2025

Background Report

DROUGHTY PENINSULA STRUCTURE PLAN

City of Clarence pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, and culture; a connection that has endured since the beginning of time.

Contents

1.0 Invitation to participate

We are excited to share with you that the Droughty Peninsula Structure Plan (Structure Plan) has reached a significant milestone. This project provides a unique opportunity to work with private landowners and the community to create an urban development truly unique to Tasmania. This project will enable us to facilitate and encourage developments that offer future residents' greater choice in housing, transport, and recreation - building communities not just neighbourhoods.

This background paper provides an update on what we've learnt from landowners and infrastructure service provider interviews, and from the more detailed site considerations we've undertaken so far. Also included in the report is information on community feedback from previous work.

This is a complex project with development phases rolling out over the next 20 to 25 years. Inevitably, things will change and over time the Structure Plan will need to adapt to those changes.

The Structure Plan is not intended to provide a detailed development plan. Rather, the Structure Plan will outline the principles that will guide the rollout of infrastructure, services and neighbourhoods over the next decades to provide certainty for both the community and developers.

Our aim is to ensure that the Structure Plan development principles achieve the best outcomes for Clarence and the majority of the community and stakeholders. Some of the principles will be based on engineering standards and operational processes mandated by service providers and therefore there will be limited opportunity for community input on these technical aspects of the future development.

However, there are several elements, where community perspectives will help shape the draft Structure Plan. This background report is written to help provide the necessary context for you to provide informed feedback through this consultation phase, whether you've been on this journey with us, or are new to the project.

The background paper commences with the drivers for change and outlines the purpose of the document in the introduction. This is followed by an overview of the project context and history, including what we've already heard from the community. We then provide the Structure Plan considerations developed so far and finish with an overview of the project process, timeline and next steps.

There is also a glossary of terms at the end of this document to provide greater clarity. If you are keen to explore more of the wider strategic context, key reference documents are available on the Droughty Peninsular Structure Plan webpage on the Your Say Clarence website and included throughout this report for ease of reference.

Throughout Section 5 there are notes to show which questions in our community engagement survey relate to each theme.

Before you read the report, take a few moments to reflect on your favourite places, streets or neighbourhoods, either locally, nationally or even globally. We invite you to share with us where these places are and why they are your favourite in the first survey question.

At the end of the survey, you'll be asked five demographic questions. These questions are not compulsory, but they do provide valuable insights when analysing the survey responses.

Our vision is for a vibrant, prosperous, and sustainable city and we believe this project will significantly contribute to that vision.

We look forward to hearing your views and feedback on this important city development project, to help us make Droughty Peninsula a favourite place for future residents.

2.0 How to have your say

To have your say about the Structure Plan approach you can:

- complete the online community survey on the Your Say Clarence website (Link here).
- provide a written submission by:
    - e-mail to yousay@ccc.tas.gov.au (please include DROUGHTY PENINSULA STRUCTURE PLAN as the subject line)
    - post to PO Box 96 Rosny Park TAS 7018
- call us on 03 6217 9500
- attend one of two community drop-in sessions.
    - 3 July 2025, 3.30pm to 6.30pm at the Rokeby Trust Hall – 5 Church Street, Rokeby – opposite the Rokeby Village Green.
    - 31 July 2025, 3.30pm to 6.30pm at the Howrah Community Centre (Sunshine Room) 11 Howrah Road, Howrah.

3.0 Introduction

There are two purposes for this background paper. The first is to explain why we need a different approach to urban development, which we call the key drivers for change, and the second is to provide an update on the current structure planning project to provide you with the necessary context for the survey questions, which we call survey context. Each are explored in more details in the following sections.

3.1 Key drivers for change

The key drivers for change are:

- housing affordability and diversity
- sustainability and liveability
- climate change adaptation and mitigation.

These drivers are both challenges and opportunities which will shape development on Droughty Peninsula for the next 20 to 25 years and are the reason why a new approach to development is needed. They will provide the foundation for planning decisions and guide how we respond to current and emerging needs. In this section we expand on each of the key drivers and provide an overview of how the structure plan could provide possible responses/solutions.

Housing affordability and diversity

The problem: Delivering affordable, well-located housing is an aspiration for all Tasmania's cities and major towns. However, the state, and especially Greater Hobart, is experiencing a significant housing affordability crisis. This means that more people, including essential workers and young families, are struggling to find affordable rental properties or purchase a home. Median house prices are often significantly above average wages, leading to 'rental stress' and a housing shortage for low-income earners.

Tasmania also lacks housing diversity. Nearly 90 per cent of homes are single detached dwellings – more than any other state or territory on average (ABS) [1].

How the Structure Plan proposes to respond: Building more diverse and compact housing in well-connected areas, such as the Droughty Peninsula, offers many benefits. Compact development uses land more efficiently, helps limit urban sprawl, and can reduce the cost of land per home.

People need different types of housing at various stages of life. By supporting development that meets a range of needs, including those with families, those who might be downsizing, or individuals, we can create more inclusive and adaptable communities. These communities are typically more resilient, diverse, and have better social cohesion.

[1] Medium Density Design Guidelines, 2025, Tasmanian Government

The Structure Plan aims to foster a diverse mix of housing types, including single-family homes, townhouses, grouped dwellings, and low-rise apartments. Similar to the types of dwelling forms described in the recently released Tasmanian State Government, Medium Density Design Guidelines. This type of development will provide people with more choices for how they can live on the Peninsula. It will enable residents to remain in the same area as their needs evolve, to 'age in place', and accommodate a broader range of budgets.

Sustainability and liveability

The problem: Traditional greenfield development, at the suburban perimeter often results in increased car dependency, longer commutes, higher energy consumption, inefficient servicing and the loss of natural landscapes. This not only increases our environmental footprint but puts pressure on Tasmania's unique ecosystems.

It can also negatively impact public health by reducing opportunities for walking, cycling, and social interaction; factors that are essential for physical and mental well-being. Lower neighbourhood walkability has been linked to increased health risks. In contrast, people who live in walkable areas are more likely to engage in regular physical activity, which reduces the risk of heart disease, stroke, and diabetes[2].

[2] National Heart Foundation of Australia, 2019

How the Structure Plan proposes to respond: Focusing growth in mixed-use, walkable neighbourhoods has many potential positive outcomes.

By building near existing urban areas such as Droughty Peninsula, we can make better use of current infrastructure like roads, water, sewerage, and electricity, reducing the need for costly extensions. It can also help limit urban sprawl and protect valuable farmland, natural habitat, and the scenic beauty that defines Tasmania.

A key to more sustainable growth is achieving the right residential density in the right locations. The Structure Plan seeks to provide increased density where it is appropriate. The Southern Tasmanian Regional Land Use Strategy recommends net densities of 15 to 25 dwellings per hectare near transit corridors and well serviced areas These targets support vibrant, compact communities that are better connected, healthier, and more environmentally responsible. However, many newer areas of suburbs such as Howrah, Tranmere, and Rokeby are averaging just 10 dwellings per hectare, falling short of these goals. In contrast, older suburbs like Bellerive and Lindisfarne have achieved higher densities, averaging 12 and 16 dwellings per hectare respectively. These suburbs have high walkability features for their residents resulting in lower car dependence, for meeting local needs. This shows that higher density can go hand in hand with attractive, liveable neighbourhoods.

By delivering walkable neighbourhoods the Structure Plan will aim to foster communities where residents experience lower cardiovascular disease risk and improved health outcomes.

Climate change adaptation and mitigation

The problem: Tasmania is already experiencing the effects of climate change, including rising temperatures, more frequent and intense weather events, shifting rainfall patterns, and sea level rise. Urban planning must now respond to these challenges by reducing emissions (mitigation) and preparing for the impacts we know are coming (adaptation).

How the Structure Plan proposes to respond: Compact, well-connected communities can be designed to be more resilient to climate impacts and adaptable to future scenarios. There is a strong need for the Structure Plan to adopt a future-focused approach, addressing both mitigation and adaptation needs.

For example, green spaces can help absorb stormwater during heavy rain and provide cooling that reduces the urban heat island effect in summer. Incorporating water-sensitive urban design (WSUD) into streetscapes helps manage runoff, lower flood risk, improve water quality and improve thermal comfort.

Thoughtful planning can also preserve and connect green corridors, supporting biodiversity and giving residents access to nature. This is important for both ecological health and human well-being.

Choosing where to build and where not to build is also important. Avoiding development in high-risk areas, such as flood-prone land and bushfire zones, reduces community exposure to natural hazards. Locating homes near local shops, schools, and services encourages walking and cycling, reducing car use and emissions. This not only supports climate goals but also strengthens local economies by keeping more activity within the community.

3.2 Survey question context

To help provide the necessary context for the survey questions, Section '05 Structure Plan considerations', is organised into key themes and within each theme we outline how the Structure Plan will respond to:

- community input to previous projects, such as the Skylands Master Plan
- key findings from further analysis undertaken with key stakeholders and infrastructure service providers as part of this project
- identified site constraints around key aspects such as geology, heritage and environmental values and risks.

The background paper outlines what still needs to be worked out, and what will be resolved later in the project through implementation and governance. It also points out the areas where the community can have input and help to shape the final structure plan.

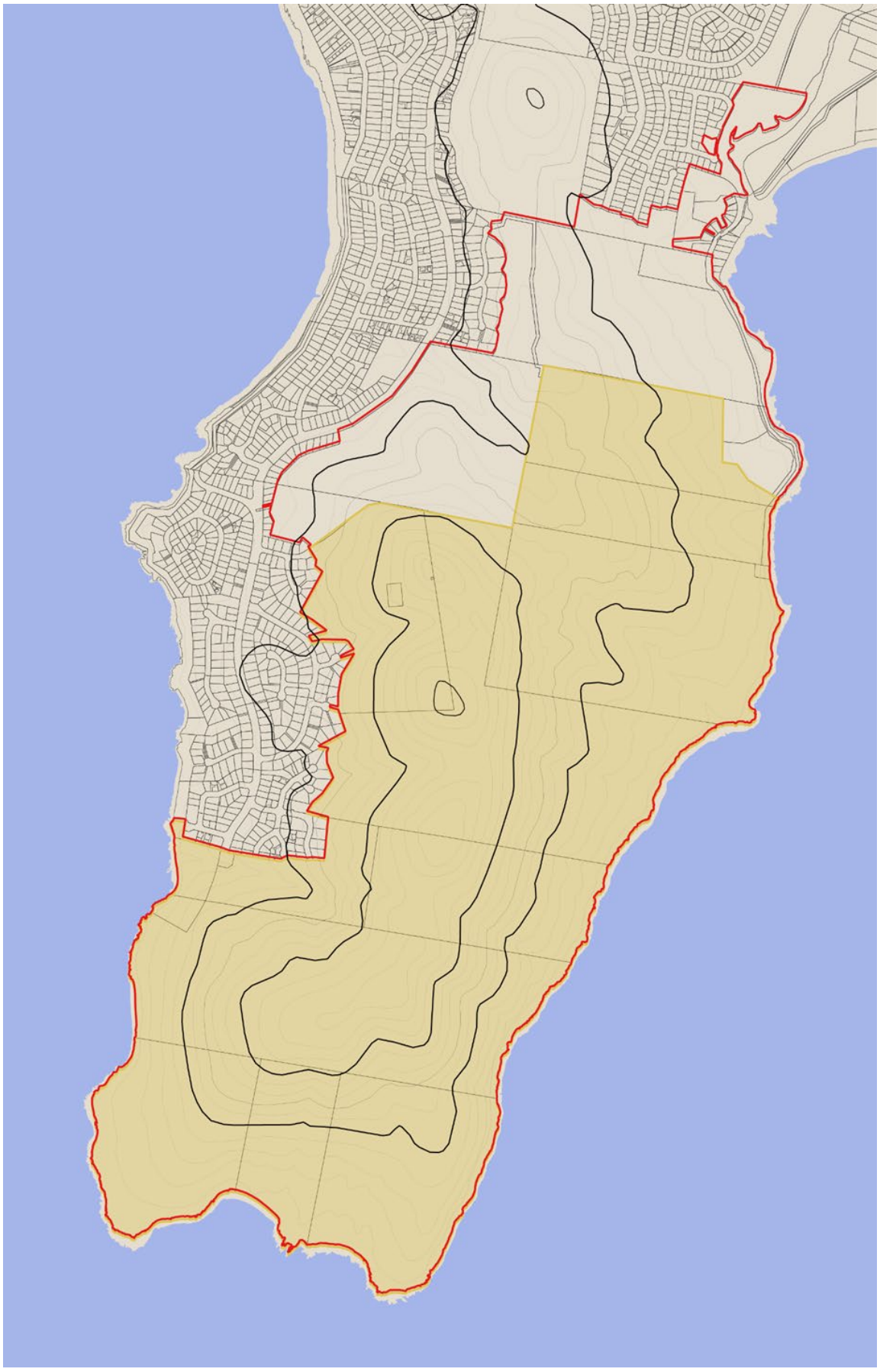


Figure 1: This map shows the extent of the Structure Plan area (outlined in red) with the Skyland Master Plan area applying to the land shaded darker yellow.

4.0 Project context and history

4.1 About the Droughty Peninsula

The Droughty Peninsula Structure Plan covers approximately 388 hectares and includes land identified in the Skylands Master Plan, which Council endorsed in December 2023. Ninety-nine per cent of the land covered by the Structure Plan is privately owned with the remainder belonging to local governments and utility providers.

The Droughty Peninsula has been seen as a future growth area for Hobart for many decades. Formally identified for future residential development in 1963 with the introduction of the city's first planning scheme, it remains one of the region's key greenfield opportunities.

Today, the Peninsula is recognised in both the Southern Tasmania Regional Land Use Strategy (page 101) and the Greater Hobart Plan (page 6) as a priority area for new housing. It sits within Hobart's Urban Growth Boundary, meaning it is officially earmarked for future urban development.

By 2050, the area is expected to accommodate around 3,000 new homes and approximately 6,100 new residents. Combined with the existing population of about 2,215, the total number of people living in the Structure Plan catchment area is projected to reach around 8,400. Planning for this growth includes considering the needs of current residents, to ensure the development benefits and supports the community even though many nearby suburbs are already developed.

4.2 Scope of the Structure Plan

The Structure Plan is a major project within City of Clarence's Strategic Plan 2021-2031. The current Structure Plan community consultation is a result of Council's decision of 11 December 2023.

The Structure Plan is proposed to build on the Skylands Master Plan vision and provide a practical framework for how development will unfold over the next 20 to 25 years. The primary difference between the Structure Plan and Skylands Master Plan is that the Structure Plan incorporates a larger land area incorporating the yet-to-be-developed land on Droughty Peninsula (see Figure 1) and has resulted from a more detailed assessment of constraints.

The Structure Plan will outline how to deliver well-designed urban areas with connected streets, a mix of housing types, open spaces, community facilities, and local physical infrastructure. It will guide how the urban form, and the public realm are designed to fit with the local landscape. It will offer site-specific responses to identified challenges to ensure that development supports a sustainable, liveable, and resilient community.

Another key focus of the Structure Plan will be the development of a logical implementation plan to guide when and where development should occur and preferred roll-out sequencing. It will make practical suggestions for how future growth can be delivered, through implementation and governance frameworks.

While the Skylands Master Plan set out the vision and goals, the Structure Plan focuses on developing principles to guide how and when that vision will be delivered. These guiding principles will apply to all land covered by the Structure Plan, including the areas outside of the Skylands Master Plan area. It is important to note that the Structure Plan is not a statutory document and will not provide a detailed design of how development will look, but it will be a key reference for future planning decisions, including subsequent amendments to the Clarence Local Provision Schedule. (see Figure 2)

Formal planning processes will still be needed to support future development. The Structure Plan will align with broader state and local planning strategies and policies, including documents such as the draft Tasmanian Planning Policies, and the recently released Medium Density Residential Guidelines.

4.3 Development Vision

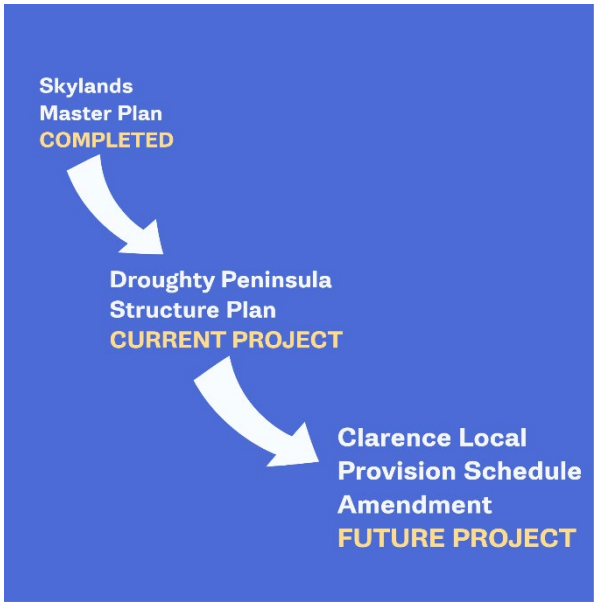
The Skylands Master Plan vision that forms the basis of the Structure Plan draws inspiration from the Jindee development in Western Australia. The project was recently recognised in the 2025 Planning Institute of Australia National Awards for Planning Excellence in the Strategic Planning category. Like Jindee, the vision for the Droughty Peninsula is to deliver a more sustainable and liveable urban form than traditional greenfield developments. However, there are some key differences in physical and chronological scale that will require a modified approach. The goal is to strike a balance between growth and environmental sensitivity, community well-being, and long-term resilience. If you'd like to learn more, further information is available on the Jindee website.

4.4 What we heard from previous projects' engagements

The Structure Plan project has reviewed and considered community feedback that was provided as part of previous projects relevant to the Droughty Peninsula Structure Plan area. These historic engagement activities included over 1000 survey responses, meetings with government stakeholders, community drop-in sessions, and interviews with landowners across four previous projects, including:

- in 2019 by Niche Planning for the draft Tranmere/Rokeby Peninsula Structure Plan
- in 2021 by DPZ CoDesign for the Skylands Master Plan
- in 2022 by Clarence City Council as part of the proposed changes to the Urban Growth Boundary (UGB), and
- in 2023, through follow-up targeted engagement at the request of Council.

Figure 2: Overview of project relationship



4.5 Droughty Peninsula Structure Plan activities to date

Literature review

To gain a solid understanding of the Structure Plan context, a comprehensive literature review was completed, including historic project information, and relevant strategies, plans and policies.

Engagement

We have undertaken targeted interviews with key stakeholders, including a majority of landowners, service providers, and state authorities.

Technical information analysis

As part of the Structure Plan project, expert feedback was sought to fill in any gaps relating to the background information. Expert reports were undertaken for:

- social infrastructure requirements including a community needs assessment of the existing and future Structure Plan area population
- physical infrastructure requirements relating to transport and utilities (water, sewer, electricity, communications)
- geotechnical assessment of the underlying geological conditions on the Peninsula.

Figure 3: An overview of the information used in the current Structure Plan project is shown in

The Structure Plan project findings to date, are summarised in the next section, organised into key themes for ease of reference. Within each theme, we start with the related key messages we heard during previous projects' community consultation, then outline what we found during this project, which then leads onto the suggested option for resolving the theme, or further work that needs to be done in the next stages of the project.

5.0 Considerations for the Structure Plan

5.1 Geology

Previous community feedback

- Concerns were heard regarding the steepness of slopes and the suitability of the land to achieve the desired development outcomes, such as walkability and density.

What we found

- A geotechnical assessment comprising desktop analysis, a site inspection, and review of the latest state government landslip data was undertaken as part of the Structure Plan project. This assessment identified varying levels of geotechnical risk across the site, from low to high.
- Key risks identified in areas of the Peninsula include landslides, cliff instability, and both water and coastal erosion.

Implications for the Structure Plan

- The geotechnical risk mapping has been used to directly inform the anticipated development footprint within the Structure Plan area. It has led to some recommended departures from the Skylands Master Plan, including changes to the road network and the siting of neighbourhood centres to better align with areas of low geotechnical risk (see Figure 4). Figure 4 refers to Geotechnical Risk Areas A and B. Area A is land impacted by historic or current landslides and will require further extensive engineering investigation before it can be developed. Area B is land with probable risks of landslides and will require more detailed mapping and further investigation prior to development.
- Due to the risks identified in the Peninsula, landowners who wish to develop face some challenges due to the topography and underlying geology in certain areas. There is opportunity for this to be addressed later at the planning stage, because detailed site investigations will be required to confirm the extent of these challenges.

5.2 Natural values and constraints

Previous community feedback

- Strong community appreciation was heard for the visual and landscape character of the Peninsula. This included vegetation and views, such as the patch of sheoak trees on the south-west and remaining eucalypts.
- Concerns were heard about the need for protection of existing natural values, habitat and vegetation and fauna communities.
- Concerns were heard about storm water runoff impacts from development and urban areas into the Derwent Estuary.
- Concerns were heard about weed infestations and unease about the capacity to manage weeds if land is transferred to public ownership.

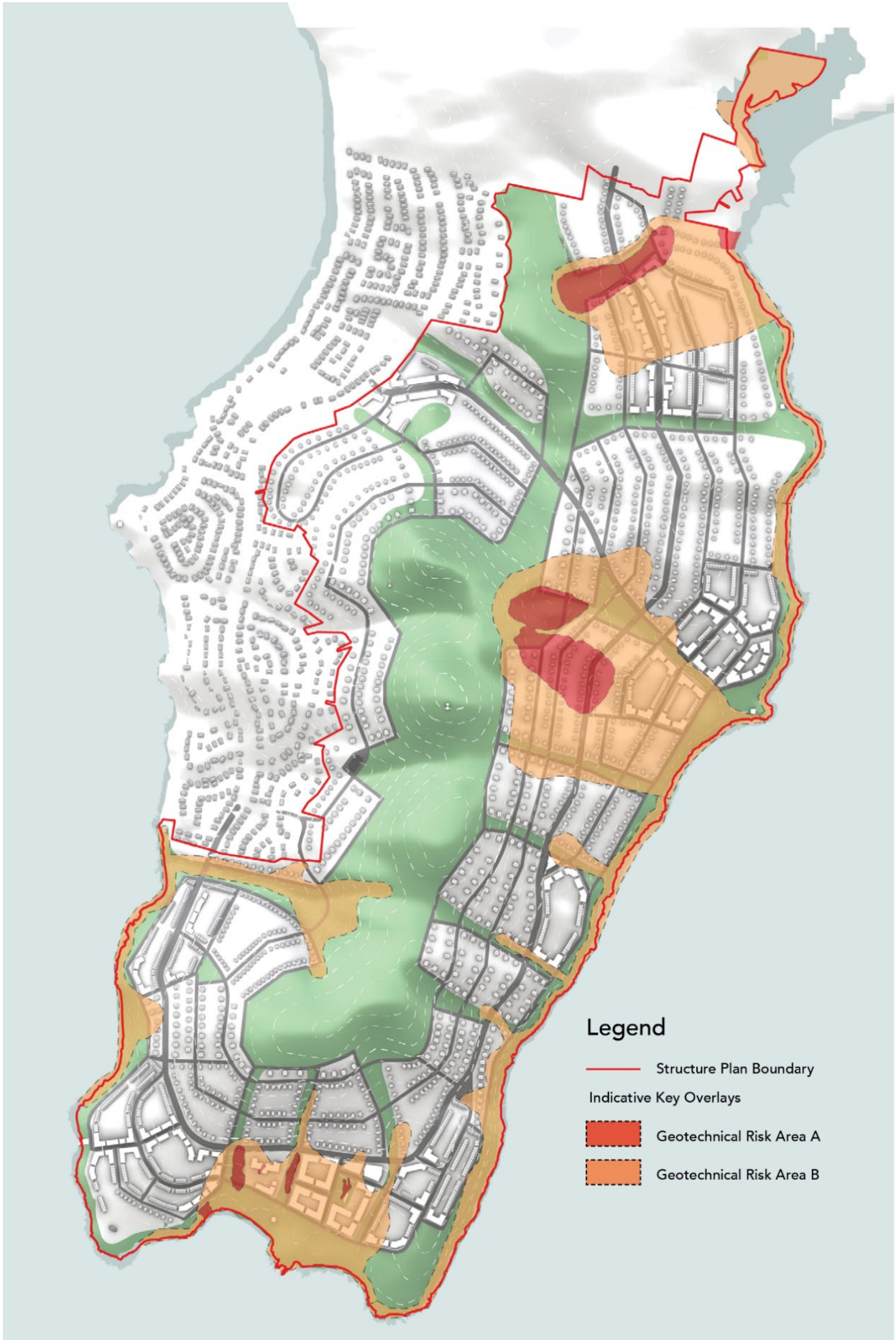


Figure 4: Geotechnical Risk Areas

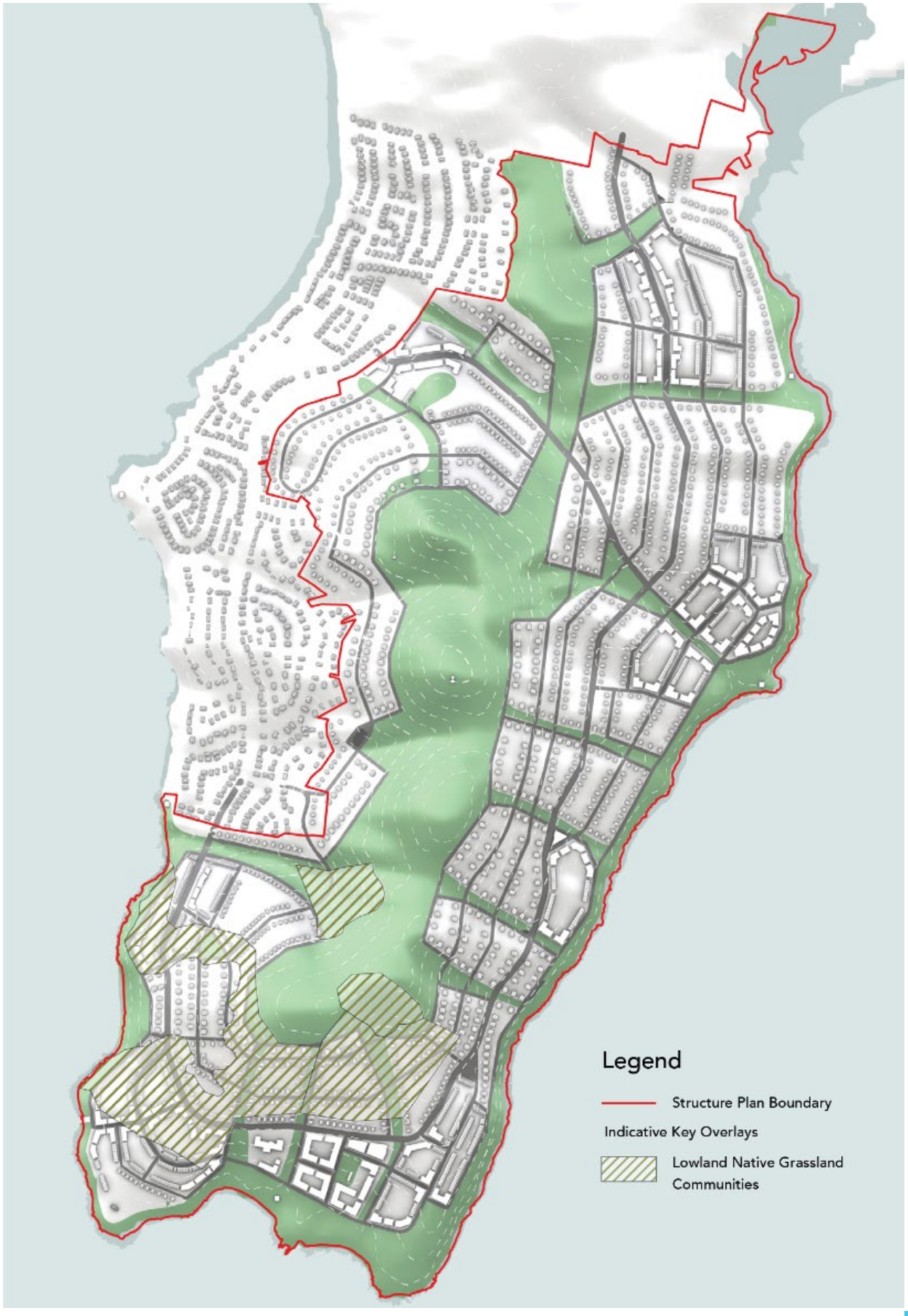
What we found

- The 2019 Niche Flora & Fauna report did not identify any matters of national environmental significance (MNES) however the current state government planning maps (LIST map) show a community of lowland native grasslands which is listed as critically endangered under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (see Figure 5).
- Since the 2019 Niche Flora & Fauna report survey was undertaken, the Conservation Branch within Department of Natural Resources and Environment (DNRE) advised that a wedge-tailed eagle nest has been recorded within the proposed development area.
- There is also known habitat (patch of Tasmanian blue gum) for the Tasmanian wedge-tailed eagle and potential habitat for the Spotted Handfish, which are both listed as endangered under the Threatened Species Protection Act 1995, with the Tasmanian wedge-tailed eagle listed as endangered and the Spotted Handfish as critically endangered under EPBC Act.
- The advice received from the DNRE recommends undertaking a more up to date natural values assessment to establish whether any referral under the EPBCA Act is required.
- All of the structure plan area is shown as being within the Bushfire-prone Areas code overly within the Clarence Local Provision maps.
- Weed infestations are present throughout the Structure Plan area.

Implications for the Structure Plan

- Should an EPBC Act referral be required, this has the potential to impact the final development footprint on the Peninsula and the timing of any development.
- Eagles can be sensitive to disturbance during the eagle nesting season (July through to January, inclusive), and it is recommended that most disturbance-based activities within 500 m or 1 km line-of-sight of an active eagle nest are avoided during this time. This will become a key principle in the structure plan implementation section.
- Significant weed infestation on the land will require remediation. There is an ability for this to be addressed later in the governance phase of the Structure plan to prevent weed-infested land from being handed over to Council until it is remediated.
- Bushfire risk will impact the location andtype of future development. To achieve the required dwelling numbers, it is unlikely that all the sheoak vegetation, which is not a threatened vegetation type, will be maintained on the western side of the Peninsula. However, there is an opportunity for part of this patch to be maintained in the coastal foreshore open space.
- If the hilltop park areas are revegetated, weeds, bushfire risk and natural values will impact the type of revegetation undertaken. Future development should retain the current patch of Tasmanian blue gums.
- Future construction activities on the Peninsula are likely to require specific mitigation management for drainage and runoff to protect the health of the Estuary.
- Any further detailed studies to update historic reports and ground truth information will be identified within the Structure Plan implementation section.

Figure 5: Potential location of native grasses as shown in LISTmap



5.3 Heritage and cultural values

Aboriginal heritage values

Previous community feedback

- The community expressed mixed awareness around the heritage stories and sites present on the Peninsula.
- The community expressed concern around how the project deals with Aboriginal heritage on the Peninsula, with comments citing the need for the local Aboriginal community to be part of the consultation process and involved throughout the development planning process.
- Concern for protection of Aboriginal heritage sites.

What we found

- Aboriginal heritage areas are present along the coastline and at intermittent locations across the entire site.
- Advice from Aboriginal Heritage Tasmania recommends the need for further survey work and involvement of the local Aboriginal community as early as possible.

Implications for the Structure Plan

- Heritage information from previous planning projects has been used to inform the Structure Plan layout with some suggested departures from the Skylands Master Plan to widen areas of the coastal open space on the eastern shore to reflect historic reports of artefacts along the foreshore. (see Figure 8)
- The Structure Plan project proposes to engage with the Aboriginal community as part of upcoming community consultation. Consultation will be undertaken by Milangkani Projects, which will inform a 'Building on Country' framework.
- There is a need for further work in the Structure Plan to integrate the 'Building on Country' framework with key principles for future development.

European heritage values

Previous community feedback

- The community expressed mixed awareness around the heritage stories and sites present on the Peninsula.
- Concerns were heard regarding the future for the European heritage buildings and structures at Tryworks Point.

What we found

Advice received from Heritage Tasmania indicates that a more detailed archaeological report will be required as part of any request to modify the heritage overlay for the Droughty Point Farm and William Collins Bay Whaling Station as currently shown on the Tasmanian Heritage Register.

Implications for the Structure Plan

- To ensure the protection of the heritage sites at the south-eastern end of the Peninsula, a departure from the Skylands Master Plan is proposed. This has resulted in a widened foreshore open space to contain the known full extent of European heritage values.
- Any further detailed studies to update historic reports and ground truth information will be identified within the Structure Plan implementation section.

5.4 Movement and access

This section relates to question 2, 3 and 4 of the consultation survey

Previous community feedback

- Strong community feedback has been heard in support of a continuous coastal shared trail around the Peninsula.
- Strong community support was heard for the connection of Oceana Drive on the Howrah side and Tollard Drive on the Rokeby side of the peninsula. However, concerns were heard about whether the proposed road profile is appropriate for built form and topography.
- Concerns from the community were heard around the impact of development on congestion and traffic flow.
- Mixed support was heard for the creation of an east-west road connection from Tranmere to Rokeby.
- Concerns were heard about the lack of public transport access on the Peninsula and impact on traffic flow.

What we found

- Traffic advice sought through the Structure Plan project confirms the capacity of the existing road network to accommodate development on the Peninsula. However, the analysis highlighted a long-term need to advocate for ferry services and employment on the Peninsula to accommodate total traffic on the existing/proposed two-lane roads and intersections.
- Alternate transport options, such as bus and ferry routes, should be encouraged early during development, however this may be at odds with the current practice of providing public transport once an area is established.
- The construction of an east-west connection between Tranmere and Rokeby will be important for enabling services and development on both sides of the Peninsula as typically infrastructure services, such as water and sewer are contained in road reserves (i.e. next to the road). It will also be necessary for improving transport flow.
- Site topography and underlying geological conditions identified in the geotechnical assessment will impact the final design of the Oceana Drive road reserve and the wider road network.
- To improve walkability and pedestrian safety, there is a need to minimise the number of driveways onto Oceana Drive. Options will be a combination of individual accesses, consolidated accesses and off street access such as via rear laneways. However, underlying topography may also impact the feasibility and constructability of rear access laneways in steeper areas.
- Droughty Point Road is at future risk of sea level rise inundation and future development plans need to consider how access to properties will be maintained in the future.

Implications for the Structure Plan

- The Structure Plan is considering a public coastal trail around the entire Peninsula, building on the existing Clarence Coastal Trail and the expressed community feedback for this amenity.
- The Structure Plan will suggest reconfiguring the road alignments slightly from the Skylands Master Plan to better follow natural land contours. However, slope analysis shows that Oceana Drive will require extensive cut and fill to create the road reserve.

Approximately 1km of retaining may be required along its 4.5km length. A further 9km of secondary roads may require retaining measures (Figure 6). An alternative solution (Figure 7)is large road embankments that may reduce development yields by creating wider road reserves (or larger lots with restrictive easements).

Split roads are not uncommon in Hobart. Some existing examples include the East Derwent Highway in Lindisfarne, Mount Stuart Road in West Hobart and Churchill Ave and Duke Street in Sandy Bay.

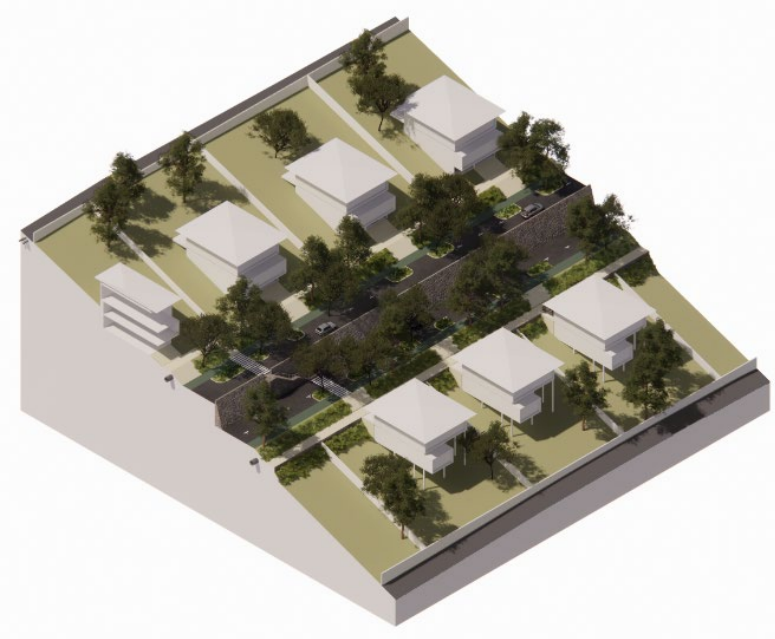


Figure 6: Retaining wall road design

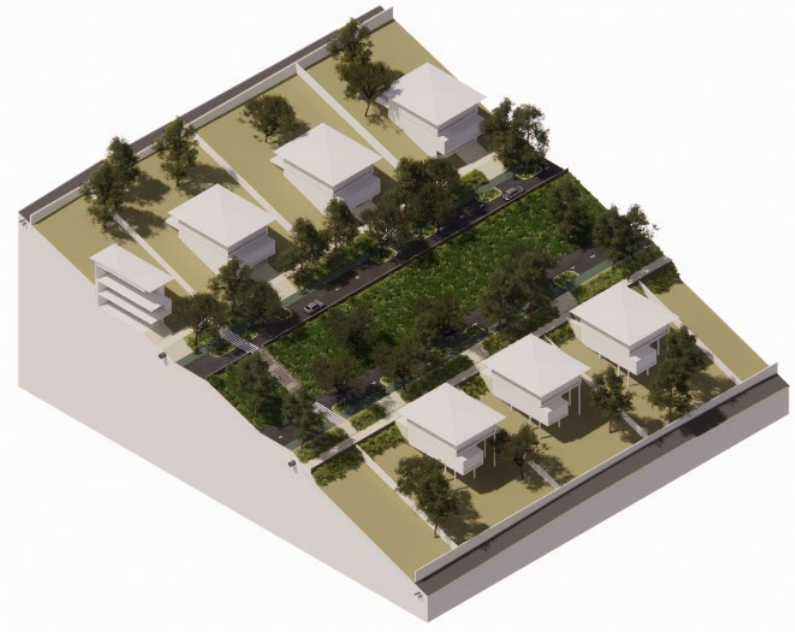


Figure 7: Embankment road design

- The Structure Plan proposes an east-west link over the saddle that separates the southern end of Rokeby Hills from the northern end of the Peninsula. This link road will ensure east-west connections for transport, servicing, and emergency services response capabilities are prioritised. This is considered a key infrastructure requirement for development to be able to fully occur on the Peninsula.
- The Structure Plan needs to further consider how development can feasibly accommodate rear-access laneways with consideration of topography, as well as the most appropriate ongoing ownership and management responsibilities.
- The Structure Plan is exploring key design features, including road realignment along contours, split road vs wide slope, improved public transport options as well as active transport options.

The Structure Plan needs to consider how access will be provided should closure of Droughty Point Road eventuate. Potential existing properties can be provided with access via Tollard Drive. This would create an additional opportunity to increase the extent of the coastal shared trail.

- The Structure Plan proposes extensive bike and pedestrian pathways throughout the development. However, our research has identified potential challenges for walkable access in steeper parts of the Peninsula and a need for implementation strategies that ensure walkability is safe, prioritised and aligned with the principles in council's Access and Inclusion Plan 2021-2025.

5.5 Public open space

This section relates to question 5 and 6 of the consultation survey

Previous community feedback

•There was strong community support for more access to open space on the peninsula, and particularly in foreshore areas.

•Feedback highlighted how the community values foreshore reserves, running/walking trails, play and active space, and incorporates natural vegetation as essential aspects of park experiences.

•Concerns were heard about the accessibility and safety of the proposed hilltop parkland due to its steepness and lack of passive safety.

What we found

•The Structure Plan project has regard to the Clarence Open Space Strategy, which is currently being developed and is due to be completed in early 2026, to create as much alignment as possible.

•While the greening of public spaces is strongly supported, there is also a need to ensure more consolidated open spaces that are useable by a variety of people, easily accessible and efficiently maintained.

•The Structure Plan has identified a need to widen the foreshore open space at key areas to preserve known heritage and natural values and accommodate services. The foreshore will also need to provide for land dedicated to TasWater infrastructure (such as sewer pumping stations) which will require 50m attenuation buffers to future residential development.

•There is a need for a district-level open space on the Peninsula that supports passive recreation. However, this space is not considered suitable for active recreation due to its topography. Sports facilities that require larger flat areas of land (such as ovals and rectangular pitches) will instead need to be provided outside (but close to) the Structure Plan area.

•The Structure Plan project has identified that elements of the open space will need to be designed to be multifunctional, accommodating integrated water management and services infrastructure as well as providing movement and access corridors for both people and wildlife. This reinforces the need for these areas to be complemented by a carefully planned network of parks which provide sufficient open space land where the primary (or only) function is recreation.

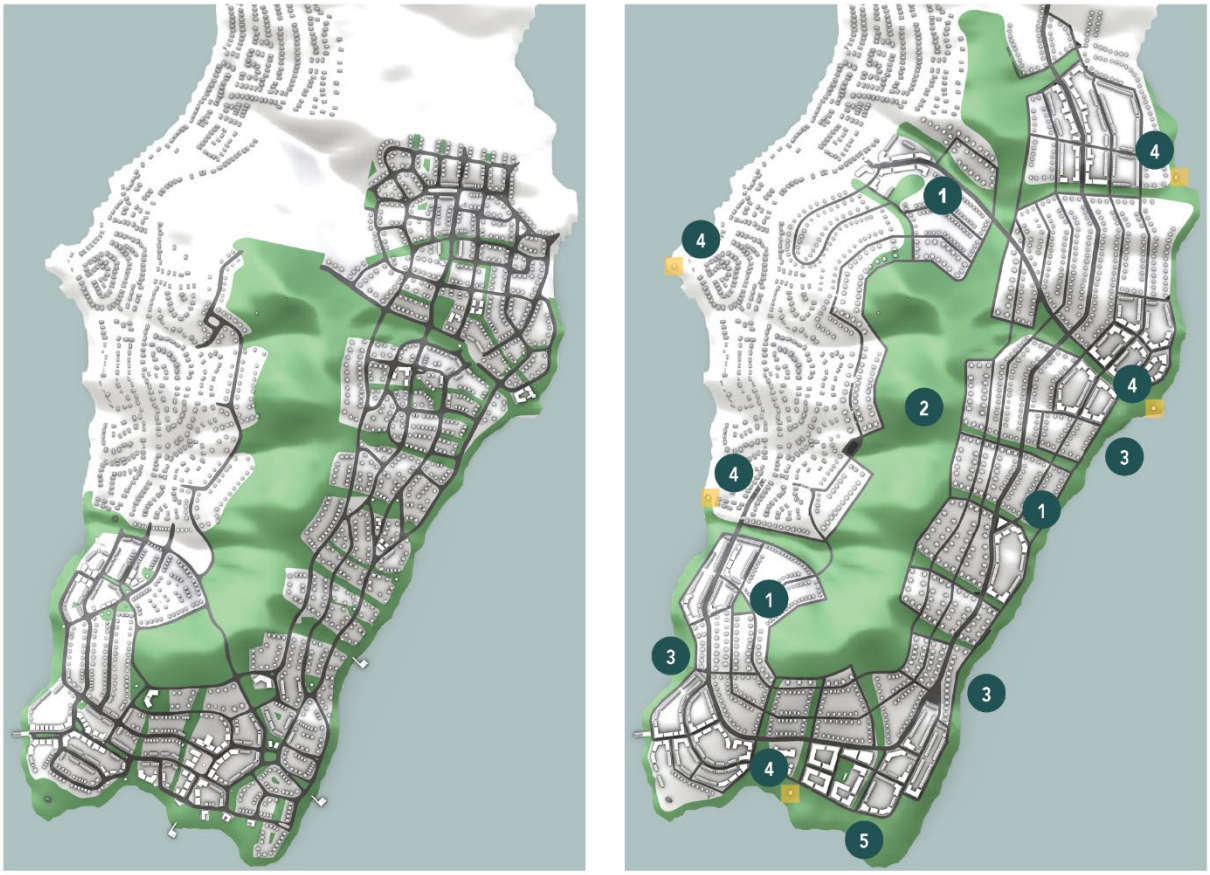


Figure 8: Provides and overview of the differences between the Skylands Master Plan and the proposed Structure Plan, including:

1. *Reconfiguring local parks to better align with the principles of the Open Space Strategy (in development)*
2. *Still achieving approximately 40ha of total active open space including local, neighbourhood, district and foreshore areas.*
3. *Foreshore open space widened to respond to heritage values*
4. *Allowing for TasWater requirements*
5. *District open space at southern end of the Peninsula.*

Implications for the Structure Plan

- The Structure Plan is considering modifying the public open space layout of the Skylands Master Plan to better align with the objectives of Council's city-wide Open Space Strategy, which is currently under development). This may result in the removal of the many micro-parks and green spaces (also known as 'Pocket Parks') envisaged in the Skylands Master Plan in favour of an integrated network of local and neighbourhood parks (see Figure 9).
- Such areas (Pocket Parks) may still be feasible, but alternative mechanisms for their maintenance and management would need to be agreed, given they would not form part of Council's core open space network. The Structure Plan will address this as part of the yet to be developed governance framework.
- The Structure Plan will recommend a district-level recreation park at the Peninsula's southern end which celebrates the unique and special foreshore location and anchors the recreation network on the Peninsula by providing a destination parkland for use by local residents and the wider Greater Hobart community.
- The functions of the different types of open spaces will be guided by community preferences, and informed by both the structure plan consultation, and Council's Open Space Strategy (for example larger foreshore parks, hilltop reserves, or neighbourhood green spaces) and the amenities that they provide (e.g. event spaces and play spaces).
- The Structure Plan aims to support greening of open space and public spaces, including roads and movement corridors, to support cooler and more comfortable public spaces that support people to be active outdoors as well as supporting biodiversity, in a sustainable and carefully planned way.

Figure 9: Examples of existing District open spaces in Clarence.

Bellerive Beach Park, Bellerive

Simmons Park, Lindisfarne

5.6 Community infrastructure

This section relates to question 7, 8, 9 and 10 of the consultation survey

Previous community feedback

- Community feedback has shown a desire for restaurants/cafes and shopping precincts within the Structure Plan area, as well as the need for medical facilities, ferry terminals and childcare.
- Mixed feedback was heard for the denser neighbourhood approach of the Skylands Master Plan.

What we found

- Analysis undertaken by SGS Economics and Planning shows that the required community infrastructure is projected as lower than what is detailed in the Skylands Master Plan. One of the key reasons for the discrepancy is that the Structure Plan project took into consideration the existing facilities available within the broader population catchment, including areas such as Clarendon Vale. It is anticipated that existing and future residents will be likely to use future facilities within the Structure Plan area as well as those within the broader catchment
- The additional geological review undertaken has identified that some of the proposed Skyland Master Plan neighbourhood sites may not be in the optimal locations due to topography and geology of the land. Similarly, the site topography is not capable of supporting the identified demand for two sports ovals.

Implications for the Structure Plan

- Based on analysis by SGS Economics and Planning, the Structure Plan will aim to rationalise community services in coordination with existing and proposed Clarence Plains community services. For example, the future demand for two sports ovals cannot be accommodated on the Peninsula and would be better met through provision at other nearby locations (such as the proposed Bayview Secondary College Sports Precinct), with other smaller scale sports facilities (such as outdoor courts) provided through shared access arrangements with future local schools.
- The Structure Plan will aim to ensure that community services are located when and where they are needed. A proposed key principle for any future development is that any community buildings, are designed for flexibility of uses, to accommodate different uses as neighbourhoods develop over time.
- The Structure Plan recommends the number of neighbourhoods is reduced to five and that their location is slightly modified in response to the underlying geology and topography of the peninsula as well as population needs.
- Further detailed work on principles to guide when areas are ready for development will be undertaken as part of the structure plan implementation section. For example, increased network capacity provided by infrastructure service providers is in place, or the development proposal includes required community infrastructure such as childcare facilities. In this way we will create a check list to guide when areas of the structure plan are ready for development.

5.7 Service infrastructure

This section relates to question 11, 12 and 13 of the consultation survey

Previous community feedback

- Concerns were heard around the feasibility of delivering the infrastructure required to support development on the Peninsula.

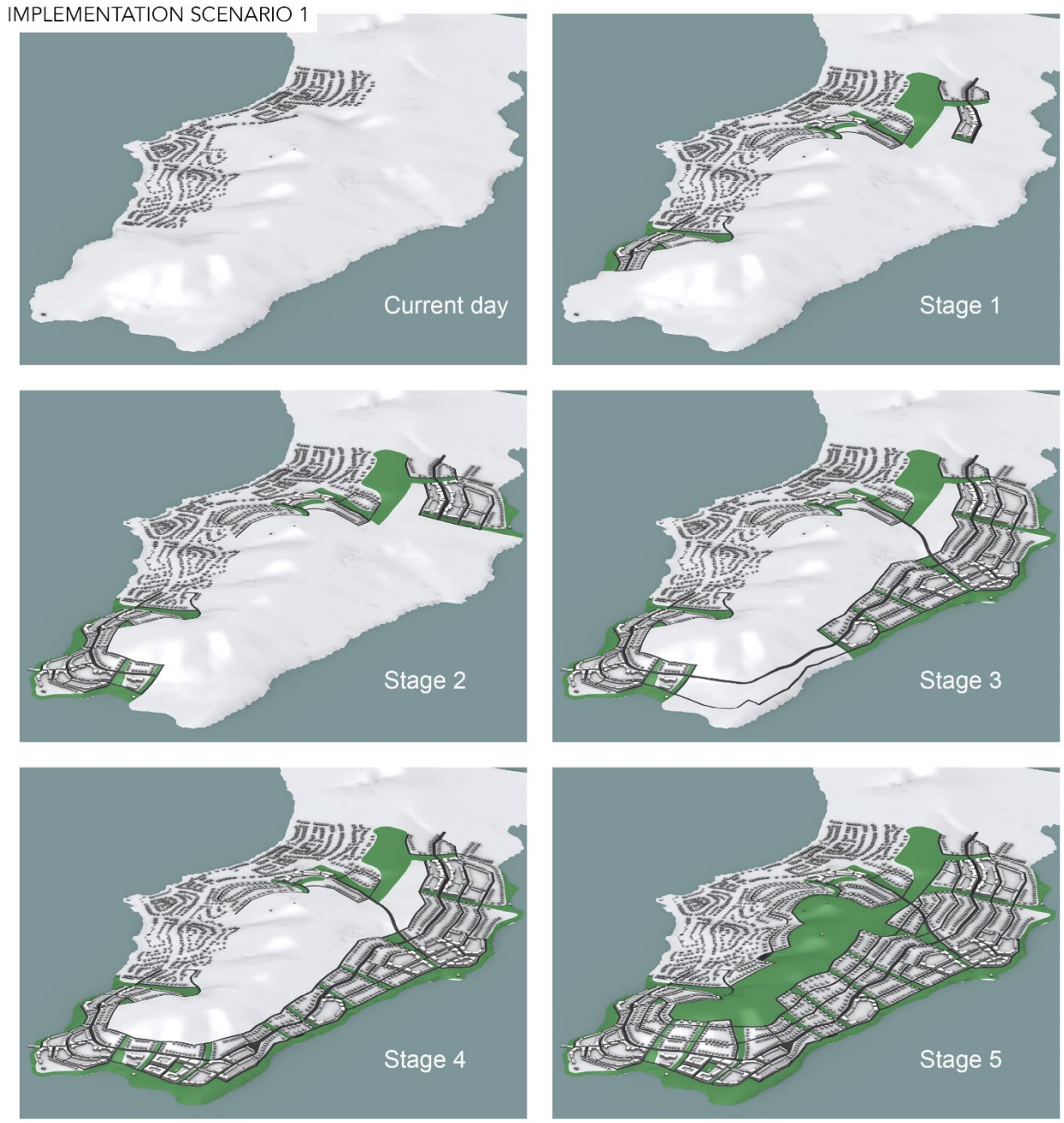
What we found

- TasNetworks and NBN Co have advised that given existing capacity within their infrastructure and the time frame of the future development, that there will be no constraint for development within the short to medium term.
- Servicing the totality of development on the Peninsula will require coordination between developers due to various issues around infrastructure provision for water and sewer utilities that are supplied from the Tranmere and Rokeby sides.
- Servicing requirements for reticulated water infrastructure will require the development of a new high-level reservoir on the Peninsula. Until a reservoir is delivered, development will be restricted to 70 metres above sea level. Once a water reservoir is built it will potentially allow development up to 120 metres.
- Infrastructure service providers have identified some challenges with how the Skylands Master Plan is currently planned to roll out. The Skylands Master Plan suggests building neighbourhoods in pie-shaped sections around the peninsula. However, the timing and order of development will likely depend on when and how essential services (like water, electricity, roads, etc.) can be delivered.
- The hilltop currently hosts radio infrastructure for a variety of users, including City of Hobart and local radio stations. These facilities will need to be maintained into the future and require clear lines of sight to maintain their transmissions.

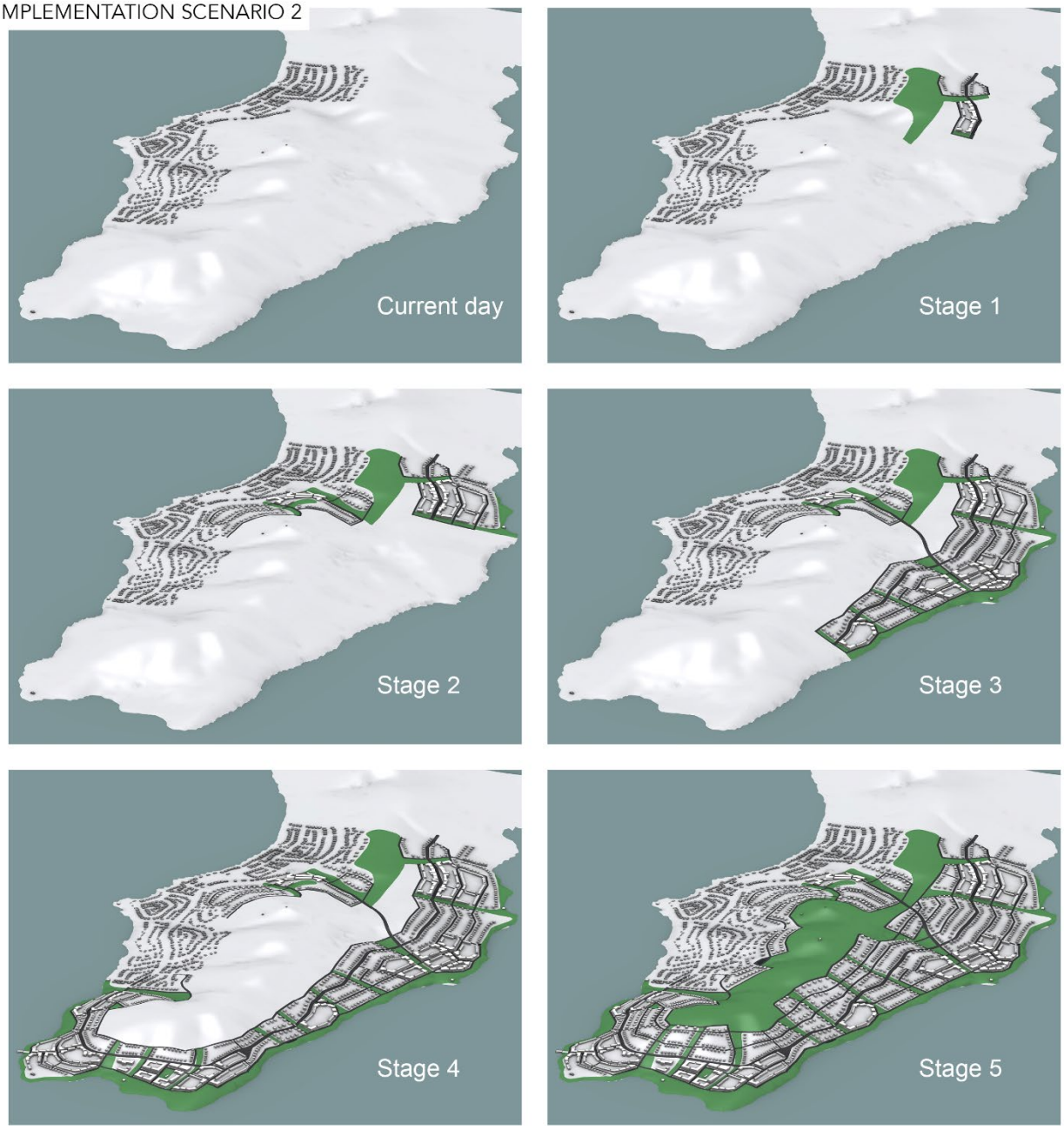
Implications for the Structure Plan

- The Structure Plan project has explored two implementation scenarios for how development could be rolled out based on discussions with service providers and experts. These scenarios explore either a 'capital up front' strategy that requires more significant capital outlay by developers early in the development or a 'capital deferral' scenario that would defer some major capital investments later in the development. Put simply, Scenario 1 (capital up front) would require service providers (like TasWater) to invest in more new infrastructure to service the new development. Scenario 2 (capital deferral) would initially rely on existing infrastructure to service new developments, and new infrastructure would be built as development progresses. Figure 10 shows the two implementation scenarios.
  Scenario 2 is the implementation scenario that requires fewer upgrades to existing infrastructure and involves the development pattern starting across the saddle and from the north-east (Rokeby side) and then progressing down the eastern side, to join up with the western side up to the 70m contour line.
- Alternatively, additional infrastructure investment will be required earlier, if the development starts on the western side, concurrently with the saddle and then progress from the north-east and western side concurrently to join up at proposed Neighbourhood 3.
- Both implementation options model deferring development to the higher slopes, which requires a new TasWater reservoir to service the land above the 70m contour line.
- The need to maintain radio transmission signal paths is likely to impact on the revegetation approach for the Hilltop Park and potentially the location of future development.
- The need for a high -level reservoir on Droughty Hill is likely to impact the timing and feasibility of development up the slopes from 70-120 metres. It will also impact on the Hilltop Park revegetation plan, to ensure any such infrastructure is screened from view.
- Similar to community service infrastructure, further detailed work on principles to guide when areas are ready for development will be undertaken as part of the structure plan implementation section.

Figure 10: Staged implementation scenarios



IMPLEMENTATION SCENARIO 2



5.8 Development patterns and views

This section relates to question 14, 15 and 16 of the consultation survey

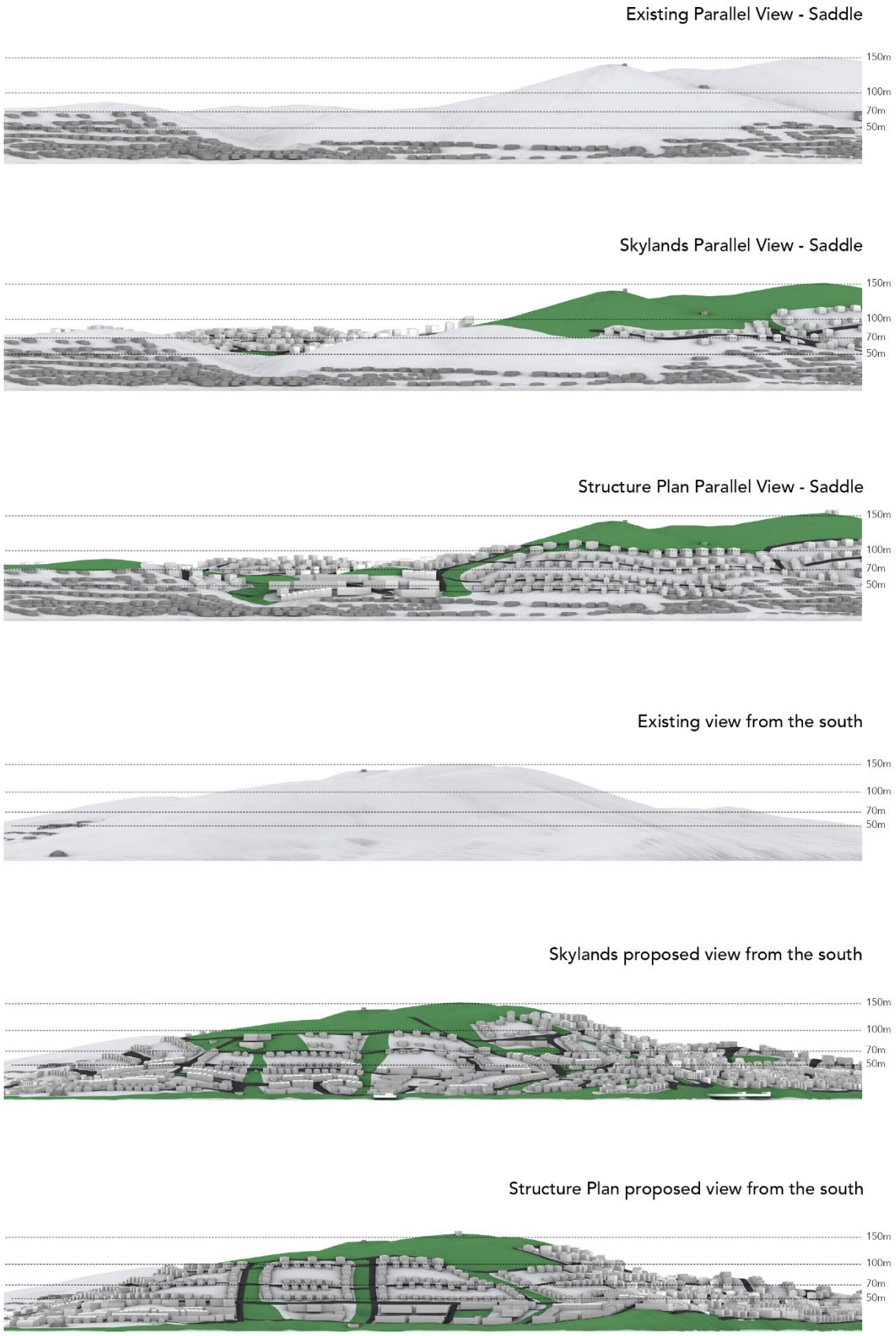
Previous community feedback

- Concerns were heard from the community about the potential development patterns being “too American” and not understanding the Tasmanian vernacular and lifestyle.
- Support was heard for a mix of lot sizes to accommodate a range of housing needs and preferences, suggesting that diversity in housing types will be important to future planning in the area.
- The community has a strong appreciation for the visual character of the peninsula, including the tree-lined hilltops, coastal foreshore and landscape views.

What we found

- There is a need to ensure a diversity of built form on the Peninsula that is sympathetic to the Tasmanian context.
- The geological investigation identified that the saddle is one of the most stable and level areas within the Peninsula. At just over 70m above sea level, visual impact of development over “the saddle” is likely to create a break in the continuous green ridgeline view from Hobart.
- The saddle is the location of several property intersections, and any future development will need to enable a collaborative approach.
- There is a strong need for a consolidated settlement pattern that limits urban sprawl and reinforces existing urban centres, which is supported by the Medium Density Design Guidelines (Department of State Growth Tasmania).
- There is a need for neighbourhood centres to support local employment opportunities due to the long-term population growth impacts on road infrastructure. This supports the design principle of small local neighbourhood centres around the Peninsula.

Figure 11: Profile views of Droughty Peninsula, showing comparison to existing state, Skylands Master Plan, and proposed Structure Plan, for views of the western and southern sides of the peninsula.



Implications for the Structure Plan

- The Structure Plan will identify an opportunity for the east-west road connection to be located over the saddle to reduce visual prominence, versus its location on a hill further south. This recommended design aligns with the Skylands Master Plan.
- The east-west road connection will also provide access and passive security for the hilltop park as well as improved emergency services access.
- To achieve the dwelling number targets, the wider foreshore open space proposed in the emerging structure plan will likely result in development moving further up the slopes of the hills, especially on the eastern side, noting the 120-metre upper limit due to infrastructure servicing constraints.
- The necessary further detailed work will be included in the Structure Plan implementation section to identify and guide key built-form principles that reflect the Peninsula's landscape and community identity

6.0 Structure Plan process and timeline

Complete
Step 1 - Develop a project plan for the delivery of the Structure Plan

Current stage
Step 2 - Develop the Structure Plan, including broad community engagement and targeted engagement with key infrastructure and service delivery stakeholders, with regular council review stages.

Next steps in the Structure Plan Project once the community consultation concludes are to:

- analyse results, brief Council and prepare a draft Structure Plan (late 2025)
- conduct community consultation on draft Structure Plan (late 2025)
- analyse feedback and update supporting expert reports as required, brief Council (late 2025)
- finalise Structure Plan for formal Council approval (early 2026).

Step 3 - Once the Structure Plan is finalised and approved, proceed with the statutory planning scheme amendment process.

Step 4 - Once the scheme amendments are approved, proceed with subdivision applications.

Step 5 - Development begins in line with approved subdivision and other necessary approvals.

Thank-you for your engagement.

The survey questions linked to this background report can be found via this link, or on the Your Say Clarence website.

Now that you have read the background report the survey should take approximately 10 to 15 minutes to complete.

7.0 Glossary

Term/Concept	Description
Aboriginal heritage	Refers to places, objects, and cultural practices of significance to Aboriginal and Torres Strait Islander peoples. In urban planning, it involves recognising, protecting, and incorporating these values into land use decisions, often guided by legislation such as the *Aboriginal Heritage Act 1975 (Tas)*.
Active recreation	Recreational activities that involve physical activity such as sports, running, or cycling.
Active transport	Modes of transport that involve physical activity, such as walking and cycling.
Attenuation buffers	Designated areas around infrastructure (e.g., sewerage pumping stations) or land uses (e.g., industrial sites) that reduce impacts such as noise, odour, or visual intrusion.
Biodiversity	The variety of all living organisms in a particular area, including plants, animals, and microorganisms.
Building on Country Framework	A planning and design approach that integrates Aboriginal cultural knowledge, values, and aspirations into development. It supports respectful engagement with Traditional Owners and aims to reflect Country in the built environment.
Built form	The physical shape and structure of buildings and spaces in an urban area, including height, massing, and architectural style.
Capital deferral scenario	A development staging approach where major infrastructure investments are delayed until later phases. This can reduce upfront costs but may limit early development potential or require interim solutions.
Compact development	A planning approach that promotes higher-density housing and mixed-use areas within a smaller footprint.
Community facilities	Buildings and spaces that provide essential services and social infrastructure, such as libraries, community centres, health clinics, and childcare.
DPZ	DPZ CoDesign is a planning and urban design practice, which has been a long-time advocate of urban growth through compact, pedestrian-oriented, transit-friendly communities, with offices in Miami, Washington, Portland and Puerto Rico.
EPBC Act	(Environment Protection and Biodiversity Conservation Act 1999): The key piece of national environmental legislation in Australia. It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. Developments that may impact matters of national environmental significance must be assessed under this Act.
European heritage	Refers to sites, buildings, and landscapes of historical significance related to European settlement and development.
Foreshore reserve	Public land adjacent to the coastline, often set aside for open space, conservation, and access.
Form-based code	A planning tool that focuses on the physical form of the built environment rather than just land use. It sets out design standards for building types, streetscapes, and public spaces to create predictable and high-quality urban form.

Term/Concept	Description
Governance framework	The set of policies, roles, responsibilities, and processes that guide how a planning project is implemented and managed over time.
Green corridors	Strips of natural or planted vegetation that connect parks, reserves, and other green spaces.
Greenfield development	Development that occurs on previously undeveloped land, typically on the urban fringe.
High-level reservoir	A water storage facility located at a higher elevation to provide gravity-fed water supply to surrounding areas.
Hilltop park	A public open space located on elevated terrain, often offering scenic views and recreational opportunities.
Implementation plan	A strategic document that outlines how a structure plan or master plan will be delivered over time. It includes staging, responsibilities, funding mechanisms, and governance arrangements to ensure coordinated development.
LIST map	Land Information System Tasmania mapping
Master plan	A high-level planning document that outlines a long-term vision for the development of a specific area. It typically includes land use, transport, infrastructure, open space, and urban design strategies to guide future growth and investment.
Mixed-use development	A type of development that combines residential, commercial, and sometimes community uses within a single area or building
MNES	Matters of National Environmental Significance (MNES) – relates to provisions of the EPBCA Act.

Term/Concept	Description
Natural values	The ecological, geological, and landscape features of an area that contribute to its environmental significance.
Neighbourhood centres	Small-scale commercial and community hubs that serve the daily needs of local residents.
Net residential density	A measure of the number of dwellings per hectare of land used exclusively for residential purposes, excluding roads, parks, and other non-residential uses.
Niche Planning	Niche Studio is a specialised placemaking consultancy offering planning, urban design and engagement services across Australia.
Open space	Land that is publicly accessible and set aside for recreation, conservation, or visual amenity. It includes parks, reserves, sports fields, and natural areas.
Passive recreation	Low-impact leisure activities that do not require formal facilities or structured participation, such as walking, picnicking, or birdwatching.
Passive safety	Design features in public spaces that enhance safety without active surveillance or policing. Examples include clear sightlines, lighting, and natural surveillance through good urban design.
Physical infrastructure	The essential built systems that support urban life, including roads, water supply, sewerage, electricity, and telecommunications
Pocket parks	Small public parks, often less than 0.4 hectares.
Public open space	Land that is publicly owned and maintained, accessible to all members of the community. It includes local parks, foreshore reserves, and civic plazas, and is essential for recreation, events, and community wellbeing.

Term/Concept	Description
Public realm	All publicly accessible spaces in an urban area, including streets, footpaths, parks, and plazas.
Rear-access laneways	Narrow service roads located behind residential properties, providing vehicle access to garages and reducing the need for driveways on main streets.
Remnant vegetation	Native vegetation that remains after land has been cleared or developed. It often holds ecological and cultural significance.
Reticulated water infrastructure	A network of pipes and facilities that supply potable water to homes and businesses.
Road reserve	Land set aside for the construction and maintenance of roads and associated infrastructure such as footpaths, bike lanes, and utilities.
Service infrastructure	The essential services required to support urban development, including water, sewerage, electricity, gas, and telecommunications. Coordinated planning ensures these services are delivered efficiently and sustainably.
Structure plan	A detailed planning framework for a specific area that outlines land uses, transport networks, open space, infrastructure, and staging. It is used to guide future development and inform amendments to planning schemes.
Threatened Species Protection Act 1995	Legislation that provides for the protection and management of species listed as threatened within the state. It complements the national EPBC Act and influences planning decisions where development may impact listed flora or fauna.

Term/Concept	Description
Topography	The physical features of the land surface, including elevation, slope, and contours.
Traffic flow	The movement of vehicles through a road network.
Urban Growth Boundary (UGB):	A planning tool that defines the limits of urban expansion to protect rural land, manage infrastructure costs, and promote compact development. Areas inside the UGB are prioritised for urban development.
Urban heat island effect	The effect where urban areas experience higher temperatures than surrounding rural areas due to heat-absorbing surfaces.
Urban sprawl	The spread of low-density, car-dependent development on the outskirts of cities.
Visual impact	The effect that a development has on the visual character of an area, including views, landscape features, and built form.
Walkable neighbourhoods	Communities designed to support walking as a primary mode of transport.
Water Sensitive Urban Design (WSUD)	An approach to urban planning and design that integrates the water cycle into the built environment. It includes stormwater management, water reuse, and landscape features that improve water quality and reduce flood risk.

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