

# SEVEN MILE BEACH LOCAL AREA PLAN

**CLARENCE CITY COUNCIL**

Clarence... a brighter place

## ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Tasmanian Aboriginal People as the Traditional Owners and ongoing custodians of lutruwita, Tasmania.

We pay respect to Elders past and present and recognise their continuing spiritual connection to the land.

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# 1. INTRODUCTION

## 1.1 PURPOSE

The Seven Mile Beach Local Area Plan (LAP) has been developed by Niche Studio for Clarence City Council (CCC) with the assistance of Entura, Urban Enterprise, relevant Government agencies, service authorities, major stakeholders and the local community.

The report has been prepared in accordance with the current *Tasmanian Planning Scheme – Clarence (2021)*.

The LAP informs the ongoing placemaking and public realm strategies for Seven Mile Beach, with a strong emphasis on protecting and enhancing special qualities of the town valued by the local community.

Placemaking and great places generally share four common elements (refer Figure 1): high quality uses and activities; resulting engagement and sociability; connectivity through safe access and linkages and a place where you want to dwell, and feel comfortable.

The LAP and accompanying reports identifies strategies and recommendations to help reflect the high quality aesthetics of Seven Mile Beach and continue to support the local area as a great place. The LAP aims to:

- Set out plans to guide the delivery of quality urban environments in accordance with Tasmanian Government State and Local policy requirements.
- State the vision for how land should be developed and desired outcomes to be achieved.
- Outline the objectives and strategies for land use and development, open spaces, recreation, commercial and community services and facilities, to meet the needs of the local community and visitors to the Study Area.
- Guide urban design and treatments for streetscapes, public spaces and infrastructure and identifies any new infrastructure requirements, in addition to recommending any future amendments to the STRLUS.
- Assist in identifying capital works and community service investments.

Groundwater, surface water and climate change inundation hazards continue to be major areas of concern within Seven Mile Beach. Previous technical studies have identified drainage as an ongoing issue. In addition, extensive community consultation has demonstrated that there is a strong demand for the issues to be addressed for the future of Seven Mile Beach.

These ongoing constraints drive the need for timely solutions to be established as a priority. Clarence City Council have therefore committed to undertake a detailed review, and investigation into potential solutions, as a separate scope of works to the Seven Mile Beach Local Area Plan (2023).

This report and Local Area Plan focuses specifically on public realm and placemaking elements within the study area.

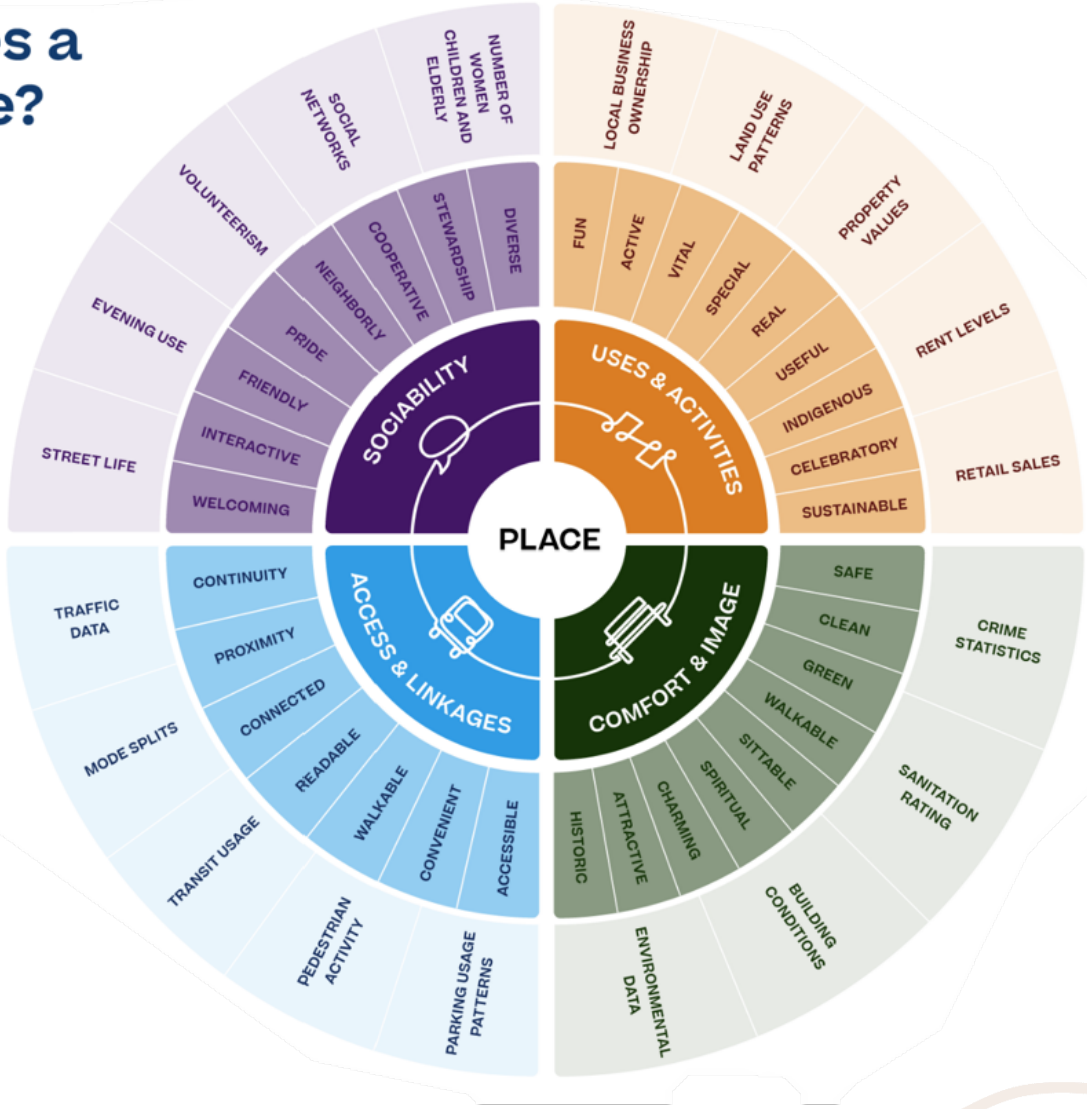



**Figure 1: Placemaking Principles (Source: PPS 2023)**

## 1.2 SCOPE

In developing a LAP for Seven Mile Beach, Niche completed a range of background investigations across three individual phases.

**Phase 1** included an analysis of the physical opportunities and constraints of the study area.

A background review of relevant policy and strategy documents was also undertaken to ground the LAP in a regional context can be found in Appendix 1.

Reports have been prepared by the following technical consultants in support of this strategic review:

- Housing Supply and Demand Assessment: Urban Enterprise
- Natural Values Assessment: Entura
- Services Analysis: Entura
- Cultural Heritage Assessment: Gondwana Heritage Solutions

These reports are provided to demonstrate the opportunities and constraints which support the development of the LAP. Full copies of these reports can be found in the Appendices.

**Phase 2** focused on the community vision and their aspirations for Seven Mile Beach. Niche developed a comprehensive understanding of what elements of the built and natural environments were valued, and which areas of the study area the community would like to see improved.

An extensive process of community consultation was undertaken to inform the development of this Local Area Plan. The focus of consultation with the Seven Mile Beach community during initial stages of development of the LAP was on how residents are living, working and playing in the area.

Five key types of community consultation were undertaken between June and August 2022, in the form of an online survey, intercept surveys, focus group, one-on-one targeted discussions and responses through a dedicated email address. Over 400 people, more than 25% of the Seven Mile Beach community, engaged across the total consultation period. The wide-reaching robust consultation was a success with many responses received, assisting in the formation of the key objections and strategies.

Refer to the Consultation Summary report attached in Appendix 2.

**Phase 3** required Niche to investigate identified LAP themes and confirm Council priorities to support key placemaking and public realm objectives, having regard to need, land capability, location, capacity to be serviced, community expectations and the Southern Tasmania Regional Land Use Strategy (STRLUS).

The final plan presented with this report reflects the information collected in each of the phases and allows for a gradual delivery of elements in line with community aspirations.

## 1.3 OUR PROCESS

### RESEARCH

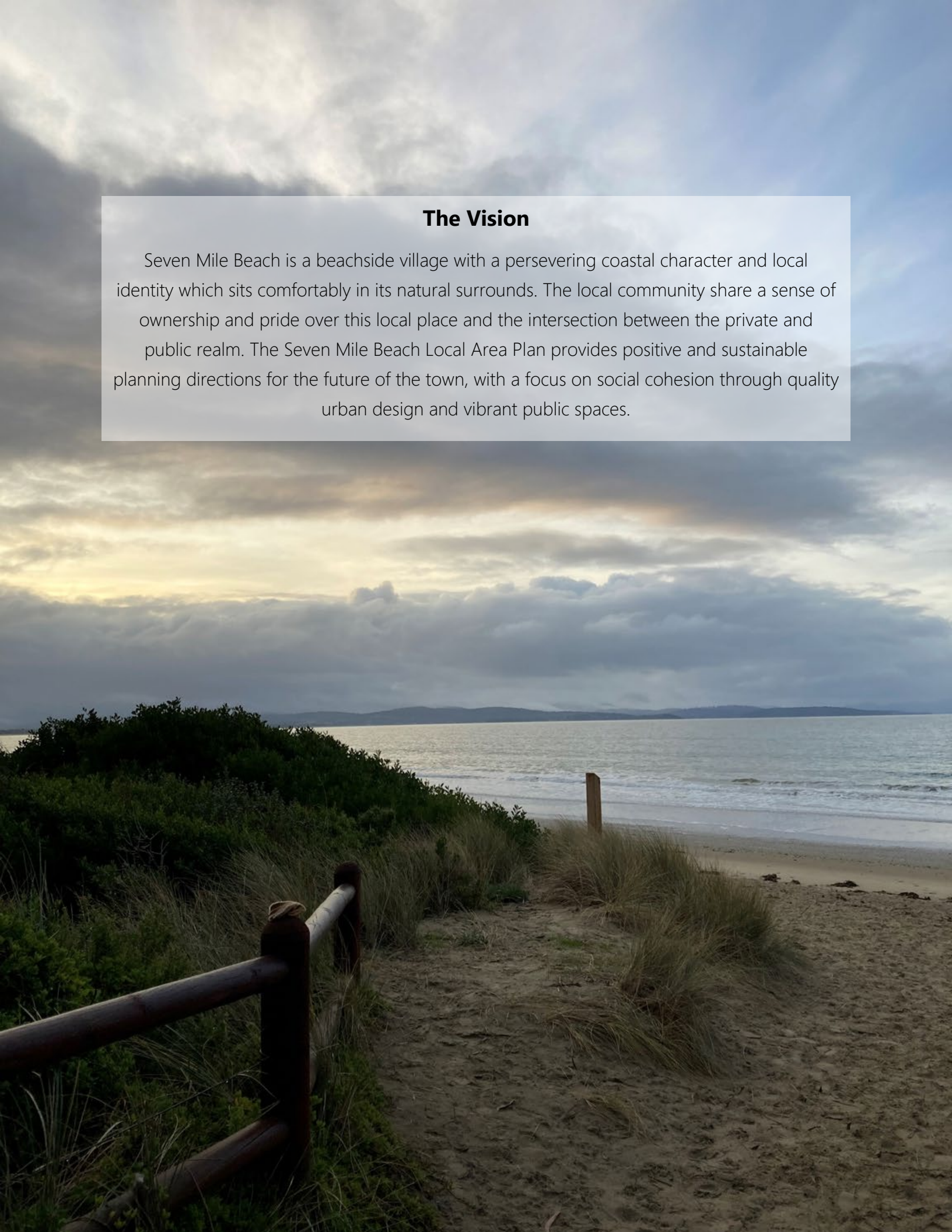
Conduct work internally and with expert consultants to research the local place, including the planning context, with the goal of understanding the environment which we are looking to contribute to.

### LISTEN & LEARN

Conduct authentic community and stakeholder engagement, listening to feedback and ideas with the goal of learning about what matters to locals.

### DESIGN EXCELLENCE

Through a robust analysis process, understand and achieve 'design excellence' for urban planning and design with the goal of raising the bar for placemaking in the area.



## The Vision

Seven Mile Beach is a beachside village with a persevering coastal character and local identity which sits comfortably in its natural surrounds. The local community share a sense of ownership and pride over this local place and the intersection between the private and public realm. The Seven Mile Beach Local Area Plan provides positive and sustainable planning directions for the future of the town, with a focus on social cohesion through quality urban design and vibrant public spaces.

# 2. SEVEN MILE BEACH – PLACE AND UNDERSTANDING

## 2.1 LOCAL HISTORY

The region now known as Seven Mile Beach has a rich and diverse history dating back tens of thousands of years.

The municipality of Clarence, including the Seven Mile Beach area, was previously occupied by the *Mumirimina* clan of the Oyster Bay nation. The most populous of the Tasmanian peoples, the Oyster Bay nation occupied 8,500 $km^2$ of the south-east, extending from St Patrick's Head to the Tasman Peninsula on the coast, and inland to the Derwent estuary.

There are few direct ethnographic accounts of the lives of southern Oyster Bay clans. Accounts suggest a largely coastal people living with relative ease off an abundant seafood resource and with considerable nearshore seafaring skills. The effect of fires around the coast and inland was frequently observed, both for controlling vegetation and marking the movement of people through the landscape.

The first recorded land grant in the Clarence municipality was in 1807, with 4455 acres granted in the Seven Mile Beach area by 1820. In 1929 the Victorian Forestry Pulp and Paper Co. purchased 3254 acres and planted radiata pines from a nursery established on site. By the late 1930s the plantation covered 2700 acres.

Contemporary developments catered to the growing tourism sector which had been growing exponentially from the 1920s due to the increased availability of motor cars, and a new access road (Surf Road) was constructed in 1927. By 1949 Seven Mile Beach supported 55 houses, a reserve and two shops. Most of the early dwellings were weekenders, fabricated from whatever materials were available in the immediate after-war period when new building materials were in short supply.



**Figure 2 - Early settlement at Seven Mile Beach (Source: Gondwana 2023)**

## 2.2 UNIQUE BEACHSIDE COMMUNITY

Seven Mile Beach has evolved into a unique local beachside community located approximately 17 kilometres east of the town of Rosny Park, on the eastern side of the river Derwent. The settlement fronts a 10 km south-east facing sandy and stony beach, with the waters of Frederick Henry Bay forming the southern boundary.

In addition to the residential area, Seven Mile Beach also supports Club Wyndham, Westland Nurseries, Clarence City Council open space assets, One Hill Estate Lifestyle Village and Hobart Airport owned land. These areas are all included within the LAP study area.

Specifically, the local context of the study area and land use in the surrounding vicinity are as follows:

- To the **north** of the area, Royal Hobart Golf Club borders the site, alongside Llanherne Golf Course, with Hobart International Airport located north east of Grueber Avenue. The suburbs of Acton Park and Cambridge are further north, with the Tasman Highway traversing through.
- To the **south** of the area, Seven Mile Beach has clear viewlines overlooking the peak of Single Hill. The coastline stretches south west towards Roches Beach and further south, the major suburb of Lauderdale.
- To the **west** of the area, large rural lots of Acton Park are sprawled out, with the large expanse of Mount Rumney Conservation Area beyond. Route C330 (Acton Road) runs north south, with Estate Drive and Seven Mile Beach Road branching off to provide access to the study area.
- To the **east** of the area, the site looks towards a large expanse of softwood tree plantations, continuing down the peninsula of Frederick Henry Bay. There is also a notable large sand spit in operation east of Hobart Airport.

The Study Area includes land outside of the STRLUS UGB. The Study Area is shown enclosed in a purple border in Map 1.

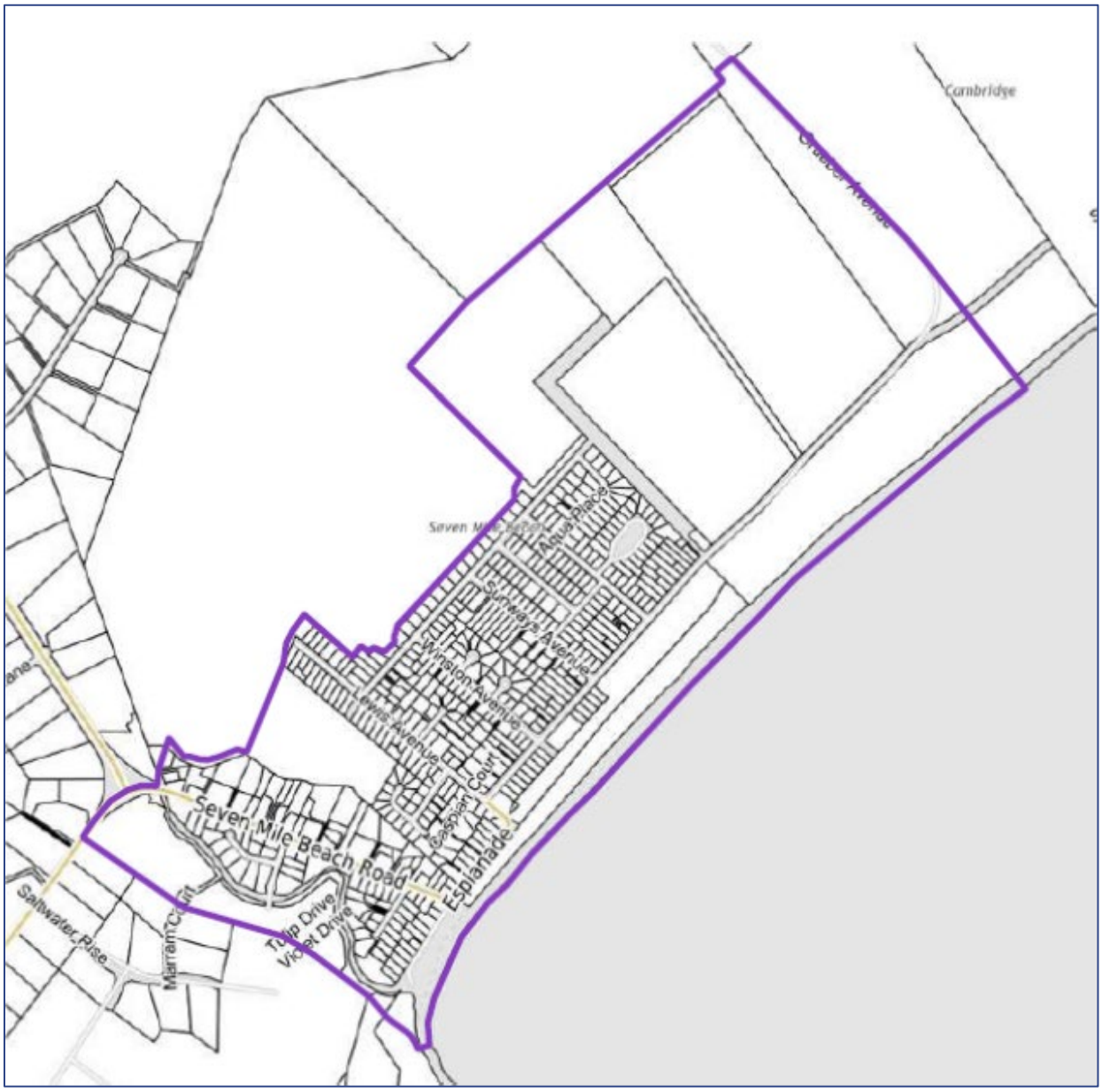



**Figure 3 - Seven Mile Beach Study Area (Source: Clarence City Council 2022)**

## 2.3 CLARENCE SETTING

The broader locality of Clarence is a mix of urban, rural, and coastal communities, enterprises and environments. Clarence is a growing City, with the largest residential population (approximately 62,396 as of the 2021 census) in southern Tasmania. Located on the eastern side of the Derwent River, it covers an area of 377.2 square kilometres, with over 191 kilometres of coastal frontage to the Derwent Estuary, Storm Bay, Frederick Henry Bay, and Pitt Water.

The coastline boasts some of southern Tasmania's most popular recreational beaches and supports an aquaculture industry. Urban and natural areas along the Derwent's eastern shore are prominent features of the Hobart sub-region. Significant built elements include the Rosny Park central business area, the Bellerive Oval sports stadium and the residential areas stretching along the coastline southwards to Tranmere. Outside of the established urban areas, the coastal communities of Seven Mile Beach, Clifton Beach, Cremorne, South Arm and Opossum Bay remain popular lifestyle communities. These coastal settlements, once characterised as shack communities with limited services, have evolved into satellite seaside commuter settlements.

Seven Mile Beach is located 14km from Hobart and serviced with five bus routes to Rosny Park and Hobart City. Services are limited, although it benefits from a local store and good access to beach recreation opportunities and golf courses. There is a range of environmental values, and the settlement is un-serviced with piped infrastructure, is relatively low lying with a highwater table and exposed to coastal hazards.

Seven Mile Beach had a residential population of 1,467 in 2021, after experiencing a period of strong population growth (2.7%) over the preceding five years. Compared to greater Tasmania, the town has a slightly higher median age (46 compared to 42), reflecting the prevalence of retirees within the community, including within a recently developed retirement village. The average household size is slightly higher than the median Tasmanian average (2.6 compared to 2.4), highlighting the attractiveness of the beach-oriented lifestyle available in the community to families with children.

The town is primarily occupied by permanent residents, most of which are owner-occupiers, with only 3% of houses unoccupied on Census night. Seven Mile Beach has become an affluent area that is primarily made up of professional working couples with children and relatively wealthy retirees. Most (if not all) residents are attracted to the area due to the town's strong lifestyle attributes, as well as its proximity to the Hobart CBD.

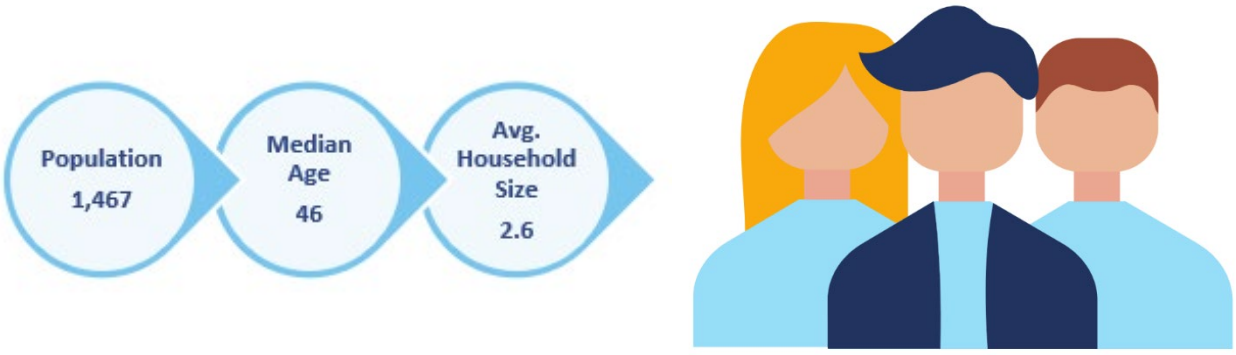



**Figure 4 - Seven Mile Beach demographics (Source: ABS)**

# 3. COMMUNITY VALUES

Seven Mile Beach community have a positive outlook for the future of their township.

Overall, residents and visitors alike share a common vision of Seven Mile Beach as a beachside community with upgraded road, footpath, sewer, and stormwater/drainage infrastructure which celebrates the proximity to the beach and the setting within natural bushland.

In keeping with the family and coastal lifestyle that is currently present, residents value improved public open space areas, including park facilities and a wider range of outdoor activities such as a surf club and pump/bike tracks. Limited development is supported to ensure the retention of a low-scale character; however, the need for improved community and local retail or destination facilities is recognised.

Various groups of the community have a strong desire to support an upgrade to the existing Seven Mile Beach Store to support local residents and increase amenity of the area. In addition, discussions surrounding further retail and mixed-use opportunities, as well as public facilities through additional storeys is welcomed. Enhancing the vibrancy of the neighbourhood is also another community desire.

The current village character and community values is strong with many residents expressing satisfaction with the facilities and close community atmosphere.

The local community consider the unique character and lifestyle of Seven Mile Beach to be a key factor in their love for the area. Any LAP for the area then, must consider how any upgrades to the public realm or direction for placemaking ventures can be incorporated with consideration for the amenity and infrastructure currently existing within the community.

The community at Seven Mile Beach clearly articulated the following points of discussion.

- The community appreciate the relaxed village character of the township and there is subsequently no desire to increase density. This does not directly correlate with no desire for growth.
- The community value the residential nature of the township and would prefer any future development to be aligned with larger lots as opposed to medium/high density development.
- The changing demographic with increase in younger families requires improved facilities, such as parks and playgrounds that suit a broader age range of children.
- The community's primary focus is on the upgrade of drainage, upgrade of footpaths and improvements to the road condition.
- There is strong support for the upgrade of sewerage headworks, albeit knowing this may come with additional cost to homeowners.
- Given that there is not anticipated to be a large population increase, any commercial growth should be as a destination, such as an iconic building with local grocer and café.
- Visitors commented on the need for improved beach facilities, such as showers, cafes, seating.
- Traffic volume is not a priority concern for the majority of the community surveyed.

# 4. EMERGING COMMUNITY THEMES

From the extensive consultation conducted by Niche, several common themes emerged that guided the development of the Local Area Plan. The following chapters discuss our analysis of each theme.

**HOUSING**

**MOVEMENT & ACCESS**

**NATURAL VALUES**

**CULTURAL HERITAGE**

**OPEN SPACE & COMMUNITY**

**RETAIL, COMMERCIAL & TOURISM**

**SERVICING & UTILITIES**

# 5. HOUSING

The Seven Mile Beach locale is unique in its close proximity to Hobart city, whilst maintaining a coastal village atmosphere. Framed by the dominant Single Hill to the west, the vast shoreline and seascape views across the bay, the beach is enjoyed by the local residents and many visitors.

Urban Enterprise was engaged to conduct a housing analysis (attached in Appendix 3). The report found that most dwellings in the town are separate dwellings, with no other housing types observed with the exception of the recently constructed retirement village.

Seven Mile Beach has a substantially higher share of households with children than the state average (39% compared with 25%), reflecting the lifestyle appeal of the town for families. Seven Mile Beach also has a low share of rental households (8%) in comparison to the state average (26%).

Findings also indicate that the town is primarily occupied by permanent residents, and despite its coastal setting, does not perform a material role in terms of holiday homes or holiday rentals. The average household size is slightly higher than the Tasmanian average (2.6 compared with 2.4), which is primarily due to the substantial number of family households located in the township. Nevertheless, it is evident that Seven Mile Beach presents an unparalleled opportunity for future residential living.

## 5.1 CONSULTATION OUTCOMES

- Participants considered the current housing typology to be mixed and would prefer future housing to consist of larger lifestyle lots and suburban homes.
- Most residents did not support overdevelopment and did not want to see an increase of density within the community.
- In regard to drainage, residents had a desire for the current issues to be resolved prior to new developments occurring. Additionally, there was also a preference for future housing to be climate adaptive and built away from dunes. Clarence City Council will be undertaking a detailed investigation external of the Local Area Plan scope.

### One Hill Estate

- The retirement village have plans to expand the village, by providing additional housing this may free up family size homes in the main residential area. Existing village has 50 dwellings and a club house, the proposal is for an additional 50 in Stage 2 of the development and ancillary retail/facilities.



Figure 5 - Various housing typologies in Seven Mile Beach

## 5.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

1. To protect the existing built form character within Seven Mile Beach.
    a) Establish design guidelines reflective of the unique beachside coastal character.
        - Ensure view lines to Single Hill are maintained.
        - Use local materials compatible with the local landscape.
        - Front gardens should incorporate native and indigenous plants where appropriate.
        - Housing should minimise disturbance and changes to existing ground levels (cut and fill) by utilising alternative building techniques, where appropriate, such as suspended floors and split levels.
        - Lots should be oriented to allow for dwellings which maximise passive solar access.
        - Lot design should consider view lines and allow for both public and private views to water bodies and landscaped open areas as relevant.
    b) Consider the development of a Specific Area Plan for Seven Mile Beach to control consistent built form standards i.e., setbacks, height etc.
2. To provide diverse housing options that caters to a range of household types.
    a) Support housing that enables people to 'age in place'. This may include consideration for aged care, retirement living and dependent units.
    b) Provide opportunities for affordable and social housing units in close proximity to public transport and areas of key amenity.
3. To ameliorate increased risk to property through drainage concerns.
    a) Consider independent studies into surface water and groundwater inundation and potential impact on residential properties.
    b) Avoid residential densification until suitable drainage solutions can be sought.
    c) Investigate potential flood-adapted building designs and guidelines for implementation, including appropriate flooring levels of new buildings, and minimisation of impervious surface.
    d) Investigate use of Water Sensitive Urban Design (WSUD) for stormwater retention in new developments.

# 6. MOVEMENT AND ACCESS

The LAP seeks to develop a legible network hierarchy that facilitates a high level of connectivity within and surrounding Seven Mile Beach, supporting active and public transport.

## Road Network

The residential area of Seven Mile Beach consists of a small grid network of streets accessed from the east and west by two key sub-arterial roads.

The following road classifications are evident through Seven Mile Beach:

- Seven Mile Beach Road (east of Estate Drive) – Sub Arterial
- Seven Mile Beach Road (west of Estate Drive) – Collector
- All other roads (except access roads) – Local Roads

All roads have a speed limit of 50km/hr, with a small section at 60km/hr at the entry from Estate Road.

Key roads within the township include Lewis Avenue, Esplanade, Seven Mile Beach Road and Surf Road:

- Lewis Avenue has a straight alignment on flat grade. It is sealed to a width of around 9.7m to the southeast of the Woodhurst Road/subdivisional road intersection and around 6.3m to the northwest of the intersection. There is no kerb and gutter along the road.
- Esplanade and Seven Mile Beach Road within the built-up area also have straight alignments on a flat grade. Esplanade has a sealed width of around 7.5m with no kerb and gutters.
- Seven Mile Beach Road is sealed to a width of 7.8m and has a width of 6.0m between edge line markings. There also is a centreline marking along this road but no kerb and gutters.
- Surf Road is sealed to a width of approximately 7m with some traffic calming devices, and intermittent centreline markings.

Traffic assessments undertaken within the last five years indicate the daily traffic volume along Esplanade is around 2,700 vehicles/day. The daily traffic volume on Lewis Avenue immediately to the northwest of the Surf Road junction is 80 vehicles/hour in the morning peak hour and 133 vehicles/hour in the afternoon peak hour.

Peak hour turning traffic volume surveys undertaken at the Seven Mile Beach Road/Estate Drive junction earlier this year found the traffic volume on Seven Mile Beach Road to the east of the junction was 310 vehicles/hour during both peak hours, indicating the daily traffic volume along Seven Mile Beach Road is around 3,100 vehicles/day.

## Road cross sections and character

Seven various streetscapes together with kerb and gutter treatments and footpath qualities, exist throughout the township as illustrated below.




**Figure 6 - Seven various road treatments within Seven Mile Beach**

This lack of consistent character is evident through the various use of footbaths (concrete, asphalt, crushed rock), drainage (spoon drains vs underground drainage with associated pits) and roadside nature strips (kerbs, unsealed).

Council has historically used the Tasmanian Municipal Standard Drawings to define the relevant road reserve widths. A consistent approach to their application should be adopted. Suggested cross sections in accordance with these standards are found on the following page:

**Figure 7a - Suggested uniform cross sections for Seven Mile Beach (Adapted from Tas Municipal Standard Drawings)**

**Figure 7b - Suggested uniform cross sections for Seven Mile Beach (Adapted from Tas Municipal Standard Drawings)**

## Public Transport

Public transport includes Metro Bus route 635, the service runs between Seven Mile Beach and Hobart City via Rosny.

Bus stops are located on Lewis Avenue near to the Surf Road junction and to the southeast of the Woodhurst Road junction. There are also bus stops located on Seven Mile Beach Road

The bus route currently operates infrequently on weekdays, only operating twice a day on weekdays and more regularly on weekend. The service could become more frequent with increased demand from future residential development.

Constructed road kerb, pavement and drainage to urban standards are evident at each of the bus stops/bays located within Seven Mile Beach:



**Figure 8 - Urban standard bus bay construction**

## Tangara Trail

Locally, the Tangara Trail is a web of interconnecting trails between Seven Mile Beach and South Arm. It weaves between property boundaries and provides connectivity for horse riders, mountain bikers and trail walkers. Specifically, the trail extends around the periphery of the study area linking Seven Mile Beach Road with Gruber Avenue.

### Beach Access and Parking

There are several access points to Seven Mile Beach, including near the Seven Mile Beach shop, at Lewis Park, off Grueber Avenue and off Surf Road via Pittwater Road.

These access points are a variety of vehicular and pedestrian access, although none offer universal all-weather access. All abilities access to the beach is not currently provided.

State level day use areas are specifically located along the length of Seven Mile Beach with Day Use Area 1 opposite Club Wyndham and Day Use Area 2 accessing near the intersection of Grueber Avenue and Surf Road.

## 6.1 CONSULTATION OUTCOMES

- An overwhelming majority of responses identified the need to upgrade road and footpath infrastructure. This ranged from better all-weather and accessibility-friendly footpaths to better drainage to minimise retention of water on roads and footpaths after rain events.
- Commentary regarding increased traffic primarily related to concerns over the proposed subdivision on Lewis Avenue.
- Minimal commentary was received in regard to parking overflow areas.
- Many residents noted water pooling on roads after periods of rainfall, impacting road surfaces and travel paths. As this has been an ongoing concern, Clarence City Council will undertake a detailed review and analysis of drainage and inundation within the Seven Mile Beach area.

## 6.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

1. To prioritise safe pedestrian movement and amenity on public streets and public spaces for all members of the community.
    a) Ensure a footpath is provided on one side of every local road and on both sides of every sub-arterial road in accordance with the suggested cross sections.
    b) Upgrade all footpaths to provide all-weather and accessibility-friendly access to key destinations including the beach, parkland areas, bus stops and local shop.
    c) Investigate traffic calming measures along Lewis Avenue to encourage slower traffic volumes.
    d) Provide safe pedestrian crossings at key crossing locations.
2. To establish an integrated transport network that encourages walking and cycling within Seven Mile Beach.
    a) Promote way finding with landmarks and signage.
    b) Provide shared paths along sub-arterial and collector roads that utilise utility easements and waterways.

c) Provide street furniture to support active transport opportunities such as rest points and water fountains.

d) Connect recreational trails such as the Tangara Trail, with trails and destinations outside the Local Area Plan.

e) Provide safe connected cycling opportunities through infrastructure improvements to road reserves, including street trees and vegetation for shade.

f) Provide for end-of-trip facilities such as bicycle racks at destination points such as community facilities, parks and along the foreshore reserve.

3. To ensure that public transport is efficient and accessible throughout the precinct.

    a) Negotiate and support initiatives by Department of State Growth – Public Transport branch to improve services within Seven Mile Beach.

    b) Consider feasibility of re-alignment of existing bus route to increase catchment and accessibility of public transport to the Seven Mile Beach community.

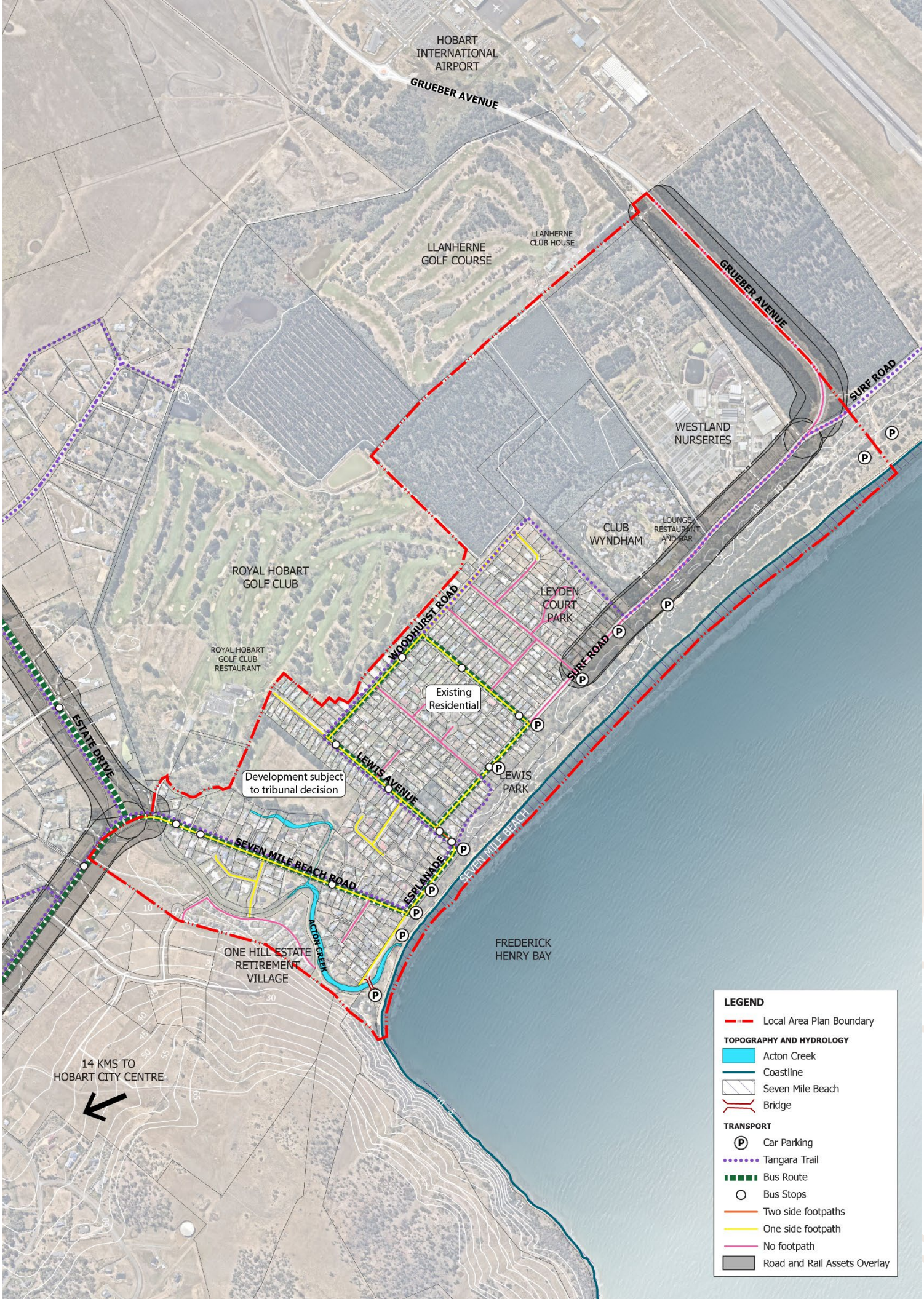
    c) Encourage the provision and maintenance of suitable and accessibility-friendly bus shelters which should provide shade, rest opportunities, and be positioned on flat segments of the road to ensure high visibility for bus drivers and awaiting passengers.

4. To integrate the existing parking areas safely within the movement network to cater for both resident and visitor demand.

    a) Ensure all parking areas are clearly signed to prevent traffic conflict.

    b) Ensure the identification of sufficient all-weather accessible parking for people with a disability.

    c) Consider the allocation of multi-purpose parking areas which can be used as overflow parking for peak summer visitors, and for community events/temporary uses at other times.


HOBART INTERNATIONAL AIRPORT
GRUEBER AVENUE
LLANHERNE GOLF COURSE
LLANHERNE CLUB HOUSE
GRUEBER AVENUE
SURF ROAD
WESTLAND NURSERIES
CLUB WYNDHAM
LOUNGE RESTAURANT AND BAR
ROYAL HOBART GOLF CLUB
LEYDEN COURT PARK
WOODHURST ROAD
SURF ROAD
ROYAL HOBART GOLF CLUB RESTAURANT
Existing Residential
ESTATE DRIVE
LEWIS AVENUE
Development subject to tribunal decision
LEWIS PARK
SEVEN MILE BEACH ROAD
ESPLANADE
SEVEN MILE BEACH
ACTON CREEK
ONE HILL ESTATE RETIREMENT VILLAGE
FREDERICK HENRY BAY
14 KMS TO HOBART CITY CENTRE
LEGEND
Local Area Plan Boundary
TOPOGRAPHY AND HYDROLOGY
Acton Creek
Coastline
Seven Mile Beach
Bridge
TRANSPORT
Car Parking
Tangara Trail
Bus Route
Bus Stops
Two side footpaths
One side footpath
No footpath
Road and Rail Assets Overlay

# 7. NATURAL VALUES

A flora and fauna assessment was conducted in the study area by Entura (refer to Appendix 4 for further details) in May 2022.

Seven Mile Beach consists of fourteen vegetation communities in total. Four of these are described as native vegetation communities, eight modified vegetation communities, covering 83% of the study site, and two other natural environments. Two of the native vegetation communities, *Eucalyptus viminalis – Eucalyptus globulus* coastal forest and woodland (occupying 12.1 ha of the study site), and the freshwater aquatic sedgeland and rushland wetland community (covering 0.9 ha of the study site), are listed as threatened community types under Schedule 3A of the Tasmanian Nature Conservation Act (2002).

One flora species recorded as threatened under the Tasmanian Threatened Species Protection Act (1995), *Bolboschoenus caldwellii*, a sedge which grows in shallow water, was confirmed to be present within the study site in multiple locations along Acton Creek. Two other threatened flora species (both daisies) have been previously recorded adjacent to the study site boundaries but were not observed during the flora survey period.

A total of 112 species were recorded during the flora survey, and 46 of these were introduced species, including three declared weed species:

- *Chrysanthemoides monilifera* subsp. *Monilifera* (boneseed).
- *Cirsium arvense* var. *arvense* (Californian thistle).
- *Asparagus scandens* (asparagus fern).

Eight threatened fauna species have been previously recorded in the study area; of these, it is considered likely that three species may reside within the study area, with the additional five bird species potentially using various ecosystems within the study site as habitat for foraging during specific times of the year.

The three threatened fauna species considered most likely to reside within the study area are:

- Eastern barred bandicoot (*Perameles gunnii gunnii*).
- Tasmanian devil (*Sarcophilus harrisii*).
- Forty-spotted pardalote (*Pardalotus quadragintus*).

Of note are observations of the eastern bettong (*Bettongia gaimardi*) recorded in 2020 and 2021 within the study area, a species of conservation significance in Tasmania. A sighting of a southern brown bandicoot (*Isoodon obesulus affinis*), another species of Tasmanian conservation significance, occurred during the field surveys on Woodhurst Road.



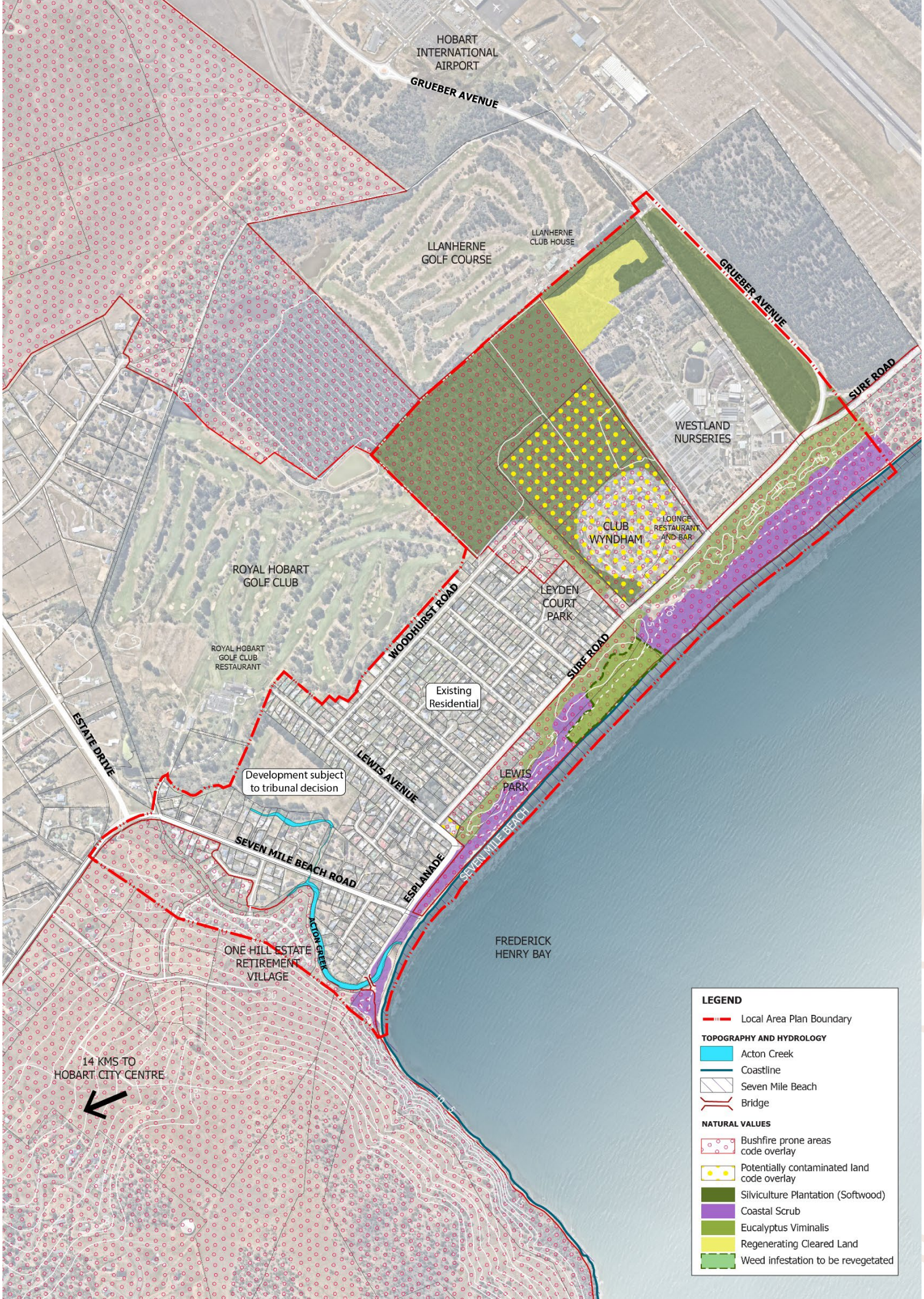
Figure 4: Vegetation within Seven Mile Beach (Source: Gondwana)

## 7.1 CONSULTATION OUTCOMES

- A large majority of respondents identified water management features to be the key environmental concern, which included rising water table, inundation and flooding, drainage, and stormwater.
- Respondents identified native fauna and running/walking trails as important features of local parks, however also identified that park and park facilities should be upgraded.
- The Natural Resource and Grants Committee provided feedback that the sense of place within the Seven Mile Beach study area should be enhanced through urban tree canopy improvements, and protection of remnant vegetation in the coastal woodland and beach vegetation communities, and the Single Hill remnant woodland. Additional concerns included stormwater management, ongoing management of public trees within the streetscape, and staged removal of exotic tree species, including pines.
- Rising water tables are a concern for remnant vegetation, as they often result in increased salinity and waterlogging of soils, leading to vegetation die-off. Clarence City Council will undertake a detailed review and analysis of drainage and inundation within the Seven Mile Beach area.

## 7.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

1. To preserve the existing natural values of the Seven Mile Beach environment.
    a. Protect, where possible, healthy large remnant white gums (Eucalyptus viminalis).
    b. Provide ongoing maintenance of public trees within the streetscape to minimise risk on life and property.
    c. Staged removal of exotic tree species, including pines and replant with native vegetation.
2. To enhance the existing natural character of Seven Mile Beach valued by the residents.
    a. Encourage the extensive landscaping of roads, transport and movement corridors with canopy trees and ground level planting, specifically along Seven Mile Beach, Surf Road and Lewis Avenue.
    b. Protect the integrity of the existing topography of the land in ongoing maintenance works and private building applications.
    c. Remove and revegetate the identified weed infestation area with the coastal reserve.
    d. Provide habitat for local native species, where practical in open spaces.
3. To maximise tree canopy cover in accordance with the Seven Mile Beach Urban Tree Strategy.
    a. Increase planting of trees at identified locations within urban Seven Mile Beach.
    b. Ensure coverage within active and passive open space and public spaces.


HOBART INTERNATIONAL AIRPORT
GRUEBER AVENUE
LLANHERNE GOLF COURSE
LLANHERNE CLUB HOUSE
GRUEBER AVENUE
SURF ROAD
WESTLAND NURSERIES
CLUB WYNDHAM
LOUNGE RESTAURANT AND BAR
ROYAL HOBART GOLF CLUB
LEYDEN COURT PARK
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ONE HILL ESTATE RETIREMENT VILLAGE
14 KMS TO HOBART CITY CENTRE
LEGEND
Local Area Plan Boundary
TOPOGRAPHY AND HYDROLOGY
Acton Creek
Coastline
Seven Mile Beach
Bridge
NATURAL VALUES
Bushfire prone areas code overlay
Potentially contaminated land code overlay
Silviculture Plantation (Softwood)
Coastal Scrub
Eucalyptus Viminalis
Regenerating Cleared Land
Weed infestation to be revegetated

# 8. CULTURAL HERITAGE

## Aboriginal Heritage

As stated, the municipality of Clarence, including the Seven Mile Beach area, was previously occupied by the *Mumirimina* clan of the Oyster Bay nation.

Gondwana Heritage Solutions has provided an extensive cultural heritage report (attached in Appendix 5).

In summary, no Aboriginal sites have been recorded and no Aboriginal cultural materials observed within the current study area although to date very few studies have been undertaken. While evidence suggests that the coastal landforms along Seven Mile Beach are not highly sensitive for physical heritage, the principles of engaging with traditional owners should still apply as the area may hold other values for the Aboriginal community.

Aboriginal community representative groups, including the Tasmanian Aboriginal Centre and regional community organisations continually stress the importance of early and meaningful engagement on land planning matters and to expand the range of values and issues to be considered to include contemporary cultural values and opportunities for Aboriginal empowerment, self-determination and healing.

The *Interpreting Aboriginal Heritage in Clarence* (2019) plan indicated that community members were passionate about a potential visitor's information centre or history room, but this has not been actioned to date.

## Historic Heritage

Gondwana Heritage Solutions also undertook detailed investigations of Historic Heritage within the study area. A search of heritage databases and lists at agency, Local, State and Commonwealth level indicated there are no heritage places listed within the study area.

However, there is one TPS Specific Area Plan that intersects the LAP site. The Single Hill SAP encompasses the portion on the west side of Acton Creek and has objectives for protecting and enhancing natural values and for maintaining its visual integrity as viewed from the surrounding area including Acton, Seven Mile Beach and Fredrick Henry Bay. It does not contain specific requirements for historic or Aboriginal heritage values management.

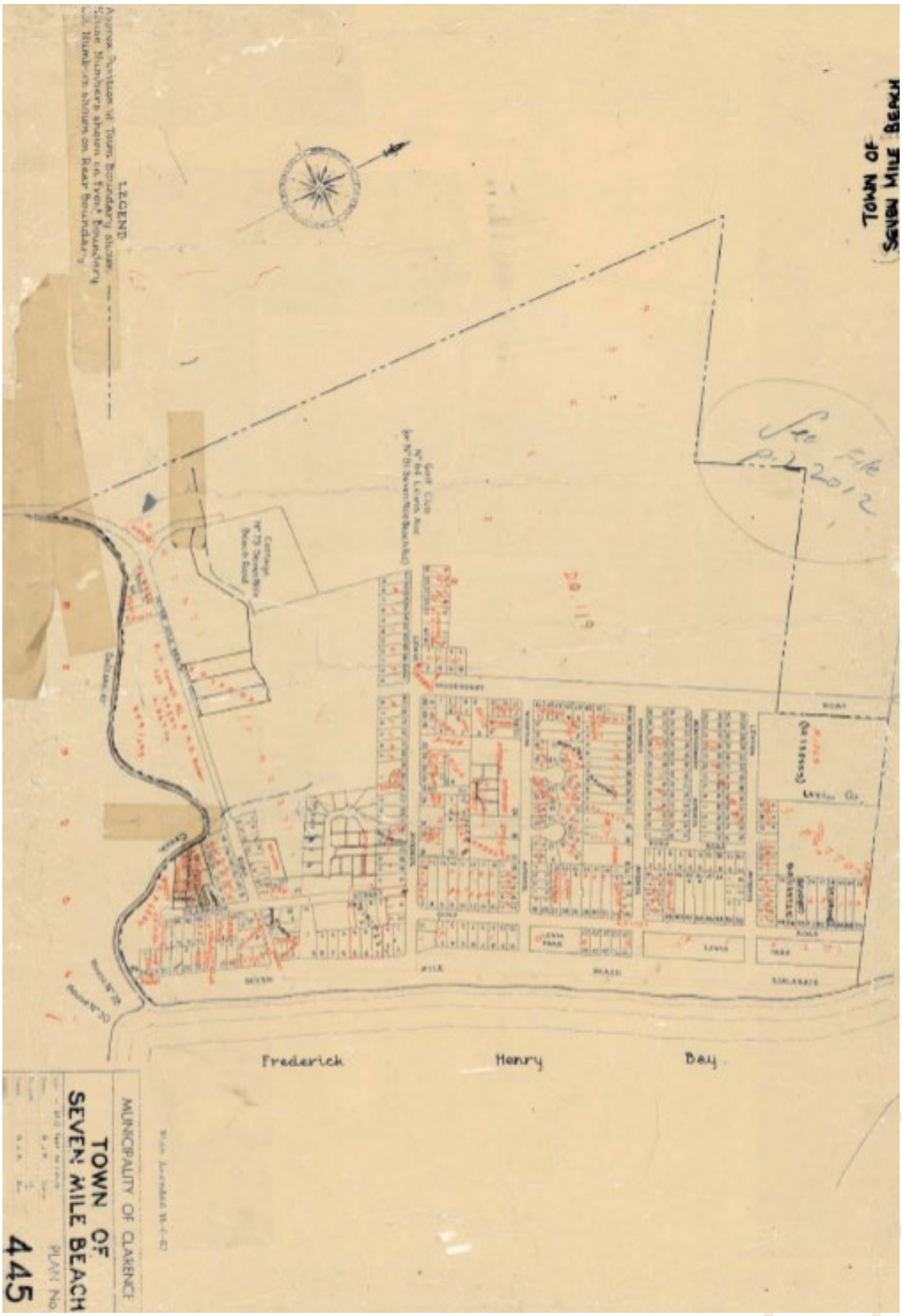



Figure 5: Seven Mile Beach LTO Plan 445, 1967 (Source: Gondwana)

## 8.1 CONSULTATION OUTCOMES

- Heritage values of Seven Mile Beach is not generally known to most participants.
- Aboriginal Heritage Tasmania has also been consulted. It is accepted that there has been some ground disturbance in the coastal areas as a result of the removal of the pine plantation which is not a good indicator for preserving intact heritage sites. Similarly, the existing plantation backing onto the golf course—situated on older low-relief dunes—also appear to be historically ripped and mounded.

## 8.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

1. To integrate tangible and intangible heritage and historical values from the area with public open space and community facilities.
    a. Retain and celebrate local historic and aboriginal values where appropriate.
    b. Educational/informative signs/plaques to be included in public spaces.
    c. Co-locate a visitor information/local history centre with a community facility.
    d. Investigate opportunities for provision of public art.
2. To develop a process for engaging with the Aboriginal community to understand the range of potential intangible heritage values within Clarence municipality, including the Seven Mile Beach area.
    a. Support the creation of a forum for discussing planning matters more broadly, rather than on a project basis.
    b. Support implementation of Clarence City Council's draft Reconciliation Action Plan.
3. To ensure ongoing opportunities to assess and understand cultural heritage sites are identified.
    a. Undertake a post-vegetation reduction assessment of public land along Acton Creek prior to any proposal for creek site works, including recreational infrastructure or rehabilitation.
    b. To provide information to landowners and developers of their responsibilities under the *Aboriginal Heritage Act 1975* and encourage the use of AHT's Unanticipated Discovery Plan when undertaking ground disturbing works.


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LLANHERNE CLUB HOUSE
GRUEBER AVENUE
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WESTLAND NURSERIES
CLUB WYNDHAM
LOUNGE RESTAURANT AND BAR
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14 KMS TO HOBART CITY CENTRE
LEGEND
Local Area Plan Boundary
TOPOGRAPHY AND HYDROLOGY
Acton Creek
Coastline
Seven Mile Beach
Bridge
CULTURAL HERITAGE
Areas of cultural heritage significance

# 9. OPEN SPACE & COMMUNITY FACILITIES

The LAP provides for a network of open spaces and associated infrastructure and services to meet the needs of the future community and integrates the natural attributes of the area, including connections to the beach and Acton Creek. With predicted growth in population, including the movement of young families to the area, the provision of well-connected, accessible and planned open space is integral to a Local Area Plan.

## Active Open Space

A draft masterplan for proposed Active Open Space occupying the council-owned land at 74 Beach Road, in the north of the study site, was prepared for Council, but ultimately not implemented.

During community consultation for the Seven Mile Beach LAP, a lack of active open space recreational opportunities in the form of ovals or sportsgrounds within the study site was noted. Submissions from sporting associations indicated that there is an additional lack of facilities in the region to cater for development and growth in sports. Additionally, some associations (for example, basketball and netball) were actively looking for the capacity to accommodate national-level competition venues.

## Passive Open Space & Playgrounds

Two key parklands are located in Lewis Park and Leyden Court Park. Both parks support children's playgrounds, and Council's recently adopted *Inclusive Play Policy* highlights the need for these spaces to cater for all ages and abilities. Lewis Park also contains outdoor fitness equipment and community facilities comprising of a community hall, public toilets and barbeques.

The Lewis Park Community Hall is a small facility that has been used previously by mothers' groups, but the only current ongoing usage is 2 hours on a monthly basis by a cancer care group. The hall has an approximate capacity limit of 15, and a small onsite kitchenette.

As with much of the open space within the study site, residents primarily use Seven Mile Beach for recreational walking or running, and the Tangara Trail traverses the western and northern boundaries of the site at 74 Beach Road. Other notable trails within the study site include a gravelled coastal trail (suitable for prams and bicycles) behind the dunes, and a trail along Acton Creek.

There are four Day Use Areas (numbered 1 to 4), which limit human occupation specifically to day use and do not include overnight sleeping accommodations. Public toilets are located at Day Areas 1 and 3.

## Seven Mile Beach Fire Brigade

Seven Mile Beach has a volunteer fire brigade, affiliated with the Tasmanian Fire Service. The volunteer unit is based out of facilities located at 76 Surf Road and comprises vehicle and equipment storage.







Figure 6: Lewis Park and existing facilities

## 9.1 CONSULTATION OUTCOMES

Feedback from council committees, including the *Clarence Positive Ageing and Disability Access and Inclusion Advisory Committees* was that play spaces should be developed to be inclusive of all community members, as well as required upgrades to gravelled or unsurfaced tracks and trails to be universally accessible. Upgrades to the tracks and trails network to enable bypassing of carparks, especially around Day Area 2, was also feedback received from the *Tracks and Trails Committee* and the *Bicycle Advisory Committee*.

The *Events Special Committee* responded that there is a lack of suitable community facilities to host Council events such as the Clarence Jazz Festival. Committee members would like to see improved infrastructure and access to power suitable for the hosting of small events within the community. The need for community facilities suitable to host structured events for young people was also highlighted in feedback received from the *Youth Advisory Committee*.

Those who wanted improved community facilities recommended a community hub (such as library, hall or meeting space), sporting facilities (including surf club, skate/bike facilities, pump tracks), and playgrounds.

Future upgrades to existing and new community facilities will need to consider drainage and inundation constraints. Clarence City Council will be undertaking a detailed review and analysis of drainage and inundation within the Seven Mile Beach area.

## 9.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

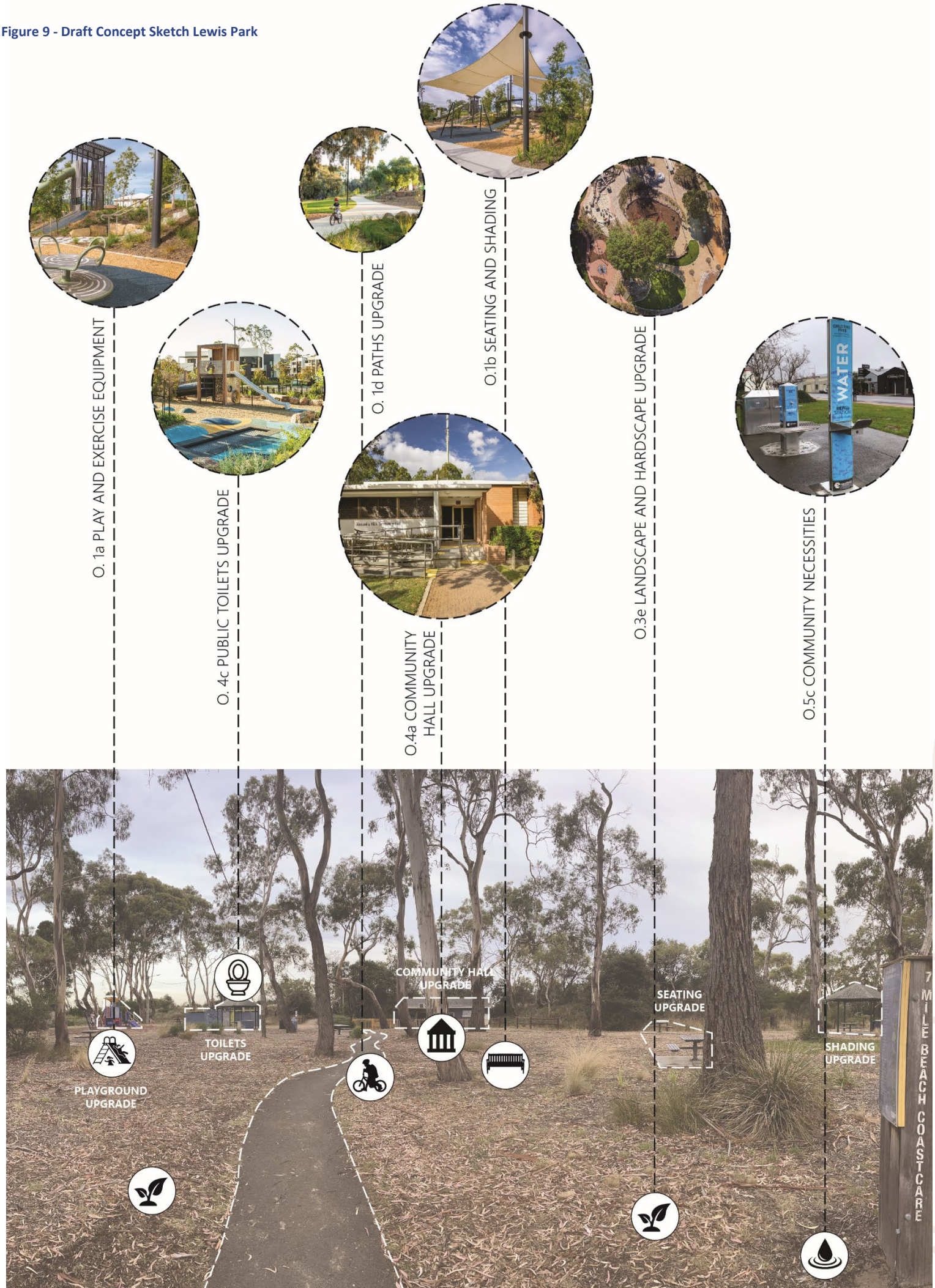
1. To upgrade existing open space areas to cater for the active and passive recreation needs of the community.
    a. Upgrade existing open space assets and facilities to include play and exercise equipment for all ages and abilities generally in accordance with the Local Area Plan concept plans. With an increasing number of families moving into the area, the demand for pump tracks and bike facilities should be considered.
    b. Ensure sufficient provision of seating, shading and lighting to encourage safe park usage for all.
    c. Design new footpaths to reflect key desire lines throughout the public realm.
    d. Upgrade all existing footpaths to be universally accessible.
    e. Incorporate interpretive signage and artwork within parkland areas to reflect First Nation and settler cultural heritage stories.
    f. Consider the identification of active open space uses within existing parkland areas or within future investigation areas owned by Council.
    g. Provide additional amenities for public use including BBQ facilities, waste bins, and a new toilet block (if required).

2. To develop pedestrian connections between key open space areas.
    a. Implement recommendations from the 2022 Street Tree Review including extending street tree planting and creating connected arteries of open space through the precinct.
    b. Remove overgrown vegetation to improve key pedestrian access routes and improve the feeling of safety within the public realm.
3. To improve landscaping (soft and hard) within the public realm.
    a. Integrate new plantings of suitable trees and native vegetation within local parks and open space.
    b. Utilised landscaping to provide informal resting and passive recreation.
    c. Provide a sense of arrival and individual park identity through quality design.
    d. Implement a town-wide weed management plan.
    e. Replace and upgrade poor quality vegetation within parkland areas.
4. To upgrade existing community facilities to meet the varying needs of both residents and visitors over time.
    a. Consider upgrade or redevelopment of the Lewis Park Community Hall and outdoor facilities/infrastructure within the park to support small community events.
    b. Investigate the option to incorporate infrastructure for small community events into future upgrades to parks and community facilities.
    c. Upgrade existing tracks and trails network to enable bypassing of carparks, especially around Day Area 2.
    d. Improve existing community facilities at accessible locations with active and passive space.
5. Provide high quality facilities that reflect the beachside demand from both residents and visitors alike.
    a. Consider opportunities for the colocation of a surf club with any proposed redevelopment of the local store.
    b. Upgrade the new toilet block opposite Club Wyndham to improve drainage issues.
    c. Provide beachside facilities such as beach showers, drinking water taps, and/or foot wash taps at key access points along the beach.
    d. Identify and construct a universally accessible accessway to the flattest part of the beach as identified in the Local Area Plan concept plan.
    e. Ensure location of all parking areas are clearly signed to prevent traffic conflict.

f. Ensure all parking bays are clearly demarcated and traffic flow within parking areas is clearly signed to prevent traffic conflict.

6. To design high quality, safe community facilities that build upon the local sense of place.
    a. Ensure that the architecture of new buildings and any prominent additions respond to the surrounding character of the area.
    b. Identify opportunities for facilities to incorporate public art to enhance identity.
    c. Design and locate community facilities to promote passive surveillance opportunities.
    d. Implement "Crime Prevention through Environmental Design" (CPTED) design principles when developing public places.
    e. Apply a user centred approach to ensure these spaces are accessible, flexible, safe, intuitive and overall will create a positive experience for community.
7. To ensure new community facilities are accessible by passive and active modes of transport.
    a. Community facilities should be located on transport corridors.
    b. Developments should have adequate and safe on-site parking for cars and bicycles, and where required, bus drop off areas and pick up areas, appropriate service access for deliveries and accessible parking for people with disabilities.
    c. Community facilities must be designed to front and have a dedicated pedestrian path to the entrance from a public street, with car parks located away from the main entry.
8. To provide for sustainable development of community facilities in coastal areas affected by climate change.
    a. Ensure that future development of community facilities is not undertaken within 30m of the foreshore.
    b. Ensure that any new community facilities will not be subject to inundation whether achieved by the elevation of floor levels, construction form, ability of the building to be raised or other substantiated means.

**Figure 9 - Draft Concept Sketch Lewis Park**




O. 1b LIGHTING
O. 1a PLAYGROUND UPGRADE
O. 1f PLAY
O. 1c LEGIBLE WAYFINDING AND PATHS
O. 3a GARDEN BEDS
O. 1b SEATING WITHIN PLAYGROUND
O. 4g PUBLIC TOILETS
O. 1g COMMUNITY NECESSITIES - BARBECUES
WAYFINDING AND PATHS
LIGHTING PROVISION
GARDEN BEDS
PLAYGROUND UPGRADE
SEATING UPGRADE
GARDEN BEDS
TOILETS PROVISION
BBQ
HALF BASKETBALL COURT


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FREDERICK HENRY BAY
14 KMS TO HOBART CITY CENTRE
LEGEND
Local Area Plan Boundary
TOPOGRAPHY AND HYDROLOGY
Acton Creek
Coastline
Seven Mile Beach
Bridge
COMMUNITY FACILITIES
Upgraded Community Facility
Upgraded Local Open Space
Upgraded Car Parking
Revegetated land

# 10. RETAIL, COMMERCIAL & TOURISM

Commercial facilities and employment opportunities are a key component of residential amenity. Employment provides a platform for an attractive and liveable place in which communities can thrive.

Existing areas of retail/commercial and tourism within Seven Mile Beach include:

- Seven Mile Beach Local Store
- Club Wyndham Accommodation, Lounge, Restaurant and Bar
- Westland Nurseries

The existing One Hill Estate Retirement Village also supports a small number of local employees.

Directly abutting the site are some key employment areas including:

- Hobart International Airport
- Royal Hobart Golf Club
- Llanherne Golf Course
- Llanherne Sand Spit

A new golf course project is in the middle of construction at Seven Mile Beach and a second golf course has been proposed at Five Mile Beach with the initial assessment going through the panel stage of the Tourism EOI process. This new golf precinct is located to the north of Seven Mile Beach LAP and easily accessed from Grueber Avenue.

The Hobart Airport Master Plan was recently prepared in 2022 and was formally approved in 2023. The Master Plan proposes the location of Light Industrial land uses within the LAP. Discussions have been had with the airport to instead suggest short term accommodation which would be more in fitting with the adjacent golf course developments and less impact on the delicate beachside natural environment. The final Master Plan is expected to be released in May 2023.

Importantly, research shows that visitors that come to Tasmania to pursue interests such as golfing are more likely to stay longer and spend more, which benefits our local communities and the broader economy.

Commercial facilities within the Seven Mile Beach site are at the core of the functionality of the community, complementing employment opportunities.

There is evidently a lack of extensive retail offering at Seven Mile Beach. *The Clarence City Council Economic Development Plan (2016 – 2021)* identifies the study area to provide enhanced recreational tourism, building on Hobart's increased levels of interstate and overseas tourism.

The town already has several attributes which present the opportunity to attract a greater level of visitor expenditure which could increase local business activity and employment, especially:

- Natural amenity, including beach frontage and views and other quality natural landscapes, presenting opportunities for hospitality and possibly events.
- Existing visitation to the surrounding golf courses and the Hobart Airport; and the future golf course currently under construction further east of the airport.
- The high-income profile and strong representation of families and retirees, conditions which are likely to drive visitation to friends and relatives and expenditure at hospitality and recreation focused businesses.

Observations also find the town has limited capacity for new residential developments. Any additional population which may be accommodated in any future development would be unlikely to result in any material increase in overall township population such that the town could support neighbourhood level retail and associated services (i.e., anchored by a small supermarket).




**Figure 10 - Various commercial operations within Seven Mile Beach**

## 10.1 CONSULTATION OUTCOMES

### Cafe/Corner Store

- The Seven Mile Beach Store landowners have expressed an interested upgrading the current store to a multi-storey (3-4 storeys) development. Other complimentary uses could include a pharmacy, restaurant, gym, TCM butcher and grocer etc. Additionally, the location is suitable to accommodate Surf Life Saving Club facilities such as public toilets and showers.
- The most anticipated commercial and retail facility is a café, preferably located beachside similar to that of The Beach House at Blackmans Bay.
- Upgraded local/corner store would also be appreciated by the community.

### Royal Hobart Golf Club (RHGC)

- The RHGC will remain at the current site with no plans to move. Proposed future ideas include developing an open space area for short course golf and mini golf.

### Llanherne Golf Course

- The Llanherne Golf Course is not looking to expand or change locations, only considering redeveloping their on-site workshop and upgrading current infrastructure.

### Westland Nurseries

- There are no plans for Westland Nurseries to relocate or expand their current business. The existing use as a nursery will continue as is.

Future upgrades to existing and new buildings/facilities will need to consider drainage and inundation constraints. Clarence City Council will be undertaking a detailed review and analysis of drainage and inundation within the Seven Mile Beach area.


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COMMERCIAL FACILITIES
Upgraded Retail Facility
Proposed Major Tourism Zone

## 10.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

1. To provide vibrant and attractive retail and commercial premises for residents and visitors of Seven Mile Beach.
    a. Consider opportunities for mixed-use built form (maximum three storeys) for Seven Mile Beach Corner Store.
    b. Ensure a high degree of permeability and circulation around the retail core.
    c. Ensure that developments are highly accessible to shared pathways.
    d. Minimise impact on the amenity of the centre associated with deliveries and loading, waste storage and vehicle parking.
2. To provide for local retail and convenience employment opportunities to meet the needs of existing and future residents.
    a. Retail core to provide for a range of tenancies suitable for a mix of local convenience retail, health, community and other services.
    b. Local retail and convenience should be easily accessible from the road network with any centre having direct vehicular access to a connector road accessible via public transport.
    c. Ensure the ongoing support of temporary uses such as food vans to aid to the vibrancy of Seven Mile Beach local offerings.
3. To provide additional short stay accommodation elsewhere within the Seven Mile Beach LAP.
    a. Tourist accommodation should be investigated in the precinct adjacent to Grueber Avenue to encourage state level investment in the area.
    b. Additional short stay accommodation could be considered as an ancillary use on existing residential landholdings subject to minimum lot size considerations and design outcomes.


PASTA
MAMO PASTA
MAMOPASTA
MAMOPASTA
ITALIAN
LOVE

# 11. SERVICING & UTILITIES

Existing residents in Seven Mile Beach have access to potable water, onsite effluent systems, electricity, and telecommunications. Entura undertook a detailed review of all services provided, as well as discussions with TasWater (see attached memorandum in Appendix 6).

As discussed, all items regarding surface water and groundwater and potential climate change implications are not part of the LAP scope – Placemaking and Public Realm.

Detailed commentary regarding each service is provided below:

## Water

Water supply to Seven Mile Beach is provided via a reticulated system from the Single Hill reservoir. A DN200 feeder pipe runs from the reservoir along Acton Road and Seven Mile Beach Road to Lewis Avenue at Seven Mile Beach. A combined DN150 and DN100 pipe looped through the Seven Mile Beach township provides domestic and fire services. There does not appear to be any pressure issue with the water supply, and no analysis has been undertaken on supplying future water requirements. It is noted, at least one of the golf courses receive recycled (treated) wastewater for irrigation of their grounds.




## Waste-water Treatment

Seven Mile Beach households currently utilise onsite waste-water treatment (each individual household treats and disposes of wastewater generated on their own lot).

Systems used vary; some are older septic tank systems with soakage trenches, while some households employ newer aerated wastewater treatment processes with a connected irrigation system. These septic systems can fail during heavy rainfall events and subsequent rising groundwater tables.

Potential future options already under consideration by Council and the community is to develop a pressurised sewerage system, connected to the existing sewerage treatment plant (STP) near Hobart Airport. This process requires due diligence and risk management, as the process is complex. Considered a "Service Introduction" process, the relevant policies will need to be followed which will require collaboration between Council, TasWater and community.

### Electricity

Electrical supply is provided to the Seven Mile Beach Community by TasNetworks. Electricity infrastructure is currently all provided above-ground, but future investigations could include analysis of feasibility for community battery supply, linked with support for residential solar power initiatives.

### Telecommunications

Seven Mile Beach residents have access to the national broadband network, and the study area is serviced with both Telstra and Optus mobile phone coverage.

## 11.1 CONSULTATION OUTCOMES

- The improvement of sewer infrastructure in the area was overwhelmingly supported with the majority of residents at intercept surveys recognising that financial contributions would be required.
- Improvement in stormwater, drainage and water table management were also identified as key concerns for respondents when it came to utilities and services in the Seven Mile Beach area.
- Many members of the community also expressed the NBN internal connectivity could be improved, and support for undergrounding electrical infrastructure. TasWater have raised concerns around the capacity of the existing infrastructure to accept additional wastewater, and operational considerations (odour control, lack of automation, impact on existing network with requirements for additional infrastructure works). Additionally, installation and maintenance costs would need to be shared with the community, highlighting the importance of community desire for this upgrade.

Clarence City Council will be undertaking a detailed review and analysis of drainage and inundation within the Seven Mile Beach area.

## 11.2 PLACEMAKING AND PUBLIC REALM OBJECTIVES AND STRATEGIES

1. To ensure all lots continue to have access to potable water, electricity and telecommunications.
    a. Appropriately identify and zone land for utilities use.
    b. Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
    c. TasNetworks must ensure all future development of electricity wire is to be placed underground.
    d. Developers should contribute proportionally to the cost of any system upgrade considered necessary to facilitate any possible developments.
2. To ensure planning for service infrastructure takes into consideration natural topography, character, natural values and vistas.
    a. Utilities must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites.
    b. Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
3. To provide for sustainable development of public infrastructure in coastal areas affected by climate change.
    a. Ensure that the design of public infrastructure considers public safety during events arising from climate change.

# 12. LOCAL AREA PLAN

The Seven Mile Beach Local Area Plan reviews seven key Placemaking Themes and outlines 25 key objectives and associated strategies that have a specific public-realm intervention at their heart.

These objectives enable the short to medium term implementation of key public works within the LAP area to ensure the ongoing realisation of the Seven Mile Beach vision.

The community strongly voiced their desire for immediate upgrades to a number of existing facilities within the LAP area including footpaths, public park upgrades and community halls.

Longer term aspirations around the redevelopment of the local centre and provision of sewer infrastructure are outside the realm of Council's control, but have been noted in this plan for consistency and ongoing support.

UPGRADED FOOTPATHS



SIGNAGE AND WAYFINDING




PUBLIC ART AS LANDMARKS



UPGRADED TANGARA TRAIL

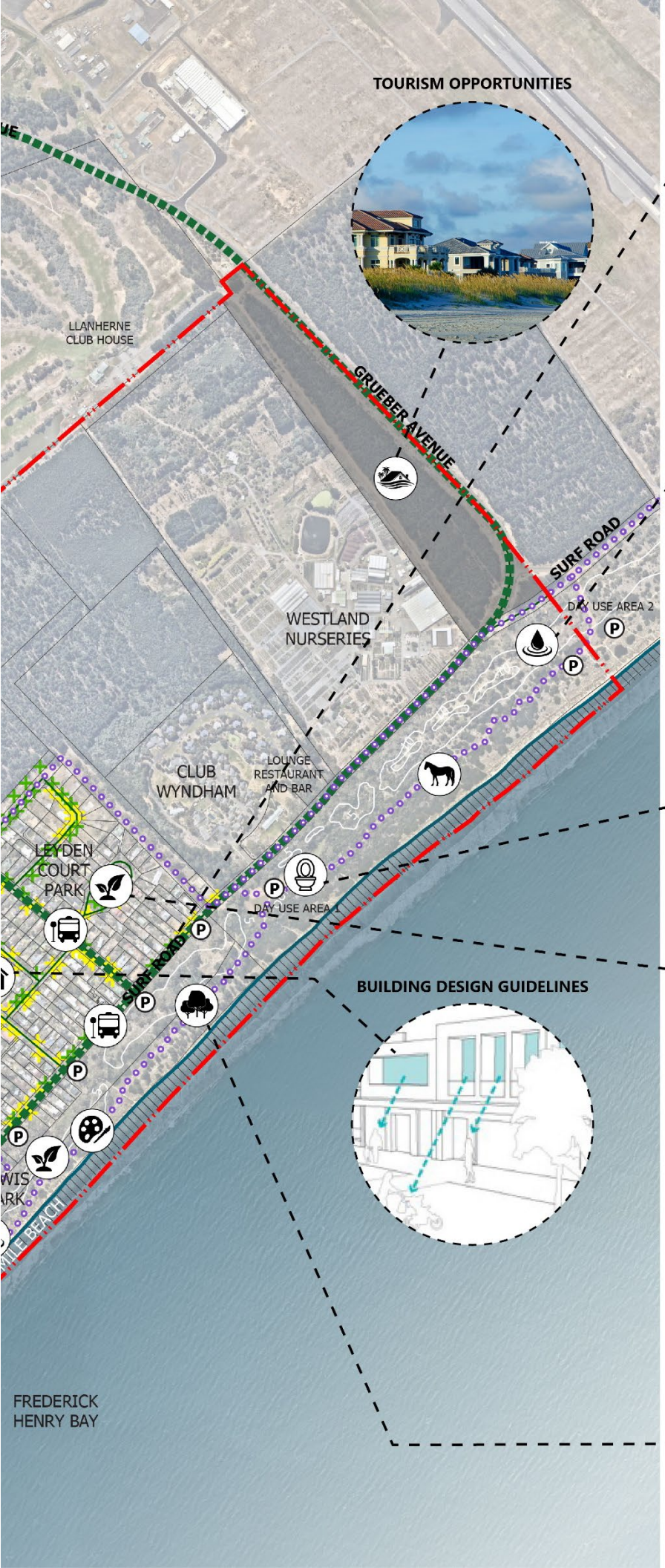


NEW BUS ROUTES



NEW BUS STOP PROVISION






TOURISM OPPORTUNITIES



URBAN GREENING



BEACHSIDE FACILITIES




NEW PUBLIC TOILETS



BUILDING DESIGN GUIDELINES



LOCAL PARK UPGRADES



CLEARING AND REVEGETATION



# 13. PRIORITIES AND IMPLEMENTATION

## 13.1 PRIORITIES

To ensure successful implementation of the Seven Mile Beach Local Area Plan – Placemaking and Public Realm, the following priorities and timeframes should be considered:

*Short Term = <12 months | Medium Term = 1-5 years | Long Term = 5-10+ years*

| HOUSING | | SHORT | MEDIUM | LONG |
|---|---|---|---|---|
| 1a | Establish design guidelines reflective of the unique beachside coastal character. | | | |
| 1b | Consider the development of a Specific Area Plan for Seven Mile Beach to control consistent built form standards i.e., setbacks, height etc. | | | |
| 2a | Support housing that enables people to 'age in place'. This may include consideration for aged care, retirement living and dependent units. | | | |
| 2b | Provide opportunities for affordable and social housing units in close proximity to public transport and areas of key amenity. | | | |
| 3a | Consider independent studies into surface water and groundwater inundation and potential impact on residential properties. | | | |
| 3b | Avoid increased run off through residential densification until suitable drainage solutions can be sought. | | | |
| 3c | Investigate potential flood-adapted building designs and guidelines for implementation, including appropriate flooring levels of new buildings, and minimisation of impervious surface. | | | |
| 3d | Investigate use of Water Sensitive Urban Design (WSUD) for stormwater retention in new developments. | | | |

| MOVEMENT & ACCESS | | SHORT | MEDIUM | LONG |
|---|---|---|---|---|
| 1a | Ensure a footpath is provided on one side of every local road and on both sides of every sub-arterial road in accordance with the suggested cross sections. | | | |
| 1b | Upgrade all footpaths to provide all-weather and accessibility-friendly access to key destinations including the beach, parkland areas, bus stops and local shop. | | | |

| | | | | |
|---|---|---|---|---|
| 1c | Investigate traffic calming measures along Lewis Avenue to encourage slower traffic volumes. | | | |
| 1d | Provide safe pedestrian crossings at key crossing locations. | | | |
| 2a | Promote way finding with landmarks and signage. | | | |
| 2b | Provide shared paths along sub-arterial and collector roads that utilise utility easements and waterways. | | | |
| 2c | Provide street furniture to support active transport opportunities such as rest points and water fountains. | | | |
| 2d | Connect recreational trails such as the Tangara Trail, with trails and destinations outside the Local Area Plan. | | | |
| 2e | Provide safe connected cycling opportunities through infrastructure improvements to road reserves, including street trees and vegetation for shade. | | | |
| 2f | Provide for end-of-trip facilities such as bicycle racks at destination points such as community facilities, parks and along the foreshore reserve. | | | |
| 3a | Negotiate and support initiatives by Department of State Growth – Public Transport branch to improve services within Seven Mile Beach. | | | |
| 3b | Consider feasibility of re-alignment of existing bus route to increase catchment and accessibility of public transport to the Seven Mile Beach community. | | | |
| 3c | Encourage the provision and maintenance of suitable and accessibility-friendly bus shelters which should provide shade, rest opportunities, and be positioned on flat segments of the road to ensure high visibility for bus drivers and awaiting passengers. | | | |
| 4a | Ensure all parking areas are clearly signed to prevent traffic conflict. | | | |
| 4b | Ensure the identification of sufficient all-weather accessible parking for people with a disability. | | | |
| 4c | Consider the allocation of multi-purpose parking areas which can be used as overflow parking for peak summer visitors, and for community events/temporary uses at other times. | | | |

| **NATURAL VALUES** | | **SHORT** | **MEDIUM** | **LONG** |
|---|---|---|---|---|
| 1a | Protect, where possible, healthy large remnant white gums (*Eucalyptus viminalis*). | | | |

| | | | | |
|---|---|---|---|---|
| 1b | Provide ongoing maintenance of public trees within the streetscape to minimise risk on life and property. | *ongoing* | | |
| 1c | Staged removal of exotic tree species, including pines and replant with native vegetation. | | | |
| 2a | Encourage the extensive landscaping of roads, transport and movement corridors with canopy trees and ground level planting, specifically along Seven Mile Beach, Surf Road and Lewis Avenue | | | |
| 2b | Protect the integrity of the existing topography of the land in ongoing maintenance works and private building applications. | *ongoing* | | |
| 2c | Remove and revegetate the identified weed infestation area with the coastal reserve. | | | |
| 2d | Provide habitat for local native species, where practical in open spaces. | | | |
| 3a | Increase planting of trees at identified locations within urban Seven Mile Beach. | | | |
| 3b | Ensure canopy coverage within active and passive open space and public spaces. | | | |

| **CULTURAL HERITAGE** | | **SHORT** | **MEDIUM** | **LONG** |
|---|---|---|---|---|
| 1a | Retain and celebrate local historic and aboriginal values where appropriate. | *ongoing* | | |
| 1b | Educational/informative signs/plaques to be included in public spaces. | | | |
| 1c | Co-locate a visitor information/local history centre with a community facility. | | | |
| 1d | Investigate opportunities for provision of public art. | | | |
| 2a | Support the creation of a forum for discussing planning matters more broadly, rather than on a project basis. | | | |
| 2b | Support implementation of Clarence City Council's draft Reconciliation Action Plan. | | | |
| 3a | Undertake a post-vegetation reduction assessment of public land along Acton Creek prior to any proposal for creek site works, including recreational infrastructure or rehabilitation. | | | |
| 3b | To provide information to landowners and developers of their responsibilities under the *Aboriginal Heritage Act 1975* and encourage the use of AHT's Unanticipated | *ongoing* | | |

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|---|---|---|---|---|
| | Discovery Plan when undertaking ground disturbing works. | | | |
| **OPEN SPACE AND COMMUNITY FACILITIES** | | **SHORT** | **MEDIUM** | **LONG** |
| 1a | Upgrade existing open space assets and facilities to include play and exercise equipment for all ages and abilities generally in accordance with the Local Area Plan concept plans. With an increasing number of families moving into the area, the demand for pump tracks and bike facilities should be considered. | | | |
| 1b | Ensure sufficient provision of seating and lighting to encourage safe park usage for all. | | | |
| 1c | Design new footpaths to reflect key desire lines throughout the public realm. | | | |
| 1d | Upgrade all existing footpaths to be universally accessible. | | | |
| 1e | Incorporate interpretive signage and artwork within parkland areas to reflect First Nation and settler cultural heritage stories. | | | |
| 1f | Consider the identification of active open space uses within existing parkland areas or within future investigation areas owned by Council. | | | |
| 1g | Provide additional amenities for public use including BBQ facilities, waste bins, and a new toilet block (if required). | | | |
| 2a | Implement recommendations from the 2022 Street Tree Review including extending street tree planting and creating connected arteries of open space through the precinct. | | | |
| 3a | Integrate new plantings of suitable trees and native vegetation within local parks and open space. | | | |
| 3b | Utilise landscaping to provide informal resting and passive recreation. | | | |
| 3c | Provide a sense of arrival and individual park identity through quality design. | | | |
| 3d | Implement a town-wide weed management plan. | | | |
| 3e | Replace and upgrade poor quality vegetation within parkland areas. | | | |

| | | | | |
|---|---|---|---|---|
| 4a | Consider upgrade or redevelopment of the Lewis Park Community Hall and outdoor facilities/infrastructure within the park to support small community events. | | | |
| 4b | Investigate the option to incorporate infrastructure for small community events into future upgrades to parks and community facilities. | | | |
| 4c | Upgrade existing tracks and trails network to enable bypassing of carparks, especially around Day Area 2. | | | |
| 4d | Improve existing community facilities at accessible locations with active and passive space. | | | |
| 5a | Consider opportunities for the colocation of a surf club with any proposed redevelopment of the local store. | | | |
| 5b | Upgrade the new toilet block opposite Club Wyndham to improve drainage issues. | | | |
| 5c | Provide beachside facilities such as beach showers, drinking water taps and/or foot wash taps at key access points along the beach. | | | |
| 5d | Identify and construct a universally accessible access way to the flattest part of the beach as identified in the Local Area Plan concept plan. | | | |
| 5e | Ensure location of all parking areas are clearly signed to prevent traffic conflict. | | | |
| 5f | Ensure all parking bays are clearly demarcated and traffic flow within parking areas is clearly signed to prevent traffic conflict. | | | |
| 6a | Ensure that the architecture of new buildings and any prominent additions respond to the surrounding character of the area. | *ongoing* | | |
| 6b | Identify opportunities for facilities to incorporate public art to enhance identity. | | | |
| 6c | Design and locate community facilities to promote passive surveillance opportunities. | | | |
| 6d | Implement "Crime Prevention through Environmental Design" (CPTED) design principles when developing public places. | *ongoing* | | |
| 6e | Apply a user centred approach to ensure these spaces are accessible, flexible, safe, intuitive and overall will create a positive experience for community. | *ongoing* | | |
| 7a | Community facilities should be located on transport corridors. | | | |

| | | | | |
|---|---|---|---|---|
| 7b | Developments should have adequate and safe on-site parking for cars and bicycles, and where required, bus drop off areas and pick up areas, appropriate service access and accessible parking for people with disabilities. | | | |
| 7c | Community facilities must be designed to front and be directly accessed from a public street with car parks located away from the main entry. | | | |
| 8 (a-b) | To provide for sustainable development of community facilities in coastal areas affected by climate change. | | | |

| **RETAIL, COMMERCIAL & TOURISM** | | **SHORT** | **MEDIUM** | **LONG** |
|---|---|---|---|---|
| 1a | Consider opportunities for mixed-use built form (maximum three storeys) for Seven Mile Beach Corner Store | | | |
| 1b | Ensure a high degree of permeability and circulation around the retail core. | | | |
| 1c | Ensure that developments are highly accessible to shared pathways. | | | |
| 1d | Minimise impact on the amenity of the centre associated with deliveries and loading, waste storage and vehicle parking. | | | |
| 2a | Retail core to provide for a range of tenancies suitable for a mix of local convenience retail, health, community and other services. | | | |
| 2b | Local retail and convenience should be easily accessible from the road network with any centre having direct vehicular access to a connector road accessible via public transport. | | | |
| 2c | Ensure the ongoing support of temporary uses such as food carts to aid to the vibrancy of Seven Mile Beach local offerings. | *ongoing* | | |
| 3a | Tourist accommodation should be investigated in the precinct adjacent to Grueber Avenue to encourage state level investment in the area. | | | |
| 3b | Additional short stay accommodation could be considered as an ancillary use on existing residential landholdings subject to minimum lot size considerations and design outcomes. | | | |

| SERVICING & UTILITIES | | SHORT | MEDIUM | LONG |
|---|---|---|---|---|
| 1a | Appropriately identify and zone land for utilities use. | *ongoing* | | |
| 1b | Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges. | | | |
| 1c | TasNetworks must ensure all future development of electricity wire is to be placed underground. | | | |
| 1d | Developers should contribute proportionally to the cost of any system upgrade considered necessary to facilitate any possible developments. | *ongoing* | | |
| 2a | Utilities must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites. | | | |
| 2b | Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate. | | | |
| 3 (a-c) | To provide for sustainable development in coastal areas affected by climate change. | | | |



## 13.2 FUTURE CONSIDERATIONS

In the longer-term Council should consider the possibility of the following uses within the Seven Mile Beach LAP:

- **Investigation Areas**

  Two possible investigation areas could be identified in the northern portion of the LAP behind Club Wyndham and Westland Nurseries. These areas currently support existing pine plantations and rural areas. Both provide a level of passive recreation to the existing community but have previously been the subject of investigations for active open space options. There may also be an opportunity for this area to facilitate infrastructure solutions to long term servicing and drainage concerns in the area.

- **Retirement Village Expansion**

  Opportunity exists for potential expansion of the existing One Tree Hill to the North towards the intersection of Estate Drive and Seven Mile Beach. This expansion would facilitate a change to the existing Urban Growth Boundary and low-density residential zone and therefore should be supported by strong strategic planning. This area is also relatively low lying and drainage solutions should first be offered.

- **Golf Course Subdivision** (subject to tribunal decision)

  Council is awaiting decision of the relevant planning appeal for the golf course subdivision currently being considered at the Tribunal. Any decision from this appeal should result in a reconsideration of the LAP.

- **Reticulated Sewer Lines Extension**

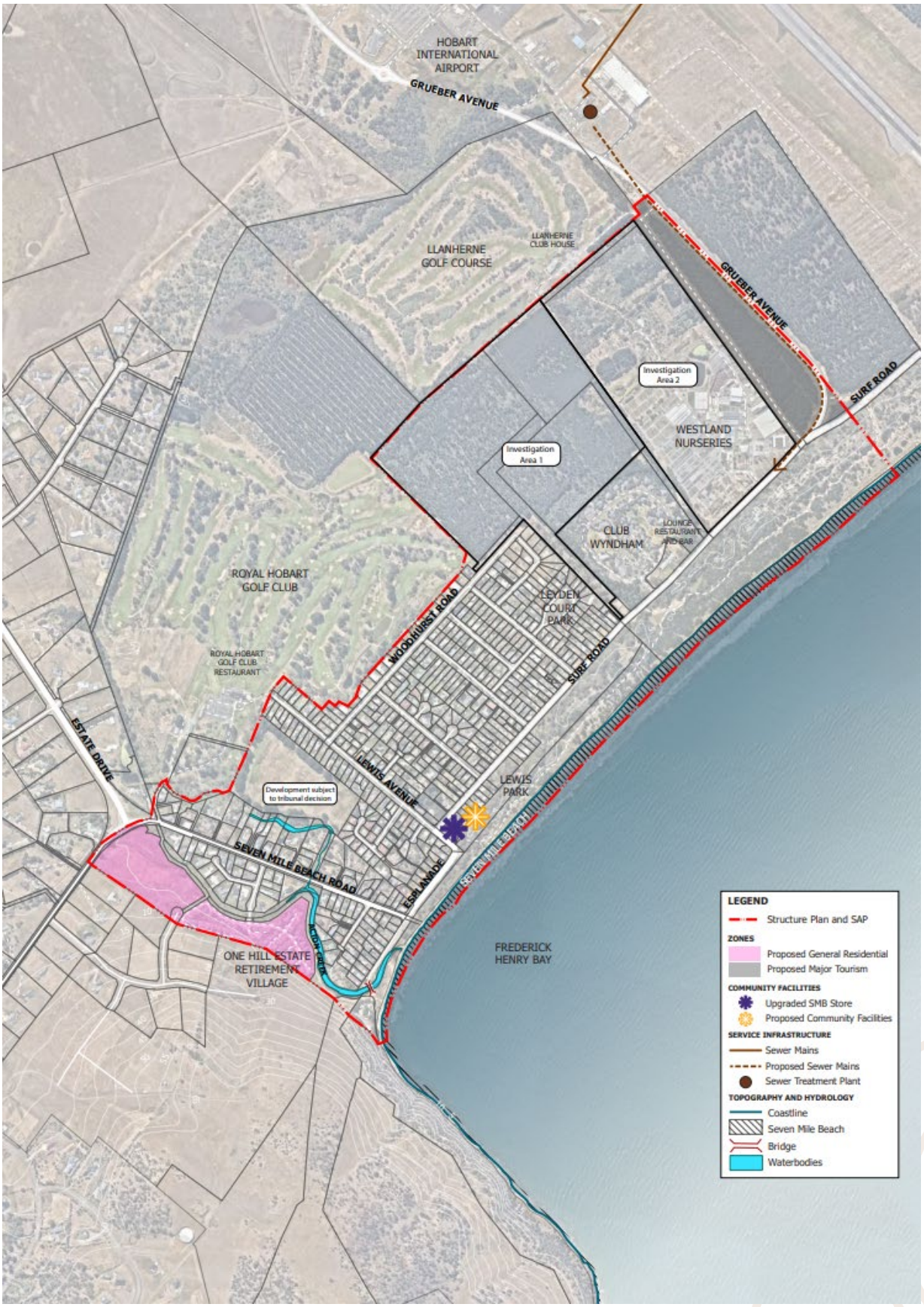
  TasWater has raised concerns around the capacity of the existing infrastructure to accept additional wastewater, and operational considerations. Any desire for upgrade from the community will need to await an internal capacity study from TasWater which may take up to ten years to progress.

- **Commercial Facility Upgrade**

  The owner of the local store has expressed an interest to upgrade the existing building to a three or four storey building with locally responsive architecture. Discussions have been had to enable a surf lifesaving/community facility or similar within this building. This opportunity could be considered by Council following any upgrades to the proposed reticulated sewer lines.

- **Proposed Major Tourism Zoning**

  The land in the northern sector of the LAP adjacent to the intersection of Grueber Avenue and Surf Road should be considered for Short Stay Accommodation rather than the Light Industrial zoning proposed within the Hobart Airport Master Plan.


HOBART INTERNATIONAL AIRPORT
GRUEBER AVENUE
LLANHERNE GOLF COURSE
LLANHERNE CLUB HOUSE
GRUEBER AVENUE
SURF ROAD
Investigation Area 2
Investigation Area 1
WESTLAND NURSERIES
CLUB WYNDHAM
LOUNGE, RESTAURANT AND BAR
ROYAL HOBART GOLF CLUB
LEYDEN COURT PARK
WOODHURST ROAD
ROYAL HOBART GOLF CLUB RESTAURANT
SURF ROAD
ESTATE DRIVE
LEWIS AVENUE
LEWIS PARK
Development subject to tribunal decision
SEVEN MILE BEACH ROAD
ESPLANADE
SEVEN MILE BEACH
ONE HILL ESTATE RETIREMENT VILLAGE
FREDERICK HENRY BAY
LEGEND
Structure Plan and SAP
ZONES
Proposed General Residential
Proposed Major Tourism
COMMUNITY FACILITIES
Upgraded SMB Store
Proposed Community Facilities
SERVICE INFRASTRUCTURE
Sewer Mains
Proposed Sewer Mains
Sewer Treatment Plant
TOPOGRAPHY AND HYDROLOGY
Coastline
Seven Mile Beach
Bridge
Waterbodies

## 13.3 MONITORING

The Seven Mile Beach Local Area Plan should be reviewed **annually** to ensure the vision and key objectives are reflected in the ongoing development of the precinct. Similarly, as the precinct changes over time, the Local Area Plan should be reviewed to ensure the vision and key objectives reflect the needs and preferences of the local community.

It is recommended that a review of the Seven Mile Beach Local Area Plan vision and key objectives against the Clarence Planning Scheme is undertaken every **five years** to ensure that the Scheme and the Local Area Plan are aligned.

Further, it is recommended that the Seven Mile Beach Local Area Plan is reviewed in **fifteen years** to ensure that the vision and key objectives are still reflective of the existing community preferred strategic direction.

The following policy cycle highlights the key phases of implementing a strategic plan. Community consultation should be undertaken at each phase, with participation from a diverse representation of the community encouraged.

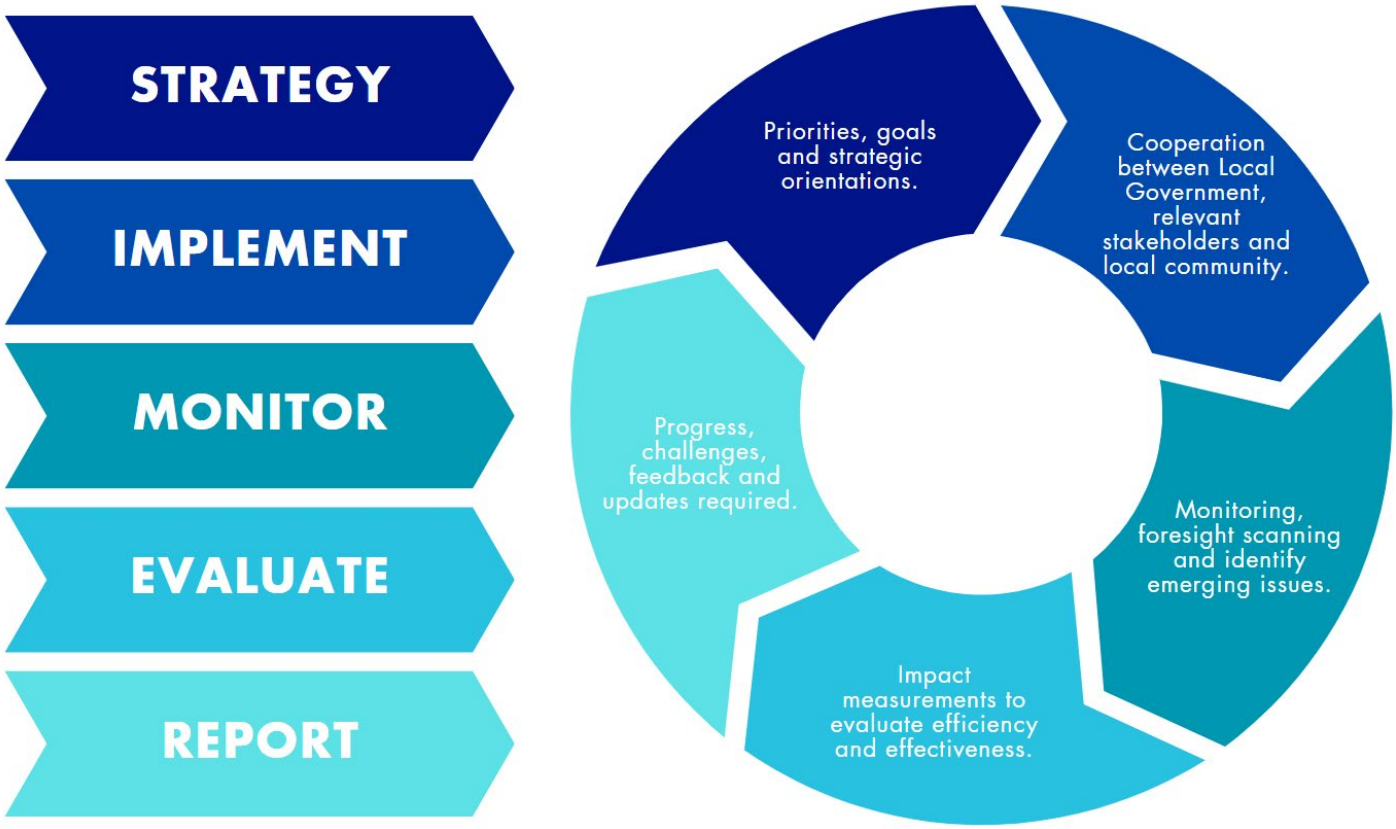



**Figure 11: Interpretation of policy cycle key phrases.**

# APPENDIX 1: Planning Scheme Analysis

# PLANNING CONTEXT

## Policy Setting

### STRLUS 2015 – 2035 (Amended 19 February 2020)

The *Southern Tasmanian Regional Land Use Strategy* (STRLUS) was declared by the Minister for Planning on 9 May 2018, pursuant to section 5A of the Land Use Planning and Approvals Act 1993 (TAS). The STRLUS identifies a 50/50 ratio of greenfield to infill development, which has subsequently led to the implementation of the Urban Growth Boundary (UGB) to manage residential growth and set a 20 year supply of residential land for the metropolitan area.

The STRLUS proposes the Seven Mile Beach settlement to be a 'Minor Satellite of Greater Hobart'. The existing residential land within the study area has been identified within the UGB, however the land west of Acton Creek and remaining LAP area is not included in the UGB. There are important planning considerations concerning the form and growth of the Seven Mile Beach settlement and how its community is serviced prior to any change proposed to the UGB.

### Vision for Greater Hobart 2050

The Clarence City Council is part of the Greater Hobart Committee, which is a collaboration of the Clarence, Glenorchy, Hobart and Kingborough Councils and the Tasmanian Government operating under the framework of the Greater Hobart Act 2019. Councils within the committee are aiming to deliver the 2050 Vision for Greater Hobart, with Clarence's individual vision to be a "vibrant, prosperous, sustainable city".

To deliver the Vision, the committee seeks to focus efforts along the following key themes:

- *Be greater for our people.*
- *Have greater interconnection, but distinct communities.*
- *Have greater resilience.*
- *Be well planned.*
- *Have greater connection.*
- *Plan for growth and change*

In the preparation of the Seven Mile Beach LAP, we have considered each of the themes relating to the Vision for Greater Hobart and have developed outcomes in response to the opportunities and challenges presented.

## Council Strategic Documents

A range of planning policies and strategies guide planning within the municipality, each having varying impacts on the LAP study area. The following local strategies were considered as part of the LAP development. A detailed review of relevant content from the documents below is included in a summary table.

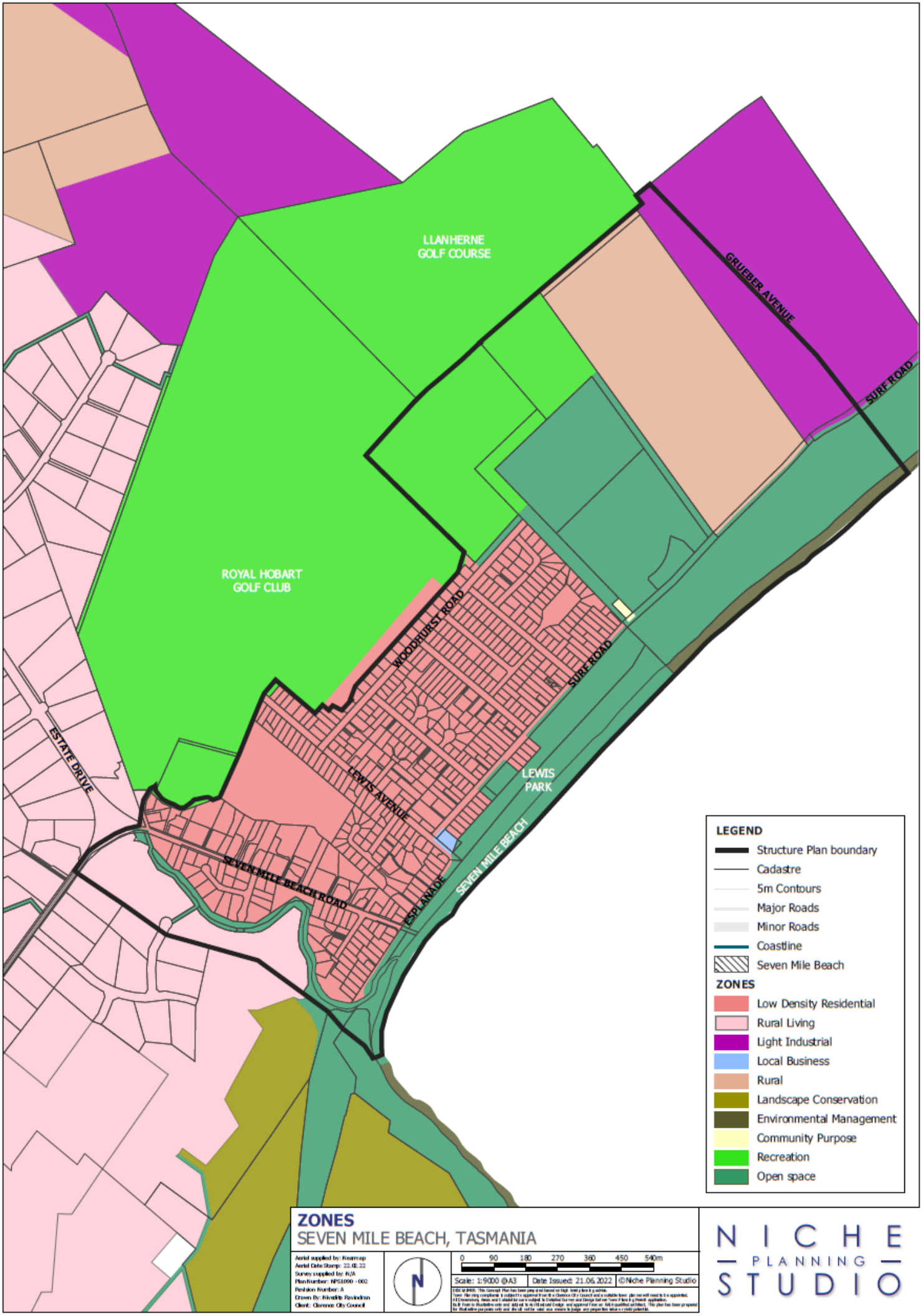
- *Access and Inclusion Plan 2021-2025*
- *Age Friendly Clarence Plan, 2018-2022*
- *CCC Stormwater management procedure for new development, 2021*
- *Clarence Activity Centre Strategy, 2013*
- *Clarence Bicycle Strategy Action Plan, 2013-2017*
- *Clarence Bushland and Coastal Strategy, 2011*
- *Clarence City Council Cultural Heritage Interpretation Plan, 2012*
- *Clarence City Council Economic Development Plan, 2016-2021*
- *Clarence City council Retail Analysis, 2010*
- *Clarence City Council Strategic Plan, 2021-2031*
- *Clarence City Council Tracks and Trails Action Plan, 2015 -20*
- *Clarence Recreation Needs Analysis, 2019*
- *Clarence Tracks and Trails Strategy, 2012*
- *Climate Change Impacts on Clarence Coastal Areas, Clarence City Council, 2008*
- *Coastal Hazards Policy Bushfire Management Plan – Seven Mile Beach Coastal Reserve, 2017*
- *Community Wellbeing Strategy 2022-2032*
- *Cultural Creative Strategy 2022-2032*
- *Cultural History Plan, 2018-2023*
- *Hydrogeology Review of Seven Mile Beach, 2006*
- *Interpreting Aboriginal Heritage in Clarence, 2019*
- *Inclusive Play Policy*
- *Review of 2009 Flooding and Drainage Issues, 2010*
- *Seven Mile Beach Coastal Reserve Activity Plan, 2019-2029*
- *Seven Mile Beach Coastal Reserve Report Card*
- *Seven Mile Beach Sport and Active Recreation Precinct Master Plan, 2014*

## Land-use Planning

The Seven Mile Beach study area currently comprises nine planning zones, as shown in Figure 2;

- Low Density Residential, encompassing the majority of dwellings in the area;
- Rural Living, to the southwest of Acton Creek;
- Rural, across the Westland Nurseries landholding;
- Light Industrial to the eastern edge of the area straddling Grueber Avenue;
- Recreation, where the Royal Hobart Golf Club and the Llanherne Golf Course border the north of the study site;
- Open Space along the creek, beachfront and specifically Lewis Park. Also through the central part of the site across the Wyndham Club landholding;
- Environmental Management zoning runs along the eastern section of coastline;
- Small section of Local Business reflecting the current Seven Mile Beach Store;
- Community Purpose reflecting the existing CFA site.

The primary land use within the study area is low density residential, comprising mainly of single detached dwelling on lots, with the exception of the newly constructed retirement village. There is a relatively large percentage of open space within the study area, reflecting the opportunities for recreation and the enjoyment of a beachside lifestyle by community members. Currently, the Light Industrial zoning is occupied with softwood tree plantation, while Westland Nurseries operate within the Rural zone in the east.


LLANHERNE
GOLF COURSE
GRUEBER AVENUE
SURF ROAD
ROYAL HOBART
GOLF CLUB
WOODHURST ROAD
SURF ROAD
ESTATE DRIVE
LEWIS AVENUE
LEWIS
PARK
SEVEN MILE BEACH ROAD
ESPLANADE
SEVEN MILE BEACH
LEGEND
Structure Plan boundary
Cadastre
5m Contours
Major Roads
Minor Roads
Coastline
Seven Mile Beach
ZONES
Low Density Residential
Rural Living
Light Industrial
Local Business
Rural
Landscape Conservation
Environmental Management
Community Purpose
Recreation
Open space
ZONES
SEVEN MILE BEACH, TASMANIA
Aerial supplied by: Keanmap
Aerial Date Stamp: 22.02.22
Survey supplied by: N/A
Plan Number: NPS1050 - 002
Revision Number: A
Drawn By: Nivedita Ravindran
Client: Clarence City Council
0 90 180 270 360 450 540m
Scale: 1:9000 @A3
Date Issued: 21.06.2022
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## Other Considerations

A number of other planning considerations exist which are relevant to the long term planning of the township. These are reflected in the relevant Codes of the Clarence Planning Scheme:

- Bushfire-prone Areas Code
- Coastal Erosion Hazard Code
- Coastal Inundation Hazard Code
- Flood-prone Hazard Areas Code
- Natural Assets Code
- Potentially Contaminated Land Code
- Safeguarding of Airports Code
- Road and Railway Assets Code

A brief explanation of each is listed below:

- **Road and Railway Assets Code (C3.0)**

This code applies to a section of Seven Mile Road as it enters the study area, and Surf Road and Gruber Avenue as it exits the study area. Any future proposals to implement a new vehicle crossing, junction or level crossing will need to take this code into consideration.

- **Natural Assets Code (C7.0)**

This code addresses the land along Acton Creek and an associated tributary running behind those lots facing Seven Mile Beach Road. The code also applies along the length of Seven Mile Beach. Any development proposal within the LAP should minimise impacts on water quality and natural assets, coastal and foreshore assets, priority vegetation and threatened fauna species.

- **Coastal Erosion Hazard Code (C10.0)**

This code is found adjacent to the high water mark of Seven Mile Beach reflecting the potential for coastal erosion. The LAP should consider the location of appropriate uses or development that rely upon a coastal location while balancing the risk to people, property and infrastructure.

- **Coastal Inundation Hazard Code (C11.0)**

This code identifies large areas across Seven Mile Beach which may be subject to Coastal Inundation as a result of the recorded AHD. The Clarence LPS highlights high, medium and low hazard band lines together with defined flood levels which should be taken into consideration in the long term planning for Seven Mile Beach.

- **Flood-prone Hazard Areas Code (C12.0)**

This code applies to all land within the study area that is likely to be subject to flooding; namely land adjacent to Action Creek and Seven Mile Beach. The LAP should ensure the appropriate identification of land use to minimise risk and preclude development on land that will unreasonably affect floor flow or be affected by permanent or periodic flood.

- **Bushfire-prone Areas Code (C13.0)**

This code applies to all land to the south-west of Acton Creek, the foreshore reserve and adjacent lands, as well as property to the rear of Club Wyndham. All development and use proposals arising from the LAP should enable the appropriate design, location, servicing and construction to reduce the risk to human life and property, and the cost to the community caused by bushfires.

- **Potentially Contaminated Land Code (C14.0)**

This code applies to the land loosely referred to as Club Wyndham. Any redevelopment proposal for this land needs to ensure development does not adversely impact on human health or the environment.

- **Safeguarding of Airports Code (C16.0)**

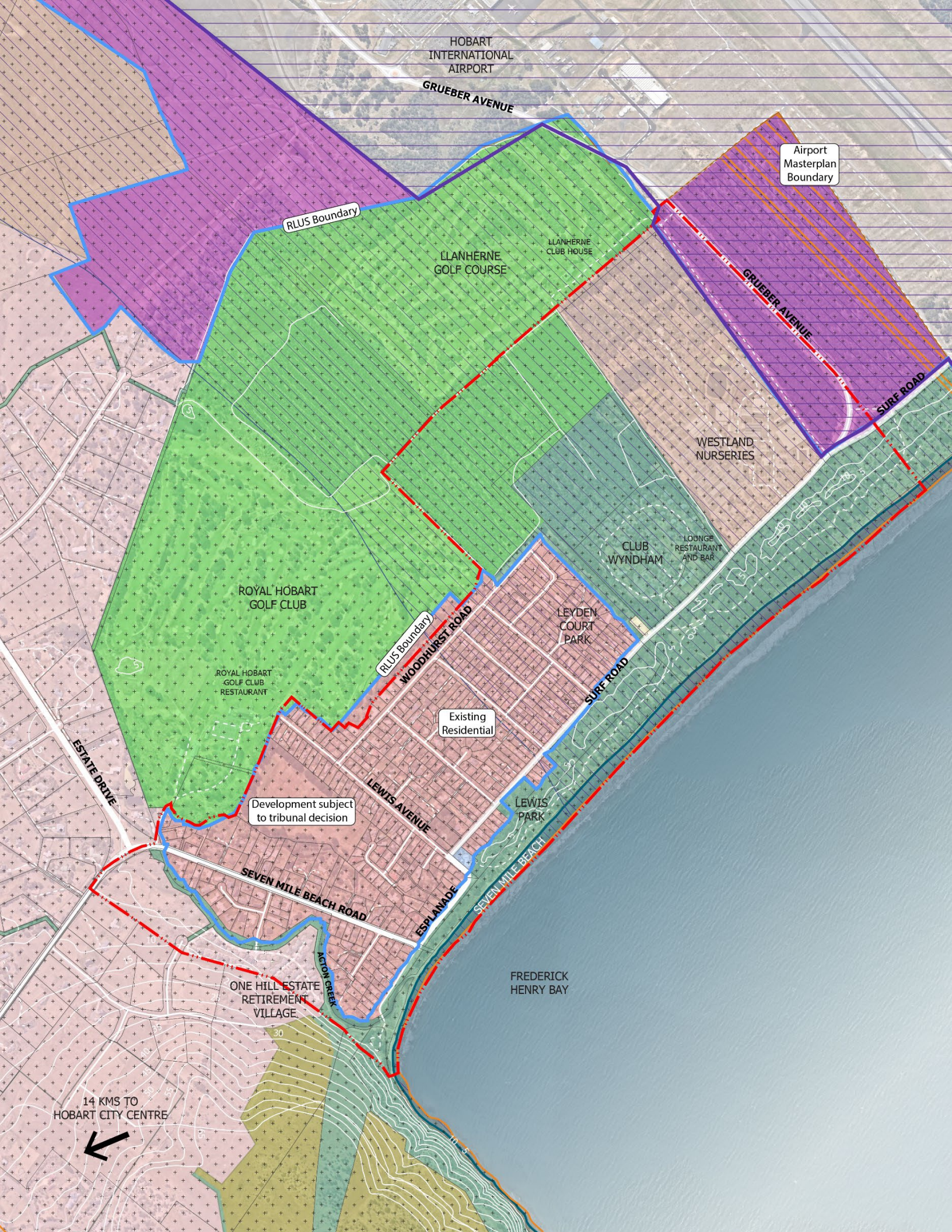
The Safeguarding of Airports Code protects airports from encroachment from incompatible uses, provides for safe air navigation, and encourages use compatible with airport noise exposure patterns. The Code seeks to control sensitive use within the airport noise exposure area and development within an airport obstacle limitation area.

- Half of the study area is covered by the **Airport Noise Exposure Area Overlay**, sensitive uses should not be located within this area.
- The entire study area is covered by the **Airport Obstacle Limitation Area Overlay**, building heights is limited to 47m and no sensitive uses to be located within the area.

A parcel of land within the study area is owned by Hobart Airport, located at the eastern portion of the LAP along Gruber Avenue, the site is currently occupied by pine trees.

Hobart Airport has prepared a preliminary draft 2022 Master Plan (MP 2022) which considers the ultimate land use of this parcel of land within its broader vision for the airport and has defined the land use as Light Industrial.

Preliminary discussions have been held with Hobart Airport to clarify future purposes for the site.


HOBART
INTERNATIONAL
AIRPORT
GRUEBER AVENUE
Airport
Masterplan
Boundary
RLUS Boundary
LLANHERNE
GOLF COURSE
LLANHERNE
CLUB HOUSE
GRUEBER AVENUE
SURF ROAD
WESTLAND
NURSERIES
CLUB
WYNDHAM
LOUNGE
RESTAURANT
AND BAR
ROYAL HOBART
GOLF CLUB
RLUS Boundary
WOODHURST ROAD
LEYDEN
COURT
PARK
ROYAL HOBART
GOLF CLUB
RESTAURANT
SURF ROAD
Existing
Residential
ESTATE DRIVE
LEWIS AVENUE
Development subject
to tribunal decision
LEWIS
PARK
SEVEN MILE BEACH ROAD
ESPLANADE
SEVEN MILE BEACH
ACTON CREEK
ONE HILL ESTATE
RETIREMENT
VILLAGE
FREDERICK
HENRY BAY
14 KMS TO
HOBART CITY CENTRE

As part of Phase 1, Niche's investigation and analysis indicated that some gaps exist in Council's knowledge that require further understanding to construct a draft Local Area Plan that fully responds to issues and constraints detected. A summary of our findings are included in the table below.

| KEY THEMES | ANALYSIS | OPPORTUNITY |
|---|---|---|
| **Cultural Heritage** | | There are currently no Aboriginal Heritage sites documented in Seven Mile Beach, however there is opportunity to share the cultural history of the surrounding areas and educate the local community. |
| **Climate Change and Inundation** | Seven Mile Beach is low lying-in character, and areas are currently prone to flooding with high groundwater. This leads to risk of drowning, property damage and pollution/health risk (with the whole area using onsite wastewater treatment).<br><br>The future climate is hotter, has lower annual rainfalls, and more extreme storms with a rising sea level.<br><br>The rising sea level will increase mean sea levels by 0.63m to 1.01m by 2100 under higher emission scenarios (where we appear to be tracking) relative to 1995-2014 average. There is lower confidence in the projections after 2100, but some scenarios have sea levels increasing to 5m by 2150 and by 2-7m by 2300 (compared to 1900). Scientists cannot rule out sea level increases up to 15m by 2300. Based on the latest IPCC report, there has been 0.2m rise since 1900, and the current rise is 3.2-4.2 mm/year. | Planning should be started for how Seven Mile Beach will in part or whole:<br>• **Stay and defend -** noting this will be difficult into the far future as the groundwater will rise with the sea level, without any practical way of being cut off.<br>• **Adapt -** more for new houses, however, will require pressure sewer from a health point of view at some point and potential novel solutions for access. The report states that perhaps some areas of Seven Mile Beach will become a marina in 100 years.<br>• **Staged retreat -** usually driven by cost for solutions, risk to the community and value of the land, but this would be last resort. Given that most of the area is at the same level, this may be hard to stage. |
| **Ecology** | Several native vegetation communities are present within the Seven Mile Beach Reserve and provide suitable habitat for a range of native wildlife, including many bird species.<br><br>The Reserve provides the opportunity to develop and enhance a wildlife corridor | Community have also expressed concerns regarding the removal of mature gum trees which contribute to the Seven Mile Beach coastal town character, however there is also a desire to remove some tress to protect people and properties from falling |

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| | outside of private property. Connectivity between areas of bushland and coastal environments provides an important ecological link for flora and fauna to enable gene flow between populations and to allow animals to move across the landscape for foraging, nesting and breeding. | branches and trees. Further investigation required into the approach to retain trees. |
| **Community, Recreation & Open Space** | We understand there was a Seven Mile Beach Sports and Active Recreation Precinct Masterplan prepared in 2014; however, this precinct has now been relocated elsewhere. Extensive community engagement was undertaken, and many expressed their wishes to focus on recreational trails instead, and worried that the precinct would change the village atmosphere of SMB and generate unwanted traffic. | Outside this precinct, there is opportunity to provide some form of active or passive open space in Seven Mile Beach if required by the community.<br><br>The 2019 Clarence Recreation Needs Analysis also identified a potential triathlon transition/staging area at Seven Mile beach to support Triathlon South.<br><br>There is currently no Clarence City Council operated community centre/facility. There is opportunity to explore and investigate if the community would like a childcare centre/library/neighbourhood house etc. |
| **Retail & Economic** | | There is opportunity to locate an activity centre at Seven Mile Beach and provide an "attractive village atmosphere" with businesses that can thrive from population growth. |
| **Services & Utilities** | | Potential future option for the sewer is pressurised sewer and connection to the sewer treatment plan (STP) near airport. The difficulty with this process is:<br>1. This is a "Service Introduction" process and needs to follow the relevant TasWater policy.<br>2. It is unlikely the STP has adequate capacity to accept additional flows. Also, there are multiple operational issues relating to inlet works, membrane failure, odour control and lack of automation. |

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| | | 3. The cost needs to be shared by community as documented in TasWater service introduction policy, so community desire is very important.<br><br>One of the benefits to have offsite wastewater discharge (i.e., discharge to TasWater STP) is reducing the water entering into the ground and therefore it is helpful for the high groundwater table issue. |
| Planning | Seven Mile Beach is considered an important strategic site, evident when flying into and in close proximity to Hobart Airport. We understand there may be tension between existing land zoning and proposals to alter this. Considerations include the benefit/cost of investing resources into their preparation as an enabler to development. | Seven Mile Beach provides a location and scale that offers further development potential for sensitive mixed uses while retaining its social values. Careful consideration is required in the design of new development to ensure the coastal village character is retained. |

# APPENDIX 2: Consultation Summary Report

# APPENDIX 3: Housing Analysis (Urban Enterprise)

# APPENDIX 4: Natural Values Assessment (Entura)

# APPENDIX 5: Cultural Heritage Assessment (Gondwana)

# APPENDIX 6: Servicing Analysis (Entura)