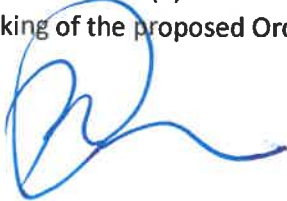


HOUSING LAND SUPPLY (HUNTINGFIELD) ORDER 2019
MINISTERIAL REPORT PURSUANT TO SECTION 9 OF THE HOUSING LAND
SUPPLY ACT 2018

I, the Honourable Roger Charles Jaensch, the Minister for Planning, pursuant to section 9(1)(a)(ii) of the *Housing Land Supply Act 2018* (the Act), hereby provide this report to Parliament in respect of the proposed Housing Land Supply (Huntingfield) Order 2019 (the proposed Order).

Having considered the submissions received from interested persons and the proposed Order under the provisions of the Act, I am satisfied that the proposed Order is suitable to make.

Under section 9(4) of the Act, each House of Parliament may within 5 sitting days disallow the making of the proposed Order.



Roger Charles Jaensch

Minister for Planning

Date: 30/8/19

REPORT TO PARLIAMENT

I, Roger Charles Jaensch, Minister for Planning, pursuant to section 9(1)(a)(ii) of the *Housing Land Supply Act 2018* (the Act), hereby provide this report to Parliament in respect of the proposed Housing Land Supply (Huntingfield) Order 2019 (the proposed Order).

Pursuant to section 9(1)(a)(i) of the Act, the proposed Order is included with this report as Attachment A.

EXECUTIVE SUMMARY

The land subject to the proposed Order is located at 1287 Channel Highway, Huntingfield and consists of four titles with a total area of 67ha, described by CT 172715/1, CT 172716/1, CT 134371/1 and CT 131270/2. This land was once part of larger parcel at Huntingfield acquired by the Government and then transferred to the Director-General of Housing in 1974 for the purpose of developing the land for housing.

This land is identified for future urban development being:

- located within the Greater Hobart urban growth boundary and identified within the Huntingfield South Greenfield Development Precinct for future urban development under the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS);
- identified for future housing under the *Kingborough Land Use Strategy* (in both the December 2013 and May 2019 versions);
- zoned Particular Purpose Zone 1 – Urban Growth Zone under the *Kingborough Interim Planning Scheme 2015*, which is a ‘holding zone’ for future urban land until such time as the demand for housing in the area warrants the land to be rezoned to the appropriate residential zone; and
- identified as suitable for the delivery of affordable housing in *Tasmania’s Affordable Housing Strategy 2015-25* through *Tasmania’s Affordable Housing Action Plan 2015-2019*.

The demand for housing in Greater Hobart, with the current pressures on housing affordability and availability, is now such that the land has been identified for rezoning for future residential development.

In 2018 both Houses of Parliament passed the *Housing Land Supply Act 2018*, which allows for the ‘fast track’ rezoning of Government land to enable more land to become available for housing in the State.

The proposed Order seeks to deliver the rezoning of the site to allow for future residential development. Following the rezoning, detailed planning for a future subdivision of the site will be refined through a master planning process. Any subdivision and development of the site will be subject to the normal statutory approval processes under the *Land Use Planning and Approvals Act 1993* (LUPAA), and be assessed on its merits by the Kingborough Council.

The proposed Order was informed by initial master planning for the site which identified opportunities and constraints for future development. The initial master planning informed the following outcomes:

- the areas with important Aboriginal heritage values for inclusion within the Open Space Zone;

- the extent of the Greater Hobart urban growth boundary under the STRLUS, which limits the extent of urban development on the site;
- the identification of 34ha of the total 67ha site that is suitable for residential development with the remainder largely included within the Open Space Zone;
- which external roads need to be used for access to a collector road within the future subdivision;
- potential connections to Metro bus routes;
- additional road connection required to the Channel Highway;
- open space connections to the adjoining Peter Murrell Reserve and the existing pedestrian and cycle network which has informed the location of the Open Space Zone;
- view fields across North West Bay, which can be retained with appropriate locations of the internal road network; and
- preferred dwelling density areas, which has informed the location of the Inner Residential Zone in the proposed Order.

In accordance with the requirements of the Act, the proposed Order was released for consultation with 'interested persons' for a period of 14 days from 5 June to 21 June 2019. A total of 38 letters were sent to persons identified as 'interested persons' including all adjoining property owners and occupiers, Kingborough Council, the Aboriginal Heritage Council, State Service Agencies and relevant authorities. The documentation sent to 'interested persons' included the proposed Order.

Additional time to respond was granted to Kingborough Council, Tarremah Steiner School and Mr Bradley Potts, as 'interested persons' under the Act.

The proposed Order released for consultation proposed to:

- declare the land to be Housing Supply Land in accordance with section 4(1) of the Act;
- rezone the land to the Inner Residential Zone (37ha), Open Space Zone and the Local Business Zone in accordance with section 4(2) of the Act;
- identify a higher density area within the Inner Residential Zone referred to as 'Precinct A'; and
- include SPP provisions and modified SPP provisions for the Inner Residential Zone in accordance with section 4(3) of the Act.

A total of 52 submissions were received from the consultation period, of which 11 were from those identified as 'interested persons' under the Act, and 41 from the broader community. Submissions were received from TasWater, the Department of State Growth, the Department of Education, The Department of Police, Fire and Emergency Management, Tasmania Fire Service, and the Department of Primary Industry, Parks, Water and Environment. The submission from Tarremah Steiner School comprised a total of 27 submissions from the broader school community.

The key issues raised during consultation included:

- concerns with the scope of consultation under the Act being limited, and that the traditional planning scheme amendment processes under LUPAA ought to have been used for the rezoning process;
- the need for the site to be master planned, with community input into that master plan;

- concerns with the proposed dwelling density, which would result in too many dwellings built on the site and create inconsistencies with the existing character of Huntingfield;
- traffic issues, both within the site and beyond;
- concerns with the location of the Local Business Zone, including potential land use conflicts with existing development;
- the timing of the future development;
- the demand that will be placed on existing infrastructure and services (roads, health services and educational facilities);
- queries on the percentage of affordable/social housing to occur on the site; and
- the need for better public open space facilities within the Kingston area.

Consultation with State Service Agencies and relevant State authorities has indicated general support for the proposed Order. The Department of State Growth is supportive of the proposal to rezone the land and has provided 'in-principle' support for the construction of a new access and roundabout on the Channel Highway, noting the proposed new access is expected to considerably improve travel times and safety for road users during the school peak times at Huntingfield. State Growth have also outlined a number of projects that aim to investigate and improve transport conditions in the Kingborough area, including:

- commissioning a corridor planning study for the Channel Highway between Kingston and Margate, which will include modelling of the performance of the Huntingfield roundabout taking into account the new access and all developments currently planned and under construction;
- the Tasmanian Government's commitment to addressing the traffic impacts of population growth on the suburbs south of Hobart through the Greater Hobart Traffic Solution, which will include funding for an end-to end passenger transport solution for the Kingborough area;
- a range of measures being progressed through the Hobart City Deal to reduce traffic congestion and improve transport across Greater Hobart, including measures to improve southern access via the Southern Outlet, providing a modernised and integrated public transport system and improving the utilisation of transport infrastructure to address congestion affecting the Kingborough area; and
- commissioning work to investigate an integrated multi-faceted approach to manage peak demand traffic flow on the Southern Outlet and into the CBD, with the project including:
 - concept design for an additional inbound lane on the Southern Outlet between Olinda Grove and Macquarie Street catering for T3 traffic (incident response, buses, taxis, and cars with three or more occupants);
 - provision of new Park and Ride facilities in Kingborough; and
 - establishment of a bus lane in Macquarie Street and T3 lane in Davey Street.

I am satisfied that further detailed master planning in consultation with State Growth will assist in their current work to improve existing infrastructure and further inform the detailed design for the future subdivision and ensure that it aligns with the existing network and future upgrades.

After considering the submissions received, it was necessary to alter the proposed Order to address the issues raised and to provide further clarity on the intended future development of the site. The consultation version of the proposed Order applied the Inner Residential Zone to all of the proposed residential land, with two areas, referred to as 'Precinct A', to have modified provisions to allow for higher dwelling density. This aimed to provide suitable flexibility for the future development of the site to allow a mix of lot sizes and the development of a variety of dwelling types. Refinements to the proposed Order have been made to address community concerns and provide greater clarity on the future development of the site.

The proposed Order has been altered as follows:

- (a) To revise the proposed zones to include the General Residential Zone for the majority of land identified for residential development, with the exception of the two areas, identified as 'Precinct A', which remain in the Inner Residential Zone. The inclusion of the General Residential Zone better aligns with the original intent for the site and provides for a consistent transition between the existing and new housing areas, whilst retaining the Inner Residential Zone in the locations preferred for higher density development.
- (b) Relocation of the Local Business Zone to a single, and more central, location within the new residential area to avoid potential conflicts with existing residences and schools adjoining the site.
- (c) Expanding the area zoned Open Space to provide a wider buffer between the residential area and the Peter Murrell Reserve and the 2 schools, and to reflect the intended public open space corridors within the site.
- (d) To require future subdivision of the site to have an average lots size of 450m² in the General Residential Zone area and an average lot size of 200m² in the Inner Residential Zone area. This provides for a mix of lot sizes to be delivered while still requiring the overall density to be consistent with the intent of the General Residential Zone and Inner Residential Zone.
- (e) To ensure that future subdivision design is linked to a master plan that will be prepared for the whole site, and noting that consideration of future subdivision will be undertaken by Kingborough Council, with input from the community, through the discretionary development application assessment process set out in LUPAA. The future subdivision of the site will need to be in accordance with a master plan that addresses the following:
 - (i) lot layout that provides a range of different lot sizes;
 - (ii) road connections to the existing road network;
 - (iii) a clear hierarchy for the internal road network with the main road connection from this site to be onto Huntingfield Avenue and lower level road connections onto Sirius Drive and Nautilus Grove;
 - (iv) staging of future subdivisions, including the provision of a connection from Huntingfield Avenue to the Channel Highway in the first stage of the subdivision development;
 - (v) the provision of open space and pedestrian connections to existing pedestrian ways;
 - (vi) cycle connections to existing cycle ways;
 - (vii) the facilities to be built in the open space areas; and
 - (viii) stormwater management for the whole site.

The proposed Order now comprises the following zones:

- General Residential Zone – 22ha;
- Inner Residential Zone – 12ha;
- Local Business Zone – 1639m²; and
- Open Space Zone – approximately 34ha.

Zone maps for the consultation version of the proposed Order and the final version of the proposed Order are shown below to illustrate the alterations made to the proposed Order.

Consultation version of proposed Order



Final proposed Order



I consider that the alterations made to the proposed Order address the key issues raised in the submissions. The alterations do not significantly change either the character or effect of the proposed Order, as they only provide refinements to address issues raised in the submissions, and to better reflect the overall intent for the future development of the site.

I consider it necessary to undertake further detailed master planning for the whole site after the making the Order. This will involve further consultation with the community, Kingborough Council and infrastructure providers, prior to the assessment of a future subdivision development application by the Council through the normal processes under LUPAA. The future subdivision development application will be considered by the Council under a discretionary development application process. Here the community will be able to have their say and Council will be able to determine the final form of the master plan and subdivision.

A key element for the success of the future development of the land is providing an alternative access onto the Channel Highway that will serve this new housing area and the existing residents at Huntingfield. I am advised that the Department of Communities Tasmania has the funds available to construct the necessary access and roundabout onto the Channel Highway, and I also consider that this infrastructure needs to be delivered in the first stage of this new development.

Through administering future development of the land under the *Homes Act 1935*, the Director of Housing can ensure that an appropriate proportion of dwellings are set aside for social housing.

Under the *Homes Act 1935*, homes are delivered through various contract arrangements with development companies to deliver them to market.

Through these contract arrangements, the Director of Housing has the legal power to dictate the percentage of affordable housing, social housing or private housing that can occur on any development site. These contract arrangements can also set bedroom numbers in dwellings, energy efficiency targets for the dwellings, cat management measures, and any other quality deemed to be important for the provision of housing on this site. At present the plan for this site is to deliver 15% of the total number of homes as social housing.

INTENT OF THE PROPOSED ORDER

Since the first housing area was created in Huntingfield in the late 1980s, the concepts considered in modern subdivision design have changed. A key emphasis is now on building ‘liveable communities’ which make more efficient use of available land with a diversity of lot sizes and providing more useable public open space areas to suit the community. Future development of this land will ultimately take on a different character than the existing housing area as a consequence of these modern subdivision design ideas.

The intent from the Department of Communities Tasmania is to provide a housing model at Huntingfield which encompasses a modern subdivision design philosophy and can be a model for future housing estates. The benefits include a more efficient use of land and greater access to open space for the residents, enabling better opportunities for healthy living.

The intent of the proposed Order is to facilitate the vision of Communities Tasmania, and provide the framework for a future subdivision of the land, which is linked to the preparation of a detailed master plan for the whole site. This framework enables the future subdivision to be accompanied by more public open space than has been provided under traditional subdivisions, and a variety of lot sizes, with areas of smaller lot (townhouse) developments.

The combination of a variety of lot sizes and a larger amount of public open space on this site, will actually provide for less overall lots than if the site were developed under a traditional subdivision model.

The intent of the smaller lots is to enable them to be released to the housing market at a lower price than the vacant lots that are currently on the housing market, making the land more affordable. Also, recognising that most home buyers are looking for a 3 bedroom home with a backyard, opportunities to provide for this outcome include 2 storey dwellings or even 2 storey townhouses, where the buildings have a smaller overall footprint. The concept for the smaller lot developments is based on the South Australian Government’s model for providing affordable housing through smaller lot design and the use of 2 storey dwellings¹.

Further, whilst *Tasmania’s Affordable Housing Action Plan 2015-2019* identified this site for the development of additional 230 homes, the potential dwelling yield has been updated through *Tasmania’s Affordable Housing Action Plan 2019-2023*, setting new targets for providing more affordable homes for Tasmanians. This means that more homes need to be built at Huntingfield than

¹ Further information on South Australian Government’s housing model can be found in the South Australia Housing Authority’s “Liveable Neighbourhoods & Inclusive Communities – 3.2 Row and Terrace House Design” document (<https://renewalsa.sa.gov.au/wp-content/uploads/2016/12/3.2-Row-Terrace-House-Design-Guide.pdf>), which analyses lot sizes for detached dwellings and demonstrates how a 2 storey dwelling can easily fit onto a small lot and make more efficient use of land for housing.

the original 230 listed in the previous action plan. This greater need for more homes has informed the proposed Order, and the ongoing master planning process.

This proposed Order, master plan and the future subdivision of the land will demonstrate a model for how to make more efficient use of land for residential purposes, and, if adopted elsewhere in the State, could result in less encroachment of residential land into high value productive agricultural land, or areas of valued natural habitat, and also allow public transport to be more viable.

DESCRIPTION OF THE PROPOSED ORDER

The land is located at 1287 Channel Highway, Huntingfield and consists of 4 titles of a total area of 67ha, described by CT 172715/1, CT 172716/1, CT 134371/1 and CT 131270/2.

The proposed order, if made will –

1. declare the land to be Housing Supply Land;
2. rezone part of the land to the General Residential Zone (22ha);
3. rezone part of the land to the Inner Residential Zone (12ha), where the intent is to enable lots for the future development of townhouses;
4. rezone a small portion of the land to the Local Business Zone (1639m²);
5. rezone the remaining part of the land to the Open Space Zone in accordance with the map below;
6. apply some definitions from clause 3.0 of the State Planning Provisions, and also including a new definition for a 'townhouse' lot;
7. apply clauses 8.4, 8.5 and 8.6 of the State Planning Provisions with modifications to the part of the land within the General Residential Zone;
8. apply the clauses 9.4, 9.5 and 9.6 of the State Planning Provisions (SPPs) Inner Residential Zone, with modifications, to the part of the land within the Inner Residential Zone; and
9. apply revised subdivision provisions to link future subdivision of the land to a master plan for the whole site.

The land, subject to the proposed Order, is shown below with the proposed zone arrangement:



REASONS IN RELATION TO THE PROPOSED ORDER

Pursuant to section 9(3)(a) of the Act, my reasons for wanting to make the order are as follows –

1. Preparation of the Act was a key action identified at the Housing Summit, hosted by the Premier, on 15 March 2018.
2. The proposed order, if made, will make use of the Act to provide for the ‘fast track’ rezoning of land for residential use for affordable housing for specific sites in Tasmania.
3. There is a need to make more land available under the *Homes Act 1935* to enable the provision of additional affordable housing in Tasmania.
4. The land to which the proposed order relates is suitable for future development for affordable housing, but needs to be rezoned from Particular Purpose Zone 1 – Urban Growth and Rural Resource Zone to the General Residential Zone, Inner Residential Zone, Local Business Zone and Open Space Zone, before the land can be considered for subdivision and any homes can be built, and
5. The proposed order will provide more land zoned for residential purposes and then enable the construction of homes on this land, contributing towards Tasmania’s affordable housing stock.

Pursuant to section 9(3)(b) of the Act, the reasons why I am satisfied that the order can be made under this Act in relation to the area of land are as follows:

1. As required under section 5(1) of the Act, the land is eligible Government land, and not more than 5 years has elapsed since the making of the Act.
2. As required under section 5(2)(a) of the Act, I am satisfied that there is a need to make more land available under the *Homes Act 1935* to enable the provision of additional affordable housing in Tasmania.
3. as required under section 5(2)(b) of the Act, I am satisfied that the land is suitable for residential use and development by virtue of its close proximity to public and commercial services, public transport and places that may provide opportunities for employment.
4. As required under section 5(4) of the Act, the relevant consent has been provided, and is included at Appendix B of this report.
5. As required under section 6(1)(a) of the Act, I am satisfied that applying the intended zones to the area of land would be consistent with the State Policies, and the *Southern Tasmania Regional Land Use Strategy 2010 – 2035* (STRLUS). The land proposed for rezoning to the General Residential and Inner Residential Zone is specifically identified for future residential purposes under the STRLUS, being within the Greater Hobart Urban Growth Boundary and the Huntingfield South Greenfield Development Precinct.
6. As required under section 6(1)(b) of the Act, I am satisfied that, if the intended zones were to apply to the land for residential purposes, the use or development of the land would not be significantly restricted by any code that would apply to the land under the *Kingborough Interim Planning Scheme 2015*.
7. As required under section 6(1)(c) of the Act, I am satisfied that assigning the Local Business Zone, Open Space Zone, General Residential and Inner Residential Zone to the land, would further the objectives set out in Schedule 1 of the *Land Use Planning and Approvals Act 1993*.
8. As required under section 6(1)(d) of the Act, and after consideration of the guidelines under section 8A of the *Land Use Planning and Approvals Act 1993*, I am satisfied that assigning the General Residential Zone, Inner Residential Zone, Local Business Zone and Open Space Zone would be consistent with the zone purpose in the State Planning Provisions in relation to the intended zones.
9. As required under section 6(1)(e) of the Act, I have considered the environmental, economic and social effects, and the effects on Aboriginal and cultural heritage, that assigning the General Residential Zone, Inner Residential Zone, Local Business Zone and Open Space Zone to the land may have.
10. As required under section 6(1)(f) of the Act, I am satisfied that use or development of the land would not be likely to create significant land use conflict with an existing use on the land or with use or development on adjacent land or with any other land near to the land.
11. As required under section 6(2)(a) of the Act, the application of the General Residential Zone and the Inner Residential Zone for residential purposes will deliver a minimum lot size and maximum area per dwelling that is not more than the General Residential Zone as set out in the SPPs.

12. The application of the Open Space Zone and Local Business Zone that will apply to part of the land is in accordance with section 6(2)(b)(ii) of the Act, as:
 - (a) it is necessary for land for residential purposes to be accompanied by an appropriate area of public open space in order to provide for the recreational needs of the future residents of the area, and
 - (b) It is appropriate for a residential subdivision of this magnitude to be accompanied by some land set aside for the provision of local business.

SUBMISSIONS IN RELATION TO THE PROPOSED ORDER

Pursuant to section 9(3)(c) of the Act, the submissions received under section 13(1) of the Act from 'interested persons' are contained in Appendix C, and are summarised as follows:

1. TasWater advised it does not object to the proposed change of zone, but requested to be engaged at the early stages of any future development of the land, as a sewer pump will need to be upgraded when the land is developed for subdivision.
2. Mr Matthew Jones, of 13 Guardian Court, Huntingfield, and 18 other residents who reside in Glory Place and Guardian Court, Huntingfield, raised a range of concerns with the proposed order, which include –
 - (a) The Minister has a conflict of interest being the Minister for Housing and the Minister for Planning.
 - (b) Concerns with the consultation process - with its lack of community consultation and the lack of time to make a submission, noting that under a previous proposal 10 years ago the whole of Huntingfield had the opportunity to comment.
 - (c) The proposed order is not consistent with the *Kingborough Land Use Strategy 2013* vision for the General Residential Zone for Huntingfield – which is to maintain the current lot sizes and single level dwellings existing in Huntingfield.
 - (d) Concerns with the additional traffic created by the proposal, noting the:
 - (i) traffic generated from the Spring Farm development is also adding to the traffic problems;
 - (ii) the number of homes in Huntingfield will increase from around 200-250 homes to 700-750 homes, which will have a substantial increase in traffic onto the singular exit from the area; and
 - (iii) Southern Outlet is already at capacity.
 - (iv) An additional access onto the Channel Highway could create congestion problems on the highway south of the site.
 - (e) Concerns with the Local Business Zone being adjacent to 15 and 17 Guardian Court.
 - (f) Concerns with impact on Aboriginal relics and any impacts on the flora and fauna in the Peter Murrell Reserve that may be caused by the expanding development.
 - (g) Concern with 2 storey dwellings occurring on the land with a building height of up to 9.5m, particularly the loss of light and privacy as a result of the new dwellings.
 - (h) Thought that the land was a rural zoning when they moved to the area.

- (i) There should be a tree lined buffer between the existing properties in Guardian Court and the new housing area.
 - (j) Huntingfield only has a single point of access, near the 'Fork in the Road' and this roundabout entry will be worse around school drop-off and pick up times, also the local road network within Huntingfield is not suitable for higher volumes of traffic.
 - (k) Metro bus service to Huntingfield needs to be improved.
 - (l) The recently promised funds of \$20.8 million for the Southern Outlet fifth lane project should be spent so that the improved infrastructure is aligned with the timing of this development occurring.
 - (m) Will the land actually be affordable, as Kingston is a desired place to live and some of the land is class 4 agricultural land?
 - (n) Acknowledge that more affordable homes need to be built in Tasmania, but is it fair that Kingston has to bear the burden of providing social housing when this is a statewide issue?
 - (o) Additional traffic around the schools is a safety concern and Sirius Drive is not suitable for additional traffic.
 - (p) Would like to see all of their concerns tabled before a decision is made on the proposed order.
3. The Department of Police, Fire and Emergency Management advised it has no comment to make.
 4. Catholic Education Tasmania (who represent St Alloysius College) requested that their submission be kept confidential, however, section 9 of the Act requires this report to include a copy of their submission. Their submission raised the following issues:
 - (a) The Inner Residential Zone provisions, including the smaller lots in Precinct A, and the potential impacts to the amenity of the school, noting that if the land were to be in the General Residential Zone then the impacts to the school would be less.
 - (b) It was noted that views toward North West Bay will be lost.
 - (c) An interest was expressed in acquiring a small portion of the land covered by the proposed order for future expansion of the St Aloysius College to add grades 11 and 12 to the campus.
 - (d) It was also considered that the Open Space Zone should be dispersed throughout the future subdivision and that road and transport infrastructure should be improved to support the future subdivision of the land.
 - (e) At the very least education should be an allowable use in the zone.
 5. The Department of Primary Industry, Parks, Water and Environment (DPIPWE) supported the proposed order to rezone the land and apply additional provisions to enable specific affordable housing outcomes. DPIPWE noted the previous work undertaken by the then Department of Health and Human Services, in identifying the presence of important flora and fauna species protected under State and Federal legislation, and a range of considerations for the management of environmental weeds and cats in proximity to the Peter Murrell Reserve.
 6. Tasmania Fire Service (TFS) support the intent of the proposed order, but have noted that the land is a bushfire prone area and they have expressed concern with the capacity of the Inner

Residential Zone to appropriately manage bushfire risk, as the allowed lots are too small to include an appropriate buffer. The TFS considered that for the future safety of the residents the Open Space Zone area will need to be managed as a bushfire hazard management area (fuel break). The TFS have requested that future subdivision of the land addresses the bushfire risk in an integrated manner.

7. The Department of State Growth provided an initial submission and a more detailed submission expressing their support for the proposed rezoning and 'in-principle' support for the construction of a new access and roundabout on the Channel Highway. State Growth provided the following feedback relevant to the proposed Order:
 - (a) The proposed new access is expected to considerably improve travel times and safety for road users during the school peak times at Huntingfield. While the new access will delay traffic coming from Margate, this is considered minimal in the context of the total travel time from Margate to Kingston.
 - (b) Recognises the number of large subdivisions being developed in the Kingborough area and acknowledges that the proposed Order will result in further additional traffic movements on the Southern Outlet.
 - (c) State Growth has commissioned a corridor planning study for the Channel Highway between Kingston and Margate, which will include modelling of the performance of the Huntingfield roundabout taking into account the new access and all developments currently planned and under construction. Dependant on the outcomes of the study, the number of lots or existing road infrastructure may need to be reviewed to ensure acceptable performance levels can be achieved for road users.
 - (d) State Growth will work with Communities Tasmania to ensure the master plan for the site can accommodate future public transport, including ensuring the road layout and connectivity can support efficient public transport movement. This does not commit the Tasmanian Government to providing public transport in the area, but enables the effective provision in the future.
 - (e) The Tasmanian Government is committed to addressing the traffic impacts of population growth on the suburbs south of Hobart through the Greater Hobart Traffic Solution, which will include funding for an end-to-end passenger transport solution for the Kingborough area.
 - (f) A range of measures being progressed through the Hobart City Deal to reduce traffic congestion and improve transport across Greater Hobart, including measures to improve southern access via the Southern Outlet, providing a modernised and integrated public transport system and improving the utilisation of transport infrastructure to address congestion affecting the Kingborough area.
 - (g) State Growth will soon commission work to investigate an integrated multi-faceted approach to manage peak demand traffic flow on the Southern Outlet and into the CBD, with the project including:
 - (i) concept design for an additional inbound lane on the Southern Outlet between Olinda Grove and Macquarie Street catering for T3 traffic (incident response, buses, taxis and cars with three or more occupants);
 - (ii) provision of new Park and Ride facilities in Kingborough; and

- (iii) establishment of a bus lane in Macquarie Street and T3 lane in Davey Street.
 - (h) Work is being finalised for a future Park and Ride facility in the Kingborough area, with the currently informally used site at the Huntingfield roundabout potentially providing a suitable location.
8. Officers from Kingborough Council have raised the following issues:
- (a) Advised that Council officers met with representatives from Communities Tasmania to discuss a proposed master plan for the site, but are concerned that the feedback has not been adequately considered in preparing the proposed order. Council officers wrote to Communities Tasmania on 15 May 2019 outlining the following principles that should be considered in the final master plan:
 - (i) consider affordable housing;
 - (ii) reduce reliance on private vehicle usage through public and active transport options and appropriate levels and location of retail/commercial development;
 - (iii) ensure the road network operates efficiently;
 - (iv) consider the capacity of existing social infrastructure;
 - (v) consider appropriate zoning of open space;
 - (vi) introduce site-specific planning provisions; and
 - (vii) ensure adequate active open space is available for a growing population.
 - (b) The proposed order does not meet section 5(2) of the Act, because the land is not suitable for social and affordable housing, based on an interpretation of the *Homes Act 1935* and the criteria for an eligible person.
 - (c) The proposed order provides little to no guarantee that the land will be made available for the purposes of the *Homes Act 1935*, and are concerned that the order will not deliver a sufficient amount of social and affordable housing.
 - (d) In considering the proposed order against section 5(2) of the Act, the following ought to be taken into account – the capacity of schools, childcare, health and emergency services to absorb more population, Kingston should be considered as a whole, the lack of funding for stage 2&3 of the Kingston Health Centre, district nurses, fire services, public transport, bicycle and pedestrian network, the road network and the stormwater system.
 - (e) Future development of the land will require an additional water reservoir, as noted in the *Kingborough Land Use Strategy 2019*.
 - (f) Need to ensure that future development of the land, including any stormwater run-off, will not impact on the nearby threatened native vegetation community – *Eucalyptus ovata* forest and *Eucalyptus amygdalina* forest and woodland on sandstone community.
 - (g) Meeting a target of 26,000 homes across Tasmania in the *Affordable Housing Strategy 2015-25*, and that the *Affordable Housing Action Plan 2015-2019* planned for an additional 230 homes to be built at Huntingfield, yet the master plan associated with the proposed order will provide for around 500 homes, which is double the target set out in the strategy.
 - (h) The proposed order should be modified to change the Inner Residential Zone to General Residential to provide for less dwellings.

- (i) The *Southern Tasmania Regional Land Use Strategy 2010-2035* provides densification areas which equate to the appropriate locations for the Inner Residential Zone and this area is not inside a densification area.
 - (j) Applying the Inner Residential Zone is not consistent with the guideline under s.8A of the *Land Use Planning and Approvals Act 1993*, as proximity to services and facilities are required for higher dwelling density to work well and these services are not provided for in the zones surrounding the site.
 - (k) The Inner Residential Zone will allow for a higher population for the site than is appropriate.
 - (l) The amount of land proposed within the Open Space Zone is commended, but the bushland area should be in the Environmental Management Zone, if it is to be amalgamated with the Peter Murrell Reserve.
 - (m) Concerns with the position of the Local Business Zone being located adjacent to an existing residence and the Tarremah Steiner School, which could introduce unnecessary land use conflict and the existing residents would have an expectation that future development of this site would be similar to what is on their land. Suggestions given for an alternative and expanded site with reference to the draft master plan for the site to provide better commercial opportunities for the higher density areas in Precinct A.
 - (n) The provisions in the proposed order should be modified to include a requirement for the percentage of social housing, affordable housing and private housing, where the ratios are suggested to be social housing 15%, affordable housing 45% and private housing 40%, and that the definitions of affordable housing and social housing are well defined in Tasmania's *Affordable Housing Strategy 2015-2025*.
 - (o) The provisions of the Order should be modified to require future development to deliver a range of dwellings with variable bedroom numbers, where the suggested ratios are studio and single bedroom 10-30%, 2 bedroom 40-75% and 3+ bedroom 40-80%.
 - (p) The provisions of the proposed order should be modified to require future development to meet Housing Tasmania's Minimum Standards for Social Housing and that a minimum of 30% of the dwellings are adaptable to be able to accommodate various household sizes.
 - (q) The provisions of the proposed order should be modified to ensure future development is an exemplar of positive environmental outcomes, such as energy efficiency measures, water efficiency measures and water sensitive urban design principles, as these measures could result in cheaper living costs for the future residents.
 - (r) Council wish to continue to work with Communities Tasmania in relation to cat management, to protect fauna values of the adjoining Peter Murrell Reserve.
 - (s) Council consider that the land is not suitable for development or rezoning, until sufficient infrastructure and services are committed to by the relevant State agencies.
 - (t) The process to rezone the land should be done through the *Land Use Planning and Approvals Act 1993* instead of the *Housing Land Supply Act 2018*.
9. Tarremah Steiner School provided 27 submissions from current and former parents and members of the school, neighbouring residents and teachers, who raised the following issues:
- (a) Lack of broader community consultation and information on the proposal, including the rezoning, subdivision and development standards, with many suggesting that the process

should be restarted with broader consultation undertaken, as the proposal lacked detailed information on many aspects including the amount of affordable housing and traffic management.

- (b) Concerns with additional traffic using Nautilus Grove (and the Huntingfield roundabout) to access the site, with many suggesting that Nautilus Grove is already at capacity with school traffic. Noting that Huntingfield only has 1 road in and out, and if this single road is to provide access to the future residential development it would create further safety and amenity issues for students and parents. Many assumed that Nautilus Grove would be the only road used to access the new housing area where traffic would flow through the school car park. Many suggested that Nautilus Grove should remain as a no thoroughfare road.
- (c) Concerns with high density development with relaxed height controls in proximity to the school and the loss of interface with the rural setting and natural environment for which the school is renowned. Suggestions were made for green-space buffers between the future development and the school.
- (d) Concerns with higher density housing not being consistent with existing development in the area, and creating further issues for existing overburdened infrastructure, including roads, public transport, wastewater and stormwater.
- (e) Concerns with the Local Business Zone proposed adjacent to the school, with potential impacts on school safety and amenity (e.g. noise), with a preference to having a green space between the school and the housing area and the Local Business Zone being in a more central location of the housing area.
- (f) Many supported the provisions of more affordable and social housing in southern Tasmania, but concerns were raised on the extent of affordable or social housing proposed on the site, the density of the development and whether other areas had been considered. Some suggested the site was suitable for well-planned affordable housing while some other suggested the site was inappropriate due to limited infrastructure and services in the area.
- (g) Concerns with noise and dust impacts on the school from future construction.
- (h) Concerns with the loss of fertile and prime agricultural land, with some suggesting the land could be used for food production, or for semi-rural residential development or hobby farms.
- (i) Concerns with potential impacts on wildlife and the natural values of Peter Murrell Reserve.

Members of the school, representing the Raphael Foundation Limited, also outlined previous discussions with Housing Tasmania (now Communities Tasmania) on the future development of the site for a community hub combining residential development (with affordable housing), with cultural horticultural, craft , aged care, health care and support services, retail and educational activities involving the school community. The Raphael Foundation Ltd have expressed interest in using a portion of the land for this future development.

10. Mr Bradley Potts of 1259 Channel Highway, raised concerns in regard to:

- (a) an increase in traffic congestion, the need for a local transport system including cycle ways, ready access to education, social and health services, treatment of wastewater and recreation facilities.

- (b) the need for a mix of dwelling types on the site.
- (c) All levels of government should be involved in the design of the future development with close community consultation to ensure the development will be seen as an initiative for Tasmanians to be proud of.
- (d) Concerns with degradation of the Peter Murrell Reserve and that cat management is important, also stormwater needs to be carefully managed.
- (e) There may be a need for a larger area of Local Business Zone than proposed, to create a larger focal point for service delivery, akin to the Blackmans Bay arcade.
- (f) Specific requests for the proposed order and future development include:
 - (i) increasing the area of Open Space Zone adjacent to his land;
 - (ii) minimising the impact of the future roundabout by locating as far away from his property as possible;
 - (iii) being able to comment on the landscaping on the adjoining land proposed to within the Open Space Zone;
 - (iv) providing an alternative road access from his property to the adjoining subdivision; and
 - (v) to be involved in the process to create the master plan for the site.

11. The Department of Education notes that the site is in the collector district for the Margate Primary School, which is close to capacity. As such, the Department wishes to work closely with Communities Tasmania to better understand the timing for the release of land under this proposal, and to be able to manage capacity issues that arise from the project.

Additional to the above submissions from 'interested persons', a further 41 submissions were received from people who were not consulted as an 'interested person'.

Under the Act, the proposed Order cannot be altered as a result of these submissions, the Minister can only either stop the process to make the proposed order, or proceed with the process. However, the suite of submissions largely mentioned issues raised above. The following issues were also raised:

1. Lack of broader consultation with other residents of Huntingfield whose properties do not adjoin to the land,
2. More people should have been included as interested persons and better consultation should have occurred,
3. Small lot sizes and higher buildings are out of character with the rest of Huntingfield. Should maintain the character of Huntingfield.
4. What will be the % of units and townhouses to single dwellings?
5. Expectation that areas with small lots will also be subject to a master plan – similar to other areas nearby, eg Alfred's Gardens
6. What impacts will occur to existing services and infrastructure from the new development?

7. Concerned with road access and capacity of the local roads in Huntingfield, the Southern Outlet, Macquarie and Davey Streets and the main intersection at Huntingfield. Roads should be upgraded to allow for the extra traffic. The Fork in the Road roundabout is not working well now and won't cope with the additional traffic generated from this development. Problem with local road network during school drop off and pick up times already being congested.
8. Only a single entrance to Huntingfield, there must be a second entrance to ease traffic congestion and also for time of emergency.
9. Kingston needs a proper park and ride facility.
10. There needs to be a better Metro bus service to link Hobart and also a local service.
11. Lack of spaces in schools, child care and doctors
12. Need to build in recreation facilities/parks,
13. Need to have walkable distances to a shop,
14. Kingston should have a master plan as a whole for the town,
15. Potential pollution in NW Bay,
16. Affordable housing should be located elsewhere and not in Kingston,
17. Don't want to see any more houses in this area at all,
18. Should be more job opportunities in Kingston to ease traffic on the Outlet,
19. Concern with creating a housing 'slum',
20. The area will create car dependency due to distance from shops and lack of local public transport,
21. Concern with impacts on the Peter Murrell reserve from the additional residents,
22. Emergency service vehicles have blocked Patriarch Drive in the past, which is a dead-end street,
23. Kingston should have a regional hospital,
24. Should keep trees in place for the wildlife,
25. Need to ensure the development is safe for older people, not containing unruly tenants, should not have to wait too long for the new houses to be able to rent them.
26. Should be a mix of private and public housing,
27. Just need to improve the infrastructure,
28. Would like to see a restaurant/pub in the area within walkable distance,
29. Lack of ambulance service in Kingborough,
30. Think about building a place to live, as opposed to just houses, consider services, job creation and recreation opportunities as well.

31. Alternative housing models have been proposed that offers greater levels of community gardens and lower density housing options.
32. The proposed order is significantly different to plans that were consulted on 10 years ago.
33. Concerns with the impacts that construction may have on the school students through dust and traffic.

MY OPINIONS IN RELATION TO THE SUBMISSIONS RECEIVED

Pursuant to section 9(3)(d) of the *Housing Land Supply Act 2018*, my opinions in relation to the matters set out in the submissions from the 'interested persons' are –

1. I am satisfied that the necessary upgrade to the sewer pump can be managed through conditions on a planning permit for the future subdivision of the land, as the Planning Authority will be required to refer the subdivision application to Tas Water under the *Water and Sewerage Industry Act 2008*. I note that TasWater has not raised any issue regarding water reservoirs that would need to be considered in the future when the land is developed, even though this is mentioned in the *Kingborough Land Use Strategy May 2019*.
2. I note the comments from Mr Jones and others listed in the submission and consider the following:
 - (a) The process to allow land to be rezoned under the *Housing Land Supply Act 2018* includes a time period where the full Parliament (both houses) can disallow the proposed Order. This provides a check and balance on any potential conflict of interest created by a Minister having multiple portfolios that may overlap.
 - (b) The consultation has followed the requirements set out in *Housing Land Supply Act 2018*, which is a 'fast track' process. If the proposed Order is made then further consultation will occur in relation to a master plan for the site prior to any future subdivision application being lodged with Kingborough Council. I also consider it appropriate to alter the proposed Order so that it contains a requirement for future subdivision to be in accordance with a master plan that has been prepared for the site and approved by Council through a discretionary development application process. This provides further opportunity for the community to have input into the future development of the site.
 - (c) I note that the *Kingborough Land Use Strategy May 2019* supports the use of this land for housing, and the strategy supports the use of the General Residential Zone for this site. I consider it appropriate to provide flexibility for the development of a range of lot sizes and dwelling types, and that the Inner Residential Zone is appropriate for part of the site, with the General Residential Zone to apply to the remainder of the residential land on the site. The proposed Order has been amended accordingly, which makes the proposed order more consistent with the strategy. I also note that in the General Residential Zone it is possible to build 2 storey dwellings or multiple dwellings on the lots, and that this could also occur in the existing area of Huntingfield.
 - (d) I note that the Department of State Growth is supportive of the proposed rezoning and has given its 'in-principle' support to the additional access and roundabout onto the Channel Highway. I can advise that the Department of State Growth has committed to a number of projects that aim to investigate and improve transport conditions in the Kingborough area and I am satisfied that infrastructure improvements will be aligned

with the timing of development occurring at Huntingfield and in other parts of Kingborough. These commitments include:

- (i) commissioning a corridor planning study for the Channel Highway between Kingston and Margate, which will include modelling of the performance of the Huntingfield roundabout taking into account the new access and all developments currently planned and under construction;
 - (ii) addressing the traffic impacts of population growth on the suburbs south of Hobart through the Greater Hobart Traffic Solution, which will include funding for an end-to end passenger transport solution for the Kingborough area;
 - (iii) a range of measures being progressed through the Hobart City Deal to reduce traffic congestion and improve transport across Greater Hobart, including measures to improve southern access via the Southern Outlet and addressing congestion affecting the Kingborough area; and
 - (iv) investigating an integrated multi-faceted approach to manage peak demand traffic flow on the Southern Outlet and into the CBD, with the project including:
 - a. concept design for an additional inbound lane on the Southern Outlet between Olinda Grove and Macquarie Street catering for T3 traffic (incident response, buses, taxis, and cars with three or more occupants);
 - b. provision of new Park and Ride facilities in Kingborough; and
 - c. establishment of a bus lane in Macquarie Street and T3 lane in Davey Street.
- (e) I note the issues around locating the Local Business Zone directly adjoining the existing residential properties, and consider that the Local Business Zone should be located more centrally to the residential area of the site. The proposed Order has been altered accordingly.
- (f) A study into Aboriginal Heritage on the land has identified the presence of relics on the land, which in turn has informed the location of the Open Space Zone on the land to provide as much protection to these relics as possible, the future development footprint does not extend into the Peter Murrell Reserve. Stormwater management will be a key consideration during the consultation of the master plan and the assessment of the future development application by Council for the subdivision of the land. The Department of Communities Tasmania can have future discussions with the Council in relation to cat management on the land.
- (g) I can advise that the proposed Order has been altered to include the majority of the residential land within the General Residential Zone which is consistent with the zoning of existing residential land adjoining the site. I note that the General Residential Zone provides for 2 storey dwellings up to a height of 8.5m which is also achievable on the adjoining existing residential land. A building height of 9.5 will be possible in the areas that remain in the Inner Residential Zone. This is important to provide for a variety of dwellings types and to provide flexibility for the delivery of more affordable and social housing.
- (h) I consider it to be a more efficient use of the land to have the new house lots abutting the existing house lots along Guardian Court and Glory Place, rather than a tree-lined buffer. I have altered the proposed Order to apply the General Residential Zone to the

land abutting the existing lots along Guardian Court and Glory Place to deliver a development outcome consistent with the existing area.

- (i) I consider that the properties on Guardian Court and Glory Place will not have their natural light taken away, as any future development of the land will be to the south of those lots, and also subject to an assessment against the requirements of the General Residential Zone, which provides safeguards for protecting existing development from unreasonable overshadowing and privacy impacts. I also note that the site is currently zoned Particular Purpose Zone 1 – Urban Growth Zone, and not as a rural zone, which means that the land has been identified for future residential and urban development.
 - (j) I note that the Department of State Growth have given ‘in-principle’ support for a new access onto the Channel Highway, which will give a second access point to the Huntingfield area. State Growth identified that the new access to the Channel Highway intended for this site is expected to considerably improve travel times and safety for road users during the school peak times at Huntingfield. This new access will be considered by State Growth, Kingborough Council, and subject to community input, as part of the future master planning process and the subdivision development application for the site.
 - (k) I can advise that the proposed Order has been altered to require a collector road to pass through the site, which will ultimately allow the passage of Metro buses.
 - (l) I can advise that the Department of State Growth has committed to a number of projects that aim to investigate and improve transport conditions in the Kingborough area and I am satisfied that infrastructure improvements will be aligned with the timing of development occurring at Huntingfield and in other parts of Kingborough. Further details of these commitments are outlined elsewhere in this report.
 - (m) I consider that the land offered to the housing market, as a result of this development, will be more affordable by providing a variety of lot sizes including some smaller lots.
 - (n) I consider that the land at Huntingfield is part of a broader statewide project that identifies and rezones land under the *Housing Land Supply Act 2018* to enable more land to become available for housing. It is not just this site at Huntingfield that is going to be the sole provider of affordable homes in the State.
 - (o) I note the concern about traffic safety around the schools in the area, and consider that this point needs to be taken into account when preparing the detailed master plan for the land following the making of this Order, and as part of the assessment of the future subdivision development application. I consider it appropriate to alter the proposed Order so that clear direction is provided in setting a clear road hierarchy within the site and ensuring the collector roads link between the new access to the Channel Highway and Huntingfield Ave. I also note that in their submission the Department of State Growth identified that the new access to the Channel Highway intended for this site is expected to considerably improve travel times and safety for road users during the school peak times at Huntingfield.
 - (p) The concerns raised will be tabled in Parliament in this report and is a necessary step in the process before a final decision on the proposed Order is made.
3. I note the advice from the Department of Police, Fire and Emergency Management, which advised it has no comment to make.

4. I note the comments from Catholic Education Tasmania (who represent St Alloysius College), and advise the following:
 - (a) I consider that the provisions of the proposed Order are necessary to deliver the intended vision for development of the land, and deliver a variety of lot sizes and dwelling types, including some lots that are smaller than what can currently occur in the nearby General Residential Zone. When released onto the housing market, these smaller lots will be more affordable. I can advise that the proposed Order has been altered to apply the General Residential Zone to the majority of the residential land, which is consistent with the zoning of existing residential land adjoining the site.
 - (b) The natural topography of the land, which slopes down from St Alloysius Catholic College toward North West Bay, will assist in retaining some views. I also note that the overall height of buildings on the site will be limited so as to enable views across the top of the buildings.
 - (c) I note that the potential sale of the land to the school is outside the scope for a Housing Land Supply Order, but note that discussions with the Department of Communities Tasmania can still occur on this matter.
 - (d) I consider it appropriate to alter the proposed Order, so as to zone more land as Open Space, consistent with the original intent for the site. I also note that further detailed work on open space areas will occur through the preparation of the detailed master plan for the site.
 - (e) I can advise that the Department of State Growth has committed to a number of projects that aim to investigate and improve transport conditions in the Kingborough area and I am satisfied that infrastructure improvements will be aligned with the timing of development occurring at Huntingfield and in other parts of Kingborough. Further details of these commitments are outlined elsewhere in this report.
 - (f) I note that under the State Planning Provisions, use of land for educational purposes is a Discretionary use in the General Residential Zone and Inner Residential Zone. Once Council progresses its Local Provisions Schedule, these will be the provisions that apply to the site, and this would provide for the use and development of a primary or secondary school.
5. I note the advice from the Department of Primary Industry, Parks, Water and Environment. I also note that documents provided with the proposed Order include a background study on the natural values of the site, which shows that the part of the site planned for residential development does not contain any significant natural values that warrant protection. Also, the areas of land in the proposed Order to be zoned Local Business, General Residential and Inner Residential, do not contain any native vegetation of significance.
6. I note the advice from the Tasmania Fire Service, and consider that the risks from bushfire hazard can be adequately considered at the time of a future subdivision application, where the Bushfire Prone Areas Code in the planning scheme requires consideration of this issue. I also note that the area of land zoned Open Space adjacent to the Peter Murrell Reserve has been increased in width, which provides more separation from potential bushfire risk.
7. I note that the Department of State Growth is supportive of the proposed rezoning and has given its 'in-principle' support to the additional access and roundabout onto the Channel Highway. I am advised by the Department of Communities that the additional access to the

Channel Highway is fully funded and is a key element for allowing the future development of the site. I acknowledge the significant work being undertaken by State Growth to investigate and address the traffic impacts due to population growth in the Kingborough area. I am satisfied that further consultation with State Growth on the master plan for the site will assist in their current work to improve existing infrastructure and further inform the detailed design for the future subdivision and ensure that it aligns with the existing network and future upgrades.

8. I note the comments from officers of the Kingborough Council and consider the following:
 - (a) The master planning process is underway, and further consultation will occur between Communities Tasmania representatives and Council officers following the making of the proposed Order.
 - (b) I consider the land to be suitable for social and affordable housing in accordance with section 5(2) of the Act, as set out in this report. Also, the test in section 5(2) of the Act is designed to determine if the land is suitable for residential development of any kind. The Act does not require consideration of the land to be suitable for a specific kind of residential development, as implied by the submission. The test of proximity in the Act is designed to ensure that social housing is provided close to the services that the occupants may require. I also note that near this site there is 50ha of land, zoned a mixture of Light Industrial and Commercial, which may provide employment opportunities. This employment land is located between 200m and 2km from this site, and is considered to be within a walkable distance.
 - (c) I consider that the proposed Order, if approved, provides for the land to become Housing Supply Land, which is vested to the Director of Housing. Under the *Homes Act 1935*, the Director of Housing can set the percentages of social, affordable and private housing that will occur on the land. As such, the proposed Order itself does not need to express this ratio.
 - (d) I consider the land to be suitable for social and affordable housing in accordance with section 5(2) of the Act, as set out in this report. This view is also informed by advice from State Agencies, which are advising that there is still some capacity available.
 - (e) I note that the *Kingborough Land Use Strategy May 2019* mentions the need for a water reservoir for Huntingfield to accommodate population growth. However, that strategy also acknowledges that this does not constitute a major constraint in relation to further development. Also, Taswater have not expressed a view that there is an issue with the water reservoir.
 - (f) I consider that potential impacts from stormwater can be adequately considered through the detailed master planning process and then further considered in a future development application for subdivision of the land.
 - (g) I am advised by Communities Tasmania that the original plan for 230 homes on the site was reconsidered as part of the review of the Affordable Housing Action Plan. There is now a need to provide more homes than set out in the previous *Affordable Housing Action Plan 2015-2019*, so as to further address the housing shortage in the greater Hobart region. The area of the site that is considered suitable for residential development is also capable of providing many more dwellings than originally intended and is necessary to deliver a sustainable density of development consistent with the

STRLUS. I also note the reference to 26,000 homes as a target is not in *Tasmania's Affordable Housing Strategy 2015-2025*, but is in the STRLUS, where this is the desired dwelling target for all of southern Tasmania over the life of the strategy.

- (h) I can advise that the proposed Order has been altered to apply the General Residential Zone to the majority of the residential land on the site, which is consistent with the zoning of existing residential land adjoining the site.
- (i) I consider that the STRLUS allows the Inner Residential Zone to occur on land that is outside of the areas marked for densification on Map 10 of that strategy. This is evidenced by the application of the Inner Residential Zone to the Spring Farm development site, which was recently approved by the Tasmanian Planning Commission, which is not far from this site. Bridgewater, in the Brighton municipality also contains significant areas of Inner Residential Zone outside of the areas marked for densification on Map 10 of the STRLUS.
- (j) I consider that the application of the Inner Residential Zone is consistent with the section 8A Guideline, as set out in this report.
- (k) I consider that the master planning for the site, which is still to be finalised, will determine an appropriate amount of lots for the site. A master plan will be developed in consultation with the council and the community. The master plan will then inform the development of an application for a subdivision, which will be subject to assessment by Kingborough Council as a discretionary application.
- (l) I consider that any land amalgamation with Peter Murrell Reserve is outside the scope of this process. If this were to happen in the future, then appropriate zoning could be applied to match with the Reserve area, where appropriate.
- (m) Based on a range of submissions, I consider it appropriate to alter the position of the Local Business Zone to a singular more central location and the proposed Order has been amended accordingly.
- (n) I consider that the Director of Housing will deliver the appropriate percentage of homes for social, affordable and private through the provisions of the *Homes Act 1935*.
- (o) I consider that the Director of Housing will deliver the appropriate dwelling diversity through the provisions of the *Homes Act 1935*.
- (p) I consider that the Director of Housing will deliver the minimum standards for social housing through the provisions of the *Homes Act 1935*.
- (q) I consider that the Director of Housing will deliver the appropriate levels of energy efficiency through the provisions of the *Homes Act 1935*, and also noting the requirements of the *Building Act 2016*.
- (r) I consider that future cat management measures for this site can be negotiated between Council and the Department of Communities outside of this process.
- (s) In relation to infrastructure, I note Council's views, and consider that, as part of Government's continuing operations to review service levels as communities grow, improvements to infrastructure and services will be identified and then pursued as needed. This view is consistent with Council's views in relation to their own project at Kingston Park, where Council has stated:

“The redevelopment of Kingston Park has been a known project for many years. The State Government is aware of the expected increase in population. The proposed amendment will provide further information and time to relevant agencies regarding the future required infrastructure. However, it is noted that additional State and local government coordination will need to occur to ensure that an increase in both residents and workers to the area is met with an increase in public transport options, safe pedestrian streets, and an efficient road network”.

I can advise that the Department of State Growth has committed to a number of projects that aim to investigate and improve transport conditions in the Kingborough area and I am satisfied that infrastructure improvements will be aligned with the timing of development occurring at Huntingfield and in other parts of Kingborough. Further details of these commitments are outlined elsewhere in this report.

- (t) I consider that this Act provides an appropriate process to rezone the land, and to enable more homes to be built in the Greater Hobart region.
9. I note the comments from the Tarremah Steiner School and community members associated with the school and can advise that:
- (a) Consultation has been conducted in accordance with the Act, and further consultation will subsequently occur with the preparation of a master plan for the site. This process will clearly show how traffic is planned to move to and from the site, especially with respect to Nautilus Grove, and will also give a clear indication of the levels of affordable housing planned for the site, and the locations of open space. Further consultation will also occur through the normal assessment process conducted by Kingborough Council for the future subdivision development application.
 - (b) I consider it appropriate for the master planning process to develop a clear road hierarchy for the site. This will likely include a collector road network to link Huntingfield Avenue to the Channel Highway and ensure that most of the traffic generated from this site will move along roads other than Nautilus Grove. I note that the Department of State Growth have given ‘in-principle’ support for a new access onto the Channel Highway, which will give a second access point to the Huntingfield area. State Growth identified that the new access to the Channel Highway intended for this site is expected to considerably improve travel times and safety for road users during the school peak times at Huntingfield. This new access will be considered by State Growth, Kingborough Council, and subject to community input, as part of the future master planning process and the subdivision development application for the site. The master planning process will also need to consider how the schools makes use of the existing road reserve between them, to provide a safe environment for students and the smooth flow of traffic through the area. Any road connection with Nautilus Grove will also be considered as part of the future subdivision development application, and subject to further public input.
 - (c) I consider it appropriate to expand the Open Space Zone around the two schools in order to provide a buffer between the schools and the residential area. I also note that the land has been earmarked for residential development since the inception of the STRLUS in 2012, and also by the current zoning of the land, which is Particular Purpose Zone 1 – Urban Growth Zone (i.e. to be used for housing at some point in the future). I also note that the natural topography of the land below the schools will allow for any

buildings on the site to sit lower on the landscape, and assist in retaining the view field. I also note that with the expansion of the Open Space Zone adjacent to the schools, most view fields from the school towards the reserve will be retained.

- (d) I consider that the provision of a mix of lot sizes, with some smaller lot sizes that can deliver a new style of dwelling, will enable land to be placed on the market at a more affordable price than in other subdivisions in the area. I note that issues of waste water and stormwater will be addressed during master planning, and will be considered by Kingborough Council in a future subdivision application. I consider it appropriate to alter the proposed Order to include the General Residential Zone, along with a modification to subdivision density standards, to more accurately reflect the original intent for the site, and to provide consistency with the provisions currently attributed to the General Residential Zone and Inner Residential Zone. With respect to road infrastructure, I consider a key aspect of this proposal is to gain an additional road access onto the Channel Highway. I note that the Department of State Growth have given 'in-principle' support for a new access onto the Channel Highway, which will give a second access point to the Huntingfield area. State Growth identified that the new access to the Channel Highway intended for this site is expected to considerably improve travel times and safety for road users during the school peak times at Huntingfield. This new access will be considered by State Growth, Kingborough Council, and subject to community input, as part of the future master planning process and the subdivision development application for the site.
 - (e) I note that the Blackmans Bay Primary School, Kingston Primary School and Calvin Christian Primary School are all located adjacent to shopping centres of a much larger scale than would be proposed in the Local Business Zone for this site. However, based on broader submissions, I consider it appropriate for the Local Business Zone to be moved to a more central location on the site, which will position it away from the school.
 - (f) I note the support for affordable housing, and also note that this site is part of a group of sites around that State that have been selected to provide affordable housing.
 - (g) I note that impacts from the subdivision construction can be managed at the time of construction, through conditions appended to the future subdivision permit. This is normal practice for managing the construction phase of development.
 - (h) I note that the land has already been identified for residential development in the STRLUS.
 - (i) I consider it appropriate to expand the width of the Open Space Zone near the Peter Murrell Reserve, to provide a slightly larger buffer between the housing area and the reserve.
 - (j) I note the interest in the land by the Raphael Foundation.
10. I note the comments from Mr Bradley Potts and advise:
- (a) I can advise that the Department of State Growth has committed to a number of projects that aim to investigate and improve transport conditions in the Kingborough area and I am satisfied that infrastructure improvements will be aligned with the timing of development occurring at Huntingfield and in other parts of Kingborough. Further

details of these commitments are outlined elsewhere in this report. A future master plan for the land will inform the locations of any cycle ways.

- (b) I consider that a future master plan for the site, through the size and shape of each proposed lot in the subdivision, can inform the mix of dwellings. To further emphasize the need for a mix of lot sizes, I consider it appropriate to alter the proposed Order to include the General Residential Zone, and to set subdivision provisions that require a mix of lot sizes.
- (q) I can advise that after making the proposed Order, further consultation will occur in relation to a master plan for the site. I also consider it appropriate to alter the proposed Order so that it contains a requirement for future subdivision to be in accordance with a master plan that has been prepared for the site and approved by Council through a discretionary development application process. Further consultation will occur as part of the development application process.
- (c) I note that the actions of future residents, and how they may or may not interact with the Peter Murrell Reserve, is outside the scope of the actual proposed Order. I also note that the issues around cat management is an issue that Council may consider through future negotiations with Communities Tasmania separate to this process.
- (d) Based on submissions from interested persons, I consider that the area zoned Local Business would be better placed in a more central location within the new residential area.
- (e) I consider that a master plan for the land can inform the location of the future roundabout, the types of landscaping to use and the potential for an alternative access to Mr Potts' land (this may also be raised in the Channel Highway planning study). However, I am not persuaded to increase the area zoned Open Space near Mr Potts' property, as the land is needed for housing. I have altered the proposed Order to apply the General Residential Zone to land adjoining Mr Potts' property which will provide for development consistent with the existing land in this area.

11. I note the advice from the Department of Education, and understand officers from the Department of Communities Tasmania will keep the department informed of any timing matters relating to the release of land in this project.

In relation to the other submissions received from other members of the community, I consider that most of the issues raised in these submissions have already been raised by the 'interested persons' and considered above. I also note, that the majority of concerns raised relate to the future development of the site, which will be subject to further consultation with the community and Kingborough Council through the preparation of a detailed master plan. The master plan will then inform the development of an application for a subdivision, which will be subject to assessment by Kingborough Council as a discretionary application.

Conclusion

Based on the submissions received from the 'interested person' (under the Act), the community members and the officers at Council level, who all have a great interest in the future development of the land, I am not persuaded to cease the process of making this proposed Order and consider the proposed Order has merit to be tabled in Parliament, with the alterations set out below.

ALTERATIONS TO THE PROPOSED ORDER

Pursuant to section 9(3)(e) of the *Housing Land Supply Act 2018*, the proposed Order has been altered from the version that was sent to 'interested persons' for comment. These alterations are as follows:

1. The land adjoining the Tarremah Steiner School has been modified to be zoned Open Space, instead of Local Business.
2. The land adjoining 15 & 17 Guardian Court has been modified to be zoned General Residential, instead of Local Business.
3. An area zoned Local Business has been applied to a more central location within the proposed residential area.
4. The majority of the site intended for residential development is zoned General Residential instead of Inner Residential.
5. Modification of the zone arrangements to include more land zoned Open Space through the centre of the residential land, and adjacent to the Peter Murrell Reserve.
6. Modifying the subdivision density standards so that each residential area has an average lot size as follows –
 - a. 450m² in the General Residential Zone; and
 - b. 200m² in the Inner Residential Zone (previously Precinct A).
7. Modifying the subdivision standards to require any subdivision design for the whole site to be in accordance with a master plan to be approved by Council as part of a subdivision application through a discretionary application process under the *Land Use Planning and Approvals Act 1993*. The master plan is required to consider the following:
 - a. Providing a range of lot sizes that will enable a diverse range of dwellings to be built across the site;
 - b. Road connections to the existing road network with a clear road hierarchy;
 - c. Provision of public transport for the site;
 - d. Pedestrian and cycle connections to the existing network and within the site itself;
 - e. Stormwater management on the site;
 - f. The facilities to be included in the open space on the site; and
 - g. The staging of future subdivision to assist with infrastructure planning and provision, including the development of a new alternative access onto the state road network for the whole of Huntingfield, and the road connection from Huntingfield Avenue to the Channel Highway as part of the first stage of subdivision.

The Order has been modified from the version of the Order sent to 'interested persons' because of the issues raised in submissions relating to:

1. Proximity of the Local Business Zone to existing residences and the potential negative impacts to these existing residences.
2. Proximity of the Local Business Zone to the Tarremah Steiner School and the potential negative impacts to the school.

3. Increasing the width of a buffer between the residential area and the Peter Murrell Reserve and to also provide a higher degree of certainty about where the Open Space Zone will be located.
4. The communities desire to have their say in relation to how the land will be developed in the future through the processes available under the *Land Use Planning and Approvals Act 1993*.
5. Concerns raised with the proposed lot size and the housing density that this minimum lot size could create across the whole site under the Inner Residential Zone.
6. Concerns raised with the overall number of dwellings that could theoretically be created on this site under the Inner Residential Zone and the impacts that could be placed onto road infrastructure, health and education services and the need for better public transport to the area.

Is this a significant change to the consultation version of the proposed Order?

Section 10(2) of the Act provides that I may alter a proposed Order based on submissions received from 'interested persons', and that I may only table a proposed Order in Parliament if it has not been altered so as to significantly change either the character or effect of the proposed Order.

I consider that the changes to the consultation version of the proposed Order to make the final proposed Order have been done to better clarify the intent of the proposed Order, as opposed to significantly changing the character or effect of the proposed Order.

The Precinct A area is now the only Inner Residential Zone area, and the Permitted minimum lot size has not changed (130m²). The Permitted average lot size for the Inner Residential Zone is now required be not less than 200m² which just clarifies the original intent for the site. I do not consider this to be a significant change to the character or effect of the proposed Order.

The area outside of Precinct A is now zoned General Residential, where the minimum lot size has not changed (275m²). The Permitted average lot size for the General Residential Zone is now required to be not less than 450m² which just clarifies the original intent for the site. This change also reduces the potential height of dwellings from 9.5m to 8.5m, which I do not consider to be a significant change to the character or effect of the proposed Order.

The area of Local Business Zone has been better positioned in response to submissions received, to reduce impacts to existing adjoining use of land. I do not consider this to be a significant change to the character or effect of the proposed Order.

The area of Open Space Zone has been further refined and reflects what was originally intended in terms of the overall general subdivision design for the site.

The average lot size and requirements in regard to master planning in the proposed Order arise from issues raised in submissions, and will further clarify the original intent of the proposed Order to create certainty around the form of the subdivision that will take place on the land, and the overall number of lots that could be created on this site.

On this basis, I consider that the changes to the consultation version of the proposed Order are not changes that significantly change the character or effect of the consultation version of the proposed Order and as such, I consider it appropriate to proceed with Parliament's consideration of the proposed Order.

APPENDICES

- Appendix A: Proposed Housing Land Supply (Huntingfield) Order 2019
- Appendix B: Landowner consent
- Appendix C: A copy of each submission
- Appendix D: Additional Information

Appendix A: Housing Land Supply (Huntingfield) Order 2019

TASMANIA

**HOUSING LAND SUPPLY (HUNTINGFIELD)
ORDER 2019**

STATUTORY RULES 2019, No.

CONTENTS

1. Short title
2. Commencement
3. Interpretation
4. Declaration of housing supply land
5. Declaration of intended zones
6. Modifications of planning requirements in relation to General Residential Zone area
7. Modifications of planning requirements in relation to Inner Residential Zone area

Schedule 1 – Housing Supply Land Area

Schedule 2 – General Residential Zone Area

Schedule 3 – Inner Residential Zone Area

Schedule 4 – Local Business Zone Area

Schedule 5 – Open Space Zone Area

Schedule 6 – Modified Planning Provisions – General Residential Zone

Schedule 7 – Modified Planning Provisions – Inner Residential Zone

HOUSING LAND SUPPLY (HUNTINGFIELD) ORDER 2019

I make the following order under section 4 of the *Housing Land Supply Act 2018*.

Dated 20 .

Minister for Planning

1. Short title

This order may be cited as the *Housing Land Supply (Huntingfield) Order 2019*.

2. Commencement

This order takes effect on the day on which its making is notified in the *Gazette*.

3. Interpretation

In this order –

Act means the *Housing Land Supply Act 2018*;

applicable area means the area of land declared by clause 4 to be housing supply land;

General Residential Zone area means the area of land –

- (a) that is shown, in the plan in Schedule 2 to this order, as the

Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

c. 3

general residential zone on the map included in that plan; and

- (b) that is bounded by the co-ordinates as shown in that plan;

Inner Residential Zone area means the area of land –

- (a) that is shown, in the plan in Schedule 3 to this order, as the inner residential zone on the map included in that plan; and
- (b) that is bounded by the co-ordinates as shown in that plan;

Local Business Zone area means the area of land –

- (a) that is shown, in the plan in Schedule 4 to this order, as the local business zone on the map included in that plan; and
- (b) that is bounded by the co-ordinates as shown in that plan;

Open Space Zone area means the area of land –

- (a) that is shown, in the plan in Schedule 5 to this order, as the open space zone on the map included in that plan; and
- (b) that is bounded by the co-ordinates as shown in that plan;

the SPPs has the same meaning as in the Act.

4. Declaration of housing supply land

For the purposes of section 4(1) of the Act, the area of land –

- (a) situated at the area known as 1287 Channel Highway, Huntingfield; and
- (b) comprised in the certificates of title CT 172715/1, CT172716/1, CT134371/1 and CT 131270/2; and
- (c) shown bounded by a heavy black line in the plan set out, by way of illustration only, in Schedule 1 to this order –

is declared to be housing supply land.

5. Declaration of intended zones

For the purposes of section 4(2) of the Act –

- (a) the intended zone in relation to the General Residential Zone area is declared to be the General Residential Zone, within the meaning of the applicable planning scheme as in force from time to time; and
- (b) the intended zone in relation to the Inner Residential Zone area is declared to be the Inner Residential Zone, within the meaning of the applicable planning scheme as in force from time to time; and

Housing Land Supply (Huntingfield) Order 2019
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c. 6

- (c) the intended zone in relation to the Local Business Zone area is declared to be the Local Business Zone, within the meaning of the applicable planning scheme as in force from time to time; and
- (d) the intended zone in relation to the Open Space Zone area is declared to be the Open Space Zone, within the meaning of the applicable planning scheme as in force from time to time.

6. Modifications of planning requirements in relation to General Residential Zone area

- (1) Clauses 10.4, 10.5 and 10.6 of the *Kingborough Interim Planning Scheme 2015*, as in force immediately before this order commences, do not apply in relation to the General Residential Zone area.
- (2) Clause 8.4 of the SPPs, modified –
 - (a) by removing any footnotes to the clause; and
 - (b) so that clause 8.4.7 consists of the clause set out in Part 1 of Schedule 6 to this order –

applies in relation to the General Residential Zone area.

- (3) Clause 8.5 of the SPPs, modified –
 - (a) by removing any footnotes to the clause; and

- (b) so that clause 8.5.1 A4 and P4 consist, respectively, of the provisions A4 and P4 set out in Part 2 of Schedule 6 to this order –

applies in relation to the General Residential Zone area.

- (4) Clause 8.6 of the SPPs, modified –

- (a) by removing any footnotes to the clause; and

- (b) so that clause 8.6.1 consists of the clause set out in Part 3 of Schedule 6 to this order –

applies in relation to the General Residential Zone area.

7. Modifications of planning requirements in relation to Inner Residential Zone area

- (1) Clauses 11.4, 11.5 and 11.6 of the *Kingborough Interim Planning Scheme 2015*, as in force immediately before this order commences, do not apply in relation to the Inner Residential Zone area.
- (2) Clause 3.0 of the SPPs, modified so that Table 3.1 consists of the table set out in Part 1 of Schedule 7 to this order, applies in relation to the Inner Residential Zone area.
- (3) Clause 9.4 of the SPPs, modified –

Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

c.7

- (a) by removing any footnotes to the clause;
and
- (b) so that clauses 9.4.2, 9.4.3 and 9.4.7
consist of the clauses, with the
corresponding numbering, set out in Part
2 of Schedule 7 to this order –

applies in relation to the Inner Residential Zone
area.

- (4) Clause 9.5 of the SPPs, modified –

- (a) by removing any footnotes to the clause;
and
- (b) so that clause 9.5.1 consists of the clause
set out in Part 3 of Schedule 7 to this
order –

applies in relation to the Inner Residential Zone
area.

- (5) Clause 9.6 of the SPPs, modified so that clause
9.6.1 consists of the clause set out in Part 4 of
Schedule 7 to this order, applies in relation to the
Inner Residential Zone area.

SCHEDULE 1 – HOUSING SUPPLY LAND AREA

Clause 4

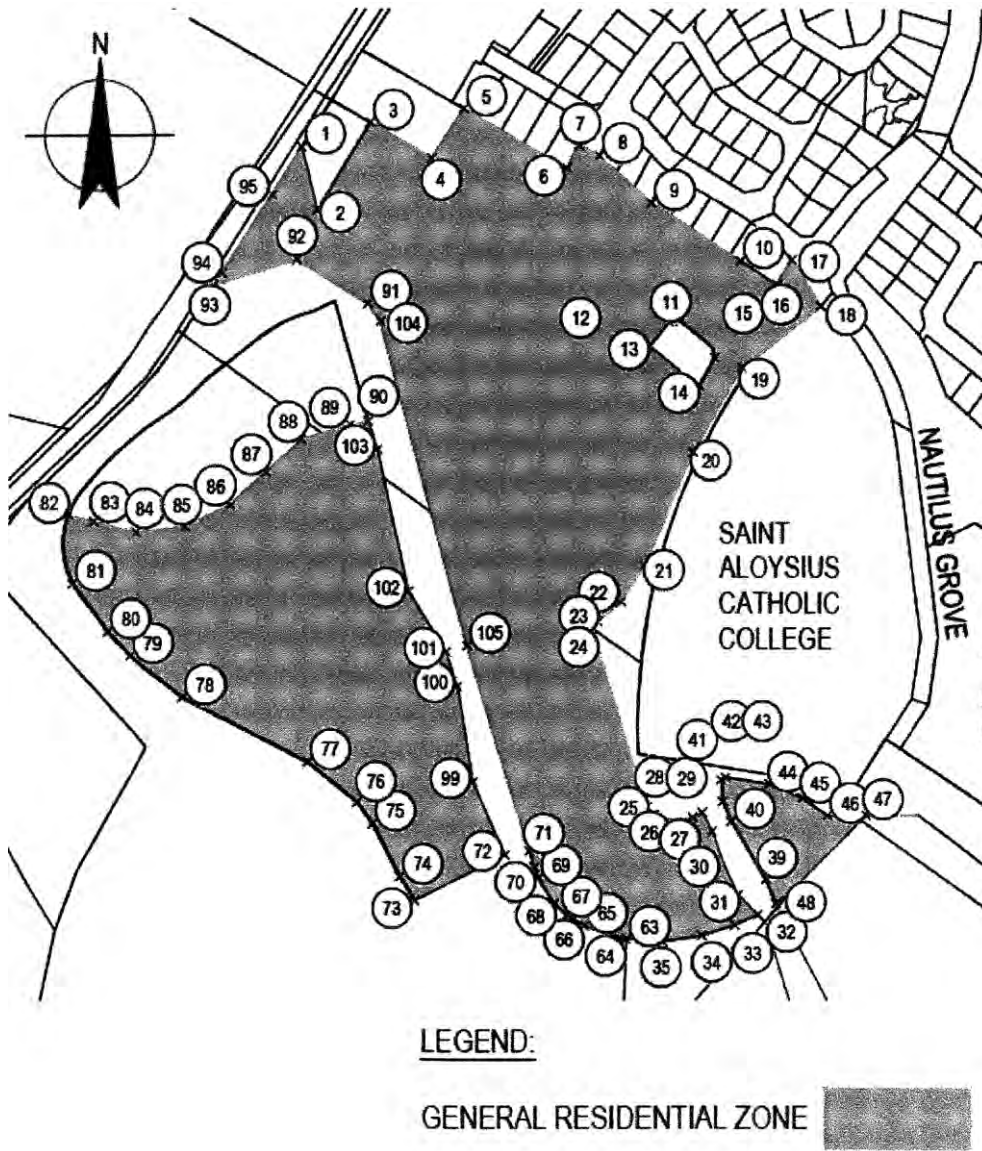


Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

sch. 2

**SCHEDULE 2 – GENERAL RESIDENTIAL ZONE
AREA**

Clause 3



*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 2

GENERAL RESIDENTIAL ZONE CO-ORDINATES		
POINT	EASTING	NORTHING
1	523020.168	5239810.090
2	523033.288	5239755.971
3	523078.798	5239830.855
4	523132.251	5239800.689
5	523159.302	5239842.740
6	523248.513	5239792.397
7	523258.543	5239812.080
8	523276.357	5239803.004
9	523320.932	5239762.890
10	523397.128	5239713.241
11	523346.357	5239662.157
12	523336.625	5239661.195
13	523320.167	5239640.623
14	523361.609	5239606.935
15	523375.298	5239630.656
16	523428.293	5239692.955
17	523441.116	5239714.376
18	523466.154	5239674.801
19	523398.140	5239622.280
20	523357.399	5239550.211
21	523316.386	5239453.310
22	523296.671	5239422.689
23	523276.507	5239405.515
24	523273.263	5239394.294
25	523319.266	5239246.881
26	523325.149	5239240.590
27	523343.885	5239234.025
28	523357.835	5239237.922
29	523365.956	5239242.273
30	523374.457	5239226.407

Housing Land Supply (Huntingfield) Order 2019
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sch. 2

31	523396.577	5239172.028
32	523393.952	5239145.870
33	523413.453	5239155.014
34	523365.782	5239136.775
35	523332.767	5239131.457
39	523420.159	5239185.245
40	523390.895	5239234.707
41	523383.588	5239251.721
42	523382.419	5239270.084
43	523386.059	5239272.483
44	523423.157	5239266.667
45	523451.812	5239254.875
46	523472.638	5239239.857
47	523506.524	5239239.857
48	523429.142	5239164.489
63	523301.559	5239133.954
64	523294.965	5239134.503
65	523265.508	5239145.401
66	523256.318	5239150.595
67	523250.755	5239154.311
68	523239.506	5239164.532
69	523226.049	5239186.405
70	523222.706	5239195.119
71	523218.120	5239209.160
72	523197.570	5239205.988
73	523119.597	5239166.914
74	523106.543	5239187.119
75	523082.976	5239232.726
76	523070.099	5239250.708
77	523026.716	5239285.124
78	522919.910	5239340.405
79	522875.299	5239375.894

*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 2

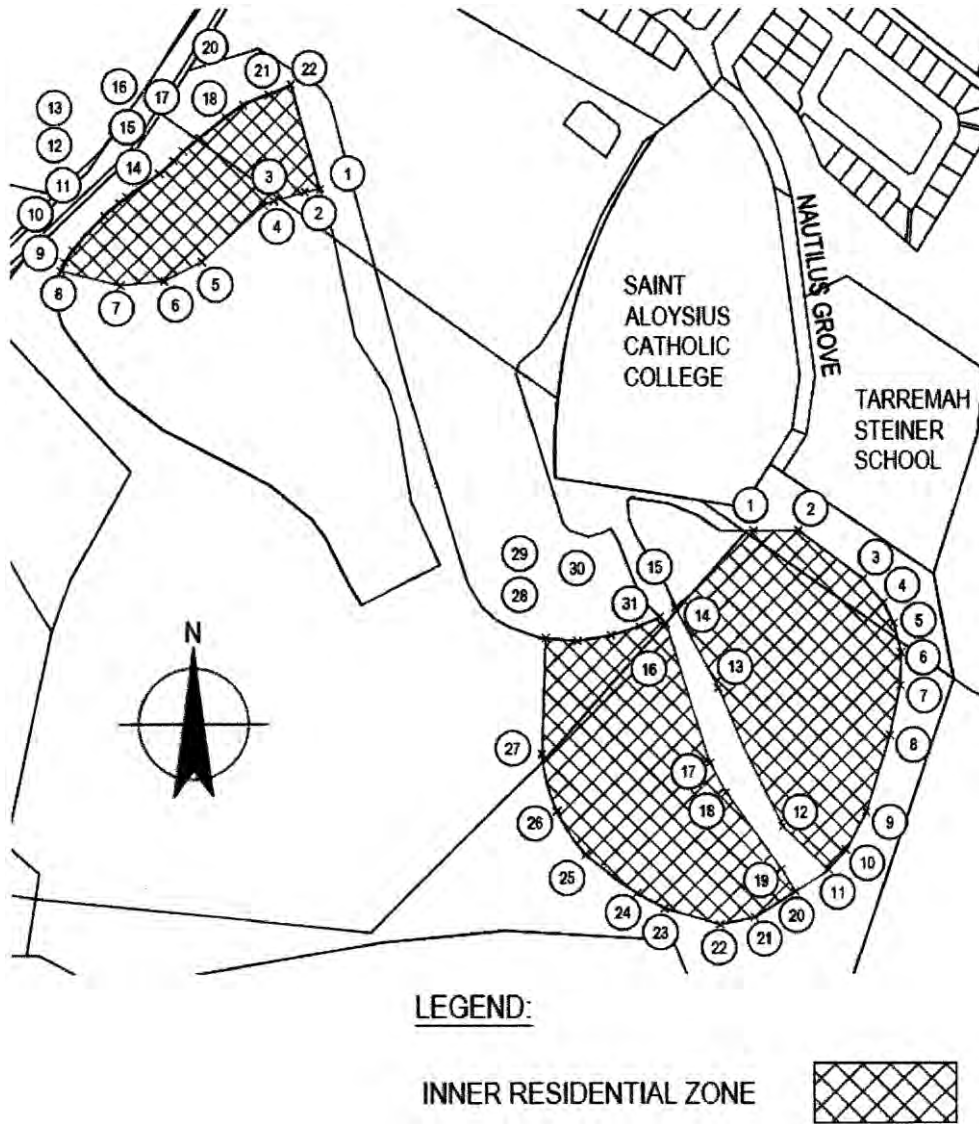
80	522856.187	5239396.892
81	522825.907	5239438.024
82	522821.799	5239496.481
83	522843.688	5239490.932
84	522880.200	5239481.677
85	522922.686	5239485.910
86	522960.195	5239504.807
87	522990.719	5239532.519
88	523021.244	5239560.231
89	523062.791	5239573.192
90	523078.569	5239576.181
91	523077.414	5239676.722
92	523016.295	5239713.915
93	522945.920	5239692.477
94	522952.276	5239702.548
95	522995.012	5239769.435
99	523169.717	5239268.115
100	523155.846	5239349.708
101	523146.505	5239379.547
102	523113.647	5239430.844
103	523086.224	5239552.191
104	523088.493	5239661.716
105	523164.184	5239384.862

Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

sch. 3

SCHEDULE 3 – INNER RESIDENTIAL ZONE AREA

Clause 3



*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 3

INNER RESIDENTIAL ZONE CO-ORDINATES - AREA 1		
POINT	EASTING	NORTHING
1	523078.569	5239576.181
2	523062.791	5239573.192
3	523032.046	5239564.267
4	523021.244	5239560.231
5	522960.195	5239504.807
6	522922.686	5239485.910
7	522880.200	5239481.677
8	522821.799	5239496.481
9	522825.564	5239504.803
10	522833.580	5239516.716
11	522864.395	5239550.352
12	522878.897	5239562.977
13	522886.603	5239568.661
14	522918.355	5239591.556
15	522932.620	5239604.210
16	522941.381	5239613.523
17	522957.884	5239626.375
18	522983.797	5239646.556
20	523001.328	5239658.736
21	523026.879	5239668.704
22	523048.800	5239678.874

*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 3

INNER RESIDENTIAL ZONE CO-ORDINATES - AREA 2		
POINT	EASTING	NORTHING
1	523506.524	5239239.857
2	523551.386	5239240.189
3	523615.353	5239192.457
4	523635.824	5239169.224
5	523646.269	5239149.058
6	523653.759	5239119.516
7	523652.821	5239087.508
8	523642.204	5239038.371
9	523618.401	5238962.872
10	523598.024	5238925.175
11	523579.898	5238906.113
12	523535.032	5238948.776
13	523471.069	5239085.382
14	523429.142	5239164.489
15	523413.453	5239155.014
16	523419.838	5239148.577
17	523462.362	5239011.722
18	523478.412	5238982.422
19	523533.292	5238906.521
20	523547.253	5238884.549

*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 3

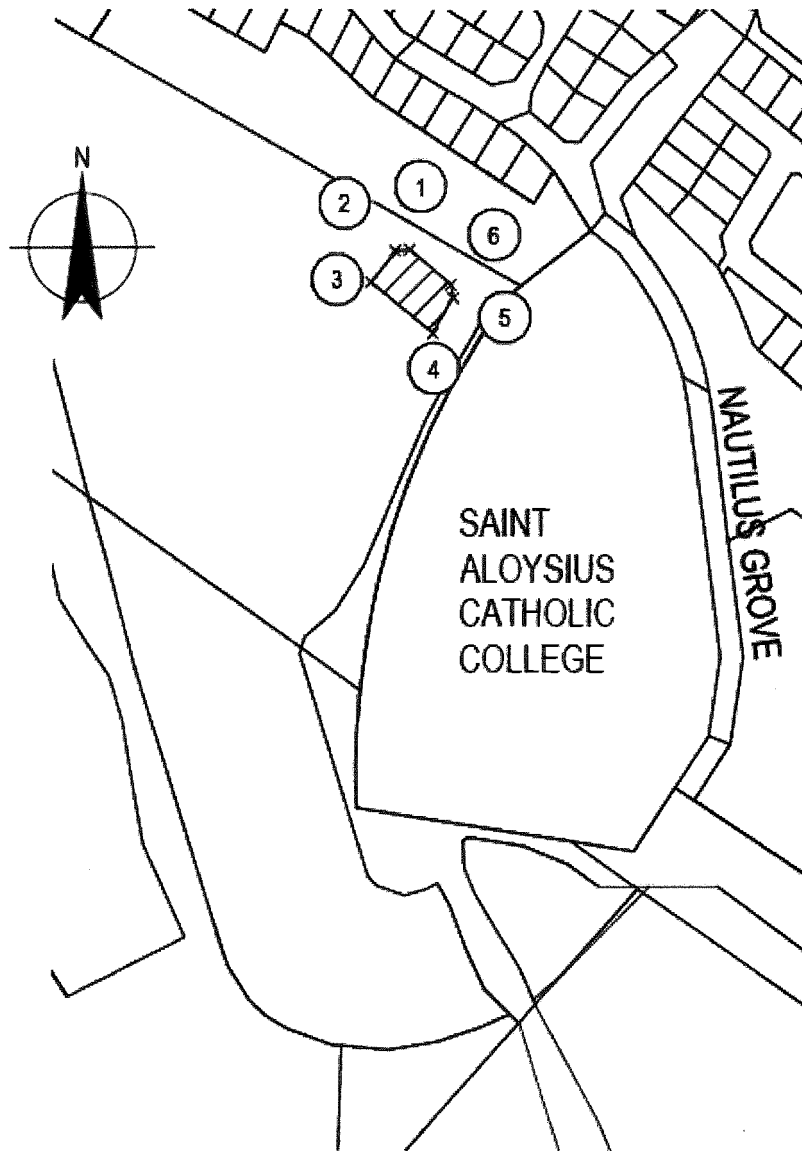
21	523506.482	5238859.172
22	523472.225	5238852.262
23	523417.047	5238867.921
24	523390.386	5238882.722
25	523340.044	5238920.674
26	523312.108	5238963.256
27	523297.575	5239020.160
28	523301.571	5239134.269
29	523332.767	5239131.457
30	523365.782	5239136.775
31	523393.952	5239145.870

Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

sch. 4

SCHEDULE 4 – LOCAL BUSINESS ZONE AREA

Clause 3



LEGEND:

LOCAL BUSINESS ZONE



Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

sch. 4

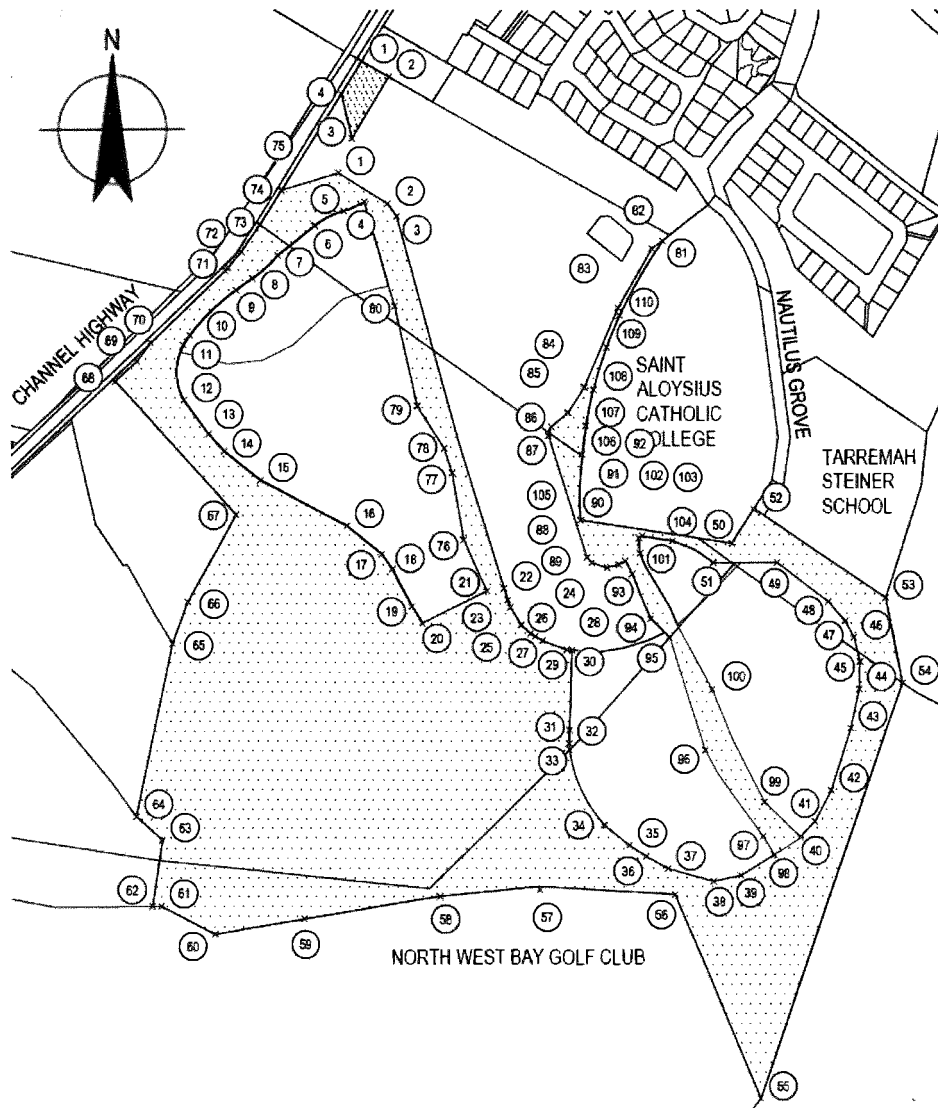
LOCAL BUSINESS ZONE CO-ORDINATES		
POINT	EASTING	NORTHING
1	523346.357	5239662.157
2	523336.616	5239661.186
3	523320.146	5239640.602
4	523361.763	5239606.810
5	523375.298	5239630.656
6	523373.778	5239639.112

Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

sch. 5

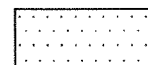
SCHEDULE 5 – OPEN SPACE ZONE AREA

Clause 3



LEGEND:

OPEN SPACE ZONE



*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 5

OPEN SPACE ZONE CO-ORDINATES - AREA 1		
POINT	EASTING	NORTHING
1	523045.161	5239849.837
2	523078.798	5239830.855
3	523033.288	5239755.971
4	523020.148	5239810.172

OPEN SPACE ZONE CO-ORDINATES - AREA 2		
POINT	EASTING	NORTHING
1	523016.295	5239713.915
2	523077.414	5239676.722
3	523088.493	5239661.716
4	523048.776	5239678.851
5	523023.169	5239667.592
6	522987.330	5239649.514
7	522941.278	5239613.442
8	522910.537	5239585.787
9	522890.119	5239571.238
10	522833.580	5239516.716
11	522825.564	5239504.803
12	522825.907	5239438.024
13	522856.187	5239396.892
14	522875.299	5239375.894
15	522919.910	5239340.405
16	523026.716	5239285.124
17	523070.099	5239250.708
18	523082.976	5239232.726
19	523106.543	5239187.119

*Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.*

sch. 5

20	523119.597	5239166.914
21	523197.570	5239205.988
22	523218.120	5239209.160
23	523222.706	5239195.119
24	523226.049	5239186.405
25	523239.506	5239164.532
26	523250.755	5239154.311
27	523256.318	5239150.595
28	523265.508	5239145.401
29	523294.965	5239134.503
30	523301.559	5239133.954
31	523298.090	5239036.383
32	523297.575	5239020.160
33	523298.079	5239012.214
34	523340.044	5238920.674
35	523370.253	5238896.187
36	523390.386	5238882.722
37	523417.047	5238867.921
38	523472.225	5238852.262
39	523506.537	5238859.227
40	523579.898	5238906.113
41	523598.024	5238925.175
42	523618.401	5238962.872
43	523642.204	5239038.371
44	523652.821	5239086.032
45	523653.759	5239119.516
46	523646.269	5239149.058
47	523635.824	5239169.224
48	523615.353	5239192.457
49	523551.386	5239240.189

Housing Land Supply (Huntingfield) Order 2019
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sch. 5

50	523495.786	5239263.323
51	523472.612	5239239.830
52	523523.020	5239304.393
53	523686.177	5239197.194
54	523706.082	5239093.381
55	523529.534	5238587.161
56	523425.423	5238836.337
57	523261.514	5238842.036
58	523140.326	5238834.267
59	522973.102	5238806.369
60	522863.128	5238787.848
61	522797.559	5238822.108
62	522786.491	5238822.051
63	522798.833	5238902.673
64	522766.844	5238931.579
65	522811.683	5239141.888
66	522830.303	5239192.232
67	522889.813	5239298.298
68	522741.920	5239461.126
69	522768.229	5239485.604
70	522785.352	5239507.746
71	522876.694	5239594.944
72	522880.444	5239598.694
73	522896.844	5239618.037
74	522919.395	5239650.724
75	522945.929	5239692.480
76	523169.717	5239268.115
77	523155.846	5239349.708
78	523146.505	5239379.547
79	523113.647	5239430.844
80	523086.224	5239552.191

Housing Land Supply (Huntingfield) Order 2019
Statutory Rules 2019, No.

sch. 5

81	523411.408	5239631.718
82	523398.140	5239622.280
83	523357.399	5239550.211
84	523316.386	5239453.310
85	523296.671	5239422.689
86	523276.507	5239405.515
87	523273.263	5239394.294
88	523319.266	5239246.881
89	523325.149	5239240.590
90	523343.885	5239234.025
91	523357.924	5239237.833
92	523365.956	5239242.273
93	523374.457	5239226.407
94	523396.577	5239172.028
95	523419.457	5239148.961
96	523462.362	5239011.722
97	523533.258	5238907.052
98	523547.253	5238884.549
99	523535.032	5238948.776
100	523471.069	5239085.382
101	523383.588	5239251.721
102	523382.419	5239270.084
103	523386.059	5239272.483
104	523423.157	5239266.667
105	523311.690	5239292.243
106	523313.590	5239372.244
107	523318.246	5239406.987
108	523327.714	5239450.888
109	523343.582	5239502.386
110	523359.047	5239540.757

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**SCHEDULE 6 – MODIFIED PLANNING PROVISIONS –
 GENERAL RESIDENTIAL ZONE**

Clause 6

PART 1 – MODIFIED CLAUSE 8.4.7 OF SPPS

8.4.7 Frontage fences for all dwellings

Objective:	That the height and transparency of frontage fences: (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between the road and the dwelling; and (c) are reasonably consistent with that on adjoining properties.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than:</p> <p>(a) 1.2m if the fence is solid; or</p> <p>(b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).</p>	<p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage for a dwelling must:</p> <p>(a) provide for security and privacy, while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <p style="margin-left: 20px;">(i) the topography of the site; and</p> <p style="margin-left: 20px;">(ii) traffic volumes on the adjoining road.</p>

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**PART 2 – MODIFIED CLAUSE 8.5.1 A4 AND P4 OF
SPPS**

<p>A4</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than:</p> <ul style="list-style-type: none">(a) 1.2m if the fence is solid; or(b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	<p>P4</p> <p>A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</p> <ul style="list-style-type: none">(a) provide for security and privacy while allowing for passive surveillance of the road; and(b) be compatible with the height and transparency of fences in the street, having regard to:<ul style="list-style-type: none">(i) the topography of the site; and(ii) traffic volumes on the adjoining road.
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PART 3 – MODIFIED CLAUSE 8.6.1 OF SPPS

8.6.1 Lot design

Objective:	<p>(a) Development of the site occurs in a 'whole of site' manner, that integrates with existing infrastructure and development on adjoining land and provides for a mix of housing options with the necessary infrastructure and public transport connections.</p> <p>(b) That each lot:</p> <ul style="list-style-type: none"> (i) has an area and dimensions appropriate for use and development in the zone; (ii) is provided with appropriate access to a road; (iii) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (iv) is orientated to provide solar access for future dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Subdivision of land must be in accordance with a master plan endorsed by the planning authority for the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2.</p>	<p>P1</p> <p>Subdivision of land must set out how the subdivision of the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2 integrates with existing infrastructure and development adjoining the whole site, having regard to:</p> <ul style="list-style-type: none"> (a) a lot layout that provides a range of lot sizes to suit the construction of dwellings of varying size and type occurring across the whole site; (b) the road connections to the existing road network demonstrating a clear road hierarchy within the whole site providing for a collector road to connect the Channel Highway to Huntingfield Avenue; (c) the provision of public transport to the site; (d) any staging for the subdivision and including the construction of the collector road to connect to the Channel Highway to Huntingfield Avenue within the first stage; (e) the provision of open space areas for the whole site with connections to adjacent open space areas; (f) the pedestrian connections for the whole site and pedestrian connections to existing pedestrian ways; (g) the cycle connections for the whole site and cycle connections to existing cycle ways, (h) the provision of open space facilities within the whole site, and (i) stormwater management for the whole site that minimises impacts on downstream waterways, <p>and must be accompanied by a master plan that has been prepared for the whole site.</p>

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<p>A2.1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) have an area of not less than 275m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and (iii) not be an internal lot; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone. <p>A2.2</p> <p>The average size of all lots within the General Residential Zone under the specific area plan must be not less than 450m², excluding any lot required for public use by the Crown, a council or a State Authority, or a lot required for the provision of utilities.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area, <p>and must not be an internal lot.</p>
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;

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	<ul style="list-style-type: none"> (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, <p>and is not less than 3.6m wide.</p>
<p>A4</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority</p>	<p>P4</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the anticipated nature of vehicles likely to access the site; and (e) the ability for emergency services to access the site.
<p>A5</p> <p>Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p>	<p>P5</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining properties; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area.

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**SCHEDULE 7 – MODIFIED PLANNING PROVISIONS –
INNER RESIDENTIAL ZONE**

Clause 7

**PART 1 – MODIFIED TABLE 3.1 OF CLAUSE 3.0 OF
SPPS**

Column 1 - Term	Column 2 - Definition
1. building line	means a line drawn parallel to a frontage along the front facade of a building or through the point of a building closest to the frontage, excluding protrusions.
2. collector road	means a non-arterial road that collects and distributes traffic in an area as well as serving abutting property.
3. full water supply	means a potable water supply, from a reticulated network, that meets the minimum flow requirement.
4. limited water supply	means a water supply service other than a full water supply service.
5. minimum flow requirement	means the minimum flow rate as defined in a price and service plan that is in effect and made in accordance with the <i>Water and Sewerage Industry Act 2008</i> .

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Column 1 - Term	Column 2 - Definition
6. potable water	means a water supply service that meets the requirements of the <i>Public Health Act 1997</i> , including any delegated legislation or guidelines.
7. protrusion	means a protrusion from a building such as awnings, steps, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services.
8. public stormwater system	means as defined in the <i>Urban Drainage Act 2013</i> .
9. regulated entity	means as defined in the <i>Water and Sewerage Industry Act 2008</i> .
10. solar energy installation	means a solar panel, evacuated tube solar collectors, or the like.
11. townhouse lot	means a lot with – <ul style="list-style-type: none"> (a) an area not greater than 199m²; and (b) a frontage width of 6.0m or less and the width of the lot does not exceed the frontage width by more than 10%.

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**PART 2 – MODIFIED CLAUSES 9.4.2, 9.4.3 AND 9.4.7
OF SPPS**

9.4.2 Setbacks and building envelope for all dwellings

Objective:	That the siting and scale of dwellings: <ul style="list-style-type: none"> (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; and (c) provides separation between dwellings on adjoining properties to allow a reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan or located on a townhouse lot, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level. 	<p>P1</p> <p>A dwelling, unless located on a townhouse lot, must have a setback from a frontage that is compatible with the streetscape having regard to any topographical constraints.</p>
<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> (a) 4m, or alternatively 1m behind the building line; 	<p>P2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>

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<p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	
<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, unless located on a townhouse lot, must:</p> <p>(a) be contained within a building envelope (refer to Figures 9.1, and 9.2) determined by:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and <p>(b) only have a setback within 1.5m of a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser). 	<p>P3</p> <p>The siting and scale of a dwelling, unless located on a townhouse lot, must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.</p>
<p>A4</p> <p>Dwellings located on a townhouse lot must have a building height of not more than 9.5m, and:</p> <p>(a) be built to both side boundaries; and</p> <p>(b) walls of dwellings sited on both side boundaries must:</p> <ul style="list-style-type: none"> (i) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining property to the same or lesser length and height; or 	<p>P4</p> <p>The siting and scale of a dwelling on a townhouse lot must:</p> <p>(a) maximise the solar access of its private open space and habitable rooms; and</p> <p>(b) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; and

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<p>(ii) be constructed in accordance with any approved building envelope plan shown on a plan of subdivision.</p>	<p>(iii) overshadowing of an adjoining vacant property.</p>
<p>A5</p> <p>A dwelling located on a townhouse lot must only have vehicular access from the rear of the lot.</p>	<p>P5</p> <p>A dwelling located on a townhouse lot must provide for vehicular access in a manner that meets the needs of the occupants, having regard to:</p> <ul style="list-style-type: none"> (a) traffic flows on the road at the front of the townhouse lot; (b) topography of the townhouse lot; (c) the location of buildings on the townhouse lot to minimise impacts on residential amenity of adjoining properties; and (d) availability of on-street car parking.

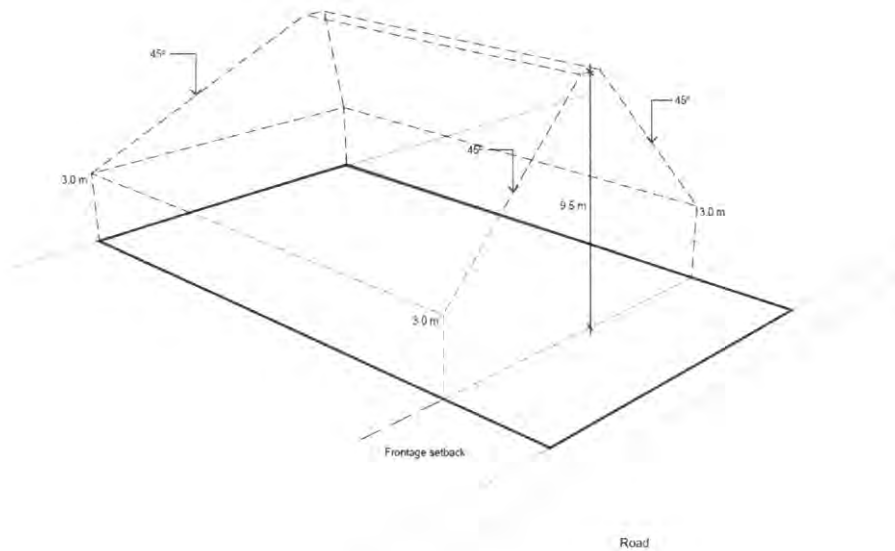


Figure 9.1 Building envelope as required by clause 9.4.2 A3(a) and clause 9.5.1 A2(a)

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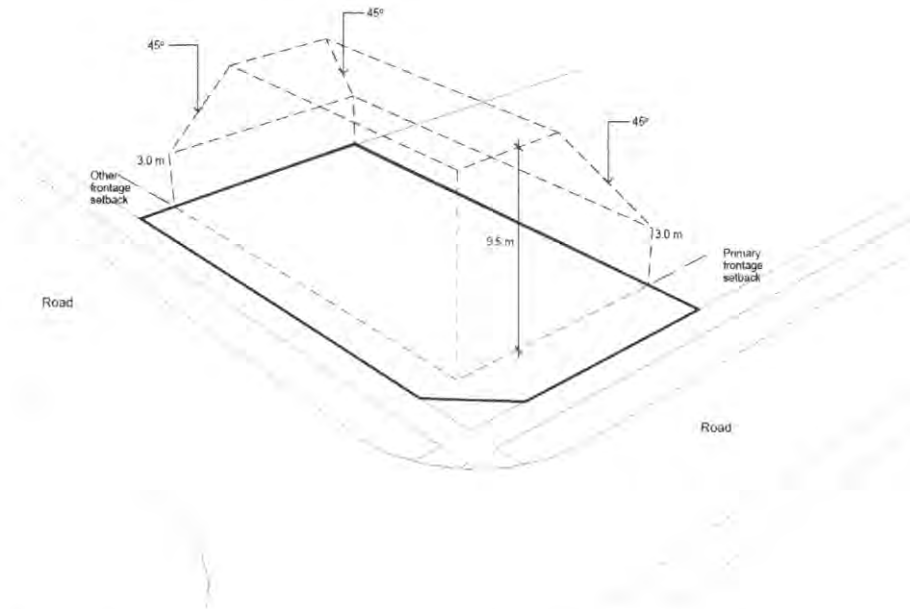


Figure 9.2 Building envelope for corner lots as required by clause 9.4.2 A3(a) and clause 9.5.1 A2(a)

9.4.3 Site coverage and private open space for all dwellings

Objective:	That dwellings are compatible with the amenity and character of the area and provide: <ul style="list-style-type: none"> (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) a site coverage (excluding eaves up to 0.6m wide) of not more than: <ul style="list-style-type: none"> (i) 65%; or (ii) 75% if located on a townhouse lot; and (b) for multiple dwellings, a total area of private open space of not less than: <ul style="list-style-type: none"> (i) 40m²; or (ii) 30m² if located on a townhouse lot, <p style="margin-left: 20px;">that is associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the ground</p> 	<p>P1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space

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<p>level (excluding a garage, carport or entry foyer).</p>	<p>provided for this purpose within the development; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(c) reasonable space for the planting of gardens and landscaping.</p>
<p>A2</p> <p>A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <p style="margin-left: 20px;">(i) 24m²; or</p> <p style="margin-left: 20px;">(ii) 12m², if the dwelling:</p> <p style="margin-left: 40px;">a. has 1 or 2 bedrooms and is located on a townhouse lot; or</p> <p style="margin-left: 40px;">b. is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) is in more than one location and is not less than 24m² if a dwelling has 3 or more bedrooms and is located on a townhouse lot;</p> <p>(c) has a minimum horizontal dimension of:</p> <p style="margin-left: 20px;">(i) 4m; or</p> <p style="margin-left: 20px;">(ii) 2m, if the dwelling:</p> <p style="margin-left: 40px;">a. has 1 or 2 bedrooms and is located on a townhouse lot; or</p> <p style="margin-left: 40px;">b. is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(d) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(e) has a gradient not steeper than 1 in 10.</p>	<p>P2</p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <p>(a) conveniently located in relation to a living area of the dwelling; and</p> <p>(b) orientated to take advantage of sunlight.</p>

9.4.7 Frontage fences for all dwellings

<p>Objective:</p>	<p>That the height and transparency of frontage fences:</p> <p>(a) provides adequate privacy and security for residents;</p> <p>(b) allows the potential for mutual passive surveillance between the road and the dwelling; and</p> <p>(c) are reasonably consistent with that on adjoining properties.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>

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<p>A1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than:</p> <ul style="list-style-type: none">(a) 1.2m if the fence is solid; or(b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	<p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage for a dwelling must:</p> <ul style="list-style-type: none">(a) provide for security and privacy, while allowing for passive surveillance of the road; and(b) be compatible with the height and transparency of fences in the street, having regard to:<ul style="list-style-type: none">(i) the topography of the site; and(ii) traffic volumes on the adjoining road.
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PART 3 – MODIFIED CLAUSE 9.5.1 OF SPPS

9.5.1 Non-dwelling development

Objective:	That all non-dwelling development: <ul style="list-style-type: none"> (a) is compatible with the character, siting, apparent form, scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A building that is not a dwelling, excluding for General Retail and Hire, Food Services, garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, not less than 3m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 2m, or if the setback from the primary frontage is less than 2.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street. 	<p>P1</p> <p>A building that is not a dwelling, excluding for General Retail and Hire, or Food Services, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.</p>
<p>A2</p> <p>A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> (a) be contained within a building envelope (refer to Figures 9.1 and 9.2) determined by: <ul style="list-style-type: none"> (i) a distance equal to the frontage setback of 3m; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the 	<p>P2</p> <p>The siting and scale of a building must:</p> <ul style="list-style-type: none"> (a) not cause an unreasonable loss of amenity having regard to: <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and

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<p>side or rear boundaries to a building height of not more than 9.5m above existing ground level; and</p> <p>(b) only have a setback within 1.5m of a side or rear boundary if the building:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).</p>	<p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and</p> <p>(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.</p>
<p>A3</p> <p>A building that is not a dwelling, must have:</p> <p>(a) a site coverage of not more than 65% (excluding eaves up to 0.6m); and</p> <p>(b) a site area of which not less than 15% is free from impervious surfaces.</p>	<p>P3</p> <p>A building that is not a dwelling must have:</p> <p>(a) site coverage consistent with that on established properties in the area; and</p> <p>(b) a reasonable space for the planting of gardens and landscaping.</p>
<p>A4</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than:</p> <p>(a) 1.2m if the fence is solid; or</p> <p>(b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).</p>	<p>P4</p> <p>A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</p> <p>(a) provide for security and privacy, while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <p>(i) the topography of the site; and</p> <p>(ii) traffic volumes on the adjoining road.</p>
<p>A5</p> <p>Outdoor storage areas, for a building that is not a dwelling including waste storage must not:</p> <p>(a) be visible from any road or public open space adjoining the site; or</p> <p>(b) encroach upon parking areas, driveways or landscaped areas.</p>	<p>P5</p> <p>Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the type of goods, materials or waste to be stored;</p> <p>(c) the topography of the site; and</p> <p>(d) any screening proposed.</p>

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<p>A6</p> <p>Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback not less than 10m from a property containing a sensitive use.</p>	<p>P6</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</p> <ul style="list-style-type: none">(a) the characteristics and frequency of any emissions generated;(b) the nature of the proposed use;(c) the topography of the site and location of the sensitive use; and(d) any mitigation measures proposed.
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*Housing Land Supply (Huntingfield) Order 2019
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PART 4 – MODIFIED CLAUSE 9.6.1 OF SPPS

9.6.1 Lot design

Objective:	<ul style="list-style-type: none"> (a) Development of the site occurs in a 'whole of site' manner, that integrates with existing infrastructure and development on adjoining land and provides for a mix of housing options with the necessary infrastructure and public transport connections. (b) That each lot: <ul style="list-style-type: none"> (i) has an area and dimensions appropriate for use and development in the zone; (ii) is provided with appropriate access to a road; (iii) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (iv) is orientated to provide solar access for future dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Subdivision of land must be in accordance with a master plan endorsed by the planning authority for the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2.</p>	<p>P1</p> <p>Subdivision of land must set out how the subdivision of the whole site described by CT172715/1, CT172716/1, CT134371/1 and CT131270/2 integrates with existing infrastructure and development adjoining the whole site, having regard to:</p> <ul style="list-style-type: none"> (a) a lot layout that provides a range of lot sizes to suit the construction of dwellings of varying size and type occurring across the whole site; (b) the road connections to the existing road network demonstrating a clear road hierarchy within the whole site providing for a collector road to connect the Channel Highway to Huntingfield Avenue; (c) any staging for the subdivision and including the construction of the collector road to connect to the Channel Highway to Huntingfield Avenue within the first stage; (d) the provision of public transport to the site; (e) the provision of open space areas for the whole site with connections to adjacent open space areas; (f) the pedestrian connections for the whole site and pedestrian connections to existing pedestrian ways; (g) the cycle connections for the whole site and cycle connections to existing cycle ways, (h) the provision of open space facilities within the whole site, and (i) stormwater management for the whole site that minimises impacts on downstream waterways, and must be accompanied by a master plan that has been prepared for the whole site.

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<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <p>(a) have an area of not less than 130m² and:</p> <p style="margin-left: 20px;">(i) be able to contain a minimum area of 10m x 12m, or if a townhouse lot contain a minimum area of 4m x 18m, and in all cases the minimum area has a gradient not steeper than 1 in 5, clear of:</p> <p style="margin-left: 40px;">a. all setbacks required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and</p> <p style="margin-left: 40px;">b. easements or other title restrictions that limit or restrict development;</p> <p style="margin-left: 20px;">(ii) existing buildings are consistent with the setback required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and</p> <p style="margin-left: 20px;">(iii) not be an internal lot;</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p> <p>A2.2</p> <p>The average size of all lots within the Inner Residential Zone under the specific area plan must be not less than 200m², excluding any lot required for public use by the Crown, a council or a State Authority, or a lot required for the provision of Utilities.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <p>(a) the relevant requirements for development of buildings on the lots;</p> <p>(b) the intended location of buildings on the lots;</p> <p>(c) the topography of the site;</p> <p>(d) the presence of any natural hazards;</p> <p>(e) adequate provision of private open space; and</p> <p>(f) the pattern of development existing on established properties in the area,</p> <p>and must not be an internal lot.</p>
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have:</p> <p>(a) a frontage not less than 3.6m; or</p> <p>(b) if for a townhouse lot, two frontages of not less than 3.6m.</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <p>(a) the width of frontage proposed, if any;</p>

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	<ul style="list-style-type: none"> (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, <p>and is not less than 3.6m wide.</p>
<p>A4</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a:</p> <ul style="list-style-type: none"> (a) vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority; or (b) if for a townhouse lot, vehicular access only at the rear frontage of the lot in accordance with the requirements of the road authority. 	<p>P4</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the anticipated nature of vehicles likely to access the site; and (e) the ability for emergency services to access the site.

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Printed and numbered in accordance with the *Rules Publication Act 1953*.

Notified in the *Gazette* on 20 .

This order is administered in the Department of Justice.

EXPLANATORY NOTE

(This note is not part of the order)

This order, for the purposes of the *Housing Land Supply Act 2018*, declares –

- (a) the area of land situated at 1287 Channel Highway, Huntingfield, to be housing supply land; and
- (b) the intended zones in relation to various parts of that area of land to be the General Residential Zone, the Local Business Zone, the Inner Residential Zone and the Open Space Zone, each as referred to in the applicable planning scheme from time to time; and
- (c) that certain provisions of the *Kingborough Interim Planning Scheme 2015* do not apply in relation to that area of land; and
- (d) that certain provisions of the SPPs apply, with the modifications specified in the order, in relation to the part of that area of land in relation to which the General

Housing Land Supply (Huntingfield) Order 2019
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Residential Zone or the Inner Residential
Zone are declared to be the intended
zones.

Appendix B: Landowner consent

Department of Communities Tasmania

GPO Box 65, HOBART TAS 7001 Australia
Ph: 1300 135 513
Web: www.communities.tas.gov.au



Contact: Richard Gilmour
Phone: (03) 6166 3616
E-mail: richard.gilmour@communities.tas.gov.au

The Hon Roger Jaensch MP
Minister for Planning
80B Wilson Street
BURNIE TAS 7320

Subject: Director of Housing consent pursuant to S.5 (4) of the *Housing Land Supply Act 2018*

Pursuant to S.5(4) of the *Housing Land Supply Act 2018* I, Ginna Maria Webster, duly appointed Director of Housing under an Instrument of Appointment dated 2 July 2018, made under Section 6A(1) of the *Homes Act 1935*, hereby provide consent for land in the ownership of the Director of Housing listed in the table below, to be the subject of an order under the *Housing Land Supply Act 2018*.

PID	Title Reference	Street Address	Suburb
3492864	CTs 134371/1, 172716/1, 172715/1 and 131270/2	1287 Channel Highway,	Kingston

Ginna Webster
Director of Housing

15 May 2019

Appendix C: A copy of each submission

Van der Heyden, Bernie (DoJ)

From: Ailsa Sypkes <Ailsa.Sypkes@taswater.com.au>
Sent: Wednesday, 19 June 2019 1:49 PM
To: Planning Unit (DoJ)
Subject: Draft Housing Supply Order - 1287 Channel Highway, Huntingfield
Attachments: 20190619 Letter to Minister Jaensch - Draft Housing Supply Order (1287 C....pdf)

Dear Sir or Madam

Please see attached correspondence on behalf of TasWater.

Regards

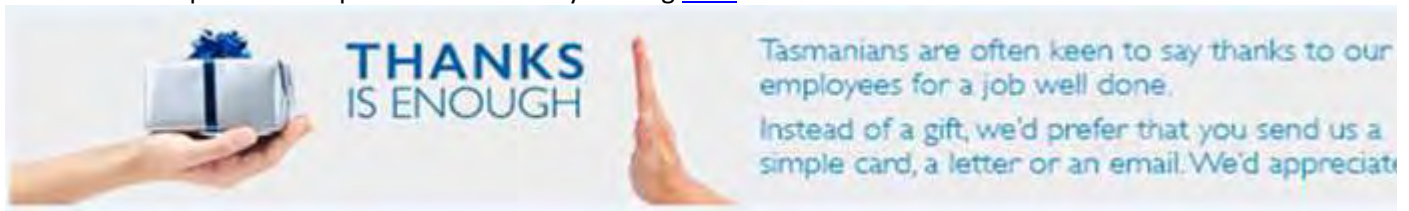
Ailsa Sypkes

GM Legal & Governance



D (03) 6237 8867
M 0437 881 672
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A GPO Box 1393, Hobart TAS 7001
10 – 18 Birdwood Avenue, Moonah, TAS 7009
E ailsa.sypkes@taswater.com.au
W <http://www.taswater.com.au/>

Have I been helpful? Please provide feedback by clicking [here](#).



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TW HPE ref: 19/80168

19 June 2019

Hon Roger Jaensch MP

Minister for Planning
Planning Policy Unit
Department of Justice
PO Box 825
Hobart TAS 7001

By email: planning.unit@justice.tas.gov.au

Dear Mr Jaensch

Draft Housing Land Supply Order – 1287 Channel Highway, Huntingfield

I refer to the above Draft Housing Land Supply Order (**Draft Order**) and confirm I am authorised to respond on behalf of TasWater.

TasWater has reviewed the Draft Order and makes the following comments and observations.

Section 6(1)

Section 6(1) of the Draft Order states that *“Clauses 11.4, 11.5 and 11.6 of the applicable planning scheme do not apply in relation to the Inner Residential Zone area”*.

I note that under the Draft Order, the whole of Clauses 9.4, 9.5 and 9.6 (as modified) of the State Planning Provisions will apply to the Inner Residential Zone area. In this sense TasWater is satisfied that the requirements of Clauses 9.6.3 and 9.6.4 will operate in place of Clause 11.5.4 of the applicable Planning Scheme,¹ requiring each lot to be connected to a reticulated potable water supply and sewerage system.

I also note that the applicable Planning Scheme does not appear to include a Clause 11.6, despite it being referred to in Section 6(a) of the Draft Order.

Water and Sewerage Servicing Advice

TasWater has had previous opportunity to assess and provide comment on the development through a preliminary development planning process. In particular, TasWater has considered the impact of the Draft Order and has been dealing directly with the developer’s design and engineering consultant (GHD) in relation to the development.

Through those consultations, TasWater has advised GHD that (in summary):

- Existing water supply and sewerage infrastructure capacity is available to meet the anticipated ultimate demand of the current Master Plan on the basis of single storey townhouses but
- Emergency storage at the Huntingfield Sewage Pumping Station does not meet current standards and will need to be upgraded in conjunction with the development.

¹ Kingborough Interim Planning Scheme 2015

In conclusion, I confirm on behalf of TasWater that the Draft Order will have no adverse impact upon TasWater and that adequate water and sewerage infrastructure is in place (subject to the need to upgrade emergency storage at the Huntingfield Sewage Pumping Station) for the development.

Yours faithfully

A handwritten signature in black ink, appearing to be "A. Sypkes".

Ailsa Sypkes
General Manager Legal & Governance

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Thursday, 20 June 2019 8:58 AM
To: Stevens, Leigh (DoJ)
Subject: FW: Objection to the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield
Attachments: 12 Glory Place Huntingfield Opposition to proposed rezoning of 1287 Channel Highway, Huntingfield.docx

Hi Leigh

First of 3



Bernie van der Heyden | Administration

Planning Policy Unit
Department of Justice

p (03) 6166 1429 |

e bernie.vanderheyden@justice.tas.gov.au

w www.planningreform.tas.gov.au

Level 4b, 144 Macquarie Street, Hobart, TAS 7001 | PO Box 825, Hobart, TAS 7001

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From: Dale Fletcher-Jones <dalefletch@gmail.com>
Sent: Thursday, 20 June 2019 12:50 AM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>; david.obyrne@parliament.tas.gov.au; alison.standen@parliament.tas.gov.au; cr.deanwinter@kingborough.tas.gov.au; Aa--Voicemail Calling--aA <dalefletch@gmail.com>
Subject: Objection to the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield

Hi There,

As per the requirements set out within the Housing Land Supply Act 2018 please find attached a copy of my objection to the proposed fast tracked rezoning of 1287 Channel Highway, Huntingfield. Sent to the designated email address within 14 days of communications by the Minister. I do not wish for my submission to be confidential.

I look forward to hearing from you soon.

I have included a few persons that I deem to be interested parties in relation to this matter.

Dale Fletcher-Jones

Dale Fletcher-Jones
12 Glory Place Huntingfield
dalefletch@gmail.com

19th June 2019

planning.unit@justice.tas.gov.au
Attention: Mr Roger Jaensch MP

RE: Objection to the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield

Dear Sir/Madam,

I am writing in objection to the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield for several reasons, these are:

- Failure of the Minister to communicate effectively to all interested persons.
- Inappropriate zoning for the proposal, including relaxing the block size and height restrictions going against the current character of Huntingfield and the Kingborough Council specifications.
- Lack of any detailed planning documentation and impact study providing detailed information on effects to the surrounding community services, transport infrastructure and capabilities and the environment.

Interested Parties

I am advising the current rezoning proposal is invalid due to the Minister failing to correctly communicate the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield to all interested persons as set out by the act below:

Housing Land Supply Act 2018, Division 2, Section 11:

For the purposes of this Act, the interested persons in relation to an area of land are –

- d) any owner, or occupier, of –*
 - i) land that adjoins the area of land; or*
 - ii) land that the Minister considers is likely to be affected by the use or development, for residential purposes, of the area of land*

And;

Fact Sheet HLS I, Housing Land Supply Act 2018: An Overview, Page 2, Paragraph 2:

The Act includes mandatory consultation requirements. These require the Minister to notify and consult with a range of prescribed ‘interested persons’ before tabling a proposed Housing Land Supply Order in both Houses of Parliament. ‘Interested persons’ include relevant planning authorities, adjoining and affected land owners, utility providers, nominated statutory bodies and State agencies that the Minister considers have an interest.

And;

Housing Land Supply Act 2018, Division 2, Section 12:

- 1) The Minister may give to the interested persons, referred to in section 11, in relation to an area of land in respect of which the Minister intends to lay a proposed order before both Houses of Parliament under section 9, a notice in relation to the area of land.*
- 2) For the purposes of subsection (1), a notice in relation to an area of land is to –*
 - a) be in writing; and*
 - b) contain a copy of the proposed order in relation to the area of land; and*
 - c) contain a statement of the reasons why the Minister wants to make the proposed order; and*
 - d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relation to the relevant matters, for the purposes of section 13, in respect of the proposed order.*

The Tasmania Planning Reform Website (<https://www.planningreform.tas.gov.au/updates/land-release-for-affordable-housing>) states that”

The Act includes strict controls on the exercise of the Minister’s powers. Under the Act, the Minister can only make an order after it has met rigorous eligibility and suitability criteria and following mandatory consultation with prescribed stakeholders and reporting to Parliament (which may disallow the order). This ensures that planning implications are properly considered and the views of affected parties are appropriately taken into account.

How can the Minister determine that 90% of occupants within Huntingfield that would each share 100% of the access routes (Huntingfield Ave and Sirius Drive) into the new planned rezoned area are not deemed ‘interested

parties' and entitled to be consulted or that the view of the majority of occupants within Huntingfield are not worthy of being heard by the Minister on what happens to them and their neighbourhood.

According to the Housing Land Supply Act 2018 all Huntingfield would be deemed an interested party, and all occupants are required to receive written communication from the Minister. The minister chose to communicate the planned rezoning to less than 10% Huntingfield residents in what best be described a deliberate attempt to sneak the rezoning proposal through parliament with minimal feedback from the community he is employed to serve.

Information supplied to persons that the Minister deemed worthy as an Interested Person was very limited and vague in details, as previously defined the Tasmania Planning Reform Website states that *"Under the Act, the Minister can only make an order after it has met rigorous eligibility and suitability criteria"* Why was this eligibility and suitability criteria not supplied with the proposal documentation as well as a planning document, or impact study, how are people expected to make educated assessment of the proposal, its benefits and impacts to the surround community and the people luckily enough to receive it?

As stated I have several other points of opposition to the current proposal, these follow below:

Zoning

Currently Huntingfield is zoned as General Residential, Light Industrial, Environmental Management, Open Space and Community Purpose, currently around 207 residential properties take up 24.07 Hectares of land, this the General Residential properties (excluding the Kingborough Family Church). 95% of these properties are single owner occupant dwellings which are set back from the roads, with a maximum allowed building occupancy for properties, houses are generally single story with off street parking. Areas including new subdivisions around Huntingfield are of a similar layout.

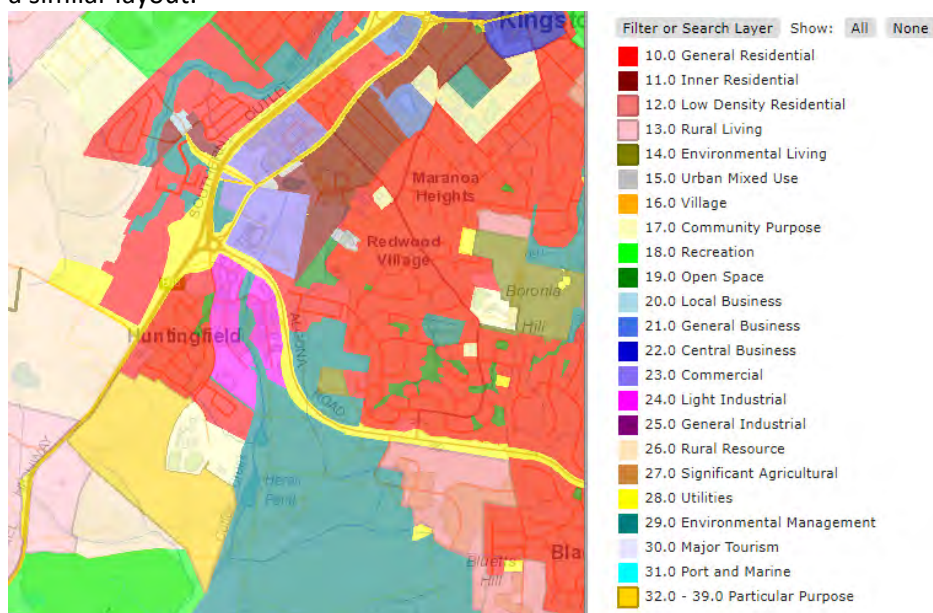


Fig1. Listmap Layout of current Kingborough Zoning



Fig2. Aerial view Huntingfield



Fig3. Street view Huntingfield

The proposed land to be rezoned at 1287 Channel Highway is currently classified as Urban Growth, through the rezoning proposal the Minister intends to have this this area classified as Inner Residential, Open Space and Local Business with additional provisions of reducing block sizes to 250-300m² and the relaxation of the height restrictions to 9.5m from 8.5m. The proposal lists the area to be rezoned as 67 Hectares, of which around 37 Hectares would be developed to contain 500 residential properties. With no planning information available, there are no details on the percentage of multiple story dwellings or apartment style properties within this proposal failing to show how densely populated some of these areas may be, which comes further impacts to the area with transport corridors, public transport, rubbish removal, parking, and normal social community issues such as neighbour disputes and noise complaints.

Alfreds Garden near Redwood Kingston is zoned Inner Residential (same as the proposed rezoning), this area is set within a masterplan to be of certain designs, layout and scheme. Block sizes within this area are greater than 300m².



Fig4. Aerial view Alfreds Garden



Fig5. Street view Alfreds Garden

Inner residential also allows for a retirement home or aged housing type complexes, is this kind of proposal set for proposed zone for affordable housing?



Fig6. Retirement Village, Inner Residential Zone

Affordable housing Action Plan 2019-2023 Fact Sheet shows the below development that does not seem to imply Affordable housing is not just a densely built broadacre social housing.



Fig7. Devonport affordable housing

VERNMENT ACTIONS	Total Supply (regi	
	TBD ¹	S
NEW SUPPLY		
Land Release	82	364
Planning Initiatives		
New Social Housing in high demand areas		
New Social Housing for Tasmanians with disability	372	450
New Social Housing in regional areas		

Fig.8 Seems the Huntingfield development is already approved.

This proposed rezoning does not match Huntingfield or its surrounding areas characteristics of block size, building height and green corridors, it also falls outside of the Kingborough Councils Desired Future Character for Huntingfield.

KINGBOROUGH LAND USE STRATEGY – December 2013, Section 5, Subsection 5.1.2 – Desired Future Character For the Residential Zone in Huntingfield, they are as follows:

DFCS1: Improved pedestrian connections are to be encouraged between the Huntingfield Estate and the Channel Highway.

DFCS2: An additional vehicular access from Huntingfield Estate onto the regional road network is necessary.

DFCS3: Huntingfield is to be predominantly developed as a single home area within landscaped settings.

These statements are essentially still relevant, when it is borne in mind that they relate to the existing residential areas. Future development in Huntingfield is mainly intended to be of a residential nature, though it is noted that there are significant existing areas devoted to industrial use, schools and other commercial purposes.

And;

Kingborough Planning Scheme 2000 –

5.0 Residential Zone, 5.4 Standards for Use or Development in the Residential Zone, Table 5.0

Location	Min Lot Size (sq.m)
Kingston, Huntingfield, Spring Farm	600

As you would be aware the Kingborough Council has begun developing the Kingston Park Site which contains areas zoned as *Urban Mixed Use - integration of residential, retail, community services and commercial activities in urban locations.*

Are the Minister and Kingborough Council able to work together on a mutually beneficial development to create smaller property sizes in an area that is in close proximity to public and commercial services, public transport and places that may provide opportunities for employment.

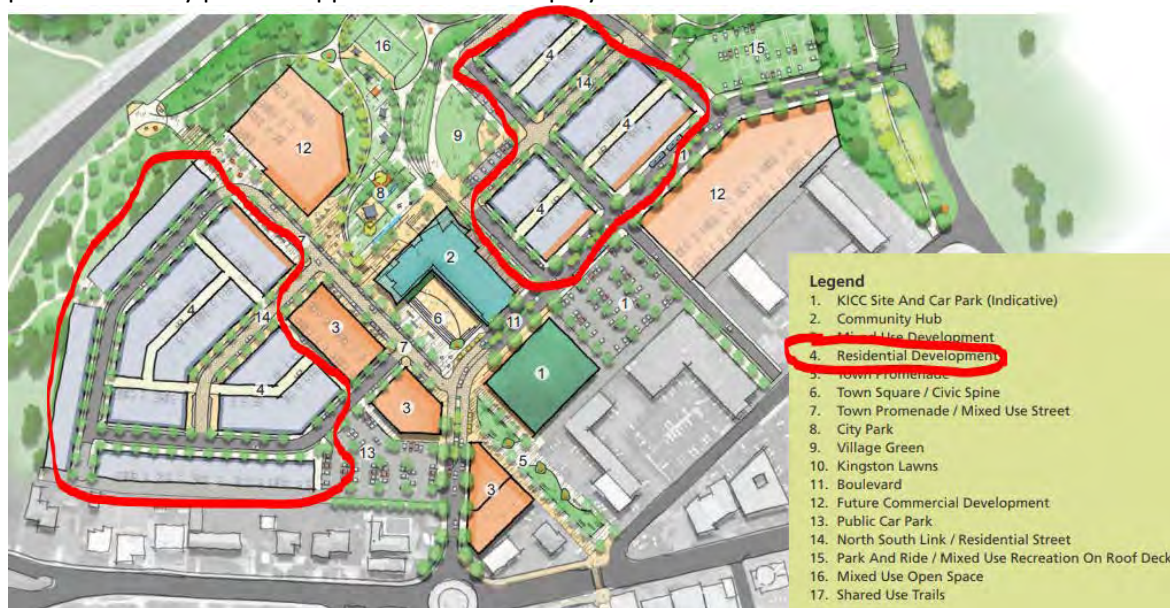


Fig9. Kingston Park Layout

The current proposal would create an area well outside of the central Kingston area that is densely populated, lacking in services, infrastructure and at odds to the surrounding existing community.

I will continue to object this proposed rezoning of 1287 Channel Highway, Huntingfield to Inner Residential with additional provisions of reducing block sizes to 250-300m2 and relaxation of the height restrictions to 9.5m until the Minister agrees that this does not match the existing area in which it would be located. Zoning, block size and height restrictions need to be kept in line with the existing community (General Residential, Open Space and Local Business) with provisions for any new Local Business to be set apart from existing properties.

Definitions (Kingborough Planning Scheme December 2013)

PROPOSED ZONE	MAPPING CRITERIA	MINIMUM LOT SIZE
---------------	------------------	------------------

<i>General Residential</i>	<i>Mainly applies to existing fully serviced residential areas. Small scale businesses (eg retail), community use and visitor accommodation is discretionary.</i>	<i>Subdivision standards to achieve desired density of about 15 dwellings per hectare in most areas. Minimum lot size of 450m² (and maximum of 1000m²), except for Taroona and 196 Margate (both 750m²) and Howden, Electrona and Snug (each 1000m²).</i>
<i>Inner Residential</i>	<i>Applies to targeted areas for increased densification because of close proximity to services and facilities and high frequency public transport. All forms of residential use permitted but discretionary uses may be more limited than in the General Residential Zone due to proximity to main commercial areas. Will apply to the designated infill area shown in the regional strategy on the southern side of the bypassed highway within Kingston.</i>	<i>Seeking a minimum density target of 25 dwellings per hectare. Minimum lot size of 250m² (and maximum of 400m²), though strata will be more common in this zone.</i>
<i>Local Business</i>	<i>Applies to the smaller business (usually retail) areas within a suburban or small town setting – such as at Kingston Beach, Blackmans Bay and Margate. Provides a local convenience function.</i>	<i>Minimum lot size of 300m².</i>
<i>Open Space</i>	<i>Land that is being used or is to be used for passive recreational purposes. It may also have other natural or cultural values and is intended to meet the broader community's open space needs.</i>	<i>No particular minimum lot size requirements.</i>
<i>Light Industrial</i>	<i>Applies to land that is to be used for manufacturing, processing, repair, storage and distribution of goods where off-site impacts are minimal or can be managed to minimise conflict. Local service based industries tend to predominate within Kingborough. Not to be used for retail, business or professional uses that should be in the Business or Commercial Zones. Residential use is prohibited.</i>	<i>Large floor area industries that require larger parcels of land. Minimum lot size of 1000m²</i>
<i>Environmental Management</i>	<i>Applies to land where the primary intent is the protection of natural values. Includes all publicly reserved land, such as National Parks, conservation reserves and undeveloped riparian or coastal areas. Would include private land with very high environmental values – such as particularly significant skylines forming a backdrop to Greater Hobart settlements. Other uses should be kept to a minimum and be ancillary to the zone's primary function (eg visitors centre, walking trail). Includes all land below high water mark.</i>	<i>No particular minimum lot size requirements. Subdivision should rarely occur within this zone, bearing in mind the restricted uses to which the land may be used. Subdivision would only occur if it would further the objectives of this zone</i>
<i>Community Purpose</i>	<i>Applies to particular community services and social infrastructure (such as schools, community halls, police, fire stations etc), where there is a need to preserve such land for long term community use. If there is no clear strategic imperative for this long term use then the surrounding zone can be relied upon</i>	<i>No particular minimum lot size requirements.</i>
<i>Urban Mixed Use</i>	<i>Applies to urban areas where there is a mix of residential and commercial activities and neither predominates. Fully serviced and an area of quite intensive activity. Not likely to be often used in Kingborough, though proposed examples include parts of the former Kingston High School site and the land based component of the Margate Marina development.</i>	<i>Minimum lot size of 300m².</i>

I am concerned regarding the lack of any planning study documentation that has been made available, I understand the want for a hasty move to rezone this property for development to begin and to allow for a timely big housing announcement, until a planning study has been completed how can the Minister know what is needed to support the community and what impacts this will have to existing services?

There appears to be a lack of forward planning on impacts to all services in the area, there have been major recent expansions that are still under construction within the greater Kingston area and beyond. There is no mention of the impact that an addition 500 properties resulting in an additional 1200+ people will cause on all services in the area without improvements.

Although some of the below services are currently at or past capacity, the new proposal will exasperate these limits, please advise how each of the below plan to be addressed:

- Doctor/Ambulance – Current long waits for doctors, no permanent Ambulance service in the area
- Police – Not a 24hr station, backed up from Hobart out of hours (0100 – 0800hrs)
- Fire – Volunteer Station, minimal numbers
- Schools/Transport to Schools – What are the current free spaces within schools within the Huntingfield school feeder areas? Who would provide transport? Buses are at capacity with kids standing up now.
- Public Transport – Current minimal bus services with a poorly implemented park and ride system, parking there is terrible and not controlled, would all this be rejuvenated, would a new service be included through Huntingfield?
- Sewerage – Is there capacity within the current system for this?
- Water – Is there capacity within the current system for this?
- Power – Is there capacity within the current network for this?
- Communication – Would there be impacts to current Mobile Phone or Internet bandwidth?
- Centrelink/Medicare – None in Kingston.
- Transport – see separate section below.

I will continue to object this proposed rezoning of 1287 Channel Highway, Huntingfield until planning documentation detailing how the above impacts, shortfalls and services will be catered for.

Transport

Channel Highway

As you know currently Huntingfield has one access, the proposed new access would be I'm assuming near 1287-1297 Channel Highway, Huntingfield. Has this level of planning been completed at this stage, I can only assume a roundabout would be the option of choice here as it would be seen to be the 'safest'/cheapest option.

This location is at the top of a hill on a very busy highway, any intersection at this location would impact traffic flow, continuity of traffic, causing large vehicles to stop and start on either side of a large hill causing noise, damage to roads (over time) and the potential for someone just not seeing them, no doubt there would be a decrease in speed to reduce noise, increasing travel times for those south of the area.



Fig10. 1287 Channel Highway, Northbound



Fig11. 1287 Channel Highway, Southbound

Have any recent studies been completed on the current effectiveness of the Bypass and corresponding roundabout? Over the last two years the bypass has become less effective due to the increase in traffic from all areas using the Bypass, with traffic building up from Firthside to the roundabout on most mornings from around 0730hrs to 0840hrs, and channel highway queuing back to Bunnings most afternoons, this is without the new current sub divisions being completed. Are there any plans to improve this section of road?



Fig12. Google Traffic Screen shot of Kingston Bypass, 19/06/2018 07:51hrs

Huntingfield Drive

Current issues with traffic pulling into and out of the three entrances to Mitre 10, one entrance to a smaller business next to Patriarch Drive, large trucks and smaller vehicles pulling into and out of Patriarch Drive, getting out of Sirius Drive and the addition of the only access driveways currently on Huntingfield Drive requiring vehicles to either reverse into or out of their driveway recently added to the Kingsgate Circle Subdivision. School traffic is currently horrendous queuing back to the school during peak times, this is without the addition of years 11 and 12 to St Aloysius School. Huntingfield Ave continuing to a new housing area would create the requirements of another intersection or roundabout currently where Huntingfield Ave changes to Nautilus Grove. The addition of another access road past both Tarremah and St Aloysius schools introduces further issues around school pickup and drop off times that build from the roundabout impacting traffic all along Huntingfield Avenue for morning and afternoons.



Fig13. Entrance to Huntingfield entrance/exit to Mitre 10, entrance/exit to Park and ride



Fig14. Second entrance/exit to Mitre 10



Fig15. Third entrance to Mitre10



Fig15. Entrance to business off Huntingfield Avenue



Fig16. Entrance/exit to Patriarch Drive



Fig17. Entrance/exit to Sirius Drive



Fig18. Huntingfield Avenue showing new driveway locations and proposed road extension



Fig. 19 Huntingfield Av into Nautilus Grove corner



Fig20. Entrance to St Aloysius



Fig21. Entrance to Tarremah School

Sirius Drive

Showing as being part of the access to the new area zoned for Huntingfield, this road is narrow with no parking restrictions, poorly lit, built and designed, there are several bends on hills with a peculiar segmented roundabout. Access to the road has a sharp right then left turn up hill, and a sharp left turn at the bottom of the hill to leave. The addition of hundreds of cars a day to this road in its current layout would be dangerous and irresponsible.



Fig22. Sirius Drive Inbound



Fig23. Sirius Drive Outbound



Fig24. Sirius Drive Outbound



Fig25. Sirius Drive Outbound

I will continue to object this proposed rezoning of 1287 Channel Highway, Huntingfield until the below have been resolved:

- All persons that are affected by this proposed rezoned area are notified and given time to respond
- The rezoned area to be listed as General Residential rather than Inner Residential and the removal of the clauses for the relaxing the block size and height restrictions as it does not suit the current community.
- Detailed planning documentation and Impact studies detailing all relevant information for Huntingfield and the surrounding communities.

Lastly, this entire situation is unbelievable and comes across as the Minister attempting to force a community to accept change by using underhanded tactics of minimal communication, information and submission feedback time under the guise of addressing the housing shortfalls but appears to be more of a headline grabbing effort just in time for the recent homelessness situation brought back into the media this month.

Dale Fletcher-Jones

A handwritten signature in black ink, appearing to read 'Dale Fletcher-Jones', written in a cursive style.

Van der Heyden, Bernie (DoJ)

From: Fran Spears <franspears48@gmail.com>
Sent: Thursday, 20 June 2019 6:42 AM
To: Planning Unit (DoJ)
Subject: Huntigfield land

What a good idea in theory. We do not however need public housing that will attract an unsafe environment for many. As a private renter in Kingston who has had rent increase of \$160 a month to \$350 a week this year, I am extremely worried. I am a single over sixty woman. I worked hard all my life and do not feel I would be safe if I were actually able to get a government rental in most places already there. In Kingston, I have easy access to most facilities and to the utmost important one, my doctor who had kept my chronic illness on check for four years. We need a place that is not destroyed by unruly tenants, so the sort of places and who is eligible needs looking at. There are so many like me who are facing being out rented. We should not have to wait years for the buildings to go up. The roads need to be accessible and the development safe for older singles, especially women.

Fran

Van der Heyden, Bernie (DoJ)

From: Emma B <emmaboney@gmail.com>
Sent: Thursday, 20 June 2019 8:21 AM
To: Planning Unit (DoJ)
Subject: Huntingfield development

Hi there, just thought I'd put my two Bob's in as a frequent Traveller of the Channel Highway. I really really really hope the roads in and around Kingston and the Southern Outlet will be upgraded to allow for all the extra traffic before this development goes ahead, particularly the Fork in the Road roundabout, Channel Highway and Kingston Bypass. It is so crap at the moment, adding to it would be an absolute nightmare.

Cheers
Emma

Van der Heyden, Bernie (DoJ)

From: Clare Corrigan <hobarthideawaypods@gmail.com>
Sent: Thursday, 20 June 2019 9:09 AM
To: Planning Unit (DoJ)
Subject: Huntingfeild Development

Hello,

I would like to express my concerns about the proposed development of houses on 68 hectares at Huntingfeild. Whilst I support housing development and especially in light of the housing crisis, I feel the infrastructure needs to be well thought out firstly. Kingborough is crying out for a substantial park and ride facility to be built. Council have no land to place a really good one. The 20M promised to Kingborough to ease traffic congestion may take years to happen. This land at Huntingfeild is a perfect place to situate a really good park and ride facility. Then once the traffic congestion is eased, more and more house can be accommodated for.

On this 68 hectares, I wish to see and substantial Park and Ride facility and then concentrated housing around it. Like apartment blocks rather than 1/4 acre blocks.

Park and Ride first!! Also know that a private shuttle bus company is looking into servicing the Kingston to Hobart commuters, but need a park and ride to operate from.

Kind regards

Clare Corrigan

0406 950 142



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www.hobarthideawaypods.com.au



Van der Heyden, Bernie (DoJ)

From: Kelly Wolfert <kwolfert@y7mail.com>
Sent: Thursday, 20 June 2019 11:09 AM
To: Planning Unit (DoJ)
Subject: 68 hectares of land at Huntingfield, to help address Tasmania's current housing shortage.

Can you please consider the impact of this on the already congested and strained infrastructure in Kingborough. We are already starting to feel the effects of the increased number of dwellings from the Springfarm and whitewater developments not to mention the increasing number of units and multiple dwellings on single blocks in the area.

The Huntingfield roundabout is already a nightmare at peak hour in the morning and afternoon with not only huntingfield traffic but also with the increase traffic from Margate and beyond.

We also have the issue of the increased traffic and time delays on the southern outlet.

Its one thing for the government to be thinking about housing issues but there needs to be extensive planning around infrastructure also as they go hand in hand. After working for the planning department in Victoria over 20 years ago, it is very clear to see that Tasmanian Government lacks forward planning! Back then Victoria was already planning infrastructure for urban sprawl in 2020!!!

Please dont rush this project without thinking of the impacts to Kingborough and an already frustrated and under resourced community!

Regards, Kelly Wolfert

Van der Heyden, Bernie (DoJ)

From: Paulette Whitney <provta@gmail.com>
Sent: Thursday, 20 June 2019 12:24 PM
To: Planning Unit (DoJ)
Subject: Huntingfield development

Good morning,

Kingborough Council have just posted on their website that submissions are open into the suitability of a new housing development at Huntingfield. Is there a map of the proposed site available to view?

Thanks for your time,

Paulette Whitney

--

Paulette Whitney, Provenance Growers

provenancegrowers.blogspot.com

0458 796 343

provta@gmail.com

Van der Heyden, Bernie (DoJ)

From: Kate Duttmer <kateduttmer@gmail.com>
Sent: Thursday, 20 June 2019 12:59 PM
To: Planning Unit (DoJ)
Cc: cr.jowestwood@kingborough.tas.gov.au; cr.deanwinter@kingborough.tas.gov.au
Subject: Proposed rezoning of 68 hectares at Huntingfield

To whom it may concern,

Regarding the proposed rezoning of a large area of land at Huntingfield for residential development, as an existing resident of Kingston, I have the following concerns:

1. Prior to development of residential lots, issues around traffic and transport need to be planned for and resolved - rather than this occurring post-development when it is much more difficult to 'retrofit' solutions.

Development in the Kingston area is extremely rapid at the moment (e.g. spring farm, whitewater estate, coffee creek subdivisions) (not to mention development in regions south of Kingston), increasing the population in the area and pressure of traffic in the area, and Kingston and the Kingborough region in general is already at a point where traffic is unnecessarily heavy. The peak hour traffic on the Southern Outlet appears to have increased exponentially even in the 8 years I have lived in the area. New and improved public transport facilities (new bus routes, more frequent and useable bus services, express commuter services, and dedicated commuter parking services) are sorely needed in the area now, not just for this new subdivision but for the recent subdivisions and for existing residents. This will require proper planning and liaison between the State Government, Council, and Metro.

This is also a social justice issue - please don't make this an area which isolates people who cannot or don't drive but need to access work, health services, and education. These sorts of planning and housing policies have failed miserably in the past (see Clarendon Vale, Bridgewater, Rokeby, etc).

Similarly the impacts on transport infrastructure such as the Huntingfield roundabout and the capacity of such infrastructure to cope with car traffic needs consideration, planning and possible modifications, and how roads feeding into this area will be affected.

2. Public school spaces (both primary and high school) and childcare availability (already under immense pressure in the area), and access (transport etc) to education and childcare must be planned for and if necessary, new schools and childcare constructed, in time for the construction of houses, not after they are built. 68 hectares is a large area, potentially accommodating a very high number of new residents, many of which will be families in this area, and the pressure on existing schools and childcare centres in the Kingston/Blackmans Bay/Huntingfield/Margate area will be unreasonable.

3. Health care availability. With such a huge expected increase in population in the area both from this new development and due to existing subdivisions currently going ahead (Coffee Creek, Whitewater Estate, Spring Farm etc), now would be the time to establish better health services for the region such as new GP clinics (public and private), child health services, preventative health services, dental services, after hours/weekend GP clinics and basic emergency services to assist in taking pressure off the Royal Hobart Hospital, and new ambulance services. At present, it is near impossible to get an appointment at a local GP within 2 or 3 days and when acute illness occurs, this is unacceptable, and must surely be driving patients to the Emergency Department at the RHH for issues which a GP would often be able to treat.

4. Recreational facilities. Also relating to transportation so that recreational facilities in the region can be accessed, but the development of recreational facilities for all ages and the setting aside of appropriate levels

of green/open space for recreation (walking, cycling, dog walking etc) as well as dedicated facilities (cycling tracks, skate parks, other sports facilities) must be built in.

5. Similarly, access to basic shops is necessary - so that it is not necessary to get in the car to buy a carton of milk.

It would seem that development of this sort often goes ahead for housing/accommodation aims and purposes, but little thought or proper urban planning seems to go into the basic services that rapid population increases in a concentrated area, such as a new subdivision, require - i.e. transport, education, health, which make a healthy community. I would like to see a Master Plan be developed for the Kingston region to incorporate the issues described here, both in relation to the proposed rezoning for subdivision, but also to manage existing planning issues in the area.

Thank you

Kate Duttmer
3 Hawthorn Drive, Kingston, 7050
ph. 0407 461 178

Van der Heyden, Bernie (DoJ)

From: Jessica Tan <jessies.daycare@gmail.com>
Sent: Thursday, 20 June 2019 1:04 PM
To: Planning Unit (DoJ)
Subject: Re: proposed rezoning at Huntingfield

Council has been made aware that the Tasmanian Government is seeking feedback on the proposed rezoning of nearly 68 hectares of land at Huntingfield, which they would then develop to help address Tasmania's current housing shortage.

Feedback is sought primarily on the suitability of the land for residential development. This includes things like roads, both in the immediate vicinity and on major arterial routes in and out of Kingborough, and the need for public transport, schools, childcare and playgrounds for the future residents.

Please note that Council is not involved in the decision-making process regarding rezoning but would have to assess any future development applications based on the Planning Scheme.

Community members can provide feedback on the proposal by emailing the State Government at planning.unit@justice.tas.gov.au before 5pm this Friday, 21 June 2019.

Personally I think no more estates or major subdivisions should even be considered on the channel highway until the current traffic flow problem is dealt with. Not only for today's problems but for future infrastructure.

The congestion of traffic is atrocious, the road surface is atrocious, the lack of street lights for a National Highway is atrocious, the lack of suitable or useable bike path is unacceptable.

Huntingfield's 68 hectares falls into the catchment area of the already polluted N.W Bay. The Peter Murrell reserve adjacent to the land is already suffering from last May's floods. High density and even medium density housing is not suitable at this stage and I believe there are other alternatives.

Regards,

Jessica Tan

--

Jessie's Family Day Care
0408 672467

Van der Heyden, Bernie (DoJ)

From: stacey savage <stacey.sav01@gmail.com>
Sent: Thursday, 20 June 2019 1:09 PM
To: Planning Unit (DoJ)
Subject: Land redevelopment in Huntingfield

To whom it may concern,

I am writing to address my concerns in regard to the land rezoning in Huntingfield.

I feel this is yet another knee jerk reaction with no thought. Kingborough can ill afford more development. Services and infrastructure are already stretched and busting at their seams. Proper planning and infrastructure first!!!

Huntingfield's roundabout is atrocious, Channel highway bypass was outgrown even before opened, Channel Hwy through Kingston is near standstill every afternoon and Southern Outlet is a carpark every morning.

Decision makers need to test it out, try and pull in or out of Huntingfield at school pick up and drop off times.

I rest my case.

Regards,
A very frustrated Kingborough resident.

Stacey Savage
0420525005

Van der Heyden, Bernie (DoJ)

From: Frances Shaw <franceshaw@gmail.com>
Sent: Thursday, 20 June 2019 1:17 PM
To: Planning Unit (DoJ)
Subject: Huntingfield development

Dear Department of Justice,

I am responding to community feedback for the rezoning for development at Huntingfield. I am in principle in support of development specifically to ease the housing crisis, however I would say that multiple things need to happen from an infrastructure perspective before the community would accept it.

Public space both within the area for development and in the broader region. Kingston and surrounds are already too much of a sprawl of private suburban housing and box retail and box churches. Meaningful and *inclusive* pedestrian-and transit-friendly public space is needed for the area to thrive in the future, especially in the context of the climate emergency.

Public transport - Kingborough's public transport network and links to Hobart are woefully inadequate particularly for those demographics most in need of support and housing. We cannot at this time in history build housing in a place that necessitates people buy a car or possibly two per household in order to live. Huntingfield is probably a slightly less problematic area than many because of its proximity to the interchange, but regardless the massive disincentives for use (price, infrequency, route inflexibility) currently in place, and the infrequency of services between Kingston and Hobart, mean that people moving there will still likely need a car. Without a good local service to (for example) quickly go to the supermarket or pick up the kids from school, Kingston will become increasingly congested.

A walk and ride high frequency shuttle between Kingston and Hobart is necessary even now but would become imperative with this development.

Kingston Library and the nearby schools are excellent and I think would support a growing local community.

Very best wishes,
Frances.

Van der Heyden, Bernie (DoJ)

From: Nick Gregory <nivkos@gmail.com>
Sent: Thursday, 20 June 2019 1:19 PM
To: Planning Unit (DoJ)
Subject: Huntingfield 68 Hectare development

Hello, I'd like to raise concern regarding the planned rezoning of the 68 Hectare property in Huntingfield. I have genuine concern for the future viability of the Southern Outlet to withstand the increase in traffic should an additional 500 houses be constructed in the Kingston area. We have already seen approx 400+ properties done/planned to be completed from the Spring Farm/Whitewater estates and this to add this development, the outlet simply will not cope. It already is not coping with the population as it is. If this development were to proceed, there will NEED to be a plan to cater for commuting people.

Regards, Nick

Van der Heyden, Bernie (DoJ)

From: Emily Kuplis <emilykuplis@gmail.com>
Sent: Thursday, 20 June 2019 1:30 PM
To: Planning Unit (DoJ)
Subject: Huntingfield proposal

To whom it may concern,

I write with regard to your proposal of building additional homes in Huntingfield, to help address Tasmania's current housing shortage.

I have been lead to believe that you are looking for feedback on this idea, and would like to submit my opposition to this for the following reasons:

Having lived in Kingborough for the past 12 years I have seen a phenomenal rise in traffic on our roads as is. Our intersections are constantly blocked and what use to be a quick trip to the city centre is now a hellish experience at any time of day. Our roads are not catering appropriately to current residents, to add further households to this is quite frankly ridiculous. We also do not have appropriate transport options to elevate any congestion.

I also oppose this given the few schools that are in area that would then need to cater to growing needs. Our schools are already stretched to limit, without adding more students to this. This goes for our child care centres also.

I commend you for trying to find a solution to the current crisis but honestly, Kingborough does NOT have the infrastructure to support such a proposal. As is, Talone & Blowhole Rds in Blackmans Bay have inadequate lighting, footpaths (none!) & storm water catchment. If you can't support what is currently in place how on earth can this be considered to go ahead?

I implore you to rethink this decision - it will greatly effect, and dare say, 'off side' many current Kingborough residents, and while those being housed in the new homes might be thankful, they too in time will see how inadequate the infurstruce & services are.

Please, please, rethink this proposal.

Regards,

Emily Kuplis.

Van der Heyden, Bernie (DoJ)

From: Emily Kuplis <emilykuplis@gmail.com>
Sent: Thursday, 20 June 2019 2:43 PM
To: Planning Unit (DoJ)
Subject: Huntingfield proposal

To whom it may concern,

I sent an email recently expressing my opposition to the Huntingfield proposal.

Forgive the extra email I'm sending but further to my reasons of opposing is the fact that Kingborough already have a shortage of available Health Care professionals. One can wait a week or more just to be seen by a Dr. You can not add extra stress to an already over burdened municipality without providing the appropriate infrastructure or services.

Please think of those who are currently living in the Kingborough region before adding extra individuals to this area. It can not be successfully supported.

Regards,

Emily Kuplis.

Van der Heyden, Bernie (DoJ)

From: Claire Rumble <sundarihealth@gmail.com>
Sent: Thursday, 20 June 2019 1:52 PM
To: Planning Unit (DoJ)
Subject: Land rezone near huntingfield

I would like to raise concerns with the proposed rezoning of land near Huntingfield.

There has hit been enough information shared with the kingborough community about this.

Land around Kingston is being cleared at a huge rate. Will the land need clearing? The impact of further clearing on wildlife flora in the area needs to be considered carefully.

Traffic congestion. Traffic to the city is ready slow and congested, how will this be addressed?

Entering the Mitre 10 roundabout from Huntingfield is already hard.

How will extra families be catered for as far as schools, healthcare, community spaces? We live at Kettering but have to travel to South Hobart to see a gp as there aren't enough in the Channel area already.

How will this development impact on the lifestyle of people in the Channel, many live here for the semi rural lifestyle, the views of bushland and sea. Are we going to be surrounded by tiny box houses like those already being crammed in behind the Antarctic Centre.

If this to address the lack of housing I think it would be more effective to address the air bnb industry, the empty buildings, consider more apartment blocks close to the city, limiting the number of investment properties which can be held, limiting foreign ownership.

Thank you,
Claire

Van der Heyden, Bernie (DoJ)

From: Don Hodgkinson <hody@iinet.net.au>
Sent: Thursday, 20 June 2019 1:59 PM
To: Planning Unit (DoJ)
Subject: Proposed rezoning of nearly 68 hectares of land at Huntingfield

Hi,

This should (must) NOT happen.

I have resided in Kingborough (Kingston / Summerleas) for the past 20 years and I have watched this area slowly become bogged by population growth and a total LACK of any commensurate infrastructure development.

A few examples:

- Roundabout at 'fork in the road' Huntingfield is atrocious. It was only upgraded a few years ago and is already outgrown and a traffic nightmare – with near miss accidents regularly. Whoever designed and built that infrastructure needs serious therapy.
- Channel Highway bypass was outgrown even before it was opened. I used it daily after it was opened a few years ago and even then it was a 'parking lot' on many mornings. I can only think it has gotten worse with all of the development that has taken place since.
- Channel Highway through Kingston is at standstill every afternoon due to lights and roundabouts.
- Greenhill Estate on one side of Summerleas Road and Whitewater Creek Estate on the other side of between Summerleas Road and Huon Highway, with hundreds of houses; all of which have gone in over the past 20 years.
- Massive housing developments (700 houses) already happening in new Whitewater Creek and Spring Farm estates with no infrastructure upgrades – one road in and out.
- The Kingston Park development in the heart of Kingston is planned for significant buildings and housing also, again with no improved infrastructure.
- Housing in area between Redwood Drive and Algona road has increased massively – with no open space left.
- Margate, Snug and Electrona have all increased in size significantly with housing estates.
- The Huon region has also increased in size significantly, with new estates and building – traffic from which all ends up on Southern Outlet.
- Kingston high school has only just been rebuilt, again, in a totally inappropriate place; with no thought to infrastructure of access/egress – one road leading in/out onto Summerleas Road at a 'T' intersection.. No room for more development for further students.
- Primary schools in area are all already full with no room for further development.
- Now, onto the elephant in the room – the Southern Outlet. It is simply not able to cope with further growth. I started using that road in the year 2000, and I could leave for work at 0800 and be on the eastern shore easily by 0830. Now, I leave for work at 0720 and I only have to get to Barrack Street and it takes me 25 minutes; on a good day. Traffic at 0720 is now as bad as it used to be at 0800. Yes, I have reviewed the

plans for the Southern Outlet improvements – DIER website, and all 3 options are fanciful and will cost many millions. Really, designated bus lanes and a centre lane at ‘Cat’s eye Corner’ – really, where is the land coming from to allow for that, with houses hugging on each side of the road???

- The land that housing is now being put on at Spring Farm, Whitewater Estate and the Huntingfiels proposal is the best farming land in Kingborough, and is now under concrete – bloody shameful.

Regards,

Don Hodkinson
34 Denehey Road,
Kingston, Tas.

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Thursday, 20 June 2019 2:32 PM
To: Stevens, Leigh (DoJ)
Subject: FW: Public housing at Huntingfield Kingston - comment



Bernie van der Heyden | Administration

Planning Policy Unit
Department of Justice

p (03) 6166 1429 |

e bernie.vanderheyden@justice.tas.gov.au

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From: Julie Taylor <jtaylor0@bigpond.net.au>
Sent: Thursday, 20 June 2019 2:30 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: Public housing at Huntingfield Kingston - comment

Hello

I support this overdue initiative. I am a long term resident of Kingston.

Planning for a bus service needs to be done now, Metro in the past has been reluctant to introduce new services to a new housing project if only one entrance exists, I do not know if this is still the case, but the expectation of Metro providing a new service has to be conveyed to them now. A pre existing Metro service into residential Huntingfield existed in years past, but was terminated by Metro.

Most probably many new residents will not own or drive a vehicle, but need to access existing services, some of which are in Kingston, 2 kilometres way.

Parents with prams and pre school aged children especially should not be expected to walk to Kingston via sections with no formal footpaths and busy roads to cross.

Private bus companies have the tender of the school bus service, there does not really have to be a school on the site.

A bulk billing 24 hour Medical service is needed, (and a compassionate community).

Good luck with Kingborough Councillors debating the DA when they get it.

Sincerely

Julie Taylor
U9/18 Freeman Street

Van der Heyden, Bernie (DoJ)

From: Charmaine Jacobs <swazimaci@gmail.com>
Sent: Thursday, 20 June 2019 4:05 PM
To: Planning Unit (DoJ)
Subject: Re: Huntingfield development

NO NO NO NO NO

We are vehemently opposed to any further development in this area. The infrastructure is already overburdened. We have purchased our homes here because of this beautiful, quiet tranquil setting. We do NOT want this development. It would ultimately lead to a drop in our home prices and put more strain on the already overloaded roads and traffic congestion in the area. PLEASE do not do this

Very opposed
C Jacobs

Van der Heyden, Bernie (DoJ)

From: Rose Parremore <parremore_rose@netspace.net.au>
Sent: Thursday, 20 June 2019 5:06 PM
To: Planning Unit (DoJ)
Subject: Feedback Huntingfield Development

To whom it may concern,

I would like to share my feedback for the purchased Housing Tasmania land development for Huntingfield in Kingborough. I understand that this is a 68ha Development, primarily for Council Housing?

Infrastructure wise I am concerned with the arterial route to this area- that being only 1. This is already a problem area for the Kingborough area and further south: the Outlet is constantly blocked during commuter hours, and Kingston bypass is only 1 lane. These road congestion's, have various causes, mainly the bottleneck in Hobart.

Therefore I feel that if this development is to go ahead it is important to create as many job opportunities within this development as possible. Housing is important, but creating jobs in the area for localisation in this instance is paramount due to the stress already faced by the Outlet and the Bypass.

Perhaps there could be an inclusion of a community hospital could alleviate stress on the RHH as well create jobs.

Large areas of Council Housing is never a good idea. It creates areas of slum, bad behaviour and value depression however developed the society or area. Shared ownership, rent to buy and other such schemes provide some responsibility of ownership, and therefore these options would be more acceptable than low value renting.

Thank you for your consideration,

Rose Parremore
Kingborough resident.

Van der Heyden, Bernie (DoJ)

From: Ben Marris <ben.marris@iinet.net.au>
Sent: Thursday, 20 June 2019 5:41 PM
To: Planning Unit (DoJ)
Cc: deanlwinter@gmail.com
Subject: Huntingfield

I support the development of the Huntingfield land for housing.

I recommend that the original Huntingfield planning concept be retained, mixing public and private housing, rather than creating another 'broad acre' public housing development.

Ben Marris
Kettering
0428674787

Van der Heyden, Bernie (DoJ)

From: Michelle Davis <mshelldavis@hotmail.com>
Sent: Thursday, 20 June 2019 7:51 PM
To: Planning Unit (DoJ)
Subject: Huntingfield development proposal

Hello

I would like to provide some feedback in regard to the above proposal.

While I agree we need to provide affordable housing, the supporting access and infrastructure must be available to make it work.

Huntingfield is already a bottle neck with one access road in and out of the development.

The roundabout at "the fork in the road" which is the entrance to Huntingfield is already congested and frankly dangerous at times.

The Kingston bypass needs to be dual lane and needs to bypass the above mentioned roundabout. All it has done is move the congestion closer to Margate.

The Southern Outlet traffic congestion has increased significantly. I have just returned to work after 12 months maternity leave. Despite leaving home at exactly the same time, it is taking me 30 minutes longer to get to work.

Spring Farm estate is going to add additional traffic pressure to the area. Our public transport is grossly inadequate. We have no GP superclinic or similar service. We have no decent public spaces such as the family parks and pools that you see in Clarence.

So any development needs to consider all of this and address these issues appropriately rather than adding more pressure and congestion to an already ridiculous situation.

So I am not anti the proposal, but I hope the appropriate planning and infrastructure works occur before adding more traffic to an already overworked road network that is bursting at the seams.

Many thanks

Kind Regards

Michelle Davis
19 Caladium Place
Blackmans Bay TAS 7052

Sent from my iPhone

Van der Heyden, Bernie (DoJ)

From: Sam Thompson <samthompson.1@hotmail.co.uk>
Sent: Thursday, 20 June 2019 8:16 PM
To: Planning Unit (DoJ)
Subject: Rezoning of land at Huntingfield

Dear Sir/Madam

Kingborough Council have advised the local residents that there are plans to rezone 68 hectares of land at Huntingfield with the potential for residential use.

I am a resident of Kingston and have many objections to this plan:

There are already serious problems with traffic congestion to and from the Channel region and the city. The current road system is struggling to cope with the volume of traffic, it can frequently take 1 hour to travel 15 kms and there are already current housing developments still in progress which will add to this, before the possibility of many more new homes.

Consideration needs to be given to the number of job opportunities for people in the proposed area, there are not many large employers in the Kingston area and therefore people will again have to travel by road to reach their place of employment.

Schools are already well utilised in the Kingborough area so again this needs to be taken into account, ensuring the number of school aged children does not outnumber the amount of available school places.

The area being considered is actually outside of the main Kingston area and is therefore not ideally situated as yet again car use will increase significantly even if the bus services are expanded.

I am aware that Tasmania has a housing shortage and that we need to look at options to address this, smaller developments in the greater Hobart area would have a less negative impact as this would not put so much pressure on one specific area.

Regards

Samantha Thompson

Sent from my iPhone

Van der Heyden, Bernie (DoJ)

From: Kimberly Welling <klwelling@live.com.au>
Sent: Thursday, 20 June 2019 9:56 PM
To: Planning Unit (DoJ)
Subject: The re zoning of huntingfield land.

I am writing this email to Express my concerns for the proposal to re zone the huntingfield land. As a member of the kingborough community I feel this is would be a huge mistake as the roads are already congested and there are not enough spaces in childcare for children as it is in our area. There is not enough infrastructure/shopping centers to support that amount of population growth. I am concerned that with a mass expansion of population without the correct amount of schools/parks/shops/roads it will set us backwards as a community.

Kind regards
Kimberly

Get [Outlook for Android](#)

Van der Heyden, Bernie (DoJ)

From: zoe cozens <z.cozens@gmail.com>
Sent: Thursday, 20 June 2019 11:31 PM
To: Planning Unit (DoJ)
Subject: Opposed to proposed Huntingfield development

To those considering re-zoning at Huntingfield,

Kingborough Council has today made me made aware that the Tasmanian Government is seeking feedback on the proposed rezoning of nearly 68 hectares of land at Huntingfield, which they would then develop to help address Tasmania's current housing shortage.

I am opposed to the use of this land for this proposed development. This land is not suitable for residential development. Such a development would have devastating impacts on:

- wildlife in the Peter Murrell Reserve, &
- recreational activities in the Peter Murrell Reserve.

Planning and development in the Kingston and Huntingfield area are also exceeding the establishment of adequate infrastructure, and roads and cycle ways. The Channel Hwy is already at capacity. The expansion of town's to the south of Kingston are also contributing to the traffic issues on the Channel Hwy. This proposed re-zoning would only worsen these traffic issues on the Channel Hwy.

I also wish to complain about the lack of community consultation on the re-zoning of these lands.

Sincerely,
Zoe Cozens
186 Coningham Rd
Coningham TAS

Van der Heyden, Bernie (DoJ)

From: Mark Donnellon <mark@markdonnellon.com>
Sent: Thursday, 20 June 2019 11:50 PM
To: Planning Unit (DoJ)
Subject: New Huntingfield Development

Hi,
Some small feedback on the proposed rezoning and development in Huntingfield.

I moved into Huntingfield in December 2018.

The open space along the Western side of Peter Murrell near Tarremah is very peaceful, it would be very sad to see the new development consume that space. I would hope for now that there is no residential development of the land on that side any closer than the western side of the St Aloysius school.

The morning traffic congestion in the area seems like it could get worse very quickly. All of the traffic merging from South, Blackmans Bay, Huntingfield, Summerleas seems too much for just a single lane on the Kingston bypass.

I'd really like to see a restaurant and bar within 15 minutes walk of Huntingfield. Something like the Salty Dog, family and dog friendly. Maybe somewhere in between Springfarm and Huntingfield.

Best regards,
Mark Donnellon

Van der Heyden, Bernie (DoJ)

From: Mark Donnellon <mark@markdonnellon.com>
Sent: Friday, 21 June 2019 6:22 PM
To: Planning Unit (DoJ)
Subject: Re: New Huntingfield Development
Attachments: image001.jpg; Screenshot_20190621-181852_Maps.jpg

I made a drawing :) I'm definitely looking forward to the development!

On Fri, 21 Jun. 2019, 11:13 Planning Unit (DoJ), <Planning.Unit@justice.tas.gov.au> wrote:

Dear Mark

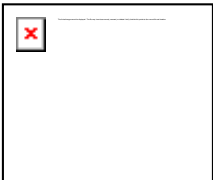
Thank you for your submission – Housing Land Supply (Huntingfield) Order 2019

Warm regards,

Bernie van der Heyden | Administration

Planning Policy Unit

Department of Justice



p (03) 6166 1429 |

e bernie.vanderheyden@justice.tas.gov.au

w www.planningreform.tas.gov.au

Level 4b, 144 Macquarie Street, Hobart, TAS 7001 | PO Box 825, Hobart, TAS 7001

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From: Mark Donnellon <mark@markdonnellon.com>
Sent: Thursday, 20 June 2019 11:50 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: New Huntingfield Development

Hi,

Some small feedback on the proposed rezoning and development in Huntingfield.

I moved into Huntingfield in December 2018.

The open space along the Western side of Peter Murrell near Tarremah is very peaceful, it would be very sad to see the new development consume that space. I would hope for now that there is no residential development of the land on that side any closer than the western side of the St Aloysius school.

The morning traffic congestion in the area seems like it could get worse very quickly. All of the traffic merging from South, Blackmans Bay, Huntingfield, Summerleas seems too much for just a single lane on the Kingston bypass.

I'd really like to see a restaurant and bar within 15 minutes walk of Huntingfield. Something like the Salty Dog, family and dog friendly. Maybe somewhere in between Springfarm and Huntingfield.

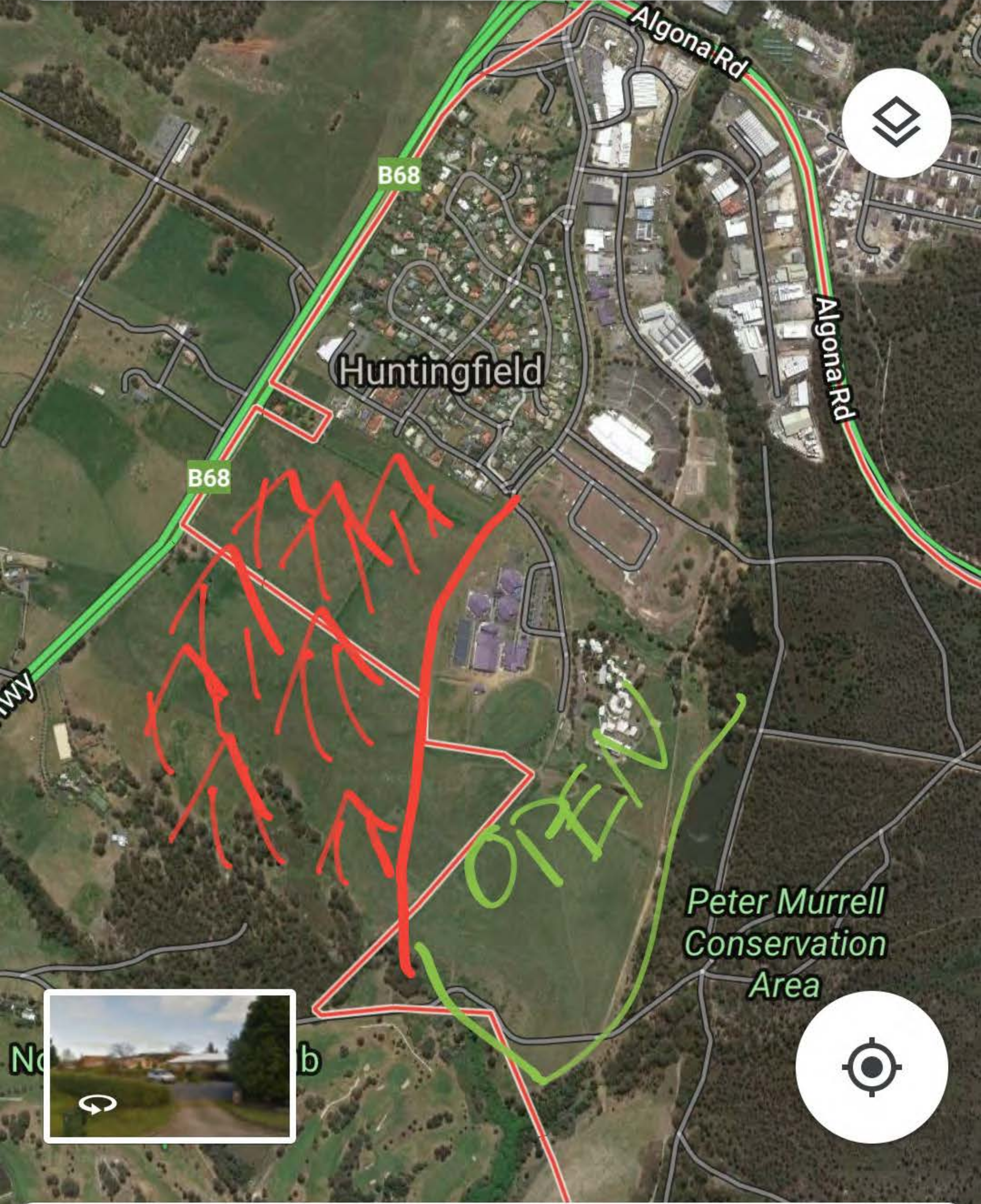
Best regards,

Mark Donnellon

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huntingfield




Huntingfield

Tasmania 7055 · 🚗 22 min

 **Directions**

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Van der Heyden, Bernie (DoJ)

From: Commissioner Of Police (DPEM)
Sent: Friday, 21 June 2019 9:10 AM
To: Planning Unit (DoJ)
Subject: Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield
Attachments: Letter from the Office of the ~ to Planning Policy Unit - DOJ.PDF

Good Morning

Please find attached correspondence from DPFEM Secretary, Darren Hine, with regards to the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield.

Kind Regards

Kate Baker

Executive Officer
Office of the Secretary and Commissioner of Police
Department of Police, Fire and Emergency Management

+61(03) 61732247

Kate.Baker@police.tas.gov.au



Department of Police, Fire and Emergency Management

OFFICE OF THE SECRETARY

GPO Box 308 HOBART TAS 7001
Phone (03) 6230 2111
Email commissioner@police.tas.gov.au

Our ref: A19/116244



20 June 2019

Planning Policy Unit
Department of Justice
Email: planning.unit@justice.tas.gov.au

Dear Sir / Madam,

Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield

Thank you for the opportunity to comment on recent correspondence provided to my office by the Minister for Human Services, Housing and Planning, the Hon. Roger Jaensch, concerning the proposed Housing Land Supply Order for 1287 Channel Highway, Huntingfield.

The Department of Police, Fire and Emergency Management does not have any comment in regard to the proposed Housing Land Supply Order.

Yours sincerely

A handwritten signature in black ink, appearing to read "D. Hine".

D L Hine
SECRETARY

Van der Heyden, Bernie (DoJ)

From: David Mittelheuser <DMittelheuser@lpi.com.au>
Sent: Friday, 21 June 2019 10:13 AM
To: Planning Unit (DoJ)
Subject: Re: local traffic constriction on Patriarch Drive, Huntingfield

Hello TAS Planning Team,
I was requested to pass this on to your planning team from Kingborough Council. In regards to additional housing programs in our area.
Please contact me if further explanation is needed.

Hello,

Thanks for leaving the following comment regarding the project: Channel Highway - Kingston to Margate Planning Study. [Click here](#) to view your comment.

back in January 2019 a local fire appliance truck blocked patriarch drive to all traffic due to an incident. All businesses along Patriarch drive couldn't exit or access the drive. There is no access egress when patriarch drive is block. This all happened in the height of the local bush fires this summer. Public safety needs to be address on how the local business staff/employees can access & egress if patriarch drive is blocked due to an emergency.

If you'd like to follow up in regards to this comment please quote receipt number **51C7F8**

Powered by [Social Pinpoint](#)

Best regards,

David Mittelheuser
Production Manager

Lightning Protection International Pty Ltd

T +61 3 6281 2475 | D +61 3 6281 2464 | M +61 408 684 521 | www.lpi.com.au |
49 Patriarch Drive, Huntingfield, TAS 7055 Australia



Van der Heyden, Bernie (DoJ)

From: Matthew Jones <jonesm@hobartcity.com.au>
Sent: Friday, 21 June 2019 10:31 AM
To: Planning Unit (DoJ)
Subject: Collective Submission - 1287 Channel Highway, Huntingfield
Attachments: Collective Submission - 1287 Channel Highway, Huntingfield.pdf

Att: Planning Unit

Find attached the Collective Submission for 1287 Channel Highway, Huntingfield.

We look forward to hearing from you soon.

Yours Sincerely

Concerned Residents of Glory Place and Guardian Court et al.

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Please consider the environment - Do you really need to print this email?

Collective Submission

Dear Sir / Madam,

We are collectively writing to you with significant concerns regarding this proposal. We have been in contact with the Planning Office and Housing Tasmania as well regarding these concerns.

This submission relates to the proposed re-zoning of the 1287 Channel Hwy, Huntingfield, from Rural to Inner Residential, Open Space and Local Business for the 4 parcels of land CT172715/1, CT172716/1, 134371/1 and 131270/2 (including modifications to planning provisions). This area comprises of 67.69 hectares.

Submission concerns are as follows:

- In the covering letters we have received it clearly states under section 12 of the Act (Housing Land Supply Act 2018) that we are being consulted as “interested” persons. The Act provides, under section 13, for the minimum 14 day consultation period. These letters have only gone to the addresses in Guardian Court and Glory Place with a side that borders /neighbours this land and started arriving on Thursday 6th June 2019. Clearly, for the size of the land involved, the proposal of the building blocks and the significance of this project, this letter and information should have gone to all the residents in the area and the submission deadline should have been the maximum time allowable (not the minimum of 14 days due to the impact on the community as a whole). This was previously the case around 10 years ago when this parcel of land was looked at for potential sub-division. On that occasion the whole of Huntingfield had the opportunity to view the proposal and be informed of what was happening in their community. Questions have also been asked as to the independence of process and a potential conflict of interest that could potentially exist as a result of the positions of the Minister for Housing and Minister for Planning being held by one and the same person.
- This proposal appears to be at odds with the Kingborough Land Use Strategy – December 2013 where expectation is for eventual development in the Huntingfield area to not exceed 400 lots and that the nature of the development is to be aligned with the 5.1.2 Desired Future Character statements –noting particularly “DFCS3- Huntingfield is to be predominantly developed as a single home area with landscaped settings.” This is contrary to multi-storey and multiple dwelling options being suggested now. The defined implementation strategy (within 5.1.6 Proposed Local Area Objectives General Residential Zone – Local Area Objectives-Implementation Strategy) claims that (1) “New development should ensure that residential amenity is optimised by maintaining the existing character of the area and providing quality infrastructure where appropriate”- we interpret this to mean a maintenance of current lot sizes and single level dwellings. Also worthy of note are the identified “presence of Aboriginal relics” on the western and southern edges and other environmental considerations such as the associated impact on the flora and fauna in the Peter Murrell Reserve resulting from nearby expansive development.
- We have had discussions that the Master Plan for this site is to have 500 building lots, this is a lot of buildings / houses for the area. It will increase the current size of Huntingfield from approximately 200 - 250 homes through to a potential 700 – 750. This is a significant increase in units / homes in the area. The infrastructure in Huntingfield itself and the greater Kingston area is already virtually at capacity. The Kingston Bypass and Southern Outlet are already at capacity. The Spring Farm Development is already having an impact on traffic flow and is not yet complete. The Spring Farm Development is a 44.5 Hectare site with 300 building lots. Some of these building lots will have multiple dwellings on site. There was a Mercury newspaper article on the 9th June 2015 that stated that the lots are expected to provide more than 500 dwellings. Each dwelling would have on average 2 cars and some having 3 or

4. This could potentially mean an extra 2500 to 3500 vehicles using the roads around the Huntingfield / Kingston area which is already struggling to cope with the amount of traffic.

- In the correspondence we have received there is a request to relax the height restrictions from 8.5m to 9.5 m. In speaking to Planning and Housing Tasmania we have been advised by both Planning and Housing Tasmania that the block sizes for 3 bedroom houses will be going down to 275m² and the land sizes for properties in precinct A could be as small as 130m². These blocks are quite small for residential blocks and with the request for height relaxation from 8.5m to 9.5m there is a high chance that these properties will be 2 storey places to fit on the building envelope of the land.
- The commercial building as identified on the plans is another concern. We are not against a local business like a corner store, café etc in the area but this has been proposed to be placed hard up against the rear of 17 and part of 15 Guardian Court. We understand that there needs to be development but there needs to be a buffer put in place from these two properties as there is a feeling that this will instantly have an impact on the price of these two properties. There should also be some sort of buffer, 4 or 5 metres with trees, between the neighbouring / existing properties and the land proposed for re-zoning. Long term landowners purchased land (knowingly bordering a *rural* zone) and if re-zoning is to go ahead they now face the possibility of the potential loss of natural light and privacy created by potential double storey property development on their boundary.
- Huntingfield has only one access off the roundabout at the large roundabout where Channel Hwy / Algona Rd / Huntingfield Ave meet. This road is access for all the vehicles for businesses, the schools and the residents of Huntingfield. This access is clearly not suitable for more development in Huntingfield. On speaking to Richard Gilmore at Housing Tasmania he has alerted us to the proposal of a potential new access and roundabout off the Channel Hwy between Huntingfield and Margate which will cause even more congestion and potentially quite dangerous situations with vehicles entering the Channel Hwy. Discussions around a previous development proposal, also suggesting the creation of highway access near this area, were found to be potentially dangerous given the traffic on the Channel Highway and land rise just past Huntingfield presenting visibility issues for traffic Margate bound and any merging vehicles. Transport and bus services to Huntingfield, in fact the Kingborough area, are well-known to be needing improvement. Huntingfield buses run on an even more limited basis in terms of peak periods often requiring that you travel to Kingston to get connections, so the option to use other forms of transport than a personal vehicle is very limited. A May 2019 media release from Jeremy Rockcliff, Minister for Infrastructure, has highlighted that \$20.8 million funding from the Hobart City Deal will be put towards improved public transport to ease the *already recognised congestion* in the Kingborough area. If this proposed Huntingfield development is fast-tracked, will the infrastructure remedies recommended in the release be in place in time to cater for the increased demands of residents? It is highly doubtful.
- Housing affordability is an issue for all Tasmanians. We understand that there will be other affordable housing developments in other parts of the state, but that these will be quite a bit smaller. Huntingfield is well located from a capital city, block sizes are large and the aforementioned Kingborough Land Use Strategy notes "one aspect that needs to be addressed as part of ..further investigations is that the land has an inherent agricultural rating of mostly Class 4". Due to all these desirable factors and more this land is of considerable market value and will be sold by the developer as such. Two questions need to be asked- how affordable will these blocks be if market dictates value and is it appropriate or fair that given this is a state-wide issue, that one community by virtue of its assets has been selected to bear such a significant development burden to enable the government to tackle their current debt issues?

- Our community demographic comprises many families with school aged children and retirees. We have two schools in the area, one of which has a 5km an hour speed zone into the property straight off the road. The dangers of increased traffic to children/pedestrians arriving and leaving these schools needs to be highlighted and properly managed. Increased traffic to the area will make already significant delays around school pick ups and drop offs considerably worse. The ability to navigate the Huntingfield roundabout at these times is difficult with delayed traffic often stretching back to the old Vodafone site and beyond. Likewise, for several hours from 7.45am and after 5pm the roundabout becomes congested due to residents travelling to and from work. To propose Sirius drive as another access point is also a concern. Its narrow design with roundabouts and mid-road plantations is not suitable for significant traffic volume and if other roundabouts bank up on the Channel Hwy (highly likely with regular traffic events on the Southern Outlet) we would anticipate that residents will impatiently try and circumvent these build ups and over-use the Sirius access causing further congestion within the suburb.

We as a collective group understand that there needs to be more homes to help with the housing affordability crisis, but we are very concerned about the scale, speed and lack transparency of your proposal and your lack of consultation with the entire Huntingfield community. Whilst your minimum submission timeframe and limited neighbouring boundary consultation is supported by the Housing Land Supply Act, 2018, your failure to notify the full community and allow a more *reasonable* timeframe to research and fully understand the proposed re-zoning is extremely disappointing. Residents feel that there are valid comments and concerns they wish to highlight regarding the potential re-zoning of these 4 pieces of land at 1287 Channel Hwy, Huntingfield, and those listed here are just some of them. We wish for all our concerns to be assessed and tabled before any decision is made.

We look forward to hearing from you.

Yours sincerely

Concerned Residents of Glory Place and Guardian Court, Huntingfield et al.

Attached are the signatures of the residents collectively involved in this submission.

**Melinda Sanders
1 Guardian Court, Huntingfield
Mob 0488 181 873**

**Alex Waters
10 Guardian Court, Huntingfield
Mob 0408 331 022**

**Aaron Clement
11 Guardian Court, Huntingfield
Mob 0439 746 435**

**John McFadwen
12 Guardian Court, Huntingfield**

**Matthew Jones
13 Guardian Court, Huntingfield
Mob 0417 598 314**

**Pattina Grimsey
15 Guardian Court, Huntingfield
Mob 0409 842 554**

**Ann Morris
17 Guardian Court, Huntingfield
Mob 0422 141 400**

**Nathan Boster
1 Glory Place, Huntingfield
Mob 0418 726 125**

**Richard & Eliose Penny
2 Glory Place, Huntingfield
Mob 0407 961 869**

**Paula Heald
3 Glory Place, Huntingfield
Mob 0408 145 849**

**Alan Chan
4 Glory Place, Huntingfield
Mob 0449 553 668**

**Tracy Graham
5 Glory Place, Huntingfield
Mob 0417 627 262**

**Tristan Sabol
6 Glory Place, Huntingfield
Mob 0408 499 215**

**Michael & Rhiannon Abery
7 Glory Place, Huntingfield
Mob 0419 372 125**

John Pogonoski
8 Glory Place, Huntingfield
Mob 0427 034 246

Christian & Melanie De Kievit
9 Glory Place, Huntingfield
Mob 0466 498 544 & 0466 494 461

Dale Fletcher-Jones
12 Glory Place, Huntingfield
Mob 0474 149 505

Ross Ford
41 Thistledown, Huntingfield

Tammy Foster
4 Sirius Drive, Huntingfield
0416 066 624

Dale Fletcher-Jones
12 Glory Place
Huntingfield
0474149505

~~0474149505~~

JOAN McFADYEN
12 GUARDIAN CT
HUNTINGFIELD

Joan McFadyen

MELINDA STUNDERS
1 GUARDIAN COURT
HUNTINGFIELD

0488181873
M.S.

Michael & Rhannan Aberg

7 Glory Place
Huntingfield

M.Aberg
0419 372 125

Nathan Bosker

1 Glory Place
Huntingfield

0418 726 125

N.Bosker

Paula Heald
3 Glory Place
Huntingfield 7055
0408145849
P.Heald

Tammie Foster
4 Sirius drive
Huntingfield
0416066624

T.Foster

JOHN POGONSKI
8 GLORY PLACE
HUNTINGFIELD
0427 034 246
J.Pogonski

Melanie de Kievit
9 Glory Place
Huntingfield

0466 494 461

Melanie de Kievit

CHRISTIAN DE KIEVIT
9 GLORY PLACE
HUNTINGFIELD

C. de Kievit
0466 108 544

ROSS FORD
41 THISTLEDOWN
HUNTINGFIELD

R Ford

Aaron Clement
11 Guardian Ct
Huntingfield
A Clement
0439746435

ALAN CHAN
4 Glory Plc.
Huntingfield
Alan Chan 0449553668

TRACY GRAHAM
5 GLORY PLACE
HUNTINGFIELD

J. Graham

0417627262

Alex Waters
10 Guardian Ct
Huntingfield
A Waters
0408 331 022

Matt Jones
13 Guardian Court
Huntingfield

M Jones

0417 598 314

Patting GRIMSEY
15 GUARDIAN COURT
HUNTINGFIELD
0409 842 5514

P Grimsey

Imstan Sabol

6 Glory Place
Huntingfield

0408 499 215

Ann Morris
17 Guardian Ct
Huntingfield
022141400
A Morris

Richard Penney & Eloise Penney

2 Glory Place
Huntingfield

0407961869

R Penney

Van der Heyden, Bernie (DoJ)

From: Whale, Karen M <karen.whale@ths.tas.gov.au>
Sent: Friday, 21 June 2019 11:24 AM
To: Planning Unit (DoJ)
Subject: Feedback on proposed rezoning of land in Huntingfield for residential development

To whom it may concern, I am a resident of Kingston and I oppose this rezoning proposed.

Over the last 4 years that I have lived in the area the traffic on the Southern Outlet has increased noticeably and added considerable time to my daily commute. Further development in the Kingborough area prior to addressing traffic congestion on the Outlet and on MacQuarie Street and Davey Street is likely to result in a decrease in the quality of life for all current Kingborough residents who commute to the city.

The lack of timely access to emergency medical care including ambulance transfers is another serious issue which needs to be urgently addressed, and definitely before any future developments are given approval.

Yours sincerely,
Dr Karen Whale

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Van der Heyden, Bernie (DoJ)

From: Director EA <directorate@catholic.tas.edu.au>
Sent: Friday, 21 June 2019 12:24 PM
To: Planning Unit (DoJ)
Cc: Jaensch, Minister (DPaC); Ron Ward; Adam Mulcahy
Subject: Confidential Submission - Proposed Housing Land Supply Order - 1287 Channel Highway, Huntingfield
Attachments: 190621 Submission - Proposed Housing Land Supply Order - 1287 Channel Highway, Huntingfield.pdf

Good Afternoon

Please see attached correspondence from John Mula, Executive Director of Catholic Education Tasmania.

Kind Regards

Jacque

Jacque Mayne
Executive Assistant: Office of the Executive Director

5 Emmett Place | New Town | Tasmania | 7008
PO Box 102 | North Hobart | Tasmania | 7002

Direct Line (03) 6210 8810

Tasmanian Catholic Education Office

Student Focused • Christ Centred • Learning for Life



Get Setup for Success with our birth to five program

Partnering with families to provide children with a welcoming and inspiring environment designed to promote development across all learning areas

The Tasmanian Catholic Education Office is pleased to announce the launch of the birth to five program, a new initiative that will support the development of young children and their families. This program is designed to provide a welcoming and inspiring environment for children to learn and grow. We are committed to providing the best possible start for every child.

The program will be implemented across all Catholic schools in Tasmania. It will focus on providing high-quality early childhood education and care for children from birth to five years of age. The program will be delivered in partnership with families and the community. We are excited to see the positive impact this program will have on the lives of our children and their families.



21 June 2019

Planning Policy Unit
Department of Justice
PO Box 825
Hobart Tasmania 7001

E: planning.unit@justice.tas.gov.au

To Whom it May Concern

Confidential Submission

Re: Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield

Further to information received from Hon. Roger Jaensch dated 3 June 2019 regarding the above, I am writing to provide a confidential submission on behalf of Catholic Education Tasmania (St Aloysius Catholic College, Huntingfield) and the Trustees of the Archdiocese of Hobart.

Our submission, in accordance with Section 13 of the Housing Supply Land Act, is as follows:

1. Relative to State Planning Provision Clause 9.6, Sub-clause 9.6.1 – Lot design:

The positioning of the Inner Residential Zone up to the southern and western boundaries of the College site will have a substantial impact on the College, compared to the nearby General Residential zones.

The proposed minimum lot size of only 130 m² in the proposed Inner Residential Zone (Precinct A), will also affect the amenity of the area.

One of the two areas denoted as Precinct A is located only 200 metres to the south and of the College and on a similar contour level, affecting the outlook towards North West Bay. The other precinct is located approximately 400 metres to the west of the College, towards Mount Wellington, and on a considerably higher contour level.

Noting that part of the proposal is to re-zone some of the land to Open Space, dispersing the open space and making provision for some open space between the existing residential areas, College and proposed Inner Residential Zone would provide greater amenity for this part of Huntingfield, as well as opportunities for more members of the community to use open space for recreation and similar activities.

The provision for a greater number of lots will also have an impact on traffic, and additional access from the Channel Highway would be required, and should be supported by adequate provision and infrastructure for public transport, noting that Metro Tasmania currently use the College site due to the lack of a second access for parking and turning their articulated buses, which Nautilus Grove is too small for.

2. Relative to State Planning Provision Clause 9.4, Sub-clause 9.4.3 – Site coverage and private open space for all dwellings:

The proposed maximum site coverage of 65% or 75% for townhouses represents a significant increase over the existing General Residential Zone and normal requirements for Inner Residential Zones.

Combined with smaller lots immediately adjacent to the College site, this will reduce the amenity of the area.

3. Relative to State Planning Provision Clause 9.4, Sub-clause 9.4.2 – Setbacks and building envelope for all dwellings:

The allowable height of buildings in the Inner Residential zone, compared to the General Residential Zone, will combine with small lot size and higher site coverage to increase the impact on the College and amenity of the surrounding area.

In addition to the above, I attach a letter from our Office dated 13 September 2018, in which we expressed interest in acquiring some of the land which is now the subject of the Housing Land Supply Order, and requested the opportunity to consult with Government and other relevant stakeholders early in the planning process of any proposed development. Unfortunately, we did not get a reply to the letter.

Catholic Education Tasmania is currently assessing the feasibility of senior secondary education in the Kingborough region, to meet projected demographic growth. One option for this is the extension of the facilities at St Aloysius Catholic College, Huntingfield, which currently accommodates over 500 students in Years 5 to 10. The College is experiencing unprecedented growth, particularly in the number of streams of students entering Year 7, and enrolments are likely to increase to approximately 750 in 2023, excluding the potential establishment of Years 11 and 12 which could see an additional 200 students on the site.

Given the above, we are interested in acquiring a small portion of land on the western side of the existing College site which would enable the development of additional facilities, and which would ultimately have future street frontage to provide greater access for pedestrians and vehicles. This would also offset some of our concerns listed above in that road access between the College site and new housing would lessen the impact of the new Inner Residential Zone being immediately adjacent to the College site. If this is not possible in the immediate future, for the time being, provision for educational use as part of the new zoning, would at least allow ongoing consultation and dialogue to occur between our office and government as plans for the development of the area are produced.

If you seek any further clarification please contact Mr Adam Mulcahy, Manager: Facilities, P: 0408 295 059 or E: adam.mulcahy@catholic.tas.edu.au

I look forward to a reply from you soon.

Yours sincerely



John Mula
Executive Director

attach

cc: minister.jaensch@dpac.tas.edu.au
richard.gilmour@communities.tas.gov.au
ron.ward@aohtas.org.au
adam.mulcahy@catholic.tas.edu.au



TASMANIAN
CATHOLIC
education office

13 September, 2018

Mr Peter White
Chief Executive
Housing and Disability Reform
Department of Health and Human Services
PO Box 125
Hobart Tasmania 7001

Dear Peter

Re: Proposed Subdivision - Huntingfield

I am writing following a recent meeting between the Tasmanian Catholic Education Office (TCEO), St Aloysius Catholic College and a Development Officer from your Department regarding a proposed subdivision adjacent to the College at Huntingfield.

The TCEO is currently undertaking a review of the provision of secondary education provision in the south of the state along with an assessment of demographic growth in the Kingborough region over the next few decades. Given likely enrolment growth, we may be interested in acquiring some additional land to combine with the existing College site.

We would appreciate the opportunity to consult with your Department and other relevant stakeholders at an early stage in the planning of the subdivision to determine whether this would be possible and what the options may be.

Please do not hesitate to contact our Manager: Facilities, Adam Mulcahy on 0408 295 059 or by email at adam.mulcahy@catholic.tas.edu.au if you would like to discuss further.

Yours sincerely

Sean Gill
Acting Executive Director

Van der Heyden, Bernie (DoJ)

From: Jennifer Beattie <campcloudy@gmail.com>
Sent: Friday, 21 June 2019 12:51 PM
To: Planning Unit (DoJ)
Subject: Huntingfield land development

I would like to express my concern over the proposed development.

With the recent subdivision of 500+ lots at Spring Farm in Kingston there has been a substantial increase of traffic on the roads in and around Kingston yet there have been no developments to the existing road network. The recent Kingston Bypass has not worked as it was only built as a one lane bypass. I used to travel Roslyn Avenue daily to get to work. When the bypass was completed the time it took me to get to work on the bypass was even longer than what it would take me along Roslyn Avenue. All the Bypass has done is move a bottle neck from KFC roundabout to Fork in the Road roundabout and then a new bottle neck has been caused with people trying to merge onto the outlet at the KFC roundabout heading into town of a morning. 600 new houses at Huntingfield is only going to make this problem worse.

The public primary schools in Kingston and Blackmans Bay are already at capacity and Illawarra Primary certainly has no room to expand without robbing our children of outdoor play space. How are the existing schools supposed to cope with the 500 new lots subdivision at Spring Farm, let alone 600 more houses at Huntingfield? And what about our one High School which also services the Channel as well as Kingston, Blackmans Bay and Huntingfield. How will this school cope with 1000+ new houses. I am sure not all of these new houses will be couples only.

Has any thought been given to the current lack of park and ride facilities to get all these extra cars off the road that is already extremely busy? I am sure if a reliable bus service that serviced all areas with a park and ride was introduced people would use it.

Are there provisions in this new development for public open spaces and playgrounds for our kids. Kingborough municipality is really lacking in decent playgrounds for our children. My friends and I often travel to other municipalities for their awesome playgrounds. Our kids need open outdoor spaces to run about and play and learn.

Has consideration also been given for a regional hospital or similar facility to take the pressure off our already failing Royal Hobart Hospital?

Thanks for listening.

Jen

Van der Heyden, Bernie (DoJ)

From: Nicki Wicks <milliemoomail@bigpond.com>
Sent: Friday, 21 June 2019 1:07 PM
To: Planning Unit (DoJ)
Subject: Proposed development at Huntingfield

Good afternoon,

Thank you for the opportunity to provide feedback on the proposed housing development at Huntingfield. I have been a resident of Blackmans Bay for 18 years, having lived previously in New Town, West Hobart, South Hobart and Sandy Bay. While these locations all had their own advantages Kingborough has been the place I have settled with my young family and we have enjoyed the lifestyle it offers.

In the past 5 years living in Kingborough has changed, and in the last 2 years it has become notably more difficult for us, particularly around access to medical services and traffic congestion.

I have major concerns that should the new development go ahead in its proposed Huntingfield location then families moving in will struggle to access required services and those already living here will also be negatively impacted. Further pressures will be placed on them around access to medical care, traffic congestion and managing work and family time, access to schools/outside school hours care/daycare, school overcrowding/under-resourcing, access to recreational spaces such as sports grounds, pools, beaches and playgrounds.

With higher density population there are also decreases in safety and security, less harmony in neighbourhoods such as noise complaints and restrictions on access to limited public spaces, such as recent friction over dog walking access to beaches and other areas. These pressures will also apply to those moving into the new area. They will struggle to get to work, balance their travel time with work hours and family needs.

The Southern Outlet has been a challenge for some time, but with the new developments behind Bunnings and also the large Spring Farm housing development the Channel Highway, Algona Road roundabout has become a major bottle neck and it's common for traffic to be backed up to Margate at peak times with cars trying to join the Southern Outlet. This new development will feed even more vehicles directly into this already congested area.

Traffic congestion accessing Hobart in the mornings and getting home in the evening is already a critical consideration for anyone living here. Work hours are effected if you have school age children to pick up. Before or after school hour services are essential to be able to fulfil work commitments because of traffic considerations but the increasing traffic congestion means less time with family and also less time at work.

Even if people do not need to access Hobart, once the Channel Highway is blocked Kingston is even out of reach until it clears. Public transport options are quite limited for accessing the city, and they don't alleviate time issues as the buses are also caught up in the southern outlet congestion. Public transport to move around the Margate/Blackmans Bay/Kingston area is woeful. This forces people to have cars even for local travel, further exacerbating the road congestion.

As an affordable housing development this will be extremely attractive to young families. School class size has grown as enrolments have increased in just the 5 years we have been primary school parents. Without an additional school, the size of this development will place more strain on already overloaded schools, daycare centres, child medical services, playgrounds and recreational facilities. The area has only a small private run pool, Dru Point playground has good facilities but is already crowded, other playgrounds are all very small or outdated. There are not many resources here for older children.

Two years ago I was lucky enough to be able to say that we had been able to access GP services for a sick child when needed. Now it is near impossible. In the last twelve months the wait has extended to around one week even when

children are quite ill - this is not for routine appointments which can take up to three weeks to access. Most recently we have driven to Rosny and Sandy Bay to access medical care for our child.

I don't believe that Kingborough currently has sufficient infrastructure or services to accomodate another housing development of this size. Adding to the population of Kingborough to this scale before infrastructure and services are upgraded and exisiting issues such as traffic congestion are addressed poses the risk of increasing burden upon families who are already struggling here.

Regards,

Nicki Wicks

Van der Heyden, Bernie (DoJ)

From: Vincent, Dean (DPIPWE)
Sent: Friday, 21 June 2019 2:59 PM
To: Planning Unit (DoJ)
Subject: Draft Housing Supply Order - Huntingfield
Attachments: Letter from DPIPWE Secretary to PPU.pdf

Hi

Please find attached a response from DPIPWE regarding the proposed Housing Order for Huntingfield.

Dean Vincent
Acting Manager
Policy Branch
Strategic Services Division
Department of Primary Industries, Parks, Water and Environment
T: 03 6165 4877
M: 0436 643 674

Department of Primary Industries, Parks, Water & Environment

Hobart GPO Box 44, Hobart, Tasmania, 7001
Ph 1300 368 550
Web www.dpipwe.tas.gov.au



Manager
Planning Policy Unit
DEPARTMENT OF JUSTICE

Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield

I refer to correspondence from Minister Jaensch concerning the *Housing Land Supply Act 2018* and the proposed Housing Land Supply Order, to apply to land at 1287 Channel Highway, Huntingfield.

The Department of Primary Industries, Parks, Water and Environment (DPIPWE) supports the proposed Order to rezone the land at Huntingfield to Inner Residential, Open Space and Local Business and apply additional provisions to the land to enable specific affordable housing outcomes.

In 2009 some natural values survey work was undertaken on this land by the then Department of Health and Human Services. The survey work identified the presence of, and nearby presence of some important flora and fauna species that are protected under State and Federal legislation.

The Peter Murrell Reserve is also adjacent to the east of the proposed development. A range of considerations were noted by the consultants that included management of environmental weeds and cat management, in the event of residential development.

DPIPWE notes that it may be appropriate to obtain further advice in relation to any natural values currently present or close to the land at 1287 Channel Highway. DPIPWE would be willing to provide advice and assistance in relation to this matter.

Please contact Dean Vincent on 6165 4877 or at Dean.Vincent@dpipwe.tas.gov.au for more information if required.

A handwritten signature in black ink, appearing to be "Deidre Wilson", with a long horizontal line extending to the right.

Deidre Wilson
A/SECRETARY

21 June 2019

Van der Heyden, Bernie (DoJ)

From: Brendan Charles <brendan.p.charles@outlook.com>
Sent: Friday, 21 June 2019 4:31 PM
To: Planning Unit (DoJ); roger.jaensch@parliament.tas.gov.au
Subject: Feedback - Housing Land Supply Order - Huntingfield

Hi team,

In general I am very supportive of the proposed rezoning & release of land at Huntingfield for social and other housing.

I understand that this is in-line with some original strategic planning for this area.

While some of this may be outside the initial scope of review/feedback I would like to note & have considered the following at the earliest opportunity:

Integrated planning (and funding) required

- Please ensure that all of the aspects and long term needs of the suburb and future residents are considered up front to avoid the need to retro-fit and fix issues later.
- Traffic is a big issue already in this area with the schools, houses, businesses etc in the area all creating significant delays around the single entry/exit at the mitre 10 roundabout. Additional entry/exit roads should be included as mandatory with options including a link across Coffee creek using the existing Scarborough fire trail through the Peter Murrell reserve to join with Lady Penrhyn Drive or Algona Rd. Another entry / exit to the south to Howden road should also be included, perhaps running alongside coffee creek or through the NW Bay golf club.
- Show your learnings from the historical mistakes of broadacre social housing developments at Bridgewater, Gagebrook and Shorewell etc by ensuring that a full range of services are included and built from day one, not as an afterthought.

Encourage job development in the area

- link in with the existing schools to develop a skilled local workforce to build the houses through apprenticeships etc
- require the developer to develop and maintain a local workforce
- encourage the relocation of existing labour intensive businesses or government agencies into the area and aid the expansion of existing industrial companies in Patriach drive to create local jobs that new residents can walk/cycle to

Services

- Include emergency services, government services, NGO services into the planning and make sites for them up front e.g. a co-located station for GPs, ambulance, police, fire, and social support services
- Allow for / encourage retail development so residents don't have to travel out of the suburb for everything (like Spring farm do)
- Fund Metro to provide significantly improved frequency and new bus routes. Perhaps include a southern base with workshops etc
- Require Fibre to the Home as a mandatory to encourage internet based industry at home

Linkages

- Extend cycle and walkways from Spring Farm and along Coffee Creek into Kingston via Redwood road etc. Create these as fully separated from traffic and extend all the way south to Howden road. This could avoid the need for a new cycle lane on Chanel Highway and eventually prove a link all the way from Kingston along Whitewater group, Coffee Creek and into Margate and Electrona.

Schools

- Provide land in the release for both of the existing schools to expand so both can operate K-12 with additional streams
- Fund public facilities (toilets, club and change rooms etc) to be added to the school sports fields so that they can become usable bases for community sporting clubs

Community

- build funding for the expansion of existing and start up of new community clubs, including sports, community garden, mens shed, social activities etc into the commercial model from the start - not as an after thought

Food production

- Offset the loss of productive agricultural production with additional levy on the develop to be directed to the Tasmanian Institute of Agricultural Research or similar organisations that will help us continue to produce food locally
- Ensure the blocks are big enough for some level of self-sufficiency e.g. vegie patch or chook runs and ensure that this is encouraged and supported especially in social housing sites

Feedback & Consultation

- Allow for more and do more. While there is an urgency, there is long term benefit in doing it right not rushed.
- Get some residents - current and future - onto the planning reference group

Regards

Brendan Charles

Ph 0419 357 954

Van der Heyden, Bernie (DoJ)

From: Josephine Landon <otlandon@gmail.com>
Sent: Friday, 21 June 2019 4:54 PM
To: Planning Unit (DoJ)
Subject: Huntingfield development

Dear sir/madam

I am writing in response to your request for feedback on the Huntingfield development. It is very disappointing that this was so poorly advertised. I imagine the majority of the public won't hear about this until after the deadline for submissions has passed.

I am very concerned about this development due to the already congested roads from this area into Hobart CBD. At peak hours the southern outlet is very, very busy, often leading to traffic jams and significant delays. A journey that can take 15 minutes often takes 45 minutes, and frequently longer. The Channel Highway (the only other road into the CBD) is also congested at peak times and when there is an accident etc on the southern outlet you can guarantee that the Channel Highway will become gridlocked as well, as drivers try to find a way to get to work/school etc on time. These are not rare occurrences, it is an often daily source of stress and frustration for people who live south of Hobart. These roads are already beyond capacity. Adding another 450 houses to this area would make an already difficult commute even worse. And I dread to think how long it will take drivers to get through the major roundabout at Huntingfield with the additional cars from the new housing development. Our roads just cannot absorb all this extra traffic. As I'm sure you're aware 800+ homes are being built very close to Huntingfield. Our existing infrastructure just would not be able to cope with another large development.

Please consider the views of the people who would have to deal with the consequences of this proposed development.

Yours faithfully

Josephine Landon
Blackmans Bay

Sent from my iPhone

Van der Heyden, Bernie (DoJ)

From: Kymberley Thomas <kym.thomas@utas.edu.au>
Sent: Friday, 21 June 2019 4:56 PM
To: Planning Unit (DoJ)
Subject: Proposal for Huntingfield

Good afternoon

As a resident of Huntingfield I am writing to voice my concern regarding the proposed plan for a new subdivision in Huntingfield.

We have lived in Huntingfield for 15 years and have been promised an alternative entrance/exit to the one and only for years. The bypass has only caused more traffic congestion in peak hour with two sections merging in a short distance.

The new proposed subdivision will add up 1,000 more vehicles using the Channel Highway and the bypass which is going to cause more congestion. On top of that there will be all the residents from Spring Farm. The infrastructure in Kingston is not set up to cope with the increasing number of residents using the roads.

Apart from these concerns, I also worry about Huntingfield residents being able to leave the area should there be an emergency such as a fire with only one exit. Trying to enter or exit Huntingfield since the St Aloysius school opened is a nightmare, and as a resident it is unacceptable that we have to plan our departure or arrival around the ability to deal with traffic jams.

I would strongly urge you to reconsider this planned subdivision. We chose to live in Huntingfield because it was a quiet area, this is no longer the case and if this subdivision goes ahead the traffic using our streets as a thoroughfare will be horrendous.

If the subdivision does go ahead we MUST have a second entrance into the area.

I urge you to please take residents' concerns seriously before making your decision.

Yours faithfully

Kymberley Thomas

Sent from my iPhone

University of Tasmania Electronic Communications Policy (December, 2014).

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Please delete if obtained in error and email confirmation to the sender. The views expressed in this email are not necessarily the views of the University of Tasmania, unless clearly intended otherwise.

Van der Heyden, Bernie (DoJ)

From: Tammie Foster, Vodafone Australia <Tammie.Foster@vodafone.com.au>
Sent: Friday, 21 June 2019 5:00 PM
To: Planning Unit (DoJ)
Subject: [C3C]

Classification: **C3 - Vodafone Confidential**

To whom it may concern,

Re; Proposed re-zoning of 1287 Channel Highway Huntingfield Tasmania.

Firstly, I live in Sirius Drive, Huntingfield

The integrity of this proposal

Firstly, I live in Sirius Drive, Huntingfield and I have NOT been considered an impacted resident by the proposed re-zoning of this land. I live on SIRIUS drive. The street that will be extended to enable the development of these new houses. The street that will feel the impact of an additional 1000 cars per day, minimum! The street that will no longer be a quiet no through street. Not impacted, I can't believe the sneakiness of this! Yes, you've probably covered your butts in one of the many legislations you guys have written yourselves and followed the consultation timeframes to the letter of legislation, however, what a very un-Australian way of going about doing things! You guys sent letters to approximately 15 people out of the 250 odd that live in Huntingfield.

The housing crisis

How is this going to fix the housing crisis? Yes there will be more homes to rent and more homes to buy, but it won't change who can and can't afford them. I understand there will be approx. 20 housing allotments – how will this fix the current homelessness crisis? I have some solutions for you;

- Move the single old duck out of her 3-4 bedroom housing dept house – her kids grew up and moved out 10-20 years ago – a young family could sure do with that accommodation
- Increase the minimum wage so people can afford to rent and buy – house prices have increased dramatically in the last 5-10 years, so has the cost of living – wages have not increased enough to keep up with that!
- Invest money into Mental Health and Drug Addiction, that's why the majority of people are homeless, sure there's the odd family in between cheap rentals, but majority of our homeless are unemployed and would not be able to afford these affordable homes, and 20 housing homes won't go far will they – oh that's right, not your department – WORK TOGETHER!!! That excuse wouldn't fly in the business I work for!

Please don't insult us, this has nothing to do with helping Tasmanian's, this is about the lining of pockets ONLY! The way you have gone about communicating this to 15 of the 250 residents proves that!

Schools

Where are the new schools going?

There are four Public Primary Schools in the Kingborough area – Kingston, Blackmans Bay, Illawara and Margate. These schools are already at capacity. What is the intention to accommodate more students? Affordable housing is targeted at those starting out in the market, most likely those intending to start a family or those already with young families. Considering the average household has 2.5 children, that's an extra 1500 children to be educated. Those requiring affordable housing will in most cases not be sending their children to Private Schools. I'm so pleased a development like this will create jobs in the immediate future – Let's hope as our community evolves, the lack of education in SUPER OVERSIZED schools won't impact abilities for our children to obtain work in the future – love a short sighted vision!

Medical centre's

Where are the new Medical Centres going?

Its currently near impossible to get an appointment on the day you are actually sick in Kingborough! And don't get me started on the parking at said Medical Centres. Lap after lap after lap, simply to get a park to see a doctor. Lack of Medical Centre's are only going to put more pressure on the current crisis happening at the Royal Hobart Hospital. You know, the one where Ambulances are "ramping" for hours on end, stroke patients are left in waiting rooms unattended and patients are lying in the beds in the middle of the corridors! We thought we were in a crisis now.... What does a future crisis look like?

Community Health

When will the Kingston Community Health Centre be expanded?

There is currently a two to three month wait to get your child into the dentist. Assuming those requiring affordable housing will not have private health and will require the services of the public health system.

Shopping Centres

There are no shops in Kingborough that are not overflowing from a car park and checkout queue perspective. The only place you can purchase affordable children's clothes is one shop! One shop for the whole area – it's called Big W. Its located in Channel Court – a hell of a lot of work has gone into Channel Court in recent years. Still can't get a bloody park there!

Please consider extending the consultation period for those that were only notified yesterday, via facebook by the Kingborough Council. Also. There are questions people have, if your true intention is to consult, then answer them before closing off this consultation!

Thanks

Tammie

0416066624

Van der Heyden, Bernie (DoJ)

From: Chladil, Mark (TFS)
Sent: Friday, 21 June 2019 5:42 PM
To: Planning Unit (DoJ)
Cc: Collins, Chris (TFS); Ball, Glen (DPEM)
Subject: TFS Submission Proposed Housing Land Supply Order - 1287 Channel Highway Huntingfield
Attachments: Tasmania Fire Service Response~osed Housing Land Supply Order.docx

Dear Planning Unit

Please find attached the TFS submission to the Minister for Planning on the above proposed supply order. Please contact me if there are any queries about this submission.

Regards

Mark

Mark Chladil
Fire Management Planning Officer
Tasmania Fire Service
GPO Box 1526
HOBART TAS 7000
Australia

ph: 03-61665544
mobile: 0419-348-485



Tasmania Fire Service

Bushfire Risk Unit

File: AD3625
Officer: MC:LR

Hon Roger Jaensch
Minister for Planning
Email: planning.unit@justice.tas.gov.au

Dear Minister Jaensch

PROPOSED HOUSING LAND SUPPLY ORDER – 1287 CHANNEL HIGHWAY, HUNTINGFIELD

Tasmania Fire Service (TFS) is an interested person under s.11 (e) of the *Housing Land Supply Act 2018*. TFS has been provided with the above proposed Housing Land Supply Order and makes the following submission.

TFS staff have analysed the Site with respect to the existing *Bushfire-Prone Areas Overlay* for the *Kingborough Interim Planning Scheme 2015* (the Scheme), the known fire history of the area, and the proposed planning provisions which are contained in the Order as well as other relevant provisions from the Scheme.

TFS supports the intent of the Order but has concerns about the suitability of the Inner Residential and Open Space Zones for providing a bushfire safe community.

Context

Historically, the adjacent Peter Murrell Conservation Area is a major location for ignitions and the vegetation of the Reserve is very flammable and well adapted to fire. Current fire management by the Parks and Wildlife Service, together with the well organised local TFS Group of Brigades has ensured that the surrounding community has not suffered bushfire losses in recent years.

The grassland vegetation of the Site is also very flammable and needs annual slashing and other management for the safety of surrounding properties as well as to prevent fires entering the Conservation Area from Huntingfield. This too has been successful in preventing bushfire losses.

The Site is mapped as bushfire-prone for the purposes of the Scheme and consequentially planning and building requirements for bushfire-prone areas will be applied when development occurs.

Inner Residential Zone provisions provide for the creation of small lots and high density living. Inner Residential lots are usually too small for the owner or occupier to manage sufficient ground to effectively minimise their bushfire risk. It is also unusual to locate Inner Residential development inside or beside a bushfire-prone area.

State Headquarters Cnr Argyle and Melville Streets | GPO Box 308 Hobart Tasmania 7001 | Phone (03) 6173 2740
Southern Region 1040 Cambridge Road, Cambridge Tasmania 7170 | Phone (03) 6166 5500
Northern Region 339 Hobart Road Youngtown Tasmania 7249 | Phone (03) 6777 3666 | Fax (03) 6345 5860
North West Region 15 Three Mile Line | PO Box 1015 Burnie Tasmania 7320 | Phone (03) 6477 7250 Fax (03) 6433 1551

www.fire.tas.gov.au



The proposed rezoning will locate Precinct A of the Inner Residential Zone about 50m from the Peter Murrell Conservation Area. The area between them will be zoned Open Space.

For the future safety of the Inner Residential Zone it is imperative that the Open Space Zone is provided with vehicular access for fire appliances and is managed as a bushfire fuel Hazard Management Area (fuel break). These features are permitted within the Open Space Zone, however there is nothing currently in place to ensure this occurs. The suitability of the area zoned Inner Residential is entirely dependent upon the fire appliance access and fuel break being in place prior to people moving in and being maintained into the future. At present it would be entirely possible for the Open Space to be subdivided from the Inner Residential and no explicit responsibilities for community safety made on the Open Space land.

TFS respectfully requests that the Minister consider directing that any development of the Site specifically addresses bushfire risk in an integrated fashion and that TFS is consulted during the design process for the Site to ensure that bushfire is suitably managed into the future. Only in this way will the ongoing suitability of the Inner Residential zoning be provided.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Chris Collins', with a stylized flourish at the end.

Chris Collins

A/DIRECTOR COMMUNITY FIRE SAFETY

Van der Heyden, Bernie (DoJ)

From: Lisa Elford <lisaelford@hotmail.com.au>
Sent: Friday, 21 June 2019 11:23 PM
To: Planning Unit (DoJ)
Subject: NO rezoning of huntingfield for homeless

I am a resident of the kingborough area and oppose the rezoning and development of the 68 hectares of public land for the purpose of social housing. There is already lots of land being developed for housing in Kingston such as springfield farm and other site. Also the nuns at Blackmans bay have donated their land 12 acres for social housing. That land at Huntingfield is lovely and what happens to the wildlife there already? They are already getting their land taken away for so much overdevelopment of Kingston and blackmans bay. I see wallabies etc hopping around residential areas and getting run over is so sad. There is not enough roads already to accommodate more cars and buses. Not enough schools etc.

There is other lands around owned by the government in other areas for example Bridgewater. Don't make anymore social areas here as we already have Maranoa heights in Kingston and other social housing sprinkled in between private house in the area.

Don't break up this beautiful parcel of land with its wildlife then having no place to go. Kingborough is already overdeveloped and the council just approve everything for developers without considering the consequences of the residents already living here. Future generations would benefit from keeping large areas intact with trees and wildlife.

thanks

Lisa Elford
Sent from [Outlook](#)

Van der Heyden, Bernie (DoJ)

From: Ann Wessing <acwessing@gmail.com>
Sent: Saturday, 22 June 2019 8:32 AM
To: Planning Unit (DoJ)
Subject: Comment on proposed development of Huntingfield land

Hi. Here's my comment on proposed development of housing at Huntingfield. I speak as a planner, and having lived close to that area.

The access to and from that land is a bottleneck and I understand that another exit road is not planned. Public housing there will require much better transport options including bike and walking tracks, and more frequent buses - and another main road in. Housing will also dramatically increase the cumulative impacts on natural values of the Peter Murrell Reserve.

Ann Wessing
Allens Rivulet

Van der Heyden, Bernie (DoJ)

From: Office of the Secretary (StateGrowth)
Sent: Friday, 28 June 2019 8:56 AM
To: Planning Unit (DoJ)
Cc: Dixon, Selena (StateGrowth)
Subject: Letter from Mr Kim Evans - Secretary of State Growth re. Response to Huntingfield Housing Supply Order
Attachments: Letter from Mr Kim Evans - Secretary of State Growth re. Response to Huntingfield Housing Supply Order.PDF

Dear Ms Morgan-Wicks,

Please find attached correspondence from the Secretary of the Department of State Growth.

Kind Regards
Hayley

Hayley Followes | Executive Officer
Office of the Secretary | Department of State Growth
4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Phone: +61 3 6165 5019 |
www.stategrowth.tas.gov.au



Department of State Growth

4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Ph 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au



Ms Katherine Morgan-Wicks
Secretary
Department of Justice

By email: planning.unit@justice.tas.gov.au

Housing Land Supply Act 2018 **Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield**

Thank you for the opportunity to provide comment on the proposed Housing Land Supply Order (draft Order) that seeks to rezone land through the 'fast track' process to enable the building of more affordable homes in Tasmania.

The Department of State Growth is supportive of the proposal to rezone the subject Huntingfield land. Housing Tasmania consultant GHD, engaged with State Growth during the concept planning phase of this development to ensure the Huntingfield site benefits from safe and well planned access and maximises access for passenger transport services and active transport modes.

GHD and Housing Tasmania conducted a workshop with relevant State Growth areas in April this year, including Traffic Engineering and Passenger Transport. Issues discussed included access to the Channel Highway, public transport, appropriate design to promote cycling and walking, park and ride and improving overall access to Kingston. State Roads has given in-principle support for the development of a new access to the Channel Highway via the construction of a roundabout, which will be further considered as part of the Channel Highway Corridor Study

To ensure the master planning process continues to take important access, passenger and active transport issues into account, I support a continuation of the collaboration between State Growth and GHD consultants that has occurred to date. Please do not hesitate to contact Selena Dixon, Manager, State Growth Planning Policy Unit, on (03) 6166 3481 or email at Selena.Dixon@stategrowth.tas.gov.au if further coordination of input is required.

A handwritten signature in blue ink, appearing to read "K. Evans".

Kim Evans
Secretary

27 June 2019

Department of State Growth

4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Ph 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
File Ref: D19/214968



Sean McPhail
Senior Planning Adviser
Planning Policy Unit
Department of Justice

By email: planning.unit@justice.tas.gov.au

Housing Land Supply Act 2018 **Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield**

Thank you for the opportunity to provide comment on the proposed Housing Land Supply Order (draft Order) that seeks to rezone land through the 'fast track' process to enable the building of more affordable homes in Tasmania.

The Department of State Growth is supportive of the proposal to rezone the Huntingfield land. Housing Tasmania consultant GHD, has been actively engaged with State Growth during the concept planning phase of this development to ensure the Huntingfield site benefits from safe and well planned access and maximises access for passenger transport services and active transport modes.

GHD and Housing Tasmania conducted a workshop with relevant State Growth areas in April this year, including Traffic Engineering Branch and Passenger Transport. Issues discussed included access to the Channel Highway, public transport, appropriate design to promote cycling and walking, park and ride and improving overall access to Kingston.

Capacity of road network (including Channel Highway / Algona Road Roundabout and Southern Outlet / Macquarie Street during inbound peak) to cope with more traffic

State Growth recognises that a number of large subdivisions are being developed in the Kingborough area that are likely to result in increased inbound traffic on the Southern Outlet, including White Water Creek, Spring Farm and Coffee Creek Estate. The proposed relocation of the Antarctic Division from Kingborough to the CBD may also result in an increase of inbound traffic on the Southern Outlet in the morning peak.

State Growth recognises that the proposed Housing Land Supply Order at 1287 Channel Highway, Kingborough will result in further additional traffic movements on the Southern Outlet.

The Department of State Growth has engaged a consultant to undertake a corridor planning study of the Channel Highway between Kingston and Margate. This study is undertaking modelling of the Algona Road roundabout, to quantify the current level of performance, evaluate possible short and long term infrastructure improvements and is also undertaking modelling to understand the impact of a new access into the proposed Huntingfield Estate from the Channel Highway.

The results of this study will not be available for another 6 to 8 weeks. However, the consultant for this work has confirmed that the traffic simulation model prepared for this work takes into account natural traffic growth as well as all the developments under construction and planning in the surrounding area and provides a prediction of future travel demand on the road network around the Huntingfield development. Utilising this future scenario model, the consultant will be able to see what affect the development will have on the road network, and what potential impacts may be seen by the additional traffic generation.

Whilst the proposed Estate is still in a master planning phase, there will be opportunity to test the predicted number of lots and assess how the predicted traffic generated performs within the existing road network. Depending on the outcome, the number of lots or the existing road infrastructure may be reviewed to ensure an acceptable level of performance is achieved for each road user.

Proposed installation of a new roundabout on the Channel Highway

State Growth has given in-principle support for the development of a new access to the Channel Highway in the form of a roundabout. The roundabout will be required to be designed to State Growth and Austroads standards. The proponent has advised State Growth that an optimal and safe location connecting onto the Channel Highway has been a guiding design factor of the anticipated site layout for 1287 Channel Highway, Huntingfield.

Currently there are significant delays for traffic leaving Huntingfield during school peaks and in the PM peak. A second access point is expected to considerably improve travel times and safety for these road users. Whilst the Channel Highway traffic coming from Margate will be delayed by the inclusion of another intersection point, it is anticipated that this delay will be minimal when included in total travel time from Margate to Kingston.

Frequency of Metro Services to the Huntingfield Area

In January 2019 the frequency of services from Margate which travel via Huntingfield increased significantly. On average there is a service every 30 minutes during the AM and PM peak periods (peak direction) and on average an hourly service during the weekday inter-peak period and in the early evening. The Huntingfield bus stop has a two hourly service on weekends and there has been the provision of new Sunday services.

In terms of a future network changes to better service the new development at Huntingfield, State Growth will work with Communities Tasmania to ensure that their master plan for the area can accommodate future public transport. This would include ensuring that the design of the subdivision, both in terms of road layout and connectivity, can support an efficient public transport route and that the road design can cater for future buses. This does not commit the Tasmanian Government to providing public transport to the area, but enables the Government to better plan to ensure efficient and effective public transport provision into the future.

Planned Road Network Improvements

The Tasmanian Government has committed to addressing the impact of population growth on suburbs south of Hobart through the Greater Hobart Traffic Solution. A component of this solution is funding an end-to-end passenger transport solution for the Kingborough Area. Additionally, a range of measures are being progressed through the Hobart City Deal to reduce congestion and improve transport across Greater Hobart. These measures include providing improved southern access via the Southern Outlet, providing a modernised and integrated public transport system and improving the utilisation of transport infrastructure to address congestion affecting the Kingborough municipal area.

The Department of State Growth will shortly release a tender for consultancy for an integrated multi-faceted approach to manage peak demand traffic flow on the Southern Outlet and into the CBD. In particular, the project includes:

- Concept design for an additional inbound lane on the Southern Outlet between Olinda Grove and Macquarie Street catering for T3 traffic (incident response, buses, taxis and cars with three or more occupants);
- Provision of new Park and Ride facilities in Kingborough; and
- Establishment of a bus lane in Macquarie Street and a T3 lane in Davey Street.

Plans for a Park and Ride facility in Huntingfield

State Growth recognises that the existing bus stop located at Channel Highway / Algonia Road roundabout is informally used as a Park and Ride facility by members of the local community.

State Growth recently engaged a consultancy to progress feasibility investigations and recommend locations for Park and Ride facilities within Greater Hobart. Whilst this work is not yet finalised, preliminary advice from the consultant has suggested that the Channel Highway / Algonia Road roundabout may provide a suitable site for formalised Park and Ride facilities within Kingborough. It is understood that the local council are supportive of Park and Ride facilities at this location. It is anticipated that these Park and Ride facilities would be serviced by an express bus service to the Hobart CBD.

This work will be furthered by the upcoming tender to provide concept designs for Park and Ride facilities within Kingborough. The concept design will determine not only the final location of Park and Ride facilities, but important design elements including car and bicycle parking capacity and the effectiveness of the site to provide a 'Kiss and Ride' drop-off and pick-up service.

Please do not hesitate to contact Environment and Planning Approvals Officer, Mia Potter on (03) 6166 3382 or email Mia.Potter@stategrowth.tas.gov.au, who can direct you accordingly.

Yours sincerely



Martin Blake
Acting General Manager, State Roads

27 August 2019

Van der Heyden, Bernie (DoJ)

From: Tasha Tyler-Moore <ttyler-moore@kingborough.tas.gov.au>
Sent: Tuesday, 18 June 2019 1:50 PM
To: Planning Unit (DoJ)
Cc: Dustin Moore
Subject: Extension request - Proposed Housing Land Supply Order - 1287 Channel Highway, Huntingfield
Attachments: Letter_PPU_Order_Huntingfield_20190618.pdf

Good afternoon

re: extension request – comments on proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield

Please find attached a letter requesting additional time to provide a formal, written submission to the proposed *Housing Land Supply Order – 1287 Channel Highway, Huntingfield*.

It is also requested in the letter that the initial assessment report, as listed in the Minute to the Minister for Planning provided to Council, is sent to Council staff for consideration.

If you have any queries regarding the above or attachment please contact Council's Strategic Planner, Dustin Moore, on 6211 8127 or kc@kingborough.tas.gov.au

Kind regards

Tasha Tyler-Moore | Manager Development Services | Kingborough Council

Phone (03) 6211 8267 | **Fax** (03) 6211 8211

Address Civic Centre, 15 Channel Hwy Kingston TAS 7050

Email ttyler-moore@kingborough.tas.gov.au | **Web** www.kingborough.tas.gov.au



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18 June 2019

Our Ref: PID 3492864 &
17 – LAND USE PLANNING – Planning

Director of Planning Policy
Planning Policy Unit
GPO Box 1691
HOBART TAS 7001

sent via email (planning.unit@justice.tas.gov.au)

Attention: Mr Brian Risby

Dear Mr Risby

PROPOSED HOUSING LAND SUPPLY ORDER – 1287 CHANNEL HIGHWAY, HUNTINGFIELD

Section 12 of the *Housing Land Supply Act 2018* provides the Minister a pathway to consult interested persons regarding land to be rezoned under a new ‘fast track’ process.

Council received the formal consultation letter from the Minister on 18 June 2019 regarding the proposed *Housing Land Supply Order – 1287 Channel Highway, Huntingfield* (the Order). It is noted that an email was addressed to Mayor Winter on 4 June 2019 regarding the opportunity to comment, however this email was sent to the incorrect email address, and therefore the original letter was never received by Council.

The consultation letter states that submissions on the Order can be made until close of business on Friday, 21 June 2019. This only provides three full working days for Council to provide comment.

Council requests that additional time is granted to allow for Council to holistically consider the Order and provide a fully considered submission.

It is also requested that the initial assessment report, as listed in the Minute to the Minister for Planning provided to Council, is sent to Council staff for consideration.

If you have any queries regarding the above please contact Council’s Strategic Planner, Dustin Moore, on 6211 8127 or kc@kingborough.tas.gov.au.

Yours sincerely



TASHA TYLER-MOORE
MANAGER DEVELOPMENT SERVICES

Van der Heyden, Bernie (DoJ)

From: Tasha Tyler-Moore <ttyler-moore@kingborough.tas.gov.au>
Sent: Tuesday, 2 July 2019 4:34 PM
To: Planning Unit (DoJ)
Subject: Submission - Kingborough Council - proposed Housing Land Supply (Huntingfield) Order 2019
Attachments: Submission_KingboroughCouncil_PPU_Order_Huntingfield_July2019.pdf

Dear Mr Risby

RE: Kingborough Council's submission – proposed Housing Land Supply (Huntingfield) Order 2019

Please find attached Kingborough Council's submission to the proposed Housing Land Supply (Huntingfield) Order 2019.

Council received an extension of the time as the original, emailed letter to Mayor Winter was sent to the wrong email address.

If you have any queries regarding Council submission please contact Council's Strategic Planner, Dustin Moore, on 6211 8127 or kc@kingborough.tas.gov.au.

Also, please acknowledge receipt of this email.

Kind regards

Tasha Tyler-Moore | Manager Development Services | Kingborough Council

Phone (03) 6211 8267 | **Fax** (03) 6211 8211

Address Civic Centre, 15 Channel Hwy Kingston TAS 7050

Email ttyler-moore@kingborough.tas.gov.au | **Web** www.kingborough.tas.gov.au



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2 July 2019

Our Ref: PID 3492864 & 17.226

Director of Planning Policy
Planning Policy Unit
Department of Justice
GPO Box 825
HOBART TAS 7001

sent via email (planning.unit@justice.tas.gov.au)

Dear Mr Risby

RE: PROPOSED HOUSING LAND SUPPLY (HUNTINGFIELD) ORDER 2019

Thank you for the opportunity to provide comment on the proposed *Housing Land Supply (Huntingfield) Order 2019* (the Order).

Before to getting into the detail of this submission, Council would like to note that consultation regarding this site has been very limited.

Kingborough Council staff and the Department of Communities met to discuss the area of land declared in the Order. Specifically, Department of Communities staff presented a potential development layout to Council staff on 12 April 2019 (see Attachment A). Council staff provided comments on the potential development layout on 15 May 2019 (Attachment B). However, no further communication from the Department of Communities has occurred, and Council staff were only made aware of the Order from a member of the public.

Several principles were suggested in Council's letter dated 15 May 2019 for consideration as the Department of Communities looked to develop a final plan for the site:

- consider affordable housing
- reduce reliance on private vehicle usage through:
 - o public transport options
 - o active transport options
 - o appropriate levels and location of retail/commercial developments
- ensure the road network operates efficiently
- consider the capacity of existing social infrastructure
- consider appropriate zoning of open space
- introduce site-specific planning provisions
- ensure adequate active open space is available for a growing population.

Council is concerned that the planning principles and suggestions provided:

- were not considered in the preparation of the assessment report by GHD and therefore have not informed the report to the Minister on how the proposed order meets the requirements of the *Housing Land Supply Act 2018*
- have not been considered and positively influenced the development plan for the site

18 June 2019

Our Ref: PID 3492864 &
17 – LAND USE PLANNING – Planning

Director of Planning Policy
Planning Policy Unit
GPO Box 1691
HOBART TAS 7001

sent via email (planning.unit@justice.tas.gov.au)

Attention: Mr Brian Risby

Dear Mr Risby

PROPOSED HOUSING LAND SUPPLY ORDER – 1287 CHANNEL HIGHWAY, HUNTINGFIELD

Section 12 of the *Housing Land Supply Act 2018* provides the Minister a pathway to consult interested persons regarding land to be rezoned under a new ‘fast track’ process.

Council received the formal consultation letter from the Minister on 18 June 2019 regarding the proposed *Housing Land Supply Order – 1287 Channel Highway, Huntingfield* (the Order). It is noted that an email was addressed to Mayor Winter on 4 June 2019 regarding the opportunity to comment, however this email was sent to the incorrect email address, and therefore the original letter was never received by Council.

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If you have any queries regarding the above please contact Council’s Strategic Planner, Dustin Moore, on 6211 8127 or kc@kingborough.tas.gov.au.

Yours sincerely



TASHA TYLER-MOORE
MANAGER DEVELOPMENT SERVICES

- have not been used to open a transparent dialogue between the relevant State agencies, social and community housing providers and Council.

In addition to the letter at Attachment B (which is to be considered as part of Council's submission under section 13 of the *Housing Land Supply Act 2018*), comments regarding the Order have been structured to align with subsection (2) of section 13 of the *Housing Land Supply Act 2018*.

Section 13(2)(a) – suitability for residential use of the area of land

The 'Report to Minister – suitability for consultation' (the Report) by the Planning Policy Unit (PPU) provides comment on the suitability of the land for residential use under subsection 5(2)(a) and subsection 5(2)(b) of the *Housing Land Supply Act 2018*.

Section 5(2) of the *Housing Land Supply Act 2018* states that 'the Minister must not, in a housing land supply order, declare an area of land to be housing supply land unless he or she is satisfied that –

- (a) there is a need for land to be made available for the purposes of the *Homes Act 1935*; and
- (b) the area of land is suitable for use for residential purposes by virtue of its proximity to public and commercial services, public transport and places that may provide opportunities for employment.'

It is noted that both subsections of section 5(2) must be satisfied.

It is also noted that the purposes of the *Homes Act 1935* are:

- (a) to provide, or to enable the provision of, housing assistance to eligible persons; and
- (b) to assist in the provision of housing support services to eligible persons.

An 'eligible person', as per the *Homes Act 1935*, is an assisted person (and/or an associated person) who 'would only be able to obtain accommodation that will meet the reasonable accommodation requirements of the assisted person or the associated person if the housing assistance is provided to the assisted person'.

The Report comments that section 5(2) is satisfied as it is intended to develop the land for new social and affordable housing outcomes through a subdivision of land up to 500 lots.

In order to analyse the above argument it is necessary to note the definitions of key words as per Tasmania's *Affordable Housing Strategy 2015-2025* (September 2015) (pg 32):

Affordable housing: refers to rental homes or home purchases that are affordable to low income households, meaning that the housing costs are low enough that the household is not in housing stress or crisis.

Low income households: are those households whose income is in the lower 40 per cent of Tasmania's income distribution and earn less than \$760 per week (as at 2011).

Housing stress: is defined as the lowest 40 per cent of income earners who pay more than 30 per cent of their gross income on housing costs. This is known as the 30/40 rule and is the benchmark measure of housing affordability in the Strategy.

Housing crisis: is defined as the lowest 40 per cent of income earners who pay more than 50 per cent of their gross income on housing costs.

Social housing: is a broad term used to capture both housing provided by the government (public housing) and non-government organisations (community housing) with below-market rent prices.

Considering the above definitions, Council is of the opinion that subsection 5(2)(a) has not fully been satisfied as the Order does not consider the suitability of the land for social and affordable housing. The Order also provides little to no guarantee that land will be made available for the purposes of the *Homes Act 1935* (i.e. social and affordable housing) (this point is raised later in this submission under *Section 13(2)(c) – suitability of the proposed provision*).

Limited justification has been provided to the relative suitability of the land for general residential use, not for 'eligible persons', as per the definition of the *Homes Act 1935*. 'Eligible persons', by nature, require higher levels of infrastructure provision than those that do not require assistance.

It is considered that the existing soft and hard infrastructure in the immediate and surrounding areas has not been analysed sufficiently to justify the proposed rezoning at this time and through the available 'fast-track' process.

Soft and hard infrastructure provision for the area is discussed in more detail in the letter at Attachment B. Below expands upon some of the issues raised in the letter.

Soft infrastructure

While the site is located 3km (as the crow-flies and as argued in the Report), or almost 4km using the existing road network, from the Kingston central area it appears little research has been undertaken which analyses the available capacity of the education, public and commercial infrastructure and services (i.e. soft infrastructure) in the immediate area. It is noted that the Kingston central area has some relevant social services, but the majority of social services are provided within Hobart CBD. Therefore it can be assumed any future residents will need to travel to Hobart regularly.

Additionally, it appears that the land has been considered in isolation with regards to the current, private residential developments at Whitewater and Springfarm. These two developments are expected to provide about 600 private lots (with some lots allowing multiple dwellings) within the next 2-5 years, equating to about 1450 residents when using average household size for Greater Hobart from the 2016 Census (i.e. average people per household - 2.4). These developments will put additional pressure on the already stretched services in the area, and it is clear the broader Kingston area has not been considered as a system.

As identified in the letter to the Department of Communities (Attachment B), soft infrastructure plays a critical role in supporting community connectedness and the development of social capital. This is particularly important in the case of a community that is rapidly growing and changing, such as Kingston and surrounds.

Schools

The Report notes that the land is relatively close to Kingston Primary School and Kingston High School, and adjacent to St Aloysius Catholic College and Tarremah Steiner School. However, no information has been provided which indicates that there is existing or projected capacity of the surrounding public and private schools (primary and secondary) to enroll future students. It can be assumed that future residents will include school-aged children. It is also noted that some future residents that move into the area may already be school-aged, and therefore existing capacity of surrounding schools must be considered from the outset.

Additionally, as the area of the land is in essence intended to be for 'eligible persons', it can also be assumed that few of the school-aged children will be able to attend private schooling due to the associated costs. Therefore it is extremely important that public school capacity be considered prior to deeming the land suitable for rezoning.

Childcare, health and emergency services

It does not appear that the suitability of the land for residential use has been considered with

regards to childcare or health and emergency services. In particular, no mention is made of the proposed Stage 2 and Stage 3 of the Kingston health centre (located at 6 Goshwak Way, Kingston) not being funded, nor an appropriate amount of district nursing or fire services being available in the area. These are all issues that must be addressed prior to deeming the land suitable for rezoning.

Hard infrastructure

In addition to the concerns regarding soft infrastructure, Council is of the opinion that subsection 5(2)(b) has not fully been satisfied as the Order does not consider the existing hard infrastructure constraints (e.g. public transport, bicycle and pedestrian network, road network, stormwater system), especially with regards to infrastructure demand from 'eligible persons' or those that occupy social housing, affordable housing or supported accommodation.

Public transport

It does not appear that the provision of public transport in the area has been appropriately considered in relation to subsection 5(2)(b) of the *Housing Land Supply Act 2018*. The Report by the PPU makes no clear reference to public transport.

The letter at Attachment B provides further detail on public transport issues and options to consider prior to any rezoning. In particular, the following issues are raised:

- improved Huntingfield park & ride
- priority bus lane along length of Southern Outlet from the Algona Road roundabout
- amended bus routes and frequencies.

Bicycle and pedestrian network

It does not appear that the existing bicycle and pedestrian network has been appropriately considered or any suggestions for improving the network have been made. The Report by the PPU makes no clear reference to active transport.

The Southern Tasmania Regional Land Use Strategy identifies the *Tasmanian Walking and Cycling for Active Transport Strategy* as a relevant State policy when assessing land use and transport integration. This policy should be considered in the rezoning of the area of land identified in the Order.

The letter at Attachment B provides further detail on active transport issues and options to consider prior to any rezoning. In particular, it is suggested that separated cycleways be provided within any future development to cater for any future residents, and that a cycle network be created to provide access from this area of Kingston/Huntingfield to the Kingston central area.

Road network

It does not appear that the capacity of the existing road network has been appropriately considered.

Due to the distance to available places of employment, access to education, facilities, services and shopping it can be assumed that the majority of trips will be via private vehicle.

It is considered that it is inappropriate to assume the land is suitable for residential use without considering the movement of people on the existing road network. The existing road network is already struggling to cope with the number of private vehicles travelling on the road, especially during peak hours to and from Hobart.

The letter at Attachment B provides further comment on ensuring the road network operates more efficiently and provides specific infrastructure which should be funded and constructed prior to completion of any future development in this area.

Stormwater system

The *Kingborough Land Use Strategy (May 2019)* notes that the area of land identified in the Order will require a new water reservoir to service any future development. This known constraint does not appear to have been considered in the Report.

Any development, especially the associated stormwater runoff, that does occur on this site will need to ensure that it does not negatively impact the known Threatened Native Vegetation Communities - *Eucalyptus ovata* forest and woodland community and *Eucalyptus amygdalina* forest and woodland on sandstone community – that are present directly east of the area of the land identified in the Order.

In conclusion, while it is noted that the land is theoretically suitable for some general residential use, Council is not convinced that the requirements of section 5(2) of the *Housing Land Supply Act 2018* have been met. In particular, it is considered that the suitability of the land to cater for those that would occupy social and affordable housing has not been considered at all.

It is suggested that if the ‘fast track’ process is to proceed, then commitment from relevant State agencies to fund and provide sufficient levels of infrastructure and services be confirmed prior to any rezoning being finalised. Also, it is suggested that site-specific planning provisions be introduced for the site which guarantees an appropriate amount of social and affordable housing is provided within any future development plan to satisfy the requirements of subsection 5(2)(a) of the *Housing Land Supply Act 2018* (see *Section 13(2)(c) – suitability of the proposed provision of this submission*).

Alternatively, it is suggested that if commitment is not obtained from all relevant State agencies, then the rezoning process be progressed as per the requirements found in the former provisions of the *Land Use Planning and Approvals Act 1993*, to allow for a full and transparent assessment of the proposal.

Section 13(2)(b) – suitability of the intended zone

Proposed Inner Residential Zone

The Report argues that there is a need to make land available to enable an increase supply of affordable homes to be built to meet the targets set out in Tasmania’s *Affordable Housing Strategy 2015-2025*. The Report however does not specifically state what targets from Tasmania’s *Affordable Housing Strategy 2015-2025* the Order seeks to meet for Kingborough. The Report only references a generic aim of providing some 26,000 homes across the whole of Tasmania¹.

Council notes that social and affordable housing targets are listed in both Tasmania’s *Affordable Housing Action Plan 2015-2019 (September 2015)* (Action Plan 1) and Tasmania’s *Affordable Housing Action Plan 2019-2023 (March 2019)* (Action Plan 2).

Action Plan 1 identifies locations of potential new supply projects across the state – for affordable homes, social housing and supported accommodation (see Figure 1). Action Plan 1 specifically identifies that 230 lots, for affordable homes, social housing and supported accommodation, are to be provided through land release in Kingborough. ‘Government Action 1 – Affordable Housing Supply in Action Plan 1’ even more specifically identifies the Huntingfield site and identifies Huntingfield Land Release as a key deliverable:

We will develop the second stage of the Huntingfield Land Release Project which will ultimately deliver a yield of approximately 230 serviced residential lots. The total sub division will include a retail precinct, a retirement and aged care precinct, a community garden and recreation area. A mix of two and three bedroom houses and higher density villa units and

¹ It is noted that Council staff have not found a reference to the strategy providing some 26,000 homes, and question the validity of the argument.

town houses will provide a range of accommodation options for young families through to older residents.

Council does not disagree with making the land available for social and affordable housing. However, Council does question the density levels proposed.

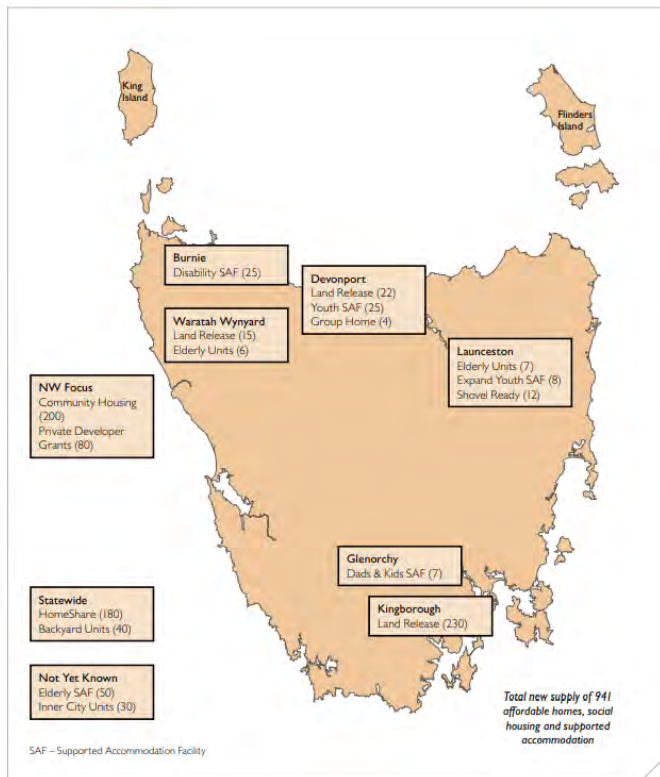


Figure 1: Location of potential new supply projects (pg. 7, Action Plan 1)

It is Council's opinion that the Order does seek to exceed the actual target identified at Figure 1 through the application of the Inner Residential Zone, especially as the Report and the proposed development plan at Attachment A comments that about 500 lots would be produced – double the target. It is suggested that if the rezoning process were to proceed through the 'fast track' process, then General Residential Zone may be more appropriate due to the constraints of the existing infrastructure, or a combination of General Residential Zone, Inner Residential Zone and site-specific planning provisions.

In addition, it is Council's opinion that the Inner Residential Zone, especially when considering the development and density potential of the Inner Residential Zone provision found in the State Planning Provisions, is unsuitable for the site if applied across the whole residential component of the site. The *Southern Tasmania Regional Land Use Strategy* specifically identifies 'densification areas', which equate to appropriate locations for the application of the Inner Residential Zone. This site is not identified within the 'densification areas'. The site is bordered by land zoned General Residential Zone, Low Density Residential Zone, Environmental Management Zone, Recreational Zone, Community Purpose Zone and Rural Resource Zone. None of these zones provide for levels of services and/or facilities which are required for higher dwelling density to work well. Proximity to services and facilities is a criteria for the application of the Inner Residential Zone as per *Section 8A Zone Application Guidelines*. It is Council's opinion that the proposed zoning is not consistent with the *Section 8A Zone Application Guidelines* as purported in the initial assessment report by GHD.

Council does understand that the Inner Residential Zone would permit a future development to contain a variety of lot sizes smaller than the General Residential Zone provisions would allow. However, Council is concerned that zoning the entirety of the proposed residential component as Inner Residential Zone will allow for a density to dwellings and residents which is inappropriate for

the site, considering the existing constraints to soft and hard infrastructure (see comments at *section 13(2)(a) – suitability for residential use of the area of land* of this submission.

Proposed Open Space Zone

The extent and size proposed Open Space Zone within the area identified by the draft *Housing Land Supply (Huntingfield) Order 2019* is highly commended. It is noted that a sizeable area is proposed as bushland, and that this bushland is proposed to be amalgamated with the existing Peter Murrell Reserves (as discussed between Department of Communities staff and Council staff). It may be necessary to consider a combination of Open Space Zone and Environmental Management Zone to ensure alignment with the open space purposes and intents.

For example, any playgrounds and/or open space which is to only act as a buffer to the Channel Highway may be best zoned as Open Space Zone, and bushland may be best zoned Environmental Management Zone. It is unlikely the Tasmania Parks and Wildlife Service would be willing to take on an additional conservation area if not zoned Environmental Management Zone.

Additionally, it is suggested that the Open Space Zone replace the proposed Local Business Zone in the eastern portion of the area of land identified in the Order. Council has been made aware of potential conflicts a retail/commercial development may present if adjoining the boundary of Tarremah Steiner School. Zoning the land immediate adjacent Tarremah Steiner School would provide a buffer to the school and any future potential development at Huntingfield.

It is noted that the letter at Attachment B does not make the above suggestion, as Council was unaware at that time of the potential conflicts with the small school farm/vegetable garden in the southwest corner of the Tarremah Steiner School site.

Proposed Local Business Zone

Including some Local Business Zone within the area of land identified within the Order will allow, to a certain extent, future (and existing Huntingfield) residents to reduce their reliance on private vehicle use. This is raised as a positive in the letter at Attachment B.

However, some concern is raised regarding the suitability of the Local Business Zone, with regards to location and size.

Northern Local Business Zone

It is suggested that the proposed area of Local Business Zone in the northern portion of the land be relocated wholly across the proposed road to the corner lot(s).

Providing a well-designed corner retail development is essential to achieving a positive point of visual contact into the new suburb. However, the area of proposed Local Business Zone at the northern edge of the site is proposed to abut the rear boundary of residential dwellings which exist on Guardian Court. This has potential to introduce unnecessary land use conflict in that the existing residents would have an expectation that future development would be of a similar land use as their own (i.e. residential).

It is deemed more appropriate to locate the small corner-shop retail to occupy the new corner lot(s) south of the proposed corner-shop retail (see Attachment A and B for context). This would provide for a more prominent positive first point of visual contact into the new suburb if designed well and reduce conflict with existing residential dwellings on Guardian Court. If future residents choose to live next to a retail shop, then they have made that choice knowingly, as opposed to a retail shop being built next to an existing residential dwelling.

Eastern Local Business Zone

It is suggested that the proposed area of Local Business Zone in the eastern portion of the land be relocated wholly across the proposed road to the corner lot(s) and expand the zone slightly.

It is understood that more, higher density housing (Precinct A) has been proposed in the southeastern corner of the site rather in the northwestern section, which is marginally closer to Kingston central area and the existing Huntingfield park-and-ride, due to topography constraints. Considering this, it is deemed appropriate to increase the retail component in this area to be able to service a more densely populated area, and the existing users of the surrounding land. It is suggested that the two to four 'medium density lots' immediately south of the proposed Local Business Zone be zone Local Business Zone (see Attachment A and B for context). This would allow for a clustering effect encouraging retailers and small offices to occupy the sites, prevent retail isolation, encourage future and existing residents to shop locally for smaller, convenient purchases, and allow people to live and work in the area. The Department of Communities may consider utilising shop top housing in this location in order to maintain the total number of dwellings numbers as currently proposed for the development. Shop top housing would provide an additional dwelling type, and still be in keeping with the proposed higher density development in this area. Alternatively, upper level office suites may also be considered in order to offer a place of employment and/or services for existing and future residents.

It must be noted that concerns have been raised by Tarremah Steiner School regarding the proposed Local Business Zone which abuts the school land. Council has been made aware of the school farm / vegetable patch at that end of the school site. Therefore it is suggested that the Local Business Zone be relocated wholly across the proposed road and the proposed area of Local Business Zone be zoned Open Space Zone in order to create a buffer between the two different land uses.

Section 13(2)(c) – suitability of the proposed provision

The proposed provisions aim to provide for higher density outcomes than the *Kingborough Interim Planning Scheme 2015* allows. The Report argues that the proposed provisions will enable homes to be built on smaller lots, and ultimately contribute to an affordable housing outcome for this area.

Council does not disagree that the proposed provisions will provide for a higher density. However, it is considered that the suitability of the proposed provisions is inadequate to guarantee an 'affordable housing' outcome for the area. The purpose of the 'fast track' process created by the *Housing Land Supply Act 2018* is to rezone land for the provision of affordable and social housing.

As discussed in *Section 13(2)(a) – suitability for residential use of the area of land* of this submission, the definitions of affordable housing and social housing are well defined in Tasmania's *Affordable Housing Strategy 2015-2025* (September 2015) (pg 32).

In order to achieve an 'affordable housing' outcome for the area through the Order, it is suggested that the Order should introduce site-specific planning provisions that require future development to provide a diversity of housing.

In particular it is considered that a site-specific planning provision be introduced that requires a ratio of social, affordable and private housing be provided within the development.

Suggested ratios are:

- social housing: 15%
- affordable housing: 45%
- private housing: 40%

The above ratios are considered to satisfy the requirements of section 5(2) of the *Housing Land Supply Act 2018* in that they ensure that a majority of any future development specifically addresses the requirement at subsection 5(2)(a).

Additionally, to ensure that a variety of households are catered for in any future development it is suggested that a site-specific planning provision be introduced that requires a ratio of dwellings with variable bedroom numbers be provided in the future development.

Suggested ratios are:

- Studio & 1 bedroom: 10-30%
- 2 bedroom: 40-75%
- 3+ bedroom: 40-80%

The above ratios aim to ensure that any future development caters for the known diversity of low income households in stress or crisis in Tasmania (see Figure 2).

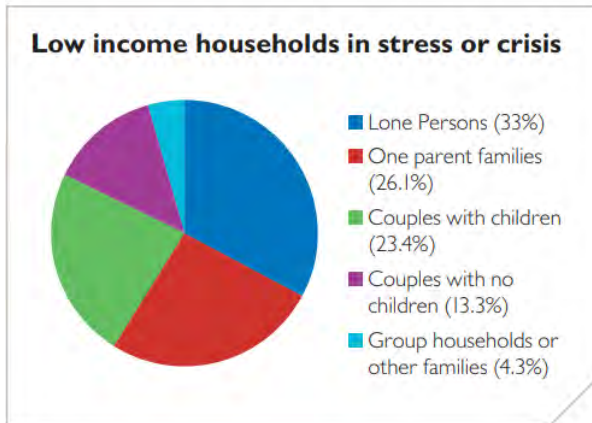


Figure 2: Rational for housing diversity – types of households in low incomes households in stress or crisis (pg. 14 of Tasmania’s *Affordable Housing Strategy 2015 - 2025 (September 2015)*)

In addition to the above housing diversity ratios, ‘Government Action 1 – Affordable Housing Supply’ also states that construction of dwellings ‘must comply with the liveability and universal design policy requirements of Housing Tasmania’s *Minimum Standards for Social Housing to support affordable living and ageing in place*’ (page 11 of Action Plan 1).

Therefore, it is suggested that a site-specific planning provision be introduced which guarantees all future dwellings within the area of the land identified in the Order meet Housing Tasmania’s *Minimum Standards for Social Housing*. It is also suggested that a site-specific planning provision be introduced which requires adaptable housing to be provided, and designed as set out in the relevant Australian Standards, within the area of the land identified in the Order. At minimum 30% of all future dwellings in the area should be adaptable, and adaptable dwellings are to be spread amongst all dwelling sizes, with regards to number of bedrooms to accommodate various household sizes. This is suggested since Housing Tasmania’s *Minimum Standards for Social Housing* does not appear to be a publically available document, and it is assumed that this document seeks to ensure that housing is adaptable and accessible to all.

In addition to the above suggested housing diversity provisions, it is suggested that other additional site-specific planning provisions be introduced to ensure that the proposed development is exemplar and provides for positive environmental outcomes, as promoted by Department of Communities staff on 12 April 2019 to Council staff.

For example:

- energy efficiency measures and requirements for both residential and retail/commercial components
- water efficiency measures and requirements for both residential and retail/commercial components
- Water Sensitive Urban Design principals used in street and residential landscaping
- cat management provisions.

Energy and water efficient dwellings are known to have less running costs than dwellings built to minimum standards. If future tenants and owner are to be ‘eligible persons’ then low running costs will be paramount to ensure a disproportionate amount of income is not spent on housing.

With regards to cat management, it is important to note that Council (Environmental Services) has been liaising with the Department of Communities about the future development for this site and

the need to protect the fauna values within Peter Murrell Reserves from the impacts of domestic animals. In June 2018 Council (in partnership with Parks and Wildlife Service, Friends of Peter Murrell Reserves and Birdlife Tasmania) prepared a background paper to the Department of Communities which outlined the need to manage domestic cats associated with any new development (see Attachment C).

Any future development at Huntingfield provides a unique opportunity for Council to work with the Department of Communities at the subdivision stage to include cat management requirements, with options including via a Part 5 Agreement or General Covenant negotiated with the Department of Communities.

Section 13(2)(d) – suitability of the proposed amendment

It is considered that the proposed amendments to clause 9.4 of the State Planning Provisions (SPPs) are acceptable with regards to their functionality in assessing any future development applications.

It is noted that site coverage is proposed to be increased through the proposed amendments and that private open space will ultimately be less than that required under the SPPs or the *Kingborough Interim Planning Scheme 2015*.

While it is considered acceptable for functionality purposes, it is not considered that the provisions and/or zoning are the most suitable for the site if applied across the entirety of the proposed residential component. These issues are discussed in *Section 13(2)(a) – suitability of the intended zone* of this submission.

Conclusion

In summary, Council is of the opinion that the area of land identified in the Order is theoretically suitable for some general residential use, as evidenced by the existing Particular Purpose Zone – Future Urban Growth. However, Council is not convinced that the requirements of section 5(2) of the *Housing Land Supply Act 2018* have been met. In particular, it is considered that the ‘fast track’ process which the Government is seeking to utilise will not actually deliver a sufficient amount of social and affordable housing, as per the definitions of Tasmania’s *Affordable Housing Strategy 2015-2025 (September 2015)*.

If the Order were to be modified to ensure that a majority of the land was to be developed as social and affordable housing, through site-specific planning provisions, Council is of the opinion that the land is not suitable for development at this time. In order for the land to be wholly suitable, then it is necessary that sufficient levels of infrastructure and services are committed to by relevant State agencies prior to any rezoning to be finalised. The letter at Attachment B provides comments on the necessary infrastructure investment, at minimum.

Council is also concerned regarding the proposed Inner Residential Zone application. The *Southern Tasmania Regional Land Use Strategy* specifically identifies ‘densification areas’, which equate to appropriate locations for the application of the Inner Residential Zone. This site is not identified within the ‘densification areas’. It is Council’s opinion that the proposed zoning is not consistent with the *Section 8A Zone Application Guidelines* as purported in the initial assessment report by GHD.

Considering all of the above, it is suggested that if commitment is not obtained from all relevant State agencies and Council’s concerns are not appropriately considered, then the rezoning process be progressed as per the requirements found in the former provisions of the *Land Use Planning and Approvals Act 1993*, to allow for a full and transparent assessment of the proposal.

We look forward to participating in an open dialogue with all relevant stakeholders regarding the future development of this land.

If you have any queries regarding the above please contact Council's Strategic Planner, Dustin Moore, on 6211 8127 or kc@kingborough.tas.gov.au.

Yours sincerely



TASHA TYLER-MOORE
MANAGER DEVELOPMENT SERVICES

Attachments

- **Attachment A – proposed development plan (Department of Communities)**
- **Attachment B – letter to Department of Communities (15 May 2019)**
- **Attachment C – cat management Huntingfield (June 2018)**

ATTACHMENT A

**PROPOSED DEVELOPMENT PLAN
(DEPARTMENT OF COMMUNITIES)**

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FIVE MAIN DESIGN FEATURES

1. Maintain high quality long views from the site to both North West Bay and Mt Wellington, through establishing a linear open space along the view axis. This also provides powerful sense of arrival to the site from Channel HWY.
2. All open space to have overlooking lots fronting it to maximise passive surveillance.
3. Shared use paths to loop around and bisect the site to help promote exercise and healthy living. Minimal road crossings required for entire network to allow safe use.
4. Lateral roads running east-west follow the contours of the site to allow easier travel for residents wishing to connect to the open space network and the shared use path.
5. Utilise the natural assets of the site and those adjacent to the site, such as the Peter Murrell Reserve for active recreation and the internal stand of native vegetation for play, nature walks and informal recreation.

LOT SCHEDULE

- Low Density Lots: greater than 500sq.m: 52
- Medium Density Lots: 13-18m x 27.5m (350 - 495sq.m): 170
- High Density Lots: 10-12m x 27.5m (275 - 330sq.m): 121
- Townhouse Lots: 4.8-6m x 27.5m (132 - 165sq.m): 158

TOTAL LOTS : 501

- Retail - potential for a corner store with off street parking & outdoor eating facilities

Potential for small corner shop/ cafe aligned with proposed men's shed, community gardens, parking and storage with potential to collaborate with adjacent schools

Potential for a new path and boardwalk connection to the existing lake in Peter Murrell Reserve

Chain of pocket parks to service high density area, providing connection to circuit loop and view corridor to North West Bay. To include playground, seating & potential local storm water capture and re-use

Proposed 3.0km long and 3.0m wide, sealed shared use path to the perimeter of new development to provide a safe exercise loop for locals that connects local resources like the shop, bus, playgrounds and community gardens. Only two road crossings on entire length.

Main Shared Use Path to connect to the mountain bike trail network in Peter Murrell Reserve

ATTACHMENT B

LETTER TO DEPARTMENT OF COMMUNITIES

(15 MAY 2019)

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15 May 2019

Our Ref: PID 3492864 &
17 – LAND USE PLANNING -
Planning

Richard Gilmour
Director Portfolio and Supply
Department of Communities Tasmania
GPO Box 65
HOBART TAS 7001

sent via email (richard.gilmour@communities.tas.gov.au)

Dear Mr Gilmour

PROPOSED HUNTINGFIELD DEVELOPMENT – DEPARTMENT OF COMMUNITIES

Thank you for the opportunity to provide comment on the proposed Huntingfield development that you and your colleagues presented to Kingborough Council's staff on 12 April 2019.

We acknowledge that the area proposed for development is zoned Particular Purpose Zone – Future Urban Growth in the *Kingborough Interim Planning Scheme 2015*. We also acknowledge that you intend to utilise the provisions within the *Housing Land Supply Act 2018* to rezone the State owned land at Huntingfield to facilitate the proposed development.

The Huntingfield area is the last remaining greenfield development area found within the Urban Growth Boundary in Kingborough identified in the Southern Tasmanian Regional Land Use Strategy. We applaud the intent to realise the proposed development, as we also see this greenfield site as deserving a positive, holistic approach to development. We see this as a real opportunity to work together for a great development and growth outcome.

However, Council is mindful that the introduction of approximately 500 new dwellings on the outskirts of Kingston will generate increased demand on the local built and social infrastructure. This infrastructure is already at capacity as is, and will only be further exacerbated when taking into account the number of dwellings under construction, and to be constructed, within the Springfarm and Whitewater residential developments.

To assist in achieving a positive outcome for future and current residents of the area and region as a whole, we wish to bring the following principles to your attention for consideration in developing your final plans:

- consider affordable housing
- reduce reliance on private vehicle usage through:
 - o public transport options
 - o active transport options
 - o appropriate levels and location of retail/commercial developments
- ensure the road network operates efficiently
- consider the capacity of existing social infrastructure

- consider appropriate zoning of open space
- introduce site-specific planning provisions
- ensure adequate active open space is available for a growing population.

While many of the following suggestions may be outside the remit of the Department of Communities, we believe an active and open dialogue should occur between the Department of Communities, other State Government departments and agencies, and Council in developing your final plans to ensure a win-win outcome. Ideally this development, as proposed by a State agency, should be designed within the much broader context of its surroundings and consistent with other nearby State Government and Council initiatives.

Consider affordable housing. In addition to the highly needed social housing to be provided by the development (5% as mentioned at the meeting), a proportion of the dwellings in the proposed development should be set aside for use by a non-government organisation to provide affordable housing. The lack of affordable housing is a known and critical issue within the Kingborough municipality and the Greater Hobart area. The proposed development offers an opportunity to make a positive impact on those seeking safe and secure accommodation which sit outside of the criteria of being provided social housing. The definition of affordable housing in this context is per Tasmania's *Affordable Housing Strategy 2015-2025*. Affordable housing does not just mean the release of land for private development.

Reduce reliance on private vehicle usage. We are encouraged by the mix of housing types proposed within this development. However, the introduction of townhouse and smaller lots will increase the density and population over what was previously envisaged for this area, especially when considering its distance from the Kingston central area and available services. An additional 1,200 residents will ultimately result in many more vehicles on the road. The proposed development should consider additional initiatives in collaboration with other State agencies to reduce reliance on private vehicle usage. Some example initiatives are discussion below.

Public transport options

One method of reducing reliance on private vehicle usage is ensuring an efficient and comfortable public transportation system. It is again acknowledged that the following are considerations which fall outside of the remit of the Department of Communities, but should be discussed with the relevant agencies in order to support this development proposal.

Huntingfield park & ride. Confirmation and commitment to an upgraded Huntingfield park & ride is paramount to reducing the need and desire for future residents. An upgraded Huntingfield park & ride should include an increase in parking capacity, additional covered bus stops with automated displays indicating next arrival service details, and a pre-paid swipe card ticketing system available. A well designed and well used park and ride has the ability to remove a significant number of cars out of the morning and afternoon commuter traffic. Park and ride is a relatively cheap method of encouraging patronage and providing specific public transport solutions to help reduce congestion.

Priority bus lane along length of Southern Outlet. A priority bus lane should be constructed along the length of the Southern Outlet from the Algona Road roundabout to the priority bus lane at the southern approach to Hobart in Dynnyrne. A priority bus lane would ensure a quick, efficient and convenient transport option to and from Hobart to Kingston.

Bus routes and frequency. Amending the bus route to exit the Channel Highway and enter into the proposed development will have negative consequences on the travel times of those further south of the proposed development. This could potentially have a perverse outcome of discouraging existing users from utilising the bus service, and consequently increasing traffic congestion during peak travel times. Metro should be encouraged to increase express services from the Channel area (and/or Blackmans Bay area), stopping at the Huntingfield park & ride, and then continuing on to Hobart with limited stops.

Active transport options

Another method of reducing reliance on private vehicle usage is increasing safe and usable active transport options. Examples for this development and immediate surrounds include building upon the existing Kingborough cycle network, which specifically include:

- introducing a dual-way separated cycle lane along the length of the main street through the middle of the proposed development from Nautilus Grove to Sirius Drive, preferably on the southern and western side of the street to reduce conflict with driveway and road crossovers (see Figure 1)
- introducing a separated cycle lane along the length of Sirius Drive and Huntingfield Avenue as a continuation of future bicycle infrastructure (see Figure 2)
- ensuring upgrades to the underpass under Algona Drive allow for use by both pedestrian and bicycle users without conflict (see Figure 2)
- upgrade bicycle infrastructure along the length of Channel Highway to provide a safe and viable alternative transport option to the Kingston central area.

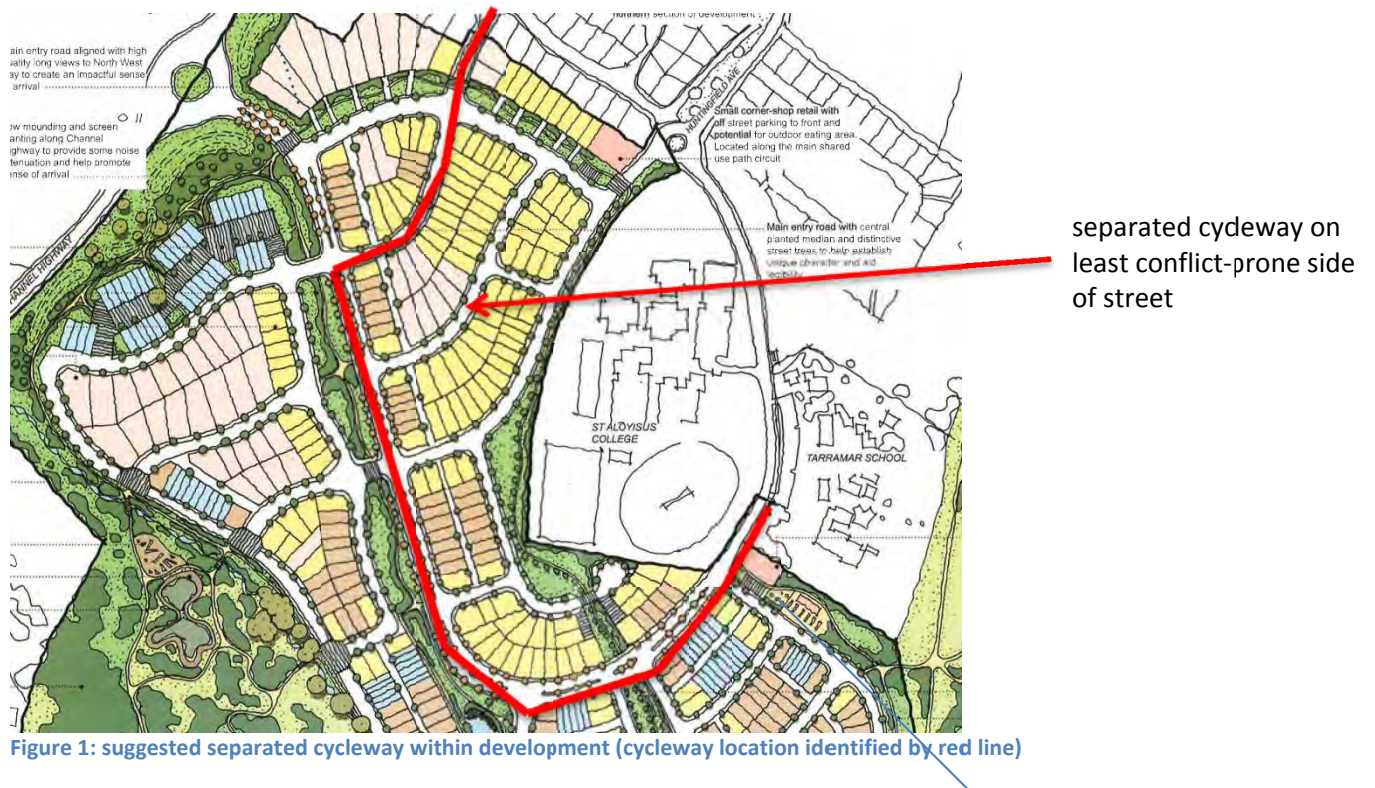




Figure 2: suggested separated cycleway towards Kingston central area from development (cycleway location identified by yellow line)

Retail/commercial component of development

An additional method of reducing reliance on private vehicle usage includes providing for appropriate amounts of retail/commercial opportunity in the area to service future and existing residents and visitors. In addition to residents, existing users of the surrounding land include parents, students and staff of Tarremah Steiner School and St Aloysius Catholic College, Kingborough Family Church attendees, staff and customers of the nearby light industrial businesses, as well as recreational users of the Peter Murrell Reserves.

It is also noted that the nature of retail and commercial uses has changed, with more people actively choosing to stay in their area of living to work and therefore increasing demand for smaller office spaces in non-traditional areas for uses such as solicitors, finance advisors, counsellors, and accountants.

The existing proposed retail lots should be reconsidered with regards to location and types of uses. Specifically, the following comments are provided:

Proposed retail component at northern edge of St Aloysius Catholic College. Providing a well-designed corner retail development is essential to achieving a positive point of visual contact into the new suburb. However, the small corner-shop retail at the northern edge of St Aloysius Catholic College is proposed to abut the rear boundary of residential dwellings which exist on Guardian Court. This has potential to introduce unnecessary land use conflict in that the existing residents would have an expectation that future development would be of a similar land use as their own (i.e. residential). It is deemed more appropriate to locate the small corner-shop retail to occupy the new corner lot south of the proposed corner-shop retail. This would provide for a more prominent positive first point of visual contact into the new suburb if designed well and reduce conflict with existing residential dwellings on Guardian Court. If future residents choose to live next to a retail shop, then they have made that choice knowingly, as opposed to a retail shop being built next to an existing residential dwelling.



Figure 3: Retail component at northern edge

Proposed retail component at southern edge of St Aloysius Catholic College. It is understood that the higher density housing has been proposed in the southeastern corner of the development rather in the northern section which is marginally closer to Kingston central area and the existing Huntingfield park and ride due to topography constraints. Considering this, it is deemed appropriate to increase the retail component in this area to be able to service a more densely populated area, and the existing users of the surrounding land. It is suggested that the two to four 'medium density lots' immediately south of the proposed retail lot also be identified for retail/commercial. This would allow for a clustering effect encouraging retailers and small offices to occupy the sites, prevent retail isolation, encourage future and existing residents to shop locally for smaller, convenient purchases, and allow people to live and work in the area. The Department of Communities may consider utilising shop top housing in this location in order to maintain the total number of dwellings numbers as currently proposed for the development. Shop top housing would provide an additional dwelling type, and still be in keeping with the proposed higher density development in this area.

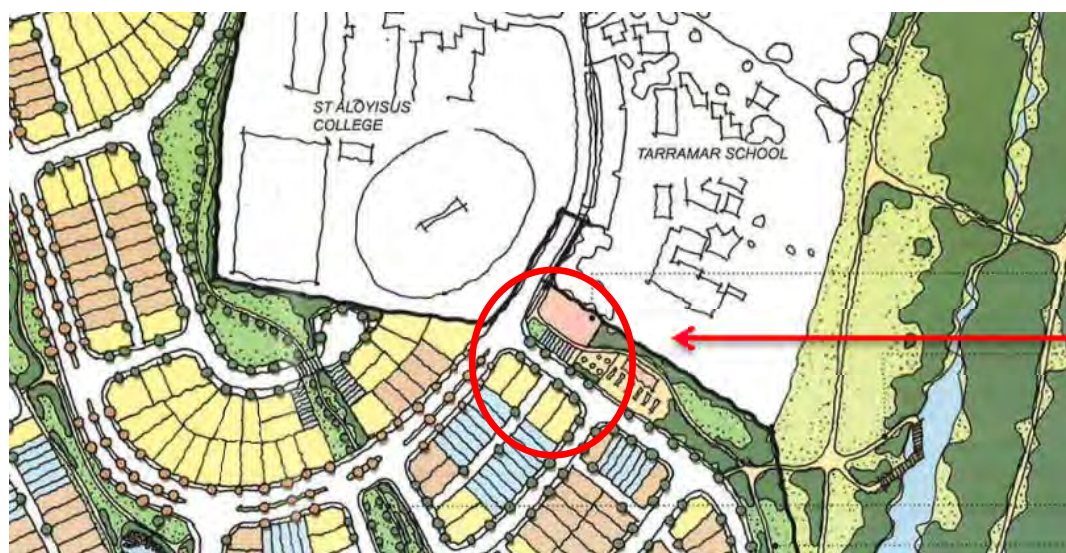


Figure 4: Retail component at southern edge

Ensure the road network operates efficiently. While a proportion of future residents may choose to utilise an alternative mode of transport other than private vehicle, statistics show the majority of residents choose private vehicle as their main mode of transport. In considering this, existing traffic issues in and around Kingston and this proposed development area must be acknowledged. If the proposed development does deliver an additional 501 dwellings, then existing traffic issues will be both accelerated and compounded. A whole of government approach should be considered to address missing elements to the road network, with options including:

- bringing forward in time Stage 2 of the Algona Road roundabout
- funding for a Springfarm link road to provide an additional exit point and access to Kingston High School (Figure 5 provides locational context of potential Springfarm link road).



Figure 5: Potential routes (fine green and red lines) for Springfarm link road (only indicative to provide locational context)

The above two pieces of road infrastructure would greatly increase the road network's capacity and efficiency.

Additionally, it is noted that the Department of State Growth are currently undertaking a planning study along the Channel Highway between Kingston and Margate. The proposed roundabout exiting the Huntingfield development will affect current and future traffic along this section of the Channel Highway. The Department of Communities should provide maximum population and traffic data which could eventuate from this proposed development to the Department of State Growth for consideration in their study.

Consider the capacity of existing social infrastructure. Social infrastructure and services play a critical role in supporting community connectedness and the development of social capital. This is particularly important in the case of a community that is rapidly growing and changing, such as Kingston. The existing capacity of the following social infrastructure should be considered and analysed, as well as the implications of future developments at Huntingfield, Whitewater and Springfarm:

- schools (public and private, primary and secondary)
- childcare
- health and emergency services
 - Stages 2-3 of Kingston health centre not funded
 - district nursing
 - fire services.

Consider appropriate zoning of open space. The extent, size and variety of the proposed open spaces within the Huntingfield development is highly commended. It is noted that a sizeable area is proposed as bushland, and that this bushland is proposed to be amalgamated with the existing Peter Murrell Reserves. It may be necessary to consider a combination of Open Space Zone and Environmental Management Zone to ensure alignment with the open space purposes and intents. For example, the playgrounds and open space Channel Highway buffer to be zoned Open Space, and bushland to be zoned Environmental Management Zone. It is unlikely the Tasmania Parks and Wildlife Service would be willing to take on an additional conservation area if not zoned Environmental Management Zone.

Introduce site-specific planning provisions. It is understood that the proposed development is intended to be an exemplar development and potentially seek to achieve outcomes which sit outside of the abilities of the existing planning provisions found in the *Kingborough Interim Planning Scheme 2015* and future planning provisions found in the State Planning Provisions. Therefore Council believes site specific planning provisions may be necessary when rezoning the land through the provisions found in the *Housing Land Supply Act 2018*. Some items for consideration include:

Sustainability provisions

In order to ensure that the proposed development is exemplar, environmental standards should be raised for this development. Items for consideration are:

- energy efficiency measures and requirements for both residential and retail/commercial components
- water efficiency measures and requirements for both residential and retail/commercial components
- Water Sensitive Urban Design principals used in street and residential landscaping (**It is noted that any landscaping of future streets will potentially result in a financial burden for Council. Therefore appropriate designs and plantings should be discussed with Council and included which meet the resource limitations of Council maintenance staff.*)

Lot sizes in Inner Residential Zone

Again, we are encouraged by the mix of housing types proposed within this development. It is noted however that the proposed, blanket Inner Residential Zone may result in some challenges occurring during the subdivision application stage. The Inner Residential Zone in both the *Kingborough Interim Planning Scheme 2015* and the State Planning Provisions contains lot size requirements for subdivision which are potentially incompatible with the vision of the development. Further discussions should occur with Council's statutory planners to understand what challenges may be encountered, and what site specific planning provisions may need to be introduced.

Ensure adequate active open space is available for a growing population. Kingborough's increasing resident population and density will result in more use and capacity pressures on all levels of the open space network, particularly the larger parks that offer opportunities for active sport. The majority of population growth will be accommodated in the identified future urban growth areas, such as Huntingfield. The limited financial and staff resources available at the Council level means that all open spaces (existing, future, public and private) have to be flexible and multi-purpose to cater for a wide range of needs. Meeting more diverse recreation demands and providing additional open space and facilities requires new relationships and partnerships. It is suggested that the Department of Communities work with relevant stakeholders and agencies to seek agreements with St Aloysius Catholic College and Tarremah Steiner School to expand available open space resources for existing and future community use after hours/weekends. These types of partnerships could create "win-win" solutions with a school having use of an improved recreation facility and the community having access to an additional recreation offer. Introduce community use of school sporting facilities. The Department of Education can provide additional information about community use of school facilities.

We would like the opportunity to provide further comments as plans progress.

If you have any queries regarding the above please contact Council's Strategic Planner, Dustin Moore, on 6211 8127 or kc@kingborough.tas.gov.au.

Yours sincerely



TASHA TYLER-MOORE
MANAGER DEVELOPMENT SERVICES

ATTACHMENT C

CAT MANAGEMENT HUNTINGFIELD

(JUNE 2018)

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Residential development at Huntingfield: need for domestic cat management



Request to Housing Tasmania - June 2018

1. Summary

This paper is prepared by Kingborough Council in collaboration with Parks and Wildlife Service, Friends of Peter Murrell Reserves and Birdlife Tasmania. Our key objective is to protect the fauna values of the Peter Murrell Reserves and adjacent Council reserves from the impacts of domestic and stray cats.

These reserves lie adjacent to Housing Tasmania's new housing development at 1287 Channel Highway Huntingfield, and are an area of significant conservation value within the Kingborough municipality. They are home to many mammal, bird and reptile species including threatened and rare species that are at very high risk from cats.

Surrounded by urban development, roads and light industry, the fauna of the reserves are extremely vulnerable to the impact of invasive species (particularly cats) and human related impacts and roads. The new housing development at Huntingfield will remove the last unpopulated vegetation buffer to the reserves and further isolate the fauna from substantial areas of native habitat. The management of domestic cats associated with the development is therefore highly recommended.

In undertaking the new housing development at Huntingfield, Council understands that Housing Tasmania (HT) is seeking to minimise the risks to local environmental values. We would welcome the opportunity to work with HT to help achieve this goal. It provides a valuable opportunity for both of our services to demonstrate and be at the forefront of environmentally appropriate development.

In the first instance we wish to meet with HT (and the consultant engaged to develop the master plan) to explore cat management options for the development.

2. Background

2.1 Impact of cats on native fauna

Cats present a significant threat to many Australian native animals through predation and disease². Cats are extremely effective hunters and, because Australian wildlife evolved without cats, potential prey species often don't recognise and avoid them. Predation by feral cats is recognised as one of the primary factors in the decline and extinction of many native mammal species in Australia³ and is listed as a key threatening process in the *Environment Protection and Biodiversity Conservation Act 1999*. Globally, cats are listed as one of the four invasive species (along with dogs, rodents and pigs) that threaten the greatest numbers of endangered vertebrates⁴.

Even well-fed domestic cats kill wildlife because of their hunting instinct^{1,2}. Cats prey on a diverse range of animals including small mammals, birds, lizards, insects and frogs². It is estimated that every day feral, stray and domestic cats across Australia kill millions of native animals, including 1 million native birds and 1.8 million reptiles^{23,24}.

Cat also spread the disease toxoplasmosis that is fatal to a number of Australian herbivores, including, bandicoots, wombats, possums, wallabies, and also birds such as forest ravens^{19,20}. A 2009-2013 study found that 84% of feral and stray cats tested in Tasmania were infected with the parasite, one of the highest rates in the world²¹. Infection rates in domestic cats vary widely depending on whether they roam and eat live prey or scavenge infected animals, however between 30 – 40 % of domestic cats worldwide are estimated to carry toxoplasmosis²². A roaming domestic cat is much more prone to contract toxoplasmosis and then further spread it.

Based on cat ownership data for the municipality (24% of Kingborough households own on average 1.4 cats/household)⁵, it is *conservatively* estimated that *at least* 180,000 native animals are killed in the Kingborough municipality each year from domestic cats alone. While this is of considerable concern, the impact of domestic and stray cats on native mammals and birds is greater where cats live adjacent to bushland areas and reserves and especially where cat densities are high^{1,2,6}. In addition, both owned and stray cats can disperse into the natural environment and help sustain feral cat populations^{2,6}.

In some cases, predation by domestic cats may have a greater adverse impact on local prey than that of feral cats, due to both their constant presence and high density. They will continue to hunt even when prey populations decline^{1,7}. Individual cats have been shown to target and develop hunting skills for specific prey^{7,8,9}. Thus, the presence of even a few cats can have major impacts, especially on small localised or fragmented populations and rare or threatened species⁹ such as, the Eastern-barred Bandicoot, Southern-brown Bandicoot and Long-nosed Potoroo. These species have all been found in Peter Murrell Reserves and are among Australia's native mammals most vulnerable to cat predation³.

Furthermore, it is common for cat owners to claim that their cats don't roam and fail to secure them even when the risks to local fauna are known^{10,11}. A 2013 Kingborough community survey found that 78% of cat owners allowed their cats to roam freely at least some of the time⁵. The tracking of 428 domestic cats in South Australia found the distance they roamed in a 5 day period, ranged from about 0.1 to 31 hectares, with a median of 1 hectare¹². Interestingly 39% of the 177 cats described by their owners as being "kept inside overnight" roamed over 1 hectare overnight¹².

Furthermore, roaming domestic cats create a significant public nuisance and community discord.

2.2 Peter Murrell Reserves and fauna values

Peter Murrell Reserves (PMR) is a 277ha reserve and conservation area in the Kingborough municipality and situated 2.4 kilometres from Kingston CBD. It is an island of bushland surrounded by development and is largely isolated from other substantial areas of native vegetation. It is bounded to the east and south by residential development of varying density. The key access road to Blackman's Bay (Algona Road) and the Huntingfield light industrial area border its northern boundary, and a new housing development, schools, paddocks and a golf course adjoin the western border.

PMR comprises a number of small creeks and streams and diverse habitats from dry heathlands and black peppermint coastal forest and woodland to wetlands, sedgelands and areas of buttongrass along the east/west creek lines. *Eucalyptus viminalis* (white gum), the preferred habitat of the endangered Forty-spotted Pardalote, occurs along Coffee Creek in PMR¹³.

For a small reserve now surrounded by developed land it hosts an impressive diversity of native species, including 15% of Tasmania's flowering plants and 37 orchid species¹³. As such PMR is a very important bird-watching, educational, research and recreational area in southern Tasmania.

Twenty four mammals (19 native species) and over 90 bird species have been recorded in PMR, including the threatened Eastern Quoll, Eastern-barred Bandicoot, Tasmanian Devil, Forty-spotted Pardalote, Grey Goshawk and Swift Parrot. Other conservation significant mammal species reported include the Southern-brown Bandicoot, Long-nosed Potoroo and at least 5 species of bats^{13,14,15,16,17,18}. In addition, PMR is home to 11 of Tasmania's 13 endemic birds and 11 bird species migrant to PMR from the mainland each summer¹⁷. Many of these species listed are particularly vulnerable to cats (through predation and disease)³.



Tasmanian Devil captured on camera in PMR in 2016

While the majority of mammal and bird species are permanent or make regular use of the reserve, the presence of occasional and rare visitors (such as the Tasmanian Devil, Grey Goshawk and Wedge-tailed Eagle) highlights the importance of PMR as a refuge and food resource for nomadic and wide-ranging species, such as birds of prey¹⁷.



Map of Housing Tasmania development site and adjacent reserves.

Surrounded by urban development, roads and light industry, PMR is extremely vulnerable to the impact of invasive species (particularly cats) and habitat degradation. Bi-annual monitoring of the mammals in PMR is undertaken by DPIPW since 2010. Cats have been detected in the reserve in almost every survey and camera location, both during the day and night and in most vegetation types^{14,16}. Cats are regularly recorded at more locations and in greater numbers than swamp rats, eastern-barred bandicoots, brown bandicoots, bettongs or echidnas, all of which are prey species for cats. Cats are already an ever-present threat to those species, as well as more abundant prey such as Long-nosed Potoroos¹⁶.

Over the past 20 years PMR has experienced the cumulative impacts of progressive adjacent development and the associated habitat loss and fragmentation and increasing disturbance (including impacts of domestic animals). Since 2014 regular monitoring of bird species within PMR has been undertaken by members of FOPM and the findings have been compared with earlier sightings from the 1990s¹⁸. The results indicate that there has been a change in species composition in favour of opportunistic species that adapt



Domestic cat captured on remote camera in PMR

to disturbance such as Grey Butcherbirds, Laughing Kookaburras, Rainbow Lorikeets and Eurasian Coots over many more sensitive species including the Lewin's Rail, Strong-billed Honeyeater, Flame Robin, Forty-spotted Pardalote and Swift Parrot. These sensitive species are now seen only rarely or have not been recorded in recent years^{13,17,18}. Cat predation is likely to be one of several environmental factors implicated in such declines.

2.3 Housing Tasmania development site - 1287 Channel Highway Huntingfield

The HT development site is 670,440m² (67 ha) and forms a 830m border along the western boundary of PMR. A fire trail runs along this boundary between the development site and the reserves/Coffee Creek.



Housing Tasmania's housing development site - 1287 Channel Highway Huntingfield



Boundary between development site and Peter Murrell Reserves

Any development along this boundary potentially poses a disproportionate risk to the native species of PMR. The reserves will lose the last unpopulated vegetation buffer, will become further disconnected from surrounding bushland and exposed to further human related impacts and roads.

While the density of housing and mix of development proposed for this site is not yet known, any residential development has potential for significant adverse impacts on the conservation values of neighbouring PMR.

Each new housing development brings not only an increase in domestic cats, but also an increase in unwanted/abandoned cats and the feeding of stray cats by well-intentioned residents. These cats can further contribute to the local feral cat population.

In addition to an increase in domestic animals, housing developments adjacent to bushland cause incremental disturbance and habitat degradation from additional human related activities. These include increases in invasive weeds, disease, other feral pests (e.g. rats and mice), storm water run-off, rubbish, inappropriate recreational use etc. These factors will degrade both the habitat within, and immediately adjacent to PMR, which in turn *expose wildlife to greater predation risk*.

The management of domestic cats associated with the development provides one avenue to help mitigate these impacts.

2.4 Cat management in the Kingborough municipality

Over recent years Kingborough Council has been progressively working to manage the impacts of cats in the community through a range of education, research and control projects.

The development at Huntingfield (adjacent to PMR) provides a unique opportunity for both Council and HT to work together to reduce and manage the impacts of cats associated with this new housing project. It provides a valuable opportunity for both services to demonstrate and be at the forefront of environmentally appropriate development.

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Van der Heyden, Bernie (DoJ)

From: Brad Potts <bmpotts7@gmail.com>
Sent: Thursday, 4 July 2019 12:32 PM
To: Planning Unit (DoJ)
Subject: Huntingfield Housing Land Supply - submission B Potts
Attachments: Huntingfield rezoning_Potts.docx

Planning Policy Unit

Department of Justice

Please find attached my submission on Draft Housing Land Supply (Huntingfield) order 2019.

Regards

Brad Potts

Planning Policy Unit,
Department of Justice
PO Box 825
Hobart TAS 7001
planning.unit@justice.tas.gov.au
4/7/2019

***Submission on the Proposed Housing Supply Order – 1287 Channel Highway,
Huntingfield by Brad Potts***

Thank you for the opportunity to comment on the proposed rezoning.

I have lived at 1259 Channel Highway since 1982 (37 years). The house is the original 'Springfield' farm house, built nearly a century ago, and the 0.5 ha property with garden and orchard have allowed me to maintain the integrity of the property and reflect its historic legacy. This property abuts the NW corner of the area proposed for rezoning and access is directly onto the Channel Highway. Of residential properties at Huntingfield, mine will likely be the most impacted by the proposed rezoning and subsequent development as:

- (i) the full length of both my south-eastern and south-western boundaries adjoin the area proposed for rezoning;
- (ii) any nearby road access from the new development onto the Channel Highway (e.g. as suggested by point 95 Schedule 2) will impact the property and its access; and
- (iii) my property is closest to potentially the densest area of development described as inner residential Precinct A.

I wish to provide (a) brief comment on the general issues related to residential use and the development of the area for high density housing as implied by the shift in zoning to Inner Residential, as well as (b) specific requests aimed at optimising outcomes for my property at 1259 Channel Highway.

(a) General comments

Of obvious concern is the increased traffic congestion associated with commuting to Hobart; and the requirement for thorough planning of local transport systems (including bicycle ways); ready access to education, health and social services (particularly for people in high need, including aged care); waste water and sewerage treatment; recreation facilities and general amenities. The land being proposed for rezoning is at the beginning of Tasmania's outstanding Channel Region, which is of great natural beauty, and at the gateway to the major tourist attraction of Bruny Island. Hopefully there will be a broad range of housing style and size, and aesthetics will be important. I can only emphasise, what I believe is a community expectation, that all levels of Government will be working closely to ensure the complexity of issues flowing from such rezoning will be adequately addressed in a timely manner, with close community consultation, to ensure a housing development that will survive the test of time and be seen as an initiative Tasmanians and future Governments will be proud of. This is particularly important, and a real challenge, given projected population increase and need for sustainable and affordable housing balanced against the need to maintain the values which make Tasmania (and Kingborough specifically) such a special place. This is a unique opportunity to set a precedent.

Specific comments on:

- (i) *Suitability of the area for residential use*
There is a high risk of degradation of the values of the Peter Murrell Reserves (includes the Conservation Area and the State Reserve) with residential

development along the western boundary due to increased human activity, impinging infrastructure (I note recent concerns regarding the upgrade of water infrastructure in the area), and an increased domestic cat population associated with an addition 400+ households in the area. Measures for cat control would seem to be needed, particularly given the reserve harbours a population of the State and Nationally endangered Forty-spotted Pardalote.

The area proposed for development also drains into Coffee Creek that flows into the shallow northern end of NW Bay. The importance of high-level control of waste and storm water to avoid adverse impacts on this marine ecosystem is noted.

(ii) *Proposed zoning*

The nature, size and placement of the Local Business Zone Area(s) may need careful consideration at this stage. There may be a need for a larger zone as this is an opportunity for the development of a vibrant focal point for local health, commercial and other services. For example, is one area at least of sufficient size to develop something like the Blackmans Bay shopping arcade within walking/cycling distance of all Huntingfield residents and reduce traffic flow beyond the suburb.

(b) Issues specifically relevant to 1259 Channel Highway

In relation to 1259 Channel Highway, I would like to request that consideration be given to the following issues:

(i) *Extension of the adjoining Open Space Zone*

A small extension of the Open Space Zone adjoining my southern boundary to align with the eastern end of my large shed would better buffer my residence and maintain its character and outlook. This would require a relatively small south-eastern shift of point 3 (Schedule 2) and potentially point 2;

(ii) *Minimizing impact of Channel Highway access*

If road access from Huntingfield onto the Channel Highway immediately south of my property is to occur, it would be beneficial if this was as far from my property as practical and is done in a way that minimises any adverse impact on my residence in terms of visibility, noise and traffic flow. My residence is located in the southwestern corner of the property close to the Channel Highway and my bedroom at the front of my house is only c. 20m from the edge of the highway. I have developed a buffer of trees and shrubs between the house and the highway which makes living here acceptable in terms of privacy and aesthetics and I have invested in double glazing to reduce noise levels in the house. I am concerned that road developments be undertaken in a manner to minimise impacts on this buffer, noise and privacy levels, as well as the foundations, drainage and walls (internally these are the old style plaster) of my house;

(iii) *Appropriate landscaping of adjoining open-space*

As my residence is located very close to the property boundary that adjoins the proposed Open Space Zone it would be beneficial if I could provide input into any landscaping/plantings plans for this area to maximise its buffering and aesthetic value from the perspective of my property;

(iv) *Alternative property access*

I am one of the few properties between the Howden Road junction and the Algona Road roundabout which has residential access directly onto the increasingly busy Channel Highway. In the interests of safety, I believe I will require an alternative access in the future. This would seem an ideal time to flag this issue in advance of any future development proposal. My driveway

runs the full length of my south-western boundary meaning that there are possibilities for an alternative access from either my south-eastern or south-western boundary into the area proposed for rezoning;

Given the range of issues and proximity of my property I would be grateful if I could be informed on future issues and engaged before decisions are made which impact my property as it is my home and has local heritage values.

Yours sincerely

Brad Potts

1259 Channel Highway
Huntingfield, Tasmania
bmpotts7@gmail.com

Van der Heyden, Bernie (DoJ)

From: Greg Whitten <grwhitten@gmail.com>
Sent: Tuesday, 2 July 2019 10:26 PM
To: Planning Unit (DoJ)
Subject: Proposed Housing Land Supply Order (Huntingfield) 2019
Attachments: Letter to Minister re Huntingfield Housing Land Supply Order.pdf

Dear Sir/Madam

Could you please forward the attached letter to Minister Jaensch

Thank you

Greg Whitten
Raphael Foundation Ltd

RAPHAEL FOUNDATION LTD

Hon Roger Jaensch
Minister for Planning
Level 5, 4 Salamanca Place
Parliament Square Building Hobart TAS 7000

2nd July 2019

Dear Minister Jaensch,

Re: Proposed Housing Land Supply Order (Huntingfield) 2019

The Raphael Foundation Ltd has for some years been interested in acquiring land in the vicinity of Tarremah School, with a view to developing a community hub that combines residential development, including affordable housing, with an initiative providing cultural, horticultural, craft, aged care, health care, support services, retail and educational activities involving both the school community and the wider community.

The fertile soil of the nearby land would lend itself to intensive horticulture such as market gardens producing vegetables for the local community while providing opportunities for older people and people with disabilities to participate in the gardening operations, and a community centre would provide a range of cultural and social activities and community services.

The suitability for residential use of the proposed area of land - In the 1990s there was a market garden on the fertile land adjacent to Tarremah School that is now part of the proposed Huntingfield development. Much of the land within the Huntingfield site is prime agricultural land. According to the DPIPWE Land Capability Classification System (LCCS) the site overall has a land capability classification of 4+3, which means that at least 40% of it is Class 3, in sufficiently large areas to be managed as such, and hence according to the State Policy on the Protection of Agricultural Land it should not be converted to residential use.

RAPHAEL FOUNDATION LTD

**136 Maudsleys Rd
Allens Rivulet
Tasmania 7150**

**PHONE 0437 515 453
EMAIL grwhitten@gmail.com**

The suitability of the zone, or zones, proposed for the relevant area of land -

While we do support further residential development in Huntingfield and the provision of affordable housing, we advocate that at least some of the Class 3 soil areas should be retained for agricultural activities, with the residential development integrated with this. This should be a mixture of zones, comprising mainly General Residential and Rural Living Zones. The result would be a very attractive mix of residential and agricultural activities, which would be much more appropriate for the site than the extensive dense Inner Urban Residential development prescribed in this proposed Housing Supply Land Order.

The location of the Tarremah School site was originally chosen because of its semi-rural nature. While it was understood that there would subsequently be more residential development in the vicinity of the school it was always envisaged that this would be of a nature and density appropriate for the periphery of a residential area where it adjoins rural land use zones.

At a public meeting 10 years ago Housing Tasmania revealed plans to develop this Huntingfield site. We subsequently liaised with Andrew Goodsell, who was at the time engaged as a planning consultant by the Department, and were given the impression that there would be scope for incorporation of our initiative within the Master Plan that was being developed. Progress on the development of this Master Plan has been very slow, but we have maintained contact with the Department and were informed that we were considered one of the stakeholders who would be notified when the Master Plan was ready for public consultation.

The suitability of any planning provisions proposed to be applied to the relevant area of land -

We find it hard to understand why it is now being proposed to turn Huntingfield into an "Inner Residential Zone", especially the "Precinct A" area with co-joined townhouses 9.5 metres high. This would appear to be in conflict with the local neighbourhood character. There is nothing like it in Kingborough at all and even very little in Hobart. Locating such an extensive densely settled residential area between the school and Peter Murrell Reserve seems quite inappropriate. The adverse impacts on the school would be significant.

We feel the Raphael Foundation's proposal for some of the land area in the vicinity of Tarremah School would be far more appropriate, and would also bring benefits to the rest of Huntingfield and the wider community, in the

form of social services, therapeutic services, educational and cultural activities, and amenity.

The rezoning of the Huntingfield site should be postponed until after there has been a comprehensive public consultation process with regard to the development of a Master Plan in partnership with the Local Planning Authority that takes into consideration the needs of the local and wider community, the specific zoning requirements of innovative initiatives such as ours, the land capabilities of the site, the local environment and neighbourhood character, and the various planning instruments that would normally guide the development of such a significant area of land.

Please see the attached summary of the Raphael Foundation's Development proposal for Huntingfield and draft concept plan.

Signed

Greg Whitten

Director

Raphael Foundation Ltd

Raphael Foundation Ltd

Huntingfield Development Proposal June 2019

A Residential, Educational, Cultural, Horticultural, Disability and Aged Care Community Initiative.

The intention of this proposal is to ensure that within the residential development in Huntingfield, a balanced community is achieved that values diversity and utilises some of the agricultural resource of the Huntingfield site, whilst also providing opportunities for a range of educational, social & environmental activities of benefit to both the local and the wider community.

The development would require an area of around 5 hectares and include:

- **Land set aside (within the Class 3 volcanic soil area) for:**
 - Community gardens.
 - Commercial scale market gardens to provide food locally in a CSA (Community Supported Agriculture) model using organic methods and providing educational opportunities for Tarremah, St Aloysius, local & regional schools, and vocational training and work experience in horticulture and organic/biodynamic sustainable practice.
 - Opportunities for meaningful work for older community members & those with special needs, within a viable dynamic working farm context.

This is considered important from the point of view of contributing to a sustainable future both in maintaining the knowledge of sound practices of food production and in encouraging community participation to build social fabric.

- **Farm Infrastructure to include:**
 - tool and machinery sheds
 - greenhouses and shade houses
 - fencing and irrigation

- **Educational Infrastructure to include:**
 - Teaching hubs - both internal and external spaces
 - Arts and Craft Centre for 'Artist in Residence' type projects and opportunities for community participation in arts and crafts.
 - Environmental and sustainability research and demonstration.
 - Wetlands, habitat regeneration, water sensitive urban design.

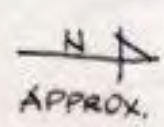
- **Community Infrastructure to include:**
 - Café – Indoor & Outdoor eating areas
 - Farmers Market
 - Adequate parking for the above activities
 - Community Building for lectures, cultural activity, educational purposes, workshops, health care, support services and community activities.
 - Retail facilities

- **Residential Infrastructure to include:**
 - Around 50 dwellings providing a variety of housing options including a high proportion (at least 30%) of affordable accommodation for people on low incomes, carers, care takers, students, trainees and visitors.
 - Retirement accommodation and aged care facilities with easy pedestrian access to gardens and community activities.
 - Residential disability facility

The development would be designed to provide services and amenity for the surrounding area. It is in keeping with the existing educational facilities in the Huntingfield area and recreational use of the Reserve. The farming/gardening activity would be carefully designed and operated to be compatible with nearby residential activity - there would be no chemical pesticides or fertilisers used, and other potential adverse impacts such as noise and odour would be managed by keeping them within acceptable limits.

CONCEPT ONLY PLAN
PROPOSAL FOR 'RAPHAEL FOUNDATION'
HOUSING/EDUCATIONAL/AGRICULTURAL LTD
CULTURAL/RETAIL DEVELOPMENT
NOT TO SCALE, JUNE 2019

- * 1-5 ORGANIC GARDENS FOR COMMUNITY USE CLASS 3 SOIL
- * a - Farmers Market



Van der Heyden, Bernie (DoJ)

From: Penny Finlay <finlay.penny@gmail.com>
Sent: Friday, 5 July 2019 4:11 PM
To: Planning Unit (DoJ)
Subject: Tarremah steiner school re hu
Attachments: b Crocker.pdf; ATT00001.htm; B.pdf; ATT00002.htm; Baker.pdf; ATT00003.htm; Correspondence from the Hon Roger Jaensch MP.pdf; ATT00004.htm; Collective Submission - 1287 Channel Highway, Huntingfield.pdf; ATT00005.htm; Felicity Massey.pdf; ATT00006.htm; Freya Richardson.pdf; ATT00007.htm; Georgina and Yves.pdf; ATT00008.htm; Harvey and Whitton.pdf; ATT00009.htm; I Robbins.pdf; ATT00010.htm; J Richardson.pdf; ATT00011.htm; Jac_Tarremah_development_letter.pdf; ATT00012.htm; Jo Richardson.pdf; ATT00013.htm; John Adams.pdf; ATT00014.htm; Kate Wilson.pdf; ATT00015.htm; Kris Erskine.pdf; ATT00016.htm; Letter of Concern - Proposed Huntinfield Devt June 2019 (1).pdf; ATT00017.htm; M Rowland SubmissionJune2019 (1).pdf; ATT00018.htm; M. Paul.pdf; ATT00019.htm; Maree Bakker.pdf; ATT00020.htm; michael Ollerman.pdf; ATT00021.htm; Patrick Berechree.pdf; ATT00022.htm; Ryan Pauley.pdf; ATT00023.htm; S Hingston.pdf; ATT00024.htm; S Phillips.pdf; ATT00025.htm; Sarah Boyle.pdf; ATT00026.htm; Sarah-Jane Fox.pdf; ATT00027.htm; Submission re Huntingfield rezoning 30 Jun 2019 G Whitton.pdf; ATT00028.htm

Penny Finlay ph 0427659598
finlay.penny@gmail.com

Sent from my iPhone

Begin forwarded message:

From: Penny Finlay <finlay.penny@gmail.com>
Date: 5 July 2019 at 12:13:49 pm AEST
Subject: Fwd:

Begin forwarded message:

From: Penny Finlay <finlay.penny@gmail.com>
Date: 4 July 2019 at 11:58:53 am AEST
To: Penny Finlay <finlay.penny@gmail.com>

Hiern Rd
Blackmans Bay 7052
bree.crocker@gmail.com

30/06/2019
*Housing Land Supply
(Huntingfield) Order 2019*

To whom it may concern

It is with grave concern that I am writing in opposition of the new development at Huntingfield, particularly without appropriate community consultation. It is not only disappointing but also unconstitutional to fast track this process without proper consultation with the residence and also school communities.

Another major issue in regard to the development of this area is the already over congested Nautilus Grove where on any school morning or afternoon there is a bank up of traffic that creates chaos and frustration for drivers and pedestrians. In this regard safety for all is compromised as I have seen many '*near misses*' due to the fact that the road is so narrow that both cars and buses cannot drive side by side without hesitation. Last week we saw two St. Aloysius students '*hit*' by a bus. This is a clear indication that something has to change and increasing traffic in this area, is not the answer. In fact it is contrary to the safety of the pedestrians most of which are students in this area.

It is without doubt a strange idea to plan a retail area in this schooling zone. Tarremah has a functioning vegetable garden and St. Aloysius have sports ovals directly adjacent to the planned business zone. We want to maintain the connection with the bush and agricultural lands that surround both schools and developing this area in this regard would change the aesthetic environment for the students. Along with this it is an outrageous notion to create a development that has one of the densest subdivisions ever proposed for Tasmania, particularly without thought given to road infrastructure. The existing narrow road was never developed to be a major thoroughfare as it is not even adequate for the traffic that is currently using it, and the build up of traffic is undeniably dangerous.

As a parent, and teacher working in this area I am extremely concerned for student welfare and safety and completely disapprove of the development encroaching on the physical environment of both schools. One of the reasons that makes this area attractive to people is its connection to the bush land and beautiful surrounding space. If decisions are made without practical town planning, which reflect council's bad management, lack of insight and consultation with the existing stakeholders, then we can only assume that the worse outcomes will eventuate, creating more costs for the council in the long term and creating a less efficient space for all stakeholders to interact with.

Yours sincerely

Bree Crocker

Hi Sophie,

Here are my comments for inclusion.

My daughter Abbie started at Tarremah in grade 1 this year. I fully agree that something needs to be done to produce low cost housing in Tasmania but the rezoning described in the attached diagram is extremely concerning. I am extremely concerned that the level of noise and dust generated by construction, the future use of businesses on the Tarremah school boundary as well a very busy road so close to Tarremah will spoil the peaceful and safe child centric atmosphere that this school has created long before these proposed zoning changes. At the very least please do not include a business zone so close to the school boundary and ensure Nautilus Grove remains a dead end. If developments such as these are to occur adequate consultation with residents and schools is a must especially as they aren't consistent with all other developments in Tasmania to date and occur after the existing residents and schools have made a significant investment in the area under the current zoning. Please restart the consultations involving all the affected parties. Also please reveal how exactly this will help solve the affordable accommodation problem in Tasmania before forever spoiling this rural area of natural beauty.

Regards,

Bronwyn Malley

Baker, Melanie (POLICE) <Melanie.Baker@police.tas.gov.au>

Wed, Jun 26, 10:15 AM (7 days ago)

Dear Penny,

As a member of the community and a parent of a young student at Tarremah, it is very unfortunate the government's prioritising a new development at the end of Nautilus Grove and in doing so, creating high density housing and business zones so close to the school. As a parent I pay a lot of money for my daughter to attend a private school. A private school which has a quiet learning environment and maintains a connection with the bush and agricultural surrounds.

I have viewed the proposed plan and you are intending on putting an industrial/business zone right next to the school. The area will go from a quiet dead end street to quite frankly a main road in to and out of the new division.

My daughter can currently walk in a quiet street to school without the danger of being run over by increased traffic congestion or potentially approached by persons whose intentions are not good.

I support affordable and social housing, but it would appear that only a very small percentage of buildings will be for this purpose. I strongly oppose the proposed density. The business and residential zones should be positioned further away from the school to maintain the natural environment of the school whilst maintaining the Steiner philosophy and the reason myself and many other parents pay for our children to attend the school.

Regards,

Melanie Baker

Collective Submission

Dear Sir / Madam,

We are collectively writing to you with significant concerns regarding this proposal. We have been in contact with the Planning Office and Housing Tasmania as well regarding these concerns.

This submission relates to the proposed re-zoning of the 1287 Channel Hwy, Huntingfield, from Rural to Inner Residential, Open Space and Local Business for the 4 parcels of land CT172715/1, CT172716/1, 134371/1 and 131270/2 (including modifications to planning provisions). This area comprises of 67.69 hectares.

Submission concerns are as follows:

- In the covering letters we have received it clearly states under section 12 of the Act (Housing Land Supply Act 2018) that we are being consulted as “interested” persons. The Act provides, under section 13, for the minimum 14 day consultation period. These letters have only gone to the addresses in Guardian Court and Glory Place with a side that borders /neighbours this land and started arriving on Thursday 6th June 2019. Clearly, for the size of the land involved, the proposal of the building blocks and the significance of this project, this letter and information should have gone to all the residents in the area and the submission deadline should have been the maximum time allowable (not the minimum of 14 days due to the impact on the community as a whole). This was previously the case around 10 years ago when this parcel of land was looked at for potential sub-division. On that occasion the whole of Huntingfield had the opportunity to view the proposal and be informed of what was happening in their community. Questions have also been asked as to the independence of process and a potential conflict of interest that could potentially exist as a result of the positions of the Minister for Housing and Minister for Planning being held by one and the same person.
- This proposal appears to be at odds with the Kingborough Land Use Strategy – December 2013 where expectation is for eventual development in the Huntingfield area to not exceed 400 lots and that the nature of the development is to be aligned with the 5.1.2 Desired Future Character statements –noting particularly “DFCS3- Huntingfield is to be predominantly developed as a single home area with landscaped settings.” This is contrary to multi-storey and multiple dwelling options being suggested now. The defined implementation strategy (within 5.1.6 Proposed Local Area Objectives General Residential Zone – Local Area Objectives-Implementation Strategy) claims that (1) “New development should ensure that residential amenity is optimised by maintaining the existing character of the area and providing quality infrastructure where appropriate”- we interpret this to mean a maintenance of current lot sizes and single level dwellings. Also worthy of note are the identified “presence of Aboriginal relics” on the western and southern edges and other environmental considerations such as the associated impact on the flora and fauna in the Peter Murrell Reserve resulting from nearby expansive development.
- We have had discussions that the Master Plan for this site is to have 500 building lots, this is a lot of buildings / houses for the area. It will increase the current size of Huntingfield from approximately 200 - 250 homes through to a potential 700 – 750. This is a significant increase in units / homes in the area. The infrastructure in Huntingfield itself and the greater Kingston area is already virtually at capacity. The Kingston Bypass and Southern Outlet are already at capacity. The Spring Farm Development is already having an impact on traffic flow and is not yet complete. The Spring Farm Development is a 44.5 Hectare site with 300 building lots. Some of these building lots will have multiple dwellings on site. There was a Mercury newspaper article on the 9th June 2015 that stated that the lots are expected to provide more than 500 dwellings. Each dwelling would have on average 2 cars and some having 3 or

4. This could potentially mean an extra 2500 to 3500 vehicles using the roads around the Huntingfield / Kingston area which is already struggling to cope with the amount of traffic.

- In the correspondence we have received there is a request to relax the height restrictions from 8.5m to 9.5 m. In speaking to Planning and Housing Tasmania we have been advised by both Planning and Housing Tasmania that the block sizes for 3 bedroom houses will be going down to 275m² and the land sizes for properties in precinct A could be as small as 130m². These blocks are quite small for residential blocks and with the request for height relaxation from 8.5m to 9.5m there is a high chance that these properties will be 2 storey places to fit on the building envelope of the land.
- The commercial building as identified on the plans is another concern. We are not against a local business like a corner store, café etc in the area but this has been proposed to be placed hard up against the rear of 17 and part of 15 Guardian Court. We understand that there needs to be development but there needs to be a buffer put in place from these two properties as there is a feeling that this will instantly have an impact on the price of these two properties. There should also be some sort of buffer, 4 or 5 metres with trees, between the neighbouring / existing properties and the land proposed for re-zoning. Long term landowners purchased land (knowingly bordering a *rural* zone) and if re-zoning is to go ahead they now face the possibility of the potential loss of natural light and privacy created by potential double storey property development on their boundary.
- Huntingfield has only one access off the roundabout at the large roundabout where Channel Hwy / Algona Rd / Huntingfield Ave meet. This road is access for all the vehicles for businesses, the schools and the residents of Huntingfield. This access is clearly not suitable for more development in Huntingfield. On speaking to Richard Gilmore at Housing Tasmania he has alerted us to the proposal of a potential new access and roundabout off the Channel Hwy between Huntingfield and Margate which will cause even more congestion and potentially quite dangerous situations with vehicles entering the Channel Hwy. Discussions around a previous development proposal, also suggesting the creation of highway access near this area, were found to be potentially dangerous given the traffic on the Channel Highway and land rise just past Huntingfield presenting visibility issues for traffic Margate bound and any merging vehicles. Transport and bus services to Huntingfield, in fact the Kingborough area, are well-known to be needing improvement. Huntingfield buses run on an even more limited basis in terms of peak periods often requiring that you travel to Kingston to get connections, so the option to use other forms of transport than a personal vehicle is very limited. A May 2019 media release from Jeremy Rockcliff, Minister for Infrastructure, has highlighted that \$20.8 million funding from the Hobart City Deal will be put towards improved public transport to ease the *already recognised congestion* in the Kingborough area. If this proposed Huntingfield development is fast-tracked, will the infrastructure remedies recommended in the release be in place in time to cater for the increased demands of residents? It is highly doubtful.
- Housing affordability is an issue for all Tasmanians. We understand that there will be other affordable housing developments in other parts of the state, but that these will be quite a bit smaller. Huntingfield is well located from a capital city, block sizes are large and the aforementioned Kingborough Land Use Strategy notes "one aspect that needs to be addressed as part of ..further investigations is that the land has an inherent agricultural rating of mostly Class 4". Due to all these desirable factors and more this land is of considerable market value and will be sold by the developer as such. Two questions need to be asked- how affordable will these blocks be if market dictates value and is it appropriate or fair that given this is a state-wide issue, that one community by virtue of its assets has been selected to bear such a significant development burden to enable the government to tackle their current debt issues?

- Our community demographic comprises many families with school aged children and retirees. We have two schools in the area, one of which has a 5km an hour speed zone into the property straight off the road. The dangers of increased traffic to children/pedestrians arriving and leaving these schools needs to be highlighted and properly managed. Increased traffic to the area will make already significant delays around school pick ups and drop offs considerably worse. The ability to navigate the Huntingfield roundabout at these times is difficult with delayed traffic often stretching back to the old Vodafone site and beyond. Likewise, for several hours from 7.45am and after 5pm the roundabout becomes congested due to residents travelling to and from work. To propose Sirius drive as another access point is also a concern. Its narrow design with roundabouts and mid-road plantations is not suitable for significant traffic volume and if other roundabouts bank up on the Channel Hwy (highly likely with regular traffic events on the Southern Outlet) we would anticipate that residents will impatiently try and circumvent these build ups and over-use the Sirius access causing further congestion within the suburb.

We as a collective group understand that there needs to be more homes to help with the housing affordability crisis, but we are very concerned about the scale, speed and lack transparency of your proposal and your lack of consultation with the entire Huntingfield community. Whilst your minimum submission timeframe and limited neighbouring boundary consultation is supported by the Housing Land Supply Act, 2018, your failure to notify the full community and allow a more *reasonable* timeframe to research and fully understand the proposed re-zoning is extremely disappointing. Residents feel that there are valid comments and concerns they wish to highlight regarding the potential re-zoning of these 4 pieces of land at 1287 Channel Hwy, Huntingfield, and those listed here are just some of them. We wish for all our concerns to be assessed and tabled before any decision is made.

We look forward to hearing from you.

Yours sincerely

Concerned Residents of Glory Place and Guardian Court, Huntingfield et al.

Attached are the signatures of the residents collectively involved in this submission.

**Melinda Sanders
1 Guardian Court, Huntingfield
Mob 0488 181 873**

**Alex Waters
10 Guardian Court, Huntingfield
Mob 0408 331 022**

**Aaron Clement
11 Guardian Court, Huntingfield
Mob 0439 746 435**

**John McFadwen
12 Guardian Court, Huntingfield**

**Matthew Jones
13 Guardian Court, Huntingfield
Mob 0417 598 314**

**Pattina Grimsey
15 Guardian Court, Huntingfield
Mob 0409 842 554**

**Ann Morris
17 Guardian Court, Huntingfield
Mob 0422 141 400**

**Nathan Boster
1 Glory Place, Huntingfield
Mob 0418 726 125**

**Richard & Eliose Penny
2 Glory Place, Huntingfield
Mob 0407 961 869**

**Paula Heald
3 Glory Place, Huntingfield
Mob 0408 145 849**

**Alan Chan
4 Glory Place, Huntingfield
Mob 0449 553 668**

**Tracy Graham
5 Glory Place, Huntingfield
Mob 0417 627 262**

**Tristan Sabol
6 Glory Place, Huntingfield
Mob 0408 499 215**

**Michael & Rhiannon Abery
7 Glory Place, Huntingfield
Mob 0419 372 125**

John Pogonoski
8 Glory Place, Huntingfield
Mob 0427 034 246

Christian & Melanie De Kievit
9 Glory Place, Huntingfield
Mob 0466 498 544 & 0466 494 461

Dale Fletcher-Jones
12 Glory Place, Huntingfield
Mob 0474 149 505

Ross Ford
41 Thistledown, Huntingfield

Tammy Foster
4 Sirius Drive, Huntingfield
0416 066 624

Dale Fletcher-Jones
12 Glory Place
Huntingfield
0474149505

~~0474149505~~

JOAN McFADYEN
12 GUARDIAN CT
HUNTINGFIELD

Joan McFadyen

MELINDA STUNDERS
1 GUARDIAN COURT
HUNTINGFIELD

0488181873
mf

Michael & Rhannan Aberg

7 Glory Place
Huntingfield
MAberg
0419 372 125

Nathan Bosker

1 Glory Place
Huntingfield

0418 726 125

NBosker

Paula Heald
3 Glory Place
Huntingfield 7055
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PHeald

Tammie Foster
4 Sirius drive
Huntingfield
0416066624

T Foster

JOHN POGONSKI
8 GLORY PLACE
HUNTINGFIELD
0427 034 246
JPogonski

Melanie de Kievit
9 Glory Place
Huntingfield

0466 494 461

CHRISTIAN DE KIEVIT
9 GLORY PLACE
HUNTINGFIELD

CDKievit
0466 108 544

ROSS FORD
41 THISTLEDOWN
HUNTINGFIELD

R Ford

Aaron Clement
11 Guardian Ct
Huntingfield
A Clement
0439746435

ALAN CHAN
4 Glory Plc.
Huntingfield
Alan Chan 0449553668

TRACY GRAHAM
5 GLORY PLACE
HUNTINGFIELD

J. Graham

0417627262

Alex Waters
10 Guardian Ct
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Matt Jones
13 Guardian Court
Huntingfield

M Jones

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Patting GRIMSEY
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0409 842 5514

P Grimsey

Imstan Sabol

6 Glory Place
Huntingfield

0408 499 215

Ann Morris
17 Guardian Ct
Huntingfield
022141400
A Morris

Richard Penney & Eloise Penney
2 Glory Place
Huntingfield.
0407961869

R Penney

Felicity Massey <felicity.massey@icloud.com>

Tue, Jun 25, 3:38 PM

To Whom it May Concern,

It has come to my attention that a substantial area near the school my child goes to (Tarremah Steiner School) will be rezoned and significant development will then occur.

Firstly, I do not understand why the public has not been adequately consulted on this! This absolutely affects the public and should therefore be open to them for comment! I would therefore like this process to be restarted, but with a proper consultation process embedded.

Secondly, it concerns me greatly that this development may occur without adequate roads being built first. I have already written to complain about the current state of the inroad that leads to St Aloysius and Tarremah. At school pickup and drop off times it can take 30 (thirty!) minutes to drive from the Tarremah carpark to the roundabout next to Mitre 10. This is unacceptable and already needs dealing with. To add MORE housing and business into this area without a significant road development is crazy! What if an ambulance needs to get in to the school? There is nowhere to go when the traffic is backed up all the way along the road. The idea that you will add MORE cars presents a serious safety concern for all, particularly the children. Furthermore, we moved to Tasmania and to this area specifically to avoid the traffic and high density housing that is so prevalent elsewhere. Tasmania is a special place and needs to remain special!

I understand the need for affordable and social housing, however my understanding is that only a small number of houses will meet this requirement. Additionally, to cram these houses into one of the densest subdivisions ever proposed in Tasmania is, in my strong opinion, a backwards step. Kingston is already subject to significant social issues, and providing dense housing will only exacerbate these problems.

Lastly, I send my child to a Steiner school, near a rural setting so that they have access to the natural environment as well as as element of peace and tranquility. A subdivision such as the one proposed would absolutely smash that reality! I do not believe that you are making any consideration for what already exists in this location. The current development next to the school is already adding to the traffic and is an eyesore!

I also do not support a business zone directly adjacent to our school or St Aloysius. Let this area be about children, not making money! Also what impact will all this development have on the immediate environment??

Why are you intent on developing this area, without public consultation and without any consideration for what already exists? What about the residents who already live there? Do they not have a right to respond and to consider the implications?

I would also like to know what you are doing to ensure this development meets our urgent need for climate friendly development and energy requirements?

Yours sincerely

Felicity Massey

Freya Richardson <richardson.freya@gmail.com>

Wed, Jul 3, 8:45 PM (12 hours ago)

to me

As a parent of children who attend Tarremah Steiner School in Huntingfield, I have a number of concerns about the proposed development of the land adjacent to the school.

Aside from the clear lack of community consultation surrounding the zone change my primary concern is that the development of the land will result in additional traffic on Nautilus Drive which is already beyond capacity. The traffic on this road as it currently stands without any additional development presents a danger to pedestrians and drivers as well as an unreasonable delay in exiting Huntingfield. Maintaining Nautilus Drive as a dead end at the schools whilst not easing current traffic issues would at least not exacerbate the issue further.

The rural character of the area currently supports learning in allowing for generally quiet environment within the school. I have concerns that a business zone directly adjacent to the school will increase the noise and activity, negatively impacting on students.

I would like to see this process re-started allowing for full consultation with the community that will be severely impacted by the development.

Regards,

Freya Richardson

2 July 2019

Letter of concern re: Proposed Huntingfield Housing Development

As parents at Tarremah Steiner School, a Primary/Secondary teacher, a local business operator and Kingborough rate-payers, my husband and I are writing regarding our concerns for the proposed housing development in Huntingfield and its design.

We are very concerned about the impact that the proposed intensive housing development will have on the quality of learning, health and wellbeing of children at Tarremah. In a world of diversity and difference, it is imperative that we offer opportunity for diversity and difference in education. Tarremah offers that difference not just because of its curriculum but also because of its natural surrounding environment.

At Tarremah, children have the opportunity to grow and learn in a way that is relevant to their age and ability, through **Truth, Beauty and Goodness**, which are foundational qualities to Steiner Education. The surrounding natural environment is a reflection of Truth, Beauty and Goodness, and losing our physical connection to our environment compromises what is unique to Tarremah and the diverse educational opportunities offered.

Being able to sight and experience nature, gives children the physical, mental and emotional space to explore, learn and imagine. This is really significant to cognitive development and mental health. At Tarremah children who need to intermittently ‘stare out the window’ so to speak, can do so because that is how our minds assimilate information from an learning experience (curriculum or social) in the classroom or in the playground. And according to Howard Gardner, Developmental Psychologist and Professor in Cognition and Education, his Theory of Multiple Intelligences identifies up to 10 multiple ways of learning, including Sight. And to assimilate learning experiences, curriculum and social experiences, some children need to simply *see* uninterrupted or undeveloped space around them, the natural world.

But intensive urbanisation compromises this.

Healthy Living and Learning Environment v's Mental Health

Being able to sight and experience the surrounding natural environment without the domination of intensive urbanisation is intrinsic to healthy child development, specifically mental health, in a world that is rapidly compromising the healthy balance between nature and intensive urbanisation.

The most recent ABS National Health Survey estimated that 20.1% of Australians suffer from a mental or behavioural condition in 2017-18. In the 12 months prior to the survey, the Department of Health estimated that almost 14% of young people aged 4 -17 yrs experienced a mental disorder. However, providing a healthy and beautiful learning environment, where children learn, play and imagine into the natural world gives children an opportunity to counter these statistics.

Why are there increasing numbers of families moving to Tasmania to attend Tarremah? Other than its curriculum and community, Tarremah's proximity to nature and the surrounding environment is unique in the world of education.

In conjunction with the Australian Curriculum, ACARA and Steiner Education Australia, Tarremah offers something unique: an education for children in a healthy environment because children can experience the natural world through all their senses. In Steiner education it is recognised that there are 12 senses, including the more familiar five senses.

Quality education is what Tarremah can offer because the children can learn to experience, to love and to understand the world around through their senses. What the children *See* in the natural world around them, intimately and in the distance, is possible at Tarremah because of its unique physical proximity to nature, natural space and distant views of nature. It was built in Huntingfield 25+yrs ago because the founding community of teachers and parents recognised the intrinsic value between education and the natural environment.

When a child is able to see the natural world up close *and* from a distance, they are able to study and learn *and* imagine into the future, creating our future from having mental and physical space. The importance for children to gaze into the distance, multiple times a day, is a cognitive process to assimilate information about what they are learning and experiencing. This is imperative to healthy mental and physical health, allowing children to rest after each day and sleep soundly each night.

As stated by the National Centre on Safe Supportive Learning Environments:

"While the condition of school buildings and grounds is important, the neighbourhoods surrounding our nation's schools are not isolated from exerting influence. The condition of a school's neighbourhood exerts a substantial influence on the school as well as the students it serves. Thus, schools often inherit the difficulties present in their surrounding neighbourhoods."

<https://safesupportivelearning.ed.gov/topic-research/environment/physicalenvironment>

How can you guarantee that the intense housing development proposal won't have a negative impact on the current learning environment at Tarremah?

Where else in the Hobart region or beyond, have you considered as potential locations for this type of housing development?

Through effective consultation, can a new design be achieved that can include a balance between nature and housing, whereby community gardens, cycling paths, play areas and beauty are intrinsic to the development?

Kind regards,
Georgina Ferguson and Yves Ginat

2 July 2019

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Through effective consultation, can a new design be achieved that can include a balance between nature and housing, whereby community gardens, cycling paths, play areas and beauty are intrinsic to the development?

Kind regards,
Georgina Ferguson and Yves Ginat

Yves and I agree with all of the following:

SO WHAT'S WRONG THE PROPOSAL?

- The rezone would allow for one of the biggest and most dense subdivisions ever proposed in Tasmania. While it mentions affordable housing there is no information in the proposal that says how this will happen.
- The new 'fast track' process DOES NOT ALLOW PUBLIC COMMENT and it halves the usual consultation time from 28 to 14 days and we only have one opportunity to raise our concerns.
- It overrides the Kingborough Council as the planning authority making it possible for smaller lots, higher density and higher buildings.
- It proposes a business zone on the border of the school next to the vegetable garden (see map).
- It doesn't provide any information about roads and transport and so we have to assume a main route to the development would be through the Tarremah School car park.

WHAT TO WRITE?

Focus on what is important for the children at Tarremah plus any other concerns you wish to make:

- Start the process again and properly consult with the community.
- Safety in getting to school e.g. we want Nautilus Grove to remain a 'dead-end' road and we do not support increased traffic and congestion.
- A quiet learning environment e.g. we do not support a Business Zone that immediately joins the school.
- We want to maintain the connection with the bush and agricultural lands.
- We support affordable and social housing, but it would appear that only a very small percentage of buildings will be for this purpose. We do not support the proposed density. E.g. this is one of the densest subdivisions ever proposed for Tasmania.
- We want this to be a climate change friendly development – ie. an energy efficient development.

Wednesday 3rd July 2019

Karen Harvey & Forrest Whitten
81 Wellesley Street
South Hobart 7004

To Whom It May Concern,

We are writing in response to the proposal for the Huntingfield Housing Land Supply Order area, which has recently come to our attention. As parents of two young children - aged 4 and 7 years - attending Tarremah Steiner School, we have numerous concerns regarding the proposal.

The scale and density of the proposed rezoning, subdivision and development demands proper consultation with local residents and members of the St Aloysius and Tarremah communities - this should go without saying. It is offensive and disrespectful to notify only those residents whose properties immediately adjoin the proposed development, when in reality, a vast number of individuals will be impacted.

The implications upon the environment, school safety, noise, and the already heavily congested local traffic are enormous.

We are well aware of Hobart's housing crisis and the need to create more homes. This 'fast track' process, however, is not only forceful and inconsiderate, it is grossly unclear.

There is no information regarding management of traffic for the proposed development. Just last Friday, two St Aloysius children were hit by a bus on Nautilus Grove. We have not yet heard whether they are ok. Every school day afternoon, without exception, there is traffic banked up along the length of both Nautilus Grove and Huntingfield Ave - inching along slowly all the way to the Kingston Bypass/Channel Highway roundabout. It is already beyond capacity. Adding to this is inconceivable, and unsafe. In the event of a fire or medical emergency at these peak times, there would be no way out. Nautilus Grove needs to remain a 'dead-end' road.

The proposal lacks detailed plans or information regarding affordable and social housing, which we would have thought would be a prominent consideration. We would support a progressive, forward thinking development that met requirements for a sustainable, climate friendly and healthy neighbourhood.

Alarming, the proposal shows relaxation of the height standards in the proposed rezone. This is a rural area - it is not appropriate to propose high-density building more suitable to town centres.

At Tarremah, children of all ages enjoy a long weekly walk with their classmates and teacher through the bushland of the Peter Murrell Reserve. This aspect of the school curriculum is highly valued and provides enormous benefits for the development of the children - including a strong relationship to nature, and feeling confident in the natural environment. This is one of the densest subdivisions ever proposed in Tasmania. Introducing such a massive population increase to the area brings greatly heightened risk to the safety of children from both schools, as well as other local walkers.

Also of great concern is the proposed Business Zone immediately adjoining Tarremah's thriving school vegetable garden. The placement of this proposed Business Zone is highly alarming, and appears to have been given very little thought to the safety, concentration and enjoyment of young students working in a much-loved part of the school. Placing a Business Zone immediately adjoining a quiet school is careless and absolutely inconsiderate. This point alone has angered many in the school community. Further, the proposal lacks information or detail on the type of business allowed within the Business Zones.

The ongoing construction of the proposed sub-division and development poses serious issues regarding environmental pollution, long-term noise pollution, as well as logistical traffic and safety issues. Previously, we have had to deal with the hazards of construction vehicles and heavy equipment driving back and forth through the parking area which both schools rely upon daily as an overflow carpark, whilst children were arriving and leaving school grounds. It was awful - loud, dusty and highly dangerous.

Finally, but of no less importance, the land earmarked for development is known by many in the area and further afield to be highly fertile farm land. Its value for the purpose of food production absolutely should not be disregarded in today's climate. Allowing for larger, rather than smaller, lots would create a healthier, more sustainable neighbourhood.

For all above reasons, we urge the Government to begin the proposal process again - this time allowing sufficient involvement of residents and school communities.

Sincerely,



Karen Harvey



Forrest Whitten

Greetings from a parent of Tarremah,

This year I have relocated my family from the States knowing that they would land safely and smoothly into the Tarremah school, and that they have. With new understanding of the plans of developing the neighbouring area, my heart sinks, as this would be an ecological devastation to the land and school. At Tarremah, the community values the connection to nature and the natural setting that the campus sits on and borders. We value the non-commercial, quiet area that fosters a peaceful community.

Setting up a suburb this far out with one road does not make sense as most people will be commuting. This also poses great problems with public transportation and does not address affordable housing. The logistics of getting people in and out of the new development seems disastrous without the infrastructure to support it.

For the people who are trying to under-mind local and public comments and input, and who are pushing this through will not be getting my vote. Now that I have my two children in school full time, I have time of my own to fight this and fight to change the vote of the powers that be. Having lived in America and having to stand up for what I believe in has changed my out look on life and has called me to fight for what is right. This development is not right for the place preposed and I urge the developers to find another, more suitable and appropriate place for this project as to serve the greater Tasmanian community.

Thank you for your consideration,

Imantia Robbins

Hi Penny,

Apologies for the late reply. Several concerns have been raised by the school in regards to the development. All of these are valid but my feeling is that one is key and would likely get the most traction if flagged in a submission, it is the through traffic issue.

I'm extremely concerned about the potential for Nautilus Drive to receive through traffic via Tarremah. My suggestion is to push hard for this as our key issue and have the road as a dead end in the Tarremah car park. You'd have to think that this a no brainer from a decision makers point of view, so I would put that front and centre.

The other thing I suggest focussing on is the proposed commercial zone adjacent to the school. I think we have solid grounds to argue that this is not appropriate to place immediately adjacent to any school and is completely inappropriate when the ideology of the particular school is considered.

Secondary to the above is the issue of traffic volume on Nautilus Drive generally. It's clear they are going to plan on an outlet to the Channel Hwy but it doesn't matter how they are delivered, the additional cars from the development, and other nearby developments, are going to completely clog the Huntingfield roundabout. I just don't see how that's going to work and I think that is an easy point to drive home which would have broad support from residents down the Channel but I'm wary of choosing battles. I would mention that this is a concern but maybe let other elements of the broader community take them to task on this and some if the other broader or ideological issues.

Thankyou so much for preparing a submission on behalf of the school. Apologies again for the late response.

Regards,

Jeremy Richardson

As a local (Kingborough) resident and a parent of two children at Tarremah I strongly oppose the proposed development, primarily on the grounds of its density and the lack of deep public consultation. If I thought for a moment that the people who truly need housing in Tasmania were being served by this effort I might be more supportive but there is nothing noble in the plan as it stands. There are no guarantees, no altruism. Please convince me that there is *any* motivation other than greed that drives the choice to plan such a high-density development in this area!

There are two schools adjoining the development, which already generate a huge amount of traffic in the area – causing a bottleneck on the roads for up to half an hour each day. These are also sites of learning that are currently surrounded by fields and bush reserve, which has a hugely positive impact on the students. The proposed development would completely change this environment, replacing it with business industry and greatly increasing the (all day) traffic burden.

Our local infrastructure is already overburdened and stretched to capacity – where a single incident on the Southern Outlet can back up traffic all the way to Margate, not to mention the back-ups in the overstretched waste treatment systems that have caused beach closures across our council district. While steady growth is to be expected, there is *no* justification for this level of extreme high density other than sheer greed. Not only will the nearby schools and residents suffer from an extreme change in their local environment – the entire Kingborough region will shoulder the burden of this greed, in the short term and as it greatly increases the decline of our community and our precious natural places – our reserves and our beaches – the things that make Kingborough a truly wonderful place to live.

Please contact me if you would like to discuss this further.

Yours sincerely,



Dr Jac Charlesworth
15 Killara Way, Kingston Beach TAS
p 6226 4607 | m 0424 709 440
jac.charlesworth@utas.edu.au

Letter of Submission

Joanna Richardson <josierich@gmail.com> Tue, Jul 2, 2019 at 9:08 PM

To: Penny Finlay <finlay.penny@gmail.com>, Sophie Underwood - Rose
<sophie_underwood@hotmail.com>

I'm writing to express my concern for the future development proposed at the end of Nautilus Drive.

I have grave concerns for the way this proposal has failed to engage with the local stake holders and community impacted by this development. There must be proper consultation with the local community.

I write with a particular vested interest as I currently work at 27 Nautilus Drive and am aware of the ongoing traffic issues that effect this road. Four days a week, I drive on the road to work after 8am and try to leave work after the peak traffic period that occurs from 3pm when the two schools finish.

There are very serious problems with the current road in terms of traffic, and safety of both pedestrians and drivers. Other than placing school zone lights the council has failed to make any changes for road crossing, other than to slow the traffic at certain times of the day. This was sadly highlighted on the 28th of June 2019 when two children were struck by a bus while attempting to cross the road. At least one child had to be taken away by ambulance. A future development at the end of this road is only going to make these risks more likely. Congestion is already a serious problem on this road, please don't make it any worse?

Currently there are two schools at the edge of the future development, these are places of learning and would not benefit from having a "business zone" backing onto their school environments. These two schools are quiet peaceful places, Tarremah Steiner School is very close to the Peter Murrell Reserve and helps to extend the habitat for the native birds and animals there.

These are rural and agricultural spaces, there have been small hobby farms along the reserve and boarding on the North West Bay Golf course for generations. It's not a good suggestion to suddenly turn this land into high density housing, it makes no sense.

Affordable housing is a very important issue which needs to be addressed in Tasmania. But I am concerned that there isn't clear precedent that any of this development will result in affordable housing for those who are really in need. And at such high density it's not going to be any better than other failed social housing suburbs. When people are forced to live in such close proximity to others, the end results are not positive. Its certainly a good idea to build homes in lovely locations and this land would make wonderful future homes, but please let it be with the correct process of consultation and with the wisdom deserving of those in need?

Thank you for taking the time to consider my thoughts and read this submission.

Sincerely,

Dr Joanna Richardson

John Adams

526 Huon Road

South Hobart TAS 7004

sergentbaker@gmail.com

0427 278151

To whom it may concern

Re: Proposed Housing Land Supply (Huntingfield) Order 2019

I am a member of the Tarremah Steiner School Foundation Council. The Council is the governing body for the foundation, which has established and maintains the kindergarten, primary and secondary schools at the Tarremah Steiner School in Huntingfield.

I also have three children currently enrolled at the School.

As the school is located in the same suburb as the area of land that is the subject of the proposed Housing Land Supply (Huntingfield) Order 2019, and further shares a boundary with part of the area that is the subject of the order, I have direct interest in the proposed zoning as well as interest in the overall character effects of the proposal. It is important to note that Tarremah is adjacent to another school, St Aloysius, and that while I do not make any comment on behalf of St Aloysius, the comments that I make are likely to also be relevant to the potential impacts on St Aloysius.

There are two elements to my interest: 1) the suitability of the area for rezoning under the Housing Land Supply Act and 2) the specifics of the proposed zoning.

In relation to 1), the area proposed to be rezoned is massive. Whilst I acknowledge the policy imperatives behind the proposal, the area proposed to be rezoned is about 30 times larger than other Crown land that has been rezoned under the Housing Land Supply Act. Given the intended short-term nature of the Act and the relative scale of the proposed rezoning, I submit that the area included within the proposed order is excessive and that policy objectives could be achieved with a rezoning of much smaller area, with the balance assessed through regular LUPAA process, in time for further development, if and when needed.

In relation to 2), development of the land will materially impact on the environment surrounding the School. In all likelihood Nautilus Drive will become a through-road, there will be greatly increased traffic and a highly built environment established, which will considerably change the character of the area. This will reduce the amenity afforded to current and future students, parents and community of the school. Measures (zoning and or planning controls) should seek to minimise these impacts to the greatest extent possible. In particular, the proposed business zone next to the School should be relocated away from the school from both practical (traffic, parking) and aesthetic (a commercial facility is juxtaposing with the natural environment otherwise surrounding the school) perspectives.

The permissible density and building heights should be graduated so as to maintain the aesthetic of open space within the area nearer to the School, and if considered necessary, the increased density may be permitted at sites further inside the development area.

Appropriate traffic management arrangements are essential, during and after development. Development that reduces access to the School or increases travel times may make the school inaccessible for some families. Nautilus Drive should remain a no-through-road and all traffic associated with the development should be directed via a new intersection with Channel Highway.

Yours faithfully

John

Kate Wilson <kate_s_wilson@hotmail.com>

Tue, Jun 25, 8:41 PM

Dear Penny,

Please include my following comments in the greater submission being put forward for consideration regarding the proposed subdivision and rezoning of the area beside the Tarremah and St Aloysious schools in Huntingfield.

My husband and I choose after very conscious and careful consideration to send our children to Tarremah Steiner school to allow him to engage with a fully integrated and respectful curriculum that allows him to gain a strong appreciation for his surroundings. The school grounds surround the educational facilities are so unique to this particular school, predominately due to the value that the Steiner philosophy places on nature, but also because of the amazing location that was chosen originally for the school placement. Since commencing at the school only a few years ago, a new development has been created and built out on the northern side of the school, creating an increase in traffic flow and reducing the natural surroundings of the school. This has been done so however with appropriate buffer zones along the creek to provide a residential area and a school educational area. Both the schools in the area have these natural strips around them between their grounds and the residential buildings surrounding them. The proposed changes do not provide these buffer zones or appear to have any consideration for the proximity between housing and school grounds.

The traffic flow that would be increased and potentially travel through the school car park would be enormous for the amount of housing being proposed. As it is currently stands the traffic flow through huntingfield is already larger than infrastructure permits and can be banked up for long periods of time twice a day to allow for school traffic. Add to this residential traffic for work hours etc and the roads will be clogged up a lot, causing issues for children walking safely to cars/ homes etc.

The idea that this proposed redevelopment would travel through the tarremah school car park is absurd honestly. This alone would place so many young children at risk. I can not comprehend that this could be a suggested solution to allow traffic to travel through a school car park to such high density housing.

The placement of a business zone right on the door step of a school does not make sense. What is considered a business zone and how can this be utilised is unknown but that it is being identified as being placed next to a small schools vegetable garden and outdoor area is beyond confusing.

If nothing else please take away these two points of significance

If this development takes place and is accessed via the Tarremah school access it will place the lives of children attending either of the local schools at risk. The sheer volume of cars moving in and out of these school zones on what is currently a quiet dead end street would be huge.

The development of this proposal without proper community consultation is going to result in decisions being made incorrectly and with negative consequences to current residents, both schools and their communities (most significantly their students) and the future residents of the proposed development.

Tasmania desperately needs more housing options for our community members, I am a strong advocate for that (both professionally and personally), and it is of no concern to me personally that these proposed developments are potentially being earmarked for social housing (I think this is so very much needed and fantastic) however, with consideration of access (not through two local schools), larger block sizes, buffer zones to allow the schools to be as they are rather than encroached by large density subdivisions and the change of placement of business zones this could be a potential option. But....consultation needs to occur on the issue and occur in a respectful manner towards all involved.

Thank you for your consideration

Kate and Sam Plaschke

To Whom it May Concern,

WRT the current proposal for a development of 67.69 hectares between the Peter Murrell Bird Reserve and the Channel Highway.

The kind of housing density proposed for this area is not in keeping with the land or community values in the area.

It smacks of poorly planned profiteering and a top down approach that completely over rides community concern and involvement.

The notion of some 'affordable housing' is placed within the proposal to give it legitimacy as a supposed sop to the current housing crisis enveloping the entire state with no actual concrete directions within the proposal.

Your proposal lacks any opportunity for public comment.

It lacks information about roads, access, impact on businesses and homes already in the area.

And it overrides the Kingborough Council planning provisions.

I am utterly appalled as a long time parent at Tarremah Steiner School that our current state government would act in such an obviously anti-community way.

Please reconsider this plan, open your proposal to public scrutiny, return the land governance to the Kingborough Council.

Kristen Erskine

536 Huon Road

South Hobart 7004

June 30 2019.

Ministers for housing and infrastructure and Parks

RE: Huntingfield housing development proposal 2019-07-01

Please accept this submission for the proposed development of housing for the parcels of land adjacent to the Tarremah Steiner School, Coffee creek / Peter Murrell Reserve, Huntingfield estate, St Aloysius Catholic College.

Whilst I support the development of very much needed housing and accommodation in Southern Tasmania there are key issues pertaining to the development of the proposed parcels of land which must be addressed properly and with due consideration to the long-term consequences for this proposal.

In summary, these are:

- **Inappropriate use of prime agricultural land.**
- **Proximity of proposed zonings to schools and their purpose**
- **Management of wildlife currently relying on the pasture available to them and the consequent loss of life and damage to native vegetation adjacent to the proposal.**
- **Drastically increased traffic loading to Nautilus drive and it's access to the channel highway.**
- **Inappropriate housing density in a rural / peri urban area and related Traffic**

Issue 1

Inappropriate use of prime agricultural land.

The soil carried on these parcels is largely Class 1 agricultural soil; volcanic and rich in nutrients. Building on this ground is an extremely wasteful planning oversight. This area is best suited to provide vegetables and other foods for the greater Tasmanian community and probably for export. This is without doubt the best soil in southern Tasmania. Allowing development of this ground for housing and in particular high-density housing is nothing less than irresponsible governance. I understand previous soil tests of this site were completely inaccurate and must be done again to determine appropriateness. ***Will the RPDC order a re-assessment of the site to determine the soil types and recommended zoning for each?***

Issue 2

Proximity of proposed zonings to schools and their purpose

Tarremah School was established to support an education type which respects nature and the natural environment as central to it's philosophy. Thus the location of the school was carefully chosen because of these attributes. The curriculum includes a significant component of farming / gardening education which is conducted on the boundary of the proposal. As this proposal has been indicated for a number of years, discussion with the local planning authority through the Raphael foundation, has considered this and planned accordingly, The Raphael Foundation has proposed open space and community gardens adjacent to the school garden and pasture to 'buffer' the housing proposed and provide the 'new' community with joint access to the space. The presence of noise created by the

classes and their activities and the smells associated with farm animals must be a factor included in the proposal for housing. To plan housing or business directly adjacent to the Garden is likely to result in conflict between neighbours to the school. The proposed Zoning of 'Local Business' adjacent to the school garden lacks foresight and will almost certainly induce conflict as the purposes conflict. Organic farming and gardening requires the absence of pollutants including the use of herbicides, insecticides and fungicides.

Will the proposed neighbouring property's have restrictions on the use of all possible chemical and polluting substances?

Issue 3

Management of wildlife currently relying on the pasture available to them and the consequent loss of life and damage to native vegetation adjacent to the proposal.

I must presume distribution and abundance surveys for native and exotic fauna have not been conducted to determine impact on the ecology of the site and it's surrounds. Currently there is an area of perhaps 700 hectares of unrestricted pasture available to a range of native wildlife including a range of birds and in particular many hundreds of wallabies, paddymelons and bandicoots; once displaced they will be hungry and will travel. The rapid reduction of access to the site for these animals will lead to death and also significant damage to adjacent bushland. Paddy-melon wallabies supplement their diet with leaf litter and the like and as such strip the natural mulch from the forest floor and low vegetation is browsed heavily causing damage to regeneration. The Macropods will travel further to find food and will arrive in surrounding suburban areas in search of food; eventually they will starve and die. Bandicoots (which eat soil fauna; worms and grubs) move less than 400 meters from their birthplace and will die from starvation and be probably be predated upon by dogs and cats.

Has the overall plan accounted for this? Will there be restrictions on pet ownership to control the slaughter? Is DPIPWE informed and planning remediation measures?

Issue 4

Drastically increased traffic loading to Nautilus drive and it's access to the channel highway.

The safety of the children at the two schools currently established adjacent to the proposal is at risk if roading and access to the proposal is not re-assessed and adjusted. In addition, current traffic congestion at the entrance to Huntingfield Avenue at school times is absurd! To even suggest an increase of traffic through this access reflects poor planning and would require significant restructuring of the current access infrastructure if proposed access plans proceed. Alternative access to the proposed development from the channel Highway would need to be planned and implemented prior to commencement of any construction.

In addition, parking requirements for both schools at the many events held throughout the year would need to be understood in planning for the proposal. The current cul-de-sac arrangement is adequate for these events which attract hundreds of families in cars. Both sides of the road are employed for parking despite the lack of formal parking provision.

I trust this cul-de-sac arrangement will be maintained and THROUGH ACCESS TO THE NEW ESTATE WILL NOT BE ALLOWED.

Issue 5

Inappropriate housing density in a rural / peri urban area and related Traffic

The density of Housing proposed for the site matches that of inner city Melbourne or Sydney. I cannot think of a place even in Hobart where this density exists; 6 metre frontages, rear parking and a 4 meter back yard (that will fit 2 cars with no play space for the children...) so the street is the playground? ... if there is a local playground parents will need to accompany the children thus the parents can't remain at home!

Traffic: If 450 homes have 2 cars each that is 900 more cars trying to get to the Channel highway and along the southern outlet and through Hobart!

Where is the public transport plan which will enable this proposal to look possible? We are already facing a traffic crisis, a parking crisis and the related road safety issues. Davey and Macquarie streets are overloaded and there is no proposal to ease this or increase public transport; it is in-fact being reduced!

If the housing crisis is so critical, why are planning laws for the near city suburbs such as Sandy Bay, Tarooma, West Hobart, Lindisfarne, Rosny, not expanded to allow investment in strata title and subdivision of existing properties.?? Multiple occupancy?

The type of planning proposed for the Huntingfield site builds future ghettos! Great for business now but not for people and the future. If this site is to be developed for housing, a minimum of 2 hectare parcels to allow hobby farming would at least respect the soil, however, agricultural use is the best use of this land. To grow food for the uncertain future we have created.

Thank you for considering this submission.

Michael Rowland
Landcraft and Horticulture Teacher
Tarremah Steiner School
michaelr@tarremah.tas.edu.au



3 July 2019

Melanie Paul
97 Wells Pde
Blackmans Bay TAS
7052
melaniepaul@gmail.com
0402 856 338

The Hon. Roger Jaensch
MHA

Minister for Housing

roger.jaensch@dpac.tas.gov.au

RE: Rezoning of land at 1287 Channel Highway, Huntingfield under the Housing Land Supply Act 2018

Dear Minister,

I write as a concerned parent and community member of Tarremah Steiner School to register my serious concerns about the rezoning application being fast tracked for the land at 1287 Channel Highway, Huntingfield that directly adjoins the school grounds.

While I fully appreciate the need to rapidly develop new affordable housing in Tasmania to address the current housing crisis, the draft plan presented to Kingborough City Council and the lack of community consultation so far undertaken raise significant concerns for parents and children at Tarremah Steiner school.

My concerns are the following:

- that no clear indication has been given that Nautilus Grove – already far beyond capacity and completely deadlocked with traffic at school pick up times from the school up to the round-about each week day – would not be used as a residential access road or access to the land for building works. I do not want a major new access road built through the middle of a school zone, when an alternative access via Channel Highway to the new development would be more appropriate, I propose a dead end for Nautalis Grove safety reasons!

- that the current proposal includes a business zone located directly adjacent to the school. The school was designed and built in a low-density rural setting specifically for its amenity and proximity to nature. Placing a commercial zone directly adjacent to Tarremah Steiner school is not a requirement of building affordable housing and is a major cause of community concern through the Tarremah parent community. It is entirely inappropriate! A commercial zone would increase traffic and noise in the immediate vicinity of the school. This would be highly insensitive to the existing use of the land. I do not oppose a business zone within the development, but not directly adjacent to the school.

- that a very limited public consultation and public information has occurred to those directly affected by this proposed rezoning.

My daughter is 5 years old and we specifically chose Tarremah Steiner School for its proximity to bush and agricultural land. We value this aspect of Huntingfield, and we have moved from the mainland to appreciate this about Tasmania.

I do not want to see more cars or trucks rolling through what is currently the car park of Tarremah school and creating the risk of danger to children.

I do not want to see inappropriate commercial development in the direct vicinity of the school.

I do not want rushed planning and approval process that does not allow for community consultation.

I do not want a level of housing density that does not retain green space in the direct vicinity of the school.

In the absence of opportunities for community consultation, how can I or any other Tarremah parent feel that our concerns are heard or addressed by you and the government you are a part of?

I also believe that communities need to be included and not shut out of processes and decisions that affect them, this is the essence of democracy.

Yours sincerely,
Melanie Paul

Hello Penny,

I have some suggestions, queries and comments regarding the proposed housing development adjacent to Tarremah School.

In Schedule 5 of the Statutory Rules, Part 4, P6 in relation to air conditioning, air extraction, heating or refrigeration systems etc, I would argue that the characteristics and frequency of the (noise) emissions generated from a potential commercial use is not compatible with the existing sensitive use (school/school garden/teaching space) next to the proposed Local Business Zone Area.

The proximity of the Local Business Zone Area/shops to the schools may not be compatible with objectives of the State Government with regard to healthy eating. I have been to a school in Deloraine with a healthy canteen, then the children can easily go across the road before/during and after school and make less healthy choices, undermining the health messages given at school.

With regard to the design of the houses, I would suggest that the Government consult with their own Tasmanian Climate Change Office re State/National and International obligations, re passive solar, energy efficiency etc. By default, saving energy will reduce energy costs for low income families/residents.

Open Space is necessary for community connection. The development of a community garden should be considered, for social cohesion and food security. This is prime agricultural land, as indicated by Kingborough Council. Should there be some use of this land, at least for food security for low income people?

The ingress and egress to/from the proposed development should be carefully considered in relation to potential 'bottlenecks' of vehicles, especially at 3.15pm on school days. Also, the road safety of pedestrian children at the two schools should be considered. If there are to be multiple new residences, where is it proposed that the children residents would go to school?

Bus transport should be negotiated with Metro Tasmania, especially considering that if these residences are for people on low incomes, they may rely on buses.

If there is to be a business area, would it not be better in the middle of the proposed development?

Are schools noisy for nearby residents?

Drainage is important to resolve, especially for Tarremah. Any road development needs to take into account adequate stormwater drainage.

Maree Bakker

Dear Penny and Sophie,

I hope my comments are not too late to be included.

In addition to the already mentioned issues, I would raise those additional concerns.

A quite learning environment is essential for both existing schools in Huntingfield. In addition to a dead end I would also suggest a green buffer zone between the school zone stretching from the reserve till the main road to Margate of at least 15 m. This has multiple benefits such as:

Reducing noise levels from the planned residential and business zone e.g. construction noise, lawn mowing, industrial noise.

Providing a green space and wildlife corridor to compensate for the loss of habitat during the development

Providing green walking space for both kids and residents

Improving resilience to extreme weather events e.g. trees as wind breaker and improved water absorbance/reduced erosion and water run off, reduced temperatures during heat events and improved micro-climate.

A further concern is the increase of sealed area increasing the erosion potential following storm events with high impact on the adjacent wet lands. Industrial and residential water run-off also increases the risk of water contamination due to e.g. glyphosate, fuel, engine oil and other frequent chemical releases.

Increased road infrastructure will strongly increase the roadkill of wildlife and opposes the purpose of the Petter Murrel Reserve. Without appropriate speed reduction measures e.g. <30 zones, speed bumps, roadkill will strongly increase.

I hope these points find appeal.

Best regards,

Michael Oellermann

Berechree, Patrick

Mon 1/07/2019 11:37 AM

I would like to add my voice to the group of people in the community concerned re this development. My main concerns are around the brevity of the process and the lack of opportunity for proper consultation. At first glance the proposal seems likely to have a significant negative impact on the quality of life of those who live in the area and those students and parents who make up the school community of both Tarremah and the adjacent Catholic School.

Immediate issues around the current hopelessly inadequate and unsuitable road into the site and the density of the housing proposed. The impact on the two schools and the Peter Murrell reserve will be significant and mostly negative. Many people use the reserve for recreation and it's values will be significantly degraded if this high density housing goes ahead. It is important that residents and both school communities are given proper detail re the percentage of low cost and affordable housing which will be included as part of the development.

Thanks for your help re this matter.

Patrick Berechree

Parent - Tarremah

ryan <ryanpauley@gmail.com>

Mon, Jul 1, 5:46 PM

Hello Sophie and Penny,

To whom it may concern,

While I'm torn about the concept of dramatic expansion of housing in the 67.69 hectares from Channel Highway to Perter Murrell Reserve, I'll start by pointing out that there's a crippling need for housing and the space does seem prime for growth.

That being said, I have a number of considerations as to why this project seems to be lacking appropriate thought and will potentially result in either short, medium, or potentially long-term problems.

Short-term issues:

The current traffic situation at the 5-way traffic circle at the nexus of the channel highway and Huntingfield. This is currently at capacity with significant load during rush hour and results in ~hour long school pickups. Adding 500 homes to this will explode this problem. Even with the addition of currently unknown/unplanned roads, any and all roads will be south of the traffic circle and only add to the traffic load.

Medium term & lingering issues:

Friday there was an accident involving a child struck by a bus outside of the St. Aloysius school. Thankfully the child will live, but the reality is that this road is hazardous enough without making it a proper thoroughfare. Doing so will put numerous children near the school at a much higher risk. Terminating the road at the schools would eliminate many traffic concerns.

Business Districts next to the Tarremah school present other issues and concerns for the students such as safety, campus cleanliness, as well would detract from a quiet learning environment.

Long-term issues:

The Peter Murrell Reserve is a vibrant home to many animals as well as creatures that are struggling to cope with the human encroachment. Adding 500 homes to 67 hectares without proper planning or environmental studies will have an effect to the local environment. To not consider them is irresponsible.

To close and repeat. I and many others acknowledge a need to make new homes, but I believe there is way to do so that is responsible and ensures a positive outcome by proper planning. It does not bode well that this plan is being steamrolled out with a near-invisible, high-speed trajectory. Please reconsider and slow the velocity of this expansion project. The ramifications of many aspects of the area are significant.

Sincerely,

Ryan Pauley

Sarah & Matthew Hingston

87 York Street

Sandy bay 7005

3rd July 2019

To Whom It May Concern,

We are writing on behalf of our family to express substantial concerns in regards to the proposed Development in Huntingfield. Our largest concern is the increased traffic on Nautilus Grove which passes through the middle of St Aloysius School and Tarremah Steiner School. Recent experience in the difficulty of access and danger on the road highlights that the narrow and winding nature of the road is already of great concern with its current level of traffic. We support Nautilus Grove remaining as a dead end and construction of a cul-de-sac to prevent access through to the land beyond.

Our second main concern is that as the land immediately adjacent to the proposed development houses two schools, the quiet learning environment for which many of us made the choice to send our children there, will be substantially changed for the worse.

Thirdly we do not support a business zone adjacent to the school boundary. Again for noise pollution but also air quality.

We hope that with proper consultation a solution can be reached that helps to alleviate our social housing problem and address the concerns of the Huntingfield community.

Yours sincerely,

Sarah and Matthew Hingston

It has come to my attention that a high density housing and business development is proposed for the land adjacent to Tarremah Steiner School. I feel the need to voice my concerns on this matter with particular mention to the grossly inadequate public consultation. The lack of public commentary, the relaxed height restrictions, the proximity of business zones to vital school learning spaces, and the traffic burden raise grave concerns and I believe that a transparent and detailed submission with ongoing and rigorous public consultation (including input from both Tarremah and St. Aloysius) is paramount.

Tarremah Steiner School is founded on the ethos of a strong and deep connection to the natural world. It is through this connection and reverence that true stewardship of this planet is born. We hold dearly our children's relationship with the surrounding bushland to their school and as our world braces itself for the effects of a climate emergency we feel this vast urban expanse would rob our children (and those of St. Aloysius) of this vital marriage to the land. Young people with a strong connection to the earth and all its majesty will provide integral creativity and innovation to a changing world.

With regards to Nautilus Drive, this road is already a highly congested and at times perilous zone during school drop off and collection times with last Friday seeing two St. Aloysius girls hit by a bus. The safety of our children would be severely compromised by changing this road. I am strongly opposed to Nautilus Drive becoming a thoroughfare to any form of development.

Although I support affordable and social housing it appears that a very small percentage will be for this purpose. I am strongly opposed to the density of this development as it would see a mammoth burden on roads, water, sewerage and waste management services. I also foresee vast degradation to the surrounding bushland and coastline with increased household waste, soil degradation, erosion and run off, loss of habitat and species disruption and decline. This land is highly fertile farming land and would be far better used to support food growing initiatives for this area and greater Hobart. Such valuable land is rare and to neglect its enormous opportunities for food production would be a gross oversight.

The proximity of a business zone to our children's garden area is also of great concern. We highly value the quiet learning environment at Tarremah and feel a business development would impede the learning greatly. If such a development were to proceed it would be of great importance that a large buffer zone in the form of a natural area/community garden/ food growing space run the width of the school.

I look forward to further opportunity to speak openly on this matter at the community evening on the 25th July. Collaboratively we can openly and transparently brainstorm creative and innovative directions and solutions for this development. I thank-you for your time.

Regards,

Steph Phillips

Parent and member of the Tarremah Steiner P & F

Sarah Boyle <sarahboyle111@gmail.com>

Tue 2/07/2019 9:03 PM

To whom it may concern

I am a parent of a Prep aged school child attending Tarremah Steiner School. I am committed to supporting my daughter through the full 10 years of education that Tarremah provides.

I have chosen Tarremah school, for many reasons, but primarily because the reverence of the early childhood years that Steiner educational philosophy offers, and in doing so provides a gentle early years educational environment which gently supports each child to live the fullness of their natural (and unique) childhood within the educational setting. Each child is accepted as a unique individual and therefore each child's unique path of development, emotionally, physically and intellectually is supported.

And as a result children moving into later years of education usually develop a grounded and solid sense of their own self, along with an innate joy of learning.

A significant part of this reverence for early childhood and primary school education is to provide a calm, natural, visually aesthetic learning environment, that actively seeks to minimize sensory stimulation on all levels, and has close access to the natural "bush" environment. Class rooms, particularly early childhood and primary school, have soft pastel coloured décor (walls and curtains), and have natural teaching materials, which are visually gentle.

The location of Tarremah school was specifically chosen, as it met these criteria, and also had the added benefit of being on land that had formerly been a biodynamically farmed orchard, and so was known to have soil that has been largely uncontaminated, and thus safe for continuing to grow fruit and vegies in the school garden utilising organic gardening methods.

At the end of Nautilus Drive, as currently constructed, the quiet, low sensory stimulated environment has been achieved for the school, and a strong community feel, also core to the Steiner Educational philosophy, has emerged.

The school is **at enrolment capacity**, with students currently waitlisted for the early childhood years, particularly for families who relocate from interstate, many on account of the accessibility of this particular Steiner school.

The "end of the road" aspect of the school is a critical part of maintaining this low sensory stimulating environment within the school precinct. And because Nautilus Drive is narrow unpaved track beyond the school boundary, the very limited numbers of vehicles travelling past the school precinct, have negligible impact on the overall background noise sensory impact.

By far the majority of traffic movements to, at and around Tarremah school precinct are associated with the school, buses, teaching and administration staff and parents.

The school is a purpose built Steiner school, physically designed to support the natural progression of student development and effective environment for the delivery of the Steiner

curriculum and as the students move through Early Childhood into and through the primary school and into high school.

The school and its many year 10 graduates, in part due to the quiet enjoyment of the peaceful physical situation and location of the school in Huntingfield.

The proposal to have a large high density residential subdivision, immediate adjacent to the school will somewhat impact the quiet enjoyment of Tarremah and the ability to deliver the full 12 years of Steiner curriculum within an environment deliberately established to have reduced levels of artificially stimulating sensory input.

Similarly the proposal to use Nautilus Drive as a key connector road to support circulating traffic movements through a high density residential development with further diminish the capability of the school to effectively deliver the fullness of the Steiner educational philosophy.... as the traffic movements will increase from the 200 to 300 vehicles per day generated almost solely from student drop off and pick up, to possibly up to 7000 to 8000 vpd (assuming that each dwelling averages 6 vehicle movements a day)

This is an inappropriate jump in traffic movements and will introduce many issues detrimental to the effective delivery of the educational values specific to Steiner Waldorf schools.

I would recommend a change in layout of the development such that Nautilus Drive is legally closed off at the Tarremah boundary, following the process set out in the Local Government Highways Act., and a new access road constructed along the western boundary of St Aloysius school...

I am willing to further discuss these alternate proposals.

Regards

Sarah Boyle

Mr Adam Fox & Mrs Sarah-Jane Fox
62 McKenzies Road
Leslie Vale
7054

Tasmanian State Government
Land and Supply Department

26th June 2019

To whom it may concern,

Re: Huntingfield development proposal

I was dismayed to read the news of the development proposal at the end of Nautilus Grove.

While housing and work opportunities are important, the impact to the children's education and health, while the building development takes place, will be severe. Those with asthmatic conditions will particularly suffer with the dust that any building work produces, particularly one of this magnitude.

Children in their final years will suffer with the constant noise, at a time when their attention in classes and study periods is critical.

The development proposal is right on the border of a large vegetable garden and this will be affected by construction contaminants. Along with it's use for sustenance, the vegetable garden is also an educational resource. Air and noise pollution will, at times, cause this area to become unusable for teaching and cause disruption to the syllabus.

I am also concerned that there is no planned thoroughfare for the development and encroaching on an already congested school car park is dangerous. Children from age three, and also younger siblings, cross this carpark regularly throughout day.

We moved from Sydney specifically for our children to attend a school in a natural, peaceful environment and this development requires strategic, climate-friendly planning. It is imperative that the schools and community be involved in this planning process.

Yours sincerely,



Sarah-Jane and Adam Fox

Regarding proposed Housing Land Supply Order Huntingfield June 2019

As members of the Tarremah School community, parents of former students and a grandparent of several current students, we have long been interested in the land in the vicinity of Tarremah School, with a view to developing a community hub that combines residential development, including affordable housing, with an initiative providing cultural, horticultural, craft, aged care, health care, support services, retail and educational activities involving both the school community and the wider community.

The fertile soil of the nearby land would lend itself to intensive horticulture such as a market garden producing vegetables for the local community while providing opportunities for older people and people with disabilities to participate in the gardening operations, and a community centre would provide a range of cultural and social activities and community services.

We have in years past participated in the operation of a market garden on the fertile land adjacent to Tarremah School that is now part of the proposed Huntingfield development. Much of the land within the Huntingfield site is prime agricultural land. The site overall has a land capability classification of 4+3, which means that at least 40% of it is Class 3, in sufficiently large areas to be managed as such, and hence according to the State Policy on the Protection of Agricultural Land should not be converted to residential use.

While we do support further residential development in Huntingfield and the provision of affordable housing, we advocate that at least some of the Class 3 soil areas should be retained for agricultural activities. The result would be a very attractive semi-rural mix of residential and agricultural activities, which would be much appropriate for the site than the extensive dense Inner Urban Residential development prescribed in this proposed Housing Supply Land Order.

The location of the Tarremah School site was originally chosen because of its semi-rural nature. While it was understood that there would subsequently be more residential development in the vicinity of the school it was always envisaged that this would be of a nature and density appropriate for the periphery of a residential zone where it adjoins rural land use zones.

At a public meeting 10 years ago Housing Tasmania revealed plans to develop this Huntingfield site. We subsequently liased with Andrew Goodsell, who was at the time engaged as a planning consultant by the Department, and were given the

impression that there would be scope for incorporation of our initiative within the Master Plan that was being developed. Progress on the development of this Master Plan has been very slow, but we have maintained contact with the Department and were informed that we were considered one of the stakeholders who would be notified when the Master Plan was ready for public consultation.

We find it hard to understand why it is now being proposed to turn Huntingfield into an "Inner Residential Zone", especially the "Precinct A" area with co-joined townhouses 9.5 metres high. This would appear to be in conflict with the local neighbourhood character. There is nothing like it in Kingborough at all and even very little in Hobart. Locating such an extensive densely settled residential area between the school and Peter Murrell Reserve seems quite inappropriate. The adverse impacts on the school would be significant.

We feel the Raphael Foundation's proposal for some of the land area in the vicinity of Tarremah School would be far more appropriate, and would also bring benefits to the rest of Huntingfield and the wider community, in the form of social services, therapeutic services, educational and cultural activities, and amenity.

The rezoning of the Huntingfield site should be postponed until after there has been a comprehensive public consultation process with regard to the development of a Master Plan in partnership with the Local Planning Authority that takes into consideration the needs of the local and wider community, the specific zoning requirements of innovative initiatives such as ours, the land capabilities of the site, the local environment and neighbourhood character, and the various planning instruments that would normally guide the development of such a significant area of land.

Please see the attached summary of the Raphael Foundation's Development proposal for Huntingfield and draft concept plan.

Signed 30th June 2019

Greg Whitten

Annie Ball

David McColl

Raphael Foundation Ltd

Huntingfield Development Proposal June 2019

A Residential, Educational, Cultural, Horticultural, Disability and Aged Care Community Initiative.

The intention of this proposal is to ensure that within the residential development in Huntingfield, a balanced community is achieved that values diversity and utilises some of the agricultural resource of the Huntingfield site, whilst also providing opportunities for a range of educational, social & environmental activities of benefit to both the local and the wider community.

The development would require an area of around 5 hectares and include:

- **Land set aside (within the Class 3 volcanic soil area) for:**
 - Community gardens.
 - Commercial scale market gardens to provide food locally in a CSA (Community Supported Agriculture) model using organic methods and providing educational opportunities for Tarremah, St Aloysius, local & regional schools, and vocational training and work experience in horticulture and organic/biodynamic sustainable practice.
 - Opportunities for meaningful work for older community members & those with special needs, within a viable dynamic working farm context.

This is considered important from the point of view of contributing to a sustainable future both in maintaining the knowledge of sound practices of food production and in encouraging community participation to build social fabric.

- **Farm Infrastructure to include:**
 - tool and machinery sheds
 - greenhouses and shade houses
 - fencing and irrigation

- **Educational Infrastructure to include:**
 - Teaching hubs - both internal and external spaces
 - Arts and Craft Centre for 'Artist in Residence' type projects and opportunities for community participation in arts and crafts.
 - Environmental and sustainability research and demonstration.
 - Wetlands, habitat regeneration, water sensitive urban design.

- **Community Infrastructure to include:**
 - Café – Indoor & Outdoor eating areas
 - Farmers Market
 - Adequate parking for the above activities
 - Community Building for lectures, cultural activity, educational purposes, workshops, health care, support services and community activities.
 - Retail facilities

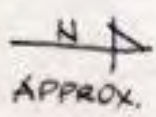
- **Residential Infrastructure to include:**
 - Around 50 dwellings providing a variety of housing options including a high proportion (at least 30%) of affordable accommodation for people on low incomes, carers, care takers, students, trainees and visitors.
 - Retirement accommodation and aged care facilities with easy pedestrian access to gardens and community activities.
 - Residential disability facility

The development would be designed to provide services and amenity for the surrounding area. It is in keeping with the existing educational facilities in the Huntingfield area and recreational use of the Reserve. The farming/gardening activity would be carefully designed and operated to be compatible with nearby residential activity - there would be no chemical pesticides or fertilisers used, and other potential adverse impacts such as noise and odour would be managed by keeping them within acceptable limits.

CONCEPT ONLY PLAN
 PROPOSAL FOR 'RAPHAEL FOUNDATION',
 HOUSING/EDUCATIONAL/AGRICULTURAL LTD,
 CULTURAL/RETAIL DEVELOPMENT
 NOT TO SCALE, JUNE 2019

PUBLIC OPEN SPACE
 LINE OF CREEK

- * 1-5 ORGANIC GARDENS FOR COMMUNITY USE CLASS 3 SOIL
- * a) - Farmers Market



NOT TO SCALE

PETER MURRAL RESERVE

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Tuesday, 9 July 2019 2:01 PM
To: Risby, Brian (DoJ)
Cc: Stevens, Leigh (DoJ)
Subject: FW: Huntingfield land rezoning - Institute response
Attachments: Huntingfield land rezoning - Institute response.pdf; Guidelines EOI RFT 2019.pdf; An urban design protocol for Australian Cities.pdf



Bernie van der Heyden | Administration

Planning Policy Unit
Department of Justice

p (03) 6166 1429 |

e bernie.vanderheyden@justice.tas.gov.au

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Level 4b, 144 Macquarie Street, Hobart, TAS 7001 | PO Box 825, Hobart, TAS 7001

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From: Jaensch, Minister (DPaC) <Minister.Jaensch@dpac.tas.gov.au>
Sent: Tuesday, 9 July 2019 12:16 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: FW: Huntingfield land rezoning - Institute response

Hi PPU – see attached submission for appropriate action.

Kind Regards
Kate

Kate Mills

Departmental Liaison Officer
Office of the Hon Roger Jaensch MP

Minister for Human Services
Minister for Housing
Minister for Disability Services and Community Development
Minister for Planning
Minister for Aboriginal Affairs
Level 5, Salamanca Building, Parliament Square
4 Salamanca Place
HOBART TAS 7000
Email: kate.mills@dpac.tas.gov.au



From: Bonney, Leanne (DPaC) <Leanne.Bonney@dpac.tas.gov.au>
Sent: Friday, 5 July 2019 10:09 AM
To: Jaensch, Minister (DPaC) <Minister.Jaensch@dpac.tas.gov.au>
Subject: FW: Huntingfield land rezoning - Institute response

From: Fiona McMullen <fiona.mcmullen@architecture.com.au>
Sent: Thursday, 4 July 2019 5:38 PM
To: roger.jaensch@parliament.tas.gov.au
Cc: Jennifer Nichols <Jennifer.Nichols@architecture.com.au>
Subject: Huntingfield land rezoning - Institute response

Dear Minister Jaensch,

Please find attached a response from the Tasmanian Chapter of the Australian Institute of Architects, regarding the rezoning of land at Huntingfield, for your consideration, along with relevant attachments.

If you have any questions, don't hesitate to give us a call.

Kind regards,

Fiona McMullen
Major Projects & Professional Services Coordinator

Australian Institute of Architects
1/19a Hunter Street
Hobart, TAS 7000

Monday - Thursday
d: + 61 (3) 6214 1500
e: fiona.mcmullen@architecture.com.au
w: architecture.com.au



We respectfully acknowledge the Traditional Custodians of the lands on which we work and pay respect to their Elders past, present and emerging.





ABN 72 000 023 012

1/19a Hunter Street
Hobart TAS 7000
+61 (3) 6214 1500
tas@architecture.com.au
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To
The Hon Roger Jaensch MP
Minister for Planning
Minister for Housing
80B Wilson Street
Burnie TAS 7320

Date
04.07.2019

By email to: roger.jaensch@parliament.tas.gov.au

Dear Minister Jaensch,

RE: HUNTINGFIELD LAND REZONING

We write on behalf of the Australian Institute of Architects (the Institute) regarding the rezoning of land at Huntingfield under the Housing Land Supply Act 2018.

The Institute is the peak body for the architectural profession, representing over 11,500 members across Australia and overseas. The Institute actively works to improve the quality of our built environment by promoting quality, responsible and sustainable design.

With large-scale developments of land, such as that at Huntingfield, the Institute would always advocate for initial masterplanning of the site by an appropriately qualified consultant team. We also encourage community stakeholder engagement and input early in the process to ensure best quality outcomes for the project, the future occupants and the existing neighbourhood.

To ensure best practice urban design of sites, we would encourage an appropriate EOI process to select an appropriate consultant team. The Institute encourages developments to contain a mix of uses to provide for community needs, along with a mix of housing types, and encourages increased density where there are adequate services and amenity, including access to public transport.

Quality design outcomes are critical for the future of our state to create communities that are vibrant, and places that are sustainable and promote a good quality of life.

Attached to this letter is a copy of the Institute's guidelines for EOIs and RFTs for reference. Also attached is another document that may be of interest - 'Creating Places



for People - an Urban Design Protocol for Australian Cities'.

The Institute would like to extend our willingness to help at any stage in this process, and hope to be able to work with you on important projects like this. We would be more than happy to meet with you discuss this further, and other issues of mutual interest.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Nichols".

Jennifer Nichols
Tasmanian Executive Director,
Australian Institute of Architects

A handwritten signature in black ink, appearing to read "Shamus Mulcahy".

Shamus Mulcahy
Tasmanian President,
Australian Institute of Architects

CREATING PLACES FOR PEOPLE

AN **URBAN DESIGN PROTOCOL** FOR **AUSTRALIAN CITIES**



CREATING PLACES FOR PEOPLE

AN **URBAN DESIGN PROTOCOL** FOR **AUSTRALIAN CITIES**

Who should read this document?

The Urban Design Protocol is intended for anybody who has an interest in our built environment. Broadly, there are two audiences for this Protocol:

1. Decision makers and professionals whose actions affect the urban environment, including:
 - Elected representatives and officers in Commonwealth, State, Territory and Local government
 - Consultants and practitioners whose work has an impact on urban design, including planning, development, architecture, landscape architecture, engineering, law and finance.

This audience should make particular reference to the model processes for creating high quality urban environments, and the outcomes that these processes are seeking to achieve.

2. The general public (individuals and community groups) who have an interest in urban design or may be affected by decisions about the built environment. This audience should make specific reference to the outcomes – that is, the aims and principles – described in this document and how this might affect them.

CREATING PLACES FOR PEOPLE

AN **URBAN DESIGN PROTOCOL** FOR **AUSTRALIAN CITIES**

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FOREWORD

Creating Places for People is a collective commitment to best practice urban design in Australia. The protocol is the result of two years of collaboration between peak community and industry organisations, and governments at all levels.

The quality of our neighbourhoods, towns and cities has a significant impact on our daily lives. Quality urban design makes a valuable contribution to our economy, our natural and built environments, and the liveability of our cities. It helps local businesses thrive. It attracts people to visit, live and work in a location. It considers the landscape, encourages biodiversity and incorporates natural ecosystems. It has an important influence on our physical and mental health and wellbeing. It provides opportunities for healthy lifestyles and community interaction.

Creating Places for People does not take a one size fits all approach. Instead, it provides broad principles that take into account the unique characteristics of a location and its community, and encourages excellence in the design and custodianship of urban places.

The following organisations were involved in the creation of the Urban Design Protocol. We encourage others to embrace and adopt the Urban Design Protocol.

Australian Government	Planning Officials Group (State and Territory Planning Departments)	New South Wales Government Government Architect's Office	Office of the Victorian Government Architect
Queensland Government Office of the Government Architect	Western Australia Government Office of the Government Architect	South Australia Government Office of the Government Architect	Integrated Design Commission South Australia
Tasmanian Government Office of the State Architect	Australian Capital Territory Office of the Government Architect	Australian Local Government Association	Council of Capital City Lord Mayors
National Growth Areas Alliance	National Heart Foundation of Australia	Australian Sustainable Built Environment Council	Planning Institute of Australia
Australian Institute of Landscape Architects	Australian Institute of Architects	Green Building Council of Australia	Australian Green Infrastructure Council
Property Council of Australia	Consult Australia	Water Services Association of Australia	

*First life, then spaces, then buildings:
the other way around never works*

Jan Gehl



INTRODUCTION

Urban design occurs across all parts of a city, from the inner city to the suburbs and outer metropolitan fringe. Urban design is relevant to developments, whatever their nature and size. City-wide transport and infrastructure networks, urban infill projects, regional towns, new suburban developments, shopping malls, streets, office blocks, university campuses and hospitals are all the result of urban design.

High quality urban design becomes even more important as we increase the density of our cities and cater for a growing and changing population. It requires excellent planning, design and management of our built environment and the supporting social and economic infrastructure.

Creating Places for People: an urban design protocol for Australian cities (the Protocol) establishes 12 broadly agreed principles for quality urban places in Australia. These principles can be applied to any project or location – whether it is in a large capital city, regional centre or rural town.

RELATIONSHIP WITH OTHER POLICIES AND GUIDELINES

NATIONAL URBAN POLICY

Our Cities, Our Future: a national urban policy for a productive, sustainable and liveable future (National Urban Policy) is the Australian Government's strategic policy framework for the 18 major cities of Australia. It articulates the role of the Australian Government in helping our cities work better, whether through direct investment or in partnership with key stakeholders. Appendix B summarises the National Urban Policy goals and objectives. One of the actions arising from the National Urban Policy was a commitment to develop an urban design protocol.

COUNCIL OF AUSTRALIAN GOVERNMENTS

The purpose of the Urban Design Protocol is to encourage the highest standard of urban design. The Council of Australian Governments (COAG) agreed to undertake reforms in capital city strategic planning systems 'to ensure Australian cities are globally competitive, productive, sustainable, liveable and socially inclusive and are well placed to meet future challenges and growth'¹.

There are nine criteria listed in the COAG agreement. Among these is: 'To encourage world-class urban design and architecture'. The Protocol responds to this by providing a framework to identify, implement, measure and improve best practice in urban design.

STATE, TERRITORY AND LOCAL GOVERNMENT

Many jurisdictions already have in place guidelines and protocols relating to urban design. Figure 1 illustrates a 'line of sight' from the National Urban Policy down to neighbourhood and street level.

NATIONAL GUIDELINES AND TOOLS

Creating Places for People complements other national guidelines and tools that currently exist including *Healthy Spaces and Places – a national guide to designing places for healthy living*². The Green Building Council of Australia and the Australian Green Infrastructure Council will shortly be releasing a set of sustainability rating tools.

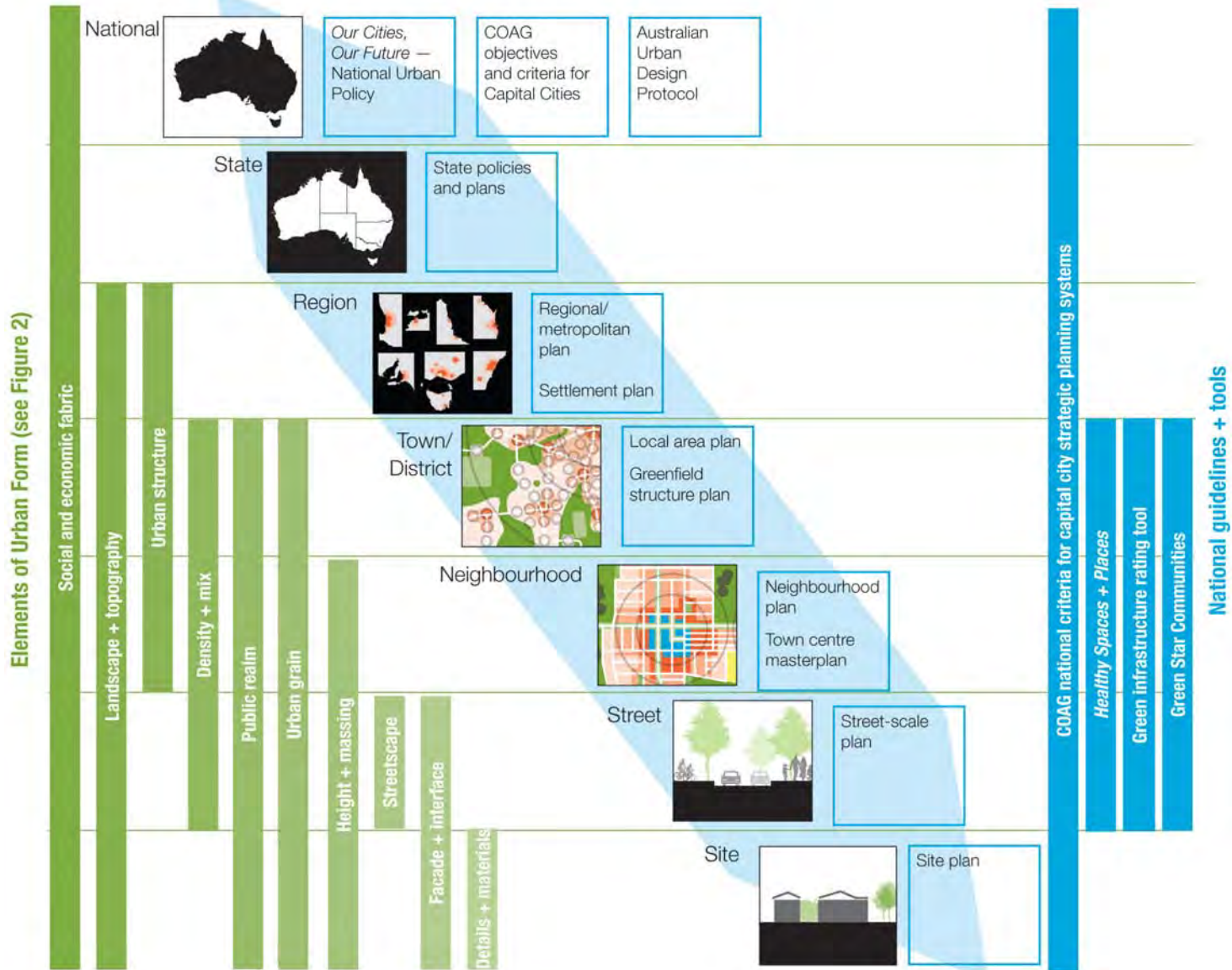
1 www.coagreformcouncil.gov.au/agenda/cities.cfm

2 Developed through a partnership between the Heart Foundation, Australian Local Government Association and the Planning Institute of Australia, and initially supported by funding from the Department of Health and Ageing

PADDINGTON RESERVOIR GARDENS,
JOINT WINNER OF THE 2009 AUSTRALIA AWARD FOR URBAN
DESIGN. BY TONKIN ZULAIKHA GREER ARCHITECTS AND JAMES
MAHER DELANEY DESIGN. IMAGE COURTESY OF CITY OF SYDNEY



Figure 1: Line of sight from national to site level



Thinking about urban design, strategic and statutory planning at different scales helps put them in context. The elements of urban design are illustrated next to the scale of planning at which they are commonly addressed. Concept adopted from *Next Generation Planning*, published by the Council of Mayors (SEQ), 2011

WHAT IS GOOD URBAN DESIGN?

Urban design is concerned with the arrangement, appearance and function of our suburbs, towns and cities. It is both a process and an outcome of creating localities in which people live, engage with each other, and the physical place around them.

Urban design involves many different disciplines including planning, development, architecture, landscape architecture, engineering, law and finance.

Urban design operates from the macro scale of the urban structure (planning, zoning, transport and infrastructure networks) to the micro scale of street furniture and lighting. When fully integrated into policy and planning systems, urban design can inform land use planning, infrastructure, built form and even the socio-demographic mix of a place.

Urban design can significantly influence:

- the economic success and socio-economic composition of a locality – whether it encourages local businesses and entrepreneurship; whether it attracts people to live there; whether the costs of housing and travel are affordable; and whether access to job opportunities, facilities and services are equitable;
- the physical scale, space and ambience of a place. As such, it affects the balance between natural ecosystems and built environments, and their sustainability;
- the social and cultural nature of a locality: how people interact with each other, how they move around, and how they use a place.

Although urban design is often delivered as a specific ‘project’, it is in fact a long-term process that continues to evolve over time. It is this layering of building and infrastructure types, natural ecosystems, communities and cultures that gives places their unique characteristics and identities.

Refer to **Elements of Urban Design** for further definitions relating to urban design in the Australian context.

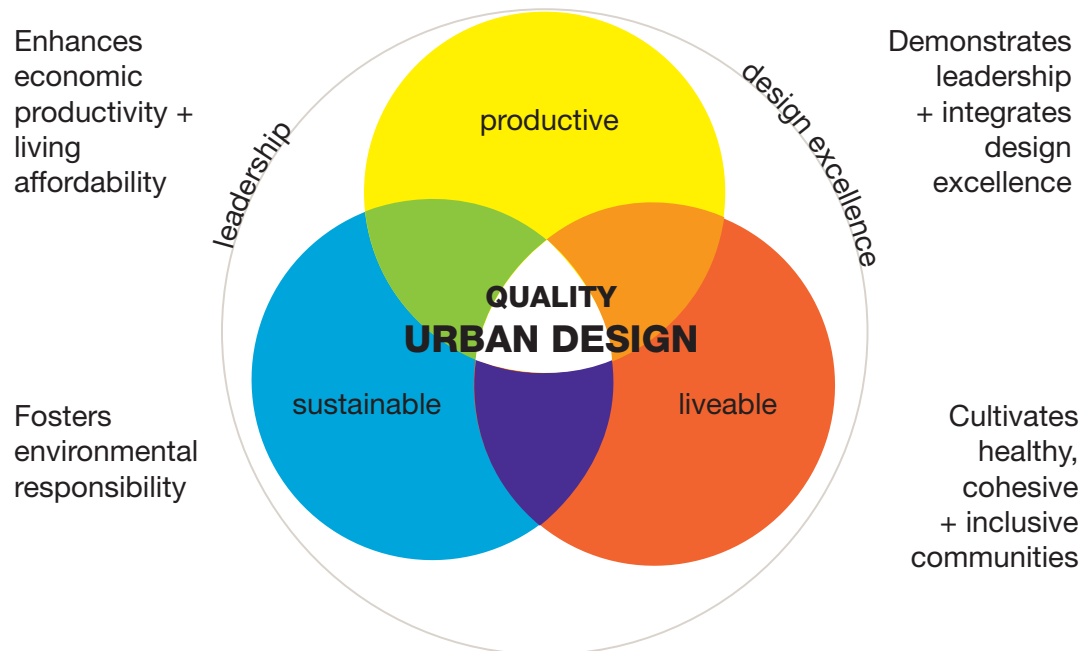
The Council of Australian Governments has agreed to encourage urban design of the highest international standard. This should include design, performance, quality, satisfaction and value when benchmarked against the best developments, products or processes in the world.

The objective of the urban design protocol is to encourage the highest standard of urban design across all parts of our suburbs, towns and cities.













AIMS AND PRINCIPLES

The Urban Design Protocol is founded on five pillars: productivity, sustainability, liveability, leadership and design excellence. When integrated together, these pillars form the aim of the Protocol:

To create productive, sustainable and liveable places for people through leadership and the integration of design excellence



Twelve basic principles underpin the Protocol based on design, leadership and governance. These principles are interrelated with the five foundation pillars of the Protocol.

Aim	What is being achieved (outcome)			How it's achieved (process)		
	Productivity	Sustainability	Liveability	Leadership	Design	
Creates productive, sustainable + liveable places for people through leadership + the integration of design excellence	Enhances economic productivity + living affordability	Fosters environmental responsibility	Cultivates healthy, cohesive + inclusive communities	Demonstrates visionary leadership + governance	Integrates design excellence	
Design principles about place: productivity + sustainability						
Enhancing Enhances local economy, environment + community		✓	✓	✓	✓	
Connected Connects physically + socially		✓	✓	✓	✓	
Diverse Diversity of options + experiences		✓	✓	✓	✓	
Enduring Sustainable, enduring + resilient		✓	✓		✓	
Design principles about people: liveability						
Comfortable Comfortable + welcoming				✓	✓	
Vibrant Vibrant, with people around		✓		✓	✓	
Safe Feels safe				✓	✓	
Walkable Enjoyable + easy to walk + bicycle around			✓	✓	✓	
Principles about leadership and governance						
Context Works within the planning, physical + social context				✓	✓	
Engagement Engages with relevant stakeholders				✓	✓	
Excellence Excellence, innovation + leadership		✓		✓	✓	
Custodianship Considers custodianship + maintenance over time			✓	✓	✓	

PLACE: PRODUCTIVITY + SUSTAINABILITY

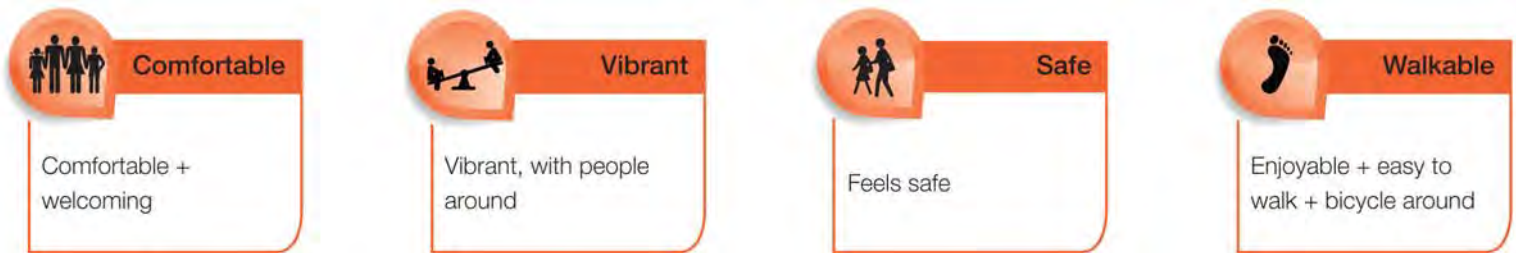
Creates the context for people to engage with the place



Principles	Outcomes	Attributes—How it helps to achieve world-class urban design
Enhancing	Enhances the local economy, environment + community	<ul style="list-style-type: none"> It respects the needs and aspirations of the community that lives and works there It creates opportunities for people to prosper and local businesses to thrive It sustains and enhances the natural environment It enhances the built environment visually, physically and functionally It celebrates unique characteristics—heritage, culture and community—that create a sense of place and identity
Connected	Connects physically + socially	<ul style="list-style-type: none"> It is well connected to surrounding areas You can see where you are and where you are going There is a range of transport options, including public transport, walking and bicycling It is connected to places with jobs, schools, shops, facilities and services It is connected with the past—the heritage of a place—and with the community and its culture It feels connected with the natural environment
Diverse	Diversity of options + experiences	<ul style="list-style-type: none"> Each locality has its own character and qualities There is a rich range of experiences—how you move around and interact with others, what buildings and spaces look and feel like, and what things you can do There is a range of facilities, services and activities Despite the diversity, there is an overall harmonious blend You can take different routes depending on your mood, or if you're visiting different places on your way It meets different people's needs, including a diversity of housing options There is biodiversity in the flora and fauna
Enduring	Sustainable, enduring + resilient	<ul style="list-style-type: none"> It is resilient to extreme weather events, natural disasters and a changing climate Things are built to last, where appropriate – they're made of robust materials, are designed well and there's a sense of quality It is visually and aesthetically pleasing as well as practical It is well maintained and cared for It is designed to save resources like water, energy and materials, and minimises its impact on the environment It considers current and future activities and can evolve and adapt over time

PEOPLE: LIVEABILITY

Creates the context for people to engage with each other



Principles	Outcomes	Attributes – How it helps to achieve world-class urban design
Comfortable	Comfortable + welcoming	<ul style="list-style-type: none"> • It feels comfortable to walk through, sit, stand, play, talk, read, or just relax and contemplate • It is not too exposed to unpleasant noise, wind, heat, rain, traffic or pollution • You can freely use the place, or at least part of it, without having to pay • You can be yourself and feel included as part of the community • It caters for people with various physical capabilities, the old and the young
Vibrant	Vibrant, with people around	<ul style="list-style-type: none"> • You can see that there are other people around • People are enjoying themselves and each other's company • There are places to meet and interact, play, explore, recreate and unwind • It is a place you want to visit, experience, or live in
Safe	Feels safe	<ul style="list-style-type: none"> • It feels safe and secure, even at night or on your own • There aren't signs of decay such as graffiti, rubbish, weeds or derelict buildings and places • Roads and paths are safe for adults and children to walk or ride their bikes
Walkable	Enjoyable + easy to walk + bicycle around	<ul style="list-style-type: none"> • It prioritises people walking or riding before vehicles • It is easy to get around on foot, bike, wheelchair, pushing a pram or wheeling luggage • Buildings and streets feel like they're the right size and type for that place • It encourages physical activity and social interaction, and promotes a healthy lifestyle

LEADERSHIP + GOVERNANCE



Principles	Processes	Attributes – How it helps achieve world-class urban design
Context	Works within the planning, physical + social context	<ul style="list-style-type: none"> • It sets, or works within the strategic planning framework • It integrates with the physical environment, including its topography, biodiversity, landscape and views, existing streets and buildings, and infrastructure • It incorporates the heritage, culture and historical context of surrounding communities and places • It is compatible with the surrounding social and economic activities
Engagement	Engages with relevant stakeholders	<ul style="list-style-type: none"> • It acknowledges that urban design is primarily about creating places for people • It engages people in the development of their community • It adopts a multi-disciplinary and collaborative approach to planning and design
Excellence	Fosters excellence, innovation + leadership	<ul style="list-style-type: none"> • It prioritises best practice planning, design, engineering, procurement and maintenance • It champions universal design and accessibility • It integrates design, and design expertise, from the earliest stages of a plan or project through to completion • It engages competent, skilled professionals to design and deliver on projects
Custodianship	Considers custodianship + maintenance over time	<ul style="list-style-type: none"> • It recognises that communities, environments and cities are continually evolving and adapting • It considers the wider environmental, social and economic costs and benefits of development, operations, maintenance and disposal • It ensures that the design of a place is appropriate for its ongoing maintenance, operations and upkeep • It incorporates strategies to reduce and adapt to climate change

MODEL PROCESSES

Well-designed urban places can only be achieved by adopting an integrated design approach where multi-disciplinary teams work collaboratively at all stages of a project, from design through to procurement, implementation, operation and maintenance. Good model processes prioritise design excellence through leadership, teamwork and integrated processes.

The following is an indicative process for delivering high quality urban design projects. It provides a broad description of the considerations required.

CONTEXT

- Strategic planning

A good strategic planning framework analyses and decides what economic, environmental and social outcomes need to be achieved, and prioritises actions to achieve these outcomes. Strategic policies are then implemented through a variety of means, including statutory plans, infrastructure plans and service delivery plans. COAG's review of capital city strategic planning systems sets nine criteria that should be embodied in city strategic planning systems.

A project should work within the context of the strategic planning framework. It should respond to the National Urban Policy objectives and the principles outlined in the Urban Design Protocol. It also needs to work within the strategic policies and statutory plans of the relevant State / Territory and local authorities (see Figure 1).

ENGAGEMENT

Relevant stakeholders, including the broader community, should provide input and feedback at key stages of process. They can help to develop the vision, review design options and provide feedback during public exhibition.

EXCELLENCE through:

- Leadership
- Collaboration and teamwork

A process that embraces design excellence requires visionary leadership. One way of encouraging this is to appoint a client-side project leader and ensure that delivering high quality urban design outcomes is a key accountability. For larger projects, consider a 'design champion' within the project team, capability based selection, design competition and/or an independent design review.

Urban design excellence is achieved by multidisciplinary teams with appropriate skills and experience. Ensure the project team includes competent, skilled design professionals including land use planners, urban designers, landscape architects, architects and engineers as appropriate.

- Integrated processes
 - Invest up front in quality, integrated processes:
 - Consult relevant stakeholders and communities at appropriate stages
 - Develop a vision for, and specify, the outcomes that the project seeks to achieve
 - Write a detailed and balanced brief, setting out performance criteria
 - Undertake thorough analysis of site and context
 - Develop a variety of realistic and varied options (potentially through an enquiry by design process) that meet the brief
 - Evaluate options against performance criteria and Urban Design Protocol principles and attributes
 - Develop the preferred option through an iterative design process, and document decision making
 - Document the preferred option
 - Select the procurement method, ensuring that procurement processes do not reduce design quality and monitor throughout the implementation of the project to ensure outcomes are achieved
 - Evaluate outcomes with reference to the Urban Design Protocol principles, and document areas for improvement or future rectification
- Design culture
 - Foster a culture which critically assesses urban design, celebrates its best examples and builds design literacy.
 - Reward design excellence.

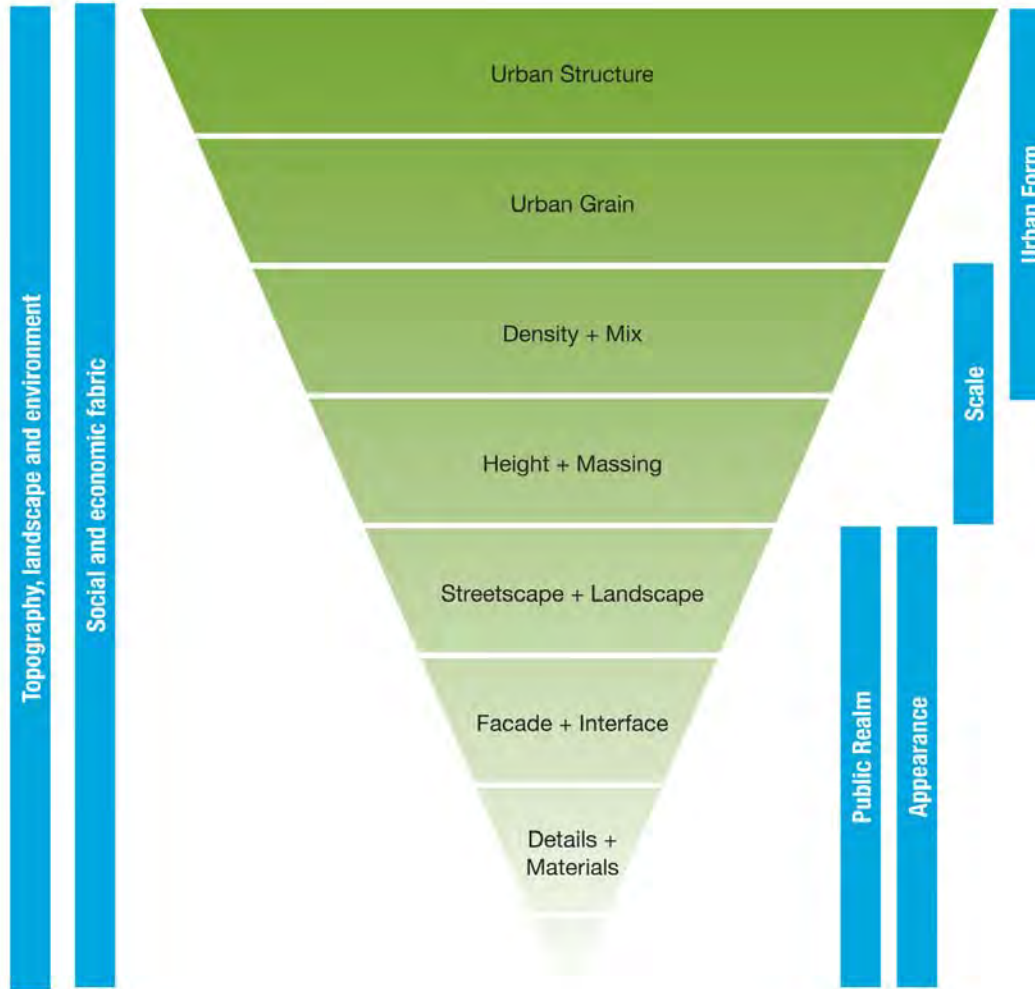
CUSTODIANSHIP

Ensure that systems are in place for ongoing operations, management and upkeep so that the place is well-maintained and sustainable over the long term.

ELEMENTS OF URBAN DESIGN

This section provides basic explanations for terms that are commonly used for urban design in the Australian context. Figure 2 shows the approximate hierarchical relationship between the elements of urban form, followed by a brief definition of the elements.

Figure 2: Elements of urban form – macro to micro scale



Urban structure	The overall framework of a region, town or precinct, showing relationships between zones of built forms, land forms, natural environments, activities and open spaces. It encompasses broader systems including transport and infrastructure networks.
Urban grain	The balance of open space to built form, and the nature and extent of subdividing an area into smaller parcels or blocks. For example a 'fine urban grain' might constitute a network of small or detailed streetscapes. It takes into consideration the hierarchy of street types, the physical linkages and movement between locations, and modes of transport.
Density + mix	The intensity of development and the range of different uses (such as residential, commercial, institutional or recreational uses).
Height + massing	The scale of buildings in relation to height and floor area, and how they relate to surrounding land forms, buildings and streets. It also incorporates the building envelope, site coverage and solar orientation. Height and massing create the sense of openness or enclosure, and affect the amenity of streets, spaces and other buildings.
Streetscape + landscape	The design of public spaces such as streets, open spaces and pathways, and includes landscaping, microclimate, shading and planting.
Facade + interface	The relationship of buildings to the site, street and neighbouring buildings (alignment, setbacks, boundary treatment) and the architectural expression of their facades (projections, openings, patterns and materials).
Details + materials	The close-up appearance of objects and surfaces and the selection of materials in terms of detail, craftsmanship, texture, colour, durability, sustainability and treatment. It includes public and private structures and space, street furniture, paving, lighting and signage. It contributes to human comfort, safety and enjoyment of the public or private domain.
Public Realm	Much of urban design is concerned with the design and management of publicly used space (also referred to as the public realm or public domain) and the way this is experienced and used. The public realm includes the natural and built environment used by the general public on a day-to-day basis such as streets, plazas, parks, and public infrastructure. Some aspects of privately owned space such as the bulk and scale of buildings, courtyards and entries that are traversed by the public or gardens that are visible from the public realm, can also contribute to the overall result. At times, there is a blurring of public and private realms, particularly where privately owned space is publicly used.
Topography, landscape	The natural environment includes the topography of landforms, water and environment
Social + economic fabric	The non-physical aspects of the urban form include social factors (culture, participation, health and well-being) as well as the productive capacity and economic productivity of a community. It incorporates aspects such as demographics and life stages, social interaction and support networks.



GEELONG YOUTH ACTIVITY AREA, WINNER OF THE 2010 AUSTRALIA AWARD FOR URBAN DESIGN. BY CITY OF GREATER GEELONG, CONVIC DESIGN PTY LTD, CANTERI BROS. CONSTRUCTIONS PTY LTD, CARDO GROGAN RICHARDS, CIVIL ENGINEERING CONSULTANTS, WEBB AUSTRALIA GROUP (VIC) AND LIGHTING AND ELECTRICAL DESIGN CONSULTANTS.

APPENDIX A: URBAN DESIGN PROTOCOL ON A PAGE

AIM: to create productive, sustainable and liveable places through leadership and the integration of design excellence

Urban design incorporates:

- Outcomes – described in the eight design principles
- Processes – described in the four principles about leadership and governance.



PLACE: PRODUCTIVITY + SUSTAINABILITY

<p>Enhancing</p> <p>Enhances the local economy, environment + community</p>	<p>Connected</p> <p>Connects physically + socially</p>	<p>Diverse</p> <p>Diversity of options + experiences</p>	<p>Enduring</p> <p>Sustainable, enduring + resilient</p>
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PEOPLE: LIVEABILITY

<p>Comfortable</p> <p>Comfortable + welcoming</p>	<p>Vibrant</p> <p>Vibrant, with people around</p>	<p>Safe</p> <p>Feels safe</p>	<p>Walkable</p> <p>Enjoyable + easy to walk + cycle around</p>
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LEADERSHIP + GOVERNANCE

<p>Context</p> <p>Works within the planning, physical + social context</p>	<p>Engagement</p> <p>Engages with relevant stakeholders</p>	<p>Excellence</p> <p>Fosters excellence, innovation + leadership</p>	<p>Custodianship</p> <p>Considers custodianship + maintenance over time</p>
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Outcomes

Processes

APPENDIX B: NATIONAL URBAN POLICY ON A PAGE

Our Cities, Our Future: a national urban policy for a productive sustainable and liveable future presents a national framework to guide policy development and public and private investment in cities. It articulates a set of goals, objectives and underlying principles to guide decision making. See www.majorcities.gov.au for further information.

Goals	Objectives	Principles	
Productivity	To harness the productivity of Australia’s people and industry, by better managing our use of labour, creativity and knowledge, land and infrastructure	Efficiency	
	1. Improve labour and capital productivity	Value for money	
	2. Integrate land use and infrastructure		
Sustainability	3. Improve the efficiency of urban infrastructure	Innovation	
	To advance the sustainability of Australia’s natural and built environment, including through better resource and risk management		
	4. Protect and sustain our natural and built environments		Adaptability
	5. Reduce greenhouse gas emissions and improve air quality		
	6. Manage our resources sustainably	Resilience	
7. Increase resilience to climate change, emergency events and natural hazards	Equity		
Liveability		To enhance the liveability of our cities by promoting better urban design, planning and affordable access to recreational, cultural and community facilities	
		8. Facilitate the supply of appropriate mixed income housing	Affordability
		9. Support affordable living choices	
	10. Improve accessibility and reduce dependence on private vehicles		
Governance	11. Support community wellbeing	Subsidiarity	
	To progress the goals of productivity, sustainability and liveability through better governance, planning and management	Integration	
	12. Improve the planning and management of our cities		
	13. Streamline administrative processes	Engagement	
14. Evaluate progress			





Australian
Institute of
Architects

GUIDELINES

— Expressions of interest and requests for tender for architectural services



Prepared by the Australian
Institute of Architects 2019

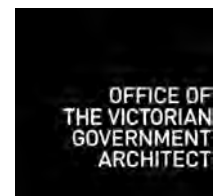


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Blackwater Aquatic Centre | Liquid Blu Architects | Photo Angus Martin

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1_ INTRODUCTION

1.1 WHY THE GUIDELINES ARE NEEDED

1.1.1 Current practice

Quality-based selection has consistently led to quality outcomes for Australia's important public and institutional buildings. Thorough consideration at the early stages of a project maximises the possibilities for design quality, value for money, cost effectiveness, and a productive working relationship between the client and consultant group. Importantly, it also helps to create effective and efficient buildings and spaces that end-users and communities enjoy being in and around.

Government agencies and many institutions have adopted various forms of quality-based selection processes to undertake the commissioning of architectural services, including Expressions of Interest (EOI), Request for Tender (RFT), Request for Proposal (RFP), and Design Competitions. The Australian Institute of Architects (the Institute) endorses architect selection via these processes. While all these methods are valid, there is no standard or clear agreement about what constitutes best practice. This can lead to great variance between and within organisations in the nature and extent of information sought. In some cases, submission requirements are excessive, onerous, and of questionable value to the client.

Requests for highly detailed practice information, project programming and budgeting significantly burden applicants' time and costs. Implied or explicit requests for unpaid design ideas infringe intellectual property rights. Excessive proven built experience requirements in specific building types can disadvantage smaller and emerging practices, and impede innovation, by excluding architects without the prescribed experience.

These Guidelines offer advice specific to the commonly used processes of EOI and RFT to concisely deliver relevant, comparable information to clients and ensure a cost effective, resource efficient and fair process for all participants.

1.1.2 Background research

Many clients are aware of the challenges consultants face in the procurement process and are taking steps to address them. Policy frameworks of many government and institutional agencies are undergoing review and refinement. In this context of ongoing change, the Institute commissioned a research project to explore the perceptions and experiences of clients and architects. Policies and advisory notes from industry peak bodies and government agencies clearly indicate the problems in procurement processes are widespread and similar across all types of projects. Analysis of these, combined with a survey of Institute members and interviews with representatives from various government agencies and institutions, reveals five recurring challenges in current procurement processes: clarity; equality and opportunity; risk; quality; time and cost. This research informs these Guidelines.

1.2 WHO THE GUIDELINES ARE FOR

The Guidelines set out best practice models for EOIs and RFTs at all levels of complexity and scale. The Guidelines are for procurement teams from Local, State and Federal Government departments, and education institutions to optimise their architect selection processes.

1.3 HOW TO USE THE GUIDELINES

The Guidelines set out general guidance and specific actions in preparing EOI and RFT documents, to ensure quality-based selection focused upon attributes most important to the client and their project. Individual guidelines explain the types of questions and information clients can include in their EOI and RFT documents.

The type of information and number of questions from the list of possible inclusions will depend on the size and nature of the project.

The Guidelines are divided into two sections:

- **Part A – Client's Scope** explains the type of information prepared by the client to enable architects to understand the project adequately and to develop a suitable response.
- **Part B – Architect's Response** explains the responses a client should seek from an architect to be able to make an informed selection.

1.4 DEFINITIONS

1.4.1 Quality-based selection

Quality-based selection is a transparent process for the competitive selection of consultants using a range of criteria other than, or in addition to, price. Common quality criteria include an understanding of the project objectives, design methodology, experience, skills, reputation, past performance, technical competence and client rapport. While some selection processes are wholly qualitative by excluding fee considerations, others may be mixed; weighted towards qualitative criteria but still including weighting for a fee component.

1.4.2 Expressions of Interest (EOI)

An EOI offers an open process formally advising the market of an opportunity to register interest and ability to deliver a project within a proposed period. It allows the shortlisting of a limited number of practices and can be undertaken in a short time. This approach can support emerging talent and foster innovation by broadening the options and exposure to new architects for the client. Because of the potentially large number of responses, EOI requirements should be limited to minimise both the architects' preparation time, and the client's evaluation time. Fee proposals should not be requested at EOI stage.

An EOI can be:

- open and advertised on an online tender portal, or
- invited, with between five and eight suitable architects asked to submit, or
- replaced by a prequalification process, where that process is regularly maintained and open

1.4.3 Request for Tender (RFT)

An RFT involves the selection of a design team based on demonstrated capability, capacity, experience and a fee proposal. Capability includes the ability of the team to fully appreciate the opportunities and challenges of the project and demonstrate an appropriate design methodology and skills to develop a positive working relationship with the client and stakeholders.

Fully informed and experienced agencies may skip the EOI stage by selecting a shortlist of architects from a prequalification schedule or from experience/previous engagement and issue an RFT. No fewer than three and no more than five architects should be shortlisted for an RFT to avoid excessive evaluation time and effort by the client while ensuring a good market spread.

An RFT should not request, nor receive, a specific design proposal for the project – see definition of Request for Proposal below.

1.4.4 Request for Proposal (RFP)

An RFP is a separate process to EOI and RFT that seeks design ideas (sketches, drawings, concepts) for a project. Preparation of informed and thoughtful design ideas involves considerable time and therefore requires architects to be commissioned. RFPs also raise important considerations of intellectual property and moral rights. These Guidelines do not address RFPs.

1.4.5 Shortlisting

An EOI allows the formulation of a shortlist of candidates with the capacity and capability to undertake the works. The RFT then seeks further information about the team's project understanding, methodology, and ability to communicate, along with a fee proposal. The Institute recommends the two-staged, quality-based selection process of EOI followed by RFT. Many public sector agencies have pre-qualification systems allowing architects to register their details for consideration on projects facilitating selection for invited EOIs and RFTs.

1.4.6 Probity

In the interest of fairness for all parties, the procurement process should be supported by probity advisors to manage any real or perceived conflicts of interest before and during the evaluation phase of a project.

1.4.7 Architectural Competition

An Architectural competition is defined as the process by which an architect or architectural design team is selected for a project, based on the competitive submission of conceptual designs.

2_KEY POINTS

2.1 BEST PRACTICE: PREPARE, INVITE, EVALUATE

2.1.1 Prepare

Prior to undertaking an EOI/RFT process, the client should be:

- Prepared with an adequately developed brief to elicit informed responses from prospective architects
- Fully informed of current procurement practices, and localised considerations that may affect project delivery
- Adequately equipped to undertake the process, and supported by a qualified procurement advisor and a registered architect, where possible

2.1.2 Invite

To maximise the quality of submissions, a client should:

- Plan to commission one architect from inception to building completion
- Avoid open tenders in favour of open or invited EOIs leading to shortlisting of three to five practices to tender
- Describe probity practice in the EOI and RFT
- Provide a clear, concise project brief and current budget information
- Provide in RFTs all material on project feasibility, scope, and pre-design work
- Clearly state the scope of architectural services required
- Request insurance applicable to architectural services, commensurate with the value of proposed works
- Limit pages to create concise documents of ten to twenty pages
- Include page limits for responses and do not allow appendices. If using an e-portal, set comparable word limits

- Not include requests for design proposals in EOIs or RFTs
- Provide broad Relevant Experience timeframes and project definitions that encourage small practices to participate, regardless of whether they have previously completed a building of the type proposed
- Encourage joint ventures between small/regional and established practices for large or complex projects
- Request an appropriate level of detail of resource costing tables relative to the complexity of the project

2.1.3 Evaluate

To maximise the quality of evaluation, a client should:

- Provide in EOIs weighting for the Response Criteria, expressed in percentages
- Provide in RFTs weighting for the both Response Criteria and the Fee Proposal, expressed in percentages
- Where possible, indicate who will be on the evaluation panel
- Undertake interviews of all RFT proponents
- Provide well-structured, honest feedback relating to the evaluation criteria, preferably face-to-face



2.2 RECOMMENDED INCLUSIONS

	Two-stage process		One-stage process
	EOI	RFT	RFT
Part A – Client’s Scope			
3.1 Project definition	✓	✓ Detailed	✓
3.2 Scope of services	✓	✓ Detailed	✓
3.3 Project budget	✓	✓	✓
3.4 Project programme	✓	✓	✓
3.5 Client – Architect contract	✗	✓	✓
3.6 Special requirements	✗	Optional	Optional
3.7 Design response	✗	✗	✗
3.8 Submission lodgement and timeframes	✓	✓	✓
3.9 EOI evaluation criteria	✓	✗	✗
3.10 RFT evaluation criteria	✗	✓	✓
3.11 Offer of feedback	✓	✓	✓
Part B – Architect’s Response			
4.1 Practice information	✓	✗	✓
4.2 Executive summary	Optional	✓	✓
4.3 Capability and resourcing	✓ Practice	✓ Project team	✓
4.4 Relevant experience	✓	✗	✓
4.5 Project understanding	Optional	✓	✓
4.6 Methodology and project delivery	✗	✓	✓
4.7 Stakeholder engagement	✗	Optional	Optional
4.8 Professional recognition, innovation and value adding	✗	✓	✓
4.9 Fee tender (RFT only)	✗	✓	✓
4.10 Interview	✗	✓	✓

3_ PART A – CLIENT’S SCOPE

The reward for a client of investing effort in a well-developed brief is a project that can achieve outstanding results for both the client and the end-users. A procurement process may be premature if key information is unavailable, or funding unsecured.

This section relates to the preparation of the EOI and RFT documents to be sent to the participating architects. The key inclusions differ between an EOI, which addresses an architect’s capability and availability for the project, and an RFT, which includes sufficient detail for the client to make a meaningful evaluation and selection.

Part A sets out fundamental inclusions in defining the project scope:

- Project definition
- Scope of services
- Project budget
- Project programme
- Client – Architect contract
- Special requirements
- Design response
- Submission lodgement and timeframes
- EOI evaluation
- RFT evaluation
- Feedback

3.1 PROJECT DEFINITION

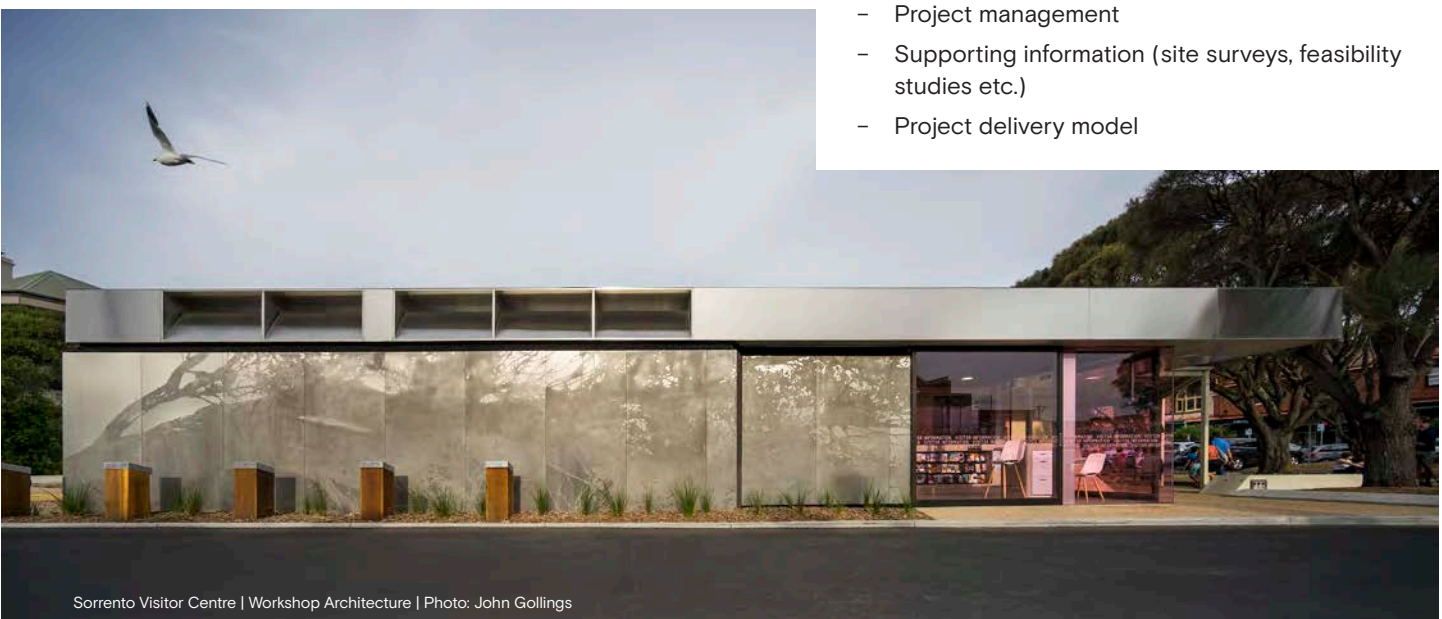
3.1.1 Background

A clear and concise description that sets out the critical outcomes, opportunities and constraints of the project provides an invaluable touchstone for architects to return to when formulating their response. A fully formed project definition saves all parties time, money and effort by allowing the architect to tailor their proposal directly to the project requirements. This also gives the client the best opportunity to provide a uniform basis upon which to evaluate proposals.

3.1.2 Guideline

Ensure the project definition:

- Explains the broader context
- Includes measures of success
- Aligns with all relevant government or institutional policies and strategic frameworks
- Contains the following information
 - Project vision, strategies and objectives
 - Project description
 - Proposed floor area and summary schedule of uses and areas
 - Functional requirements and operational considerations
 - Site description
 - Site visit date (where practicable)
 - Key stakeholders
 - Governance and reporting requirements
 - Project management
 - Supporting information (site surveys, feasibility studies etc.)
 - Project delivery model



Sorrento Visitor Centre | Workshop Architecture | Photo: John Gollings

3.2 SCOPE OF SERVICES

3.2.1 Background

The scope of services is important in defining expectations of the architectural service. These requirements should be detailed in direct relation to the project size and complexity. It should set out project deliverables, consultant and sub-consultant roles and responsibilities.

It is critical to identify if the client is seeking architectural services or a more complex role of Principal Design Consultant or Head Design Consultant, entailing the architect manage a wider consultant team retained by the client. There may be other requirements that should be identified, which may include community consultation, 3D visualisation, and geotechnical, remediation, environmental or other site investigation studies.

3.2.2 Guideline

Ensure the scope of services:

- Identifies the type of commission being considered (full or partial architectural services)
- States the basis upon which fee will be paid, the method of engagement of other consultants and any other responsibilities
- Includes a clearly defined approvals process
- Clearly sets out responsibilities for the coordination of inputs from other consultants
- Provides a full list of sub-consultants, and allows extra time for coordination of these

3.3 PROJECT BUDGET

3.3.1 Background

The project budget is a primary indicator of project quality and complexity. It is therefore crucial information in determining the required experience and size of the architectural team, and essential for architects to prepare a fee proposal in an RFT.

3.3.2 Guideline

Ensure the budget:

- Is current
- Is provided on suitable advice from a quantity surveyor
- Has been subjected to feasibility testing and benchmarking to reflect the desired building quality
- Is clearly stated as a total building cost
- Includes all associated costs of project delivery, and land acquisition if necessary
- Makes allowance for costed risk and contingency for the type and location of the building
- Takes account of the lifespan, maintenance and operational costs of the building

3.4 PROJECT PROGRAMME

3.4.1 Background

Fast tracked and shortened design processes inevitably compromise the quality of a building, so it is important to allow adequate time for all stages of the process, including early visioning, strategic briefing and preparation of schematic, design development, tender and construction documents that deliver full design resolution, and to enable builders to offer competitive tenders.

3.4.2 Guideline

Ensure the project programme:

- Gives indicative milestone dates for design commencement, construction commencement, completion, commissioning and opening
- Includes the consultant selection and appointment timeframes
- Makes realistic and adequate provision for client and authority approvals
- Includes allowances for potential delays
- Includes programme risk factors based on similar project delivery experience

3.5 CLIENT – ARCHITECT CONTRACT

3.5.1 Background

Negotiating the Client – Architect agreement can be time-consuming and costly for both parties. The Institute recommends the architect and client have a signed, written agreement that clearly defines the services to be provided and fees to be paid. This should be executed before the architect commences work on a project.

A clearly written and appropriate agreement is the most effective way to avoid misunderstandings and disputes and the associated costs and risks. Standard contracts are available from the Australian Institute of Architects and the Association of Consulting Architects.

Standard contracts allow the client and architect to work confidently through the parties' rights and obligations before the project starts. Many large commercial and institutional clients have developed their own standard contracts, and where these reflect the accumulated knowledge of the client and consultant parties, including commercially viable risk allocation, they have much to recommend them.

Bespoke contracts should be avoided where possible. They can be particularly onerous to review and settle and can also result in protracted legal proceedings in the event of dispute, due to a lack of precedents.

Clients employing well-drafted standard contracts are justified in wishing to minimise amendment, but tenderers' reasonable proposals to amend should not be discouraged or disadvantage the tenderer as they may contribute a worthwhile enhancement to the agreement.

Contracts typically incorporate briefing and scope information. Brief and scope should avoid subjective and ambiguous language as this gives rise to uncertainty and unnecessary risk. For the same reason, industry standard terminology should be used. Clear communication between the parties of their rights and obligations promotes confident risk assessment, which has a positive bearing on fees and service proposals.

3.5.2 Guideline

The following may be used to engage architects in defined circumstances:

- Australian Institute of Architects Client and Architect Agreement 2009
- AS4122: 2010 incorporating Amendment 1 (not suitable for services that are to be novated)

In any case, ensure the proposed contract:

- Uses industry standard terminology and provisions
- Clearly states (if using a Standard) where and how it has been varied or amended

3.6 SPECIAL REQUIREMENTS

3.6.1 Background

Many selection processes now request information relating to sustainability in design, Building Information Modelling (BIM), and other specialised requirements that may be project specific or in line with local procurement or delivery policies. Small projects can provide significant opportunities for small and regional practices, as can provisions for partnerships with larger practices on more complex projects.

Special requirements may also stipulate other policies such as requirements for innovation, research and value adding.

3.6.2 Guideline

Ensure special requirements:

- Are specific and well defined
- Are relevant to the project deliverables
- Align with all relevant client policies, business objectives and strategies

3.7 DESIGN RESPONSE

3.7.1 Background

It is important the architect be selected based on the capacity to deliver the project, an ability to work constructively with the client and stakeholders, and an understanding of opportunities and challenges presented by the project. It is appropriate to ask for a written response to the brief and site with the inclusion of benchmark images of the architect's, or others', work. However, diagrammatic or drawn design responses to the project vision and brief should not be requested as they effectively create a design competition.

Inclusion of sketches, drawings or an image-based design proposal at the early stage of an EOI or RFT compromises the ability to test assumptions in the project brief and offer alternative approaches that the client has not considered. It also undervalues the key creative input of design services and can infringe intellectual property rights. While the upfront financial cost to the architect providing design responses is significant, it is potentially greater to the client if adequate time and resources have not been allocated to fully exploring all the possibilities for the project.

If the client requires design responses from competing architects, either an RFP process or an architectural design competition should be conducted. Both of these require detailed preliminary work from the client. The Institute's Architectural Competitions Policy is a comprehensive guide to organising an architectural competition.

3.7.2 Guideline

- EOIs and RFTs do not include a design response

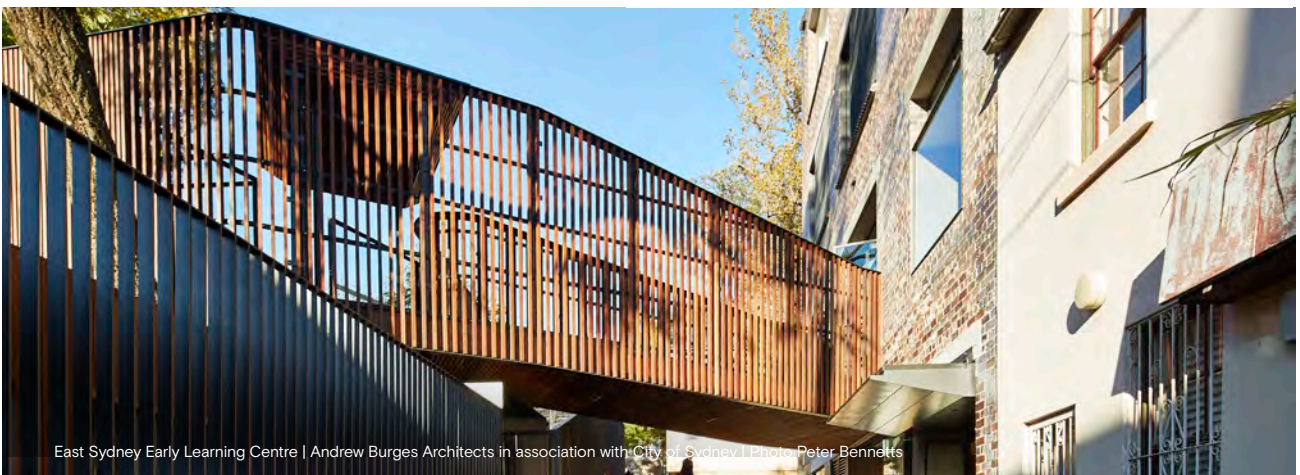
3.8 SUBMISSION LODGEMENT AND TIMEFRAMES

3.8.1 Background

Clear submission lodgement procedures, including timing, delivery method and response format are essential, whether in digital, hardcopy or via an online E-portal. For the purposes of probity, it is critical that clients maintain transparency and fairness in the tender process. Competing architects must be treated fairly and evaluated objectively. Failure to do so will result in fewer responses in the future as practices decide not to pursue opportunities with clients that have demonstrated poor probity in the past.

Submission requirements should be minimised to enable succinct, readily comparable responses, and to mitigate costs to all parties in preparation and evaluation. Submissions without page or word limits produce excessively large documents, as respondents attempt to enhance their submission and cover all possible angles by including superfluous material. Clients may or may not choose to invest the considerable time involved in assessing submissions that exceed page or word limits.

Assessment of architect's submissions is significantly improved and expedited by requesting carefully targeted, specific responses, rather than long generic statements covering issues typical in all architectural design commissions. To ensure submissions are concise and include only necessary information, clients should include a clause stating extensive marketing documents or generic practice information should not be included and will not be reviewed. Deliverables should be clearly specified, and no additional materials submitted should be considered in the assessing submissions. Appendices cause confusion and lengthen submissions and should not be requested or allowed.



3.8.2 Guideline

Ensure submission requirements:

- Are proportional to the project's size and complexity
- Detail specific physical or digital lodgement details with time, date and preferred format
- Detail procedures for fair and timely clarifications
- Detail procedures for non-conforming submissions
- Avoid addenda within five business days of submission closing
- Clearly state any conflict of interest or probity measures
- Adhere to stated evaluation timeframes
- Allow adequate time for architects to develop considered proposals
 - Minimum recommended EOI timeframes
 - Simple projects: 1-2 weeks
 - Complex, high cost or major infrastructure project 3-4 weeks
 - Where multiple sub-consultants are included, the later timeframe applies
 - Minimum recommended RFT timeframes
 - Simple projects: 2-3 weeks
 - Complex, high cost or major infrastructure project 3-6 weeks
 - Where multiple sub-consultants are included, the later timeframe applies
- Require page or word limited responses

The Institute recommends written responses be limited to one or two A4 pages per question. If word limits are preferred, 700 words at minimum ten point is equivalent to one a4 page.

- EOI for small projects:
 - Architect only: 8 – 10 pages
 - Add half a page for each additional consultant
- EOI for large projects:
 - Architect only: 10 – 12 pages
 - Add half a page for each additional consultant
- RFT for small projects, including fee proposal:
 - Architect only: 10 – 12 pages
 - Add half a page for each additional consultant
- RFT for large projects, including fee proposal:
 - Architect only: 12 – 14 pages
 - Add one page for each additional consultant

3.9 EOI EVALUATION

3.9.1 Background

The evaluation criteria at the EOI stage serve to prequalify for the RFT stage a shortlist of practices that meet the desired level of expertise and capability.

3.9.2 Guideline

Ensure the EOI evaluation:

- Is overseen by a Probity Advisor
- Includes and identifies a balanced evaluation panel composed of three or five members, including a suitably experienced registered architect
- Includes evaluation criteria relating to experience, capability and capacity
- Includes justifiable weighting and corresponding page limits for each criteria. These may vary, but no weighting should constitute more than 40% of the total.

For example, an EOI may contain:

- Practice capability 30% (3 pages)
- Practice experience 40% (4 pages)
- Project understanding 15% (2 pages)
- Professional recognition and innovation 15% (2 pages)

- Includes evaluation scoring, for example, scoring criteria may be:

Evaluation scoring of Criteria	
Scoring Criteria	SCORE
Not acceptable. Has not met the minimum requirement.	0
Has only met some minimum requirements and may not be acceptable.	1-4
Acceptable.	5
Acceptable. Has met all requirements and exceeded some.	6-9
Acceptable, has far exceeded all requirements.	10

3.10 RFT EVALUATION

3.10.1 Background

An RFT typically follows an EOI process, inviting a small number of architects to respond more thoroughly to the brief, without repeating questions or information provided in the EOI. RFTs are not judged purely on qualitative criteria but also include a fee proposal. Evaluation can be a single or two-stage process.

If undertaken as a single process, weighting is necessary to ensure all criteria are taken into account. The two-process, or two-envelope, system allows a wholly qualitative assessment to be undertaken, with the fee proposal opened only following the determination of a preferred architect. The project can be awarded to the preferred architect following confirmation that the fee proposed sits within a predetermined fee band. The client can reserve the right to negotiate with the preferred architect if the fee is marginally out of the fee band (say 5 – 10%), or to proceed with the second preferred candidate, if outside the fee band.

Predetermined fee bands support fair and equitable outcomes and carry multiple other benefits; they enable quality based selection without cost prejudice, they ensure value-for-money outcomes for clients, they encourage sustainable competition and prevent underquoting.

Predetermined fee bands require additional planning, organisation and resources over traditional selection methodologies, however these are not onerous. A quantity surveyor will need to be appointed from the outset to prepare the predetermined fee bands and comparison once submissions have been received. Timing of that work should be confirmed against the proposed EOI/RFT timeframes.

More information about predetermined fee bands is provided in Appendix B.

3.10.2 Guideline

Ensure the RFT evaluation process:

- Is overseen by a Probity Advisor
- Includes an interview of a minimum 45 minutes duration to allow the architect to explain the submission in detail, and enable the client to evaluate team dynamics, ability to communicate, listen and relate to the client
- Identifies a balanced evaluation panel composed

of three or five members, including an experienced registered architect

- Uses a two-envelope system (preferred), with fee proposals in a separate document to allow team capability and design quality to be considered first, or undertakes a singular process where the fee is weighted along with qualitative criteria
- Detailed evaluation criteria and weightings. These may vary, but any single criteria should constitute no more than 40% of the total.

For example, an RFT for a large project may contain:

- Executive summary 0% (1 page)
- Key personnel and resourcing 20% (3 pages)
- Project experience 20% (3 pages)
- Project understanding 20% (1 page)
- Methodology and stakeholder engagement 20% (2 pages)
- Professional recognition and innovation 10% (1 page)
- Fee and overall hours 10% (1 page)

3.11 FEEDBACK

3.11.1 Background

The feedback component demonstrates the client's commitment to a fair and transparent process and acknowledges the respondent's commitment in preparing submissions. Many clients and architects prefer face-to-face or teleconference for the interaction this facilitates. Two-way feedback helps both parties improve future EOI and RFT processes, and assists architects to understand their strengths and weaknesses, improve future offers, and maintain relationships with clients for future work.

3.11.2 Guideline

Ensure feedback:

- Is prompt
- Includes either written and/or verbal debriefing for respondents
- Identifies how the reviewers undertook the assessment
- Explains the scores achieved for the different evaluation criteria
- Gives the number of respondents and the number shortlisted (EOI)
- Indicates for RFTs where the offered fee sits within the received fee range
- Allows around 30 – 40 minutes for feedback sessions

4_ PART B – ARCHITECT’S RESPONSE

This section sets out standard sections or schedules requested in EOIs and RFTs to which the architects will respond. The following sections are essential:

- Executive Summary
- Practice Information
- Capability and Resourcing
- Relevant Experience

In addition, two to three sections may be included from the following list, depending on the client’s vision, aspiration and strategy, and the project type, size, complexity, context, stakeholders, innovation and sustainability goals, or delivery methods:

- Project understanding
- Methodology and project delivery
- Stakeholder engagement
- Professional recognition, innovation and value adding
- Design approach
- Fee tender (RFT only)



Break O’Day Community Stadium | Edwards + Simpson

4.1 PRACTICE INFORMATION

4.1.1 Background

Processes that require prohibitively excessive insurances or practice information can reduce the pool of submissions. Consultants, including architects, present a significantly lower level of risk to a client than a contractor, and insurance levels should reflect this. Requirements for Professional Indemnity and Public Liability should be proportionate to the scale of works and the nature of the consultancy.

While practice information is fundamental to confirming the legal and business status of the organisation, questions at EOI stage should be the necessary minimum, and if required again, reproduced identically in the RFT documents, with any additional questions added. An EOI or RFT may request the organisational structure of the practice to understand better the depth of the team.

The architect can provide a simple statement of solvency at the EOI stage, which may be supplemented with more detailed financial and compliance information at the RFT or contact negotiation stage. Information relating to financial performance and bank accounts is not necessary. If detailed financial information is required, it should be provided directly to an appropriate arm’s length assessor to be reviewed in confidence, to ensure that the tenderer’s confidential information is not revealed to the immediate project management team with whom the tenderer may shortly be working.

4.1.2 Guideline

At EOI, ensure the architect provides:

- Trading name, legal status and ACN/ABN
- Nature of entity (head office, local office, parent or subsidiary, etc.)
- Contact details
- Primary Contact Person
- Insurance Certificates of Currency
- Quality System Certificate or brief comment on quality assurance.
- Statement regarding Conflict of Interest
- Statement regarding National Code Compliance or other Government requirement where necessary
- Statement of solvency

At RFT, ensure the architect provides:

- Trading name, legal status and ACN/ABN
- Nature of entity (head office, local office, parent or subsidiary, etc.)
- Contact details
- Primary Contact Person
- Insurance Certificates of Currency
- Quality System Certificate or brief comment
- Statement regarding Conflict of Interest
- Statement regarding National Code Compliance or other Government requirement where necessary
- Financial viability statement
- Response to the proposed contract
- Organisational structure

4.2 EXECUTIVE SUMMARY

4.2.1 Background

A short summation of the submission's primary elements allows ease of comparison and convenient reference during the evaluation process. It also enables high-level managers who may not form part of the evaluation panel to understand the general approach of each participating architect.

4.2.2 Guideline

Ensure the architect:

- Succinctly explains the primary elements of the submission
- Includes only information that already appears in the body of the submission

4.3 CAPABILITY AND RESOURCING

4.3.1 Background

A description of the lead personnel's capability and capacity and a suitably balanced team are essential for clients to select an architect that will be a good fit for the project. These matters should be outlined at EOI stage and explained in depth at RFT stage.

Relationships with wider consultant team members will indicate the architect's proposed overall design and project delivery management, either under direct control of the architect or through separate consultancies. The project leader and the principal point of contact should be identified.

While the architect must make every effort to identify a stable team, some change can eventuate in the normal course of business. Requests for detailed practice resourcing data, such as hours per individual per stage, place excessive demands on architects to prepare, tend to produce unrealistic or skewed information, and rarely offer anything useful in choosing one architect over another.

4.3.2 Guideline

At EOI, ensure the architect includes:

- Capability of the practice to deliver the project
- Lead personnel (including any sub-consultants) for the project, including principal point of contact

At RFT, ensure the architect includes:

- Capability of the team to deliver the project
- Relevant Curricula Vitae data of each team member (including sub-consultants) of two to three team members per page
- Indicative percentage of time commitment for team members
- Method of advising on sub-consultants selection, and relevant prior experience working as a team

4.4 RELEVANT EXPERIENCE

4.4.1 Background

Relevant experience demonstrates to clients how the team may bring knowledge and experience to the project from previous projects. Similarities may relate to building use, degree of complexity, design quality, building procurement method, stakeholder engagement, sustainability initiatives, and innovation.

Previous experience in a specific project type is not essential for a quality project outcome. If the relevant experience criteria are too restrictive or excessively specific, they may exclude architects with experience solving similar problems in a different context who may bring original or creative responses. Architects should be permitted to supplement a lack of specific project type experience with collaborative partnerships and consultant engagements.

The architect should provide outline information at EOI stage, while targeted case studies may be included in RFT stage.

4.4.2 Guideline

Ensure the architect:

- Is informed of features or approaches considered by the client to be relevant to the proposed project
- Is informed whether broader or creative responses are acceptable
- Provides specific information demonstrating relevant experience in projects previously completed or underway, presenting similar challenges to this project, either complete, or currently underway, including:
 - Name
 - Client, confidentiality permitting
 - Completion date or expected completion date
 - Value
 - Description
 - Innovative characteristics
 - Professional recognition
 - Referee
- Limits projects to between two and five examples

4.5 PROJECT UNDERSTANDING

4.5.1 Background

A clear statement of the history, risks, opportunities and strategic intent of the project enables a fully considered response from the architect that helps clients to determine which team is best suited to the project. If included at EOI stage, it should be stated that only an outline is required, to be developed in greater detail at RFT stage.

4.5.2 Guideline

Ensure the architect:

- Demonstrates appreciation of the task and understanding of the scope of services
- Outlines major opportunities and risks inherent in the project
- Responds to specific user, site, environmental, social or cultural issues that may have a bearing on the project outcomes
- Understands the client's business goals and performance standards

4.6 METHODOLOGY AND PROJECT DELIVERY

4.6.1 Background

A project methodology assists the client to understand how the architect will achieve project goals and progress through the stages of design. Shortlisted architects should be given the opportunity to describe the factors they believe will be critical to the success of the project, as well as their design methods and approaches to the management of challenges and risks, including dispute resolution.

4.6.2 Guideline

Ensure the architect:

- Describes through text and/or diagrams the process and design methods that may be employed through the project
- Details how they will interact with the client during the delivery of the architectural services

4.7 STAKEHOLDER ENGAGEMENT

4.7.1 Background

The delivery of complex projects can include the management of large and diverse stakeholder groups. This section allows architects to demonstrate how they will interact with the client during the delivery of the project and how they propose to obtain and address the needs of the various stakeholders (regulatory, financial, end-users, community, and others) through the consultation phase.

4.7.2 Guideline

Ensure the architect:

- Explains how the needs of the various stakeholders will be elicited and addressed throughout the project
- Outlines a schedule of stakeholder meetings and presentations if required
- Has a clear point of contact on the client side who is responsible for clarifying stakeholder aspirations
- Is aware of any sensitivities relating to stakeholders or the timing of their consultation
- Is aware of the organisational and project governance



4.8 PROFESSIONAL RECOGNITION, INNOVATION AND VALUE ADDING

4.8.1 Background

This section allows practices to demonstrate their capacity to provide high quality design outcomes or specific additional expertise to enhance the project. Peer recognition, through awards or publications, is one indication of an architect's ability to deliver quality design and demonstrate capacity to deliver projects beyond their previous experience. Client testimonials and references can also endorse the architect's ability to provide high quality professional services and design outcomes.

This section also creates an opportunity to demonstrate innovative design processes and solutions. These may include opportunities for research before, during and after the project, or emphasise specific built environment aspects such as new methods or tools for sustainability, operational performance, or expertise in particular fields and or typologies.

4.8.2 Guideline

Professional recognition may include:

- Design industry peak body awards relevant to the project type
- Industry awards relevant to the project type
- Professional journal publications
- Client testimonials

Innovation or value adding may include:

- New initiatives in sustainability, delivery, construction and management
- Research of specific elements relevant to the project
- Project strategy, brief development, post occupancy evaluation

4.9 FEE (RFT ONLY)

4.9.1 Background

Fees are determined on a project-by- project basis, with consideration of project budget, scale, quality and complexity, as well as client service expectations, the involvement of specialist personnel, and the project delivery method.

A brief that includes milestone dates, indicative areas or a schedule of accommodation, performance and functional criteria, and an architectural scope of services and deliverables allows architects to determine resources reliably. Inclusion of the Total Construction Cost and a firm programme assists architects in cross checking fees against resourcing estimates and benchmarking against previous comparable projects.

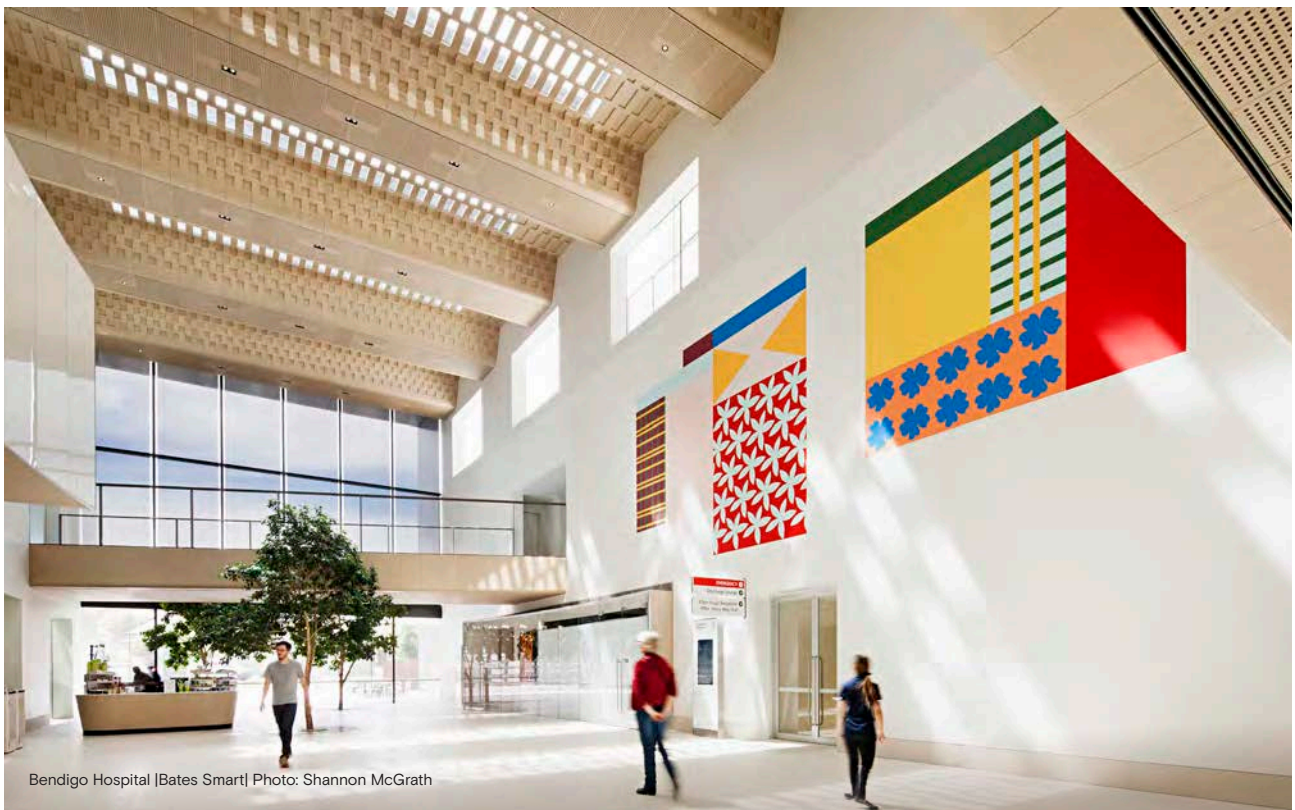
Fees are difficult to determine from Total End Costs because they include costs that are not construction based, and vary for each project (fees, government agency costs, land acquisition, land remediation, etc.). Lack of detail forces architects to guess, placing them at risk of getting fees wrong if the project costs have been misjudged, and clients at risk if the architect has misjudged the quantum of work.

Fee evaluation can be complex. The weighting of a fee response should be clearly articulated to the tenderers and adhered to in evaluation deliberations to engender trust in future relations between architects and clients beyond any submission process. Any marginal differences in tender fees will be outweighed by the long-term business benefits a well-resourced or more thoroughly considered design will deliver.

4.9.2 Guideline

Ensure the fee tender:

- Includes a fee table based on the indicative Total Construction Cost
- Allows fixed fee for master planning and feasibility or precedent study phases and defects liability period, and a percentage-based fee for the schematic design, detailed design, documentation and contract administration phases to enable the fee to change if the project budget, scope, or duration changes
- Allows for details regarding exclusions, disbursements, and hourly rates for variations
- Is considered after the qualitative aspects of the tender have been evaluated.



Bendigo Hospital |Bates Smart| Photo: Shannon McGrath

5_ CREDITS AND CONTACT

The Australian Institute of Architects has prepared this document with detailed input from the Procurement of Architectural Services Task Force. In depth research, analysis and document compilation has been undertaken by Michaela Sheahan, Senior Researcher at HASSELL.

We would be happy to discuss the Guidelines.
Please contact:

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APPENDIX A

SUMMARY OF RESEARCH FINDINGS

A1. Looking back

In 1864, the Melbourne Town Hall Committee decided that Melbourne needed a new Town Hall, and that it would be built for the princely sum of £25,000. The winning design was awarded £200, and second place £50.

An unconfirmed site coupled with a long list of space requirements that would not fit into even the largest of the potential sites and a shifting brief during the tender period had many architectural firms disgruntled, but pursuing the opportunity none-the-less. In this all-too-familiar situation, the participating architects were in unison on one particular element of the brief: objection to Clause 7, which stipulated that drawings for the Town Hall be accompanied by detailed specifications. The objection was two-fold: because the prize of £200 did not warrant such work, but also because they expected the Committee would make changes to the winning design before the building was built.

Over 150 years later, architectural practices are still responding to vague, onerous and sometimes unreasonable project briefs, and clients are still unwittingly making evaluation of the subsequent submissions more difficult for themselves than necessary and compromising the quality of their projects.

A2. OVERVIEW OF RESEARCH

A2.1 Policy document review

The Institute is not alone in seeking to clarify and improve the methods by which clients engage consultant teams. Analysis of guidelines from industry peak bodies and government departments clearly indicates the challenges of procurement processes are widespread and similar in nature across all types of projects and sectors. Policies, frameworks and advisory notes seek to address these common concerns at various levels of detail, and with a range of priorities, including risk, time and cost management, depending on the sector.

This literature review, combined with the Institute member survey and interviews of staff across various government and institutional procurement teams, reveals five recurring themes:

1. Clarity
2. Equality and opportunity
3. Risk
4. Quality
5. Time and cost

The fifth concern, the time and cost of production and evaluation of an EOI or RFT, is a direct product of the first four issues. Without clear and concise tender processes that provide equal opportunity, a fair distribution of project risk and a focus on quality design, clients can squander precious time and public resources in the procurement of architectural services and undermine the potential quality of their built project.

A2.2 Client interviews

The client conversations indicated:

- Awareness of the concerns of architects about procurement processes, while asserting the needs of the client to obtain the necessary information and contractual arrangements to deliver the best possible value for money
- Confidence in their standard documents, but cognisance of the need for ongoing improvement to ensure probity, quality assurance and a robust consultant environment

A2.3 Member survey

The survey responses reflect many of the issues identified in the desktop review of policy document and discussions with clients and confirm a widespread disenchantment with the procurement process. Areas of concern included:

- Increasingly onerous requests for detailed information, particularly in company information and resourcing of projects. Two thirds of respondents indicated that the extent of submission requirements (ie too many or too detailed) would prevent them from responding to an EOI or RFT
- Limited feedback from clients. Almost half (42 per cent) of all respondents indicated their most recent EOI or RFT had no formal feedback mechanism, and a number indicated that any feedback they received was of limited value

- A 'closed shop' approach that excludes smaller and emerging practices based on inexperience and discourages new ideas and fresh approaches. Almost half of all respondents (45 per cent) indicated that none of their submissions completed in the previous twelve months allowed them an opportunity to deliver a project type they had not delivered previously
- Increasing frequency of requests for design proposals or ideas for no payment, betraying a lack of respect for intellectual property and architectural expertise. Sixty-eight per cent of surveyed architects indicated that they would not respond to an EOI or RFT that contained a request for a design response
- Distrust by architects of selection criteria that emphasise design quality and team suitability and a corresponding belief that fee is the basis of most architect selections. This is leading some practices to discontinue submitting for public sector work altogether.
- A lack of clarity in criteria weightings. While clients usually include assessment criteria, weightings of those criteria are far less common, but critical to understanding the priorities of the client
- Changing contractual arrangements (in particular novation) that shift risk from client to consultants, creating legal and insurance barriers to participation
- Re-tendering at each phase of design, undermining continuity in design services and quality of built outcomes

APPENDIX B

PREDETERMINED FEE BANDS

The following provides more detail on the predetermined fee bands mentioned in section 3.10.1.

- Predetermined fee bands should be prepared by a quantity surveyor and established prior to the receipt of submissions.
- Predetermined fee bands are not transferrable from one project to another, as they determine the acceptable fee range for a specific project having consideration for the scale, complexity, scope and timing of proposed works.
- Predetermined fee bands are only made known to a selection panel or jury once a preferred candidate and next preferred candidate have been selected.
- If the preferred candidate's proposed fee falls within the predetermined fee bands, this qualifies them to be appointed to the job, provided there are no major contractual issues. The latter are normally resolved between the legal parties for client and lead consultant as per traditional non-predetermined fee bands processes.
- If the preferred candidate's proposed fee falls outside the predetermined fee bands, the client will normally proceed to appointment if the variance is +/- 5 percent or less. Where the proposed fee exceeds the predetermined fee bands by more than 5 percent, the client can either choose to negotiate with the preferred candidate or proceed to the next preferred candidate.
- Similarly, low fees – also referred to as underquoting or 'buying work' – are discouraged and penalised by predetermined fee bands. Proposed fees that sit more than 5 percent below the predetermined fee bands should be immediately ruled out of contention.
- The appointed quantity surveyor should undertake an analysis of proposed fees against the predetermined fee bands ahead of the first selection panel or jury meeting. Practice names should be omitted and replaced with a reference, i.e. A, B, C.
- The quantity surveyor is omitted from all discussions regarding the preferred candidate and is only brought in to confirm whether or not the preferred candidate sits within the predetermined fee bands, once a preferred candidate and next preferred candidate have been selected.
- The quantity surveyor should only present the full range of proposed fees received when the process of selection has concluded. This enables the panel to view not only where the preferred candidate sits in relation to the predetermined fee bands, but the range that has actually been covered in submissions. The latter provides a valuable feedback loop for the client, who may wish to adjust future briefs as a result, and selection panel or jury members, who can provide generalised feedback to the profession (being mindful not to contravene any signed conflict of interest and confidentiality agreements).
- Predetermined fee bands support fair and equitable outcomes and carry multiple other benefits; they enable quality based selection without cost prejudice, they ensure value-for-money outcomes for clients, they encourage sustainable competition and prevent underquoting.
- Predetermined fee bands require additional planning, organisation and resources over traditional selection methodologies, however these are not onerous. A quantity surveyor will need to be appointed from the outset to prepare the predetermined fee bands and comparison once submissions have been received. Timing of that work should be confirmed against the proposed EOI/RFT timeframes.

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Monday, 15 July 2019 8:44 AM
To: Stevens, Leigh (DoJ)
Subject: FW: Objection to proposed Huntingfield Rezoning



Bernie van der Heyden | Administration

Planning Policy Unit
Department of Justice

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From: Kate Wilson <kate.wilson8@gmail.com>
Sent: Friday, 12 July 2019 6:42 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: Objection to proposed Huntingfield Rezoning

Dear Planning Policy Unit,

As a resident of Kingborough I am writing to express serious concern at the proposed rezoning of rural land in Huntingfield for residential use. This is being done with very minimal community consultation, and without the opportunity for the majority of affected locals to challenge the proposed changes.

The constant encroachment of suburbia on our rural environment is already substantially affecting the natural beauty and environment of Kingborough, and will impact livability and tourism in the long term. While I recognise the urgent need to supply affordable housing in Hobart (and applaud the inclusion of social housing in the proposal), Kingborough does not have the jobs, public transport or infrastructure to support a greater population. The majority of residents already commute into the Hobart CBD daily, and the Southern Outlet is already incredibly congested. This is prior to the completion of the currently underway Huntingfield and Spring Farm developments, which will already worsen congestion significantly. Given the hilly geography of Kingborough, it is likely never to be an area serviceable by train, unlike the Northern suburbs of Hobart which may someday have a light rail and be a far better option for a growth corridor. Bus services are slow and infrequent, and are not used by the majority of residents for this reason.

With the ever growing urban sprawl, we will soon lose the things that make Kingborough so attractive to live in. Our stunning natural environment and small community feel are at risk, as is livability in terms of workable commutes into Hobart. I urge you to please consult local residents in this important decision-making process, and not simply the 15 or so properties adjoining the land involved.

Yours sincerely,
Kate Wilson

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Friday, 2 August 2019 2:17 PM
To: Stevens, Leigh (DoJ)
Cc: Risby, Brian (DoJ)
Subject: FW: Huntingfield Housing Land supply Order

This came in today.



Bernie van der Heyden | Administration

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From: Hans Wapstra <hawapstra@gmail.com>
Sent: Friday, 2 August 2019 12:02 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: Huntingfield Housing Land supply Order

Huntingfield Housing Land Supply Order

Housing Minister Jaensch is about to table the Huntingfield Housing Land Supply Order in the Lower House. The *Housing Land Supply Act 2018* was previously used to zone small lots General Residential in Rokeby and West Moonah. Whilst this was to be applauded as part of the Government's effort to provide affordable housing, it is utterly wrong to use the process for a large 67 hectare greenfield site in outer suburban Kingston. Worse, the Huntingfield proposal includes two substantial precincts zoned Inner Residential which allows for tiny blocks. This is inappropriate for Huntingfield.

The community has made it very clear that it supports the Government in providing affordable housing. However, the process is wrong for Huntingfield as it bypasses normal planning via the local Council and the Tasmanian Planning Commission and it avoids effective community input.

In 2015 the Government released a draft Huntingfield Master Plan for about 250 new dwellings, but this was not proceeded with. The current Order is for 500 blocks, including two precincts zoned Inner Residential. The Minister has promised a Master Plan for public comment. However, once the Order is passed the Inner Residential zoning will be locked in. Public comment at that stage can only achieve tinkering with details.

A major community concern is the extra traffic that will be generated. It is disingenuous of the Minister to say that traffic concerns are already being addressed by the plan for a fifth lane for the Southern Outlet. Even if a fifth lane were feasible it will do nothing to the current gridlock issues as the problem is not the Outlet itself but the blockage where it enters the city.

The main access to Huntingfield is proposed to be via a roundabout on Channel Highway. In 2015 this was rejected, being on the crest of a hill and too dangerous.

Another community concern is the effect a 500+ development will have on the adjacent Peter Murrell Reserve. Inner Residential zoning right next to a popular walking route will compromise the amenity values of the reserve. High density housing within 50 metres of the boundary will affect its ecological values and will impact on the critically endangered forty-spotted pardalote.

At the moment the area is basically a paddock that absorbs even the heaviest rainfall. Dense housing will generate a lot of stormwater. I am concerned that there seem to be few disposal options other than piping it into Coffee Creek inside the reserve. It would destroy this important stream which is already quite compromised by runoff from upstream developments.

Hans Wapstra

Hans & Annie Wapstra
113 Wingara Road
Howden Tas 7054
(03) 6267 2939

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Monday, 15 July 2019 8:44 AM
To: Stevens, Leigh (DoJ)
Subject: FW: Re zoning of land at Huntingfield in Kingborough



Bernie van der Heyden | Administration

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From: juliet quarterman <julietquarterman@yahoo.com.au>
Sent: Sunday, 14 July 2019 5:40 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: Re zoning of land at Huntingfield in Kingborough

It will be entirely inappropriate to open up this large area of land for housing. The present road and health infrastructure cannot cope as it is especially the Southern Outlet entering the bottle neck of Hobart's main through ways. Kingborough and the Huon valley should not expand their populations any further till this is addressed. Also the appalling stress placed on our one Southern Hospital is not acceptable. This continuous drive to encourage a huge growth in population is not rising our standard of living for anybody, so no further development should be allowed until the above problems are addressed. I am also very concerned about the effect on the local wildlife that continuous development also poses and the complete lack of regard that the current politicians have for this unique Tasmanian asset. Thank you

kind Regards

Juliet Quarterman

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Wednesday, 7 August 2019 8:31 AM
To: Stevens, Leigh (DoJ); Risby, Brian (DoJ)
Subject: FW: PLEASE REJECT THE HOUSING SUPPLY ORDER FOR HUNTINGFIELD



Bernie van der Heyden | Administration

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Department of Justice

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From: Glenys Jones <glenys.jones@outlook.com>
Sent: Tuesday, 6 August 2019 7:54 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: FYI: PLEASE REJECT THE HOUSING SUPPLY ORDER FOR HUNTINGFIELD

To Planning Unit, Department of Justice
To whom it may concern,

For your information and consideration, I am providing below a copy of my recent email to the Premier, Planning Minister and other members of Parliament outlining community concerns with the inadequacy of the Planning process leading to the Housing Supply Order for Huntingfield (Municipality of Kingborough).

There is strong community concern and recognition of the need for better Planning processes, and for more integrated, strategic Planning to achieve better, community-supported outcomes. For some community-generated ideas on what might be needed for a sound, visionary Planning system for Tasmania, please take a look at the Tasmanian Planning Information Network's website at www.taspin.net. There is also growing community interest in seeing state and regional strategic planning goals link and align with the UN Sustainable Development Goals (SDGs) and Targets. For more information on the SDGs go to <https://www.un.org/sustainabledevelopment/sustainable-development-goals/>.

For your consideration please and any follow-up action as you see fit.

Kind regards,
(Ms) Glenys Jones

41 Powell Rd
Blackmans Bay
Tasmania 7052
Tasmanian Planning Information Network (TasPIN) www.taspin.net

From: Glenys Jones

Sent: Monday, 5 August 2019 8:25 PM

To: 'will.hodgman@parliament.tas.gov.au' <will.hodgman@parliament.tas.gov.au>

Subject: PLEASE REJECT THE HOUSING SUPPLY ORDER FOR HUNTINGFIELD

Dear Premier and Member for Franklin,

I am writing to urge you please to reject the rushed and ill-considered proposed Housing Supply Order for Huntingfield (Kingborough Municipality).

There are serious problems with the proposed re-zoning (e.g. to Inner Residential Zone high densities in this outer semi-rural and poorly-serviced suburb), and with the roughshod way in which the proposed re-zoning is by-passing the normal planning scheme amendment processes, without meaningful involvement of the Local Council or community.

The recent public meeting on the future of Huntingfield (held 25 July at Kingborough Community Hub, Kingston) attracted over 300 people. Serious concerns were raised by professional planners, the Mayor of Kingborough, Huntingfield residents, adjacent schools, agricultural interests, Kingborough residents and community groups (including Howden Progress Association, Friends of Peter Murrell Reserve, Tasmanian Planning Information Network (TasPIN), and Planning Matters Alliance Tasmania (PMAT).

The following motions were passed by the meeting.

MOTIONS PASSED:

- 1. The meeting shares numerous concerns about the proposed Housing Supply Order – 1287 Channel Highway, Huntingfield, including: inadequate community consultation, the impact of such a high density of new houses on existing residents, visitors, schools and roads, Peter Murrell Reserve, loss of agricultural land and the by-passing of the Kingborough Council and independent Tasmanian Planning Commission.**
- 2. The meeting calls on the Tasmanian Parliament to reject the proposed Housing Supply Order for Huntingfield and for the Government to proceed with any future rezoning proposals through the standard planning scheme amendment process.**
- 3. The meeting calls for the development of a strategic plan, in conjunction with the community, including considering agricultural values and impacts on Peter Murrell Reserve, for the Huntingfield land which would inform any rezone proposal.**
- 4. The meeting recognises the need for more social and affordable housing provided it is supported by the required infrastructure.**

Please take account of the above community concerns, reject this Housing Supply Order for Huntingfield, and commence an appropriate and respectful planning process that informs, inspires, involves and is trusted by the community to deliver the best possible liveable, sustainable and vibrant community.

Yours sincerely,

(Ms) Glenys Jones
41 Powell Rd
Blackmans Bay TAS 7052

Van der Heyden, Bernie (DoJ)

From: Planning Unit (DoJ)
Sent: Wednesday, 14 August 2019 9:05 AM
To: Stevens, Leigh (DoJ)
Subject: FW: Huntingfield Housing Supply Order

Bernie van der Heyden | Administration
Planning Policy Unit
Department of Justice

p (03) 6166 1429
e bernie.vanderheyden@justice.tas.gov.au
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-----Original Message-----

From: Margaret <mjs46@bigpond.com>
Sent: Tuesday, 13 August 2019 11:23 PM
To: Planning Unit (DoJ) <Planning.Unit@justice.tas.gov.au>
Subject: Huntingfield Housing Supply Order

Dear Sir or Ma'am

My name is Margaret Sturing and my sister, Astrid Sturing, have lived in Huntingfield for twenty-four years.

WE wish to express our REJECTION of the Huntingfield Housing Supply Order and want the assessment of the rezoning to go through the normal process. your support would be greatly appreciated.

Sincerely

Margaret and Astrid Sturing

Department of Education

OFFICE OF THE SECRETARY

GPO Box 169, HOBART TAS 7001 Australia

OfficeoftheSecretary@education.tas.gov.au

Ph (03) 6165 5757



File no: DOC/19/109111

1 July 2019

Planning Unit

DEPARTMENT OF JUSTICE

planning.unit@justice.tas.gov.au

Draft Housing Land Supply Order for comment

I refer to the letter from the Hon Roger Jaensch MP, dated 4 June 2019, regarding the Proposed Housing Land Supply Order – 1287 Channel Highway, Huntingfield.

The Department of Education (DoE) welcomes the opportunity to provide input into the review of the Proposed Housing Land Supply Order in Huntingfield. DoE notes that the area in question will provide additional housing in the zoning area at Margate Primary School, a school that is already nearing full capacity.

It would be beneficial for officers of both DoE and the Department of Communities to work collaboratively to understand the timing of this project, to ensure communication with Margate Primary School is appropriate to address the potential increase in enrolments, and to manage capacity issues arising from the project.

DoE's Asset Management and Planning Team welcomes the opportunity to collaborate in advance to ensure potential impacts on DoE properties are known and managed appropriately.

DoE's contact for this matter is Craig Grace, Asset Management and Planning Coordinator, who can be contacted by telephone on 61 65 6333 or by email at craig.grace@education.tas.gov.au.

Yours Sincerely

A handwritten signature in blue ink, appearing to read "Tim Bullard".

Tim Bullard
SECRETARY

Appendix D: Additional Information

ADDITIONAL INFORMATION

Pursuant to section 9(2)(c) of the *Housing Land Supply Act 2018* (the Act), I am providing to Parliament the following additional information.

PART 1 – DETAILS OF THE LAND

Land information

The land is located at 1287 Channel Highway, Huntingfield and consists of 4 titles of a total area of 67.7ha, described by CT172715/1, CT172716/1, 134371/1 and 131270/2. The Director of Housing owns the subject site.

The land is adjacent to the St Aloysius Catholic College – Huntingfield, the Tarremah Steiner School, the North West Bay Golf Club and the Peter Murrell Conservation Area. The land is located within the Kingborough municipality and the applicable planning scheme is the *Kingborough Interim Planning Scheme 2015*. The site is currently zoned Particular Purpose Zone 1 – Urban Growth Zone and Rural Resources.

The site is largely undeveloped, and is grassed with some scattered trees near the southern edges, while a small waterway runs through the site. The site has recently been leased for grazing purposes.

To the northeast of the site lies the St Aloysius Catholic College and Tarremah Steiner School, which are within the Community Purpose Zone. To the north of the site, the land is predominantly zoned General Residential Zone, while to the east it is zoned Environmental Management. The land to the south is zoned Recreation and to the west is a mixture of Rural Living and Rural Resources.

At present, Huntingfield only has a single entry/exit point, through Huntingfield Avenue to a roundabout that forms the intersection between the broader road network of the Channel Highway, Algona Road and the Kingston Bypass.

Description of proposed order

The proposed order, if made, will:

1. declare the land to be Housing Supply Land in accordance with section 4(1) of the Act;
2. rezone the land to the General Residential Zone, Inner Residential Zone, Open Space Zone and the Local Business Zone in accordance with section 4(2) of the Act; and
3. apply to the land, the General Residential Zone and Inner Residential Zone provisions as set out in the State Planning Provisions (SPPs) in a modified form in accordance with section 4(3) of the Act.

PART 2 – CONSIDERATION OF THE LAND

Government land – section 5(1) of the Act

The land is government land that is eligible under the Act, as the Director of Housing currently holds the land under the *Homes Act 1935*, it was government land on the commencement day of the Act, and it is not:

- reserved land under the *Nature Conservation Act 2002*;
- managed under the *National Parks and Reserves Management Act 2002*;
- managed under the *Wellington Park Act 1993*;

- permanent timber production zone land, within the meaning of the *Forest Management Act 2013*; and
- future potential production forest land, within the meaning of the *Forestry (Rebuilding the Forest Industry) Act 2014*.

Less than 5 years has passed since the commencement of the Act.

The consents required under section 5(3) of the Act are not applicable as the land is not Crown Land within the meaning under the *Crown Lands Act 1976*. The land is owned by the Director of Housing.

The Director of Housing has given consent for the land to be made Housing Supply Land in accordance with section 5(4) of the Act.

Suitability of the land – section 5(2) of the *Housing Land Supply Act 2018*

The land is held by the Director of Housing for the purposes of the *Homes Act 1935*.

The proposal is to declare the land to be Housing Supply Land and provide for the land to be rezoned to the General Residential Zone, Inner Residential Zone, Open Space Zone and Local Business Zone to provide greater options for the development of housing.

Residential use and development in the Particular Purpose Zone 1 – Urban Growth Zone under the *Kingborough Interim Planning Scheme 2015* is currently limited to a single dwelling on each title, and further subdivision of each title is not possible. It is intended to develop the land for a residential subdivision, including new social and affordable housing outcomes. The rezoning and future subdivision of the land will also include significant areas of public open space, including public parks.

There is a need to make the land available, under the *Homes Act 1935*, in accordance with section 5(2)(a) of the Act to enable an increased supply of affordable homes to be built to meet the targets set out in *Tasmania's Affordable Housing Strategy 2015-2025*.

The land is suitable for residential purposes by virtue of its close proximity to educational, public and commercial services, public transport and places that may provide opportunities for employment.

The site has direct frontage to Metro bus routes along the Channel Highway and Huntingfield Avenue. Existing bus stops are located immediately opposite the land on Channel Highway and in the St Aloysius Catholic College. There is a park and ride facility 1.2km from the land, and use of this facility could reduce any impact of traffic on the Southern Outlet that may be created by this proposal.

The site is well located in proximity to educational, public and commercial services, as shown below:

- adjoins the St Aloysius Catholic College – Huntingfield and the Tarremah Steiner School which provides educational services;
- 200m to land zoned Light Industry, offering employment opportunities;
- 1.5km to commercial services at Kingston;
- 3km to the CBD of Kingston, which includes the Calvin Christian School and Kingston Primary School;
- 3km to the Kingston High School and sports centre; and

- 16km to the CBD of Hobart.

Intended zoning - section 6(1) and (2) of the *Housing Land Supply Act 2018*

The intended zone for the land is the General Residential Zone, Inner Residential Zone, Open Space and Local Business Zone, with the General Residential Zone and Inner Residential Zone provisions set out in the SPPs to apply to the land in a modified form.

These zones and provisions are suitable to apply to the land through a Housing Land Supply Order because the requirements of section 6 of the Act are satisfied by this proposed order, for the following reasons -

- In accordance with section 6(1)(a)(i) of the Act, I am satisfied that applying the General Residential Zone, Inner Residential Zone, Open Space Zone and Local Business Zone to the land would be consistent with the State Policies, for the reasons set out in the table below:

State Policy	Comment
State Policy on the Protection of Agricultural Land 2009	<p>Not applicable as the land is not defined as ‘agricultural land’ under the State Policy.</p> <p>The policy defines Agricultural Land as “means all land that is in agricultural use or has the potential for agricultural use, that has not been zoned or developed for another use or would not be unduly restricted for agricultural use by its size, shape and proximity to adjoining non-agricultural uses”.</p> <p>By virtue of the STRLUS, the land is identified for urban growth and has been zoned accordingly in the current interim planning scheme. Consequently it has been zoned for another use.</p>
State Coastal Policy 1996	<p>The State Policy is applicable as the land is partially located within the ‘coastal zone’ of 1km from the coast.</p> <p>The proposed Order is considered to be consistent with the outcomes of the State Policy as it provides for urban and residential development based on the existing urban footprint of Kingston and the land which is already designated for future urban development through the current planning scheme and the STRLUS. The designation of this land for future urban development is consistent with the objectives, principles and outcomes of the State Policy.</p> <p>The Open Space Zone has been applied to areas of the site with identified environmental values and cultural heritage values. This includes a significant portion of the site (30ha) in the south west encompassing the northern sections of Coffee Creek. As well as including an open space buffer from Peter Murrell Reserve.</p>

State Policy	Comment
	<p>An Aboriginal heritage assessment has been completed for the site. The findings from the assessment, indicated that the Aboriginal heritage values of the site can be managed through appropriate design, layout and mitigation and management procedures. The findings from the assessment have informed the location of the Open Space Zone, which has been applied to the areas of the land that have the higher concentration of identified Aboriginal heritage values.</p> <p>The future development of the land will also be subject to Waterway and Coastal Protection Code and the Biodiversity Code, where applicable under the current planning scheme.</p>
State Policy on Water Quality Management 1997	<p>The proposed zoning and inclusion of the modified provisions of the General Residential Zone and Inner Residential will allow for suitable stormwater treatment to be incorporated into the future development of the site. Future detailed master planning for the site will need to consider stormwater management in the design of the subdivision. Such measures will ensure the long term quality of stormwater runoff is efficiently managed to protect water quality in accordance with the State Policy.</p>
National Environment Protection (Assessment of Site Contamination) Measure	<p>The only National Environmental Protection Measure (NEPM) related to land use planning is the <i>National Environment Protection (Assessment of Site Contamination) Measure</i>.</p> <p>There is currently no evidence to suggest that the land has previously been used by a potentially contaminating activity. The proposed rezoning is therefore considered to be in accordance with the NEPM.</p>

b) In accordance with section 6(1)(a)(ii) of the Act, I am satisfied that applying the General Residential Zone to the land would be consistent with the Southern Tasmania Regional Land Use Strategy (STRLUS), for the reasons set out in the table below:

STRLUS Policy	Comment
SRD 1.1	The proposed Order will contribute Greenfield development land to the desired outcomes of the Regional Settlement Strategy as detailed in Map 10 of the strategy.

STRLUS Policy	Comment
SRD 1.5	Applying the General Residential Zone and Inner Residential Zone to the part of the site that is located inside the Urban Growth Boundary will enable a minimum of 15 dwellings per hectare (net density) to occur on this site. This is also aided, by the modified SPP provisions that provide a minimum lots size of 275m ² in the General Residential Zone (with an average lot size of 450m ²) and a minimum lot size of 130m ² in the Inner Residential Zone (with an average lot size of 200m ²).
SRD 2.1 and SRD 2.2	<p>The STRLUS includes part of this site as a target for future greenfield growth inside the Urban Growth Boundary. As the STRLUS includes part of this site within the Urban Growth Boundary then its development is considered to be contributing toward achieving the goal of 50% greenfield development in Greater Hobart over the life of the STRLUS.</p> <p>The General Residential Zone and Inner Residential Zone in the proposed Order is located entirely within the Urban Growth Boundary, as set out in Map 10 of the STRLUS. It is also worth noting that the area of land proposed to be zoned General Residential and Inner Residential is based upon the existing Interim Planning Scheme Particular Purpose Zone 1 – Urban Growth Zone. The land outside of the Urban Growth Boundary is proposed to be zoned Open Space in the proposed Order.</p>
SRD 2.3	The proposed Order is consistent with this policy, as it provides for greenfield land for residential purposes with the Huntingfield South Greenfield Development Precinct as identified on Map 10.
SRD 2.4	The proposed Order provides for other forms of urban development through the use of the Local Business Zone and Open Space Zone in accordance with this policy.
SRD 2.5	The STRLUS has identified this area for future residential development. The combination of zones and provisions of the proposed Order has been informed by early drafts of a master plan for the site. Following on from submissions received from ‘interested persons’, the provisions of the proposed Order have been altered to require the preparation and approval of a master plan for the whole site, which is effectively a precinct structure plan for this greenfield site.
SRD 2.8	Broad analysis of existing vacant residential zoned land within Greater Hobart and analysis of census data indicates that the proposed Order will not exceed the overall dwelling target of 26,500 homes for the Greater Hobart area as set out in the STRLUS, nor exceed a 10-15 year supply of residential land in planning schemes across the Greater Hobart area.
ROS 1.5	The Open Space Zone has been applied to areas within the site with known environmental values, as well as providing for community amenity and passive

STRLUS Policy	Comment
	recreation areas. The Open Space zone will provide connections to the existing walking and cycling routes on adjoining land.
ROS 1.6	Council will consider this element in the subdivision development application phase of the project.
BNV 1	The application of the Open Space Zone in the proposed Order is to the part of the site that is known to contain ecological values, whereas the application of the residential zones. is to the parts of the site that donot contain ecological values that ought to be protected.
MRH 1	The arrangement of zones in the proposed Order will provide a buffer between the housing area and the potential bushfire risk. Also, future subdivision development applications of this site will be required to address the Bushfire Prone Areas Code of the relevant planning scheme.
CV 1	The Open Space Zone in the proposed Order has been applied to the part of the site that is known to contain Aboriginal Heritage artefacts.
SI 2	The proposed Order will increase the supply of social housing in the region in a location that has access to public transport and located in close proximity to community, education and employment opportunities.
LUTI 1.8	The proposed Order provides for the Open Space Zone to be applied adjacent to the Channel Highway, which provides a buffer to the transport corridor.
PR 2.3	The land inside the Urban Growth Boundary is considered to be already land converted from agricultural use by virtue of the current Particular Purpose Zone 1 – Urban Growth Zone, which is acknowledged by the STRLUS settlement strategy. Accordingly, the proposed Order will not be reducing the level of productive land in the region.

- (b) In accordance with section 6(1)(b) of the Act, I am satisfied that the land to which the proposed order relates is not significantly restricted by any applicable planning scheme code, such that it would be difficult to gain planning permission for residential housing on the land in the future. The main portion of the land where these codes apply is intended to be zoned Open Space.
- (c) In accordance with section 6(1)(c) of the Act, I am satisfied that applying the General Residential Zone, Inner Residential Zone, Open Space Zone and Local Business Zone to the site would further the objectives set out in Schedule 1 of the *Land Use Planning and Approvals Act 1993*, by –

Schedule Objective	Comment
<p><i>1(a) - To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;</i></p>	<p>The proposed Order promotes the objectives for sustainable development of land by allowing for the efficient use of land identified for future residential use and development under the STRLUS.</p>
<p><i>1(b) - To provide for the fair, orderly and sustainable use and development of air, land and water;</i></p>	<p>The proposed Order is consistent with STRLUS, and therefore promotes the fair, orderly and sustainable use and development of air, land and water. The proposed rezoning will support affordable housing outcomes.</p>
<p><i>1(c) - To encourage public involvement in resource management and planning;</i></p>	<p>The proposed Order has involved consultation with 'interested' persons as required by the Act. Further consultation opportunities will be available during the preparation of a detailed master plan for the site, and the assessment of the subdivision development application.</p>
<p><i>1(d) - To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) above.</i></p>	<p>The proposed Order will facilitate affordable housing and economic development outcomes in accordance with the other objectives.</p>
<p><i>1(e) - To promote sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i></p>	<p>As required by the Act, the proposed Order has been referred to interested persons for comment including neighbouring landowners and occupiers, Kingborough Council, TasWater, Tasmanian Heritage Council, Aboriginal Heritage Tasmania and the Heads of relevant Agencies for comment. Responsibility for future administration of this proposed Order will be shared between State Government, TasWater and Kingborough Council.</p>
<p><i>2(a) - To require sound strategic planning and co-ordinated by state and local Government;</i></p>	<p>The proposed Order is consistent with the STRLUS and the State Government's Affordable Housing Strategy and Action Plan. It is considered to further this objective to a high degree.</p>
<p><i>2(b) - To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;</i></p>	<p>The proposed Order provides planning controls for the land that are integrated, and aligned with the suite of planning instruments that operate within Tasmania.</p>

Schedule Objective	Comment
<p><i>2(c) - To ensure the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;</i></p>	<p>The environmental, economic and social effects have been fully considered through the provisions of the Act.</p>
<p><i>2(d) - To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional, and municipal levels;</i></p>	<p>The proposed Order provides planning controls for the land that are integrated, and aligned with the suite of planning instruments that operate within Tasmania.</p>
<p><i>2(e) - To provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;</i></p>	<p>The proposed Order provides planning controls for the land that are integrated, and aligned with the suite of planning instruments that operate within Tasmania.</p>
<p><i>2(f) - To secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;</i></p>	<p>The proposal will assist in the provision of a diversity of affordable housing outcomes within close proximity to surrounding services, and create a high quality living environment with a significant area for recreational pursuits. The preparation and consultation of a future detailed master plan for the site, and the assessment of the future subdivision development application will also assist in furthering this objective.</p>
<p><i>2(g) - To conserve those buildings, areas or other places which are of scientific, aesthetics, architectural or historical interest, or otherwise of special cultural value;</i></p>	<p>There are no listed historic values on or near the site that would be affected by the proposed Order. An Aboriginal heritage assessment has been completed for the site. The findings from the assessment outlined that the Aboriginal heritage values of the site can be managed through appropriate design, layout, and the implementation of mitigation and management procedures. The findings from the assessment have informed the location of the Open Space Zone, which has been applied to the areas of the land that have the higher concentration of identified Aboriginal heritage values.</p>
<p><i>2(h) - To protect public infrastructure and other assets and enable the orderly provision</i></p>	<p>The proposed Order, and subsequent master planning process, provide for the protection of existing public infrastructure and other assets, and</p>

Schedule Objective	Comment
<i>and co-ordination of public utilities and other facilities for the benefit of the community; and</i>	ensure the development of the site will be accompanied by the orderly provisions of public utilities and other facilities, to benefit the site and the broader community.
<i>2(i) - To provide a planning framework which fully considers land capability.</i>	The site is suitable for the proposed future residential use and development and has been identified for such purposes through the STRLUS and the zoning the current planning scheme.

(d) I have considered *Guideline No.1 – Local Provisions Schedule (LPS): zone and code application (Version 2)*, which is the only guideline that has been issued under section 8A of the *Land Use Planning and Approvals Act 1993*. In accordance with section 6(1)(d) of the Act, I am satisfied that applying the General Residential Zone, Inner Residential Zone, Local Business Zone and Open Space Zone to this land is consistent with the zone purpose specified in the SPPs for these zones.

(e) In accordance with section 6(1)(e) of the Act, I have considered any possible environmental, economic and social effects, and any effects on Aboriginal and cultural heritage, that may occur as a result of making the proposed order. I note that the land does not have any significant biodiversity values, is vacant and underutilised. The proposed Order will add to urban consolidation and affordable housing in the area, which will contribute to broader social and economic benefits with minimal impact on the environment. An Aboriginal heritage assessment has been completed for the site. The findings from the assessment outlined that the Aboriginal heritage values of the site can be managed through appropriate design, layout, and the implementation of mitigation and management procedures. The findings from the assessment have informed the location of the Open Space Zone, which has been applied to the areas of the land that have the higher concentration of identified Aboriginal heritage values. No concerns were raised by the Aboriginal Heritage Council during consultation on the proposed Order.

(f) I am satisfied that applying the General Residential Zone, Inner Residential Zone, Open Space Zone and Local Business Zone to the land does not appear likely to create any significant land use conflict with:

- an existing use on any part of the land, as the land is predominantly vacant land;
- the use or development of any area of land that is adjacent to this land, as the land is surrounded by residential and community based use of land, noting that the proposed Order has been altered in response to matters raised in the submissions from ‘interested persons’ to increase the Open Space Zone area, relocate Local Business Zone; or
- in accordance with section 6(1)(f) of the Act, any other land that may be affected by the development of this site.

. Whilst submissions from 'interested persons' have raised issues in relation to the impacts from a population increase, such as impacts on the Peter Murrell Reserve and the impact on traffic flows to and from Huntingfield, I am satisfied that these potential impacts will not cause significant land use conflict with that land.

- (g) As required under section 6(2)(a) of the Act, applying the General Residential Zone and Inner Residential Zone to this land would enable housing to be provided at a density that would be no more than the minimum size of a lot, or the maximum area of land for a dwelling, under the SPP General Residential Zone. As required by section 6(2)(b)(ii) of the Act, applying the Open Space Zone and Local Business Zone is considered necessary and appropriate for the purposes of the future subdivision of the land for residential purposes.

Modification of planning requirements – section 7 of the Housing Land Supply Act 2018

The proposed Order applies the provisions of the SPPs General Residential Zone and Inner Residential Zone instead of the relevant provisions under the *Kingborough Interim Planning Scheme 2015*.

The proposed Order includes applying ten SPP definitions, which will enable a future Specific Area Plan (SAP) to operate as intended with the SPP provisions.

The proposed Order includes modified SPP provisions that are intended to provide for a variety of lot sizes and to deliver a range of dwelling types. They also provide for areas of higher density housing in two locations within the site under the Inner Residential Zone.

The modified SPP provisions for the General Residential Zone and Inner Residential Zone provide for:

1. The definition of a 'townhouse lot' which relates to the dimensions of a small, narrow lot, which can be approved in the Inner Residential Zone.
2. Specific provisions for dwellings located on 'townhouse lots', including modified setbacks, site coverage and private open space requirements, which allow for townhouses to be built to both side boundaries, and the requirement for vehicular access from the rear of the lot.
3. Provisions for front fences to align with the operation of the interim planning scheme.
4. Subdivision lots to have a minimum area of 130m² in the Inner Residential Zone, and 275m² in the General Residential Zone.
5. Lots intended for housing in the Inner Residential Zone to achieve an average lot size of 200m².
6. Lots intended for housing in the General Residential Zone to achieve an average lot size of 450m².
7. The prohibition of internal lots across the whole development site.
8. Subdivision design for the whole site to integrate with existing infrastructure and development adjoining the site by considering a range of matters involving:
 - providing a diversity of lot sizes to suit the construction of dwellings of a varying size;
 - connections to the existing road network, including a collector road to connect Huntingfield Avenue to the Channel Highway;
 - the provision of public transport through the site;

- relevant stages for the implementation of the subdivision;
- the provision of open space with connections to adjacent public open space/reserves;
- pedestrian movement around the site and beyond;
- cycle movement around the site and beyond;
- the provision of open space facilities;
- stormwater management for the whole site; and
- for all of the above matters is to be presented in the form of a master plan for the site.

These modified provisions will provide for a variety of lot sizes and support development of a range of dwelling types, including townhouses on smaller lots. This is important to provide flexibility for the delivery of more affordable and social housing.

These modified provisions will also provide the community with much more certainty about how the site will be developed, with further opportunities for consultation following the making of the Order.