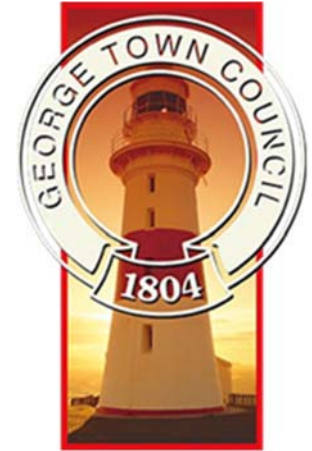


AGENDA ITEM 9.2 (A) ATTACHMENT



GEORGE TOWN COUNCIL

HILLWOOD STRUCTURE PLAN REVIEW & UPDATE





Version

Draft D

Date

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Author

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1.1 Purpose of the Review & Update

The Structure Plan was prepared in response to several proposals to create additional lifestyle residential lots at Hillwood. The Northern Tasmania Regional Land Use Strategy requires consolidation and growth of rural residential areas to occur in accordance with local strategy.

Preparation of the Structure Plan commenced in 2015 and it was endorsed by Council in November 2016. It provides a framework for sustainable development in Hillwood over a 20-year period in a way that seeks to respect and enhance its character, river setting and rural landscape values.

Implementation to date has occurred by way of individual rezoning amendments to Council's planning scheme lodged by private landowners and approved by the Tasmanian Planning Commission ("Commission"). Additionally, Council's capital works program has made provision for upgrades to the Hillwood road network and this work has commenced.

The Commission has identified the need to review and update the Structure Plan in light of the additional supply which has been provided by recent rezonings and to consider potential impacts on the East Tamar Highway from additional housing. Preparation of this document has therefore included an analysis of the demand for housing in the area undertaken by Urban Enterprise and an assessment of improvements to road infrastructure to cater for projected traffic demand undertaken by Traffic & Civil Services.

It is intended that the review and update will inform future planning scheme amendments, including a broad amendment by Council to implement key elements of the Structure Plan. This will require preparation of more detailed supporting information which will be examined by the community, stakeholders and ultimately the Commission to confirm consistency with the relevant State, regional and local planning strategies.

The review and update will also inform future investment in infrastructure and 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 of 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 consolidation or growth.
- Additionally, the provision a greater diversity lots would assist in satisfying demand for rural living housing in the area. Hillwood would benefit from a broader offering such as smaller lot sizes and different locations, including the central sector north of Leam Road.

1.2.2 Updated Development Framework

- The draft updated development framework map seeks to provide opportunities for consolidation and growth that would enable the future demand scenarios to be accommodated. It also seeks to provide for a coordinated development pattern involving the upgrade and provision of road infrastructure, and associated provision of pedestrian and cycle pathways.
- Opportunities for consolidation involve existing rural living zoned areas in the central sector around the Burton Street road reserve and to the east of Sheppard Avenue. The preferred growth areas are located in the southern sector (greenfield land).
- 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 consolidation and growth areas elsewhere, reflective of the existing densities.
- The potential to expand the low density residential zone is identified to assist in increasing housing diversity 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 consolidation and growth.
- 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 Development Framework

Rural living

- Rural living zoning with a minimum lot size of 1ha reflective of the existing density.
- Facilitate a minimum lot size of 2ha for any new consolidation lots north of the Burton Street.
- Key existing rural living zoned sites with subdivision potential.
- Key potential consolidation and growth areas involving an expanded zoning.
- Remaining land with lifestyle residential characteristics within a Rural Living D Zone.

Low Density Residential

- Existing low density residential zone.
- Encourage expansion of the low density residential zone to provide opportunities for smaller lots.

Agriculture

- Retain the existing agricultural area along Hillwood Road to prevent conversion to and provide adequate separation from lifestyle residential uses.

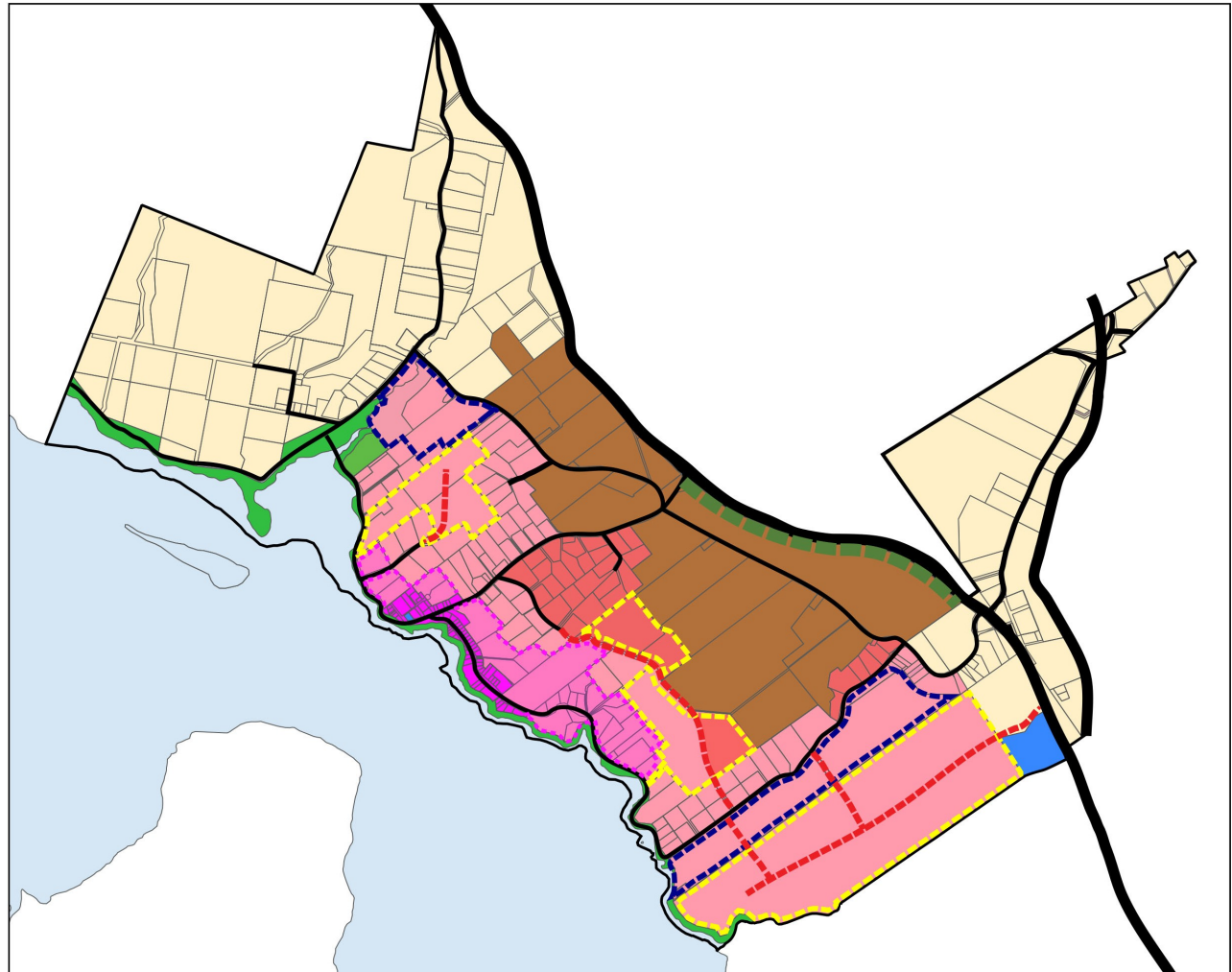
Local business

- Recognise the historical usage of the Hillwood café site and encourage the establishment of a local business centre at the Signal Station Tavern site.

Open space and recreation

- Support the ongoing upgrade of open space and recreation areas. Facilitate the provision of purpose built pathways in consolidation and growth areas to provide linkages to the foreshore.

- Road network
- Potential future road
- Highway Buffer



1.2.3 Road Network Improvements

East Tamar Highway Intersections

- The traffic assessment has considered impacts to 2040. 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 traffic assessment has identified a short-term (<3 years) requirement to offset and lengthen the left turn lane from the highway to Hillwood Road and undertake associated sight distance requirements. The turn lane does not comply with current Austroads warrants. The upgrade is recommended as a short-term intervention, irrespective of future development at Hillwood, to improve safety for the predominant turns to and from Hillwood Road in the direction of Launceston.
- The traffic assessment identifies that the left turn lane from the highway to Hillwood Jetty Road and the right turn lane from the highway to Hillwood Road also do not comply with current Austroads warrants. Based on the adopted growth scenario, an upgrade these turn facilities will be required within the life of the Structure Plan.
- In order to ensure the efficiency of the highway, State Growth has advised that it would not support an increase in the number of accesses to the highway at Hillwood.

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 consolidation 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 Hillwood Structure Plan 2016

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 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 Northern Tasmania Regional Land Use Strategy. It provides a local strategy relevant to the consolidation and growth of rural residential areas within the 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**, which remain relevant, include:
 - 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 a 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. BACKGROUND - HILLWOOD STRUCTURE PLAN 2016

- The **Key Planning Principles**, which remain relevant, 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 land use options. It identified that coordinated consolidation and growth 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 would involve 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 the need to co-ordinate development and 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

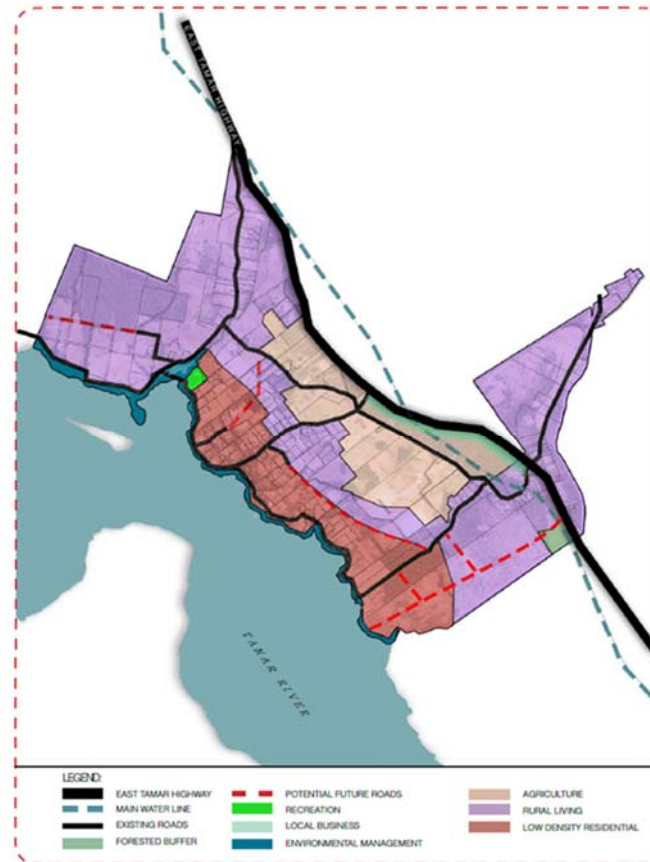
The foreshore area, including Egg Island Point Reserve, is recognised as a valuable natural asset adjacent to the river environment, offering passive and active recreation opportunities for the enjoyment of residents, visitors and tourists. This recognises the importance of protecting priority habitat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

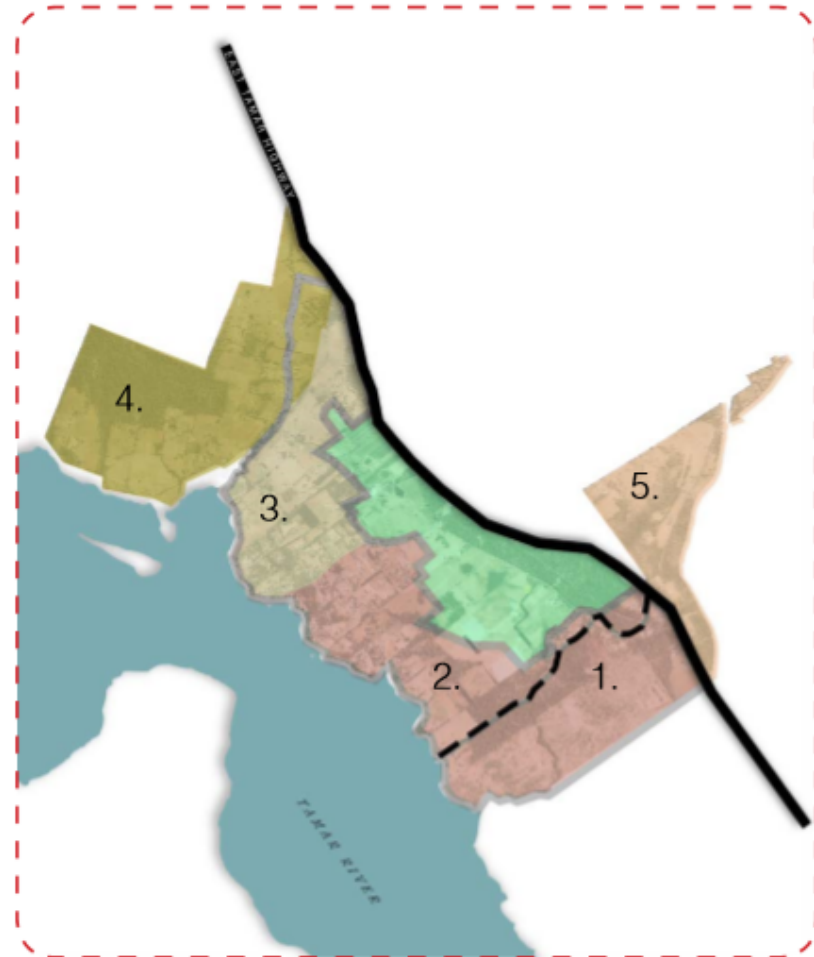
Forested Buffer

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

- The Structure Plan identified the following opportunities for consolidation and growth 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.



2.5 Movement and Connectivity

2.5.1 Road Infrastructure

- The original 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 recreation ground (community hall, football oval and playground) and the pontoon and BBQ shelter near the café. It is noted that a dog exercise area near the recreation ground is also currently planned.
- 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 are planned and linking these to the extended pedestrian network will be a focus.

2.5.3 Local Business Zone

- The Signal Station Tavern site is identified in the original 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.
- It is noted that the Hillwood café site has historically been used for local business purposes although is zoned low density residential. A local business zoning would better provide for a continuation and appropriate intensification of usage in the future.

2.6 Implementation

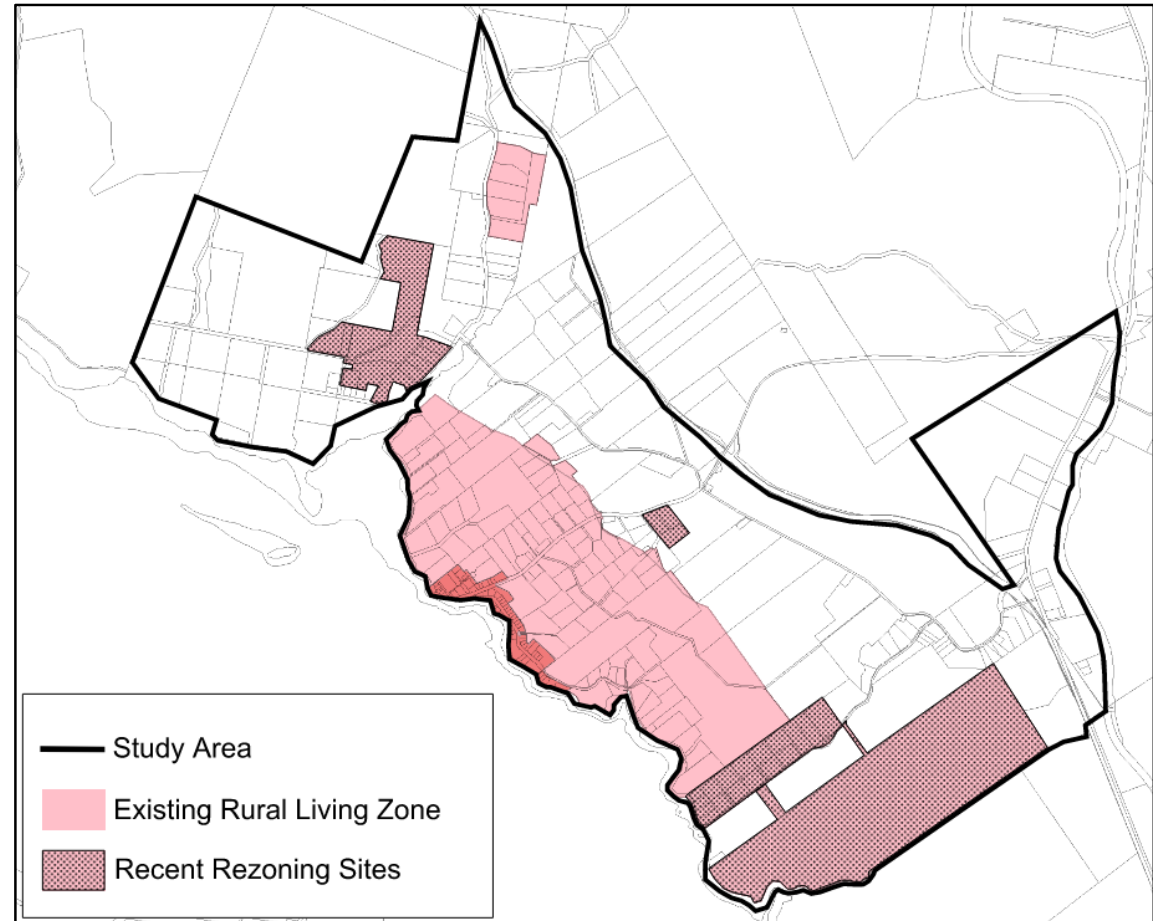
- The Structure Plan has been implemented by way of individual rural living rezonings by private landowners as well as local road upgrades undertaken by Council.
- The Commission rejected a rural living rezoning in relation to land at 356 Leam Road for the following key reasons:

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.

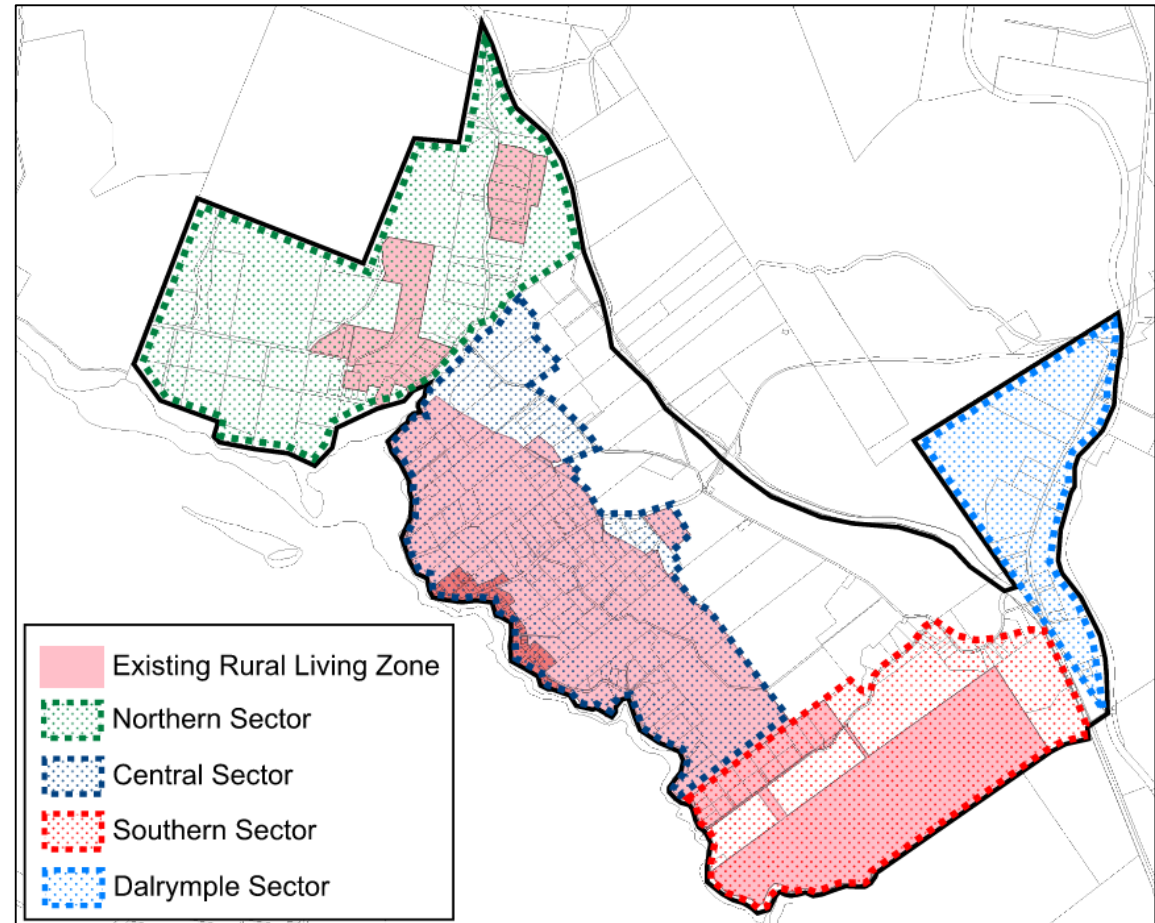
Location of Recent Rezoning Sites



2.7 Initial Supply Assessment

- The Commission's decision on 356 Leam Road indicates that supply should be quantified on the basis of existing and future zoned areas based on lot density requirements, irrespective of landowner intentions.
- 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 under the original Structure Plan. This includes:
 1. Existing market ready-lots (recently subdivided and unoccupied).
 2. Existing rural living zoned land that is either vacant or underutilised and therefore has subdivision potential. This includes land recently rezoned.
 3. Potential future rural living zoned land identified in the original Structure Plan that has subdivision potential, subject to overcoming identified constraints.
 4. Potential future low density residential zoned land identified in the original 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 under the Hillwood Structure Plan 2016

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.

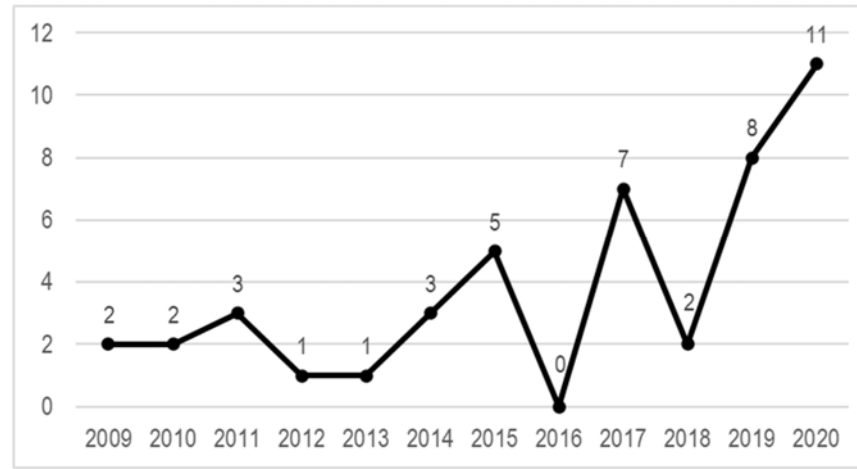
3.3 Historical Lot Sales

- 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

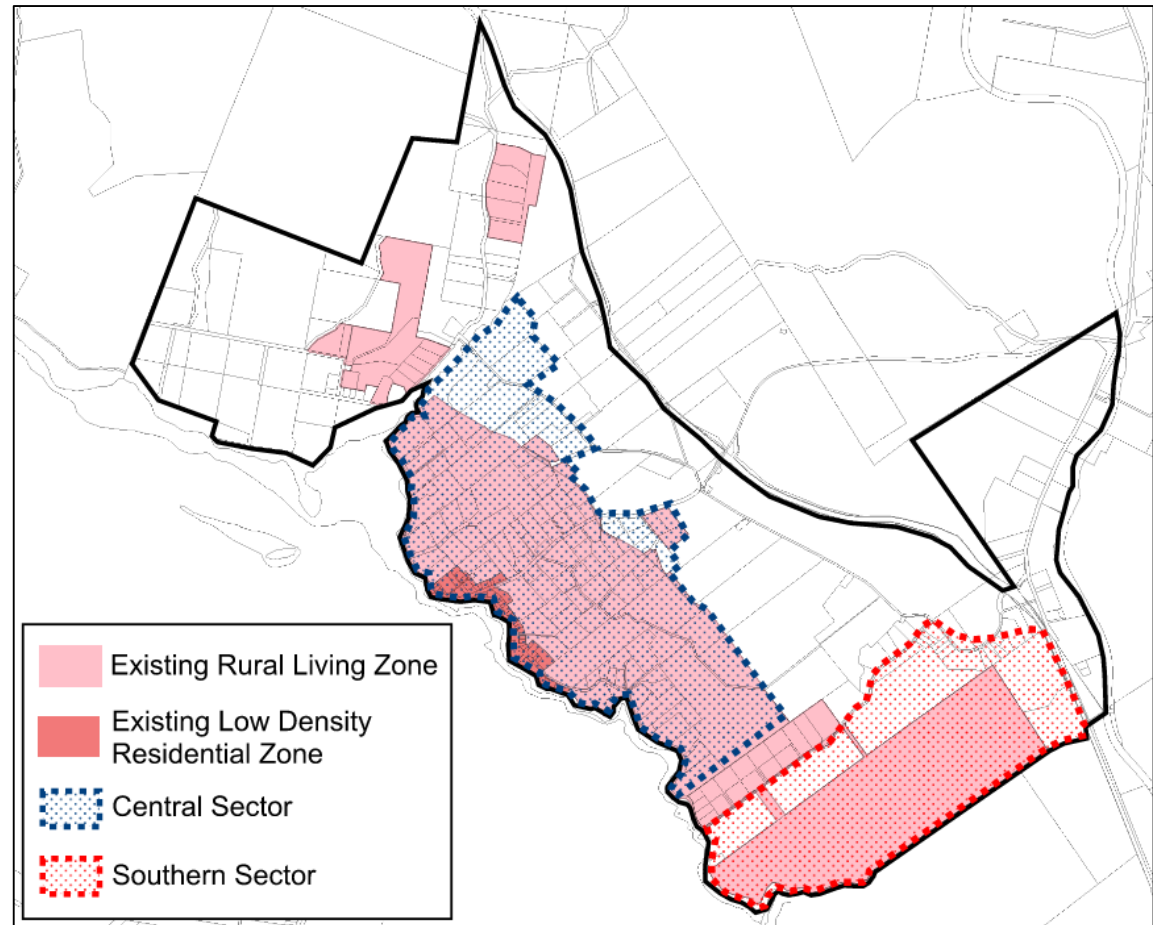
- Hillwood is likely to achieve growth somewhere between scenarios 2 and 3. This would involve demand for between 120 and 180 lots by 2040. The theoretical maximum supply of rural living lots from existing zoned land is 146. Under the high growth scenario, this represents 16 years of available supply. 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 lots 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 offering. The potential to deliver a greater diversity of lots across would assist in satisfying the demand for housing in the area. A greater diversity of lots of relates to location, size and configuration, topography and aspect. Smaller lot sizes and different locations, including the central sector north of Leam Road, would assist. This may include residents looking to downsize and age in place.

4.1 Updated Supply Assessment (2021)

- 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 a maximum of 168 lots within existing and expanded 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 existing zoned areas in the central sector is dependent upon the intention and willingness of landowners, and therefore will likely be less than the theoretical maximum. Expansion of the low density residential Zone would provide an opportunity to provide smaller lots and greater diversity of housing, including for residents wishing to age in place.



5.1 East Tamar Highway Intersections

- The traffic assessment has considered impacts to 2040 based on the high growth scenario developed by Urban Enterprise. Feedback on the assessment and draft Structure Plan Review & Update has been received by the Department of State Growth.
- The traffic assessment has identified a short-term (<3 years) requirement to offset and lengthen the left turn lane from the highway to Hillwood Road and undertake associated sight distance requirements. The turn lane does not comply with current Austroads warrants. The upgrade is recommended as a short-term intervention, irrespective of future development at Hillwood, to improve safety for the predominant turns to and from Hillwood Road in the direction of Launceston.
- The traffic assessment identifies that the left turn lanes from the highway to Dalrymple Road and Hillwood Jetty Road and the right turn lane from the highway to Hillwood Road also do not comply with current Austroads warrants. Based on the adopted growth scenario, an upgrade these turn facilities will be required within the life of the Structure Plan.
- The traffic assessment includes observations identifying safety concerns with right turn movements associated with highway intersections including those to and from Dalrymple Road that onto Hillwood Road.
- The traffic assessment identifies the potential implementation of State Growth's "2+1" strategy" involving at grade treatment with protected turn facilities and median barrier fencing. This would have the potential to address the areas where existing turn facilities do not comply with Austroads warrants, and the other observed safety concerns.
- However, State Growth has advised that such works are not identified in the Tasmanian Transport Infrastructure Plan (10 year forward program of funded works). Further details of the trigger points for the safety upgrades, required to provide for compliance with Austroads warrants, is therefore required.
- Based on the latest SIDRA Intersection 8.0+ intersection analysis software, the performance of the highway intersections with Hillwood Road, Dalrymple Road and Hillwood Jetty Road has been assessed. This identifies that the level of service at the intersections will be acceptable over the life of the Structure Plan and therefore there will be no capacity issues.
- In order to ensure the efficiency of the highway, State Growth has advised that it would not support an increase in the number of accesses to the highway at Hillwood.
- Finally, State Growth has advised that bus services are unlikely to be extended into Hillwood in the future due to consolidation and growth. Upgrades to the highway intersection with Hillwood Road and Dalrymple Roads may create the opportunity to move existing nearby bus stops closer to Hillwood Road. These bus stops would need to be made DDA accessible compliant and made safe for passengers.

5.2 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).
- A connection for the Burton Street extension onto Leam Road has been identified as part of the recent subdivision involving 209-225 Leam Road. This is registered on the titles for the relevant lots in the subdivision.
- 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, which may need to include protection for 3 oak trees in private property in this location which form part of an Avenue of Honour.

5.3 Implementation

- 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 road extensions in the central sector and the upgrade of existing road infrastructure including intersections. 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 consolidation and growth within the life of the Structure Plan to be located in the central and southern sectors 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 NTRLUS and State Policy on the Protection of Agricultural Land Policy 2009.
- The extent of the agricultural area is consistent with the application of the Agriculture zone in Council's draft Local Provisions Schedule. Other 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 houses 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 residential 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 State Planning Provisions 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

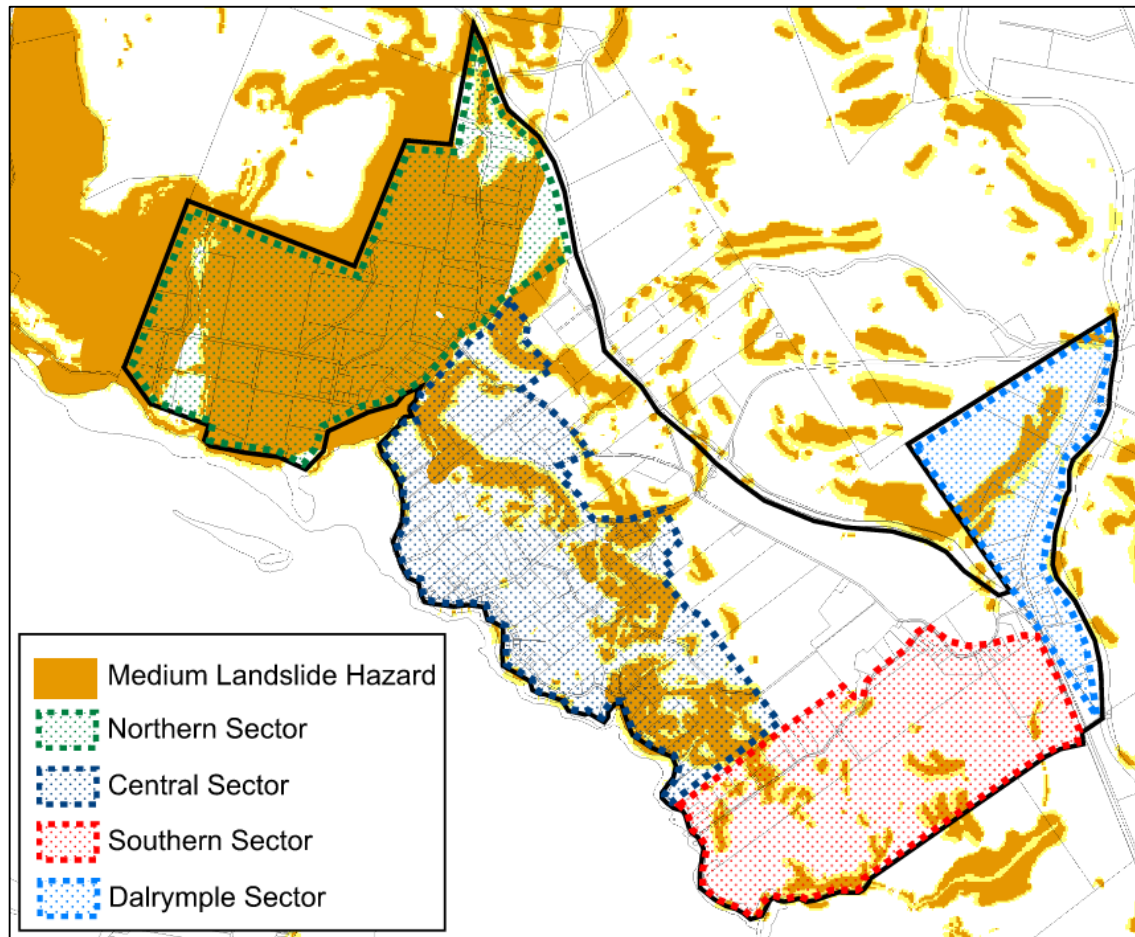
- Future lots will be capable of being designed to accommodate suitable hazard management areas with suitable dimensions, as required by the Bushfire-Prone Areas Code. They will also be capable of being provided with water storage tanks where no reticulated water supply is available. The provision of 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.
- The original Structure Plan was informed by an high-level assessment by William C Chromer Pty Ltd and A.S. Miner Geotechnical Pty Ltd. This identifies that 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 Landslip Code in the State Planning Provisions 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. This area is the most constrained in terms of land stability.

- 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 anticipated that the density of development in medium landslide hazard bands in these areas will need to be limited to enable sufficient space to appropriately manage surface water, groundwater and changes in ground levels.

Landslide Constraints



6.6 Infrastructure

- There is no requirement for rural living or low density residential lots to be connected to a reticulated sewerage or water supply 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 and associated reserve areas will need to be demonstrated, unless proposals involve a private treatment system managed as part of a body corporate.
- 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. Rural living and low density residential lots are typically capable of accommodating water storage tanks for potable and fire fighting purposes.
- There is no requirement for rural living lots to be connected to a public stormwater system. While the collection of concentrated surface water into storage tanks will assist with controlling stormwater within individual lots, appropriate stormwater management will need to be implemented as part of subdivision development and road upgrades including water sensitive urban design. All lots should have an appropriate layout, or be provided with benefitting easements, to provide flow paths either into roadside drains or natural drainage lines.

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.

Planning schemes, including amendments to planning schemes, are required to be prepared within the context of various strategies prepared at State, regional and local levels.

7.1 Northern Tasmania Regional Land Use Strategy

- The Northern Tasmania Regional Land Use Strategy (“NTRLUS”) guides land use, development and infrastructure decisions by State and local government, and key infrastructure providers, across the Northern Region.
- Specific Policies and Actions for Rural and Environmental Living Development and Regional Infrastructure Network are of particular relevance to the Structure Plan, including the review and update.
- The NTRLUS supports rural lifestyle opportunities in Rural Residential Areas as a legitimate residential choice where it does not compromise or fragment productive rural land.
- Future planning scheme amendments involved in implementing the Structure Plan will need to be required accompanied by detailed supporting information to confirm consistency with the NTRLUS.

Policy	Actions
Rural and Environmental Living Development	
RSN-P22 Rural and environmental lifestyle opportunities will generally be located in established Rural Residential Areas	<p>RSN-A22 Target growth to preferred areas based on local strategies to support settlements.</p> <p>RSN-A26 Consolidation and growth of Rural Residential Areas is to be directed to areas identified in local strategy, that align with the following criteria (where relevant):</p> <ul style="list-style-type: none"> • Proximity to existing settlements containing social services; • Access to road infrastructure with capacity; • On-site waste water system suitability; • Consideration of the impact on natural values or the potential land use limitations as a result of natural values; • Minimisation of impacts on agricultural land and land conversion; • Minimisation of impacts on water supply required for agricultural and environmental purposes; • Consideration of natural hazard management; • The housing mix available in a locality and the contribution additional rural residential land use may make in support of settlements; • Potential for future requirement for the land for urban purposes; and • The ability to achieve positive environmental outcomes through the rezoning.

- The NTRLUS seeks to develop and protect transport assets and systems to promote a sustainable transport network.
- It promotes greater coordination between government sectors in infrastructure planning to achieve greater alignment with land use planning and more efficient and effective land use outcomes.

Policy	Actions
Regional Infrastructure Network	
<p>RIN-P1 Coordinate, prioritise and sequence the supply of infrastructure throughout the region to match the settlement framework.</p>	<p>RIN-A1 Liaise with relevant state agencies including the Department of State Growth to develop transport initiatives.</p>
<p>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.</p>	<p>RIN-A7 Protect the region’s road and rail infrastructure network and enable a transition between compatible land uses and an adequate separation between conflicting development that would compromise safe and efficient operations of existing and future planned road and rail corridors.</p> <p>RIN-A8 Protect strategic road corridors that are predominately State Roads (Category 1-3) under the Tasmanian Road Hierarchy which include: East Tamar Highway.</p>
<p>RIN-P6 Facilitate and encourage active modes of transport through land use planning.</p>	<p>RIN-A10 Roads created in new subdivisions are to be designed and constructed to meet the needs of all users and to reinforce the function, safety and efficiency of the road.</p> <p>RIN-A12 Incorporate guidelines and other relevant subdivision design codes into planning schemes to address facilities for walking and cycling. For example, guidelines may provide that:</p> <ul style="list-style-type: none"> • Lot layouts and buildings must provide for connection to adjacent local roads, open space, trails, pedestrian, cycle and bus routes; and • Roads are designed and constructed to meet the needs of all users and to reinforce the functions, safety and efficiency of the road or communal driveway.

7.2 State Policies

7.2.1 State Policy on the Protection of Agricultural Land 2009

- The State Policy seeks to enable the sustainable development of agriculture by minimising conflict with or interference from other land uses non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.
- The State Policy is given applied by ensuring that relevant land is zoned for agricultural purposes.

7.2.2 State Policy on Water Quality Management 1997

- The purpose of the State Policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development.
- The State Policy identifies that planning schemes are to require use and development to be consistent with the physical capability of land to minimise the potential for erosion and impacts on water quality.

7.2.3 State Coastal Policy 1996

- The State Policy seeks to provide for sustainable use and development of the coast and promote shared responsibility for its integrated management and protection.
- The State Policy applies to land within 1km inland of the high-water mark of State Waters. It identifies that residential development in the coastal zone should be based on existing towns and townships. Further, development should be sensitive to the natural and aesthetic qualities of the coastal zone. Recreation use, in a safe and environmentally sensitive manner, is encouraged.

7.2.4 National Environmental Protection Measures

- The National Environmental Protection Measures (NEPMs), which have been adopted as State Policies, relate to ambient air quality, diesel vehicle emissions, assessment of site contamination, used packing material, movement of controlled waste between States and Territories and the national pollutant inventory.
- The NEPMs therefore relate to matters that are not affected by the Structure Plan.

7.3 Council's Strategic Plan

- 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.



7.4 Planning Scheme Provisions

- The *George Town Interim Planning Scheme 2013* (“Scheme”) currently applies to the land within the study area.
- The State Government initiated reform to the Tasmanian planning system in 2015 including the preparation of a single planning scheme for the state. The Tasmanian Planning Scheme (“TPS”), which is being progressively introduced in LGAs, will comprise:
 - State Planning Provisions (“SPPs”) which will comprise standardised zone and code standards; and
 - Local Provisions Schedules (“LPSs”) which will define zoning and special area application within individual LGAs.

7.4.1 Zone Provisions

- To give effect to the State Policy on the Protection of Agricultural Land 2009, agricultural land is included within the Rural Resource zone under the Scheme and will be included in the Agriculture zone in the TPS. The Agricultural Land Mapping Project undertaken by the State Government in 2017 assists with identifying the extent of agricultural land.
- The rural living zone provisions require new houses to have separation of 200m from land zoned for agricultural purposes, or a lesser distance where it can be demonstrated there will be no conflict or interference with agricultural use.
- The minimum lot size for the rural living zone in the Scheme is 2ha, except with a site specific amendment provides otherwise. The zone provisions in the SPPs will provide sub-zones with different minimum lot sizes, including Rural Living A (1ha), Rural Living B (2ha), Rural Living C (5 ha) and Rural Living D (10ha).
- The low density residential zone is similar to the rural living zone in that it applies to land there is limitations on developing to a medium density, including servicing constraints. The allowable lot sizes are smaller than the rural living zone.
- The standards for the rural living and low density residential zones do make it necessary for lots to be connected to reticulated water supply, sewerage and stormwater systems. However, lots are required to have the demonstrated physical capacity to accommodate on-site management.

7.4.2 Road and Railway Assets Code

- The Code provisions seek to protect the safety and efficiency of State and local road networks and require traffic impacts to be considered in conjunction with specific development proposals.

7.4.3 Biodiversity

- The Biodiversity Code in the Scheme seeks to protect, conserve and enhance the region's biodiversity in consideration of the extent, condition and connectivity of critical habitats and priority vegetation communities, and the number and status of vulnerable and threatened species. It is applicable to subdivision development that will involve the removal of native vegetation.
- The application of the Natural Assets Code in the TPS will broaden the requirements to minimise impacts on native vegetation including habitat for threatened flora or fauna. The Code is accompanied by priority vegetation mapping in Council's draft LPS, which encompasses areas larger than the extent of native vegetation on TASVEG 4.0 mapping.
- Potential impacts on threatened flora and fauna species are address under the Tasmanian *Threatened Species Protection Act 1995* and potential the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. However, priority vegetation mapping in Council's draft LPS seeks to protect the habitat for such species.

7.4.4 Water Quality

- The Water Quality Code of the Scheme, and the relevant provisions in the Natural Assets Code of the SPPs, give effect to the State Policy on Water Quality Management 1997.

7.4.5 Bushfire

- The Code in the Scheme and SPPs requires subdivision proposals to be accompanied by a bushfire hazard management plan addressing issues including setbacks from vegetation, property access and fire fighting water supplies (including on-site supplies).

7.4.6 Landslip

- The Landslip Code is applied on the basis of hazard band mapping prepared by the State Government in 2013 or other known landslide features based on Mineral Resource Tasmania data. It seeks to ensure that specific development proposals are appropriately located, and provided with adequate measures, to protect human life and property.

8.1 Land Supply

The Structure Plan seeks to recognise the lifestyle residential characteristics within Hillwood whilst providing an opportunity for consolidation and growth that is consistent with the projected demand over the next 20 years. Future subdivision should be coordinated to consolidate established residential land use patterns and facilitate the upgrade and extension of vehicle, pedestrian and bicycle movement networks.

Strategies

- Retain and expand the rural living zone in the central and southern sectors with a minimum lot size of 1ha across most of 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.
- 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 existing low density residential zone and allow for some expansion, involving rezoning of existing rural living zoned lots, 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 consolidation and growth, 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 consolidation or growth.

8.2 Road Network

The Structure Plan seeks to provide for the upgrade and extension of the network that enables the safe and efficient movement of vehicles, enhances cross connections through Hillwood and provide for separation between residential and agricultural traffic. The East Tamar Highway is recognised as forming part of the State primary freight and passenger route.

Strategies

- Facilitate upgrades to the Hillwood road network including Hillwood Jetty Road, the south-east sections of Leam Road and Hillwood Road and the intersections of Hillwood Road with Leam Road and Hillwood Jetty Road.
- Facilitate the extension of the road network in conjunction with intensification within the central sector. This includes a new collector road following the Burton Street alignment and an extension of Sheppard Avenue in central sector.
- Facilitate the extension of the road network within the southern sector and provide internal connectivity to Signal Station Tavern.
- Facilitate upgrades to the relevant turn facilities associated with the East Tamar Highway intersections with Hillwood Road, Dalrymple and Hillwood Jetty Roads that do not currently comply with Austroads warrants.
- Develop a detailed priority schedule, concept designs and cost estimates for upgrades to road infrastructure and introduce an infrastructure contribution scheme.
- Investigate the potential to improve existing bus stops in conjunction with the upgrade of the East Tamar Highway / Hillwood Road / Dalrymple Road intersection and to develop a parking area near the bus stop on Hillwood Jetty Road to encourage increased utilisation of bus services.

8.3 Open Space and Linkages

The Structure Plan seeks to enable the provision of pedestrian and bicycle pathways that create a safe and pleasant walking environment and provide linkages to the open space and facilities along the foreshore and other key facilities including the recreation ground and planned dog exercise area.

Strategies

- Provide for pedestrian and bicycle movement as part of upgrades within the Hillwood road network and the extension of Burton Street, including the potential use of widened road verges to provide separated pathways.
- Retain sufficient space for the creation of purpose built pathways as part of subdivision development in consolidation and growth areas to provide linkages to the foreshore.
- Support the ongoing upgrade of open space and recreation areas, including walking trails along the foreshore and planned dog exercise area.

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 separation from residential uses.
- Separate, as far as practicable, vehicle movements associated with residential uses from agricultural activities.

8.5 Services and Facilities

The Structure Plan seeks to encourage the provision of services that are commensurate with the role of the settlement and provide for the economic and social well being of residents in Hillwood.

Strategies

- Recognise the current and historical usage of the Hillwood café site and apply a local business zoning to provide for a continuation and appropriate intensification of usage in the future.
- 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.

8.6 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.

8.7 Infrastructure

The Structure Plan seeks to recognise the infrastructure constraints in the study area and manage impacts on 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 are capable of being provided.
- Use and development is supported where there is capacity for individual lots to accommodate on-site wastewater disposal and associated reserve areas.
- Implement appropriate stormwater management as part of future subdivision development and road upgrades, including water sensitive urban design. Lots should have an appropriate layout to provide flow paths either into roadside drains or natural drainage lines.

8.8 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.

8.9 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 and located, 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 within lots of sufficient size and does not contribute to a further risk of landslides.

9.1 Implementation Plan

The identification of the following actions, responsibilities and timing is intended to assist Council in decision making and the delivery upon the identified principles and strategies.

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
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 consolidation or growth.	Council	On-going
Update the traffic assessment to more clearly identify trigger points for the safety upgrades required to provide for compliance with Austroads turn facility warrants irrespective of any implementation of any implementation of State Growths “2+1” Philosophy	Council	Short-term
Develop a detailed priority schedule, concept designs and cost estimates for upgrades to the relevant turn facilities associated with the East Tamar Highway intersections with Hillwood Road, Dalrymple and Hillwood Jetty Roads.	Council and the Department of State Growth	Short-term
Develop a detailed priority schedule, concept designs and cost estimates for upgrades Hillwood Road network, including the provision of pedestrian and cycle pathways.	Council	Short-term
Investigate the potential to develop a parking area near the bus stop on Hillwood Jetty Road to encourage increased utilisation of bus services.	Council	Medium-term
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 stormwater 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

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