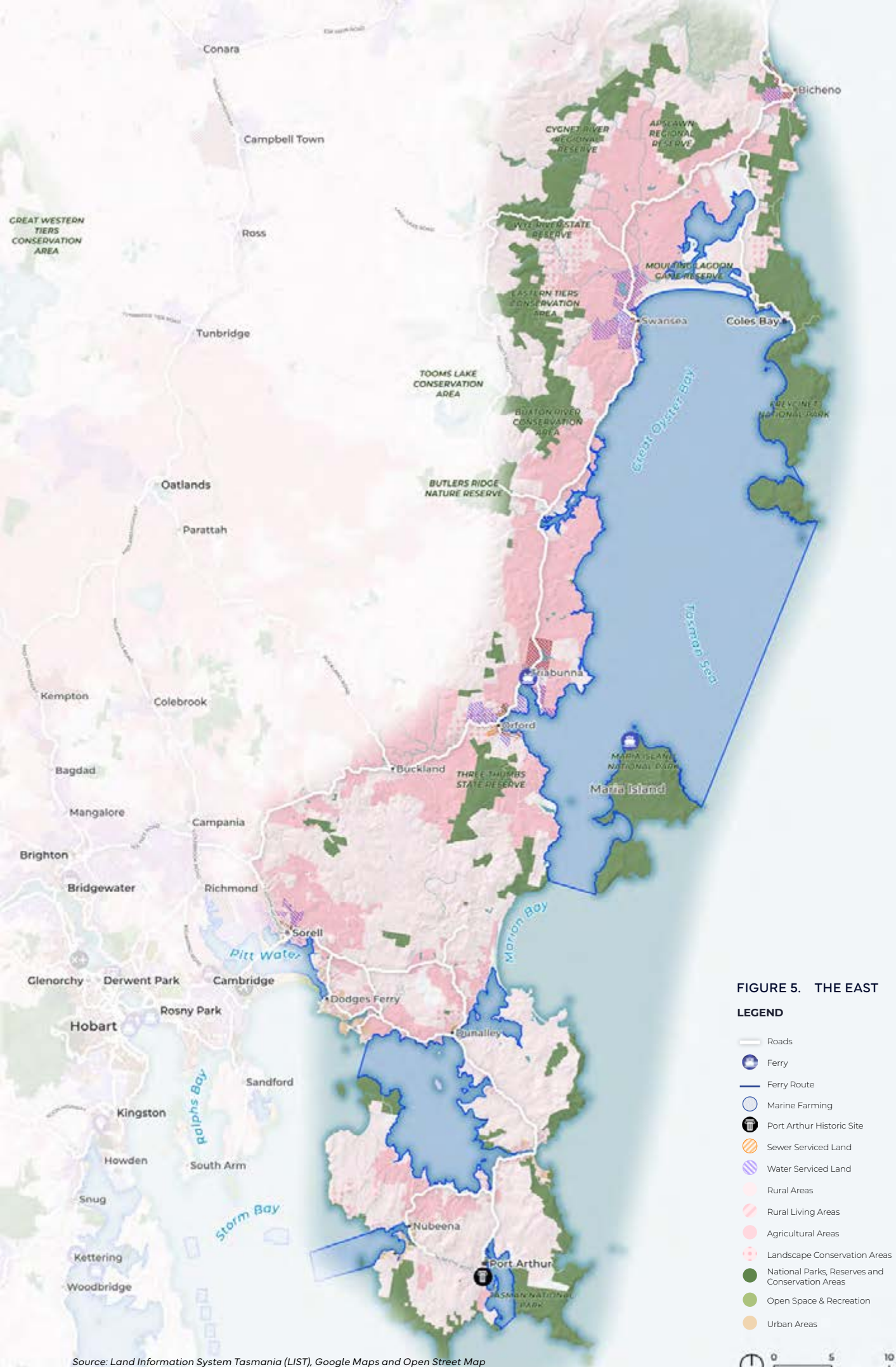


FIGURE 5. THE EAST

LEGEND

- Roads
- Ferry
- Ferry Route
- Marine Farming
- Port Arthur Historic Site
- Sewer Served Land
- Water Served Land
- Rural Areas
- Rural Living Areas
- Agricultural Areas
- Landscape Conservation Areas
- National Parks, Reserves and Conservation Areas
- Open Space & Recreation
- Urban Areas

Source: Land Information System Tasmania (LIST), Google Maps and Open Street Map









2.2.3 The South

The largest town in the south of the Region is Huonville. It is the main centre for residents of the Huon Valley, and surrounding rural communities access Huonville regularly for shopping, school and work. The combination of accessibility to central Hobart, a rural lifestyle and more affordable housing means Huonville and Kingston are important centres for surrounding communities, while also (along with communities like Margate and Snug) being 'commuter towns' for people who work in Hobart. The Channel and Huon River are also defining features of this part of the Region. Towns and villages are mostly located in the valleys or along the Channel and include Kettering, Cygnet, Southport, Dover, Geeveston and Franklin. Bruny Island is accessed by ferry from Kettering.

The south of the Region is undulating and mountainous, particularly the foothills around Mt Wellington and the "Sleeping Beauty". A large portion of this part of the Region is the Tasmanian Wilderness World Heritage Area (covering the Southwest National Park and Hartz Mountains National Park) a rugged and remote landscape of high ecological value and exceptional natural and cultural values. Large areas of bushland create significant bushfire risks and communities within the area have experienced devastating bushfires in the past.

Tourism, agriculture, forestry and aquaculture are important to the economy in the south of the Region. The Huon Valley is highly productive agricultural land that supports orchards, cropping and grazing. Aquaculture and fishing are important contributors to the local economy as the area has a long coastline with several estuaries, and a reputation for clean waters. Bruny Island has built up a name for its artisanal food and wine producers, while Cygnet has become a hub for arts and culture. The Tasmanian Wilderness World Heritage Area contains popular visitor attractions, including the South East Cape, the Hasting Caves, and the Tahune Airwalk.



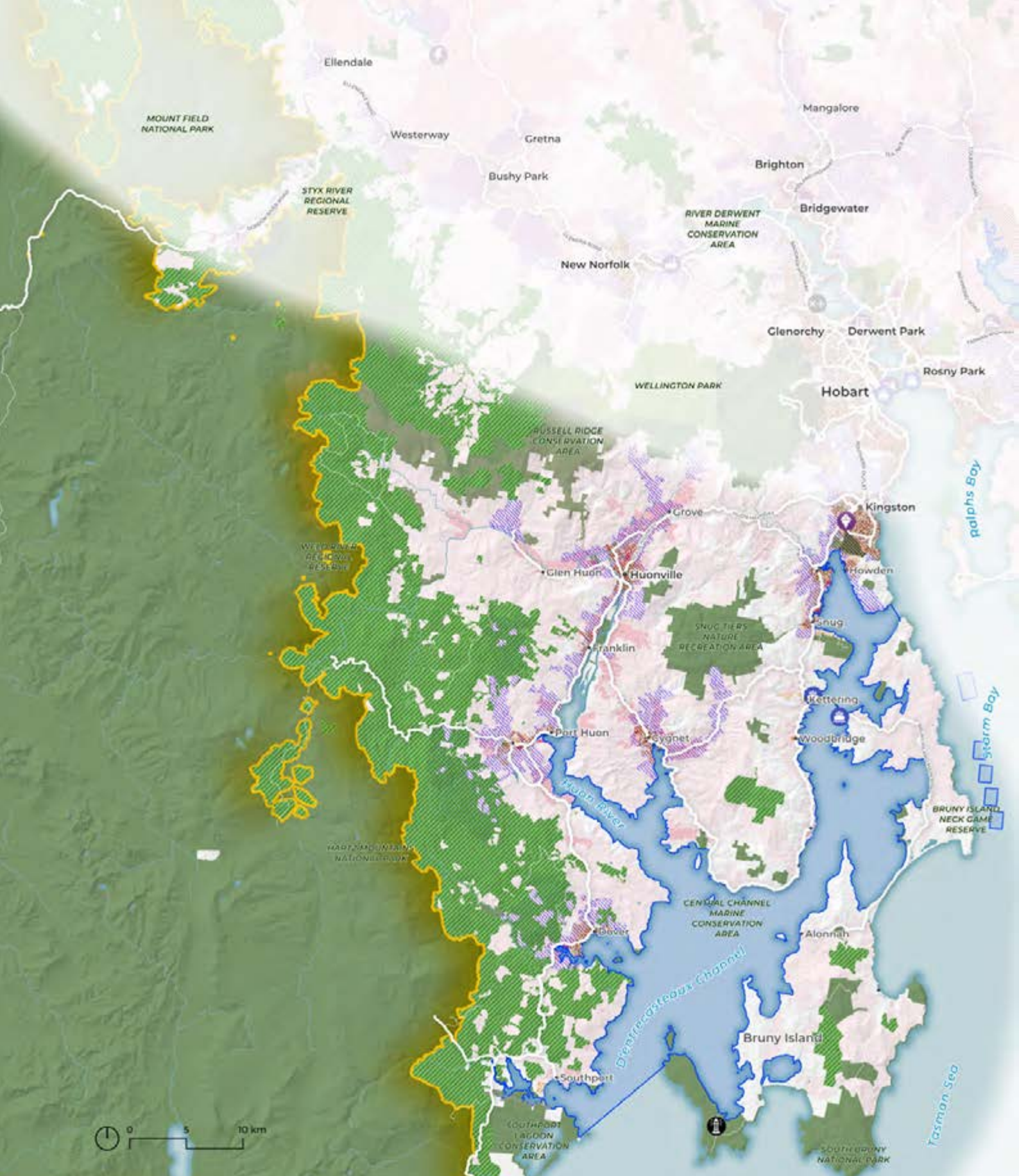


FIGURE 6. THE SOUTH

LEGEND

- | | | | | |
|----------------|-------------------------------|---------------------|------------------------------|---|
| Roads | Australian Antarctic Division | Forest Management | Rural Areas | National Parks, Reserves and Conservation Areas |
| Ferry | Gordon Dam | World Heritage Area | Rural Living Areas | Open Space & Recreation |
| Ferry Route | Power Station | Sewer Served Land | Agricultural Areas | Industrial Areas |
| Marine Farming | Cape Bruny Lighthouse | Water Served Land | Landscape Conservation Areas | Urban Areas |

Source Data: Land Information System Tasmania (LIST), Google Maps, Open Street Map, Environment Australia and Sustainable Timber Tasmania







2.2.4 The Midlands

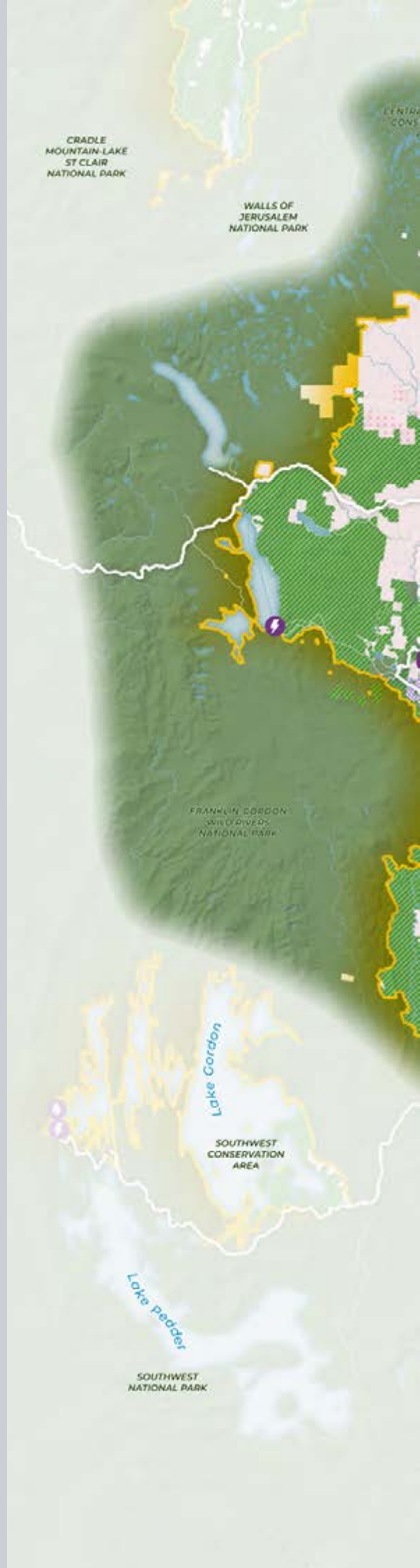
New Norfolk, Brighton and Oatlands are the three largest towns in this part of the Region. New Norfolk and Brighton are important centres for the surrounding rural communities, while also being linked to metropolitan Hobart. Many people live in and around these towns and commute to Hobart for work. Smaller rural towns include Richmond, Bothwell, Bushy Park, Westerway and Maydena, Miena, Mangalore and Bagdad.

Large swathes in the north and west of this area are national parks and part of the World Heritage Wilderness Area. Nature based tourism is focused on these areas including Mt Field National Park, Lake St Clair and the many highland lakes. Maydena is historically a forestry community but also now supports a world-renowned mountain bike park, and is a hub for access into the South West National Park.

The local economy is shaped by agriculture, forestry and aquaculture. There are extensive areas of farmland predominantly used for dryland cropping and grazing, while irrigation around the River Derwent supports large scale stone fruit orchards, hops and berry farms. The area is home to large volume whisky producers. A large paper mill at New Norfolk processes timber from the surrounding forestry areas.

Brighton provides an important intermodal hub for movement of freight from across Tasmania. Oatlands and Richmond play important roles in the local tourist economy with Georgian architecture, convict history and food and beverage offerings as drawcards for visitors.

Hydro-electricity generation takes advantage of the many waterways and steep topography of this part of the Region. Opportunities to expand renewable electricity generation are being explored including wind power in the highlands.



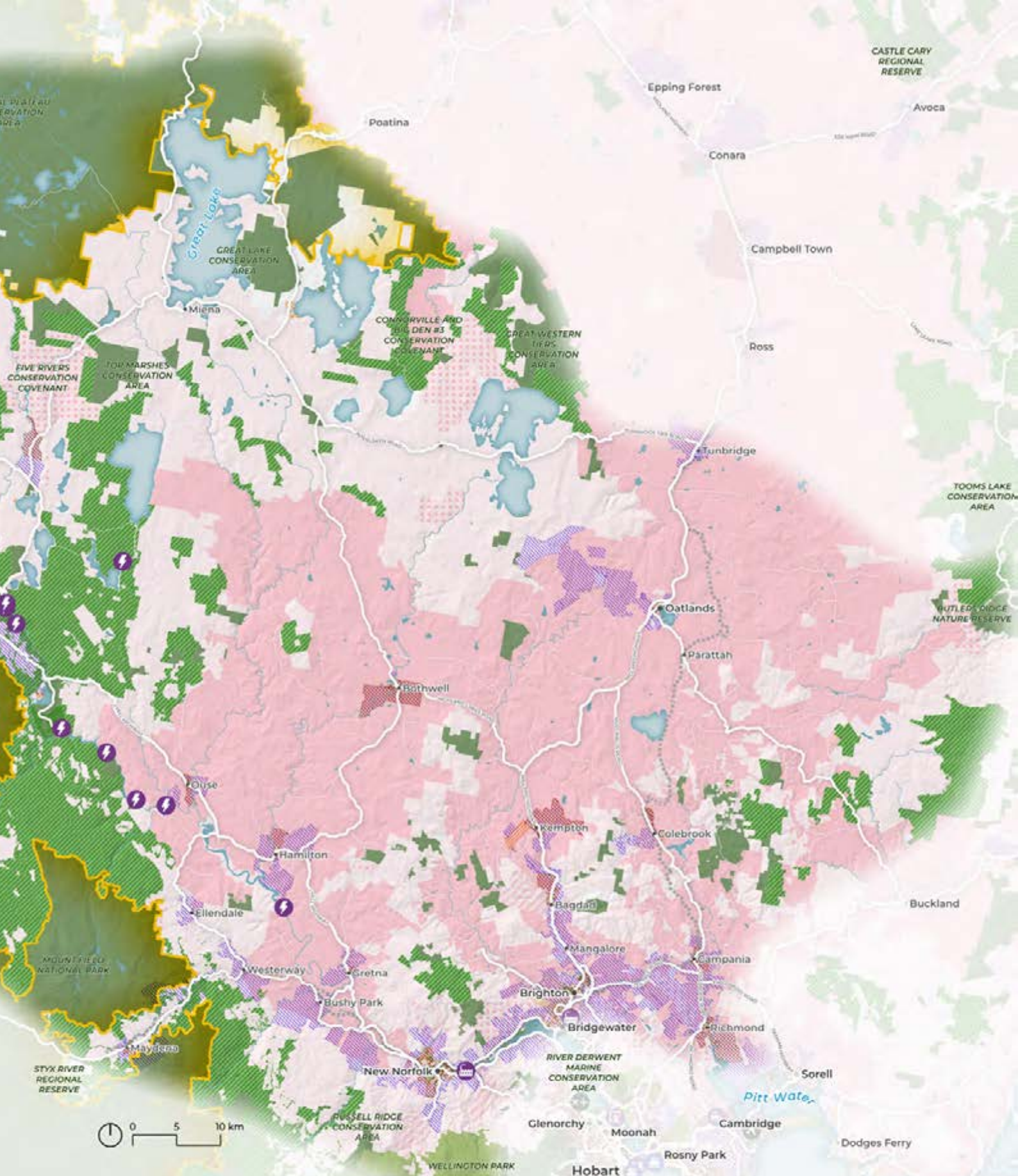


FIGURE 7. THE MIDLANDS

LEGEND

Roads	Forest Management	Rural Areas	National Parks, Reserves and Conservation Areas
Railway	World Heritage Area	Rural Living Areas	Open Space & Recreation
Industries	Sewer Served Land	Agricultural Areas	Urban Areas
Power Station	Water Served Land	Landscape Conservation Areas	

Source Data: Land Information System Tasmania (LIST), Google Maps, Open Street Map, Environment Australia and Sustainable Timber Tasmania

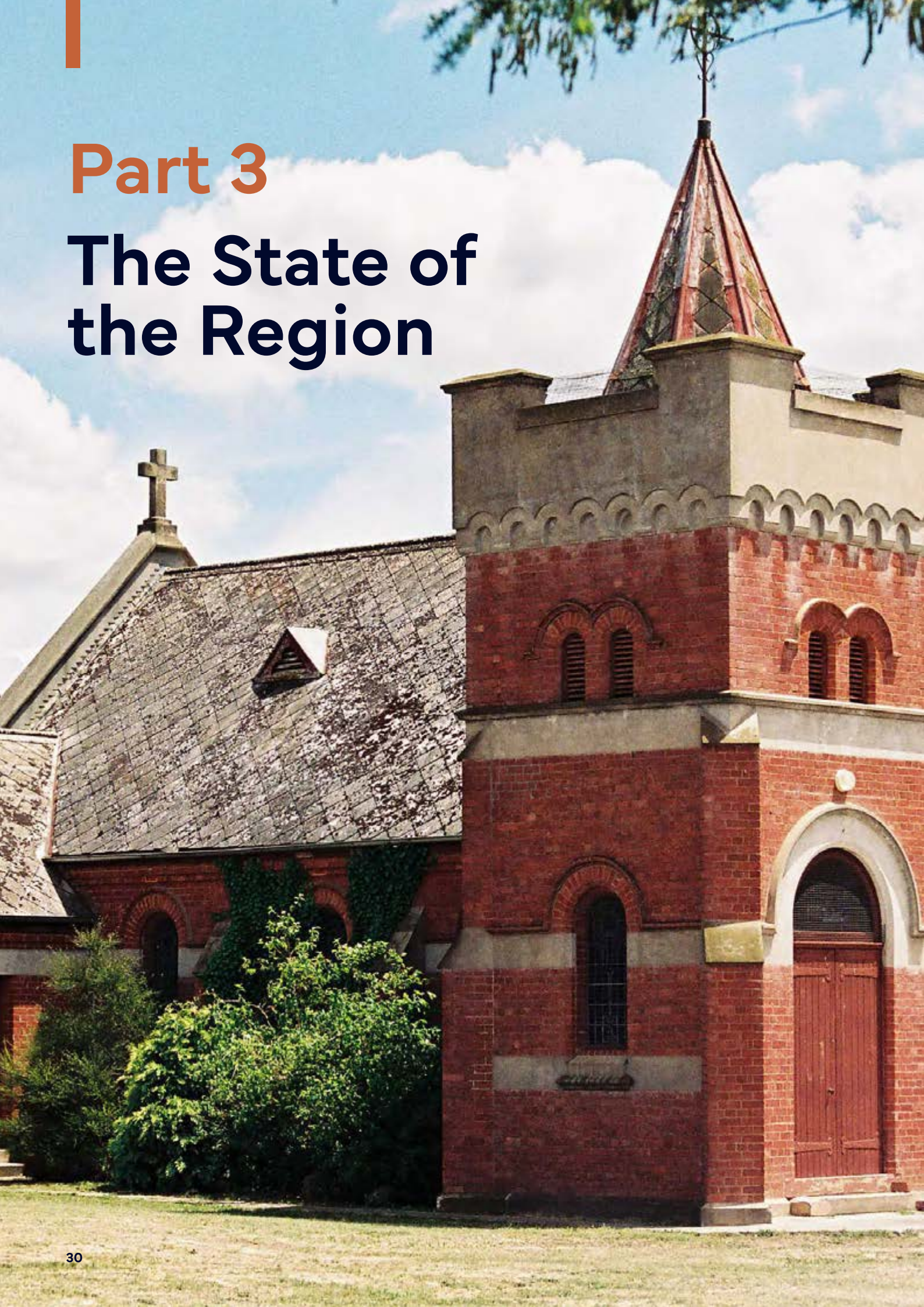
Image: Hop fields in the Derwent Valley
Credit: Tourism Tasmania and Rob Burnett





Part 3

The State of the Region



Part 3 includes three chapters that explore issues, opportunities and challenges across themes and topics that Regional Land Use Strategies are required to address. The themes, topics, opportunities and challenges have been informed by research and input from the Project Working Group that includes the 12 councils of the Southern Tasmania Region, and the State Planning Office.

Themes	Topics
Cultural Values, Climate, Landscape, Natural Hazards and Environmental Risks	<ul style="list-style-type: none"> • Cultural Heritage and Values • Natural Environment, Landscape Character And Climate • Natural Hazards and Environmental Risks
Economic Activity and Infrastructure	<ul style="list-style-type: none"> • Economic Activity and Productivity • Movement and Connectivity • Utilities
People, Communities and Growth	<ul style="list-style-type: none"> • Population Growth And Change • Housing, Placemaking and Growth Management • Social Infrastructure



Cultural Values, Climate, Landscape, Natural Hazards and Environmental Risks

3.1 Cultural Heritage and Values

Aboriginal cultural heritage

The palawa are part of the oldest continuous culture in the world. They are the traditional and original custodians of lutruwita and have cared for the land for thousands of years.

Southern Tasmania is a rich Aboriginal cultural landscape with thousands of Aboriginal heritage sites including stone artefact scatters, stone and ochre quarries, shell middens, culturally modified trees, rock markings, and occupied rockshelters. These records are evidence of Aboriginal occupation for over 30,000 years. There are also landscapes that bear witness to Aboriginal land management practices, including cultural burning. Aboriginal cultural connections to the land, water and sky are one of the reasons a large proportion of the Region is listed within the Tasmanian Wilderness World Heritage Area. There are other reserves and locations where Aboriginal heritage places and landscapes have survived modern developments. Key historic Aboriginal sites have also been returned to the Tasmanian Aboriginal community in recognition of their on-going connection to and struggle for Country, including piyura kitina (Risdon Cove) and putalina (Oyster Cove).

Planning for Country

Planning for Country explores how Southern Tasmania might start to embed palawa knowledge of Country and cultural practices into its planning system. Connecting with Country, or a Country-First approach to planning seeks to actively involve Aboriginal people by sharing knowledge of, and cultural connections, to land, water and sky and support Aboriginal Land Councils to achieve their aspirations for their land and strengthen self-determination.

Through ongoing engagement with palawa groups and individuals the STRLUS can look to support the interests and aspirations of the palawa to respond to and respect Country.

Historic cultural heritage

British colonists landed in Hobart in 1804, making it the second oldest British colony in Australia. The well-preserved historic places and heritage items of the Region help to tell important cultural stories, record the growth and change in the Region, and are significant drawcards for visitors.

Hobart is renowned for its pockets of intact colonial buildings such as Battery Point, Salamanca Place and Sullivans Cove. The Cascades Female Factory Historic Site is one of 11 Australian Convict Sites World Heritage properties. Established in 1823, the site is now a museum that tells an important story of forced migration and servitude.

The Port Arthur Historic Site is one of the best-known historic sites in Australia. This penal settlement located on the Tasman Peninsula was established in 1830 as a timber station and grew to be a place of great economic and social significance throughout the 1800s.

Throughout Southern Tasmania nearly all towns and villages have buildings or infrastructure that demonstrate how communities have grown and changed since colonisation.

Land use planning for the Region should strike an appropriate balance between enabling growth and change, and preserving significant reminders of the area's past. History and built heritage are not static, and land use strategies can establish planning frameworks that allow for historic places to contribute to contemporary life while being conserved. Consideration of heritage values is part of planning for how metropolitan Hobart, and the Region's towns and villages, can grow and evolve in ways that respect the Region's past.

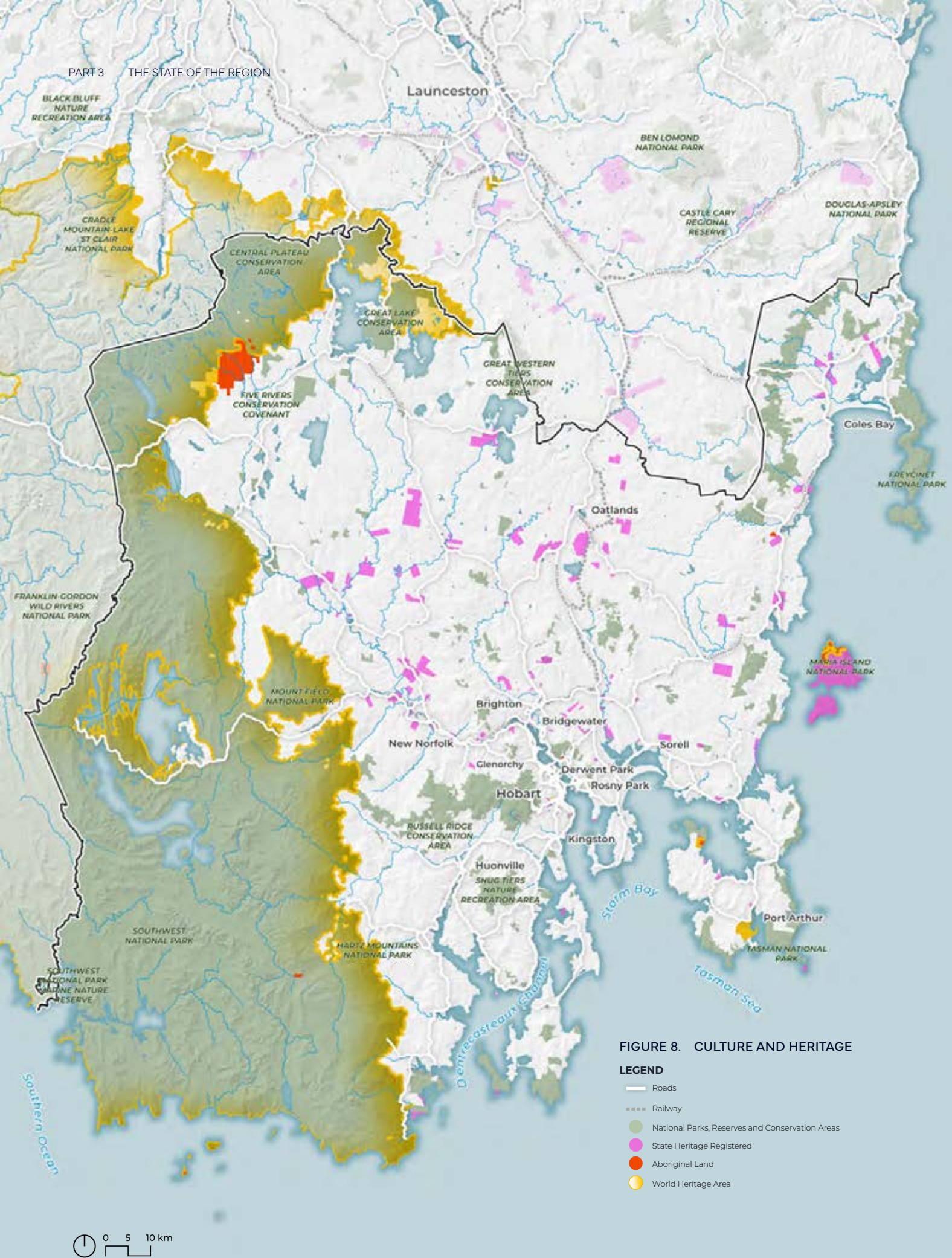


FIGURE 8. CULTURE AND HERITAGE

LEGEND

- Roads
- Railway
- National Parks, Reserves and Conservation Areas
- State Heritage Registered
- Aboriginal Land
- World Heritage Area

THEME 1

3.2 Natural Environment, Landscape Character and Climate

3.2.1 Landscape Character

The Southern Tasmania Region is characterised by an expansive and unique natural environment. The UNESCO-heritage listed Tasmanian Wilderness covers almost a quarter of Tasmania (1.58 million hectares) and includes much of the western parts of the Southern Tasmania Region. Mountains frame the urban areas (particularly kunanyi/Mt Wellington) and are a prominent feature across much of the Region. Much of the coastline is rugged, and some areas are accessible only by boat or walking. National Parks and other conservation reserves are located throughout the Region.

The natural landscape of the Region shapes how people live and move around the Region, and is a drawcard for visitors and migrants. The Region's wilderness and wildlife are a significant driver for inter-state and international visitation. Nearly half of all tourists who visit Tasmania cite the natural environment as their primary reason for visiting the Region¹. Freycinet National Park and Tasman National Park saw record increases in visitation post-Covid.

The natural environment also underpins other aspects of the Region's economy, with many agriculture and aquaculture producers relying on the areas reputation as a pristine natural environment.

3.2.2 Natural Heritage

National Parks and nature reserves

Figure 9 illustrates the National Parks and Reserves of Southern Tasmania. The western part of the Region is almost entirely National Parks including the World Heritage listed Tasmanian Wilderness. Other National Parks and reserves tend to follow the more mountainous areas, and parts of the coastline including Bruny Island, the Tasman Peninsula, Freycinet, and Maria Island.

The size and variety of protected natural areas contributes to the Region's economy through ecological services, its reputation for nature-based tourism and the outdoor lifestyle that many people live in Tasmania for.

Scenic and Landscape Protection Areas

In addition to formal conservation reserves, the Tasmanian Planning Scheme includes a number of mechanisms to protect landscape and scenic values across the Region.

Different councils apply these controls to their area to reflect local conditions. Figure 9 also maps Scenic Areas and Landscape Conservation Zones from planning schemes.

kunanyi/Mount Wellington

kunanyi/Mount Wellington towers 1,270 metres above Hobart and supports forests, woodlands and alpine ecosystems with a diverse range of native plants and animals endemic to the Region. 'The Mountain' is significant for its natural values and its strong cultural significance for the palawa. It also has strong connections for many residents of Hobart and other parts of the Region. The North-West Bay River catchment is located on the south-east face of the mountain and provides a quarter of Hobart's drinking water.

Wellington Park is one of the state's largest reserved areas outside of the Tasmanian Wilderness World Heritage Area. It is a key visitor destination and is used extensively by locals and tourists for recreational activities including sight-seeing, hiking and cycling. A transmission tower is located at the peak of the mountain providing radio, television, digital radio, and commercial radio services for national and statewide broadcasters.

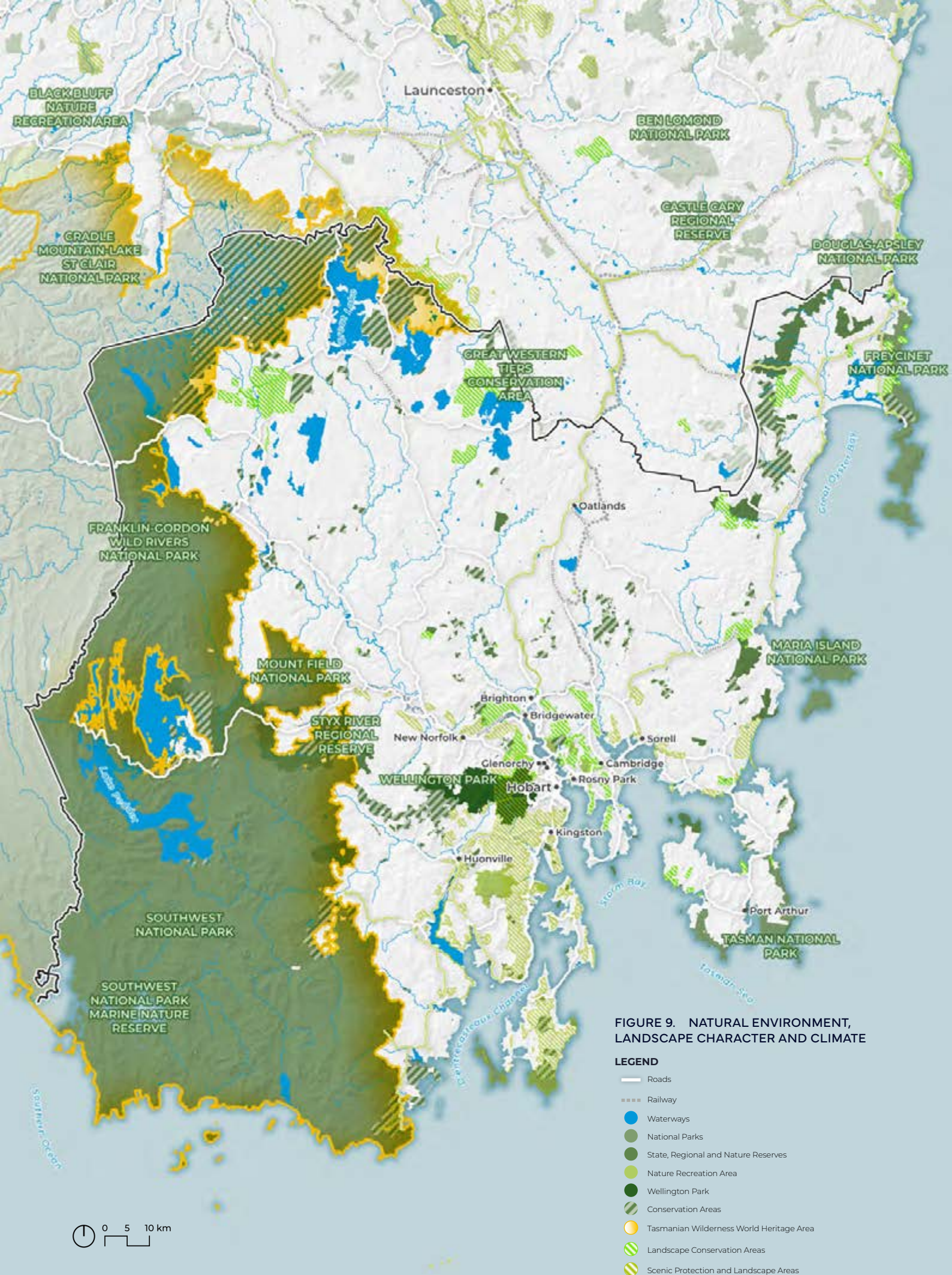
3.2.3 Waterways and Wetlands

The Southern Tasmania Region covers 17 river catchments² (out of 48 across the State). The Derwent Estuary - Bruny, Gordon-Franklin, and Huon catchments are the major river and estuarine systems across these catchments. The Derwent is the largest river system in the Region, with a catchment spanning more than 8,000 square kilometres.

The River Derwent starts at Lake St Clair and continues south-east over 200 km to Hobart, joining the Derwent Estuary and then into Storm Bay and the Tasman Sea³. The Derwent catchment is an important source of water for farming, drinking water and hydro-electricity generation. It is also an important influence on Hobart, shaping the city and contributing significantly to its character as a harbour city, providing transport and recreation.

Smaller watercourses pass through metropolitan Hobart and connect to the Derwent Estuary. These rivulets often create green spines through the urban area, but in some locations have been heavily modified or built over.

The South-East and Southern Ranges wetland bioregions sit within the Southern Tasmania Region. Within the bioregions, there are several wetlands and waterways protected under the Reserve Estate or listed under the Ramsar Convention on Wetlands.



Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

THEME 1

3.3 Natural Hazards and Environmental Risks

Natural hazards and environmental risks have implications for land use planning in Southern Tasmania, particularly given the Region's dispersed pattern of towns and urban areas, interfaces between natural and urban areas, and extensive coastline. The Region's strong agriculture and aquaculture sectors, nature based tourism, and history of mining and forestry benefit from the Region's natural environment, but can also present threats to natural systems and environmental quality. Some natural hazards and environmental risks can be addressed at least partly through land use planning, including:

- Identifying and mapping natural hazards and avoid locating incompatible development in risk areas.
- Consolidating settlements, making use of existing infrastructure, promoting energy efficient urban and building design.
- Improving access to public and active transport networks.
- Avoiding native habitat loss through development and promoting ecosystem connectivity.
- Building climate resilience by protecting water quality, aquatic ecosystems and flow regimes to benefit natural systems and maintain agriculture and aquaculture productivity.
- Protecting wetlands, riparian and foreshore areas from the impacts of development.

3.3.1 Natural hazards

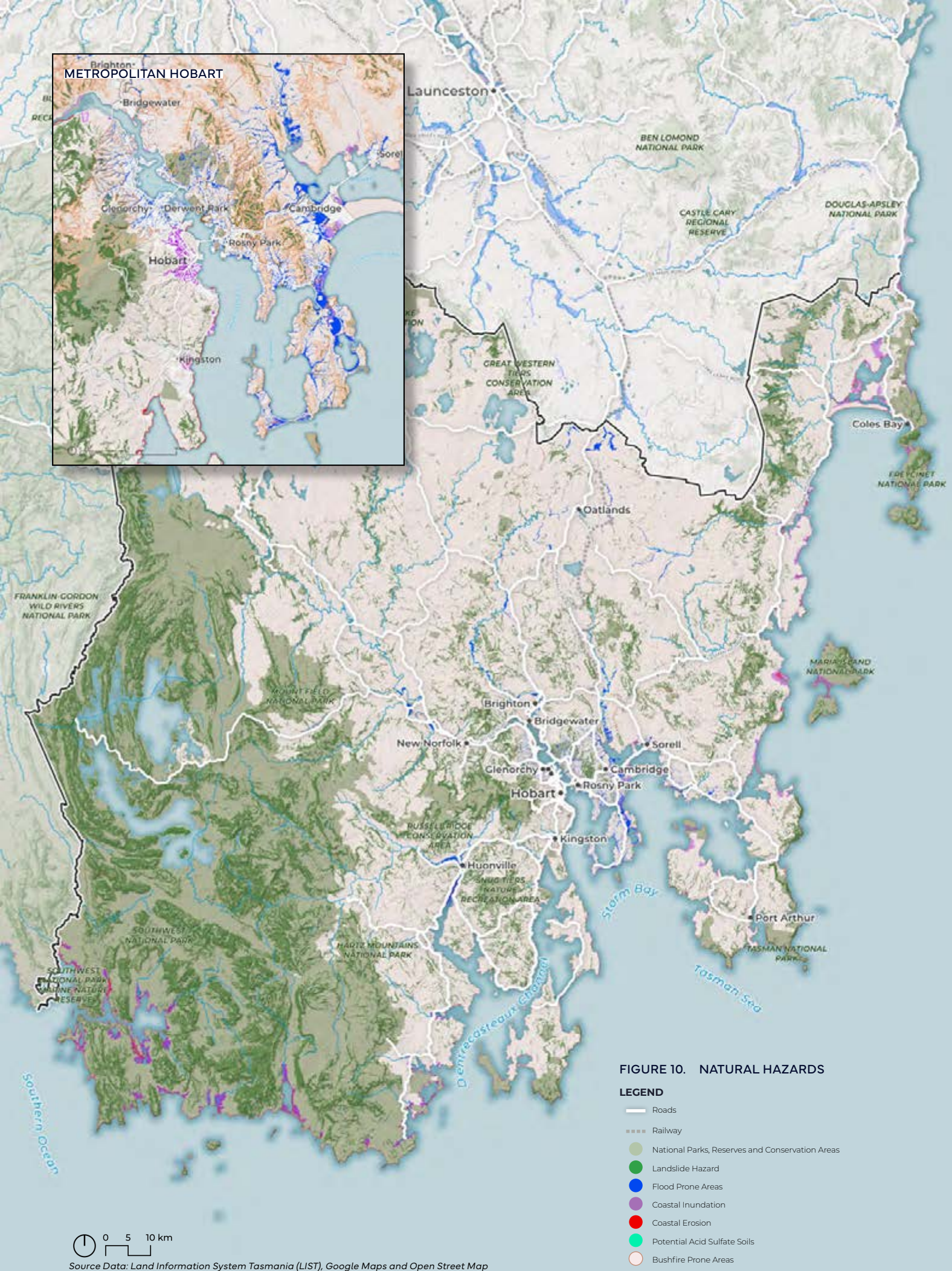
Southern Tasmania has historically experienced the impacts of natural hazards. The Region is relatively dry, and droughts and bushfires are common. Flooding and landslip are also risks, particularly as infrequent periods of heavy rainfall can occur.

In recent years, Southern Tasmania has experienced an increase in extreme climate and weather activity. There have been two significant bushfire seasons (2015-16 and 2018-19), an unprecedented marine heatwave off the East Coast (2015-16) and prolonged droughts.

Below-average rainfall has been observed throughout the State, with Tasmania experiencing a 25% decrease in the area-averaged rainfall total for April (2024) compared to the 1961-1990 average.

By 2100 Tasmanians could experience the following environmental changes that may translate into increased risk of natural disasters⁴.

- Changes to bushfire frequency and intensity and risks to the natural environment and people.
- Increased inundation and erosion of vulnerable coastal shorelines from more severe storm surges and sea-level rises and effects on coastal settlement patterns.
- Increased sea surface temperature and ocean acidification off the East Coast could affect the productivity of Tasmania's aquaculture industries.
- Periods of prolonged low rainfall reducing the storage levels for hydro-electricity generation and potential energy security issues, along with increasing water demand from population growth and irrigation.
- Runoff is projected to increase in agricultural regions of the Derwent Valley and Midlands due to changes in rainfall and evapotranspiration.
- Increased risk of landslides as a result of extreme rainfall periods, and exacerbated by land-clearing.
- Increased extreme weather events including more frequent, intense storm and flood events, increased coastal erosion, longer fire seasons, drought, and river flooding in some catchments.
- 'Urban heat island' effects will continue to make developed areas of the Region warmer unless managed, increasing reliance on artificial cooling.

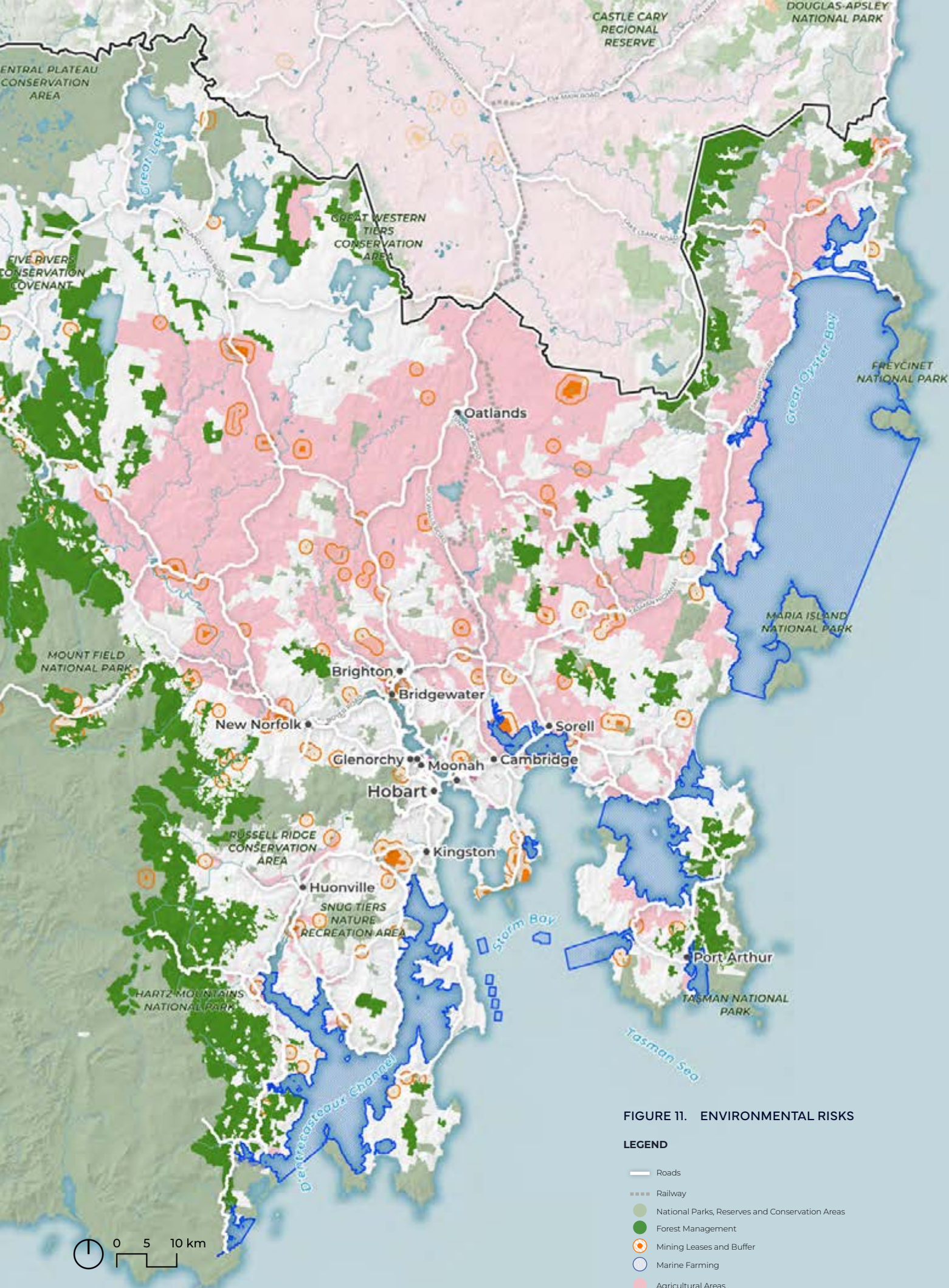


3.3.2 Environmental risks

The following challenges arising from human impacts and interventions are likely to increase pressure on the natural systems of Southern Tasmania:

- Increased environmental pressure from the growing population, particularly expanding urban areas and increasing car use.
- Pressures from agriculture on the natural environment including changes to water balance and water quality, degradation of native vegetation and decline in biodiversity and soil structure.
- Legacy impacts of contamination from heavy industry including land and water pollution and ongoing air quality impacts.
- Land, water and air pollution from mining and heavy industry.
- Impacts on native forests, ecological diversity and connectivity from forestry operations.
- Impacts linked to the introduction and spread of invasive species.
- Impacts from intensive aquaculture on marine ecosystems and water quality.
- Changing sea-water temperatures creating conditions for invasive marine species and changing the growth and distribution of marine vegetation, with associated impacts on recreational and commercial fishing, and aquaculture.
- Marine heatwaves, threats to temperate montane rainforest, loss of alpine biodiversity.
- Loss of wildlife through vehicle strike, with potential increases due to population growth and more car use, and expansion of urban areas into natural areas.



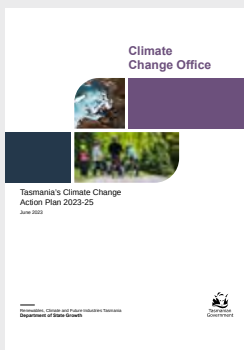
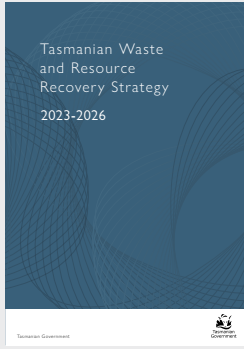


Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

THEME 1

3.3.3 State government strategies

The Tasmanian Government has prepared the following plans related to environmental sustainability outcomes that include relevant actions and directions for regional land use planning. The State of Environment Report provides an overview of how the State is performing in terms of resource management and the impacts of climate and human pressures on the environment. The Tasmanian Planning Commission is currently preparing a new State of the Environment Report.

 <p>Climate Change Office</p> <p>Tasmania's Climate Change Action Plan 2023-25</p> <p>Department of State Growth</p>	<p>Climate Change Action Plan 2023-25</p> <p>Aims to help maintain net zero greenhouse gas emissions or lower from 2030.</p> <p>The Action Plan seeks to:</p> <ul style="list-style-type: none"> • Significantly reduce food waste specifically the diversion of organic waste. • Increase Tasmania's renewable electricity production and maintain low regulated electricity market prices. • Become a major producer of renewable hydrogen energy. • Retention of high valued conservation natural, cultural, and historic values in the Tasmanian Wilderness World Heritage Area. <p>Part of the Plan focuses on Adaption and Resilience and outlines targeted actions to explore opportunities to build community, environmental, industry and infrastructure resilience to climate change.</p> <p><i>'Embedding climate change in planning'</i>⁵ is a key action and outlines a two-pronged approach that considers climate change in the State's planning regulations whilst integrating scientific climate modelling into state and local land use strategies. It emphasises that climate modelling should inform all land release and the location of future housing with the aim to mitigate the impacts on future residents and housing developments.</p>
 <p>TASMANIAN RENEWABLE ENERGY ACTION PLAN</p> <p>Department of State Growth</p>	<p>Tasmanian Renewable Energy Action Plan 2022</p> <p>Tasmania is one of the first jurisdictions in the world to achieve a 100% self-sufficiency in renewable energy. This plan promotes growth of State's renewable energy sector over the next 20 years and sets an ambitious target to increase the State's renewable energy output to 200% by 2040, doubling the current output. A key priority is to transform Tasmania into a global renewable energy powerhouse, with a commitment to develop the framework for coordinated large-scale renewable energy projects⁶.</p> <p>The Action Plan proposes Renewable Energy Zones as one mechanism to coordinate future investment in the generation, transmission and storage of renewable energy in suitable locations. Preliminary options analysis⁷ for the state has identified one potential zone in the Central Highlands which has potential to support the Southern Tasmania Region.</p>
 <p>Tasmanian Waste and Resource Recovery Strategy</p> <p>2023-2026</p> <p>Tasmanian Government</p>	<p>Tasmanian Waste and Resource Recovery Strategy</p> <p>The Region's waste management is governed by the Tasmanian Regional Waste Authority (TRWA)⁸. Made up of 12 councils, the TRWA was established in response to the need for more effective and efficient coordination of waste to achieve the State's target of net zero greenhouse gas emissions or lower. Key issues related to the management of waste and resource recovery across the Southern Tasmania Region include:</p> <ul style="list-style-type: none"> • Susceptibility of waste collection sites to the impact of climate change such as coastal erosion and wastewater treatment plants. • Expansion of resource recovery to include recycling of renewable technologies (solar panels, wind turbine blades and lithium-ion batteries). • Lack of resource recovery infrastructure within communities to facilitate community driven repair, reuse, and recycling of materials. • Smaller economies of scale for maintaining the viability of commercial resource recovery operations. • The recent introduction of regulatory mechanisms to disincentivise businesses and industry sending food and general waste to landfill.

THEME 1

3.4 Opportunities and Challenges for Cultural Values, Climate, Landscape, Natural Hazards and Risks

Opportunities	Challenges
<ul style="list-style-type: none"> • Embedding a Caring for Country approach to planning for the Region. • Implementing the Climate Action Plan through land use planning approaches that reduce the impacts of urbanisation and growth on climate change and embed resilience to climate change impacts in land use planning. • Celebrating the natural assets of the Region through innovative nature-based industries and tourism opportunities. • Continuing to promote and support healthy, outdoors lifestyles that attract and retain young people to the Region. • Exploring the use of the Derwent Estuary for tourism opportunities. • Continuing to build on Tasmania's reputation for being a leader in Australia's green energy sector by adopting land use strategies that prioritise emissions and waste reduction and reduce land and water contamination. • Maintaining the Region's reputation for high quality natural environment that supports agriculture and aquaculture, and a strong nature-focused tourism industry. • Conserving the Region's rich history where it contributes to character, identity and the Region's visitor economy. 	<ul style="list-style-type: none"> • Ensuring the appropriate voices are invited to speak for Country and that Australian Indigenous Cultural Intellectual Property (ICIP) is recognised through land use planning. • Responding to increased risks from climate change related natural hazards including bushfire, flooding and sea-level rise through regional land use planning. • Ensuring growth of urban areas, towns and villages does not impact negatively on the Region's highly valued natural environment and extensive historic heritage. • Ensuring a balance between conservation of the Region's natural assets and the viability and sustainability of industry, agriculture, aquaculture, and tourism. • Considering the impacts of natural hazards and environmental risk on residential, industrial and agricultural land, and the Region's natural reserves and wilderness areas. • Preserving the significant historic heritage and character of towns and villages, and their natural settings. • Preserving recognised historic heritage places that draw visitors to the Region from interstate and overseas.



Economic Activity and Infrastructure

4.1 Economic Activity and Productivity

4.1.1 The Region's Economy

Southern Tasmania's blend of metropolitan, semi-rural and rural areas make it a regionally diverse economy, with strong variance in economic activities and employment. This ranges from the high concentration of administrative and population-serving activities in Hobart, employment lands in Glenorchy, Clarence and Brighton, and the dominance of rich agricultural industries in the more rural areas.

Southern Tasmania's economic performance is strongly influenced by its population. Periods of economic growth match periods of population growth and growth in spending capacity. Tourism is also growing and diversifying, with visitors attracted to the Region's unique nature, adventure sports, gastronomy, marine activities, arts and culture.

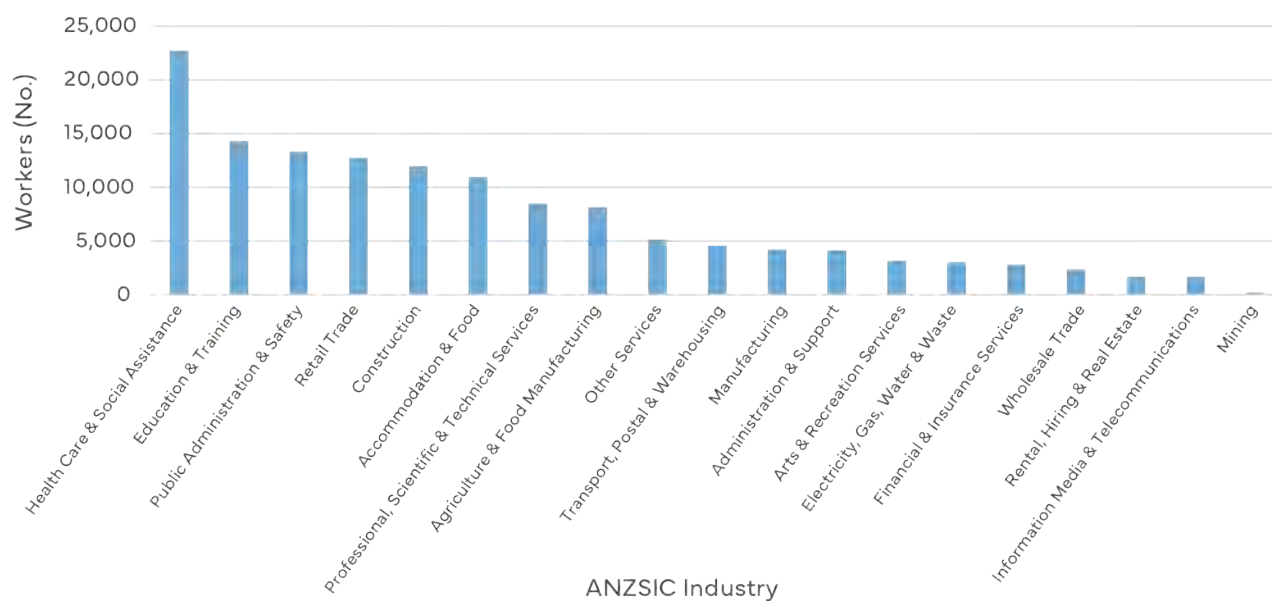
In recent years, Tasmania's economy has performed well, underpinned by a major population and tourism 'boom'. However, economic performance has begun to decline, reflecting the cyclical and volatile nature of Southern Tasmania's economy overall. This recent decline has in part been driven by a number of factors including slowing population growth and a decline in economic productivity as young workers move to the Mainland for more employment and education opportunities.

The loss of a productive and skilled workforce is a key economic challenge for Southern Tasmania in maintaining long term economic sustainability and supporting high value and innovative industries in the future.

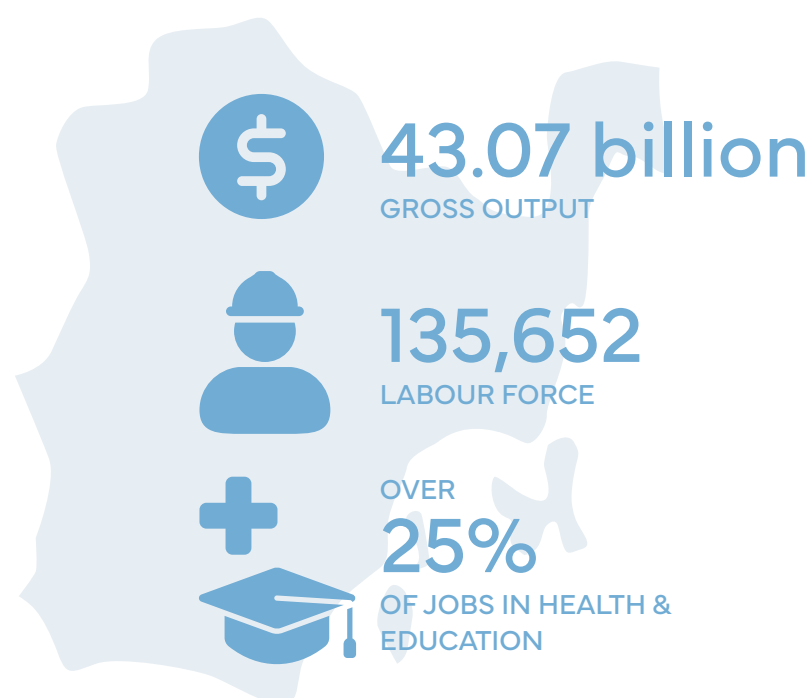
Southern Tasmania's main employment opportunities are related to the Region's population:

- Health care, education, public administration and retail are all directly linked to serving the needs of the Region's community.
- As the Region's population continues to get older, demand for workers in these sectors is likely to continue to grow.
- Construction is also a major employer and reflects strong continued activity particularly in housing construction over the last 10 years.
- Tourist related jobs in accommodation and food services also employ a lot of people and are spread across different parts of the Region.
- Agriculture and food processing also demonstrate the continued importance of primary production and the potential to add value to agricultural produce, and the strength and diversity of aquaculture across coastal parts of the Region.
- There are synergies with agritourism, and this relates to agricultural value add through industries such as wineries, distilleries, fishing, and oyster farming.

FIGURE 12. SOUTHERN TASMANIA INDUSTRY OF EMPLOYMENT (PLACE OF WORK) 2021



Source Data: Remplan Economy, based on ABS 2021 Census Place of Work Employment, ABS 2020/21 National Input Output Tables, ABS June 2023 Gross State Product)



Source Data: Remplan Economy, based on ABS 2021 Census Place of Work Employment, ABS 2020/21 National Input Output Tables, ABS June 2023 Gross State Product)

THEME 2

4.1.2 Commercial Centres

Commercial centres across the Region range in size and function. Larger towns around the Region support local populations with a range of commercial, retail, social services, education and entertainment. Centres like Sorell, Brighton, and Kingston are part of metropolitan Hobart but also provide employment opportunities and local businesses that support people from the more rural parts of the Region. Within metropolitan Hobart, the key commercial centres are generally the historic centres of towns that have over time become part of the metropolitan area. These centres provide a mix of local commercial uses, retail, entertainment, restaurants and cafes. Some, like Kingston and Rosny Park, have also emerged as key locations for government offices and services. Commercial and larger format retail uses are also establishing around Cambridge Park.

Hobart CBD is the key commercial centre in Southern Tasmania, supporting the Region's highest concentration of professional services and administrative jobs across nearly 360,000 square metres of commercial office floorspace. Office vacancy rates in Hobart are relatively low at 2.8% compared to other major commercial office CBDs which are mostly at more than 10% vacancy. Hobart has maintained the lowest CBD office vacancy rate in Australia for the past 4 years. A trend not seen in many CBD markets across Australia due to the slow return to the office post COVID-19. This reflects the strong demand for commercial floorspace in Hobart.

However, demand for commercial office floorspace is not translating into an increase in supply. In recent years, there has been limited supply additions to Hobart CBD, and with no new supply under construction currently, there is a premium for commercial floorspace in a tightening market. Hobart's market is dominated by government agencies and is aligned with the strong composition of public administration and health and education jobs in the Region.

The limited availability and lack of new supply in the market will have implications for business and jobs growth potential in Hobart and Southern Tasmania overall, where new or expanding entrants into the market are unable to acquire appropriate floorspace. Without new space, both private and public sector growth in Southern Tasmania will be challenged.

4.1.3 Industrial land

Key locations of industrial and employment focused activity are located throughout the Region. There are strong concentrations of employment land historically around the Derwent Estuary, with major manufacturing industries in Glenorchy and port operations concentrated around Macquarie Point.

The Brighton Hub is a purpose-built road-rail hub located on the Burnie to Hobart freight corridor. It has played a key role in opening up large areas of industrial land, close to Hobart, with direct access to high-standard road and rail networks. Cambridge Park and the Hobart Airport Precinct also provide a significant supply of employment and industrial land.

Other smaller or specialised employment and industry clusters such as Mornington are scattered throughout the Region, some with links to specific industries like forestry and paper production (in Derwent Valley), aquaculture (Huon Valley and Triabunna), and agricultural production (Richmond, Oatlands and in the Derwent Valley).

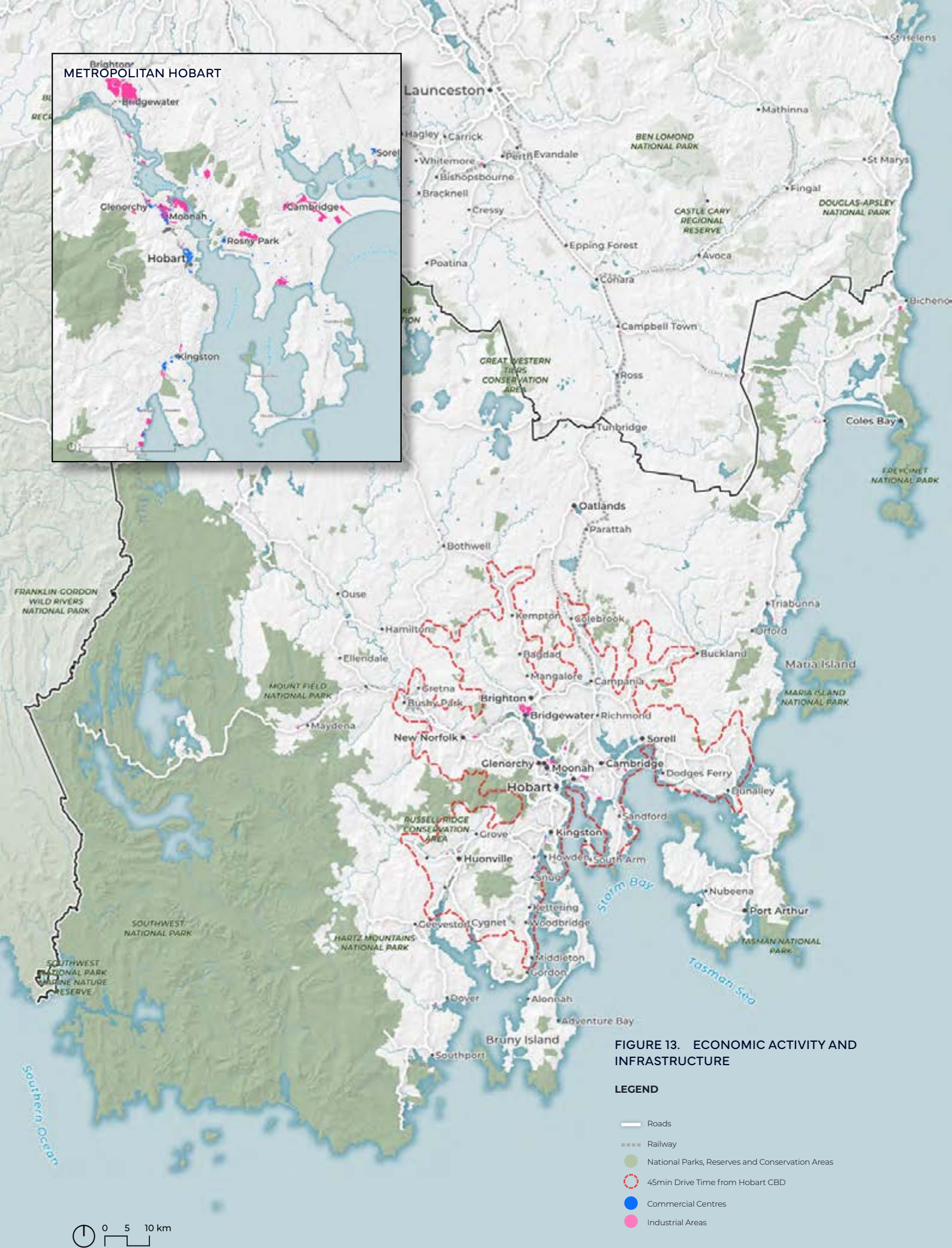


FIGURE 13. ECONOMIC ACTIVITY AND INFRASTRUCTURE

LEGEND

- Roads
- Railway
- National Parks, Reserves and Conservation Areas
- 45min Drive Time from Hobart CBD
- Commercial Centres
- Industrial Areas

THEME 2

4.1.4 Agriculture, Mining, Forestry and Aquaculture

Primary production has historically been important to the Region's economy and has provided employment opportunities across the rural and coastal areas of the Southern Tasmania Region. Some of these historically important industries are declining or transitioning to different methods of production, for example plantation forestry and aquaculture. Irrigation is a strong driver of agricultural production and the growth of fruit crops like cherries in the Derwent Valley and Coal River Valley which is dependent on irrigation and large scale production for efficiency. Wineries and vegetable production have expanded into more eastern parts of the Region again linked to expansion of irrigation zones. Agricultural value-add, and links to tourism, are diversifying rural economies in some locations and combining traditionally separate industry sectors.

Aquaculture is also a growing and diversifying sector. Oyster leases, fish farming, and kelp farming all operate across different parts of the Region, in some cases in inland areas (for example salmon hatcheries in the Derwent Valley).

4.1.5 Tourism

Tourism is a significant contributor to the Region's economy. Tourism activity is diverse, and linked to the Region's natural environment, history and culture. Tourism activity in Southern Tasmania has increased significantly in the past decade, with major attractors like Salamanca, the Museum of Old and New Art (MONA), the UNESCO World Heritage listed Port Arthur Historic Site, Freycinet National Park and Bruny and Maria Islands drawing visitors to the Region from interstate and overseas. A growing cruise ship market is resulting in increased visitation to Hobart.

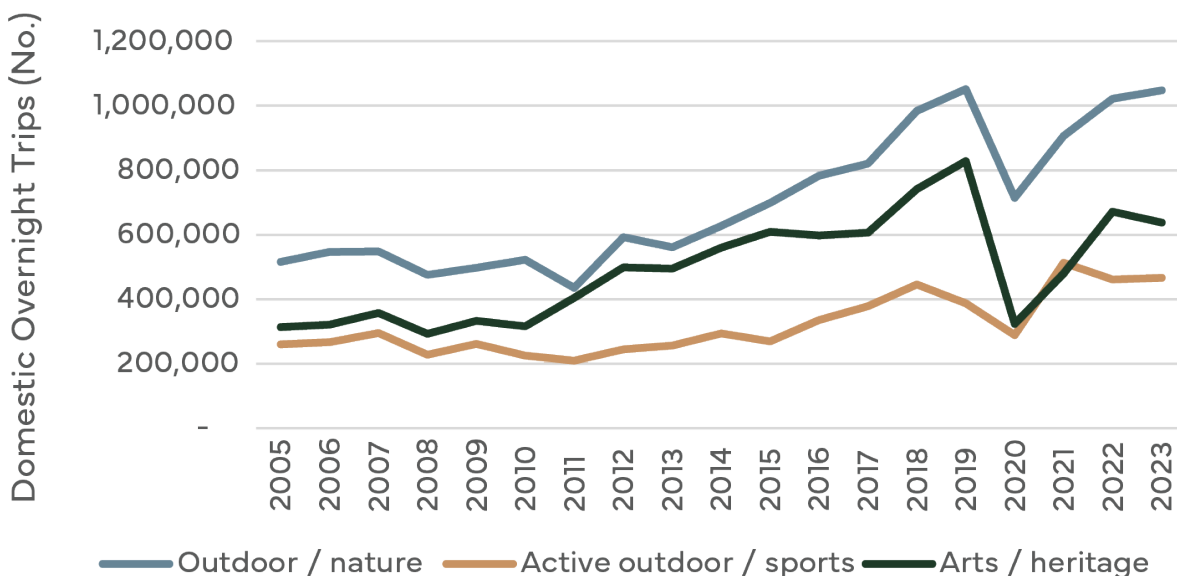
The Region has seen growth in nature-based tourism, for example, activities like mountain-biking, trout fishing and wilderness tourism.

Some parts of the Region are also important holiday destinations for Tasmania's residents. Coastal locations like Bicheno, the Tasman Peninsula, Southern Beaches and Coles Bay all experience significant short term growth in visitation particularly over summer holiday periods.

The growth of short stay accommodation is a response to strong domestic and international tourism demand, but is also impacting significantly on housing availability and affordability in some parts of the Region. While these accommodation options increase the capacity of local areas to meet tourist demand and provide more accommodation choice, the availability of housing for key workers (including those in the tourist industry) needs to be balanced with catering for tourist demand.

FIGURE 14. SOUTHERN TASMANIA DOMESTIC OVERNIGHT TRIPS BY ACTIVITIES UNDERTAKEN

Source Data: Tourism Research Australia Online



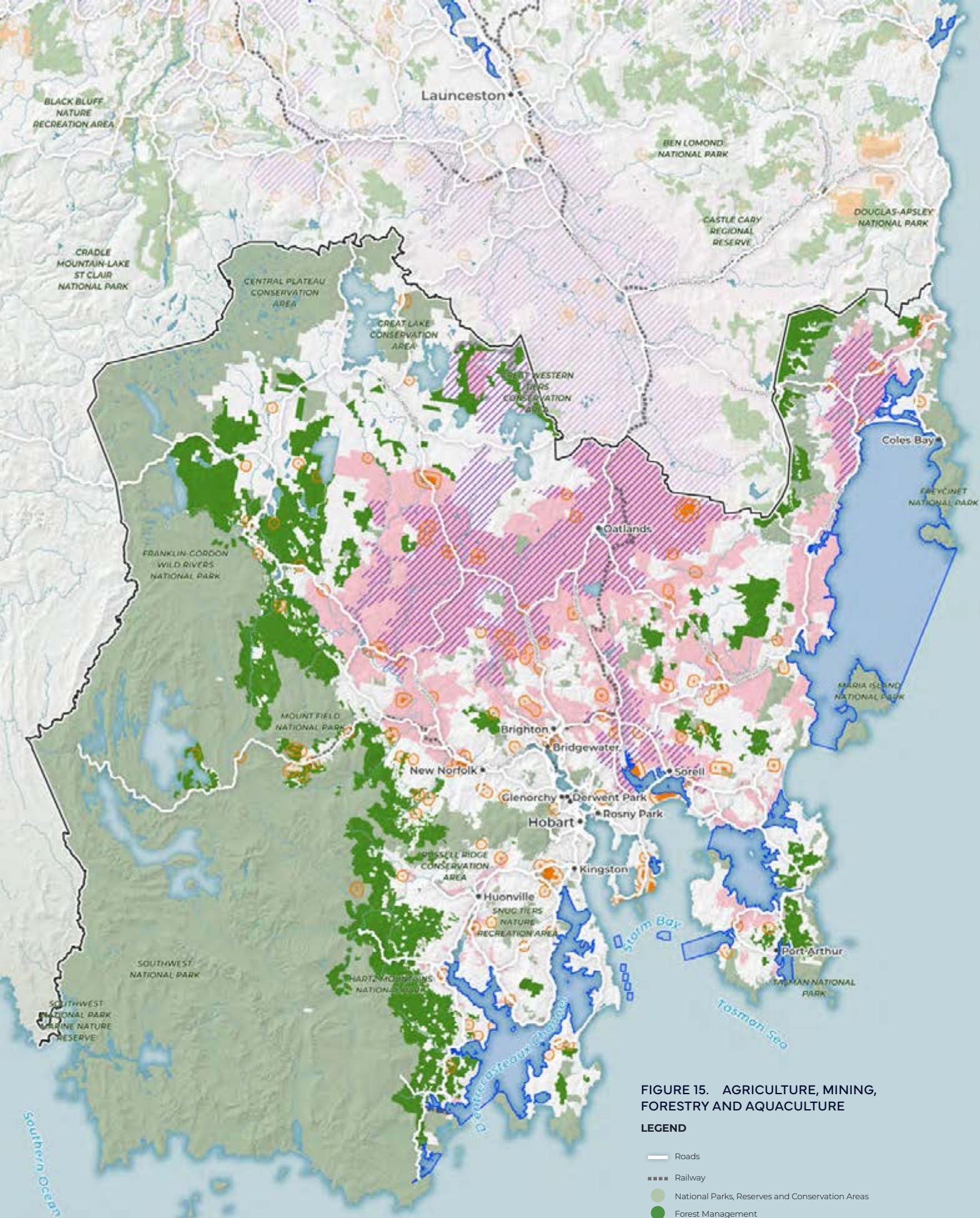


FIGURE 15. AGRICULTURE, MINING, FORESTRY AND AQUACULTURE

LEGEND

- Roads
- - - - Railway
- National Parks, Reserves and Conservation Areas
- Forest Management
- Mining Leases and Buffer
- Marine Farming
- Agricultural Areas
- ▨ Irrigation District
- Port Arthur Historic Site

0 5 10 km

Data sourced from Land Information System Tasmania (LIST), Google Maps, Open Street Map and Sustainable Timber Tasmania

THEME 2

4.2 Movement and Connectivity

The Region's transport system includes the National network, State roads, major arterial roads and associated infrastructure which move people around the Region, to and from metropolitan Hobart to other parts of Tasmania.

Freight rail connects the Region to ports in Northern Tasmania (Bell Bay, Burnie and Devonport), which process 86% of imports to the Region. Within the Region freight rail services operate to the paper mill at New Norfolk and the intermodal terminal at Brighton. The Brooker Highway is the Region's most significant freight route, with the Midland Highway a significant inter-regional freight route.

There are four key points in which commuters cross the River Derwent or significant bodies of water interlinking surrounding communities and providing access to the north and eastern parts of the Region. This includes:

- The Tasman Bridge linking Hobart to Rosny Hill, the eastern shore and airport
- Bowen Bridge linking Glenorchy to Risdon Vale and Richmond
- The new Bridgewater Bridge replacing the Midlands Highway Bridge linking Granton and New Norfolk to Bridgewater and Brighton. The new bridge is currently being constructed downstream of the existing causeway making travel safer and more efficient, improving connectivity to surrounding local communities.
- Tasman Highway causeway between Cambridge Park, Midway Point and Sorell.

Most people are reliant on cars for most of their travel within the Region. Only 6% of trips to work across the Region are by public transport⁹. Maintaining a functional commuter zone within metropolitan Hobart, connections to surrounding towns and villages, and ensuring freight transport can move efficiently around the Region and connect to other parts of Tasmania are important considerations. Potential conflicts between freight vehicles, tourists and local resident and business travel are an issue on some of the main roads in the Region, some of which pass through challenging terrain meaning alignments and road conditions are difficult and expensive to improve.

Planning for a sustainable cost-effective transport network for the Region requires integration of land use, transport and utilities planning.

Moving towards a higher proportion of travel by public transport, walking and cycling will require investment in new and improved transport infrastructure, including roads, public transport and active transport aligned with planning for where and what types of growth in housing and jobs occurs across the Region.

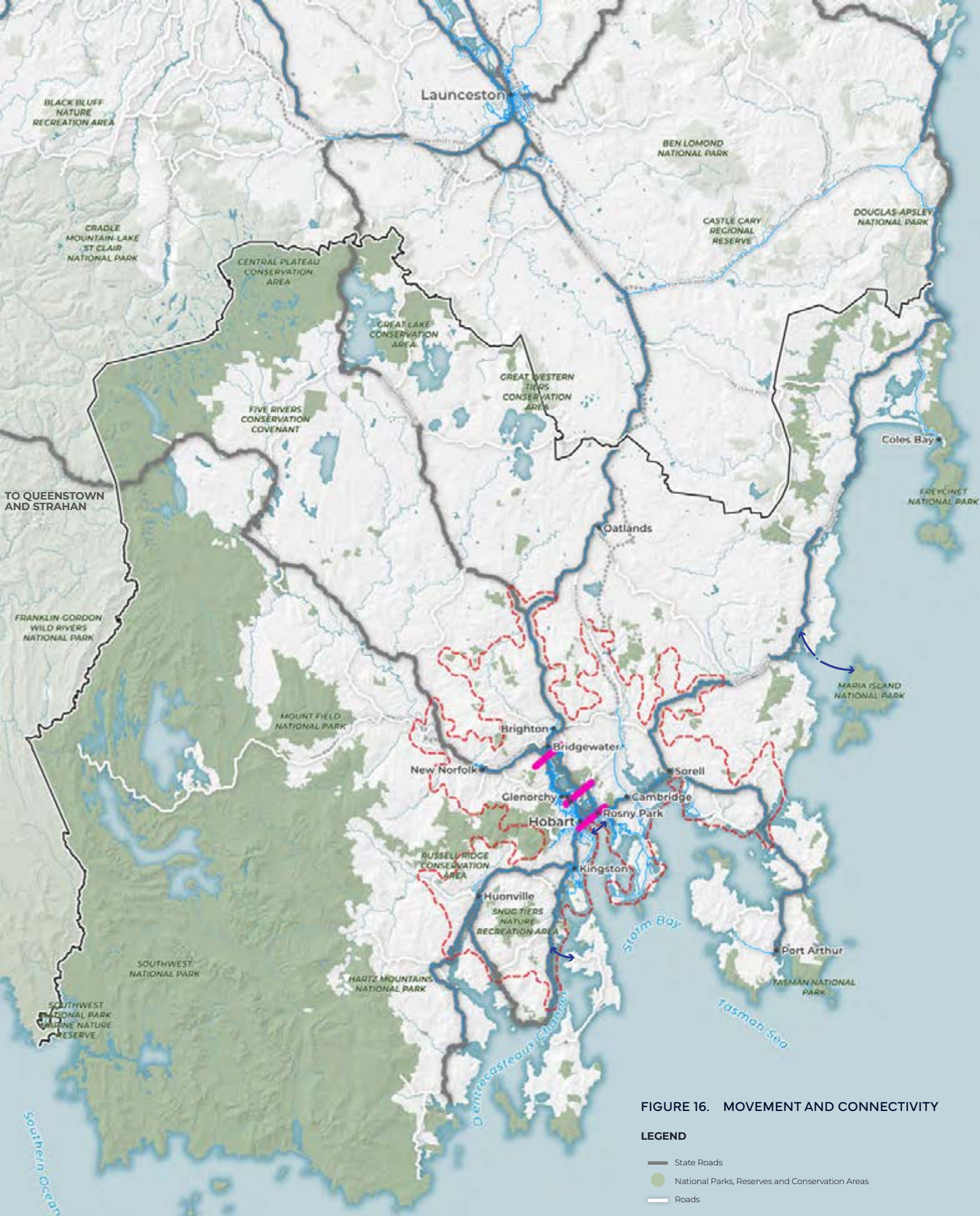


FIGURE 16. MOVEMENT AND CONNECTIVITY

LEGEND

- State Roads
- National Parks, Reserves and Conservation Areas
- Roads
- Regional Bus Routes
- ↔ Ferry Routes
- ... Railway
- 45min Drive Time from Hobart CBD
- Landmark Bridges

0 5 10 km

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

4.3 Utilities

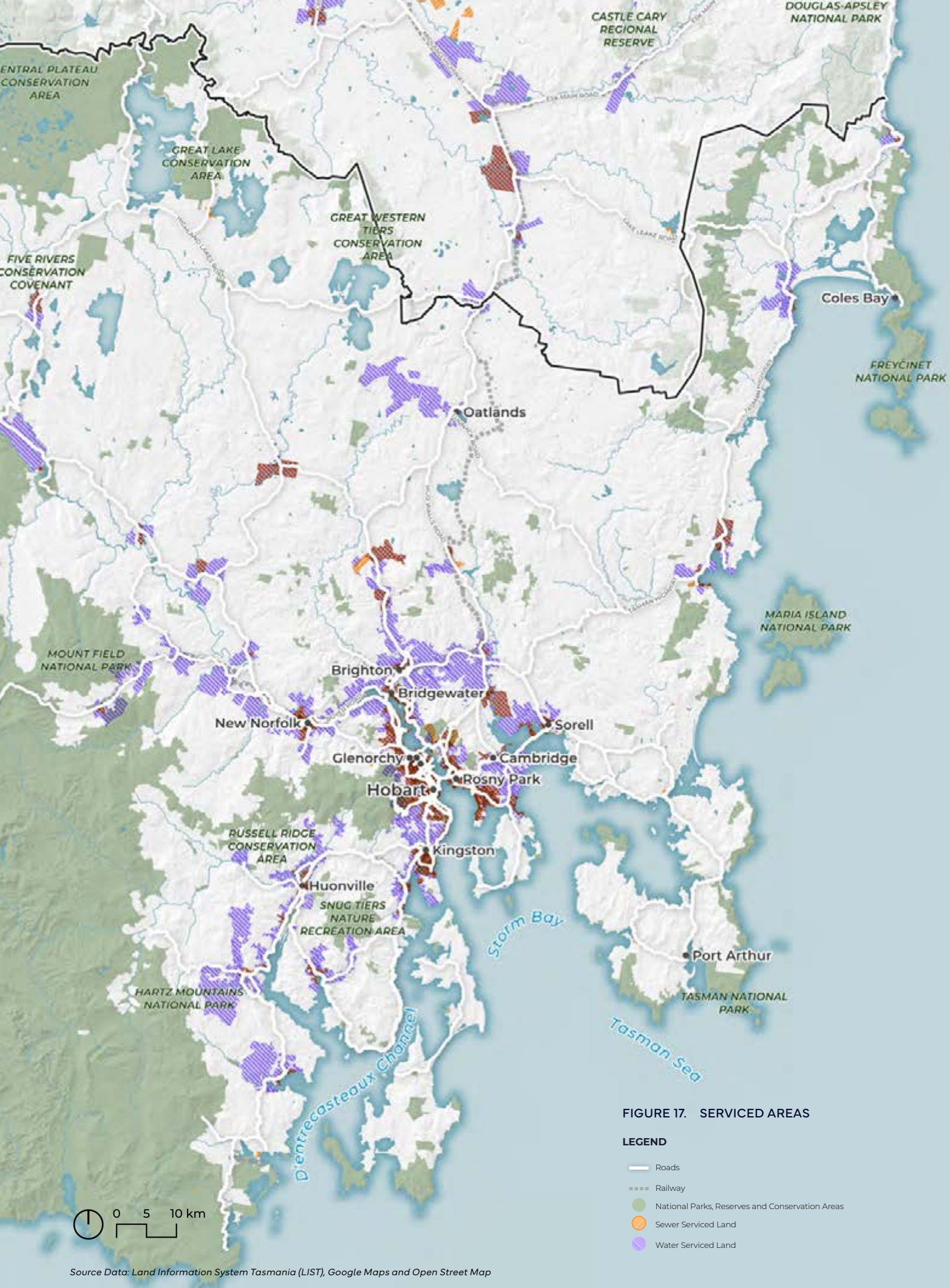
Growth of residential areas through expansion of Greater Hobart's urban area, and more people moving to or holidaying in towns and villages across the Region, places pressure on existing infrastructure and creates demand to expand or upgrade networks.

The provision of essential utility services including water, sewer, telecommunications and electricity is largely dictated by these patterns of growth and change in factors like how many people live in each dwelling, where major industries and employment areas are located. Some industries like large scale manufacturing often use large volumes of water or power. Access to these can be important determinants of where these businesses can locate, and their ability to relocate or expand operations.

Key issues related to the provision of utilities infrastructure and services across the Southern Tasmania Region include:

- New or expanded utilities infrastructure tends to follow growth within Greater Hobart, and decisions about where growth can and should occur need to be informed by the costs and benefits of providing the necessary utilities, particularly when these costs are often borne by government.
- Fringe areas (environmental living, coastal towns and villages) are experiencing growth pressure but don't have access to trunk utilities. The south-eastern coastline (Dodges Ferry, Primrose Sands, Carlton) and some towns on the east coast are examples of growth that does not have access to all trunk utilities.
- Older infrastructure in established areas needs upgrading, but investment in new infrastructure has been largely focused on expanding the urban area. Essential infrastructure in established areas may have capacity to accommodate growth but, in many cases, needs maintenance or upgrading, or may not meet contemporary standards in relation to environmental impacts.
- Infrastructure contributions are too fragmented and outdated to support effective infrastructure delivery.





Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

THEME 2

4.4 Opportunities and Challenges for Economic Activity and Infrastructure

Opportunities	Challenges
<ul style="list-style-type: none"> Continuing to grow the diverse range of employment opportunities in smaller towns and villages to provide more local locations for employment and create a more diversified and less cyclical economy that is resilient to global trends and stable throughout the year. Continuing to strengthen and expand Hobart's national and international role as a gateway to the Antarctic, by both sea and air. Strengthening the north-south spine in metropolitan Hobart through active transport and public transport corridors. Investigating the provision of new or expanded transport modes like ferries and rapid bus to provide attractive alternatives to private car and free-up road space for essential services and freight. Protecting the Region's irrigation systems which enhance rich agricultural soils, increase production and provide rural employment opportunities. Leveraging the Region's reputation for environmental quality as a foundation for economic activity including tourism and primary production, ensuring land use planning facilitates partnerships and innovation by enabling appropriate land use mixes and co-location. Exploring infrastructure funding options to support strategically funded provision of utilities, transport infrastructure, parks and community facilities for new, growing or changing communities. Collaborating with utility providers and stakeholders (energy, gas, and water) to coordinate land use and infrastructure planning to support growing and changing community needs. 	<ul style="list-style-type: none"> Prioritising and protecting high-value, productive agricultural land as farmers and landowners look to diversify into alternative sectors such as tourism and non-agricultural industries. The current lack of revenue streams to fund utilities infrastructure when services need upgrading and expanding for new developments. The environmental constraints of topography on improved east-west transport connections. Balancing growth in greenfield areas, towns and villages with the capacity of transport networks to maintain travel times and make cost-effective infrastructure investment decisions. Introducing public transport alternatives to private cars to that are financially viable and attractive to users. Addressing the tensions between different economic sectors that rely on the same resources such as forestry and tourism. The competing use of major roads for freight transport, tourism traffic, and residential travel creates safety issues and pressure to upgrade infrastructure often through challenging terrain.





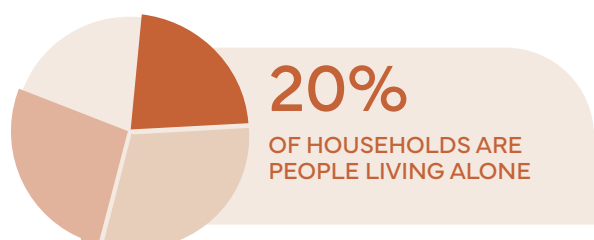
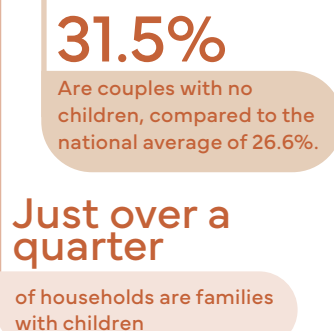
People, Communities and Growth

5.1 Population Growth and Change

5.1.1 The Region's Population Now

There were 298,589 people living in Southern Tasmania in 2023. Southern Tasmania has experienced one of its largest population 'booms', growing by more than 51,000 people between 2011 and 2023 - a more than 20% increase over 12 years¹⁰.

In summary Southern Tasmania's population has:



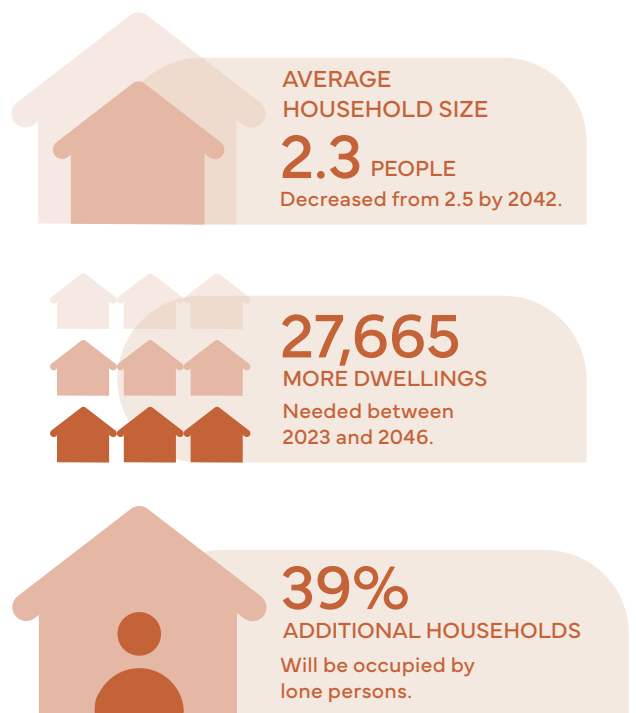
5.1.2 Forecast Population Growth and Change

Population forecasts for Southern Tasmania estimate a total increase of 43,447 people in the 23 years from 2023 to 2046, a slower rate than the growth over the past 12 years¹². The forecasts also estimate the population will get significantly older. Around 58% of all population growth is forecast to be people aged 65 and older.

Southern Tasmania's ageing population is largely related to a combination of low and declining birth rates and young adults leaving to other Australian states¹². Reasons for younger people leaving Southern Tasmania include a lack of secure, full-time and well paid jobs, a real and perceived lack of education, competition for housing and declining affordability, access to health services, and lifestyle choices¹³. Implications of an ageing population for Southern Tasmania include shifts in the type and location of housing, demand for social services like health care, and lower economic productivity (per person) due to lower workforce participation and less productive industry sectors.

Southern Tasmania's changing population will have implications for housing requirements throughout the Region, particularly reducing household sizes which are partly caused by the population getting older.

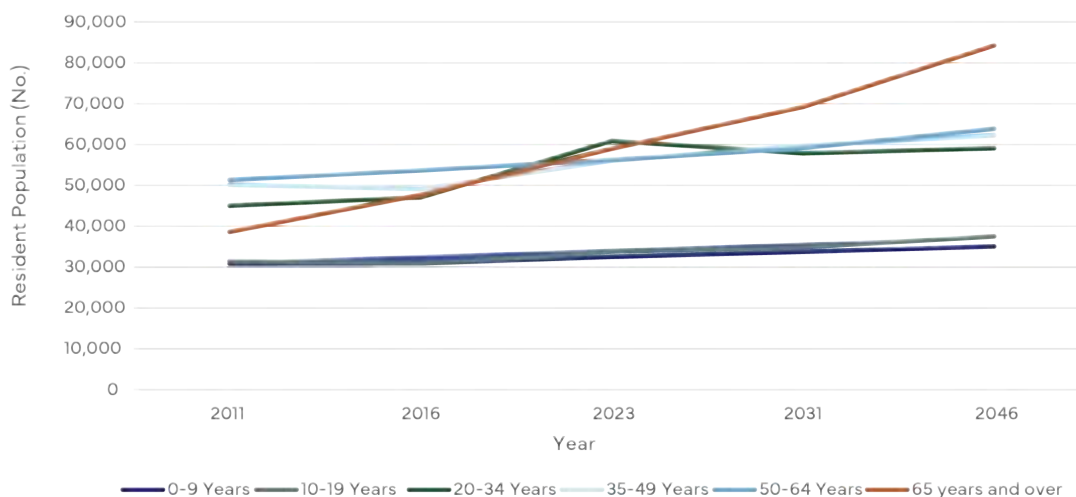
Housing forecasts¹⁵ for Southern Tasmania indicate that:



Source: Remplan/ABS Census of Population and Housing 2021

FIGURE 18. SOUTHERN TASMANIA POPULATION PROJECTIONS 2011 – 2046

Source Data: Remplan Forecast



THEME 3

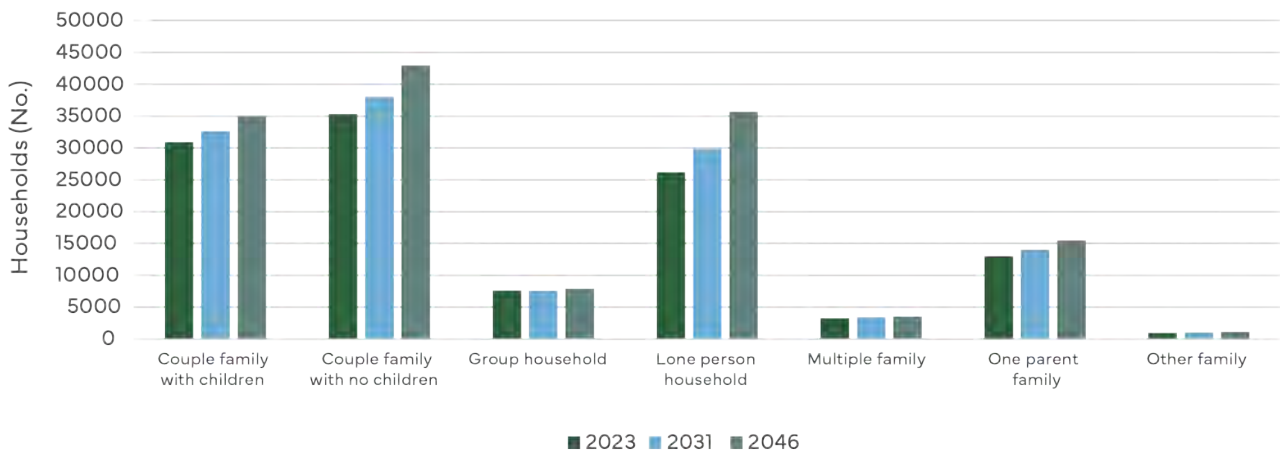
The Department of Treasury and Finance released new population projections for Tasmania in May 2024. Anticipated birth rates, life expectancy and migration to and from Tasmania inform a range of projection scenarios. There are large differences in the total population and the rate of population growth between the projection scenarios. The differences are mainly because of different assumptions about how many people will move to or from Tasmania from overseas or interstate.

Population projections are one input to Regional Land Use Strategies. The different forecast scenarios illustrate the uncertainty around how much the population

will grow, particularly over the longer-term planning timeframe for the Southern Tasmania Regional Land Use Strategies. The influence of both interstate and overseas migration has been significant for the Southern Tasmania Region particularly over the last 10 years. Changes to migration patterns will probably occur over the next 25 years. The high variability and unpredictability of population growth highlights the challenges of planning for growth in the Region, and the need for the STRLUS to be adaptable to changing circumstances. The population projections are a starting point for considering how much growth needs to be accommodated, and where population growth and change will occur across the Region.

FIGURE 19. SOUTHERN TASMANIA HOUSEHOLD COMPOSITION PROJECTIONS 2023-2046

Source Data: Remplan Forecast



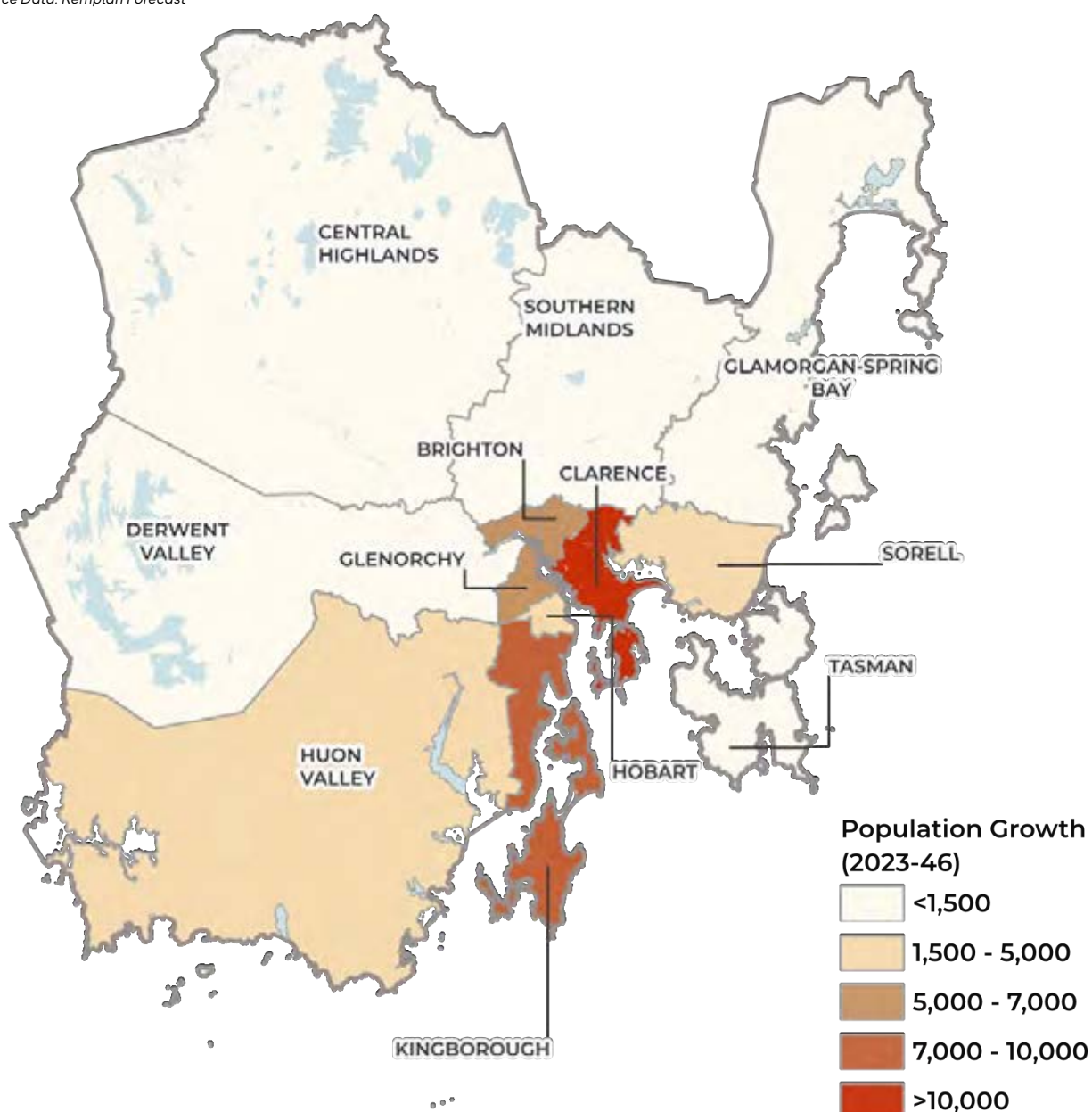
5.1.3 Forecast Population Growth and Distribution

The largest growth in Southern Tasmania is forecast in council areas on the fringes of metropolitan Hobart, including Clarence, Sorell, Brighton and Kingborough. These are the fastest growing councils historically, and forecasts are based on continuation of these past trends.

The population is anticipated to change, and housing needs will also change over the next 25 years. Implementation of housing policies and strategies through the STRLUS has the potential to change how population growth is distributed across the Region compared to the current forecast distribution shown on the map below.

FIGURE 20. SOUTHERN TASMANIA LGAS - POPULATION PROJECTIONS (2023-2046)

Source Data: Remplan Forecast



THEME 3

5.1.4 Social Wellbeing

There are differences across Southern Tasmania in levels of wellbeing, income and access to opportunities. The Socio-Economic Index of Advantage and Disadvantage is produced by the ABS and uses a range of social indicators to show areas across Australia that are more or less disadvantaged.

Figure 21 shows the SEIFA index for the Southern Tasmania Region based on the 2021 census. Disadvantage generally increases with distance from Hobart and the coast because of lower incomes, less access to services and facilities, lower educational attainment, and lower skills base. Some inner parts of metropolitan Hobart are relatively advantaged, with higher levels of education and income. There are also pockets of disadvantage within urban areas and these are often closely linked to high unemployment rates and lower education and health outcomes.

Educational attainment and participation are key social challenges in Southern Tasmania. Communities with higher levels of skills and qualifications that are suited to local jobs and industries is a critical part of sustaining economic activity and ensuring services like education and health care meet community needs.

The impacts of education standards on employment and industry growth is complex. In Southern Tasmania, many younger people move interstate for further education or to find work in sectors they are qualified in. The resultant lack of appropriately qualified workers is a constraint to new or growing businesses, which in turn means there are limited opportunities to attract or retain workers.

Rates of high school completion in Southern Tasmania are lower than for the rest of Australia. This means that many residents do not have the qualifications required to enter into high value industries and jobs that generate wage growth and economic activity. Low school completion rates hinder or directly contribute to lower quality of life, particularly in relation to social factors such as income, unemployment, and health.

Rates of post-school qualifications (TAFE or University) in the Region have increased significantly since 2016, and are similar to the rate for all of Australia. This may be due to high rates of migration during this period, with new residents coming to the Region having already obtained a qualification.

While unemployment rates in the Region are only slightly higher than the national rate, more people in Southern Tasmania are in lower paying jobs and productivity per person is also lower.

Some of the indicators of wellbeing in Southern Tasmania include:

INCOME:



\$39,119

PER ANNUM

is the median individual income for Southern Tasmania.



\$41,940

PER ANNUM

is the median individual income for Australia.

UNEMPLOYMENT:



3.66%

UNEMPLOYMENT

across Southern Tasmania.

3.11%

UNEMPLOYMENT

across Australia.

EDUCATION:



53% OF SOUTHERN TASMANIAN RESIDENTS have completed Year 12, compared to 57% across the nation.

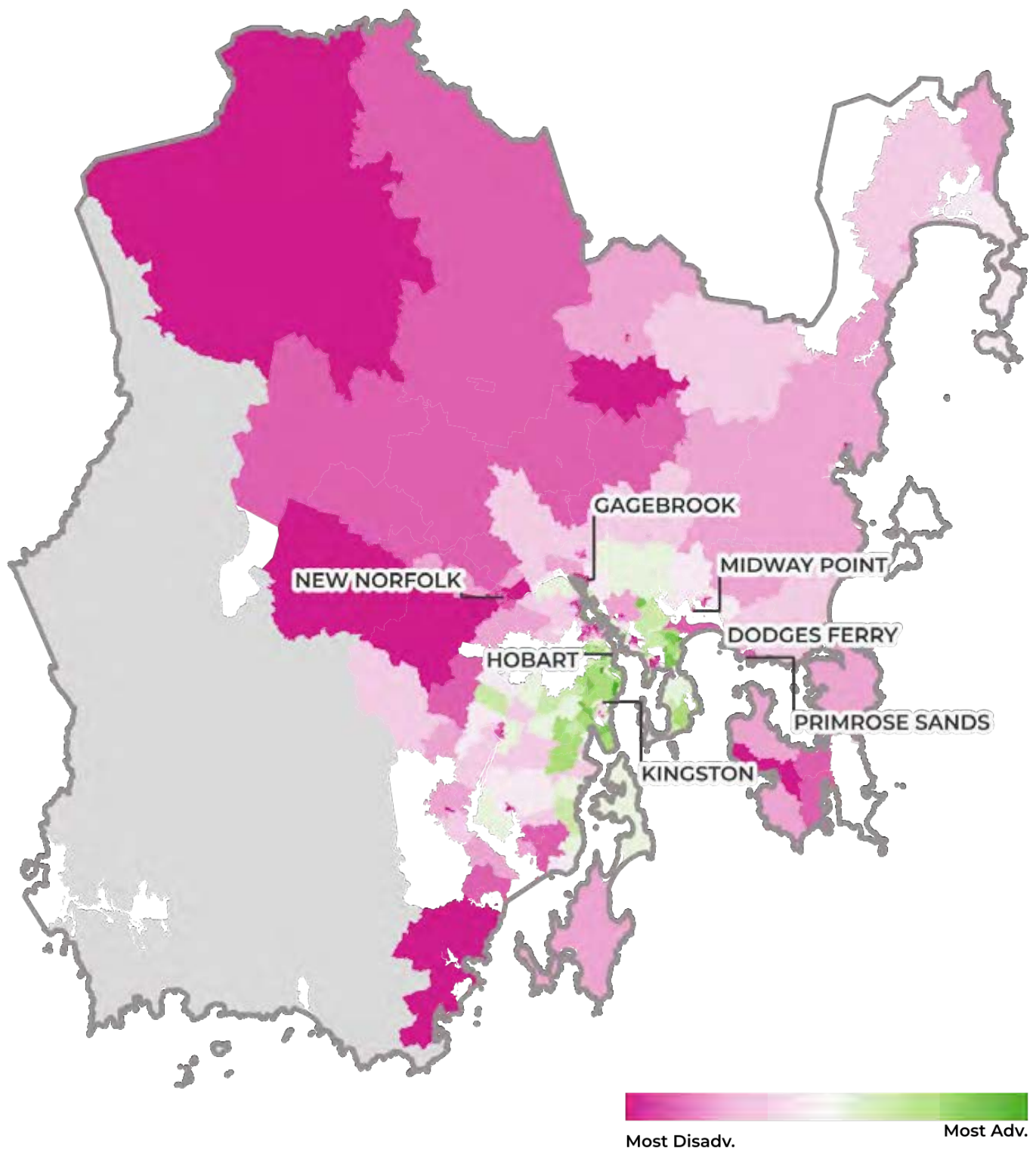


53% OF SOUTHERN TASMANIAN RESIDENTS 15 AND OVER have post-school qualifications, compared to 52% throughout Australia. This includes vocational training and higher education.

Source: Remplan based on ABS Census of Population and Housing 2021

FIGURE 21. SOUTHERN TASMANIA SOCIO-ECONOMIC INDEX OF ADVANTAGE AND DISADVANTAGE 2021

Source Data: ABS Census of Population and Housing 2021



THEME 3

5.2 Housing, Placemaking, and Growth Management

The number, type, and location of new homes is linked to placemaking and the 'liveability' of urban areas. Higher concentrations of people, more diverse communities and a mix of land uses mean residents have better access to jobs, entertainment, recreation and social services and better quality of life. When communities are able to access these amenities, businesses are more viable and government services and infrastructure are more cost effective. The costs to households are also often lower as people spend less time travelling, transport costs less, and the costs of delivering new development (and therefore the costs of housing) benefit from more efficient infrastructure delivery. Decisions about how many houses, what types of houses and where new housing is located are an important part of managing growth in metropolitan areas like Hobart.

5.2.1 Housing

Housing is a basic requirement and access to housing is a fundamental right for all people. There needs to be enough housing to meet need, and housing should be suitable, affordable and in the right locations. Both the Tasmanian Housing Strategy and the Tasmanian Planning Policies emphasise the need to deliver homes that are close to social and physical infrastructure, local services and employment opportunities.

The Tasmanian Housing Strategy 2023 – 2043 prioritises:

- Delivering more quality homes, faster.
- Supporting people in need.
- Improving private market affordability and stability.
- Enabling local prosperity.

For Southern Tasmania these priorities translate into ensuring enough homes are built to meet need, that housing is built where it is needed, housing types are more diverse to meet changing needs, and housing contributes to sustainable populations that have access to employment, education and services.

Housing location

The majority of new housing in the Region has historically been delivered in greenfield areas. This means the urban footprint of metropolitan Hobart is expanding, particularly to the north (in Brighton), but also south (in Kingborough) and east (in parts of Clarence and Sorell).

Over the last 10 years¹⁵:

- A quarter of new dwelling approvals in the Region were in Clarence.
- Kingborough, Brighton and Sorell together made up more than a third of new dwelling approvals.
- The inner city areas (Hobart City and Glenorchy) accommodated only one in five new homes built in the Region.

Newer suburbs are attractive to younger couples and families because that is where most homes are being built and housing is more affordable or perceived as better value.

The more established parts of Hobart are often attractive for migrants to Tasmania, but large numbers of people also move out of inner-city areas, potentially to new homes in outer suburbs. The different needs of these communities for social infrastructure and employment opportunities have significant implications for managing growth and ensuring communities have access to the services and facilities they need.

The mix of greenfield and infill housing in councils covered by the Greater Hobart Plan has been approximately two-thirds infill and one-third greenfield over the last 10 years¹⁶. These councils (Hobart City, Glenorchy, Clarence and Kingborough) have a higher proportion of established urban areas and less capacity for greenfield growth than other councils in metropolitan Hobart.

TABLE 22. NEW DWELLING APPROVALS IN SOUTHERN TASMANIA FROM 2012 TO 2023

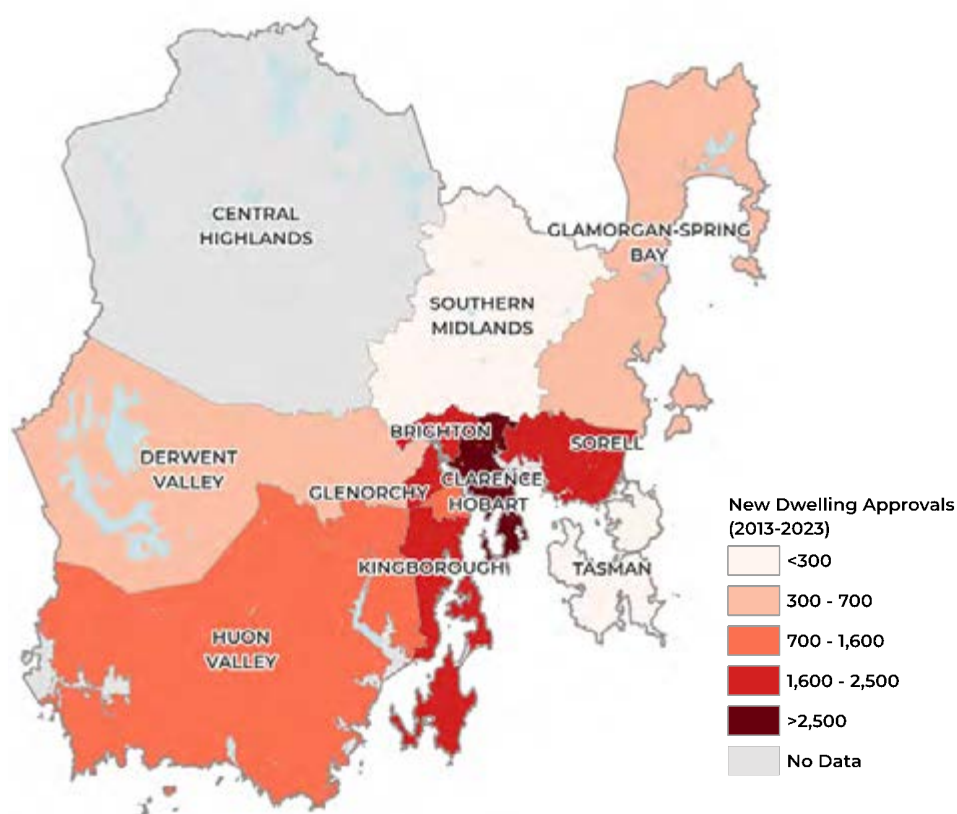
Region	LGA share of approvals in Southern Tasmania (%)
Clarence	24.5%
Kingborough	14.2%
Brighton	11.2%
Glenorchy	11.1%
Sorell	10.6%
Hobart	9.0%
Huon Valley	8.1%
Glamorgan/Spring Bay	4.3%
Derwent Valley	3.0%
Southern Midlands	1.8%
Tasman	1.6%
Central Highlands	0.6%
Southern Tasmania total	100.0%

Source: Remplan/ABS Census of Population and Housing 2021

The challenge of coordinating infrastructure and service delivery with population growth and change is common to many metropolitan regions, and is particularly acute where patterns of growth disperse the population over a larger area. While the proportion of infill housing is higher in established parts of metropolitan Hobart, overall the majority of new housing continues to be in greenfield areas.

This pattern of suburbanisation has led to increased demand to extend or upgrade roads, increasing congestion on Hobart's main roads, the need to continue to expand reticulated water, sewer and other utility networks, and made the operation and expansion of public transport services less efficient, reinforcing car dependence to access jobs, schools and services.

FIGURE 23. SOUTHERN TASMANIA COUNCILS – NEW DWELLING APPROVALS (2013-2023)



Region	Houses	Other Types of Residential	Total Dwellings
Clarence	3,682	327	4,009
Kingborough	2,017	324	2,341
Brighton	1,651	219	1,870
Glenorchy	1,458	395	1,853
Sorell	1,675	73	1,748
Hobart	944	555	1,499
Huon Valley	1,287	30	1,317
Glamorgan/Spring Bay	663	34	697
Derwent Valley	469	32	501
Southern Midlands	286	4	290
Tasman	251	5	256
Central Highlands	No data	No data	No data

Source Data: Remplan Property, ABS New Dwelling Approvals

THEME 3

Types and sizes of housing

Nearly 9 out of 10 homes in Southern Tasmania are separate houses. Less than 1 in 50 homes are apartments. The other homes are medium density housing like multi-dwelling housing.

Overall in Southern Tasmania there has been little change in the mix of housing types built in recent years and there is limited variety of dwelling types and sizes suitable to a range of housing needs. Around 87% of all new homes approved in the last 10 years were single dwellings¹⁷. There are differences in the types of housing that are built across different parts of the Region:

- In Hobart City and Glenorchy, around 30% of new dwellings approved between 2012 and 2022 were other dwelling types such as apartments, townhouses, or terrace housing¹⁸.
- In areas with the highest growth on the fringes of Hobart's urban area, around 10% of new dwellings approved were apartments and townhouses.

Houses in Southern Tasmania are generally larger than required for the number of occupants. Around half of all households have only one or two people living in them. The average size of houses varies across the Region but is generally around 3 bedrooms per dwelling. Average household sizes are around 2.3 people per dwelling. This means there is 'spare' capacity in many dwellings for more people. New housing construction is predominantly in urban fringe areas and is typically larger dwellings, meaning that the supply of new homes doesn't match the types and sizes of housing that many residents need.

Combined with forecasted aging of the population, anticipated changes in household composition are likely to increase demand for smaller and more diverse housing, close to employment, services, and amenities.

Regional Planning Policy SRD2 in the 2011 STRLUS aims to match the supply of new homes with the needs of residents:

Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability.

FIGURE 24. HOUSING TYPOLOGY



Housing affordability

Housing supply and affordability is a major social and economic challenge in Southern Tasmania. Strong population growth over the last 10-12 years through migration has contributed to increased demand, direct price increases through increased financial capacity of new residents, and increased competition for housing.

Because incomes are comparatively low in Southern Tasmania, housing affordability is a significant challenge for many households. This is particularly true in the face of strong dwelling price growth in the past 10 years, with price growth of over +95% in Greater Hobart for both houses and units¹⁹. Much of this growth was attributed to high demand following Southern Tasmania's population boom in 2017 and during COVID-19.

Accordingly, Tasmanians are increasingly having to compete for affordable housing, and rates of home ownership are declining. Southern Tasmania's housing challenges are being exacerbated by the cost-of-living crisis, driven by inflationary pressures, slow wage growth and recent interest rate rises. The result is declining borrowing capacity for first home buyers and rising rates of both rental and mortgage stress. In the current economic climate, rising inflation and interest rates will add further pressure on household finances.

Housing stress is defined as more than 30% of household income spent on mortgage or rental payments. In Southern Tasmania 44% of renter households and over 12% of households with a mortgage are in housing stress²⁰.

FIGURE 25. SOUTHERN TASMANIA – RATES OF HOUSING STRESS

Source Data: Remplan Property, Corelogic RP Data

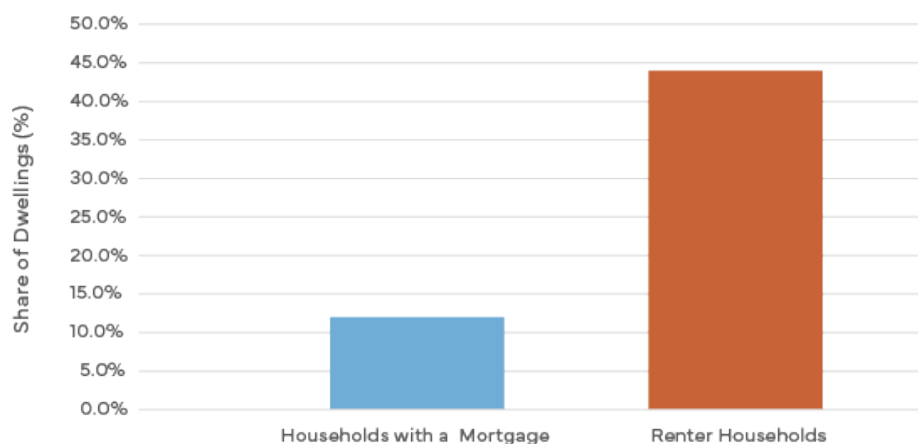
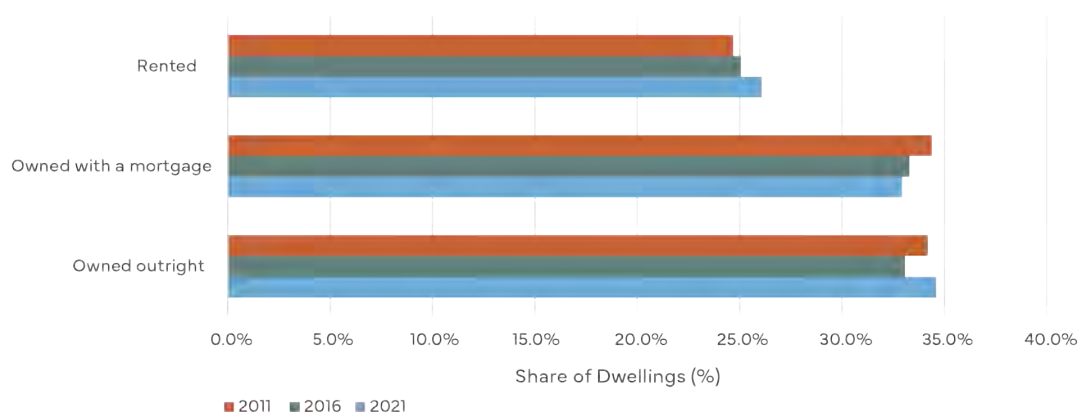


FIGURE 26. SOUTHERN TASMANIA - HOUSING TENURE CHANGE FROM 2011 TO 2021

Source Data: Remplan Community based on ABS 2021 Census of Population and Housing



THEME 3

5.2.2 Placemaking and Approaches to Growth Management

Placemaking for Southern Tasmania

'Placemaking' is a collaborative process that strengthens the connection between people and the places they share. It shapes the public realm in order to promote community identity and maximise shared values and aspirations. Placemaking is related to decisions about how growth will be managed across Southern Tasmania. Different approaches to how metropolitan Hobart grows, and how towns and villages might contribute to accommodating growth, will impact on the potential to create and sustain places that are vibrant, attractive and prosperous.

Southern Tasmania has numerous vibrant hubs throughout the Region, with certain areas (particularly in Hobart) being the centre for a year-round calendar of events, activations and civic activity. Different places around the Region have unique attractors related to economic or employment opportunities, the natural environment, history and heritage, or cultural and entertainment attractions. For residents, decisions about where to live are often driven first by housing affordability and availability, and this can lead to trade-offs against the need to travel for work, education or to access social services and entertainment.

Growth in Greater Hobart

The 2011 STRLUS adopts an urban growth boundary for metropolitan Hobart that was intended to have capacity for 20 years of growth. The STRLUS also sets a target of 50% infill housing and 50% greenfield for Greater Hobart (within the Urban Growth Boundary), along with density targets for infill areas with good transport access (25 dwellings per hectare) and for greenfield areas (15 dwellings per hectare). The STRLUS also includes criteria for consideration of extensions to the urban growth boundary, and over time various amendments have been made to bring new areas into the boundary. The Greater Hobart Plan (which applies to the metropolitan areas of Hobart City, Glenorchy, Clarence and Kingborough government areas) sets a 70% infill housing target, reflecting the more established urban character of much of these council areas.

While more new homes in Greater Hobart have been in established areas than greenfield, overall residential growth across the Urban Growth Boundary since 2012 has predominantly been single dwellings.

The intended outcomes of the STRLUS and Greater Hobart Plan to increase the proportion of housing in infill areas remain relevant. Focusing on implementation of policies aimed at increasing the proportion of infill housing, providing more diverse housing types and sizes, and locating new homes close to services and infrastructure will assist with progress towards achieving the targets.

Analysis undertaken for the State of Play Report indicates there is sufficient capacity within the Urban Growth Boundary to accommodate the new homes that will be required over the next 25 years. Increasing the supply of infill residential development will reduce pressure for continued outward growth, and may assist with prioritising and coordinating use of existing infrastructure capacity and investment in new or upgraded infrastructure.

Growth in Towns and Villages

The STRLUS includes settlement strategies for towns, villages and hamlets in the Region. There are 110 towns, villages and hamlets across the Southern Tasmania Region²¹. Many of these towns and villages have historic value and ties to early and ongoing agriculture and other resources like fishing and forestry, and in some parts hydro-electricity. Some towns and villages play an important role now in the tourism economy, providing a base for economic activity, accommodation for visitors and workers, and in some cases contain attractions in themselves. Recent shifts in the tourism industry have seen many dwellings in some towns and villages transition from long term housing to short stay tourist accommodation.

Some towns and villages, particularly in tourist destinations like along the southern coast, around Coles Bay and the Tasman Peninsula, have grown from small scale villages with small permanent populations to having a larger resident population and more intense tourist visitation through short stay holiday rentals. Some growth, particularly in coastal locations, has been largely driven by retirees moving to Tasmania or out of the main centres and relocating in areas with high natural amenity. However, an influx of older people into communities that may not have the range and level of services to support them (like aged care and health services) is creating inequity and challenges for government and other providers in meeting the needs of communities across the Region. Many of these towns and villages also lack essential services like reticulated water supply and sewer.

While on-site wastewater systems are provided for individual properties, continued growth in some communities may start to put pressure on environmental values like water quality and the water table, unless other infrastructure solutions are provided.

Many rural towns and villages are dependent on changing economic activity for their ongoing sustainability. As the nature of economic activity has changed in different parts of the Region, some towns are growing or changing. In these areas, changes in economic activity (for example, a transition from forestry to tourism, or changing agricultural production due to irrigation schemes), have resulted in changes to the make-up of the community as people move in to take up different jobs.

Other rural towns and villages are experiencing aging populations and declines in productivity as global influences change the viability of farming and a younger workforce seeks opportunities in the larger cities or interstate. Some rural communities are facing static or declining populations. Maintaining populations that are sufficient to support the delivery of services that all residents rely on is a challenge in these areas

Some towns are important locations for services, facilities and meeting the basic needs of residents in surrounding areas. New Norfolk, Sorell, Brighton, Kingston and Huonville are examples of centres that have functional connections with more remote parts of the Region. Many of these locations are connected to Hobart through employment opportunities, with residents moving in for lifestyle and amenity reasons while commuting into Hobart for work.



THEME 3

5.3 Social Infrastructure

Social infrastructure includes places and spaces that allow people to come together, support community life and celebrate and experience culture. Social infrastructure is a term that can cover many aspects of social life that support social connection. This includes access to schools, TAFE and universities, hospitals, community health centres and medical centres, outdoor and indoor sport and recreation facilities like aquatic centres, sports courts and sports fields, parks and playgrounds, community centres, libraries, community arts and creative centres, museums, galleries and performing arts centres.

Population growth in different parts of the Region may require planning and delivery of new social infrastructure and services, where growth occurs through expansion of urban areas. There are also opportunities to make better use of existing social infrastructure (particularly schools) in some established areas that are experiencing population changes. More cost-efficient growth management outcomes will be achieved if there is capacity for new housing in locations that have good access to under-utilised social infrastructure and services. In comparison, continuing to expand urban areas outwards with minimal infill development is likely to create demand for governments to deliver new social infrastructure while existing facilities operate below capacity or can not be sustained.

The following summaries highlight access to social infrastructure across the different parts of the Region. Figure 27 maps the distribution of different types of social infrastructure, with larger circles indicating more social services.

Metropolitan Hobart

- Good provision of regional social infrastructure like universities and hospitals in Hobart CBD and inner city suburbs.
- There is a higher concentration of cultural, sport and recreation facilities in Hobart and Glenorchy. This includes regional cultural facilities that attract cultural tourism like the MONA, Tasmanian Museum and Art Gallery (TMAG), Playhouse Theatre and Maritime Museum. Bellerive also has the Blundstone Arena in the east.
- Metropolitan Hobart has a range of community facility space for hire, mostly in the form of large town halls (such as the City Hall and Hobart Town Hall) and smaller scout halls, meeting spaces and citizens centres.
- Some councils have identified the need for more youth spaces, creative infrastructure and local cultural spaces, and more general practitioners.

The South

- Sport and recreation facilities, health and community facilities mostly provided in Kingston, Huonville, Cygnet, Port Huon and Dover.
- Significant portion of open space at the west of the Region is the Hartz Mountains National Park.

The Midlands

- Social infrastructure mostly located in New Norfolk and Oatlands.
- Schools located in towns along the main highways (like Ouse, Hamilton, Bagdad, Kempton, Bothwell).
- Lower provision of sport and recreation facilities compared with other parts of the Region.
- Cultural facilities located in rural communities including four museums and one gallery. Cultural facilities are distributed across the Region, rather than clustered around population centres.

The East

- Sorell is a key centre for smaller communities on the East Coast for access to social services, retail and education.
- Some health and community facilities also located in Sorell.
- Nubeena, Triabunna and Swansea have clusters of social infrastructure including schools, emergency services and community centres.

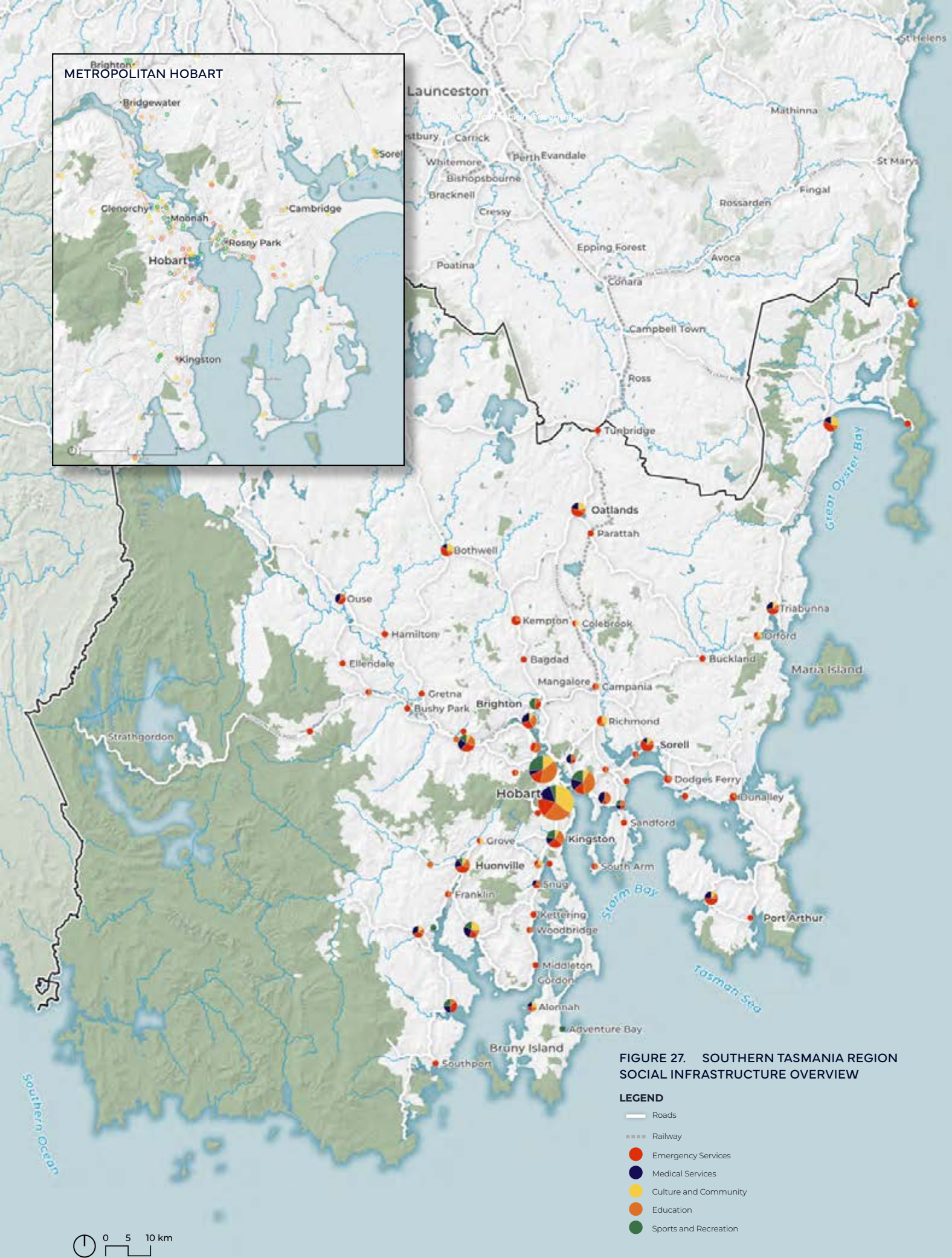


FIGURE 27. SOUTHERN TASMANIA REGION SOCIAL INFRASTRUCTURE OVERVIEW

5.4 Opportunities and Challenges for People, Communities and Growth

Opportunities	Challenges
<ul style="list-style-type: none"> Monitoring population growth and change to inform adaptable and responsive growth strategies for the Region. Implementing policies and actions that attract and retain a younger working population. Investigating diverse housing typologies such as townhouses, apartments and multiple dwellings to cater to the needs of a more diverse community and people at different life stages. A more compact, efficient and sustainable urban area for metropolitan Hobart with more suitable housing options and improved access to employment, amenities and services. Encouraging compact, efficient and more diverse housing development within Southern Tasmania's existing towns and villages to contribute to more vibrant centres, improved amenity and less dependence on cars. Using existing cultural and community buildings and spaces to stimulate creative, knowledge and innovative economies and create hubs for urban renewal and placemaking. 	<ul style="list-style-type: none"> External broader political and economic factors outside of the State and local government control such as federal policy levers, the cost of finance and construction materials which could hinder progress in housing delivery and therefore good growth in Southern Tasmania. Appropriately responding to the demographic trends of an ageing population due to the departure of working age professionals. Ongoing sustainability of some towns and villages due to highly variable and uncertain rates of population growth and ensuring the capacity for housing across the Region keeps pace with anticipated demand. Balancing the housing, social service, and infrastructure requirements of an older population with opportunities to attract and retain a younger and working population. Balancing the supply of new housing in established urban areas that are close to jobs, services, and where there is capacity in schools and utilities infrastructure, with outward expansion of Hobart's urban area that requires new or expanded transport, utilities and social infrastructure. The planning system enabling and incentivising more diverse and compact housing so that new housing is appropriate to the needs of an older population and smaller households.



PART 4

OPPORTUNITIES AND CHALLENGES FOR THE SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY



The opportunities and challenges identified in this report have been reviewed to understand where there are overlaps and inter-relationships. These are presented as possible 'Region Shapers' to provide preliminary direction for the STRLUS and implementation of the Tasmanian Planning Policies in the Southern Tasmania Region.

The Region Shapers capture and respond to the diversity of the Region, particularly the unique challenges and opportunities across different geographic areas.



6.1 Key Findings



REGION SHAPER #1

Planning for the Region is grounded in an understanding of, respect for, and connections to culture, history and Country

- Involve the palawa, Southern Tasmania's Aboriginal people in devising the approach to embedding Country-first practices in regional planning for Southern Tasmania.
- The significance of landscape in the identity and character of Southern Tasmania, its influence on growth and economic activity, and value to Southern Tasmania's people are reflected in regional planning.
- Pre- and post-colonisation history and cultural values of both Aboriginal and non-Aboriginal people are acknowledged.



REGION SHAPER #2

Land use and economic activity respect, protect and respond sustainably to the Region's unique natural environment

- New housing is well located and responsive to topography, natural systems and hazards.
- Housing for a growing and changing population is compatible with the landscape and natural assets of the Region.
- Growth and diversification of the Region's economy, including creating more jobs, emergence of different industries, technologies and products, supports the long term health of the natural environment while capitalising on the opportunities it creates.
- Patterns of land use growth and change consider climate change impacts on the environment and implement sustainability outcomes that reduce the impacts of land use.



REGION SHAPER #3

Communities across Southern Tasmania are safe and resilient to natural hazards and climate change

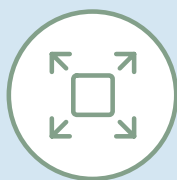
- The boundaries of Greater Hobart's urban area and growth in towns and villages considers and mitigates risks from natural hazards including bushfire, flooding and landslip.
- Potential changes in the Region's climate including temperatures, rainfall patterns and sea level rise inform decisions on where and what types of growth occur, and risks to existing communities.
- Growth in urban areas, towns and villages considers impacts of natural hazards on infrastructure and access to services and facilities, and the movement of goods and people around the Region are addressed.



REGION SHAPER #4

Communities in the Region are sustainable, connected and diverse

- Housing is accessible, affordable and suitable for diverse and changing needs.
- Housing is the right type and size to suit the needs of an aging community as well as the growing number of one and two people households.
- There is capacity for housing in the towns and villages across the Region to meet demand, and decisions on where new housing is located consider the costs of and ability to deliver infrastructure and services that residents need.
- New housing is located to prioritise access to employment and services and to take advantage of active transport, green links and public transport.
- Active and public transport improvements are prioritised in locations where new housing is planned.
- Land use planning incorporates measures to promote community health and healthy living.



REGION SHAPER #5

Social services and infrastructure are planned and delivered to support a growing and changing community

- Planning for new or expanded social infrastructure and services is aligned with where population growth is strategically planned across the Region.
- Social services and infrastructure meet the changing needs of the community in particular different age profiles in different parts of the Region.
- Housing is suitable and affordable to key workers particularly in health care, education, emergency services, and in some parts of the Region tourism, hospitality, and agriculture.



REGION SHAPER #6

Employment and economic clusters are accessible and transport networks support how, where and why people and goods move within, to and from the Region

- Transport networks are integrated with where people live and work, and with the services and facilities that support their daily lives.
- Centres, towns and villages across the Region provide equitable and viable access to employment, shopping, entertainment, and social services.
- Freight movement networks provide access to key industry clusters, ports and distribution hubs.



REGION SHAPER #7

The Region's economy leverages its unique strengths and provides a stable base for employment growth and diversification

Economic growth and diversification are tied to and build upon:

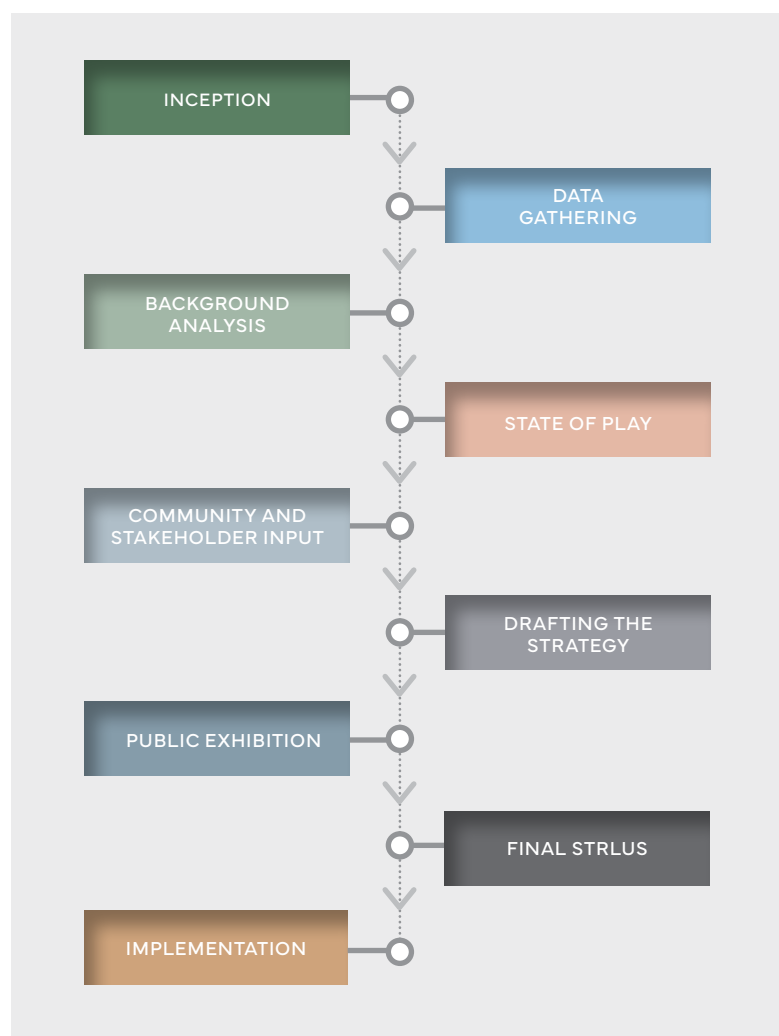
- Hobart's role as Tasmania's capital city.
- Sustainable use of natural assets through tourism, agriculture, aquaculture.
- Capitalising on education, research, innovation and collaboration in fields that are unique to or particular strengths of the Region.
- Embracing new ways of production and combinations of activities that add value.

Next Steps for the STRLUS

7.1 Preparing the updated STRLUS

The following diagram summarises the STRLUS drafting process. Community engagement will play an important role in building on and refining the findings of this report to inform the updated STRLUS.

FIGURE 28. STRLUS UPDATE: PROCESS AND TIMING





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8.4.2 REVIEW OF THE AUDIT PANEL CHARTER**EXECUTIVE SUMMARY****PURPOSE**

To consider recommended changes to the Audit Panel Charter following the review of the document recently undertaken by the Panel.

RELATION TO EXISTING POLICY/PLANS

The Audit Panel Charter is consistent with the governance and leadership principles and objectives set out in Council's Strategic Plan 2021-2031.

LEGISLATIVE REQUIREMENTS

The Audit Panels have a range of responsibilities outlined in the Local Government Act 1993 and associated Regulations and Orders to overview Council's strategic finance and asset management plans and related aspects associated with Council's overall long term financial stability and sustainability. Council has previously incorporated new statutory requirements in the Audit Panel's Charter.

CONSULTATION

No consultation with the community is required in respect of this matter.

FINANCIAL IMPLICATIONS

None identified.

RECOMMENDATION:

That Council adopts the revised Charter and Terms of Reference for the Audit Panel as detailed in Attachment 1 to the Associated Report.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council, at its Meeting of 23 February 2004 formally established the Clarence City Council Audit Committee as a Special Committee of Council under Section 24 of the Local Government Act, 1993 (the Act).
- 1.2.** In 2014, changes to the Act introduced a new requirement for all Tasmanian Councils to establish Audit Panels. Council incorporated the new statutory requirements, for Councils to establish Audit Panels, into the Charter by decision of 12 January 2015.

- 1.3.** The Audit Panel Charter was last reviewed and updated in 2022 (17 January 2022 council meeting). The Charter has been reviewed and updates suggested consistent with the Act, Regulations and Local Government (Audit Panel) Orders dated 2014 and 2015. A copy of the updated Charter is attached (**Attachment 1**).

2. REPORT IN DETAIL

- 2.1.** The current Audit Panel Charter has now operated for a period of two years. As a matter of good governance practice, Council's Audit Panel, in consultation with the Chief Executive Officer, has undertaken a periodic review of the Charter and has put forward a number of recommended changes. The revised Charter was endorsed by the Panel at its meeting on 5 June 2024. It is now presented to Council for consideration (refer Attachment 1).
- 2.2.** The proposed changes are by and large relatively minor and are summarised as follows:
- Review to ensure compliance with section 9(2) of the Local Government (Audit Panels) Order 2014;
 - Amended format to bring into line with councils special committee constitutions;
 - Inclusion of headings and structure consistent with the model charter; and
 - Removal of duplications.
- 2.3.** In addition to the statutory responsibilities for Audit Panels and in the interest of sound audit and risk overview, Council's Audit Panel has been broadly focused with its activities being beyond financial activities and looking at a wide range of Council's operations and functional responsibilities. Over time this "broader" internal audit approach has been valuable for Council with considerable benefits derived from the reviews. In this context, it is not proposed to change how the Charter is to operate.

3. CONSULTATION

3.1. Community Consultation Undertaken

No consultation with the community is required in respect of this matter.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Not applicable.

3.4. Further Community Consultation

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The Audit Panel is consistent with the governance and leadership principles and objectives set out in Council's Strategic Plan 2021-2031.

5. EXTERNAL IMPACTS

None identified.

6. RISK AND LEGAL IMPLICATIONS

The Audit Panel has a range of responsibilities outlined in the Act and Regulations to overview Council's strategic and operation finance and asset management plans and related aspects associated with Council's overall long term financial stability and sustainability. Council has previously incorporated the new statutory requirements in the Audit Panel's Charter.

7. FINANCIAL IMPLICATIONS

None identified.

8. ANY OTHER UNIQUE ISSUES

None identified.

9. CONCLUSION

9.1. The current Audit Panel Charter has provided an effective framework for the broad approach to the internal audit of Council's strategic and operational functions.

9.2. The proposed changes in this review are regarded as minor refinements.

Attachments: 1. Draft Audit Panel Charter (8)

Ian Nelson

CHIEF EXECUTIVE OFFICER



AUDIT PANEL CHARTER 2024

CLARENCE CITY COUNCIL

1 BACKGROUND

The Clarence City Council Audit Panel (formerly the Clarence City Council Audit Committee) was established in 2004 as an independent Special Council Committee of Council.

In 2014 amendments to the *Local Government Act 1993* (**Act**) and the enactment of the *Local Government (Audit Panels) Order 2014* (**Order**) further mandated all Tasmanian councils to establish and maintain an Audit Panel in accordance with the requirements set out in the Order(s).

This Charter provides a consolidated statement of the objectives, purpose and arrangements for the Audit Panel to perform its functions in accordance with the Act, the Order and Council's expectations.

2 AUDIT PANEL CHARTER OBJECTIVE

The objective of the Audit Panel is to review the Council's performance in accordance with Section 85A of the Act and report to the Council its conclusions and recommendations.

The Audit Panel assists Council in the effective conduct of its responsibilities for financial reporting, management of risk, maintaining a system of reliable and robust internal controls and facilitating the organisation's ethical development.

3 FUNCTIONS

To comply with the Order, when reviewing the Council's performance the Audit Panel is to consider:

- a) the Council's financial system, financial governance arrangements and financial management
- b) whether the annual financial statements of the Council accurately represent the state of affairs of the Council
- c) all plans of the council under Part 7 of that Act, including whether and how the Part 7 plans (strategic plan, annual plan, long-term financial management plan and long-



term strategic asset management plans) of the Council are integrated and the processes by which, and assumptions under which, those plans are prepared

- d) all policies, systems and controls the council has in place to safeguard its long-term financial position, including accounting, internal control, anti-fraud, anti-corruption and risk management policies, systems and controls
- e) whether the Council is complying with the provisions of the Act and any other relevant legislation
- f) whether the Council has taken any action in relation to previous recommendations provided by the Audit Panel to the Council and, if it has so taken action, what that action was and its effectiveness.

4 PERFORMANCE OF FUNCTIONS

In accordance with section 9(1) of the Order, and as part of Council's governance obligations to its community, the Audit Panel is to undertake the performance of its functions to:

- a) enhance the credibility and objectivity of the Council's internal and external financial reporting
- b) enhance the effective management of financial and other risks and the protection of Council assets
- c) promote compliance with laws and regulations as well as use of best practice guidelines; and the effectiveness of the internal audit function.

The Audit Panel does not have executive powers or authority to implement actions. The Audit Panel is not responsible for undertaking management actions and is not a substitute for the management controls and accountability of Council.

5 KEY AREAS

In fulfilling its functions, the Audit Panel should consider the following key areas:

- financial management
- corporate governance
- systems of internal control
- risk management frameworks



- human resource management, including policies, procedures and enterprise agreements
- procurement
- information and communications technology governance
- management and governance of the use of data, information and knowledge, and
- internal and external reporting requirements.

6 COMPOSITION AND TENURE

6.1 Membership

The Audit Panel comprises five members – two Councillors and three external independent persons, appointed by the Council. All members have full voting rights.

- a) External independent persons will possess good business acumen, sound management and communication skills as well as other relevant knowledge, skills and abilities (including but not limited to knowledge and expertise in areas of audit practices and financial management, experience in relevant industries and experience in governance processes, including but not limited to, risk management).
- b) Any councillor, other than the mayor, may be appointed as a member of the Audit Panel.

6.2 Selection of Independent Panel Members

- a) Selection and interview of external persons for membership of the Audit Panel shall be made by Council following a public advertisement.
- b) The interview and selection of potential external independent members will be undertaken by the Mayor and Chief Executive Officer, taking account of the experience of candidates in relation to the criteria set out at section 6.1(a) above, and their likely ability to apply appropriate analytical and strategic management skills.
- c) A recommendation for appointment will be put to Council for decision in a closed meeting.



6.3 Appointments

- a) The terms of the appointment for each independent panel member will be for a maximum term of four years and are arranged to ensure an orderly rotation and continuity of independent membership despite changes to Council's elected representatives.
- b) The Council may renew the appointment of independent members of the Audit Panel for further terms; provided that each independent member appointee can only serve on the Audit Panel for a maximum cumulative period of eight years.
- c) Council will appoint two councillors to the Audit Panel shortly after the election of each new Council. The appointment term shall be four years unless the Council determines a shorter appointment period. The Council may revisit the appointments at any time during its term and make new appointments.
- d) The Chairperson is to be appointed from the external independent members of the Audit Panel by the Council. In the absence of the appointed Chairperson from a meeting, those Audit Panel members present at the meeting will appoint a member to act as Chairperson for the meeting from the external independent members present.
- e) The Chief Executive Officer is responsible for notifying the Director of Local Government of the appointment of Audit Panel members and the Chairperson and their respective terms as soon as practicable after each appointment.

6.4 Independent Panel Member Remuneration

Remuneration will be paid to the Chairperson and each independent member of the Audit Panel. Remuneration is set by Council and subject to annual CPI adjustment. The remuneration can be reviewed by the Council at any time or at least every four years.

6.5 Quorum and Attendance

- a) A quorum will be a majority of the Audit Panel membership provided that at least two of the independent Audit Panel members are present.
- b) The Chief Executive Officer and Chief Financial Officer (or their delegates in their absence) must attend each meeting (other than any part of the meeting



held in private (at the determination of the Audit Panel). Other members of Council or Council staff may be invited to attend at the discretion of the Chairperson, to advise and provide information when required, and to provide executive support for the Audit Panel.

- a) Representatives of the Tasmanian Audit Office (TAO) and / or provider contracted by TAO to conduct the external audit, should be invited to attend at the discretion of the Audit Panel Chair but **must** attend meetings relating to the annual financial report and results of the external audit.

6.6 Responsibilities of Panel Members

Members of the Audit Panel are expected to understand and observe the legal requirements of the Act and the Order. Members are also expected to:

- act in the best interests of the Council
- apply sound analytical skills, objectivity and judgement
- express opinions constructively and openly
- raise issues that relate to the Audit Panel's functions and pursue independent lines of enquiry within the Panel's deliberations and meetings, and
- contribute the time required to review the papers provided.

6.7 Reporting

- a) The Audit Panel is to provide a copy of its meeting minutes to the Council as soon as practicable after each Audit Panel meeting.
- b) If the Audit Panel has conducted a review under Section 85A of the Act, the Audit Panel must provide a written report of its conclusions and recommendations to the Council as soon as practicable after the review is completed.
- c) The Audit Panel must provide an annual report to the Council, prior to finalisation of Council's Annual Report each year, that includes:
 - a summary of the work undertaken and significant findings during the past year



- any recommended changes to the Panel's Charter for Council consideration and approval
- an update on the membership of the Panel, in particular if there have been or may be change
- the significant aspects of the Panel's deliberations for the coming year, together with a proposed work plan for the coming year, and
- any other matters deemed, by the Panel, as requiring the Council's attention.

6.8 Administrative Arrangements

MEETINGS

- a) The Audit Panel will meet at least four times per year. The Audit Panel will normally meet at least quarterly, or additionally as required.
- b) Attendance at Audit Panel meetings may be in-person, electronically, or a combination of both.
- c) Additional meetings will be convened at the discretion of the Audit Panel Chair or at the written request of any member of the Audit Panel, an appointed internal provider or the external auditor.
- d) The Audit Panel is to regulate its own proceedings in accordance with this Charter.
- e) The Audit Panel may determine that a meeting, or part of a meeting, is to be held in private.
- f) The Audit Panel may invite or allow any councillor and/or employee of the Council and/or representative of the TAO or other relevant external organisation to attend meetings of the Audit Panel. Invited participants are to be advised that they are subject to same confidentiality provisions as Panel Members.
- g) The Audit Panel, through the Chief Executive Officer, and within the scope of its responsibilities, may seek information or obtain expert advice on matters of interest or concern.



ANNUAL WORK PLAN

The Audit Panel is required to develop a forward Annual Work Plan that includes, but is not limited to, a schedule of meetings and known objectives for each scheduled meeting.

6.9 Secretariat

The Council, in consultation with the Audit Panel, will appoint a person to provide secretariat support to the Audit Panel. The secretariat will:

- ensure the agenda for each meeting is approved by the Chairperson
- ensure the agenda and supporting papers are circulated at least five (5) days prior to the meeting, and
- Ensure the minutes are prepared and following approval by the Chair and distribution to all Panel members, submitted to the Council as soon as practicable after each Audit Panel meeting. The Council to be advised that the minutes are draft and subject to ratification at the next meeting.

6.10 Resources

The Audit Panel will hold at least annual discussions, early in council's budget development process (December to February) with the Chief Executive Officer in relation to the resources to be made available to enable the Audit Panel to meet its requisite functions.

6.11 Code of Conduct of Audit Panel

- a) Audit Panel members must declare any real, potential or perceived pecuniary or non-pecuniary interests that may affect them in carrying out their functions.
- b) The Audit Panel member with the interest must also notify the Chief Executive Officer, in writing, of the interest within seven days of declaring the interest.
- c) The Chairperson is to ensure that the declaration of an interest is recorded in the minutes of the relevant meeting and any relevant written report.
- d) Audit Panel members must maintain the confidentiality of any information, documents and communication that the members may access in their duties



and only access Council information in order to perform their role as an Audit Panel member.

6.12 Induction

The Council will provide new Audit Panel members with relevant information and briefings upon their appointment to assist them to meet their Audit Panel responsibilities.

6.13 Review

The Audit Panel will undertake a regular review and evaluation of its own performance.

In addition, the Panel is to review this Charter at least every four (4) years and submit any recommended changes to the Charter to the Council for approval.

COUNCIL APPROVAL DATE	XX XXX 2024
REVIEW	Every 4 years
RESPONSIBLE POSITION	Chief Executive Officer
ECM REFERENCE	XXX

9. MOTIONS ON NOTICE

9.1 NOTICE OF MOTION – COUNCILLOR GOYNE WORKING DOG REGISTRATION FEE

In accordance with Notice given, Cr Goyne intends to move the following motion:

“That Council:

- A. Amends the Dog Management Policy 2021 to include the following registration category:

Category	Level of Fees	Documents for Eligibility
Working Dog	50% of the Entire Dog fee	Provision of evidence which proves to the satisfaction of the Chief Executive Officer or their delegate that the dog is a working dog as defined under the <i>Dog Control Act 2000</i> (Tas). For stock working dogs this may include a demonstration of stock working abilities.

- B. Amends the Fees and Charges Schedule 2024/25 to include a new fee for ‘working dogs’ in Clarence, in accordance with Recommendation ‘A’ above.
- C. That advice of the new working dog fee be advertised and updated on Council’s website.”

EXPLANATORY NOTES

- A. Clarence does not currently have a fee applicable for working dogs. The lack of a working dog registration fee has been raised as matter of concern by farmers operating in Clarence.
- B. Council undertook consultation following a decision of Council at its 23 May 2022 council meeting.
- C. The following consultation feedback was received:
- 91 responses to the consultation were received.
 - 60% of respondents supported reintroduction of a “working dog” category in the Dog Management Policy.
 - 49% of respondents supported a reduced fee for working dogs.

**NOTICE OF MOTION – COUNCILLOR GOYNE
WORKING DOG REGISTRATION FEE /contd...**

- D. Following a workshop discussion with councillors, no further action was taken.
- E. Below are the details of fees currently charged by Clarence and a number of other Council for comparison purposes:

Clarence City Council

Entire Dog	\$137.20
Sterilised Dog	\$41.15
Working Dog	n/a
Greyhounds	n/a

Southern Midlands Council

Dog Entire Dog Desexed (Vet certificate or statutory declaration required)	\$48.00
Dog Desexed (Vet certificate or statutory declaration required)	\$38.00
Greyhound (evidence of Greyhound Racing Tasmania registration must be provided)	\$38.00
Working Dog/Purebreed Dog (Certification required, GRT, ABN, TCA)	\$38.00

Hobart City Council

Entire Dog	\$168.00
Sterilised Dog	\$57.00
Working Dog	\$69.00 (evidence required)
Greyhounds	\$69.00 (evidence required)

Brighton Council

Entire Dog	\$100.00
Sterilised Dog	\$50.00
Working Dog	\$65.00 (evidence required)
Greyhounds	\$65.00 (evidence required)

- F. This motion proposes a solution of implementing a working dog registration fee in Clarence.

**E Goyone
COUNCILLOR**

**NOTICE OF MOTION – COUNCILLOR GOYNE
WORKING DOG REGISTRATION FEE /contd...****CHIEF EXECUTIVE OFFICER COMMENTS**

Council previously consulted the community regarding introduction of “working dog” and “racing greyhound” categories and fees. The results of that consultation have been summarised above in relation to working dogs.

A councillor workshop was held in July 2023 with no action recommended at that time.

The Dog Control Act 2000 (Tas), section 7, requires council consult with the community regarding the dog management policy (to be reviewed every five years) and also in respect to any amendment of the policy. Given that consultation has already been undertaken in relation to this topic, council is now able to make a decision in respect to this matter.

**9.2 NOTICE OF MOTION – COUNCILLOR HUNTER
START TIME OF ORDINARY COUNCIL MEETINGS**

In accordance with notice given, Councillor Hunter intends to move the following motion.

“That Clarence City Council change the regular start time of its ordinary council meetings from 7.00pm to 6.00pm, effective from the next council meeting, 19 August 2024, to improve convenience, safety, and inclusivity”.

EXPLANATORY NOTES**a. Alignment with Other Councils**

Clarence is one of only three councils in Tasmania that hold meetings as late as 7pm. All other councils conduct their meetings at earlier times. Below is a list of current meeting times for all 29 councils:

- Break O'Day Council: 10.00am.
- Brighton Council: 5.00pm.
- Burnie City Council: 7.00pm.
- Central Coast Council: 6.00pm.
- Central Highlands Council: 9.00am.
- Circular Head Council: 6.00pm.
- Clarence City Council: 7.00pm.
- Derwent Valley Council: 6.30pm.
- Devonport City Council: 5.30pm.
- Dorset Council: 6.00pm.
- Flinders Council: 1:00pm.
- George Town Council: 1.00pm.
- Glamorgan Spring Bay Council: 2.00pm.
- Glenorchy City Council: 3.00pm.
- Hobart City Council: 5.00pm.
- Huon Valley Council: 6.00pm.
- Kentish Council: 7.00pm.
- Kingborough Council: 5.30pm.
- King Island Council: 1.00pm.
- Latrobe Council: 5.00pm.
- Launceston City Council: 1.00pm.

**NOTICE OF MOTION – COUNCILLOR HUNTER
START TIME OF ORDINARY COUNCIL MEETINGS /contd...**

- Meander Valley Council: 4.00pm.
- Northern Midlands Council: 5.00pm.
- Sorell Council: 6.00pm.
- Southern Midlands Council: 2.00pm.
- Tasman Council: 12.30pm.
- Waratah-Wynyard Council: 6.00pm.
- West Coast Council: 5.00pm.
- West Tamar Council: 1.00pm.

b. Safety for Staff and Councillors

An earlier start time of 6.00pm will ensure that meetings conclude earlier, allowing staff and councillors to travel home safely, particularly during the winter months when it gets dark earlier. It will also assist them in being able to start work the following day, particularly when meetings run late into the evening.

c. Community Convenience and Inclusivity

An earlier start time may also be more convenient for community members who wish to attend meetings, particularly those wishing to stay for the entire meeting.

d. Operational Efficiency

Starting meetings earlier will allow for more efficient use of time and resources, reducing the likelihood of meetings extending late into the night.

e. Conclusion

Changing the council meeting time to 6.00pm is a practical adjustment that aligns with the practices of the majority of Tasmanian councils, enhances safety for all attendees, and remains convenient and inclusive for community participation. This change is expected to foster greater community engagement and ensure that council operations run smoothly and efficiently.

B Hunter
COUNCILLOR

**NOTICE OF MOTION – COUNCILLOR HUNTER
START TIME OF ORDINARY COUNCIL MEETINGS /contd...****CHIEF EXECUTIVE OFFICER COMMENT**

The Local Government (Meeting Procedures) Regulations 2015 provide requirements for council meetings. Relevantly, the regulations state that a meeting is not to start before 5.00pm unless otherwise determined by absolute majority of council. The proposed start time of 6.00pm is therefore consistent with the Regulations.

If Council supports this change in start time, the Regulations require that the General Manager (CEO) publish a notice of the change in a daily newspaper (the Mercury), update the notice of meeting section of council's website and update any notice of meeting times and dates at the Council Chambers.

10. COUNCILLORS' QUESTION TIME

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

10.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a Councillor may give written notice to the Chief Executive Officer of a question in respect of which the Councillor seeks an answer at the meeting).

Nil.

10.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Cr Chong

Noting a previous question regarding the condition of the Tasman Highway and writing to the State Government, not that we received a great response, could I please request that we send a similar letter about Grass Tree Hill Road which I went along today and there are mattresses dumped along the side of the road?

ANSWER

Yes, a letter can be forwarded to the Department of State Growth.

(Further information) A letter has been forwarded to the Department of State Growth enquiring about their dumped rubbish collection services along Grasstree Hill Road. Councillors will be informed when a response is received. Department of State Growth information and roadside litter reporting details can be found at: https://www.transport.tas.gov.au/managing_the_roads/maintaining_the_roads/rubbish_collection

Cr Walker

1. Just a follow up to a question without notice from the public gallery in relation to the geotechnical information, can I assume that either yourself Mayor or the CEO have had no communication, conversations of any nature that if you like provided a starting point into the geotechnical situation in Rosny parklands and the Charles Hand Park since the testing has been occurring?

ANSWER

(Chief Executive Officer) We have checked in with the Department of State Growth on a number of occasions to understand how things are progressing, but we have not been provided with any details and I understand that was on the basis that the Department had not had any information provided back to them for review. They may have had some verbal updates along the way but certainly there was nothing that was able to be shared with us.

2. As a clarification from some of the earlier debate tonight I know from listening to programs such as *Tasmanian Grandstand* with Chris Rowbottom, that Cricket Tasmania has made it plain that they have been looking at alternative options to be located other than Blundstone Arena. Is that Council's understanding as well?

ANSWER

(Chief Executive Officer) I understand that Cricket Tasmania has been doing some work around a future high-performance centre for cricket, but at this stage I have no particular details as to where that may be, how it has progressed, what the timeframe is. Again, it is a piece of work that we know they are doing but beyond that I don't have anything else.

Cr Hulme

Going back to earlier debate regarding the subdivision and we went through the potted history of the Flagstaff Gully Link Road should Council wish to progress that project what is the next step?

ANSWER

Taken on notice.

(Further information) There has been a long history of interest in the proposal to connect the East Derwent Highway to Flagstaff Gully in an attempt to reduce the pressure on the interchange between the Tasman Highway and the East Derwent Highway at Montagu Bay. Council's last work on this was in 2009 to 2012 when a Value Management Study and road corridor options analysis was undertaken. Council determined in 2012 not to proceed with rezoning land for a future road corridor, linking Flagstaff Gully Link Road to East Derwent Highway, via Geilston Bay.

In 2019, Council resolved that council traffic data be provided to the Department of State Growth and requested DSG undertake strategic work investigating alternative means for vehicles driving from the East along Tasman Highway to travel to the North. In 2021 the Department of State Growth undertook an investigation for an alternative Bowen Bridge Eastern Connector through to Flagstaff Gully Link Road. We have enquired with DSG on the outcome of this project and council will be informed of their response and some further details of council's last work on this through a weekly briefing report.

Cr Mulder

I have had some communication from a resident in Glebe Hill who has reported a Pass Road pothole of some size. I saw the same pothole posted on social media. Previously I have raised these questions by way of elected member requests, and I have been assured that there is a highly regular pothole repair strategy for Pass Road. My question is I believe this pothole had been in the road, in this condition and reported on social media for at least 5-6 days and today I was advised that it still has not been repaired. Could I have some idea of the frequency, surely there is a daily patrol and if something is found it is fixed because I think it is unacceptable given Pass Road, given the nature of potholes there because it is a poorly constructed road and it will be some time before we solve it, as to the frequency, so we can get these things done as soon as possible after they occur which is usually triggered by a rain event?

ANSWER

Taken on notice.

(Further information) Council staff aim to inspect Pass Road on a weekly basis and attend to pothole repairs as soon as possible. However, due to staff resourcing, council outsources traffic control for these road maintenance works to a contractor and so the repair timing depends upon contractor availability. The pothole of concern has been repaired.

Cr Ritchie

Further to the Derwent Estuary Program 2023-24 Recreational Water Quality Report has there been any update in relation to the work being done by council officers and Derwent Estuary Program to better understand the downgrading of the Kangaroo Bay rivulet water quality from good to fair?

ANSWER

Taken on Notice

(Further Information) Officers at the Derwent Estuary Program (DEP) have been contacted to seek any information or advice in relation to the downgrade.

Regarding water sampling, Council officers sample both Howrah and Bellerive Beach during summer months (as required under the *Public Health Act 1997* and the Tasmanian Recreational Water Quality Guidelines). These sites are categorised as Swimming Sites. The DEP takes weekly samples during summer months by boat for our 3 Bays, being Geilston Bay, Lindisfarne Bay and Kangaroo Bay. These sites are referred to as Environmental Sites.

Regarding Kangaroo Bay, the DEP has advised that currently, it is not clear why Kangaroo Bay has declined. That is, there is no definitive cause that has been identified. It requires further investigation in the catchment. What is understood is that the Kangaroo Bay Rivulet feeds directly into Kangaroo Bay, carrying all stormwaters from parts of Rosny, Warrane and Mornington catchments.

10.4 QUESTIONS WITHOUT NOTICE

A Councillor may ask a Question without Notice of the Chairman or another Councillor or the Chief Executive Officer. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will be recorded in the following Agenda.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, a Councillor or the Chief Executive Officer may decline to answer a question without notice.

11. CLOSED MEETING

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

11.1 APPLICATIONS FOR LEAVE OF ABSENCE

11.2 PROPERTY MATTER - CAMBRIDGE

11.3 TENDER T1453-24 BRINKTOP ROAD, RICHMOND, ROAD CURVATURE IMPROVEMENT

11.4 TENDER T1442-21 BEGONIA STREET AND MALUNNA ROAD, LINDISFARNE INTERSECTION UPGRADE

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- contracts and tenders for the supply of goods and services;
- proposals to acquire land or an interest in land or for the disposal of land;
- applications by Councillors for a Leave of Absence;

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.