

10 January 2019

Acting General Manager
George Town Council
By email: planning@georgetown.tas.gov.au

Attention: James Stewart

Dear Sir,

DRAFT AMENDMENT 2/2018 – GEORGE TOWN INTERIM PLANNING SCHEME 2013 – RESPONSE TO ISSUES RAISED IN REPRESENTATIONS

I refer to the two (2) representations that were received during the public exhibition period for Draft Amendment 2/2018.

The issues raised in the representations broadly relate to the following:

1. Impact on the safety and efficiency of the East Tamar Highway;
2. Proposed minimum lot size provisions;
3. Public transport; and
4. Drainage.

A response to these issues is provided below.

1. Impact on the safety and efficiency of the East Tamar Highway

The draft amendment is consistent with the Hillwood Structure Plan (the 'Structure Plan'), which was endorsed by Council on 16 November 2016 and has provided a strategic basis for the approval of several other amendments to the *George Town Interim Planning Scheme 2013* (the 'Scheme') by the Tasmanian Planning Commission (the 'Commission').

A Key Planning Principle identified in the Structure Plan identifies that it is intended to:

“Recognise that the East Tamar Highway forms part of the state primary freight and passenger route”.

The Structure Plan describes the outcomes of investigations undertaken into constraints and opportunities relating to a range of issues. This includes road access, which was investigated by way of a traffic assessment. The Structure Plan identifies that the:

“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 [to the north-east of Hillwood] may be desirable”.

It is understood that Council and State Growth officers intend to meet later this month to discuss access arrangements relating to the Hillwood settlement generally onto the highway.

In relation to the subject site, and the draft amendment, it is noted that the Road and Railway Assets Code in the Scheme will apply to future development of the land. Alternatively, the code bearing the same name in the State Planning Provisions will apply once it is in effect. The purpose statements in both codes identify that they seek to protect the safety and efficiency of road networks. This will necessitate a more detailed analysis of the traffic impacts associated with future development within the site. A Traffic Impact Assessment is therefore not considered to be warranted in conjunction with the rezoning proposal.

The operation of either version of the Road and Railway Assets Code to future development ensures that the planning controls relevant to the site are consistent with the following regional policy for the Regional Infrastructure Network identified in the Northern Tasmania Regional Land Use Strategy (the 'RLUS'):

“RIN-P4 Recognise the Department of State Growth Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon existing and future operations”.

2. Proposed minimum lot size provisions

The minimum 2 ha lot density recommended in the Structure Plan relates to rural living areas in the central area of the Hillwood settlement above the Burton Street road reserve, and in the northern area adjacent to Johnstons Road. This is intended to preserve scenic values and protect agricultural land to be retained. The subject site is located outside the identified areas. The 8,000 m² lot size sought by the draft amendment is intended for consistency with recent amendments to the Scheme approved by the Commission.

3. Public transport

The integration of land use with public transport services is identified in several regional policies and actions in the RLUS, including the following:

“RSN-A6 Encourage urban residential expansion in-and-around the region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services”.

“RSN-P6 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors”.

Hillwood settlement is located outside of an urban growth boundary and is not an activity centre that is identified in the RLUS. The policy and action reproduced above, and in the State Growth representation, are therefore not considered to be relevant to the draft amendment. There are other regional policies and actions in the RLUS that are relevant to rural and environmental living development. These regional policies and actions do not identify that rural living areas are specifically intended to be integrated with public transport services.

4. Drainage

The Structure Plan identifies that advancements in technology for on-site wastewater disposal enables consideration of higher lot yields. Further, it recommends that water sensitive urban design is incorporated into future development to improve stormwater management across the settlement. In relation to future development at the subject site, permit conditions are capable of being applied to ensure implementation of appropriate performance measures to protect water quality, limit runoff during construction phases and address stormwater discharge from the site.

Please do not hesitate to contact me should you have any queries relating to this response.

Yours faithfully

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Ashley Brook
Planning Consultant