



GEORGE TOWN COUNCIL

HILLWOOD STRUCTURE PLAN REVIEW & UPDATE



Measured form and function

6ty°



Version

Draft B

Date

May 2021

Author

Ashley Brook (Planning Consultant)



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1.1 Introduction

6ty^o was engaged by George Town Council to undertake a review and update of the Hillwood Structure Plan.

The Structure Plan was endorsed by Council in November 2016 and implementation to date has occurred by way of individual Rural Living rezonings by private landowners. The Tasmanian Planning Commission rejected a recent rezoning proposal on the basis that it identified that much of the lot supply identified in the Structure Plan in the southern sector of Hillwood has already been provided for by other recent rezonings. Additionally, it identified that the potential impacts on the East Tamar Highway require further consideration.

In order to support the further implementation of the Structure Plan, the review and update includes an analysis of the demand for housing in the area prepared by Urban Enterprise and an assessment of improvements to the road network to cater for projected traffic demand prepared by Traffic & Civil Services.

1.2 Key Findings and Updates

1.2.1 Land Supply and Demand

- The long-term demand for Rural Living lots at Hillwood has remained at a relatively steady 3 lot sales per year. However, the number of sales in an individual year is variable, depending on factors including availability of lots to the market. Additional lots have been released to the market in the last 2 years, and the number of sales in 2019 was 8 and in 2020 was 11.
- Future demand scenarios have been developed based on a low growth rate (3 lot sales per year), medium growth rate (6 lot sales per year) and high growth rate (9 lot sales per year). The potential for 6 to 9 lot sales per annum is achievable, and would require a total of between 120 to 180 lots during the period up to 2040.
- Several new major industries are planned within the George Town local government area (“LGA”) which provide a catalyst for population growth beyond the current State Government projections. The supply of rural living lots at Hillwood will contribute to a mix of housing options and densities in the LGA and would assist in attracting and retaining a diverse population.
- It is estimated that 146 lots could be subdivided from existing undeveloped or underutilised rural living zoned land at Hillwood. This represents the theoretical maximum supply, which is unlikely to be fully realised due to the intention and financial capacity landowners to develop individual sites.

- Demand is currently being constrained by a shortfall of active subdivision estates. Hillwood would benefit from subdivision that delivers lots to the market.
- Two-thirds of the available supply pipeline is contained within a single site (Lot 1 East Tamar Highway). The timing for the subdivision of the site is uncertain. Development activity in Hillwood should therefore be monitored over the next 2-3 years to review the supply pipeline. This will assist in determining whether other areas ought to be brought forward for intensification or expansion.
- Additionally, the provision a greater diversity lots would contribute to an increase in demand for rural living properties. Hillwood would benefit from a broader range of product offering such as smaller lot sizes and different locations, including the central sector north of Leam Road.

1.2.2 Updated Growth Framework

- The draft updated growth framework map seeks to provide opportunities for intensification and expansion that would enable the future demand scenarios to be realised. It also seeks to provide for a coordinated development pattern involving the upgrade and provision of road infrastructure.
- The preferred growth areas are located in the southern sector (greenfield land), and in the central sector around the Burton Street extension and to the east of Sheppard Avenue.
- The original recommendation for minimum 2ha lots sizes east of the Burton Street is retained to assist in protecting scenic values and in protecting the interface with agricultural uses further to the east.
- A 1ha minimum lot size is recommended in the preferred intensification and expansion areas elsewhere, reflective of the existing densities.
- The potential to expand the Low Density Residential zone to the east is identified to assist in increasing the product offering including smaller lot sizes.
- The remainder of the land within the study area with lifestyle residential characteristics is recommended to be recognised for potential long-term intensification and expansion.
- Finally, an on-going review of the supply pipeline is recommended to assist in determining whether these areas should be brought forward based on the levels of development activity and demand.

Updated Growth Framework

Agriculture

Agriculture retained to signal the importance of the high productive agricultural land, prevent conversion of land to non-agricultural uses and provide adequate separation from residential uses.

Rural Living (1ha)

Retain the majority of the existing Rural Living Zone and allow for a minimum area of 1ha for new lots, which is reflective of the existing density.

Rural Living (2ha)

Facilitate a minimum lot size of 2ha for any new consolidation lots north of the possible Burton Street extension to assist in protecting scenic values and to provide a transition to the agricultural uses further north.

Other Rural Living

Include the remainder of the land within the study area with lifestyle residential characteristics within a Rural Living D Zone to provide for potential long-term intensification, subject to resolving any relevant site constraints.

Low Density Residential

Retain the existing Low Density Residential Zone and allow for potential minor expansion in the future to increase the product offering including smaller lot sizes.

Local Business

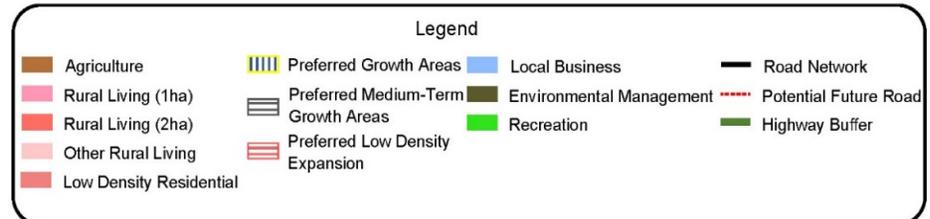
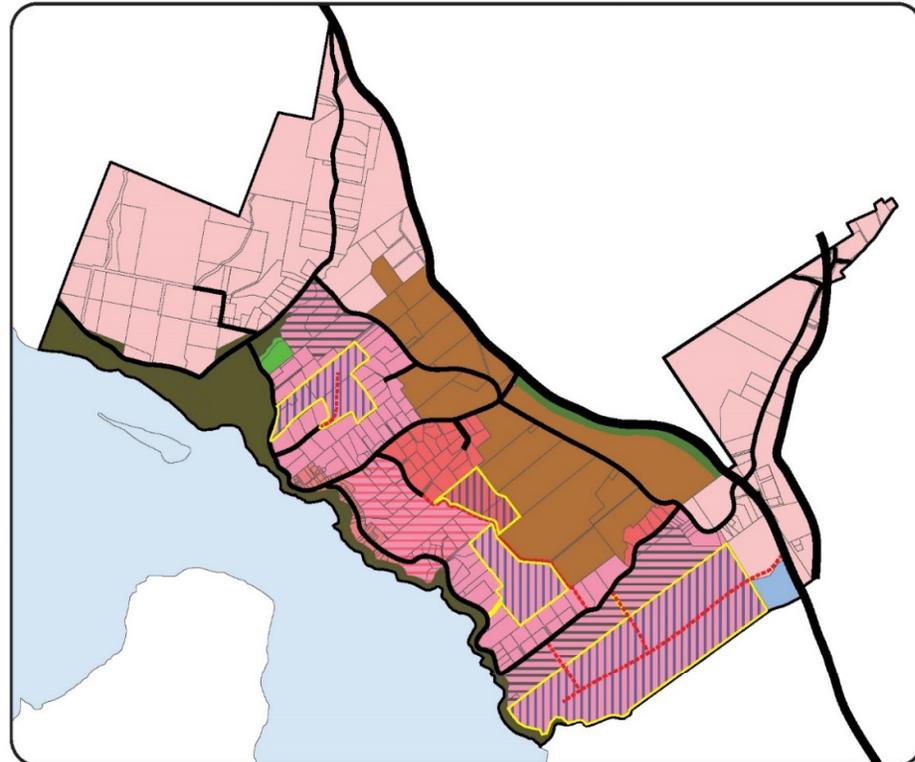
The Signal Station Tavern site has capacity to contain small scale businesses meeting the day-to-day with connection to the settlement through a future local road network.

Environmental Management

The foreshore area is recognised as a valuable natural asset adjacent to the river environment, offering passive and active recreation opportunities for the enjoyment of residents, visitors and tourists.

Recreation

The football club, playground and hall are important recreation facilities within Hillwood. The site has capacity for expansion and diversification. Retention of the land for recreation purposes recognises its importance.



1.2.3 Road Network Improvements

East Tamar Highway

- The traffic assessments have considered impacts to 2040 and beyond. It has been determined that the intersections with the East Tamar Highway will have adequate capacity however safety of the intersection layouts will require improvement.
- The southern-most intersection involving Hillwood and Dalrymple Roads will require higher priority improvements. Specifically:
 - Lengthening of the left-turn lane onto Hillwood Road is as a high priority, and is warranted irrespective of any further growth at Hillwood.
 - The right-turn movements associated with the intersection require gap selection across multiple lanes of high-speed traffic. An upgrade consistent with State Growth's "2+1" philosophy, involving the provision of median barrier fencing and protected turn facilities, will be required in the medium term.
- The lengthening of the left-turn into Hillwood Jetty Road is a short-term priority and the provision of median barrier fencing and other protected turn movements should occur as part of future highway upgrades.
- Similarly, provision of a left-turn lane into Johnstons Road and application of the "2+1" philosophy should also occur as part of future highway upgrades.

Hillwood Road Network

- The traffic assessment recommends upgrading of roads with a collector function at Hillwood.
- Hillwood Jetty Road is identified as having highest priority due to its existing condition, and would involve widening, provision of kerb and channel and a footpath
- The south-eastern portion of Leam Road and the entirety of Hillwood Road would also warrant widening in the short-term.
- The provision of a new collector road between Hillwood Jetty Road and Leam Road, involving an extension of Burton Street, would provide access to subdivision sites in this area would improve accessibility from a bushfire perspective.
- Other road infrastructure would be provided as part of greenfield subdivision development in the future, in the southern sector in particular.

2.1 Background

Hillwood was traditionally an orchard area that has grown to become a lifestyle residential settlement in a semi-rural setting alongside the Tamar River. Its proximity to both George Town and Launceston provides access to employment and social infrastructure.

The Hillwood Structure Plan seeks to coordinate the future planning and development of land within Hillwood over a 20-year period. The Structure Plan sits under the umbrella of the Regional Land Use Strategy of Northern Tasmania (“NRLUS”). It provides a local strategy relevant to the consolidation and growth of rural living areas within the Northern Tasmania Region.

2.2 Vision, Strategies and Principles

- The Structure Plan articulates a **vision for Hillwood**, which is to:
... continue as a vibrant and dynamic settlement adjacent to the Tamar River, providing for the sustainable growth of residential land supported by services; the continuation of primary industry activities; and commercial uses in a way which respects and enhances its river setting, rural and environmental landscape values.
- **Key Strategies for Hillwood**, underpinned by the George Town Strategic Plan 2016-26, are:
 - Foster the growth of a diverse business and agricultural industry mix, improving employment opportunities and the economic wellbeing of the people who live in Hillwood;
 - Protect the scenic, natural and landscape values contributing to the high amenity values of Hillwood;
 - Conserve our natural environment and heritage to ensure it is enjoyed by our community, visitors and future generations;
 - Strengthen the vibrancy of Hillwood and enhance the benefits of living close to the Tamar River within semi-rural setting;
 - Foster population growth by facilitating residential development recognising the limited opportunity for lifestyle lots within the municipality whilst protecting agricultural uses; and
 - Promote increased levels of use along the foreshore facilitated by recreation trails and a connected walking network.



2. HILLWOOD STRUCTURE PLAN 2016

- The **Key Planning Principles** identified in the Structure Plan include:
 - Protect land that can be practically and economically used for agriculture from conversion to non-agricultural uses.
 - Recognise the importance of the protection of the coastal and rural environments and retaining key views and vistas.
 - Manage the environment and landscape to conserve and protect biodiversity, threatened species, scenic values and aboriginal cultural values, as appropriate.
 - Recognise the rural living characteristics of the study area and provide opportunity for planned growth and expansion of residential development.
 - Build a local integrated road network that promotes safe and efficient vehicle movements and facilitates north-south connections across the area.
 - Recognise that the East Tamar Highway forms part of the state primary freight and passenger route.
 - Maintain a rural living character on the upper slopes of Hillwood, maximising separation between buildings providing sightlines to the natural values.
 - Minimise use and development in locations where natural hazards cannot be appropriately managed.
 - Promote quality residential development ensuring that there is a move away from the historical sporadic and ad hoc development pattern.
 - Establish a local business centre for the purpose of providing a mix of services for both residents and visitors.
 - Recognise that a safe walking network with linkages between public open spaces and recreational facilities supports a healthy community.
 - Provide for opportunity of water sensitive urban design to improve stormwater management across the area.



2.3 Original Development Framework

- The original Structure Plan considered three strategic options to maximise land use outcomes within Hillwood. It identified that coordinated intensification and expansion of the settlement as the preferred option in response to the expected high demand for future lifestyle residential development, based on what has been achieved at Swan Bay & Dilston. This involves expansion of both the Rural Living and Low Density Residential zoned areas. The other options considered involved no change and the intensification of existing areas only, neither of which would address issues of sporadic development and the need for co-ordination in the provision of infrastructure.

Agriculture

Agriculture retained to signal the importance of the high productive agricultural land, also prevent conversion of land to non-agricultural uses and provide adequate separation from residential uses. This is aligned with the recommendations of the report prepared by AK Consultants.

Rural Living

A transition area between low density residential development and agricultural uses will be retained by setting aside land for rural living development. This area would facilitate a lot density with a minimum area of 2ha, providing appropriate separation between residential and agricultural uses. Additionally, larger lot sizes also protect the scenic land values of the study area.

Low Density Residential

The existing low density residential zone is identified for retention. Expansion of this area is anticipated over the next 20 years south-west of the main ridgeline. This is reflective of the zoning active prior to 2013, however, it is acknowledged that this band cannot be attained until such time as the infrastructure capacity is upgraded.

Local Business

The Signal Station Tavern site has capacity to contain small scale businesses meeting the day-to-day with connection to the settlement through a future local road network.

Environmental Management

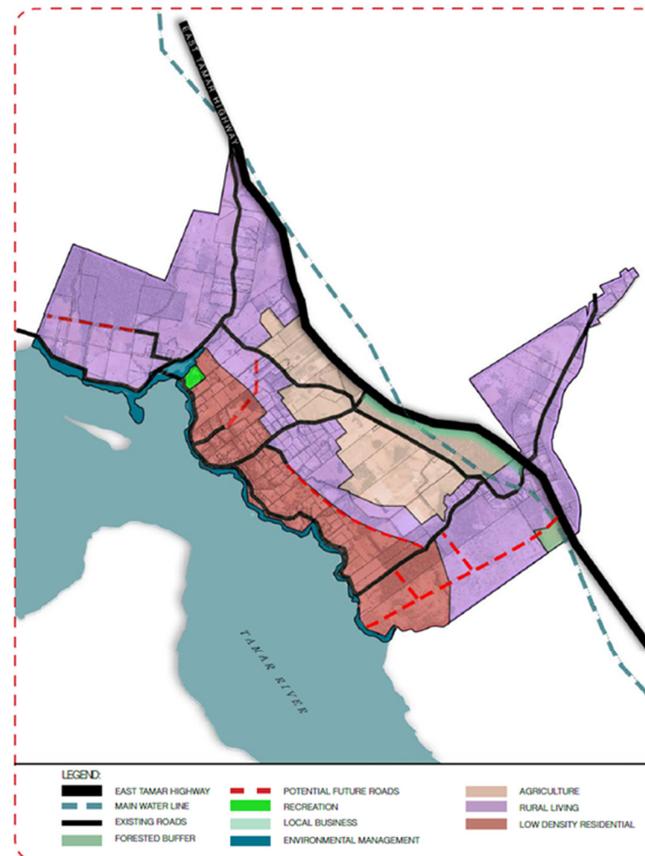
The foreshore area, including Egg Island Point Reserve, is recognised as a valuable natural asset adjacent to the river environment, offering passive and active recreation opportunities for the enjoyment of residents, visitors and tourists. This recognises the importance of protecting priority habitat associated with this land area.

Recreation

The Football Club, Playground and Hall are important recreation facilities within Hillwood. The site has capacity for expansion and diversification. Acknowledgment of the importance of these facilities is achieved through retaining this land for recreational purposes.

Forested Buffer

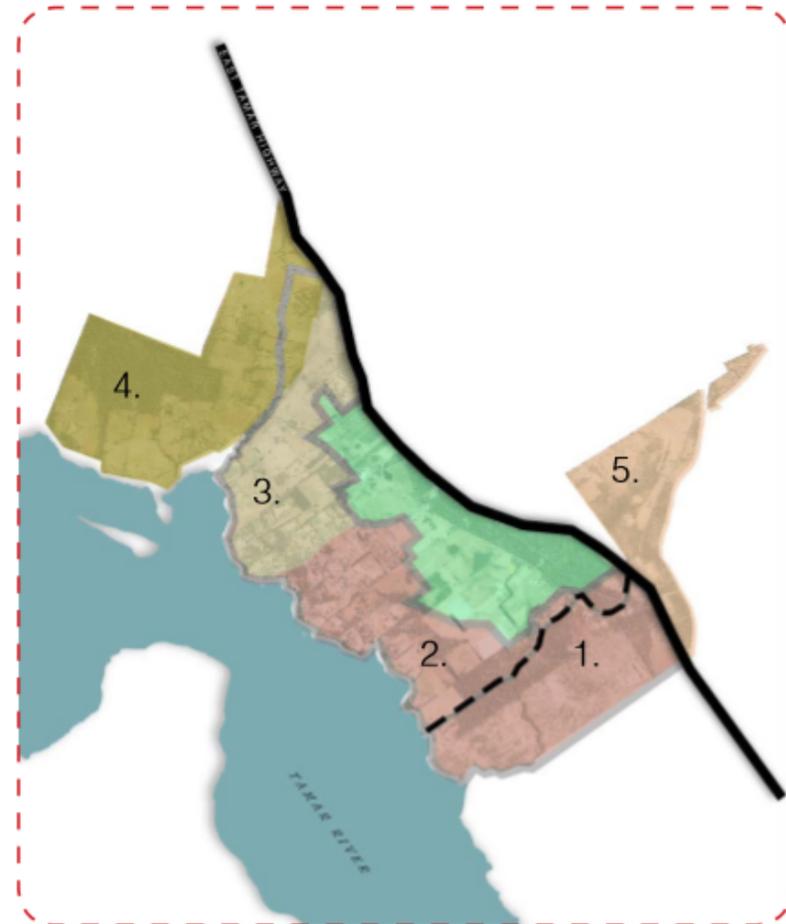
The visual screen offered by vegetation along the East Tamar Highway is recommended for retention. This creates separation from the East Tamar Highway but also provides a backdrop to the settlement west of the Highway.



2.4 Settlement Growth and Expansion

- The Structure Plan identified the following opportunities for intensification and expansion of development.
 1. Modest expansion to the south to facilitate coordinated residential development. Constraints on development of this land are minimal.
 2. Infill development encouraged west of the ridge line traversing the study area providing a clear natural boundary between agricultural activities and residential uses. This is supported where Burton Street is extended to connect with Leam Road.
 3. Infill development supported where cross-road connections can be facilitated to address required lot frontage and hazard management constraints.
 4. Constrained road infrastructure and hazard management. Infill development encouraged where these matters can be adequately resolved.
 5. Recognition of existing rural residential development with very limited development potential.
- The Structure Plan indicated that a lot density of 2ha should be facilitated on land above the Burton Street extension and to the north of Johnstons Road. Smaller lot sizes where appropriate separation between residential and agricultural uses could be achieved. The Structure Plan identified that approximately three-quarters of existing lots within the study area have an area of less than 2ha.

Rural Living Expansion Areas



2.5 Movement and Connectivity

2.5.1 Road Infrastructure

- The Structure Plan identified key road infrastructure changes that are required to facilitate growth within Hillwood, including the following three priorities which remain relevant:
 1. Upgrade of Leam Road in sections within the southern sector.
 2. Extend the road network through the southern sector to facilitate expansion and provide connectivity to Signal Station Tavern.
 3. Extend the road carriageway of Burton Street to provide cross connection through the central sector and facilitate consolidation.

2.5.2 Open Space and Linkages

- As upgrades are planned and new roads are constructed, there will be opportunity to substantially improve pedestrian and cycle pathways linking residents to the foreshore and key facilities including the football oval and playground.
- Widening of road verges is key to providing a safe and connected walking and cycling environment within the established area of the settlement. Greenfield development within the southern sector provides new opportunities for connecting the foreshore and Signal Station Tavern site through purpose built walking and cycling pathways.
- Walking trails along the foreshore linking to the extended pedestrian network will be a focus.

2.5.3 Local Business Zone

- The Signal Station Tavern site is identified in the Structure Plan for future small scale businesses to meet the day-to-day needs of residents but also has the capacity to capture visitors and commuters travelling along the East Tamar Highway, widening its service catchment beyond Hillwood. The site area can provide for generous building setbacks ensuring that interference of development with the East Tamar Highway can be minimised.
- The expansion of residential development within the southern sector means that important linkages from the western side of the Signal Station Tavern site can be achieved. This provides an important alternative access for the site.
- While it is preferable that two-way access from the East Tamar Highway is retained, the site can be serviced by a local road network with limited access from the Highway.

2.6 Implementation

- The Structure Plan has been implemented by way of individual Rural Living rezonings by private landowners as well as local road upgrades undertaken by Council.

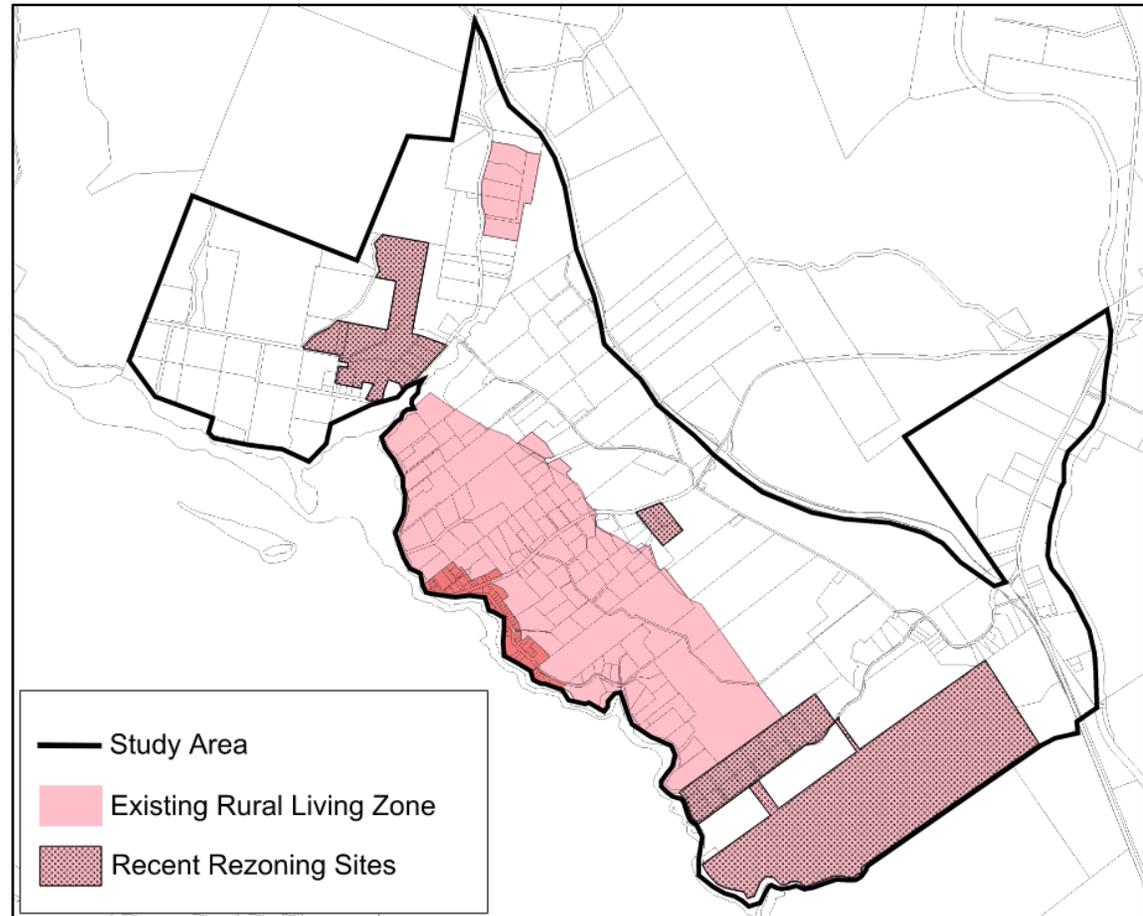
- The Tasmanian Planning Commission (“Commission”) rejected a Rural Living rezoning for in relation to land at 356 Leam Road, Hillwood for the following key reasons:

Much of the structure plan’s 20 year projected lot yield in the southern part of Hillwood has already been provided for and recent amendments have introduced lot densities and minimum lot sizes that are not envisaged in the structure plan.

Further, the structure plan does not consider infrastructure policies and strategies of the regional strategy that require consideration of the impact of development at Hillwood on the East Tamar Highway.

- These are the key issues being considered in the review and update of the Structure Plan.

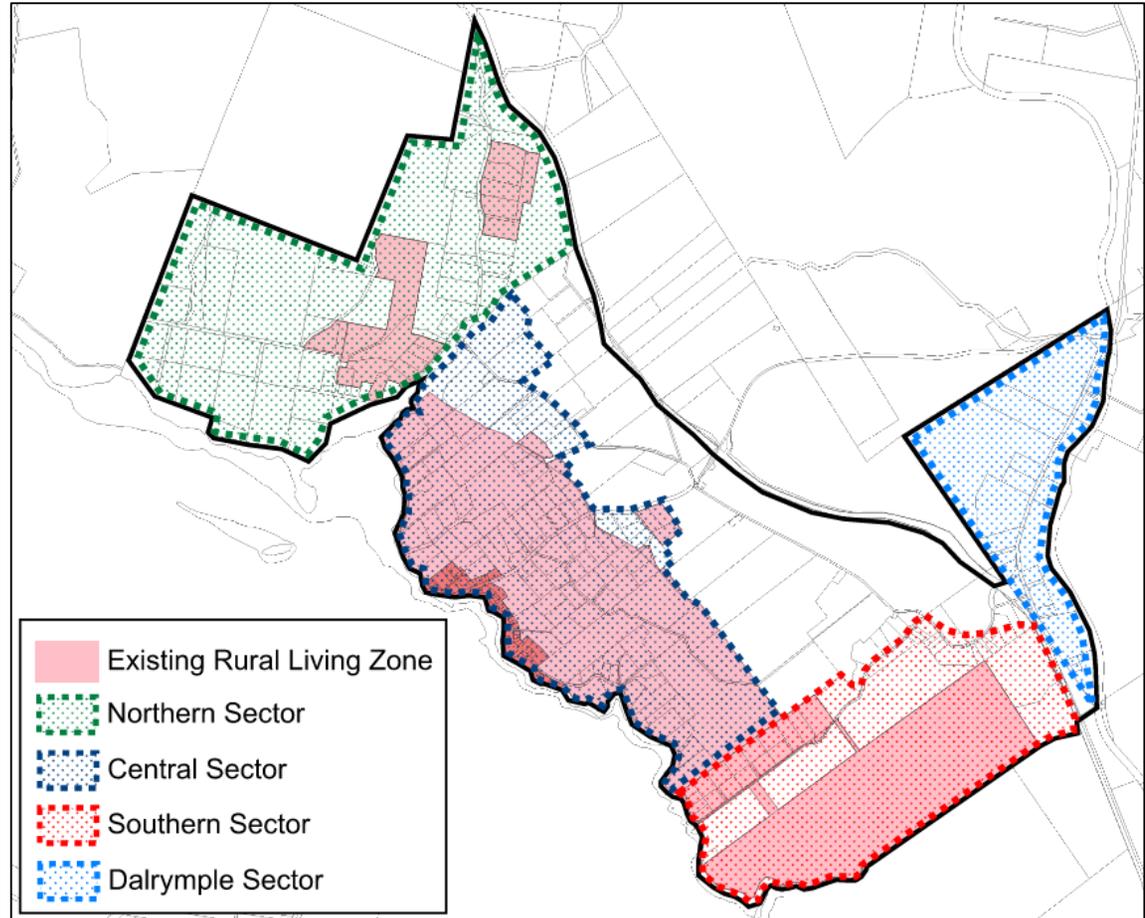
Location of Recent Rezoning Sites



2.6 Initial Supply Assessment

- The initial assessment undertaken as part of the review represents the theoretical maximum supply that could be achieved across the sectors comprising the study area over the long-term, beyond the life of the Structure Plan. This includes:
 - Existing market ready-lots (recently subdivided and unoccupied).
 - Existing Rural Living-zoned land that is either vacant or underutilised and therefore has subdivision potential. This includes land recently rezoned.
 - Potential future Rural Living-zoned land identified in the Structure Plan that has subdivision potential, subject to overcoming identified constraints.
 - Potential future Low Density Residential-zoned land identified in the Structure Plan that has subdivision potential, subject to overcoming identified constraints.

Sectors Across the Study Area



- A minimum 2ha density has been applied in existing and potential future Rural Living-zoned areas to north of the Burton Street road reserve and west of Johnstons Road, whilst a 1ha density has been applied elsewhere. Approximately three-quarters of lots in the study area have an area of less than 2ha.
- A minimum 1,500m² density has been applied in potential future Low Density Residential-zoned areas. The density in the existing zoned area is already 1,500m² and the assessment therefore does not include this area. The potential future zoned areas relate to existing or potential future Rural Living-zoned areas wherein it is anticipated that re-subdivision will occur. Therefore, the potential increase in Low Density Residential-zoned lots has been estimated by subtracting the number of existing and potential future Rural Living-zoned lots in the relevant areas.
- The assessment identified 9 market-ready lots within the 209-225 Leam Road subdivision and a further 7 within the Ridge Road / Craighburn Road subdivision that have not yet been sold by the developer.

Potential Increase in Lots in Existing and Future Zoned Areas			
Sector	Potential Increase in Lots		Totals
	Existing Zoned Areas	Future Zoned Areas	
Rural Living Zone			
Northern	-	43	43
Central	50	27	77
Southern	96	44	140
Dalrymple	-	47	47
Totals	146	161	318
Low Density Residential Zone			
Central	-	607	607
Southern	-	271	271
Totals	-	878	878
Aggregated			
Totals	146	1039	1196

3. DEMAND FOR RURAL RESIDENTIAL LOTS

3.1 Historical Population and Dwelling Growth

- The population of the George Town local government area (“LGA”) increased by 128 persons at an average growth rate of 0.38% per annum during the 2011-16. This was an increase on the 0.33% average annual growth rate during 2006-11.

Population & Dwelling Growth - George Town 2011-2016				
	2011	2016	Change #	Change %
Population	6636	6764	128	1.9%
Dwellings	3498	3575	77	2.2%

Source: Census of Population and Housing (ABS), Urban Enterprise

3.2 Population Projections

- The Department of Treasury and Finance prepared updated population projections in 2019 covering a period of 25 years (2017 to 2042) for Tasmania’s LGAs. The projections present possible scenarios under assumptions relating to natural population increase and migration.
- The high series projections for the George Town LGA involve an average annual growth rate of 0.47% during the period 2019-24, 0.31% during 2024-29, gradually decreasing to -0.23% during 2039-42. The average annual growth rate for the LGA across the entire 2019-42 is 0.14%.

Population Projections* – George Town 2019-42						
Population	2019	2024	2029	2034	2039	2042
Medium Series	6961	7037	7029	6936	6765	6635
High Series	6975	7141	7251	7288	7251	7202
Total Growth 2019-42					Change #	Change %
Medium Series					-326	-4.7%
High Series					227	3.3%
Per Annum Growth (%)	2020-24	2025-29	2030-34	2035-39	2040-42	
Medium Series	0.22%	-0.02%	-0.27%	-0.50%	-0.64%	
High Series	0.47%	0.31%	0.10%	-0.10%	-0.23%	

* The projections do not consider the impact of future policies, any major land releases or development of major industries. The Structure Plan has the potential to impact population growth within the George Town LGA and Hillwood study area. Similarly, in terms of major new industries, permits are in place for wind and solar generation projects near George Town township, a mountain bike network is also proposed to the east of the township and a hydrogen facility is being planned at Bell Bay. Together, these projects and policies are a catalyst for further population growth beyond the projections.

3. DEMAND FOR RURAL RESIDENTIAL LOTS

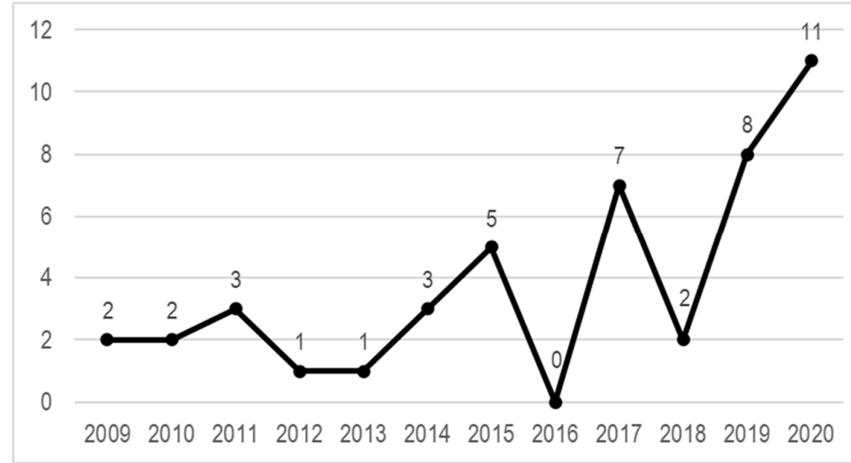
3.3 Historical Lot Sales

- Historical sales of vacant rural living lots provide a relatively simple indication of demand. Hillwood recorded an average of 3 lot sales per annum during the period 2009-19. There was a total of 11 lot sales in 2020.

3.4 Projected Demand

- Urban Enterprise has developed three growth scenarios for the next 20 years at Hillwood. The low and high growth scenarios are based on historical lot sales rate in Hillwood and Swan Bay & Dilston respectively.
- Several new major industries are planned within the George Town LGA which provide a catalyst for population growth beyond the current State Government projections. The supply of rural living lots at Hillwood will contribute to a mix of housing options and densities in the LGA and would assist in attracting and retaining a diverse population.

Vacant Rural Living Lot Sales - Hillwood 2009-20



Source: Census of Population and Housing (ABS), Urban Enterprise

Demand Scenarios, Rural Living - Hillwood 2020-40		
Scenario	Historical lot sales p.a. 2009-19	Demand for rural living lots 2020-40
1. Low Growth	3	60
2. High Growth	9	180
3. Midpoint	6	120

Source: Urban Enterprise

3. DEMAND FOR RURAL RESIDENTIAL LOTS

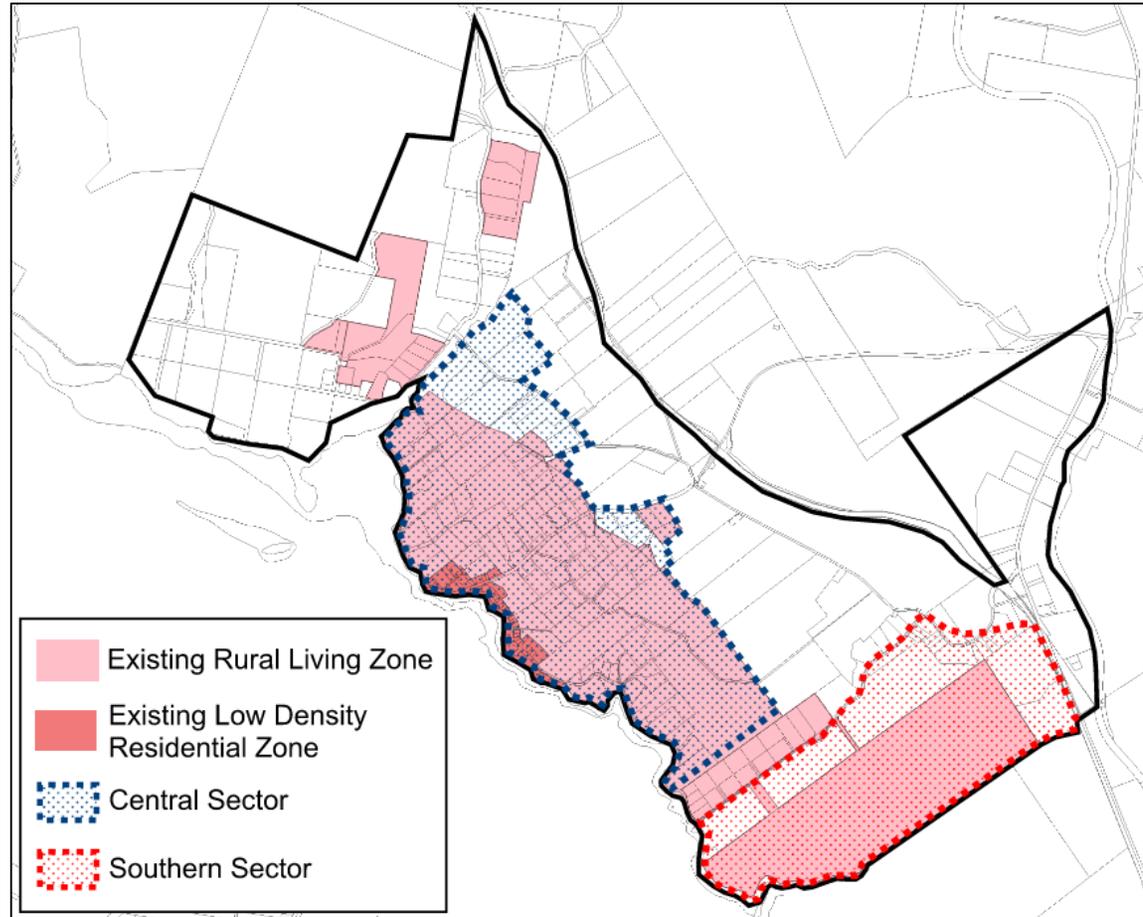
- Hillwood is likely to achieve growth somewhere between scenarios 2 and 3. This would involve demand for between 120 and 180 lots by 2040. The theoretical maximum supply of rural living lots from existing zoned land is 146. Under the high growth scenario, this represents 16 years of available supply. The key factors which may affect the ability to achieve the theoretical maximum supply including the intention, financial capacity and expertise of landowners to develop the relevant areas.
- The theoretical maximum supply is mostly contained within a single lot at Lot 1 East Tamar Highway, which has the potential to yield 96 lots or up to 10 years supply. The pipeline of supply is therefore dependent upon the future subdivision of this site, which is currently at pre-feasibility stage. Therefore, there is uncertainty regarding its viability and timing. Urban enterprise has therefore identified that development activity in Hillwood should be monitored over the next 2-3 years to review the supply pipeline.

3.5 Market Commentary

- Urban Enterprise consulted with local agents to obtain commentary relating to the current market for rural living in Hillwood and competing areas.
- There has been a heightened level of buyer interest in the area for rural living properties in the past two years. Contributing factors include the increase in market interest from mainland capital cities as well as local buyers from George Town and Launceston. This has been coupled with stronger economic conditions of the region, predominately buoyed by agriculture, tourism and a number of catalyst infrastructure projects that are planned, such as the mountain bike network and hydrogen facility.
- Demand is being constrained by the shortfall of active estates, with the exception of the estate at 209-225 Leam Road which is currently on the market. Any apparent slowdown in the market is due to issues relating to pricing as opposed to a weakening of demand. Hillwood would benefit from a further subdivision that delivers lots to the market.
- Lots that are currently available to the market are very similar in terms of product offering. The potential to deliver a greater diversity of product across Hillwood may contribute to an increase in demand for rural living properties. A diversity of product relates to location, lot size and configuration, topography and aspect. Given that the majority of active lot supply is homogenous, Hillwood would benefit from a broader range of product offering such as smaller lot sizes and different locations, including the central sector north of Leam Road.

4. UPDATED SUPPLY ASSESSMENT

- The supply assessment has been updated to identify the theoretical maximum supply that could be achieved within the study area during the life of the Structure Plan having regard to the findings of the demand assessment. It identifies the potential to create 146 lots within existing Rural Living zoned areas.
- Urban enterprise has identified that development activity in Hillwood should be monitored over the next 2-3 years to review the supply pipeline, including the development status of the land at Lot 1 East Tamar Highway. This will assist in determining whether other areas ought to be brought forward for intensification or expansion.
- The intensification within central sector is dependent upon the intention and willingness of landowners. It is estimated that the yield from the key consolidation sites identified represents 80% of the 50 potential lots in the sector. These factors provide opportunities for smaller-scale subdivisions of other sites and potential minor expansion of the Low Density Residential Zone to increase the product offering including smaller lot sizes.



5.1 East Tamar Highway / Hillwood Road / Dalrymple Road Intersection

- Safety Issues

There are several traffic safety issues associated with the intersection, including:

- Limited sight distances from Hillwood Road towards Launceston due to the ground level and from Dalrymple Road towards Launceston and George Town due to trees and shrubs.
- The length of left turn lane from the highway to Hillwood Road is not sufficient, and there is limited sight distance on the approach.
- Right turn movements are demanding and require gap selection across multiple lanes of high-speed traffic in both directions. The right turn movement from Hillwood Road is high risk and from/to Dalrymple Road is moderate-to-high risk.
- The 5-year reported crash history for the East Tamar Highway intersection with Hillwood Road and Dalrymple Road includes 4 casualties, which suggests eligibility for Federal Blackspot Funding.

- Capacity Issues

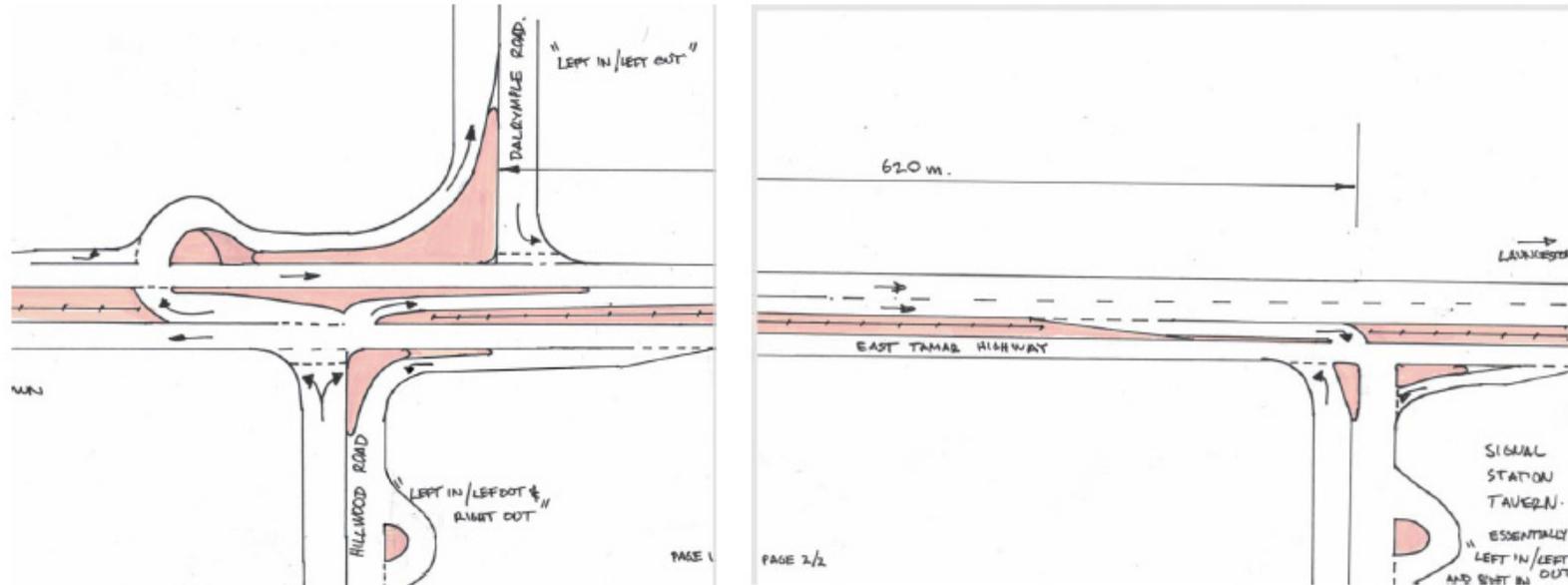
The Structure Plan will not create any capacity issues before 2040.

- Recommended Upgrades

Short-term (< 3 years) and medium-term (5-10 years) interventions are recommended to improve safety, including:

- A short-term intervention involving offsetting and lengthening the left turn lane from the highway to Hillwood Road and sight distance improvements.
- A medium-term intervention involving at grade treatment with protected turn facilities and median barrier fencing consistent with the State Growth “2+1” strategy (minimum AusRAP 3 Star rating) for Category 1 roads. The concept for the intersection (reproduced in Figure 8) involves a merging of the two south bound lanes of the highway north of Dalrymple Road and utilisation of the Signal Station Tavern access.

At Grade Treatment to Improve Traffic Safety at the East Tamar Highway / Hillwood Road / Dalrymple Road Intersection



5.2 East Tamar Highway / Hillwood Jetty Road Intersection

- Safety Issues

The traffic safety issues associated with the intersection include:

- Limited sight distance from Hillwood Jetty Road towards Launceston as vehicles utilising the left turn lane conceal north bound through vehicles on the highway.
- The length of the left turn lane from the highway to Hillwood Jetty Road is not sufficient, and there is limited sight distance on the approach.

- Capacity Issues

The Structure Plan will not create any capacity issues before 2040.

- Recommended Upgrades

Short-term (<3 years) intervention is recommended to improve safety, including:

- Lengthening of the left turn lane from the highway to Hillwood Jetty Road, including separation from the north bound lane.

It is anticipated that median barrier fencing and turn facilities consistent with the State Growth “2+1” philosophy will be applied in future highway upgrades.

5.3 East Tamar Highway Intersection Improvements – Cost Estimates

– High Priority – Lengthen left-turn lane onto Hillwood Road	\$0.6M
– Upgrade highway intersection with Hillwood Road / Dalrymple Road (consistent with State Growth’s “2+1” philosophy).	\$5M
– Lengthen left-turn lane onto Hillwood Jetty Road	\$0.7M
– Upgrade highway intersection with Hillwood Jetty Road (consistent with “2+1” philosophy)	\$3M
– Long-term improvements at Johnstons Road intersection including upgrade consistent with “2+1” philosophy and provision of a left-turn lane	-

5.4 Hillwood Road Network

- A number of high priority road upgrades over the next 5 years have been identified, including:
 - Entire length of Hillwood Jetty Road – high priority.
 - South-eastern section of Leam Road – medium priority.
 - South-eastern section of Hillwood Road for a length of 1km – medium priority..
 - Provision of the new collector road between Hillwood Jetty Road Leam Road (Burton Street extension).
- Collector roads within Hillwood currently have a seal width of 5.2m, and a width of 7m is recommended in Rural Living areas and 8.9m in Low Density Residential areas within the study area.
- A number of high priority intersection upgrades are recommended, including:
 - Hillwood Road and Leam Road intersection – medium priority.
 - Hillwood Jetty Road and Hillwood Road intersection – medium priority (Figure 70).
- The recommended road network extension and upgrades at Hillwood include new roads within subdivision sites that will be provided as part of future private development, together with roads through other private property and the upgrade of existing road infrastructure. These works will benefit the owners of development sites, together with the community generally. A method for funding the works needs to be determined, including the likely need for staged investment. Developer contributions are a mechanism that can assist in funding infrastructure upgrades.
- It would be preferable for the majority of intensification and expansion within the life of the Structure Plan to be located in the southern portion of the settlement to encourage the coordinated provision of road infrastructure.

The Structure Plan is based on a consideration of other constraints and opportunities relating to agricultural values, natural values, scenic values, bushfire hazards, land stability hazards, infrastructure and Aboriginal heritage.

6.1 Agricultural Values

- The Structure Plan seeks to protect the existing agricultural area along Hillwood Road in the eastern portion of the study area in accordance with an agricultural assessment previously undertaken by AK Consultants. This ensures consistency with the relevant provisions in the RLUS and State Policy on the Protection of Agricultural Land Policy 2009.
- Updates in relation to this matter are not considered to be required.

6.2 Natural Values

- Several native vegetation communities are mapped as existing on land throughout the study area. This includes small pockets of two threatened communities; *Melaleuca ericifolia* swamp forest (NME) and *Eucalyptus ovata* forest and woodland (DOV). The land which contains areas mapped within these threatened communities is currently zoned Rural Resource. This includes area to the east of Signal Lane / Dalrymple Road and west of Johnstons Road. The existence of the threatened vegetation is therefore unlikely to constrain the expansion of the Rural Living Zone within the life of the Structure Plan.
- The ecological assessment previously prepared by AK Consultants also identified several threatened flora and fauna species as well as potential suitable habitat. While rezoning and potential construction of dwellings and associated infrastructure would have an impact on suitable habitat for these species, the surrounding land provides similar habitat and the flora and free ranging fauna species will not be impacted to a significant degree. Development across the study area is likely to be gradual and rural living sized lots are also likely to retain undeveloped grassland and woodland habitat on portions of lots. Riparian habitat, and species associated with watercourses, will be protected from development in accordance with the relevant planning scheme provisions.
- The Natural Assets Code in the SPPs will require future subdivision, dwelling development and associated works to avoid unreasonable loss of areas identified as priority vegetation. This will likely require the provision of more detailed vegetation and fauna habitat assessments in conjunction with future rezoning and/or permit applications.
- Updates in relation to this matter are not considered to be required.

6.3 Scenic Values

- The undulating topography, forested areas and agricultural land within Hillwood create a semi-rural setting. The existing vegetation creates a backdrop for residential development when viewed from the Tamar River, and provides visual separation from the East Tamar Highway. The Structure Plan recommends a minimum lot size of 2ha in the area north of the Burton Street road reserve and the area west of Johnstons Road to ensure vegetation is retained on these upper slopes. This has been reflected in the supply assessment which has been undertaken. Further, a buffer with a minimum width of 40 m is recommended along the highway.
- Updates in relation to this matter are not considered to be required.

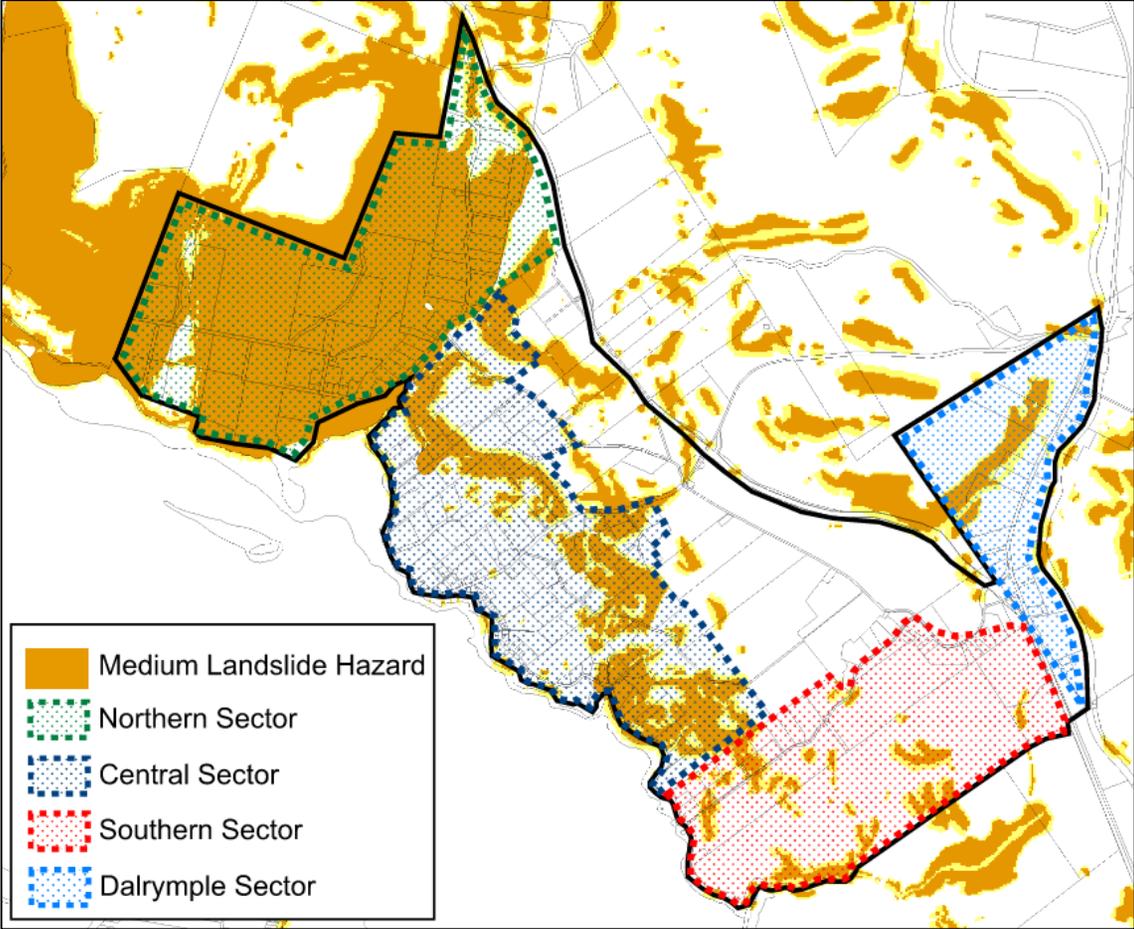
6.4 Bushfire Hazards

- Future lots will be capable of being designed to accommodate suitable hazard management areas with suitable dimensions, as required by the Bushfire-Prone Areas Code. They will also be capable of being provided with static water storage, where no reticulated water supply is available. The provision of a new collector road (Burton Street extension) would enhance the safety of the road network in the event of a fire emergency.
- Updates in relation to this matter are not considered to be required.

6.5 Land Stability Hazards

- The existing planning scheme maps incorporate landslide features to the west of Johnstons Road identified on the Tasmanian Landslide Series, Deviot – Slide Susceptibility, Map 5 produced by Mineral Resources Tasmania (MRT, 2013). These are relatively old features located to the northwest of Egg Island, including the flanks of Murphys Hill, which have the susceptibility for reactivation.
- Potential land stability issues in Hillwood also relate to younger smaller-scale active and potential failures. It is likely that such features would be capable of being incorporated into subdivided lots that are sufficiently large and subject to appropriate controlled development.
- The Landslide Code in the SPPs will be applied on the basis of the low, medium, medium-active or high hazard bands identified on the mapping produced by the Department of Premier and Cabinet (DPAC, 2013) using MRT data. These bands include areas that have known landslide features or which otherwise have landslide susceptibility. Much of the area to the west of Johnstons Road is shown within a medium hazard band. Other areas to the south including potential consolidation sites in the central sector are shown within medium and low hazard bands. The planning scheme provisions relevant to these areas will require that a tolerable risk can be achieved and maintained for the type, scale and intensity of use or development.
- It is clear however that the area to the north of Johnstons Road is the most constrained in terms of land stability.

Landslide Constraints



6.6 Infrastructure

- There is no requirement for rural living or rural residential lots to be connected to a reticulated sewerage or water supply system where services are not available or capable of being connected. There is no reticulated sewerage system within the study area. The capacity for lots to accommodate on-site wastewater management will need to be demonstrated however is unlikely to be a significant constraint to development.
- TasWater has advised that there is no spare capacity within the reticulated water supply system at Hillwood and it does not have any current plans to upgrade the system. An infrastructure scheme would be required to upgrade the system. Otherwise, rural living and low density residential lots are typically capable of accommodating static storages for potable and fire fighting purposes.
- There is no requirement for rural living lots to be connected to a public stormwater system. The Natural Assets Code in the SPPs will require works in proximity of waterways to minimise the potential for erosion, siltation, sedimentation and runoff.

6.7 Aboriginal Heritage

- A recent Aboriginal Heritage Register Search undertaken by Aboriginal Heritage Tasmania has identified a single Aboriginal Heritage Site within the study area. Future development in proximity of the identified site will need to have regard to the relevant requirements in the *Aboriginal Heritage Act 1975*. The future development envisaged by the Structure Plan has a low likelihood of impacting Aboriginal heritage values.

- The Council's Community Strategic Plan 2020 – 2030 articulates a vision, which states:
Our Communities Progressive, Prosperous and Proud!
- Its relevant future directions, desired outcomes and strategic are reproduced below:
 - Future Direction (1) **Community pride**
 - All are valued and included.
 - Taking a 'whole of community' approach to everything.
 - All communities take pride in their place.
 - Developing well-designed public spaces which are attractive, safe and support the area's identity and reputation.
 - A strong, recognisable, positive reputation.
 - Promoting the area as the place to live, work, play and invest.
 - Future Direction (2) **Prosperity for all in all aspects of life**
 - Increased population across the municipality.
 - Attracting workforce aged people with skills in gap areas.
 - Playing a positive role in the population growth strategy for the Region.
 - Strengths-based reputation building.
 - Focusing population attraction on the area's advantages of well-connected and supportive communities: digital advantage; community of learners.
 - Protected local natural landscapes and values.
 - Caring for our environment.

- Future direction (3) **Progressive well-resourced communities**
 - Recreational opportunities for all.
 - Developing well-designed and maintained recreational facilities – shared pathways, tracks, trails, exercise stations – all ages, all abilities.
 - Public infrastructure relevant to needs.
 - Making sure the place works well through good design, safety standards asset management and ongoing maintenance.
 - Improve access through the design, maintenance and extension of footpaths, tracks and trails.
- Future direction (4) **Leadership and accountable governance**
 - A culture of engagement and participation.
 - Trusted, transparent and inclusive community engagement processes.
 - Engaging over things that matter to the community.
 - Planning and regulatory responsibilities are undertaken fairly and openly.
 - Building knowledge and understanding of planning and regulatory responsibilities and processes.



8.1 Land Supply

The Structure Plan seeks to recognise the lifestyle residential characteristics within Hillwood whilst providing an opportunity for intensification and expansion that is consistent with the projected demand over the next 20 years. Future residential growth should be coordinated to ensure there is a move away from the historic sporadic and ad hoc development pattern.

Strategies

- Facilitate a minimum lot size of 2ha for any new consolidation lots north of the possible Burton Street extension to assist in protecting scenic values and to provide a transition to the agricultural uses further north.
- Retain the remainder of the existing Rural Living Zone and allow for a minimum lot size of 1ha across the area reflective of the existing density. This incorporates the expansion area within the southern sector and consolidation areas within the central sector, the development of which will be coordinated with the extension of the road network.
- Retain the existing Low Density Residential Zone and allow for potential minor expansion in the future to increase diversity including smaller lot sizes.
- The remainder of the land within the study area with lifestyle residential characteristics will be recognised for potential long-term intensification and expansion, subject to resolving any relevant site constraints.
- Undertake an on-going review of the supply pipeline to assist in determining whether these areas should be brought forward for intensification or expansion.

8.2 Road Network

The Structure Plan seeks to upgrade the network that provides for the safe and efficient movement of vehicles and enhances cross connections through the study area. The East Tamar Highway is recognised as forming part of the State primary freight and passenger route.

Strategies

- Facilitate the extension of the road network including a new collector road following the Burton Street alignment south of Hillwood Jetty Road through the central and southern sectors and the provision of additional road infrastructure in central sector north of Hillwood Jetty Road.
- Facilitate upgrades to the intersections of East Tamar Highway with Hillwood Road, Dalrymple and Hillwood Jetty Roads to improve safety.
- Introduce an infrastructure contribution scheme to facilitate the necessary upgrades to road infrastructure.

8.3 Open Space and Linkages

The Structure Plan seeks to provide for the economic and social well being of residents in Hillwood

Strategies

- Establish a local business centre for the purpose of providing a mix of services for both residents and visitors. The Signal Station Tavern site has capacity to contain small scale businesses meeting the day-to-day with connection to the settlement through a future local road network.
- Recognise that a safe walking network with linkages between public open spaces and recreational facilities supports a healthy community.

8.4 Agriculture

The Structure Plan seeks to foster a diverse business and agricultural industry mix and to protect land that can be practically and economically used for agriculture from conversion to non-agricultural uses.

Strategies

- Retain the existing agricultural area along Hillwood Road in the eastern portion of the study area, prevent conversion to non-agricultural uses and provide adequate separate from residential uses.
- Separate, as far as practicable, vehicle movements associated with residential uses from agricultural activities.

8.5 Natural Values and Heritage

The Structure Plan seeks to manage the protect the natural environment and heritage to ensure it is enjoyed by our community, visitors and future generations.

Strategies

- Recognise the intrinsic natural values of the Hillwood Foreshore, including Egg Island Point, Macquarie Rivulet and Egg Island Creek, protecting them from use and development.
- Provide for the appropriate protection for any identified Aboriginal cultural and local heritage values.
- Encourage retention and enhancement of existing vegetation on private land, roadsides and reserves using native plantings.

8.6 Scenic Values

The Structure Plan seeks to protect and enhance key vistas and view lines to the coast and environmental features..

Strategies

- Facilitate a minimum lot size of 2ha for any new consolidation lots north of the possible Burton Street extension to assist in protecting scenic values.
- Retain the visual screen provided by vegetation along the East Tamar Highway. This creates separation from the East Tamar Highway and also provides a backdrop to the settlement west of the highway.

8.7 Natural Hazards

The Structure Plan seeks to minimise use and development in locations where natural hazards cannot be appropriately managed.

Strategies

- Use and development on land at risk of bushfire is supported where it can be appropriately designed, located, serviced and constructed in a manner which minimises the risk of human life and property and the overall cost to the community caused by bushfire.
- Use and development on land at risk to landslide is supported where this can be appropriately located and managed and does not contribute to a further risk of landslides.

8.8 Infrastructure

The Structure Plan seeks to recognise the rural living characteristics of the study area and manage the environment as appropriate.

Strategies

- Use and development on land that is not capable of connecting to a reticulated water supply system is supported where appropriate static water storages for potable and fire fighting purposes is provided.
- Use and development on land that is not capable of connecting to a reticulated sewerage system is supported where there is capacity for lots to accommodate on-site wastewater management.
- Provide for opportunity of water sensitive urban design to improve stormwater management across the area.

9. IMPLEMENTATION AND MONITORING

The Structure Plan provides a framework for development in Hillwood over the next twenty years with identified principles and strategies. The identification of resultant actions, responsibilities and timing is intended to assist Council in decision making and the delivery upon the recommendations.

Implementation Plan		
Actions	Responsibility	Timing
Undertake amendments to the relevant planning scheme to give effect to the development framework identified in the Structure Plan, including: <ul style="list-style-type: none"> • Zoning changes across the study area. • A Specific Area Plan to provide for the coordinated provision of road infrastructure in conjunction with future subdivision specifying: <ul style="list-style-type: none"> – Preferred road layouts. – Infrastructure contributions. 	Council in conjunction with landowners and the Department of State Growth	Short-term
Facilitate the lengthening of the left-turn lane onto Hillwood Road from the East Tamar Highway to improve traffic safety.	Council and the Department of State Growth	Short-term
Review the potential for upgrades to the local road intersections with the East Tamar Highway in conjunction with the State Growth “2+1” strategy (minimum AusRAP 3 Star rating).	Council and the Department of State Growth	Medium-term
Review of the supply pipeline in light of development activity, or any changes to State planning policy, to assist in determining whether these areas should be brought forward for intensification or expansion.	Council	On-going
Assign a priority schedule for upgrades to Council infrastructure within Hillwood, including the provision of pedestrian and cycle pathways.	Council	On-going
Review the commercial / retail / social infrastructure needs of the settlement in 10 years to determine if the needs of the settlement are being met or whether there is need to expand the commercial zone.	Council	Long-term
Undertake a study relating to storm water drainage throughout Hillwood, within designated growth locations and established residential areas to identify mitigation and infrastructure measures.	Council	Short-term
Investigate opportunities to enhance recreation facilities including walking trails within the Tamar River foreshore.	Council, State Government	Medium-term

Tasmania 7250
6ty.com.au
admin@6ty.com.au

Tamar Suite 103
The Charles
267 Charles Street
Launceston 7250
(03) 6332 3300

57 Best Street
PO Box 1202
Devonport 7310
(03) 6424 7161

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