



6ty°

HILLWOOD STRUCTURE PLAN





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PURPOSE OF THE STRUCTURE PLAN

Hillwood and the surrounding region was traditionally an orchard area that has grown to become a semi-rural lifestyle settlement besides the Tamar River, serving a small to medium permanent population.

Hillwood has experienced continued pressure for lifestyle lots due to the high amenity values of this area largely created by the scenic attributes of the Tamar River environs, and easy commuting distance to both George Town and Launceston providing access to employment and social infrastructure.

The Structure Plan is a blueprint which provides a framework for future population growth at Hillwood which includes a small area around the Dalrymple Road and East Tamar Highway intersection. This identifies:

- Importance of agricultural uses within the settlement which provides a sense of place;
- Appropriate expansion of residential and commercial uses, supporting the needs of a growing community; and
- A development pattern that is respectful of the scenic, natural and landscape values.

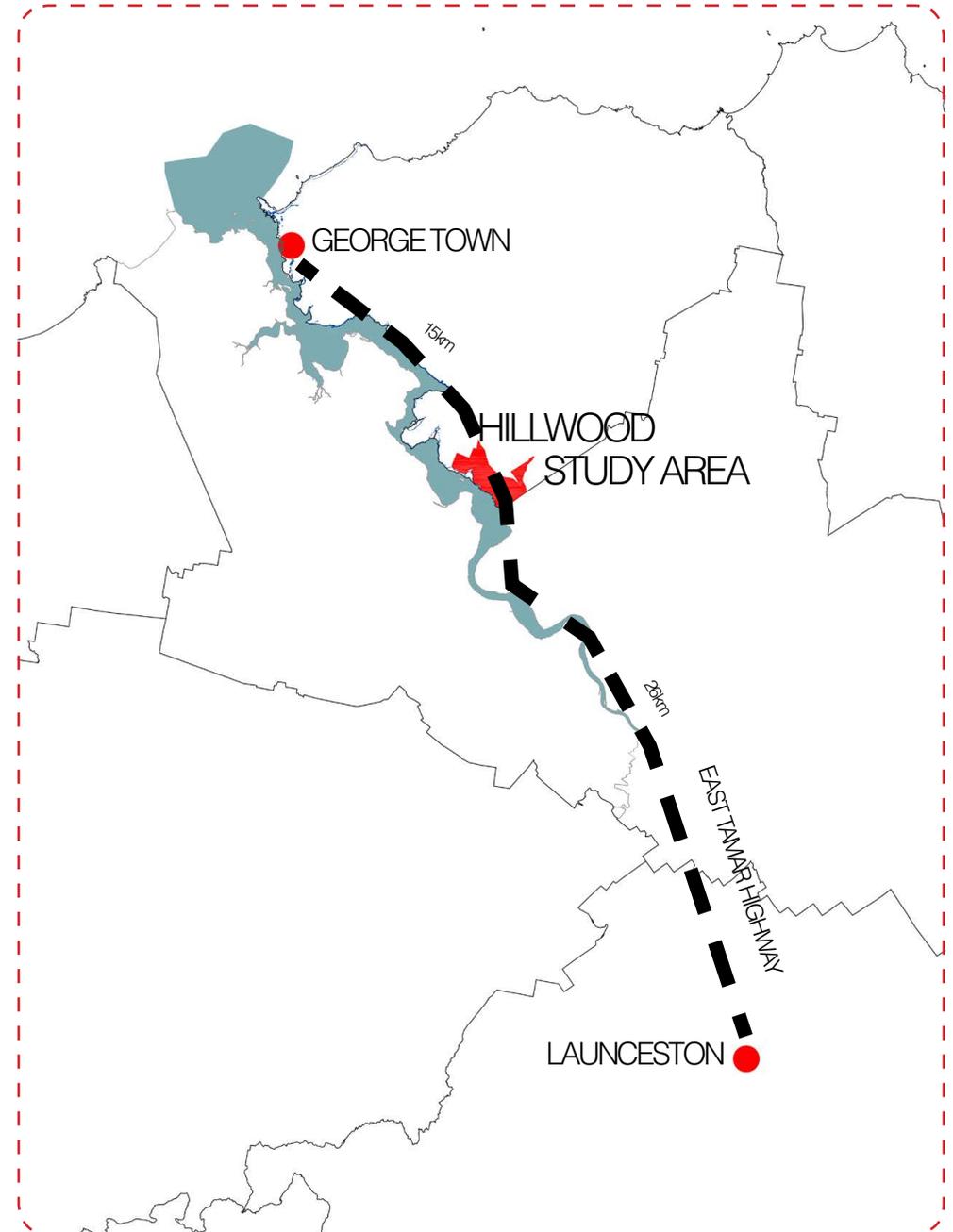
DEVELOPMENT OF THE STRUCTURE PLAN

The George Town Council commissioned a series of studies to understand the land use challenges facing Hillwood Study Area, identifying the constraints, opportunities and future needs of residents as it relates to:

- Available Land: Local Supply and Demand;
- Agricultural, Natural and Scenic Values;
- Natural Hazards; and
- Infrastructure and Utilities.

The development of the Structure Plan has been carefully considered in this context and balances the vision and planning principles with the constraints and opportunities to meet the requirements of the study area.

The Structure Plan also draws on community consultation undertaken as part of the George Town Strategic Plan and through private initiated surveys to ensure that the framework is aligned with community priorities and aspirations.



HOW WILL THE STRUCTURE PLAN BE USED?

The Structure Plan is primarily a tool to be used by the George Town Council to determine appropriate local planning policy and zoning of land within the study area.

The Council will also reference the document when considering the future infrastructure investment and community service needs.

The Structure Plan will create a framework for use and development for the next 20 years, providing direction and certainty to residents, landowners and primary industry producers, and other relevant stakeholders.

STRUCTURE PLAN COMPONENTS

- **Hillwood in Context**, outlining the study area, demographic changes and community aspirations;
- **Vision and Planning Principles**, providing a framework for the Structure Plan including a regional policy context;
- **Opportunities and Constraints** shaping the use and development framework;
- **Framework for Growth**, blueprint for settlement expansion and protection of agricultural uses; and
- **Implementation and Review**, identifying the strategic work required to support implementation of the Structure Plan.



The study area was determined using a methodology of placing 200m diameter circles around constructed dwellings to establish the extent of the existing development pattern.

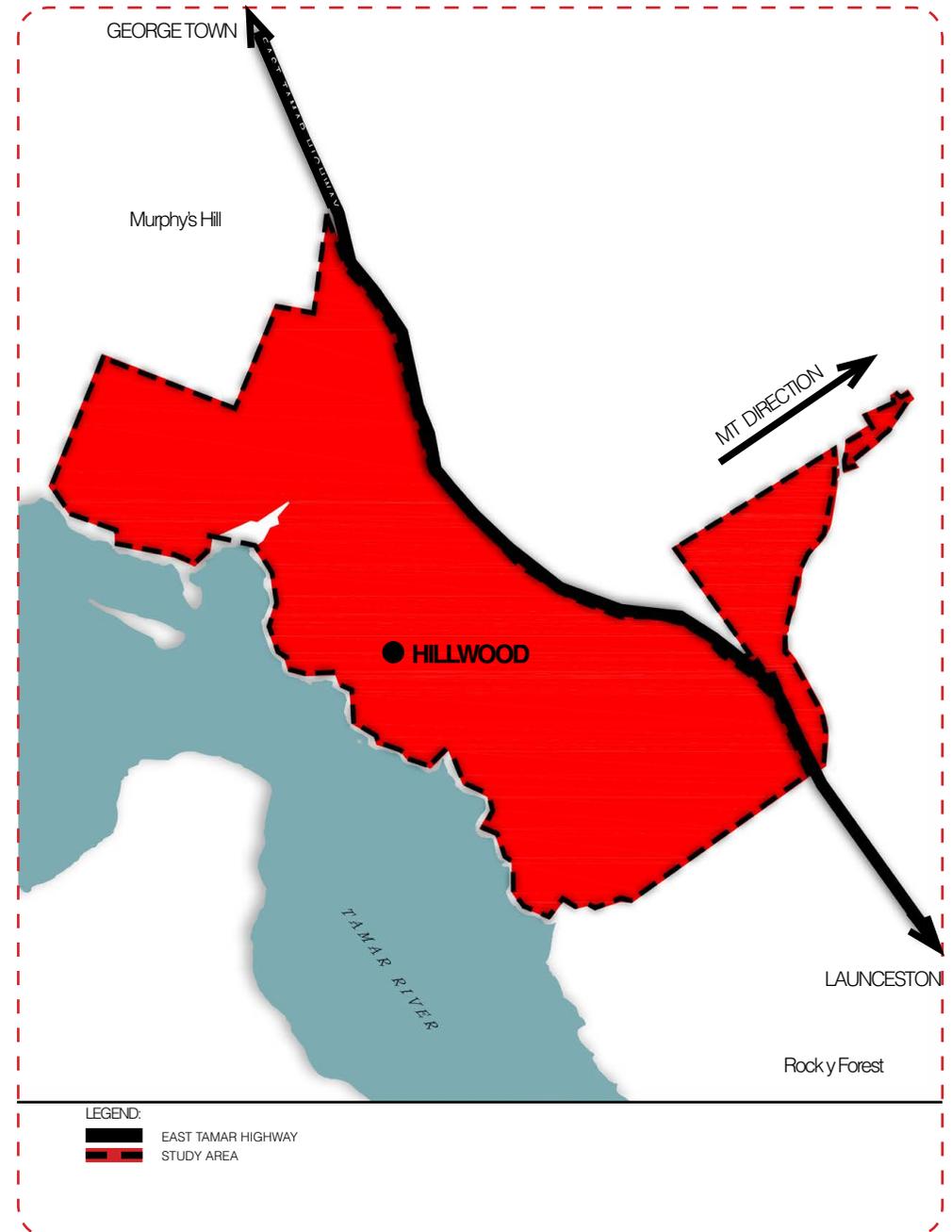
This identified study area largely aligns with the physical attributes and constraints of the Tamar River, the steep slopes of Murphy's Hill, the East Tamar Highway and the local government boundary between George Town and Launceston.

The study area includes the cluster of rural living development around the Dalrymple Road and East Tamar Highway intersection.

This rural living development is identified as part of the State Suburb of Hillwood (Australian Bureau of Statistics) given its close proximity to the settlement east of the Highway; and recognition that residents in this location are supported by the small scale services and facilities at Hillwood.

SPATIAL ATTRIBUTES

- Hillwood is located between the Tamar River and the East Tamar Highway, 15km south of George Town and 26km north of the Launceston CBD.
- 25 minute commuting time through improved accessibility to Hillwood via the East Tamar Highway, connecting residents to employment and service centres including the Bell Bay industrial area, University of Tasmania, George Town and Launceston CBD.
- The southern-western edge of the study area forms the boundary shared between Launceston City Council and George Town Council. The undulating topography of Rocky Forest separates the study area from rural living development at Swan Bay.
- Topography of the Hillwood settlement consists of undulating hills with gullies forming the main drainage lines to the Tamar River.
- The Macquarie Rivulet traverses the study area from Mount Direction across Hillwood to the outlet at the Tamar River.
- Egg Island Creek meanders east-west across the study area, parallel to Johnstons Road towards the outlet at the Tamar River.



POPULATION GROWTH & COMPOSITION

The Australian Bureau of Statistics (ABS) identifies the study area to be within the Hillwood State Suburb (HSS) and Hillwood, Urban Centres and Localities (UCL)^{1,2}. The latter is closest to resembling the study area, however, does not include the land on the northern side of Egg Island Creek or south beyond the properties fronting Leam Road. Nevertheless, the two data sets provide valuable insight with respect to the community that lives within the study area.

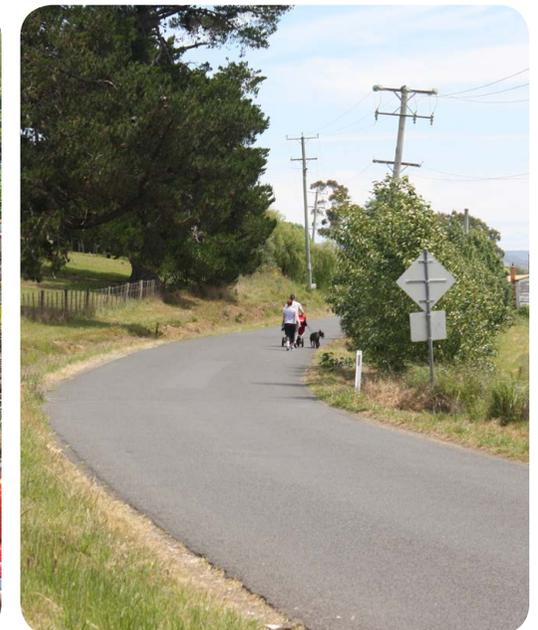
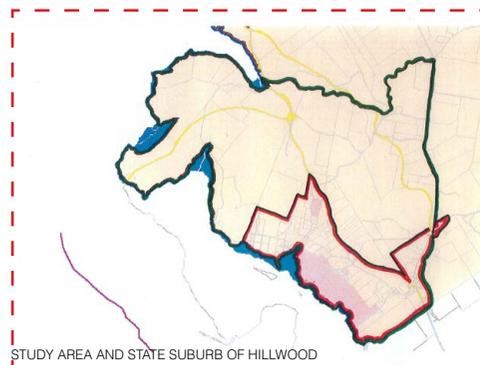
Separate census data is not available for study area prior to 2006 as this was incorporated into a larger collector district as shown below. The separation of Hillwood from this collection district identifies that the population within the study area has grown over time to warrant its recognition as an 'urban centre and locality'. This underpins the value of applying a coordinated approach to land use planning for the study area.

Between 2006 and 2011 the population within the study area grew at an estimated rate of 6-7% per annum. As the land areas of the census collector districts varied considerably between 2006 and 2011, this figure is indicative only and is based on the assumption that 85% of the population counted lived within the study area. This percentage was estimated from the number of dwellings constructed and an average household size of 2.6 persons as determined at 2011 Census. The estimated growth rate for the study area is approximately 1.5 times higher than the growth rate for Tasmania over this same period.

In 2011, the population composition was almost equally distributed between males and females with the median age at that time being 43 years. A similar distribution was recorded at the 2006 Census but with the median age being 41 years, suggesting that the population has aged slightly in this five year period. Approximately 15% of the population are retirees.

The study area is popular amongst families with children making up 45% and couple families without children constituting approximately 46%.

The composition of families with children and retirees are considered to be important considerations for future planning within the study area.



The George Town Council has a role in ensuring new development is fair, sustainable and able to withstand natural hazards, in places that can be serviced by roads, water and sewage. Council also provides for and manages local roads, open space, sports and recreation facilities.

The George Town municipality has a strong connection to water with much of our recreational opportunities and lifestyle tied to the foreshore. Central to George Town's sense of place and pride is its connection to the river and the ocean.

The Council strives to provide a quality urban environment coupled with activities, services and events for all members of the community, ensuring our towns and settlements remain liveable and vibrant.

Land use planning is used to facilitate strategic development and sustainable growth in our municipality, and to ensure infrastructure and facilities are accessible to all members of the community where possible.

A vision for Hillwood 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 2015, 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.

KEY PLANNING PRINCIPLES

- 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.

Regional Land Use Strategy of Northern Tasmania

The Regional Land Use Strategy (RLUS)³ commenced in 2012 and provides strategic planning and development guidance for the Northern Region of Tasmania spanning a 20 year period. The RLUS expresses a series of regional policies and actions as follows:

- Regional Settlement Network;
- Regional Activity Centres Network;
- Regional Infrastructure Network;
- Regional Economic Development;
- Social Infrastructure and Community; and
- Regional Environment.

The most relevant policies and actions in context of this Structure Plan are outlined below.

Policy		Action	
Regional Settlement Networks			
RSN-P2	Ensure existing settlements can support local and regional economies, concentrate investment in the improvement of service and infrastructure and enhance the quality of life in those urban and rural settlements.	RSN-A6	Ensure all Rural and Environmental Living occurs outside of the urban growth boundary areas.
The study area intends to facilitate rural living development outside of the urban growth boundary.			
Housing Affordability			
RSN-20	Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.	RSN-18	Review the community needs with respect to housing provision and affordability.
Hillwood & its surrounds is the only settlement within the municipality that offers recognised rural living lifestyle opportunities. Increasing supply of available land for this purpose in the municipality contributes to housing choice and affordability within a defined settlement.			

Rural and Environmental Living Development			
RSN-P21	Rural and environmental lifestyle opportunities will be provided outside urban areas.	RSN-A19	Rural living land use patterns will be identified based on a predominance of residential use on large lots in rural settings.
RSN-P22	Rural and environmental lifestyle opportunities will reflect established rural residential areas.	RSN-A20	Planning schemes should prioritise the consolidation of established rural residential areas over the creation of new rural residential areas.
RSN-P23	Growth opportunities will be provided in strategically preferred locations for rural living and environmental living based on sustainability criteria and will limit further fragmentation of rural lands.	RSN-A21	Target growth to preferred areas based on local strategy and consolidation of existing land use patterns.
RSN-P24	Growth opportunities for rural living and environmental living will maximise the efficiency of existing services and infrastructure.	RSN-A22	Planning scheme provisions must specifically enable subdivision opportunity to preferred areas by setting minimum lot sizes based on locality.
RSN-P24	Recognise that the Furneaux Group of islands are more reliant on local strategies for Rural and Environmental Living areas and the protection of agricultural land that respond to the complexities of remote area economics and the need to retain or increase population and visitation.	RSN-A23	Ensure future locations of the Rural Living zone will not require extension of the Urban Growth Boundary Areas, compromise productivity of agricultural lands and natural productive resources.
		RSN-A24	Ensure future locations of the Environmental Living zone do not compromise environmental values.
		RSN-A25	Consolidation and growth of rural living and environmental living areas is to be directed to areas identified in local strategy, that align with the following criteria (where relevant):

			<ul style="list-style-type: none"> • proximity to existing settlements containing social services; • access to road infrastructure with capacity; • onsite waste water system suitability; • consideration of the impact on natural values or the potential land use limitations as a result of natural values; • minimising impacts on agricultural land and land conversion; • minimising impacts on water supply required for agricultural and environmental purposes; • consideration of natural hazard management; • existing supply within the region; • potential for future requirement for the land for urban purposes; and • the ability to achieve positive environmental outcomes through the rezoning.
Rural Land Natural Productive Resources			
ED-P7	Prevent the loss of potential future rural production (including agriculture, mineral extraction, forestry) through the implementation of regions land use strategy.	ED-A7	Protect the long term operation of rural industries and to facilitate a growing agricultural sector.

ED-P8	Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.	ED-A11	Identify and protect natural economic resource areas from further fragmentation and inappropriate land use.
<p>Future rural living and low density residential development within the study area was carefully considered in the context of the municipality.</p> <p>Coastal settlements within the municipality also offers rural living lifestyle in a scenic setting. These settlements largely attract retirees or those seeking holiday homes rather than permanent residents due to lengthy commuting distances and reduced facilities and services.</p> <p>Expansion of residential development in Hillwood is deemed appropriate given the lifestyle opportunities offered in this location within short traveling distances to a full range of services and employment.</p> <p>Location of future residential expansion within the study area has been carefully balanced in context of existing agricultural activities, natural values and hazards and infrastructure requirements. This is demonstrated by the array of specialist reports prepared to support this Structure Plan.</p>			
Tourism			
ED-P10	Support the development of the tourism sector through land use planning by ensuring land use planning policies and principles do not unnecessarily restrict tourism use and development.	ED-A17	Provide opportunities to economically support rural land uses (e.g. farming) by allowing diversification through tourism use and development.
		ED-A18	Encourage the establishment of small tourism businesses by allowing flexible locations and minimising regulation, such as working from home and farm gate.
<p>The agricultural activities provide opportunity to build on tourism with the study area. There are a number of examples in the study area where small tourism businesses are established.</p> <p>While the Structure Plan does not specifically allocate any particular area for tourism, use and development controls will provide flexibility to provide opportunities for new ventures and expansion of existing tourism within the study area.</p>			

Open Space and Recreation			
OSR-P01	To provide for an integrated open space and recreation system that contributes to social inclusion, community health and well-being, amenity, environmental sustainability and the economy.	OSR-A02	Prepare municipal audits and plans for open space supply in accordance with the process provided in the Tasmanian Open Space Policy and Planning Framework 2010.
		OSR-A03	Provide for a regional network of multi-use trails in accordance with the Northern Tasmania Recreation Trails Strategy 2004.
		OSR-A04	Ensure that development is consistent with principles identified in 'Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania'.
The George Town Council is in process of developing walking trails within the study area.			
The Structure Plan supports the implementation and continued development of walking trails and provision of infrastructure to facilitate walking and cycling.			
NH-P02	Ensure that future land use and development minimises risk to people and property resulting from flooding.	NH-A02	Ensure appropriate land uses and urban development in areas of susceptibility only where risk is very low or that it can be managed by prescriptive controls to avoid undue risk to persons including life of loss and damage to property.
NH-P02	Ensure that future land use and development minimises risk to people and property resulting from flooding	NH-A04	Include controls in planning schemes based on current best practice to manage risk to persons and property resulting from inundation.
NH-P03	Ensure that future land use and development minimises risk to people and property resulting from bushfire hazard.		
Appropriate specialist reports were commissioned to ensure that expansion of residential development was located in areas where risks could be appropriately managed.			

CW-P02	CW-P02 Limit the expansion of urban development within the coastal zone to avoid encroachment into areas of intact coastal environments.	CW-A02	CW-A02 Manage the expansion and limit further linear expansion within the coastal zone not within the existing settlement pattern.
		CW-A03	CW-A03 Allow new use or development within areas of intact coastal environments only when they are dependent on a coastal location for operational efficiency.
The planned urban expansion presents an opportunity for consolidation within an existing settlement. This will not encourage linear expansion within the coastal zone.			

State Planning Policy

Through the State Policy, the Tasmanian State Government provides strategic direction on matters relating to land use planning, land management, environmental protection and the development of natural and physical resources.

Planning decisions made by the Council must be consistent with the provisions of State Policies. Three State policies are briefly summarised below, and where required, are addressed further within the appendices to this report.

Protection of Agricultural Land Policy 2009 ⁴

The purpose of the PAL policy is to establish a new policy regime for appropriately regulating rural land use and development in the context of changing agricultural practices and continued rural land development pressures.

It identifies key directions in relation to the application of the Rural Resource Zone and planning policies for rural areas, including policies for animal keeping and training, dwellings and subdivisions, and tourism development in rural areas.

The Structure Plan has embraced this Policy ensuring that priority is given to land use planning decisions which protect high value agricultural productive land.

State Coastal Policy 1996 ⁵

The State Coastal Policy provides direction to plan coastal resources and settlements to ensure that the environment is protected and settlement boundaries are defined.

Hillwood is within 1km of the mean high water mark and therefore has a large portion of the study area within the coastal zone. Future use and development must have regard to this Policy.

This Policy provides direction to plan coastal resources and settlements and seeks to:

- Respond to the potential effect of climate change (including sea-level rise) on use and development within the coastal zone;
- Compact and contained settlements, avoiding environmentally sensitive areas from the expansion of urban and residential areas;
- Publics' right of access to and along the coast from both land and water will be maintained; and
- Encourage recreational use of the coastal zone.

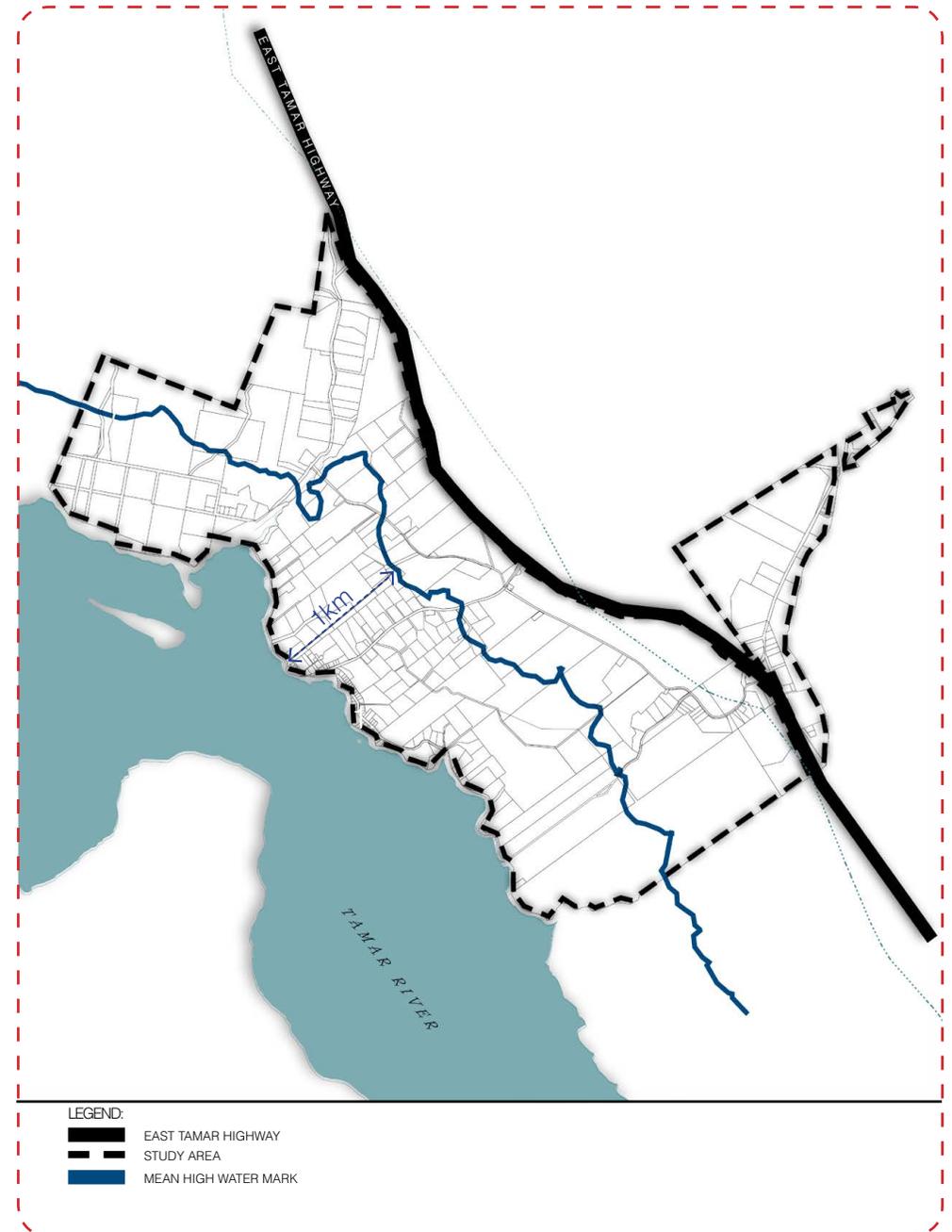
The study area is not identified as being subject to coastal vulnerability or erosion as verified by the coastal erosion hazard overlay. The Structure Plan is aligned with the outcomes of the State Coastal Policy as it continues to promote:

- Contained and compact settlement, improving efficient of land for residential use;
- Retains the publics' access to the Tamar River environment; and
- Promotes recreation through the facilitation of a recreation trail along the foreshore.

The State Policy on Water Quality Management 1997 ⁶

The State Policy on Water Quality seeks to manage Tasmania's surface and ground water resources, particularly during development, in order to ensure no harm is caused to the environment.

New residential development provides an opportunity for improved stormwater management through integrated water sensitive urban design (WSUD) in greenfield and infill sites. The Structure Plan promotes the use of WSUD principles to improve stormwater management outcomes for the study area.



COMMUNITY ASPIRATIONS AND PRIORITIES

Consultation was undertaken across the municipality as part of the George Town Strategic Plan and identified key priorities for the study area⁷. Additionally, this Structure Plan has drawn on the results of the private community survey that was conducted for Hillwood.

These aspirations are aligned with the directions articulated by the George Town Strategic Plan and regional policies.

Urban growth and services

The community clearly expressed a desire to increase its population base, expand businesses and sporting clubs and also seek new employment opportunities. It is also important that expansion of residential development does not detrimentally impact on agricultural uses or compromise scenic values.

There is recognition that an increase in population brings opportunity for improved services and facilities as well as commercial development. Manufacturing and processing plants are not envisaged by residents within study area.

Road network limitations

Safety concerns for all road users came to the fore particularly with respect to road junctions within Hillwood (for example the junction at Leam Road and Hillwood Jetty Road) and the narrow width of road infrastructure across the network. The road network requires improvement and does not reflect current design standards for pedestrian and cycling pathways.

Promote safe and efficient pedestrian network

Recognition that most of the existing road infrastructure lack the provision of footpaths and do not promote safe and efficient pedestrian movement.

Strengthen open space networks building on community recreation facilities

Expressed desire to improve access to the Tamar River environment, value adding to existing open spaces by providing exercise equipment and constructing a walking track from Hillwood Pontoon Park area to Egg Island Bridge.

Build tourism by centering and promoting opportunities around historical and natural features.



The Structure Plan considers the constraints, opportunities and strategies that shape the use and development framework for the study area.

To assist with articulating particular outcomes of the Structure Plan, the study area is divided into five sectors.

1. **Foreshore** - captures the low density residential development around the foreshore.
2. **Central** - a range of lot sizes containing rural living development, hobby farms and commercial agricultural uses.
3. **Southern** - greenfield sites with some established rural living development adjacent to Hillwood Road, between the East Tamar Highway and Leam Road.
4. **Northern** - rural living development constructed on the lower slopes of Murphy's Hill
5. **Dalrymple Road** - rural living development clustered around the intersection of Dalrymple Road and the East Tamar Highway.



The existing residential development pattern of the Northern and Central sectors are characterised by single detached dwellings on individual lots. Approximately 75% of these dwellings are contained on lots with areas less than 2ha. Residential development in these sectors is characterised by wide separations between dwellings, providing strong visual connections to the natural values and agricultural landscape.

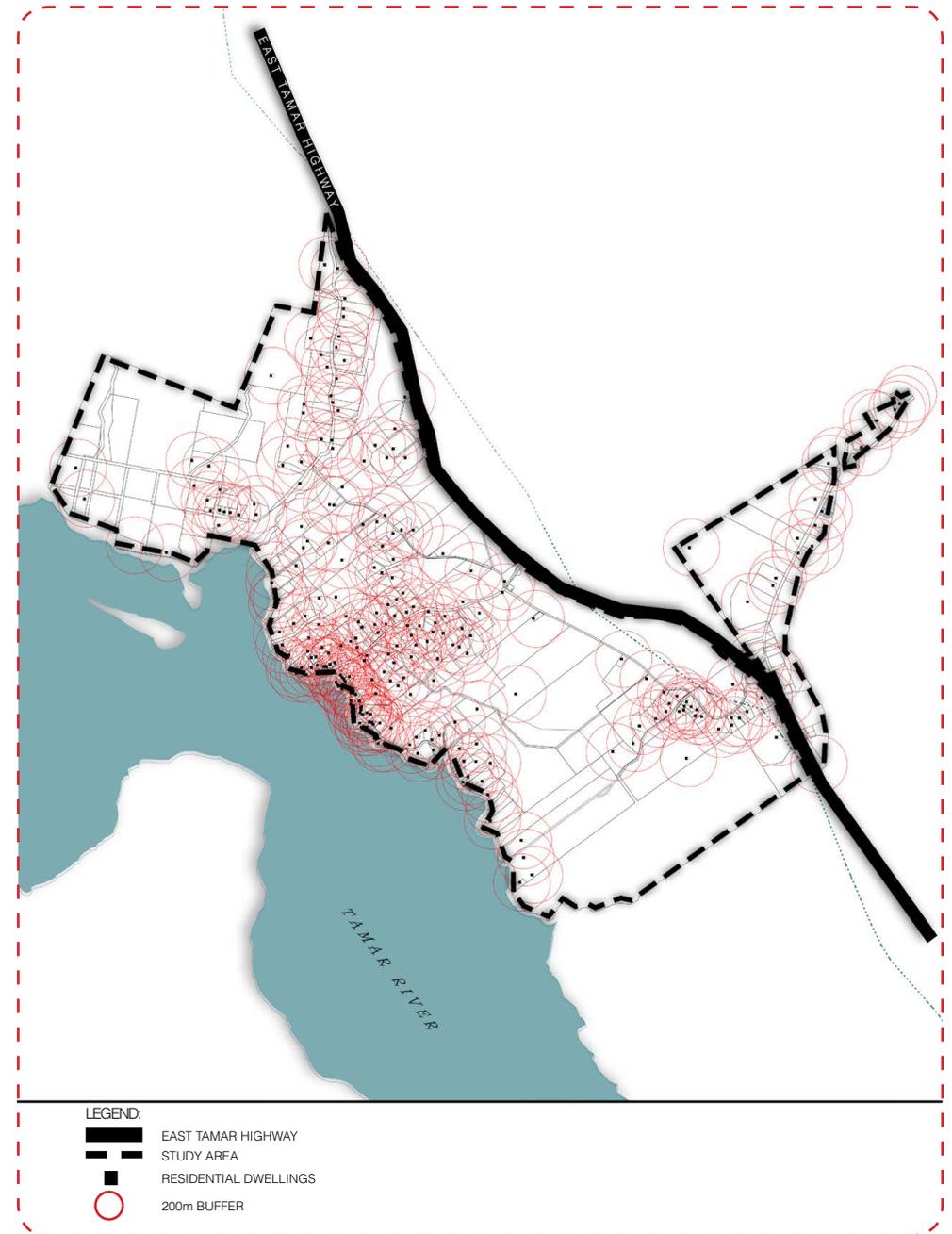
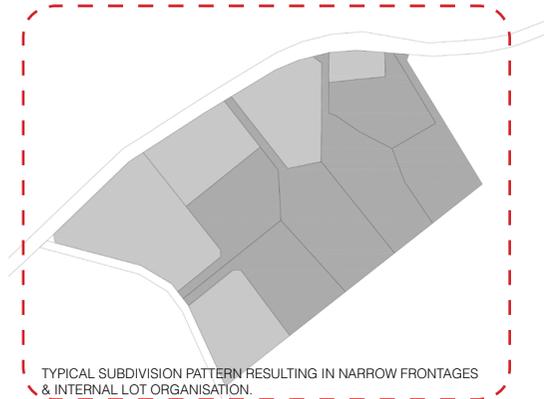
The character within the Foreshore sector is characterised by a higher lot density than the other sectors. Accordingly, the same separations between dwellings are not achieved due to the reduced lot areas.

Residential development continues to retain a semi-rural character due to its outlook over the river environment, the sealed meandering roads; and mature eucalyptus trees that can be seen within the streetscape.

The development pattern of the Dalrymple Road sector is characterised by detached dwellings on a range of lot sizes, typically with a minimum area of approximately 8000m².

Pressure for additional residential development is rising as lifestyle opportunities are sought in easy commuting distances to Launceston. Currently there is a very limited vacant land supply within the study area to satisfy demand. Consequently, pressure for new vacant residential lots has contributed to a sporadic development pattern resulting in the subdivision of land without regard to long term infrastructure provision.

The limited local road network throughout the study area has meant that internal lot configuration has become the more dominant form of subdivision as there is no alternative. While internal lots can make effective use of land where there is limited access, this has significant implications for development patterns.



AVAILABLE LAND: LOCAL SUPPLY AND DEMAND

The study area covers an area of 892ha +/- held in over 300 certificates of titles. In examining the zoning, 64 percent is zoned Rural Resource, 27 percent is zoned Rural Living and 1.2 percent zoned Low Density Residential under the George Town Interim Planning Scheme.

Supply and Demand was closely examined by Opteon Property Group⁸, performing an analysis of titles zoned Rural Living to determine the possibility for creating new vacant lots. The properties at 209 and 225 Leam Road did not form part of this analysis as the land was not zoned Rural Living at the time of this report.

Analysis of subdivision potential within the area zoned Low Density Residential was also performed by the Council to establish the potential lot yield within the core of the settlement. This confirmed that there is very limited development opportunity under the current development controls.

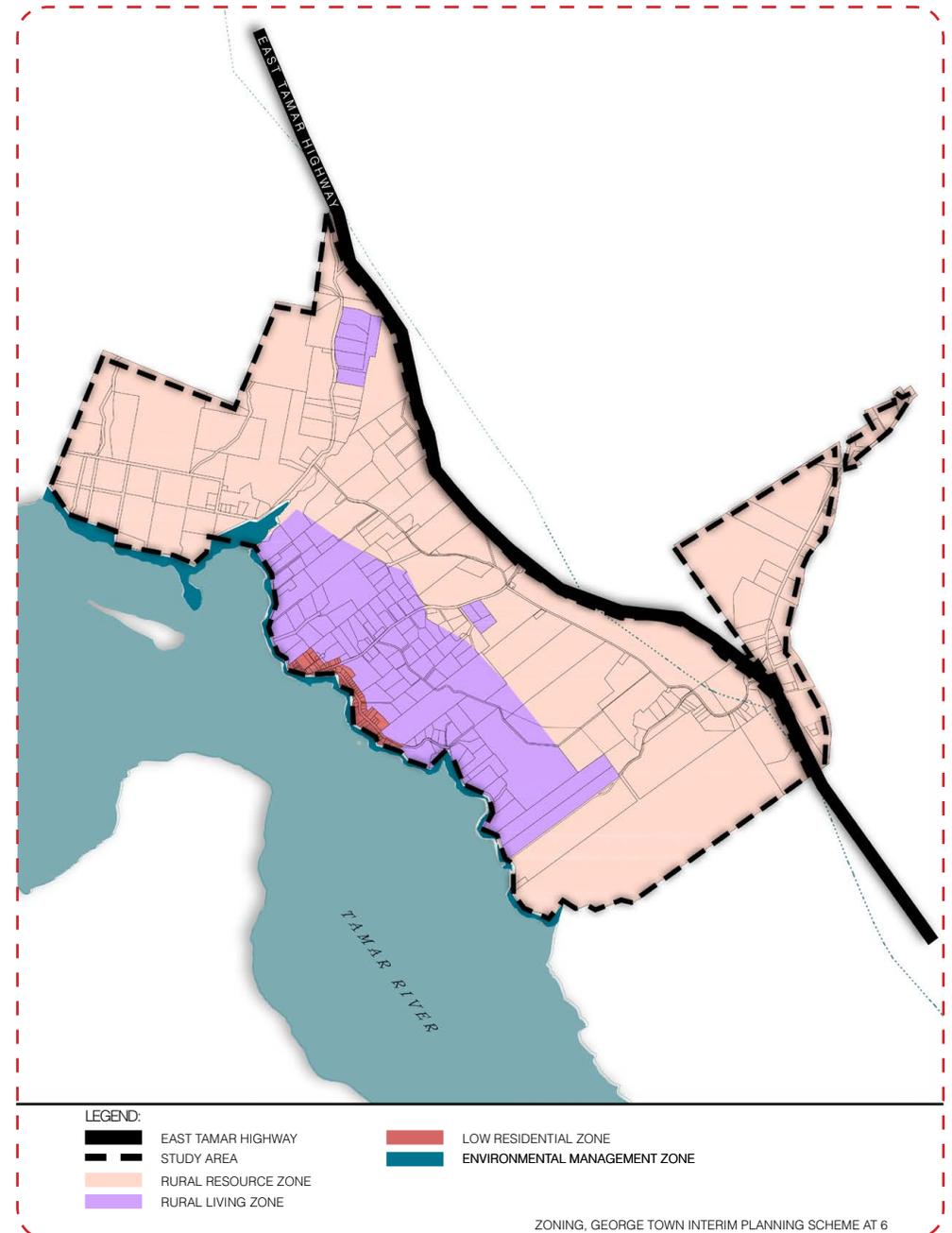
Demand for future residential development was evaluated for Hillwood by the Korlan Report⁹ in 2013. This was based on dwellings constructed over a period of 20 years and determined that there has been a relatively low level of demand over this timeframe. This low level of demand could be due to constrained supply of available developable land.

The Opteon Property Group, however, performed further analysis in May 2015 of the indicative market demand for the northern region. This examined other comparable areas such as the Launceston commuter areas of Dilston and Swan Bay.

Research analysis of current data for the region indicates an overall high volume of land sales in these areas, suggesting that there is a healthy take up of available land for residential use. Based on this analysis it is reasonable to determine that the demand for Hillwood would also be equally high.

The analysis also concluded that the current supply of land for Hillwood was highly constrained and that the lack of land supply would exacerbate the sporadic development pattern. The report comments that available land supply plays a crucial role in attracting new residents to this area.

The demand for residential lots in Hillwood is further substantiated by recent subdivision application data collected by the George Town Council. This confirms that the latent demand of new lots is high with the average turnaround period between the registration of a title and an application for a dwelling being less than 6 months.



Constraints and Issues

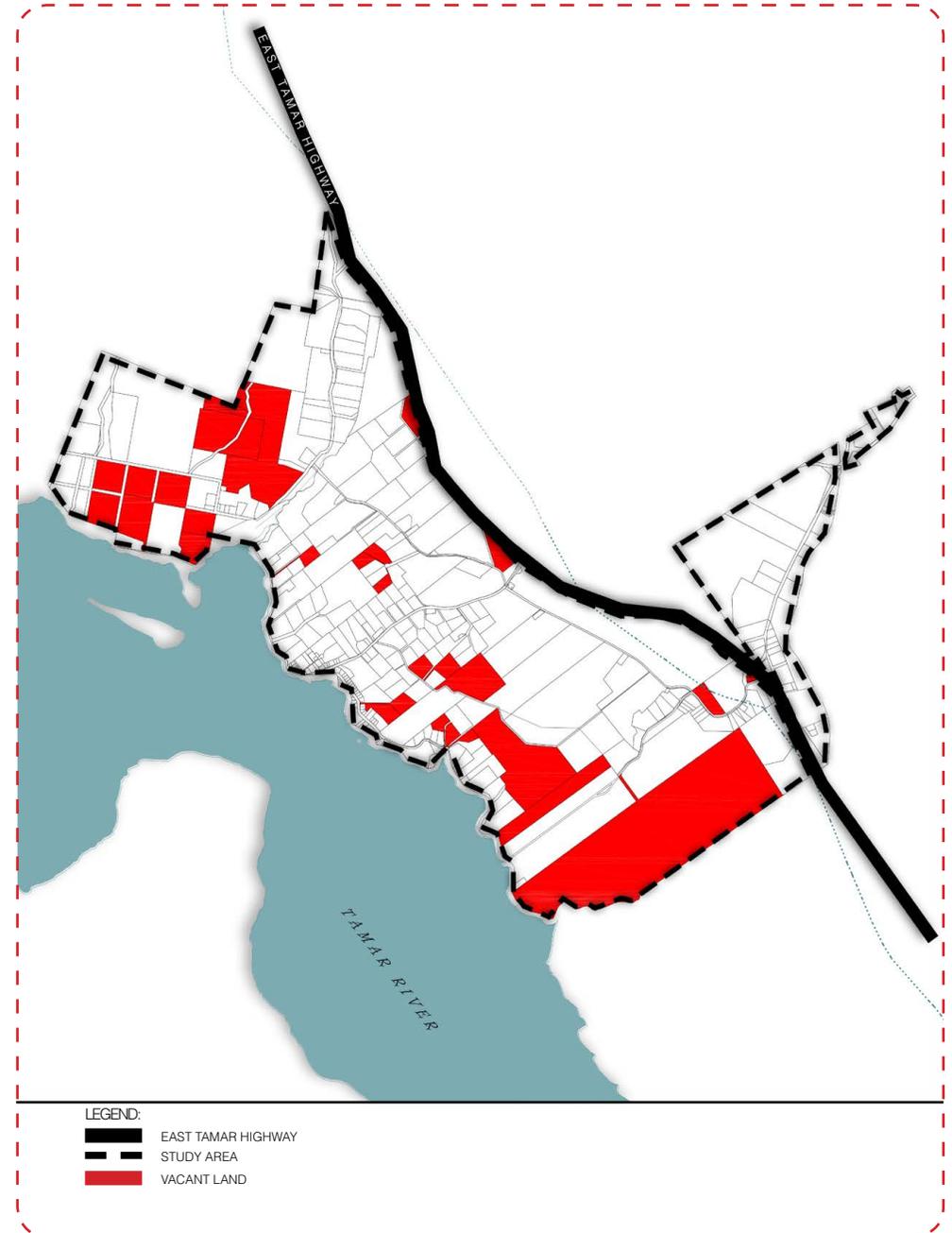
- The lot configuration across the study area is highly fragmented with almost three quarters of the titles having areas less than 2ha.
- The analysis concludes that there is a relatively low supply of developable land appropriately zoned to facilitate rural living and low density residential development.
- Restrictions on subdivision opportunities in conjunction with the existing road network tends to force internal lot design proposals.
- Subdivision of vacant land is constrained not only by minimum lot area but also by bushfire hazard management, the circumstance of individual property owners and the cost of development. These factors significantly reduce current land supply.
- Limited sporadic residential development will continue if expansion of area zoned for rural living and low density residential development is not planned.

Opportunities

- The Opteon Report concludes that there are five properties within the study area zoned Rural Living. These properties are reliant on the construction of new roads to provide appropriate road frontage.
- Analysis of existing lots within the Low Density Residential zone identifies a yield of 3 lots under the current use and development controls. Revision of current controls may achieve a higher lot yield. Expansion of the area zoned Low Density Residential to improve efficiency of current use of land.

Strategies

- Provide development opportunity by expanding the area for rural living and low density residential development to ensure that there is a 20 year supply of residential land to facilitate population growth. Expansion of residential land is appropriate where drainage and servicing issues can be addressed and development does not encroach onto or have adverse effect on significant environmental features or productive agricultural land.



Agriculture¹⁰ is a productive use within the study area and forms part of the area's identity and rural character. There are a broad range of agricultural uses conducted within the study area, including grazing, cropping, horticulture and viticulture, and agricultural product manufacturing and processing. These activities when combined have considerable agricultural value. While stone fruit orchards, once a dominant feature of the landscape are diminishing in size and numbers as growers find it difficult to remain competitive. Apple and pear orchards retain a strong visual presence within the landscape in the north-eastern sector of study area spanning more than 35ha. Fresh fruit harvested are exported to local, interstate and international markets and add to the economic wellbeing of the area. The berry industry is also expanding also producing export quality fresh fruit. Agricultural is strongly associated with the identity of the study area and it is important to consider a land use pattern that will provide for longevity of these economic activities.

Constraints and Issues

The historical land use pattern of Hillwood and the presence of more than 200 dwellings, many in close proximity to existing agricultural uses, potentially constrain and limit future expansion and investment in primary industry activities.

Opportunity

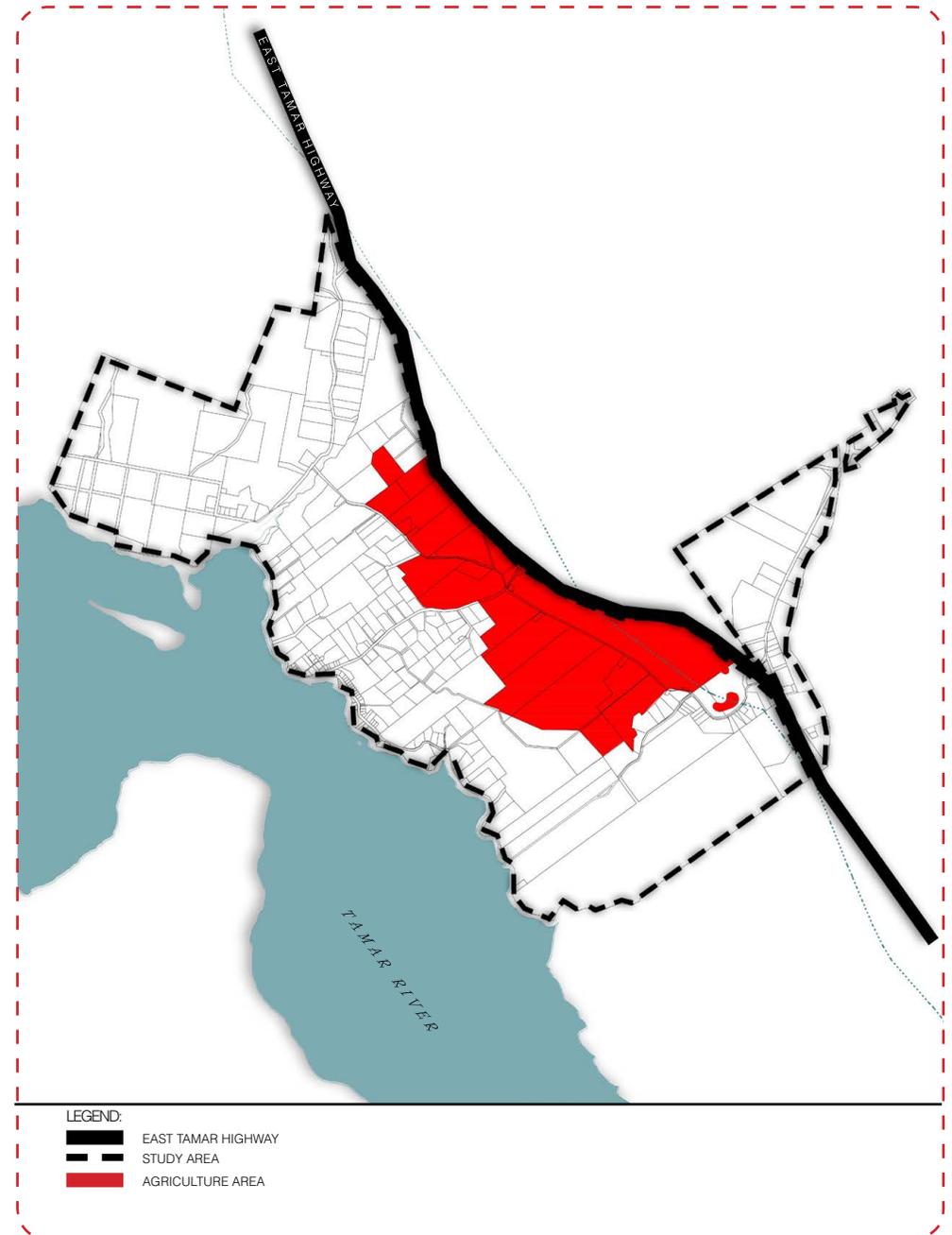
- Provide opportunities for rural living development within the study area on land that has limited capacity to contribute to productive agriculture.
- Protect agricultural value that contributes to the local economy, employment and food services associated with local products.

Protection of Agriculture and Hillwood's Identity

Agricultural uses strongly define the identity of the study area and are highly valued by its residents. Protecting agricultural uses from potential land use conflicts is a priority. Preventing conversion of productive land to non-agricultural uses, also signals the importance of these activities within the study area and provides confidence for further investment to primary producers.

Strategies

- Retain agricultural land within a rural zone to provide separation between rural living uses and primary industry activities.
- Maximise retention of high agricultural value land by imposing suitable use and development controls to protect land from conversion to non-agricultural uses.



William C. Cromer Pty Ltd ¹¹, Consulting engineering geologist, identifies land stability issues within the study area.

The engineering geologist comments that landslides relate to reactivated slope failure on the old, large subdued features in the area rather than to younger small-scale active and potential failures.

The old features are mainly located northwest of Egg Island Creek, including the flanks of Murphys Hill. Potential small to medium scale land sliding is identified within the study area.

Constraints and Issues

- Identified areas are subject to further landslide risk management assessment before intensification of use and development can be considered in these locations.
- Use and development within the Northern and Central sectors are most likely to trigger a landslide risk management assessment. Landslide constraints in the Southern sector are minor.

Opportunity

- Landslide Risk Management Assessment for individual properties provide clear recommendations with respect to use and development of land.
- Higher density residential development facilitated on land that is not at risk to landslide.

Developing land at risk to landslides

Properties within the study area identified at risk of landslide can be addressed by Landslide Risk Management Assessment and appropriate hillside management practices.

Strategies

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.



The study area comprises a mix of agricultural land, eucalypt woodlands and forests, scrubs, plantations, grassland and managed land.

Many properties within the study area are deemed to be in a bushfire prone area where properties are located within 100m of vegetation covering a land area of more than 1 hectare. Bushfire-prone vegetation can comprise grasses, pastures, trees and shrubs.

Constraints and Issues

Access

- Hillwood is serviced from the East Tamar Highway by Hillwood Jetty Road, Hillwood Main Road, Johnstons Road and Craighburn Road from the Batman Highway. The Mount Direction titles are accessed from the East Tamar Highway by Dalrymple Road and Bullock Road.
- Subdivision of existing titles may be possible and meet bushfire requirements, however, the majority of lots, in particular larger titles most suitable for further subdivision would require additional access.

Water

- Hillwood is serviced by TasWater mains, with fire plugs in the vicinity of the street frontage of most residential lots. However, status of flow rates is unknown and the ability to provide adequate services for increased population numbers of dwellings, particularly in a bushfire emergency situation is questionable.

Opportunities

Access

- Facilitating cross linkages through the constrained areas could open residential development opportunities in the locations identified.
- Access constructed via an extension of Burton Street through to Leam Road would overcome some current constraints within the central sector.
- New access point from the East Tamar Highway to Leam Road, would overcome constraints in the southern sector.
- Development of a linkage west of Brownrigg Street could overcome constraints for land in the northern sector.

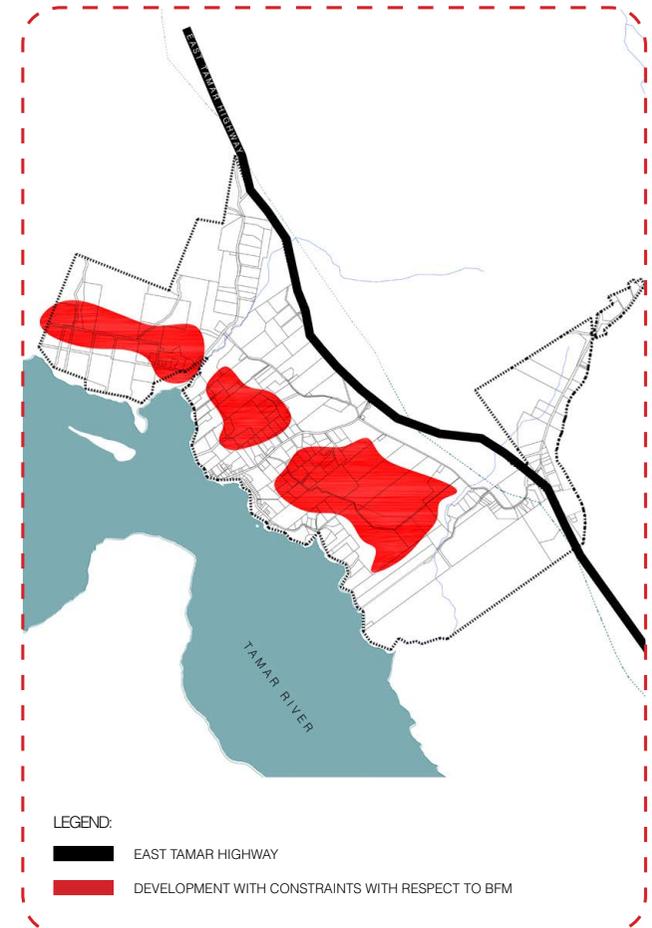
Water

- Access to water supply for fire fighting purposes is easily remedied by ensuring all future development include provision of a water supply (10,000L per habitable building), which may be filled from the existing mains water supply.
- Installation of larger community static supplies for fire fighting purposes may be of particular value to existing dwellings.

Developing a property in a Bushfire Prone Areas

Bushfire prone areas can be appropriately managed through managed fuel zones, access and water supply.

Development should not be considered prematurely until such time as subdivision can meet all requirements for bushfire hazard management.



Strategies

Support development and intensification of uses where this can be appropriately designed, located, serviced and constructed.

This reduces the risk of human life and property, and the overall cost to the community caused by bushfire.

Priority habitat is identified to be along the Hillwood foreshore, including Egg Island Point, and extends into the Macquarie Rivulet, Egg Island Creek and associated with the Tamar Conservation Area. These areas play a significant role, providing intrinsic habitat and biodiversity values to the local and wider environment and contributes to establishing the identity of the settlement. Approximately 23.4 ha is covered by threatened vegetation communities. The key threatened vegetation communities within the study area are *Melaleuca ericifolia* swamp forest (NME) and *Eucalyptus ovata* forest and woodland (DOV). There are no recorded Aboriginal heritage values within the study area. Local heritage places are identified such as the trees planted for fallen soldiers of World War 1 and apples sheds associated with the older orchards.

Constraints and Issues

- Residential development will impact on habitat species. A low lot density is preferred to retain undeveloped grassland and woodland habitat on the upper slopes of the study area.
- Riparian habitat and species associated with the Tamar River, Egg Creek and Macquarie Rivulet will be protected by the Water Quality Code.

Opportunity

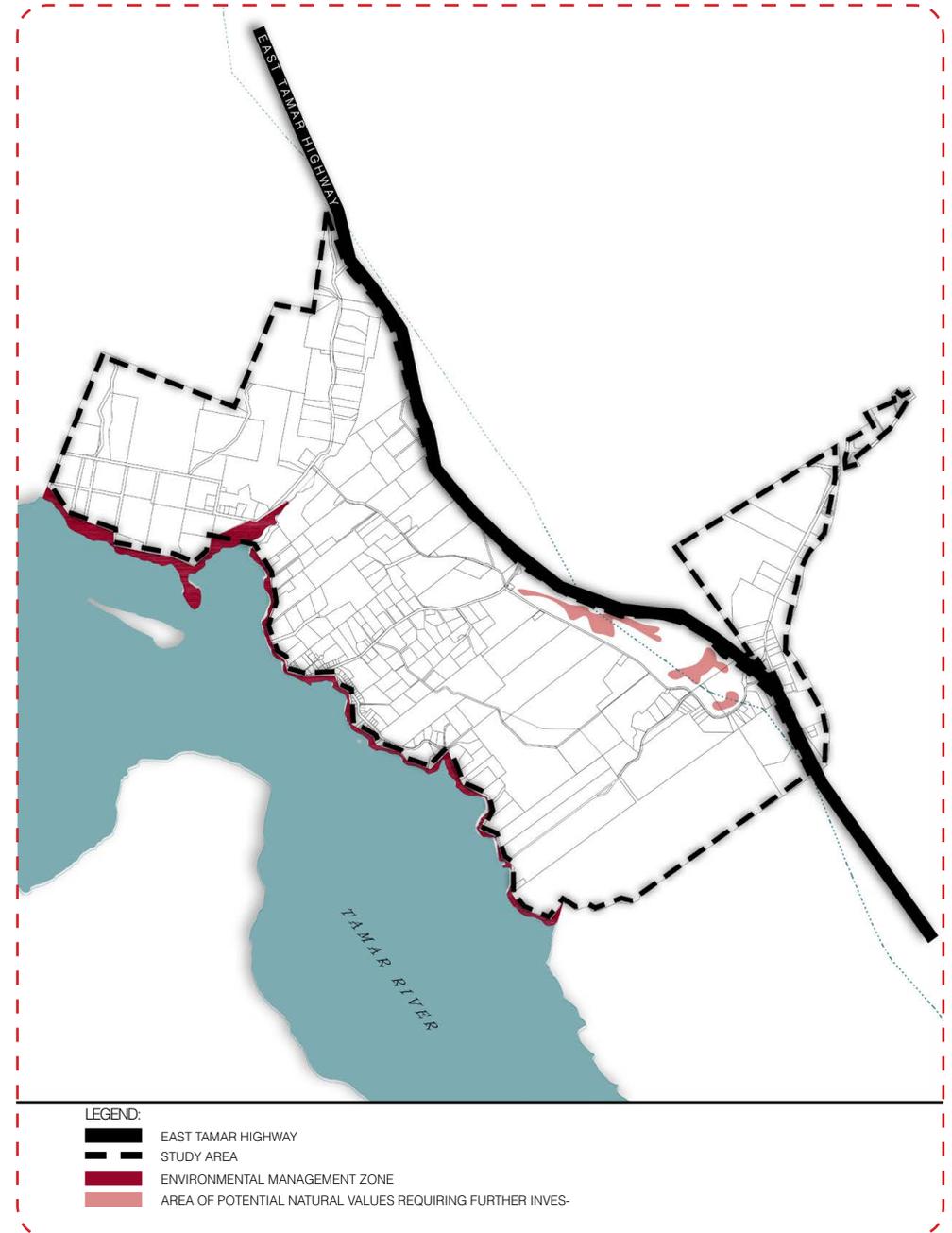
- Natural values and heritage for the study area may require specific investigations to achieve appropriate integration with any future use and development.

Preservation of Natural Values

The natural values and heritage across the study area requires management and protection of these areas.

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 Aboriginal cultural and local heritage values.
- Encourage retention and enhancement of existing vegetation on private land, roadsides and reserves using native plantings.
- Protect and enhance key vistas and view lines to the coast and environmental features.



The East Tamar Highway, a Category 1 Trunk Road, forms part of the primary freight and passenger route. The East Tamar Highway connects the study area to various employment and service centres.

There are four key access points into the study area at the intersections with the East Tamar Highway and Hillwood Road, Dalrymple Road, Hillwood Jetty Road and Johnstons Road. The Signal Station Tavern is accessed separately directly from the Highway through a single point providing access and egress.

An additional local access point is provided from the East Tamar Highway to Jacques Road. Jacques Road is not a through road and services three rural living properties.

The study area is serviced by the following key local roads ¹⁴.

Hillwood Road; traverses across the study area, primarily connecting commercial agricultural enterprises with the East Tamar Highway as a north-south link.

Leam Road, Hillwood Jetty Road and Johnstons Road; generally run east-west and primarily provides access to residential development. Important linkages to the river's edge are also facilitated through these roads.

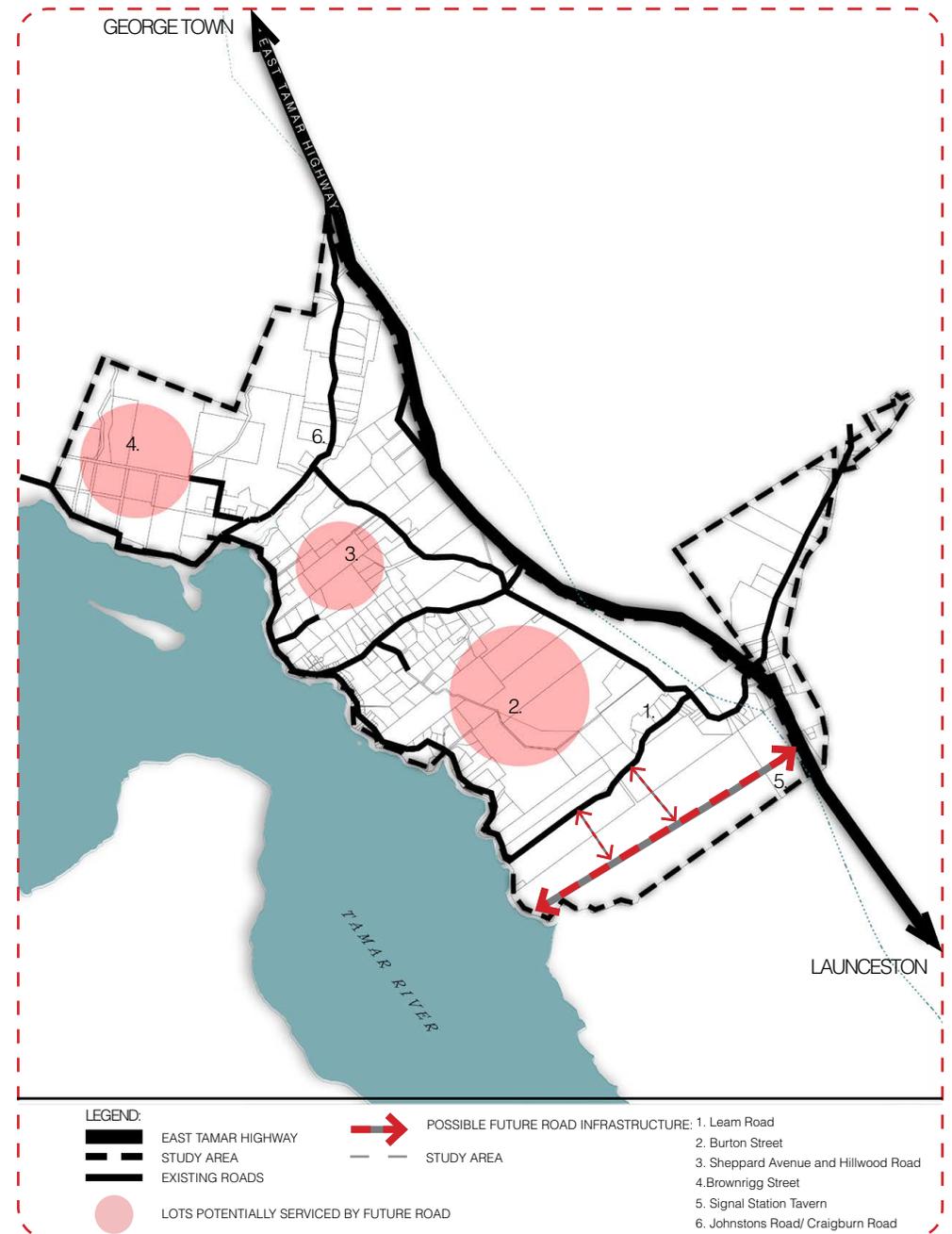
Craigburn Road; forms an extension of Johnston Road and continues along the foreshore connecting to the Batman Highway.

Dalrymple Road; provides access to the rural residential properties in this location. The junction of the East Tamar Highway and Dalrymple Road is closely aligned with the East Tamar Highway and Hillwood Road intersection.

There are no formal footpaths or cycling networks established within Hillwood.

Constraints and Issues

1. Leam Road is regarded as a low use local rural road with a pavement of less than 6.0m wide with narrow gravel shoulders, having limited practical capacity to sustain increased traffic volumes in a safe and efficient manner if development in the study area is intensified.
2. The road carriageway of Burton Street is only partially constructed, failing to connect Hillwood Jetty Road and Leam Road through the central sector. Limited road infrastructure restricts infill development.



3. The limited local road infrastructure between Craighburn Road/Johnstons Road and Hillwood Jetty Road prevents intensification of residential uses in a planned and logical manner.
4. The unmade road reserve forming an extension of Brownrigg Street places restrictions on further development on the northern side of Craighburn Road.
5. The Signal Station Tavern site is isolated from the balance of the study area. Access to the site can only be achieved from the East Tamar Highway.
6. Road pavement width of less than 6m, particularly of Craighburn Road, Johnstons Road and Hillwood Jetty Road provide for limited practical capacity within the current road network to accommodate a substantial increase in traffic volumes.
7. Formal pedestrian footpaths are not established throughout the study area, requiring pedestrians to walk on the road pavement.

Opportunities

- Hillwood Road between the East Tamar Highway and Leam Road upgraded to an acceptable rural standard; increasing its capacity to some 4000 vehicles per day.
- Leam Road upgraded to the normal rural standard of 6.0m sealed pavement with 1m gravel shoulders. The projected volume of 1,120 vehicles per day is well below the estimated practical capacity of 3,500 to 4,000 vehicles per day.
- Johnstons Road upgraded to the normal rural standard of 6.0m sealed pavement with 1m gravel shoulders to cater for future use and intensification of residential development.
- Improved pedestrian pathways via the existing road network, particularly if there are planned upgrades of the road infrastructure. Leam Road facilitate a low speed traffic environment to link and complement upgrade of pedestrian and cycling pathways.

- Construction of new roads to facilitate linkages from the southern to the northern sectors from the site containing Signal Station Tavern and Leam Road. This presents an opportunity to separate traffic generated from residential and agricultural uses.
- Analysis of the junctions with the East Tamar Highway suggests the present junction arrangements capable of handling the increased traffic but with indications that some improvements to the auxiliary turn lanes at the Johnstons Road junction may be desirable.
- Greenfield development within the Southern sector opens opportunity for expanding the local road network and providing an alternative access to the Signal Station Tavern site.

A road network that has capacity to facilitate cohesive development

A connected road network opens the opportunity for development and provides for cohesive development and responds to a desire of facilitating population growth.

Pedestrian footpaths or shared paths are essential for creating a safe and pleasant walking and cycling environment.

Strategies

- Limit residential development particularly in the Central and Northern sectors until appropriate access to these properties can be provided through the extended road network.
- Encourage development of greenfield sites to strengthen connectivity between residential development and the Signal Station Tavern site.
- Separate, as much as possible, vehicle movements associated with residential uses from agricultural activities.

The release of additional residential land within Hillwood will place additional pressure on existing infrastructure and community services particularly the road network, storm water drainage, power and the provision of potable water. Hillwood like many established settlements has aging drainage infrastructure which has not been designed to accommodate significant increases in residential densities.

Constraints and Issues

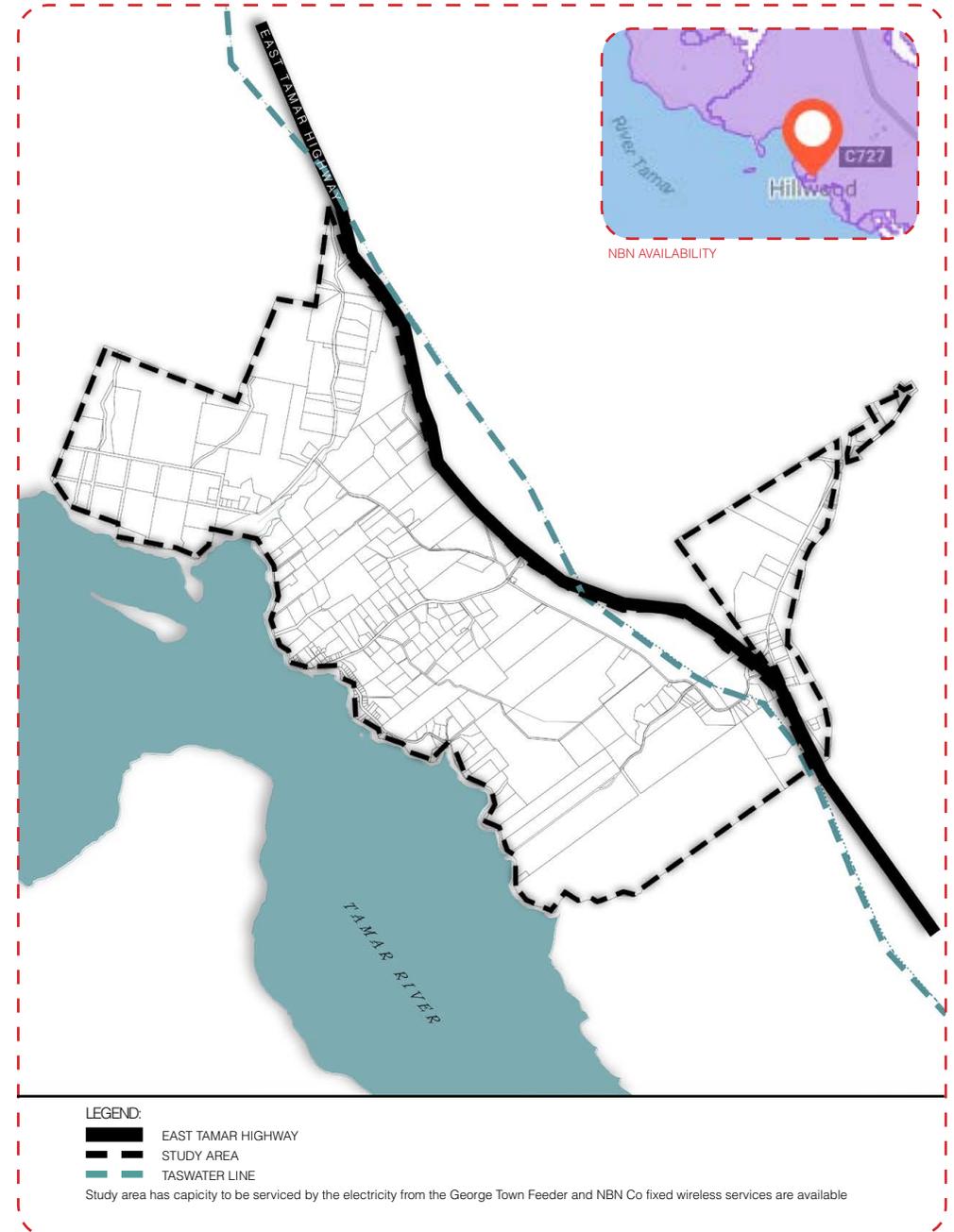
- New development will need to consider the potential impacts on the informal drainage systems to ensure that there are no adverse impacts on water quality. Provision of additional infrastructure can place significant financial burden on developers.
- Stormwater within the study area drains towards the Tamar Estuary. Future stormwater reports need to consider connection options with minimal impact upon the water quality of the catchment.
- Hillwood or Mount Direction not serviced by reticulated mains sewer.

Opportunities

- Electricity network has sufficient capacity to service for an increase in residential development.
- There is capacity to connect all rural residential properties to mains reticulated water, however, this may require either upgrades or extensions.
- Technology advancement for onsite wastewater disposal will allow consideration of a higher lot yield within the study area.
- Incorporate water sensitive urban design to improve stormwater management across the study area.
- Hillwood has capacity to connect to the NBN wireless network.

Strategies

- Encourage appropriate infill residential development where drainage and servicing issues can be addressed and will not have an effect on significant environmental features or productive agricultural land.



Over time as Hillwood has grown so too have the range of services and facilities within the study area. The small permanent settlement boasts a sporting club, local hall and playground, emergency fire services and a limited range of food services, including cafés and the Signal Station Tavern. Hillwood has an extensive foreshore area that provides important connectivity to the natural river environment and recreation.

Constraints and issues

- Connectivity to Signal Station Tavern is currently not available from the residential areas of Hillwood. Access to the site can only be achieved from the East Tamar Highway.
- Limited opportunity to expand general retail and food services around the Hillwood Café.
- Lack of safe pedestrian connection and linkages between facilities.

Opportunities

- Establish a local business zone that is connected to the residential settlement through the local road network.
- Improve the scope of local services and facilities in order to meet the needs of residents and visitors.
- Opportunity to extend the recreation trail along the foreshore and provide pedestrian linkages between facilities.

Strategies

- Encourage the provision of a range of social and community services commensurate with the size and role of the settlement.
- Improve vehicle linkages throughout the settlement.
- Support the ongoing upgrading of open space, leisure and recreation areas including provision of pedestrian and bicycle linkages.



3 & 4



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5



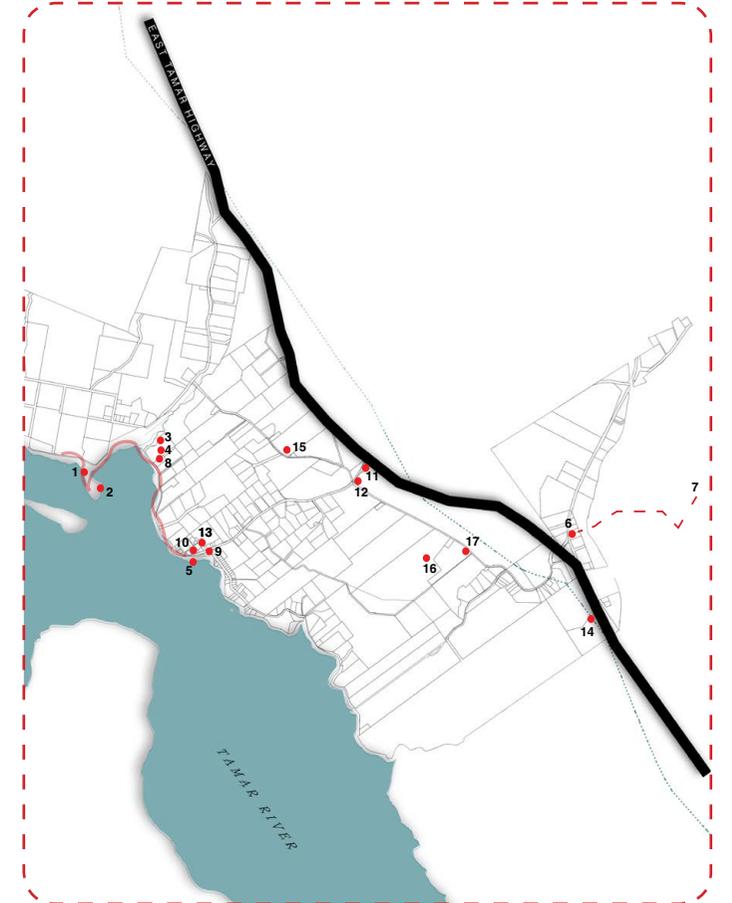
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LEGEND:

EXISTING WALKING ROUTE

RECREATION:

- 1 EGG ISLAND POINT RESERVE
- 2 EGG ISLAND POINT BOAT RAMP
- 3 HILLWOOD FOOTBALL CLUB ROOMS
- 4 HILLWOOD RECREATION GROUND

COMMUNITY:

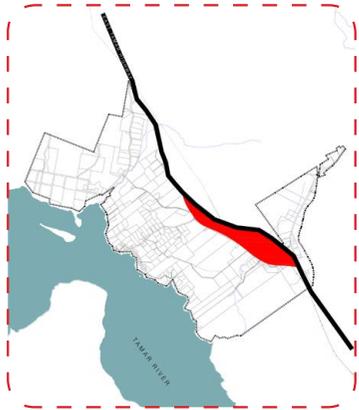
- 5 HILLWOOD PUBLIC PONTOON
- 6 MT DIRECTION BBQ
- 7 MT DIRECTION TRAIL AND SEMAPHORE STATION RUINS
- 8 HILLWOOD HALL, P/TOILET & PLAY GROUND
- 9 PONTOON PUBLIC TOILETS
- 10 BBQ SHELTER & PICNIC TABLES
- 11 HILLWOOD BUS STOP
- 12 HILLWOOD FIRE STATION

CAFE & TAVERN:

- 13 HILLWOOD CAFE
- 14 SIGNAL STATION TAVERN

AGRICULTURE:

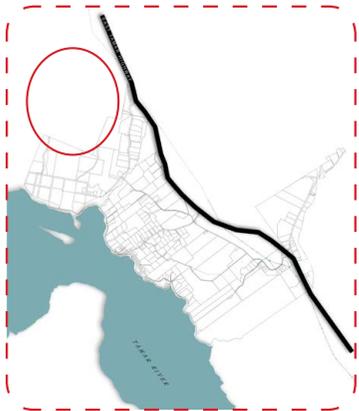
- 15 MILLERS ORCHARD PRODUCE OUTLET
- 16 MEANDER VALLEY DAIRY OUTLET
- 17 HILLWOOD STRAWBERRY FARM OUTLET



Eucalyptus and dry woodland forest on the western side of the East Tamar Highway acts as a buffer and screens the settlement from view in this location.



Views over the undulating plains from the Tamar River and residential development across the waterway.

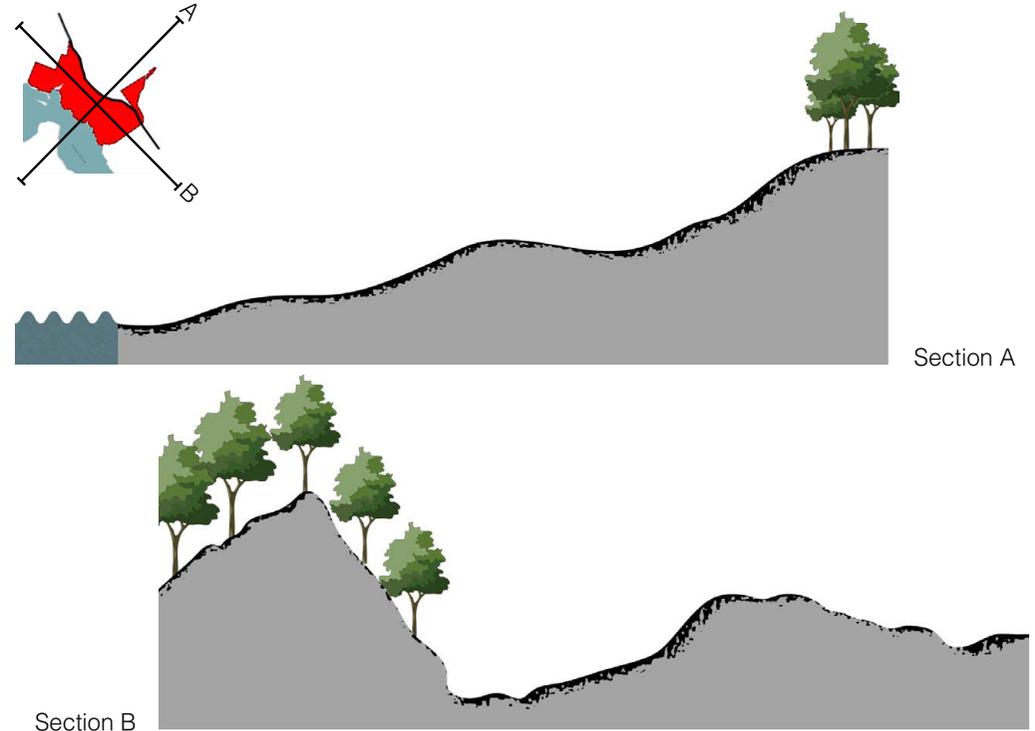


Rural residential development visible from the East Tamar Highway.



Infill and greenfield development potential to capture views over the Tamar River.

Hillwood is within a scenic area of the region with the topography, forested areas and agricultural landscape creating a semi-rural setting with very limited visual connections to the main settlement east of the ridgeline from the East Tamar Highway. The tree lined buffers of the predominant topographic features ensure that the visible skyline is generally free from development. Vegetation is retained where this provides important visual separation from the East Tamar Highway or creates a backdrop for rural living development when viewed from the Tamar River.



Constraints and Issues

- Retain existing eucalyptus and dry woodland to act as a buffer between the East Tamar Highway and Hillwood. A buffer width of a minimum distance of 40m should be retained.
- Lot density with a minimum lot size of 2ha on land above the recommended Burton Street extension and the northern area of Johnstons Road to maximise the retention of vegetation on these upper slopes.

Opportunity

- Protect scenic attributes of the study area by retaining a lot density with a minimum lot size of 2ha on land above the recommended Burton Street extension and the northern area of Johnstons Road to maximise the retention of vegetation on these upper slopes.

The Opteon Property Group concluded that there is good underlying demand for low density property in the area from Dilston through to Hillwood reflected in past market activity. This would indicate that with appropriate supply, market demand can be expected to exceed historical land sales and dwelling approvals similar to that achieved in Dilston and Swan Bay in the last decade.

In light of this demand, three strategic options are examined to determine the means to achieve the best land use outcomes for study area as desired by the vision, strategies and planning principles. This is then followed by recommendations and implementation for facilitating population growth in the study area.

STRATEGY - NO CHANGE

Adopting a strategy of no change will continue to apply current controls to use and development of land that can be developed for low density residential and rural living development. A no change strategy should be applied to the study area where there is a demonstrated supply of land to meet the projected demand over the next 20 years.

Initially, the Opteon Property Group confirms that demand over last 20 years has been on average around 3 lots per annum which was determined by the Korlan Report in 2013. The analysis performed of current market demand suggests that it could be as high as 8 - 10 lots per annum. Based on this assumption, a 20 year supply of land would equate to 160 to 200 lots.

This supply requirement is difficult to achieve within the current constraints of the area. Land across the study area, in particular the northern and central sectors, are identified as being heavily constrained by potential hazard management and limited road infrastructure. One of the primary difficulties with further development is meeting the current requirement of a 10m frontage.

A secondary issue is access address bushfire hazard management requirements. Consequently, significant private investment is required to overcome these challenges to facilitate the supply of developable lots to the market.

Benefits

- Maximises use and development for rural living within the area zoned for this purpose.

Risks

- Sporadic development continues in areas where access is available, potentially compromising the opportunity for a connected and consolidated settlement.
- Limited capacity to provide a supply of land to meet demand, placing additional development pressure on rural resource areas outside of study area.
- Desired vision and strategies not achieved through current use and development controls.

STRATEGY - INTENSIFICATION OF THE LOW DENSITY RESIDENTIAL AND RURAL LIVING DEVELOPMENT

Almost a third of the study area is set aside for rural living and low density residential development. Currently, low density residential lots can be created with an area of 2500m² where onsite wastewater management is required.

The rural living lots, with the exception of the properties at 209 and 225 Leam Road, can be created with an area of 2ha and a 10m frontage.

The current minimum lot area requirements for low density residential development within the study area is considered excessive in context of current onsite wastewater disposal methods, a minimum lot area of around 1000 m² to 1600 m² is achievable and is also consistent with the RLUS.

The intensification of the lot yield in the Foreshore sector will provide effective use and rationalisation of existing developable land. However, this will only provide at best 10 lots.

With the current controls an additional eight lots could be achieved for rural living purposes. This is based on the presumption that Burton Street is extended and sealed to provide the required lot frontage for new lots.

Inclusion of a performance criteria to allow consideration of smaller lots of 1ha to achieve a higher lot yield could provide a greater supply of land. However, this again would not substantially alter the current land supply given the present limitations of the identified road infrastructure.

Benefits

- Improved lot yield providing more effective use of land set aside for rural living and low density residential development.
- Creates a greater diversity in lot sizes.
- May facilitate private investment into extending the local road network.

Risks

- Sporadic development is not overcome by an increase in allowable lot yield.
- Increased intensity of residential uses without improved coordination of infrastructure provision.
- Minimal assistance to facilitating population growth across the settlement.

STRATEGY - EXPANSION

The Opteon Property Group concluded that there is limited development in the foreseeable future due to a lack of supply of land appropriately zoned rural living land due to dispersed ownership within numerous small holdings, few larger developments sites, site specific factors and the particular circumstances of owners. Without an expansion of the area set aside for rural living development with due consideration to feasible development sites, there will be limited and sporadic future development in Hillwood consistent with historical activity.

In moving forward to achieving the desired strategies, the Opteon Property Group highlighted that larger well managed developments are key to meeting market demand. Accordingly, a modest expansion to the south of the existing residential development is recommended as this area is the least constrained and provides significant benefits for efficient infrastructure provision and lot configuration.

Benefits

- Extend the local road network to provide safe and efficient vehicle movements, building integrated road connections with adjacent land to the north of Leam Road.

- Extend the local road network to provide safe and efficient vehicle movements, building integrated road connections with adjacent land to the north of Leam Road.
- Positive outcomes reducing pressure for sporadic residential development within the Foreshore, Central, Northern and Dalymple Road sectors of the study area.
- Improved stormwater management with the ability to apply water sensitive urban design principles.
- Facilitate a connected walking environment by providing for trails linking the foreshore and recreational facilities.
- Connecting the Signal Station Tavern site with the settlement through an extended local road network.
- Developer investment in key infrastructure provision through greenfield development.

Risks

Density controls not considered carefully could impact detrimentally on important natural and landscape values.



ROLE AND FUNCTION

The settlement is forecast to experience growth for residential development and presents an opportunity to consolidate established residential areas, consistent with the regional policy framework.

The Structure Plan is in response to the identified demand for further residential development in Hillwood and is focussed on coordinated expansion and intensification of residential uses.

The sensitive environmental and rural setting of the settlement preclude extensive growth but there is capacity for infill development and controlled expansion within the Southern sector.

Safe and convenient pedestrian pathways linked to facilities is fundamental to encouraging walking and cycling as modes of transport across the settlement.

Ad hoc and sporadic development that continues to exacerbate fragmentation of residential land is contrary to achieving the outcomes of this Structure Plan and is not supported.

Key components of the Structure Plan are:

Agriculture - protection of high productive valued land from conversion to non-agricultural uses north of the ridge line.

Settlement - expansion of residential development within the Southern sector, allowing greenfield development. Infill development encouraged through the Foreshore and Central. Expansion supported by extending and improving local roads. Forested buffer along the East Tamar Highway retained to promote a secluded settlement.

Local Business Zone - opportunity to expand the diversity of businesses further supporting the needs of residents and visitors to the area.

Liveable Community - connection of recreation trails and facilities with walking and cycling paths.

Utilities - Preference to service all new lots with reticulated water and power where available. NBN wireless connection available throughout the study area.



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

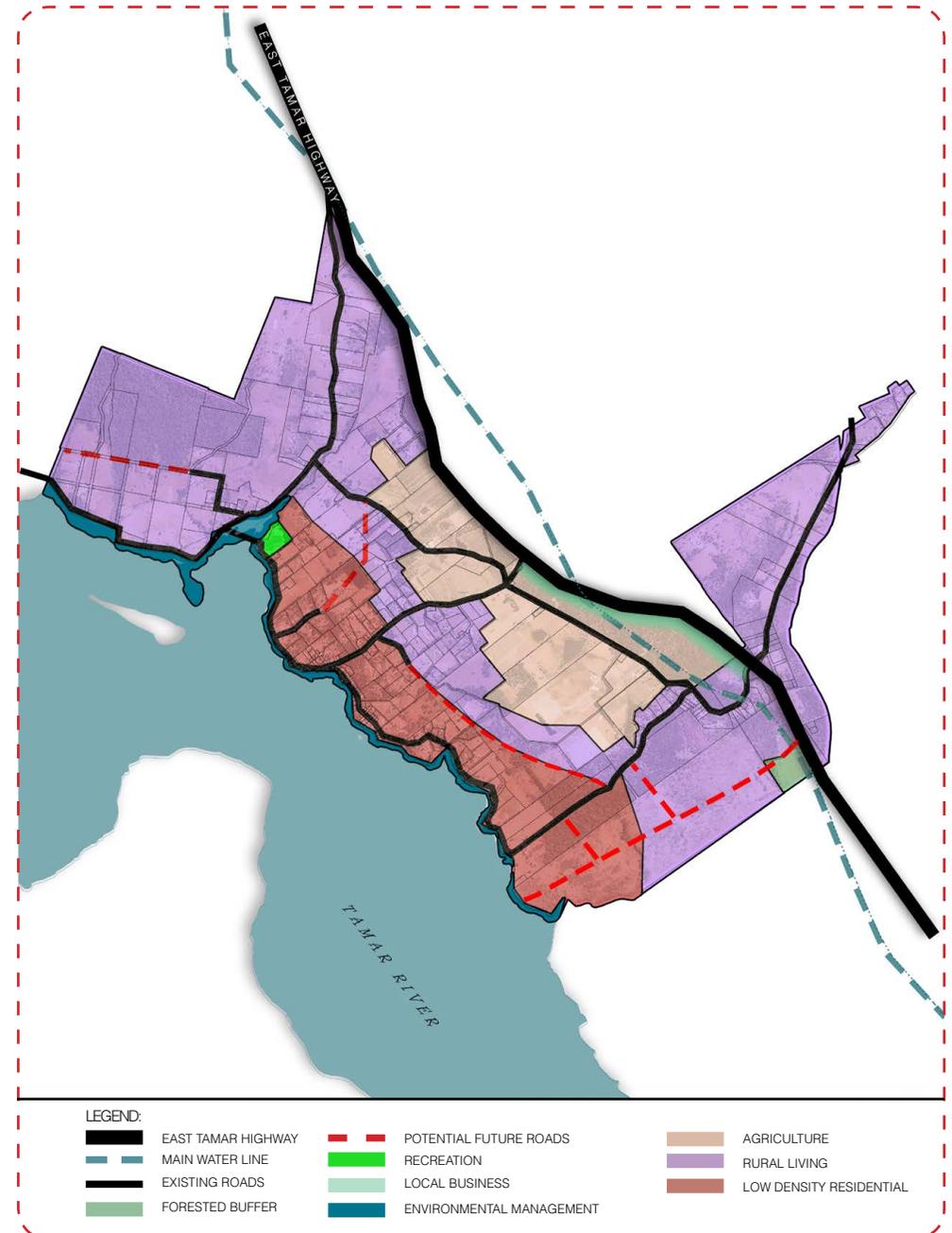
The foreshore area, including Egg Island Point Reserve, is recognised as a valuable natural asset adjacent to the river environment, offering passive and active recreation opportunities for the enjoyment of residents, visitors and tourists. This is recognised the importance of protecting priority habitat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

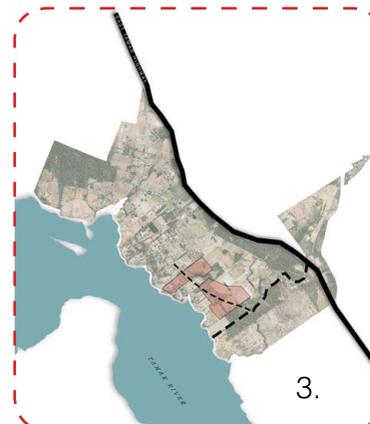
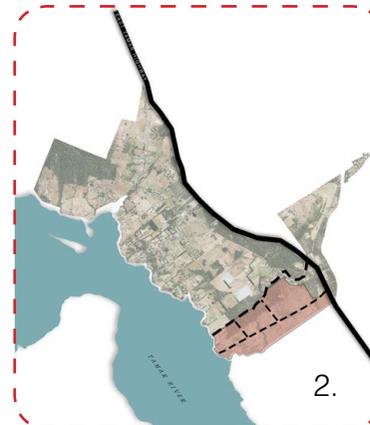
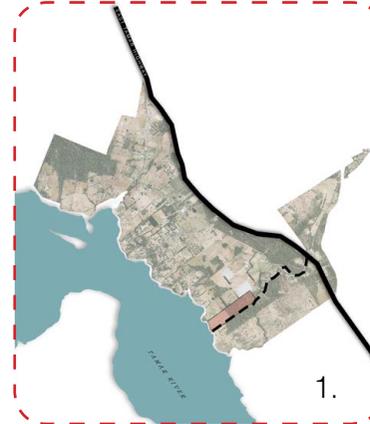
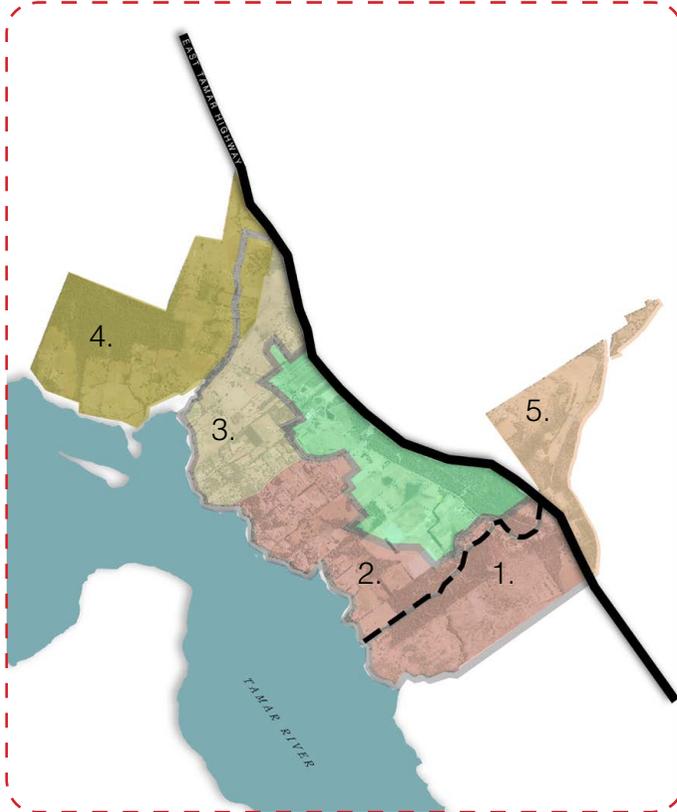
The visual screen offered by vegetation along the East Tamar Highway is recommended for retention. This creates separation from the East Tamar Highway but also provides a backdrop to the settlement west of the Highway.



SETTLEMENT GROWTH

The proposed settlement growth of Hillwood is in response to projected demand. To facilitate expansion future possible roads are required.

1. Modest expansion to the south which will facilitate coordinated residential development providing a yield of around 110 lots. 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. The potential lot yield is estimated around 30 lots.
3. Infill development supported where cross-road connections can be facilitated to address required lot frontage and hazard management constraints. Improved access to roads could facilitate a further 15 lots.
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.



Key **Road Infrastructure** changes are required to facilitate the proposed settlement expansion and population growth. The main three priorities for road infrastructure requirements are as follows.

1. Leam Road to be upgraded in sections to a 6m wide pavement with a shoulder of 1m wide on each side. The widening of the road will facilitate subdivision of land at 209, 225 and 240 Leam Road. This upgrade will also provide improved east-west pedestrian linkages.
2. Extend the road network from Leam Road across to the land identified on CT149336/1 to facilitate future development. This road network will provide connectivity to the commercial area of Hillwood to be contained on land at 2405 East Tamar Highway. The extension of this local road network will improve access to land at 240 and 356 Leam Road.
3. Extend the road carriageway of Burton Street, providing cross connection between Hillwood Jetty Road and Leam Road. This will facilitate infill development.

Further infill development could occur with the following road infrastructure improvements.

- Increasing the road pavement for Johnstons Road to 6m with a shoulder of 1m wide on each side. The widening of the road will provide opportunity for increased pedestrian linkages.
- Extend the road network between Hillwood Jetty Road and Johnstons Road, facilitating infill development.

The lot density plays a key role in development control with respect to influencing the residential character of the study area. The underlying character of residential uses within the study area is primarily detached dwellings on larger lot sizes.

In the past, the diversity in the range of lot sizes has facilitated opportunities for residential uses in conjunction with hobby farms to lots with areas of less than 2500m² closely connected with the river environment. Lot density also plays a significant role in protecting and retaining the scenic and landscape elements that are highly valued by its residents.

The Structure Plan supports and encourages further development of low density residential uses whilst protecting and retaining high value agricultural land. Rural living with a lot density of 2ha should be facilitated on land above the Burton Street extension and the northern area of Johnstons Road. Smaller lot sizes where appropriate separation between residential and agricultural uses can be achieved.

Lot density through use and development controls facilitating rural lining and low density residential development is seen as an appropriate strategy for effective land management with the purpose of:

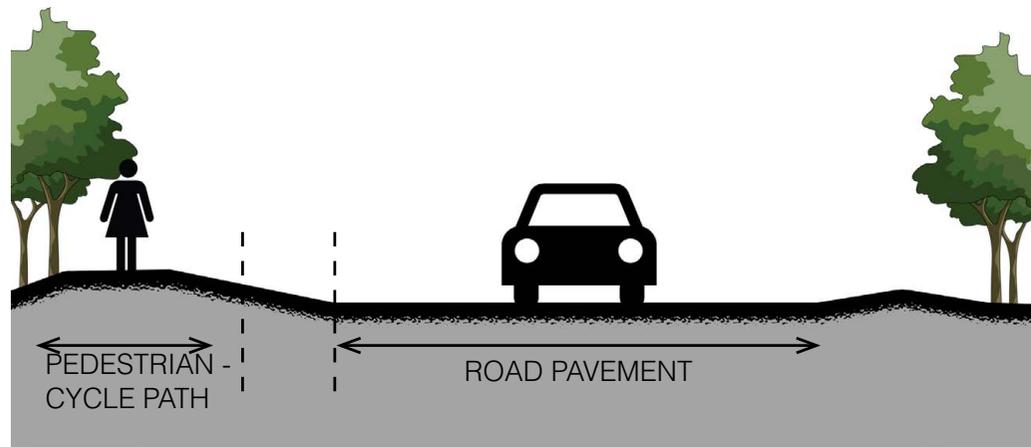
- Providing adequate buffers between residential uses and agricultural activities;
- Maximising retention of natural values and scenic attributes; and
- Facilitating higher densities within the area closely connected to the foreshore of the Tamar River and recreation facilities.



Pedestrian and cycle pathways are integral for linking residents to the open space of the foreshore and connecting to key facilities such as the football oval and playground. Safe and convenient pathways encourages recreation, walking and cycling across the sectors and forms a key component of this Structure Plan for facilitating a healthy community.

The established road network is the only current means for encouraging pedestrian movements between residential development and the foreshore. As upgrades are planned and new roads are constructed there will be opportunity to substantially improve pedestrian and cycle pathways. Walking trails along the foreshore linking to the extended pedestrian network will be a focus.

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.



Local Business Zone

The Signal Station Tavern site comprises a land area of approximately 6ha and has a 200m frontage to the East Tamar Highway. The site is identified 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 allows diversification of uses and also provides opportunity for uses that extend beyond day-to-day services such as visitor accommodation. 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 (refer to Figure 3), Figure 4 demonstrates that the site can be serviced by a local road network with limited access from the Highway.

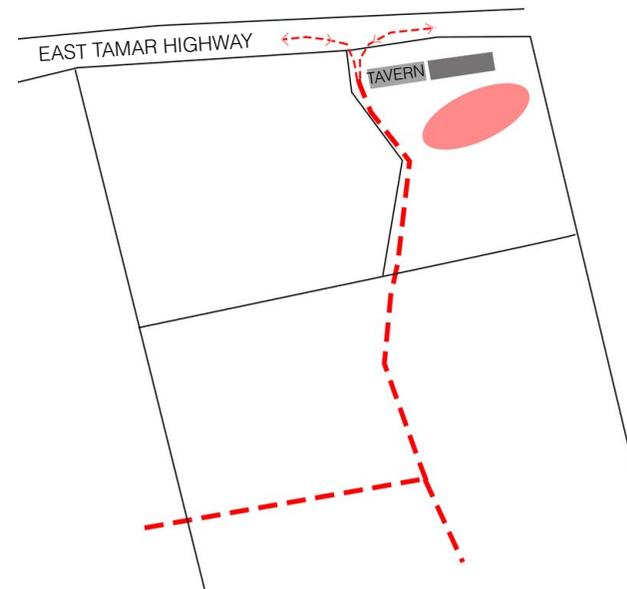


FIGURE 3

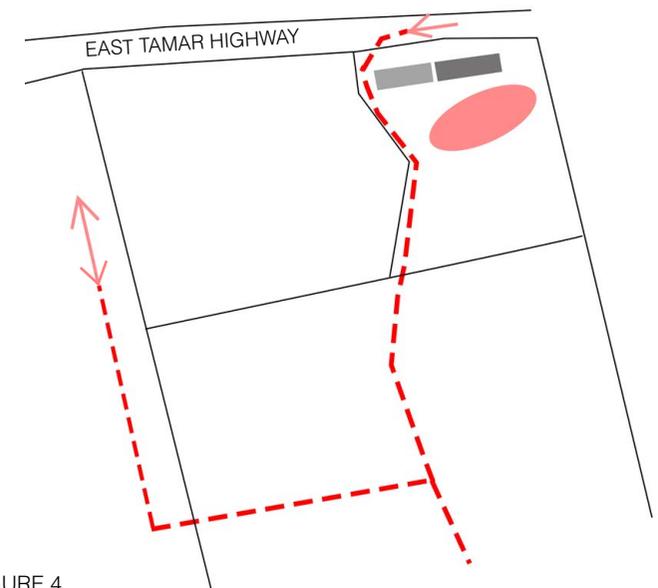


FIGURE 4



SIGNAL TAVERN

IMPLEMENTATION OF THE HILLWOOD STRUCTURE PLAN

This Structure Plan provides a framework for development in Hillwood over the next twenty to thirty years with identified policies and strategies to provide a basis for future decision-making. The Implementation and Review Section identifies review provisions and key Planning Scheme alterations, or supporting strategic work, necessary to attain the principles and directions identified in the Structure Plan including:

- Introduction of Planning Policy;
- Further strategic work required to support additional planning controls;
- Other Actions critical to attaining key principles directions.

Implementation and Review Plan		Years
Using policy and the exercise of discretion	<ul style="list-style-type: none"> • Apply a planning policy which reflects the directions and principles of the Hillwood Structure Plan, including the Structure Plan as a reference document, in the George Town Interim Planning Scheme 2013 / The Tasmanian Statewide Planning Scheme. 	1-2
	<ul style="list-style-type: none"> • Apply a planning policy which reflects the directions and principles of the Hillwood Structure Plan, including the Structure Plan as a reference document, in the George Town Interim Planning Scheme 2013 / The Tasmanian Statewide Planning Scheme. 	1-2
Undertaking further strategic work	<ul style="list-style-type: none"> • 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. 	10
	<ul style="list-style-type: none"> • Assign a priority schedule for upgrades to Council road infrastructure within Hillwood. 	1-2
	<ul style="list-style-type: none"> • Carry out supply and demand analysis to determine whether the available supply of land is sufficient as projected. 	10
	<ul style="list-style-type: none"> • Undertake a study relating to storm water drainage throughout the Hillwood region, within designated growth locations and established residential areas to identify mitigation and infrastructure measures. • TasWater determine the appropriate option with 	1

	<p>landowners as subdivision proposals are prepared.</p> <ul style="list-style-type: none"> • Review the Hillwood Structure Plan when significant changes are made to State Planning Policy, in particular relating to the need to release additional residential land. • Review planning scheme amendments initiated in Hillwood to determine whether the planning scheme ordinance for the Rural Resource, Rural Living and Low Density zones need to be altered to reflect the emerging needs of the growing settlement. 	As Needed
Agricultural review	<ul style="list-style-type: none"> • Carry out review with various agricultural/ commercial establishments within Hillwood to establish whether the methods identified within the plan to retain buffers zones and separation distances between rural and residential uses have been successful, or whether they need to be amended. 	5
Tourism review	<ul style="list-style-type: none"> • Carry out review of Tourism related development in the Hillwood settlement in order to identify industry gaps including visitor accommodation requirements. Identify strategies to increase supply of appropriate tourism experiences and accommodation in order to deliver increased potential for the region to capitalize on the tourism market. 	3-5
Recreation and open space review	<ul style="list-style-type: none"> • Review progress toward achieving structure plan recreation and open space goals. • Review suitability of walking trails / pathways which have been constructed as part of subdivisions which have occurred within the settlement. 	5 10
Natural and Scenic Values review	<ul style="list-style-type: none"> • Carry out review to determine whether the strategies incorporated into the structure plan to protect and preserve natural and scenic values have been successful or whether further action needs to be taken through revision of the planning scheme / structure plan. 	5

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2. Australian Bureau of Statistics 2011, Hillwood (Urban Centre/Locality)
3. Regional Land Use Strategy of Northern Tasmania
4. Tasmanian Government, (2009) State Policy on the Protection of Agricultural Land 2009
5. Tasmanian Government, (1997) State Policy on Water Quality Management 1997
6. Tasmanian Government, (1996) State Coastal Policy
7. George Town Council Draft Strategic Plan 201
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9. Davis, G. Korlan Pty Ltd. 2013. Hillwood Rural Living Zone: Submission to Tasmanian Planning Commission for Rural Living Zone – Hillwood
10. Gadsby, S, Livingston,S and Ketelaar,A.2015. Agricultural Capabilities, Natural Values Assessment and Bushfire Risk
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14. Eaton, T. (2015). Traffic Assessment: Proposed Hillwood Rezoning to Rural Living.



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