

**HOUSING LAND SUPPLY (KINGS MEADOWS) ORDER 2024**  
**MINISTERIAL REPORT PURSUANT TO SECTION 9 OF THE**  
**HOUSING LAND SUPPLY ACT 2018**

I, the Honourable Felix Ashton Ellis, the Minister for Housing and Planning, pursuant to section 9(1)(a)(ii) of the *Housing Land Supply Act 2018* (the HLS Act), hereby provide this report to Parliament in respect of the proposed Housing Land Supply (Kings Meadows) Order 2024 (the proposed Order).

Having considered the submissions received and the proposed Order under the provisions of the HLS 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.



Felix Ashton Ellis

**Minister for Housing and Planning**

**Date:** 10/5/2024

## REPORT TO PARLIAMENT

I, Felix Ashton Ellis, Minister for Housing and Planning, pursuant to section 9(1)(a)(ii) of the *Housing Land Supply Act 2018* (HLS Act), hereby provide this report to Parliament in respect of the proposed Housing Land Supply (Kings Meadows) Order 2024 (the proposed Order).

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

## DESCRIPTION OF THE PROPOSED ORDER

The land to which the proposed Order relates is located at Lot 3 Techno Park Drive, Kings Meadows and is described by title reference FR 184085/3. The land subject to the proposed Order is approximately 10.3 hectares in area, which could potentially yield up to 109 residential lots.

The proposed Order, if made will –

1. declare the land to be Housing Supply Land, and
2. rezone the land to the General Residential Zone.

## REASONS IN RELATION TO THE PROPOSED ORDER

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

1. Establishing the HLS Act was a key action identified at the Housing Summit hosted by the then Premier on 15 March 2018 as a means of providing more social and affordable housing.
2. There is a need to make more land available under the *Homes Tasmania Act 2022* to enable the provision of additional social and affordable housing in Tasmania, especially with 4710 applications on Homes Tasmania Housing Register and 864 applicants with a first suburb preference for the Launceston municipality, as at 31 March 2024.
3. The site is suitable for future development for housing, but needs to be rezoned before the approval and construction of new homes on the land.
4. The proposed Order will provide more land zoned for residential purposes and then through the construction of homes on this land, contributing toward achieving the targets for the supply of more social and affordable homes in the Greater Launceston area, as set out in Tasmania's Affordable Housing Strategy 2015-2025.

Pursuant to section 9(3)(b) of the HLS Act, the reasons why I am satisfied that the proposed Order may be made under the HLS Act and why I am satisfied that I would not contravene section 5(2) or section 6(1) or (2) of the HLS Act in relation to the area of land, are as follows –

1. The land is eligible Government land as required by section 5(1) of the HLS Act, and an Order may be made until 1 January 2033 under section 4(1A) of the HLS Act.

2. I am satisfied that there is a need to make more land available under the *Homes Tasmania Act 2022* to enable the provision of more housing, including additional social and affordable housing in Greater Launceston, as required by section 5(2)(a) of the HLS Act. Currently there are over 864 applications on the Homes Tasmania Housing Register for the Greater Launceston area as at 31 March 2024, which are 'eligible persons' looking to find social or affordable homes.
3. I am satisfied, for the reasons detailed in the planning submission prepared by GHD Pty Ltd (GHD) for Homes Tasmania, and the additional information provided by Homes Tasmania following the initial consultation period, that:
  - a) the land is suitable for residential use and development by virtue of its location in the Launceston urban area and with close proximity to public and commercial services, public transport and places that may provide opportunities for employment, as required by section 5(2)(b) of the HLS Act;
  - b) applying the General Residential Zone to the area of land would be consistent with the State Policies and Northern Tasmania Regional Land Use Strategy (NTRLUS), as required by section 6(1)(a) of the HLS Act;
  - c) if the General Residential Zone were to apply to the land, the use or development of the land for residential purposes would not be significantly restricted by any code that would apply to the land under the Tasmanian Planning Scheme, as required by section 6(1)(b) of the HLS Act;
  - d) assigning the General Residential Zone to the land would further the objectives set out in Schedule 1 of the *Land Use Planning and Approvals Act 1993*, as required by section 6(1)(c) of the HLS Act;
  - e) after consideration of the guidelines under section 8A of the *Land Use Planning and Approvals Act 1993*, assigning the General Residential Zone would be consistent with the zone purpose in the State Planning Provisions, as required by section 6(1)(d) of the HLS Act;
  - f) 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, as required by section 6(1)(f) of the HLS Act; and
  - g) the land has been identified as surplus to the needs of the Launceston Techno Park with demand for the land for that purpose not being high suggesting that adverse impacts on economic development potential would be unlikely if rezoned for residential use and development.
4. I have considered the environmental, economic and social effects, and the effects on Aboriginal and cultural heritage, that assigning the General Residential Zone to the land may have, as required by section 6(1)(e) of the HLS Act. I have also sought advice on these matters from the relevant government agencies and authorities and no concerns have been raised. The Order report and additional information received on these matters through consideration of the proposed Order indicate that developing the land for residential purposes will not result in any significant impact in the area.
5. The General Residential Zone will apply to all of the land subject to the proposed Order and section 6(2)(b) of the HLS Act does not apply to this proposed Order.

## SUBMISSIONS IN RELATION TO THE PROPOSED ORDER

The proposed Housing Land Supply (Kings Meadows) Order underwent two separate rounds of public consultation.

The proposed Housing Land Supply (Kings Meadows) Order was made available for public comment for a period of 28 days as required by section 12 (1)(C) of the HLS Act from 30 October 2022 to 1 November 2022. This period was extended for an additional 15 days until 16 November 2022 to allow neighbouring residents additional time to make their submission. A total of thirty-five (35) submissions were received during the first public consultation period.

The issues raised in the initial consultation included concerns with traffic congestion and the suitability of road access to the site, landslide hazard, stormwater management, impacts on natural values of the site, and concerns that property values would reduce in the area. Some neighbouring residents also expressed concern that they were not adequately notified of the proposed Order during the initial consultation.

My predecessor considered the submissions from the first round of public consultation in detail and sought additional information from Homes Tasmania in response to issues raised. The additional information responded to the issues raised on natural values at the site and concerns relating to traffic impacts associated with the future development of the site.

After considering the additional information, my predecessor decided to make the proposed Order available for a further 28 days of public consultation period. This goes above and beyond the process required by the HLS Act and enabled public comment on the additional information received.

The proposed Order was made available for public comment for an additional 28 day period commencing on 25 September 2023, ending on 24 October 2023. A total of twenty-five (25) submissions were received. Further correspondence was also received from one of the submitters after the close of the public consultation period. Similar concerns to the initial consultation were raised. The issues raised relate to traffic impacts, the suitability of road access to the site, landslide hazard and stormwater management, impacts on natural values, and concerns with impact of social housing on amenity.

Pursuant to section 9(3)(c) of the *Housing Land Supply Act 2018*, the submissions received under section 13(1) of the HLS Act from both public consultation periods are contained in Appendix B and are summarised as follows –

1. TasWater advise that there is no major water and sewer servicing issues in the area but noted that sewer servicing may require some localised upgrades as part of any future development application.
2. The Department of Natural Resources and Environment Tasmania (DNRET) advise that the natural values assessment commissioned by Homes Tasmania has adequately addressed the natural values concerns raised during the initial public consultation period and noted that the proposed Order is highly unlikely to significantly impact threatened flora, fauna, and any associated foraging habitat.
3. The Tasmanian Development and Resources Corporation (TDR) advise that the board reaffirms its commitment in support for rezoning the land to be used to provide additional housing.
4. Department of Education, Children and Young People (DECYP) and the Nurses Club advise that the proposed rezoning of the site for residential use has no impact on their land.



5. The Department of State Growth (DSG) advise that it supports an additional access point or formalised pedestrian access to Lorne Street from the development. It was suggested that the planning and design of new streets within the development should incorporate adequate width and strength to support a logical bus network design for the future provision of public transport. It was noted that all shared paths should be designed with a minimum width of 2.5 metres wide. The DSG further advise that all intersections within the development should be designed to reflect a walkable neighbourhood, with reduced kerb radii to require vehicles to reduce speed when turning.
6. Submissions from neighbouring residents generally support the need for affordable housing but raised concerns with the suitability of the site for the proposed affordable housing project based on the following reasons:
  - a) The proposed development in the area will result in higher density of development that is not in keeping with the area and will impact on the neighbourhood amenity. There were suggestions for a reduction in the proposed number of dwellings and relocating the rest to other areas. Concerns were also raised with the provision of social and affordable housing in this area and impacts this may have on neighbouring residents such as property values and increased crime and antisocial behaviour. Further details were requested by some on the proposed density and tenancy arrangements.
  - b) The proposal will create a range of traffic related issues on the local road network, with the following being raised:
    - i. the traffic impact assessment completed by Pitt & Sherry Pty Ltd is inaccurate and does not reflect the current traffic volume and congestion on the roads;
    - ii. the development will increase traffic volume and congestion on the roads resulting in traffic delays, particularly on Woolven Street, Techno Park Drive and Quarantine Road;
    - iii. the proposal does not adequately address accessibility problems in the area and the development will impede efficient traffic movement;
    - iv. lack of adequate bus services in the area with the one available being unsafe to utilise due to the dangerous volume of traffic and merging traffic from Techno Park Drive;
    - v. the width and capacity of Woolven Street is limited for people to park on both sides of the street and allow safe pedestrian movement;
    - vi. the proposed Road 4 adjoining Techno Park Drive will compound the visual problems for vehicles and put the safety of pedestrians and other road users in danger, as the area is already obstructed by trees which affects the sight distance at various intersections including the Medina and Woolven Street intersection, the intersection of Kelvin Street into Lorne Street;
    - vii. consideration has not been given to the traffic and near misses at the intersection of Medina and Woolven Streets;

- viii. opening up the Jinglers Creek estate to the existing Youngtown suburban road network has the potential to turn the area into a racetrack;
  - ix. limiting the egress from the subdivision to Techno Park will result in an increased volume of traffic trying to exit the subdivision from Techno Park Drive, creating delays for residents in the Jinglers Creek estate;
  - x. the limited exit points in a bushfire zoned area will create evacuation problems with people will not be able to evacuate safely;
  - xi. suggestions for engaging an independent traffic consultant to undertake a new traffic impact assessment; and
  - xii. queries on impacts to an existing right of way access to the property at 40 Woolven Street during the construction phase.
- c) Concern the development will have a significant impact on natural values, noting that the site is a prime habitat and foraging resource for protected species including the Masked Owl, Eastern Barred Bandicoot, swift parrot as well as other native wildlife that live in the area and that should be protected. The additional correspondence received after the public consultation period provided pictorial evidence of the eastern-barred bandicoot within the area. Suggestion was made for a new independent natural values assessment to be undertaken before any design process begins.
  - d) There were concerns about groundwater and stormwater management and landslip hazards, noting the number of the proposed dwellings on a slope and elevated site above existing dwellings with the potential to cause impacts to neighbouring land in extreme weather events.
  - e) Concerns with access to recreation, education and health services in the area and suggestions for alternative uses to be located on the site, such as recreation, health and education facilities.
  - f) Concerns that the site could not be delivered for affordable housing due to the high construction costs and potential difficulties with developing the site due to groundwater, steepness and land stability.
  - g) Requests for community meetings and engagement to better understand the development proposed for the site and access.

## **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 are –

1. I note the advice from TasWater that future development of the site will require some localised upgrades of water and sewer infrastructure. This will be managed through any future development applications for the site in accordance with the *Land Use Planning and Approvals Act 1993* and the *Water and Sewerage Industry Act 2008*.

2. I note the submission from the DNRET that the development would not have any significant impact on natural values.
3. I note the advice of Tasmanian Development and Resources reaffirming its support for the proposed rezoning.
4. I note the DECYP and the Nurses Club advice that the proposed Order has no impact on their land.
5. I note the advice from DSG in support of an additional access point to Lorne Street and note the advice that new streets are designed to allow public transport to be provided in the future and enhance efficient and safe movement for all road users. These matters will be managed through the assessment of the development application for subdivision of the site following rezoning.
6. I note the submissions from neighbouring residents and the general support for more affordable housing. I note the concerns with the suitability of the site for residential use and development and consider the following:

- a) I am satisfied that the site is suitable for residential development as the site is largely surrounded by existing residential development in the established suburbs of Kings Meadows and Youngtown. Detailed site assessments have been undertaken to demonstrate the suitability of the site for the General Residential Zone. In particular, I note that rezoning the site for housing provides a more compatible land use for this area compared to many of uses currently allowed in the Particular Purpose Zone – Techno Park.

The General Residential Zone does not provide for high density housing. It is the standard suburban density residential zone used across all parts of Tasmania. The General Residential Zone is also consistent with the residential zoning to the north, west and south of the site. I note that some areas to the south of the site are within the Low Density Residential Zone. The indicative subdivision layout provided by Homes Tasmania indicates that lots will be similar in size to that in the surrounding area. This is indicative only with the final subdivision layout and lot sizes to be considered by Launceston City Council through the subsequent development application process following rezoning.

While the main purpose of the proposed Order is increasing the supply of land for social and affordable housing, the proportion of social and affordable housing on any site is carefully planned to integrate with the surrounding community. This includes consideration of its location, its scale, the services available in the local area, and the tenure mix of surrounding suburbs. Around 15% of a development will normally be provided as social housing. I am satisfied that any issues in terms of density of development on the site, and the lot and road layout, will be determined through the subsequent development application process following the rezoning of the site. The proportion of social and affordable housing on the site will be carefully considered by Homes Tasmania to provide the best outcomes for the site and surrounding community in accordance with the *Homes Tasmania Act 2022*.

- b) I am satisfied that the information provided by Homes Tasmania on traffic impacts demonstrates that the site is suitable for rezoning to the General Residential Zone. The traffic impact assessment undertaken by Pitt & Sherry Pty Ltd on behalf of Homes Tasmania identified that the

development of the site for housing a density consistent with the General Residential Zone will not have a significant impact on the road network. I note that the junction between Quarantine Road and Techno Park Drive can operate safely and efficiently with the proposed increase in traffic. I note that the traffic impact assessment report suggests that future development of the site will consider additional design measures such as providing signalisation at various intersections and providing an additional road access point to Lorne Street to maintain a satisfactory level of service for good long-term outcomes. I also note that even though the assessment indicates the width and capacity of Woolven Street can accommodate additional traffic without any major issues, to avoid any potential congestion, it has been proposed to limit the Woolven Street access to entry only movements into the site. I note that the additional access point off Lorne Street is only a suggestion at this point and will be further explored through the subsequent development application process with Launceston City Council. I note that queries have been raised around impacts on an existing right of way for the land at 40 Woolven Street. This will be considered in detail as part of the future development application for subdivision and I expect that Homes Tasmania will engage with the landowners in this area to answer any queries and address any concerns around access to their properties, including during the construction phase.

Preliminary advice was provided on bushfire risks for the site. I am satisfied that this demonstrates the site is suitable for rezoning to the General Residential Zone. Detailed consideration of bushfire risks will be considered through the development application for the subdivision of the site, including ensuring appropriate emergency access to and from the site. I am satisfied that adequate consideration will be given to the concerns raised by residents in the neighbouring Jinglers Creek estate. Detailed consideration of the access requirements for the site will likely provide improved access outcomes for the Jinglers Creek estate.

I am satisfied that the site has appropriate access to public transport to rezone the site to the General Residential Zone. I note that the Department of State Growth has suggested that the planning and design of new streets within the site should incorporate adequate width and strength to support a logical bus network design to facilitate future provision of public transport. I am satisfied that this can be considered as part of the future development application for subdivision to enable improved public transport access for the site and neighbouring areas.

I acknowledge the considerable work undertaken to demonstrate that the site is suitable for rezoning to the General Residential Zone. Traffic impacts and road access will be further considered in detail by Launceston City Council as part of the future development application for subdivision of the site. I am satisfied that the future development of the site will incorporate design measures to address the issues raised with careful consideration and suitable road upgrades.

- c) The natural values on the site were considered in detail as part of the recent independent assessment by the Tasmanian Planning Commission in bringing the Tasmanian Planning Scheme into effect in the Launceston municipality. It is noted that detailed consideration was

given to whether the Natural Assets Code, particularly the priority vegetation area overlay, in the Tasmanian Planning Scheme should apply to the site through this process. The Commission's decision was based on a detailed natural values assessment report prepared by North Barker. The North Barker report found that the site was degraded, and primarily dominated by declared and environmental weeds. Additionally, the report concluded that there was no priority vegetation present on the site and no native flora or native habitat values that required further consideration. To further address concerns surrounding natural values, Homes Tasmania commissioned a resurvey of the site following the Department of Natural Resources and the Environment Tasmania's (NRET) Guidelines for Natural Values Surveys. The NRET confirmed that the additional work undertaken by Homes Tasmania was sufficient to establish that the proposed development is highly unlikely to have any significant impact on threatened flora and fauna or their associated foraging habitat. Homes Tasmania also commissioned a physical inspection of the hollow bearing trees onsite which confirmed the hollows are not used by the Tasmanian Masked Owl. I note the pictorial evidence provided through later correspondence indicating the presence of the eastern-barred bandicoot in the area. It is noted that bandicoots can be quite common in some urban areas of Tasmania. They are not a threatened species under the Tasmanian *Threatened Species Protection Act 1995* but are listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Any referral to the Commonwealth under the EPBC Act will be managed by Homes Tasmania as part of any future subdivision/development proposal. Based on the detailed natural values assessments and the advice from NRET, I am satisfied that site is suitable for rezoning.

- d) I note that a very small portion of the site has been identified as potentially susceptible to landslip, being in the low landslip hazard band in the Tasmanian Planning Scheme's Landslip Hazard Code. Based on the detailed assessments undertaken, I am satisfied that any landslip risk can appropriately be addressed through the provisions outlined in the Landslip Hazard Code and the building approval process. Stormwater issues will be managed through the development application approval process for the subdivision in conjunction with the council's responsibilities under the *Urban Drainage Act 2013*. Specific matters related to stormwater volume, quality and subdivision staging can effectively be managed through permit conditions. These measures ensure that stormwater-related issues are addressed in a manner that meets regulatory requirements and promote sustainable development practices. Any matters relating to groundwater will be carefully considered as part of the building approval process. The site benefits from convenient access to water and sewer infrastructure, and TasWater has confirmed that sewer servicing will be upgraded as part of any future development application. Both wastewater and stormwater disposal are adequately covered, and there are no issues in this regard. The site is not identified as being prone to flooding hazards under the Tasmanian Planning Scheme. I am satisfied that the site can be developed appropriately without causing any flood risks for future residents.

- e) I note the concerns raised around access to recreation, education and health services in the area. The site is located next to the Youngtown Memorial Oval and the indicative subdivision layout provided by Homes Tasmania has identified options for including a large area of open space land to connect into the council land to the south of the site and the oval. This further links into the broader open space network that extends to the south through the Jingers Creek estate and further south into Youngtown. This will provide much improved recreation spaces and improved open space connections through the area. I am satisfied that Homes Tasmania will work with Launceston City Council and the local community to provide improved outcomes in this area.

The site is close to a number of schools in the area and around 2km from the Kings Meadows commercial area. I note the suggestions made to include additional educational and health services on the site to serve the broader community. The location of these facilities needs to be carefully considered to provide the best access and note the concerns provided by neighbouring residents on current traffic issues. The location of additional public services on this site has the potential to create additional traffic impacts. It is not appropriate for me to provide any further consideration on these matters as these are best considered as part of the broader planning for the area by Launceston City Council in conjunction with the relevant state agencies.

- f) I note concerns raised with the site being able to deliver affordable housing due to the current construction costs and potential constraints for development on the land. These matters will be for Homes Tasmania to consider for the future development of the site. Only a portion of the site will be developed for social and affordable housing, and I am satisfied that this could be achieved on the site.
- g) I note a number of requests for community meetings and engagement to better understand the proposed development. I am advised that Homes Tasmania will consult with the community and provide further information on the proposed development and access arrangements for the site. This will follow the rezoning. The Launceston City Council will assess the development application for the subdivision proposal. That application would be publicly advertised, and the community will have the opportunity to provide input at that stage.

### **Modification of planning requirements – section 7 of the *Housing Land Supply Act 2018***

There are no modifications to the proposed Order as a result of the submissions received.

### **ALTERATIONS TO THE PROPOSED ORDER**

Pursuant to section 9(3)(e) of the *Housing Land Supply Act 2018*, the proposed Order has not been altered from the version that was sent to interested persons for comment.

### **APPENDICES**

Appendix A: Proposed Housing Land Supply (Kings Meadows) Order 2024

Appendix B: A copy of each submission

Appendix C: Planning Submission (including landowner consent)

Appendix D: Additional information

TASMANIA

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**HOUSING LAND SUPPLY (KINGS MEADOWS)  
ORDER 2024**

**STATUTORY RULES 2024, No.**

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5. Declaration of intended zone

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## HOUSING LAND SUPPLY (KINGS MEADOWS) ORDER 2024

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 (Kings Meadows) Order 2024*.

### 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 under Clause 4 to be housing supply land;

*grid reference* means the grid reference taken from the Universal Grid Reference System used in Tasmania and based on the Geocentric Datum of Australia (also known as the *GDA* or *GDA 94*) as

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c. 4

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defined in the Commonwealth Gazette  
No. GN 35, 6 September 1995.

**4. Declaration of housing supply land**

For the purposes of section 4(1) of the Act, the  
area of land specified in Schedule 1 to this order  
is declared to be housing supply land.

**5. Declaration of intended zone**

For the purposes of section 4(2) of the Act, the  
intended zone in relation to the applicable area is  
declared to be the General Residential Zone  
referred to in the applicable planning scheme.

**SCHEDULE 1 – AREA OF LAND**

**Clause 4**

The area of land that –

- (a) is situated at Lot 3, Techno Park Drive, Kings Meadows in Tasmania; and
- (b) forms part of the land described in certificate of title Volume 184085, Folio 3 of the Register kept under section 33 of the *Land Titles Act 1980*; and
- (c) comprises such area of land that is enclosed by the boundary made by the following imaginary lines:
  - (i) a line between grid reference 514366.5E 5408727.1N and grid reference 514411.0E 5408652.5N;
  - (ii) a line between grid reference 514411.0E 5408652.5N and grid reference 514437.1E 5408668.1N;
  - (iii) a line between grid reference 514437.1E 5408668.1N and grid reference 514473.6E 5408606.2N;
  - (iv) a line between grid reference 514473.6E 5408606.2N and grid reference 514477.4E 5408599.9N;

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**sch. 1**

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- (v) a line between grid reference  
514477.4E 5408599.9N and grid  
reference 514475.3E  
5408599.4N;
- (vi) a line between grid reference  
514475.3E 5408599.4N and grid  
reference 514466.1E  
5408594.7N;
- (vii) a line between grid reference  
514466.1E 5408594.7N and grid  
reference 514366.4E  
5408537.5N;
- (viii) a line between grid reference  
514366.4E 5408537.5N and grid  
reference 514375.4E  
5408521.9N;
- (ix) a line between grid reference  
514375.4E 5408521.9N and grid  
reference 514350.5E  
5408507.6N;
- (x) a line between grid reference  
514350.5E 5408507.6N and grid  
reference 514419.2E  
5408390.5N;
- (xi) a line between grid reference  
514419.2E 5408390.5N and grid  
reference 514551.7E  
5408503.5N;
- (xii) a line between grid reference  
514551.7E 5408503.5N and grid

*Housing Land Supply (Kings Meadows) Order 2024*  
*Statutory Rules 2024, No.*

**sch. 1**

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- reference                      514564.6E  
5408494.2N;
- (xiii) a line between grid reference  
514564.6E 5408494.2N and grid  
reference                      514578.9E  
5408487.1N;
- (xiv) a line between grid reference  
514578.9E 5408487.1N and grid  
reference                      514594.2E  
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5408398.1N;
- (xviii) a line between grid reference  
514661.1E 5408398.1N and grid  
reference                      514369.4E  
5408237.6N;
- (xix) a line between grid reference  
514369.4E 5408237.6N and grid  
reference                      514293.2E  
5408370.1N;

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**sch. 1**

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- (xx) a line between grid reference  
514293.2E 5408370.1N and grid  
reference 514266.9E  
5408355.3N;
- (xxi) a line between grid reference  
514266.9E 5408355.3N and grid  
reference 514192.4E  
5408484.7N;
- (xxii) a line between grid reference  
514192.4E 5408484.7N and grid  
reference 514230.0E  
5408506.5N;
- (xxiii) a line between grid reference  
514230.0E 5408506.5N and grid  
reference 514209.2E  
5408542.7N;
- (xxiv) a line between grid reference  
514209.2E 5408542.7N and grid  
reference 514190.2E  
5408531.9N;
- (xxv) a line between grid reference  
514190.2E 5408531.9N and grid  
reference 514175.3E  
5408514.6N;
- (xxvi) a line between grid reference  
514175.3E 5408514.6N and grid  
reference 514147.1E  
5408563.5N;
- (xxvii) a line between grid reference  
514147.1E 5408563.5N and grid

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**sch. 1**

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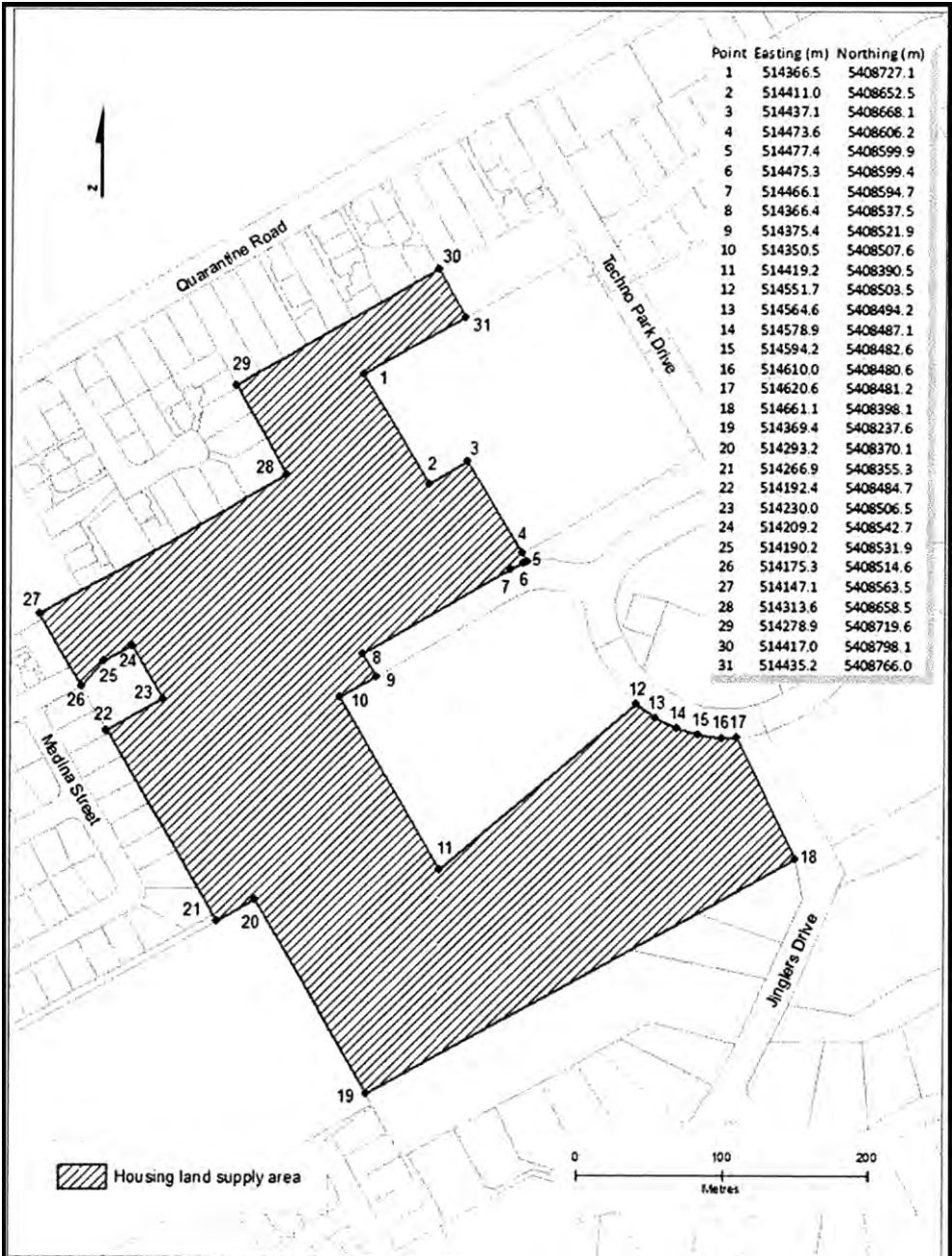
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5408658.5N;
- (xxviii) a line between grid reference  
514313.6E 5408658.5N and grid  
reference 514278.9E  
5408719.6N;
- (xxix) a line between grid reference  
514278.9E 5408719.6N and grid  
reference 514417.0E  
5408798.1N;
- (xxx) a line between grid reference  
514417.0E 5408798.1N and grid  
reference 514435.2E  
5408766.0N;
- (xxxi) a line between grid reference  
514435.2E 5408766.0N and grid  
reference 514366.5E  
5408727.1N; and
- (d) is shown as the shaded area, bounded by  
heavy black lines, on the plan set out, by  
way of illustration only, in Schedule 2 to  
this order.

Housing Land Supply (Kings Meadows) Order 2024  
Statutory Rules 2024, No.

sch. 2

SCHEDULE 2 – PLAN

Schedule 1





*Housing Land Supply (Kings Meadows) Order 2024*  
*Statutory Rules 2024, No.*

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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 Premier and Cabinet.

**EXPLANATORY NOTE**

*(This note is not part of the order)*

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

- (a) declares a certain area of land in Kings Meadows in Tasmania to be housing supply land; and
- (b) declares the intended zone in relation to that area of land to be the General Residential Zone, as referred to in the applicable planning scheme.

## Housing Land Supply (Kings Meadows) Order 2023 First Consultation Submissions

1	Bek Scott
2	Mark Wilcox
3	Esther Counsel
4	Pamela Skegg
5	Al Cole
6	Melinda Linford
7	Allana Plaisted
8	Ross Pople
9	Donald Lehner
10 A & B	Cara Kean
11	Isabelle Smith
12	John Tamplin
13	Adam Garwood
14	Jane Watts
15	Callum Izard
16	Jurgen Vos
17 a & b	Kristie Macri
18	Rachel Elphick
19	Kylie Harris
20	Jerome Barker
21	Glenn and Kelsey Hartland
22	Samuel Grainger and Krystal Temple
23	Secretary - Department of Natural Resources and Environment Tasmania
24	Robert and Christine Banks
25 a & b	Alan and Jocelyn Parnell
26	Sacha Rattray
27	Adam Berne
28	Matthew Bellenger
29	Danny and Nellie Whelan
30	Craig Plaisted
31	Eva and Gerald Kletzenbauer
32	Clark Chugg
33	Dr Johnathan Paech and Brydie Delphin
34	Matthew Kean
35	Rhys Prestidge

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**From:** Rebekah Scott  
**Sent:** Monday, 3 October 2022 7:43 PM  
**To:** State Planning Office Your Say  
**Subject:** Proposed housing land supply lot 2 techno park drive

I would like to get more information on the proposed development of lot 2 Techno Park Drive.

I live at. Right near our back fence there is an inspection opening. This has backed up multiple times and I wonder if additional sewerage drains will be installed? And is there a distance that buildings have to be built away from them?

My other concern is the additional traffic from access via Woolven street. In the report it assumes that most people will use Techno Park Drive but I do not think that is the case. It is already extremely difficult to turn right from Woolven, Highgate or Talune street onto Hobart Road, especially in peak traffic and school pick up/drop off times. People will drive through Woolven street to avoid the intersection of Hobart and Quarantine road. Are there plans to put a roundabout along Hobart Road to help traffic flow from the suburban streets? I am aware it is also difficult to turn right from the other side of Hobart Rd, especially around school start/finish time.

There are also a large number of cars that park on Woolven st, especially at the bottom and it can be hard to get through there as it is. And when the football is played at Youngtown Oval, the situation is exacerbated.

If there is no improvement on the flow of traffic onto Hobart Road, I object to a road into Woolven Street.

Thanks,

Bek Scott

Sent from my iPhone

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**From:**

**Sent:**

**To:**

**Subject:**

Wednesday, 5 October 2022 6:40 PM

State Planning Office Your Say

housing proposal.lot 2 Techno park,kingsmeadows

to whom it may concern,

I own the house and block at ,which backs on to the proposed housing and land supply, order 2022.My block is a large block. Our house is towards the road,with a big vacant space down the back. My question being,if the proposal goes ahead,while the infrastructure and services are being put in at the proposed house land supply site can I tap into said services and run capped off sewerage,stormwater etc to my bottom block. This would give us the option of subdividing and selling,or selling our house giving someone else the option of putting in units etc. thanks.

yours sincerely

Mark Wilcox

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**From:** Esther Counsel  
**Sent:** Wednesday, 5 October 2022 8:09 PM  
**To:** State Planning Office Your Say  
**Subject:** Fwd: New subdivision planned for your area: Lot 2 Techno Park Drive

To whom it may concern,

Ref: 22/58573

I am a resident of Youngtown. I am classed as a person of interest because my property adjoins 'a' proposed development, known as lot2, Techno Park Drive (title reference FR 164559/2.

Firstly, I would like to point out that my name is spelt, Esther and not Ester. Additionally, a letter has been 'addressed' to me, yet refers to me as Janet Lehner. Janet is my next-door neighbour. Luckily, for the Tasmanian Government, I know this person as she is the owner of Street and is in no threat of her name being known. Moreover, I believe this is a breach of a Privacy Policy/ACT?

Secondly, I categorically state that I am absolutely opposed to the development of Lot 2, Techno Park Drive (title reference FR 164559/2. Before I outline the reasons for my dispute. I would like to confirm that all of the residents that are situated along Wolven Street, Youngtown, have been notified as an interested person(s) as per Section 11, (ii) of the Housing and Land Supply Act 2019? I have asked several residents. They are NOT aware of the development.

These residents will be directly impacted by an entrance road proposed at the top of Wolven Street (currently no through road) IF up to 110 houses, let say a possible 180 more vehicles entering at this point multiple times are day WILL cause excessive congestion on Hobart Rd/ Wolven St. The off-street-parking that residents use, and general security. Will the Tasmanian Government be advising these residents according to Section 11, d, (ii) YES or NO?

Reasons why I dispute a development:

- The proposed (additional) entrance (according to the map) is situated at the top of Wolven Street. This directly affects 1 Medina Street, 40 Wolven Street, and 41 Wolven Street. These houses enjoy what is essentially a cul-de-sac. The road that runs along these houses is not as wide, if the nature strip was cut into, MY house would basically be on the edge of a road (I invite you to look at this conundrum) additionally, all the above ground electricity would need moving below ground
- You may be aware by now that the residents of 40 Wolven Street have special considerations to some of the area proposed for an entry point.
- 'IF' the development is approved and an entrance at the top of Wolven Street is constructed. Imagine this...the road is constructed that 'dog-legs' down into the new development. All the houses named up in the email are built VERY close to the actual road. Vehicles (Engines V8 or modified cars with fitted exhaust) are travelling out of the development area towards the top of Wolven Street, the navigate the 'dog-leg' section...the excelerate directly outside our house! This directly impacts the enjoyment, potential safety of my children.
- The Development includes a potential 90-110 new houses. A possible 180+ additional vehicles (plus other) using the entrance at the top of Wolven Street. At the bottom of Wolven Street is a T-Section that enters Hobart Rd. The T-section already conected. Additional, 10 meters up from the T-section is a major intersection (Quarantine/Hobart Rd) this increases the congestion of areas pointed out in this email.
- A bus zone was (interestingly) introduced to the lower half of Wolven Street (indicated on the development map) The buses struggle to turn off Hobart Rd into Wolven Street. More than once, needing to reverse back up the hill to

avoid collision, buses clogging up Hobart Rd traffic flow waiting to enter Wolven Street, and once, needing to active my brakes to avoid collision (Tassy tires building blocks the view) for traffic encroaching the T-Section. This aligns to the serious issue of traffic congestion, increases potential incident/accidents, and safety of pedestrians.

- Environmental impacts: The residents of this area enjoy a variety of trees situated within the area of a proposed development. This also attracts a myriad of bird life. This will all be taken away.

Considering the below extract out of the ACT, what employment opportunities within the area? what is the area parameter that would relate to the extract below? If your response is Kings Meadows, that an absolute stretch! There is a single Doctors Surgery, Veterinary Clinic, Dentist that is required to service the entire area of thousands of residents. No eateries other than coffee shops, no large parks, no disability support shop fronts and the list go on and on.

(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.

On a personally level (not that this counts) plead for you to view the area between 0800-1000 and again at 1430 - 1830, each day. I ask you to meet with me at the proposed Wolven Street entrance into the development. The road will have a huge impact on our enjoyment, PRIVACY, and safety. Our house/ land area is small, we can't exist at the 'back of our house' privately because our back borders the proposed entrance (corner block)

**As the Tasmanian Government can provide statutory timeframes for residents to respond (28-days). I am allowing seven (7) days for the Government to respond with a date a government representative can detail a date in which they can meet with me, at the entrance in Question, before I take my dispute further.**

Yours sincerely,

Esther Counsel

----- Forwarded message -----

From: **Esther Counsel** <>

Date: Fri, Sep 30, 2022 at 9:01 PM

Subject: New subdivision planned for your area: Lot 2 Techno Park Drive

To:

Dear Richard,

We are residents of . We have received documents relating to the subject and have questions. We reach out via email because the contact number supplied, 1800 995 653 does not get answered despite the 15 times tried. As the consultation period of 28-days is only 2 days in, this should allow a response from your area as soon as possible, with sufficient further information.

We border the land proposed for 'zoning' and have some immediate concerns and questions, understanding that initial design may not be available at this time. Our questions are as follows:

- Referring to the aerial map included. The zoning begins at the top of Woolven Street (40 Woolven St) and seems to include a continuation of Woolven street into the zoned area, creating an entry point. Should this occur, this would significantly have a negative impact on our **house value, safety, and general happiness because the entry point is directly off our driveway, and we would 'now' reside directly on a 'busy' road.**

**Does the proposal include a construction of a road at this entry point?**

- Should the above entry not be opened. A single entry of Quarantine Road is the entry and exit point for existing housing and employees that work in this area (Techno Park) including an increase of persons living in the proposed; up to 130 new houses. Reading the Housing Land and Supply Act 2018, Part 2, 5 (2) (b) does this include impacts to infrastructure, roads, and traffic congestion. Already a growing issue with the development opposite Bunnings South, alongside Connector Park.

Interestingly, despite Part 2 of the ACT, the bus zone does not appear to go anywhere near the proposed zoning area.

**What is the proposal to address this?**

- Several trees exist in the zoning area that provide food, nesting, and coverage for a myriad of bird life.

**How is this going to be addressed?**

- The Housing Land and Supply Act 2018 does not state the areas around the proposed land zoning where they would be classified as a neighbour/ interested person.

**Q: How far around the zoning area has an interested person been communicated with, such as homeowners that reside in Jinglers Rd and Deek St?**

- The Tasmania Affordable Action Plan, states that 73.5 million has been committed to housing development (Action Plan 1)

**We would like a summary of the expenditure, where the houses were built and the break-up of which of these houses are used for disability, elderly, single, and social housing**

- Considering the previous point. **We would like information/ data on how the pockets of build/ development increased the housing value or decreased the housing value in the surrounding areas**

We consider the proposal, potential for a negative impact on our financial position, enjoyment, safety, and general well-being and need immediate response with facts and figures as requested and not simply words, because your strategy plans and action plans do a great job of that!

Many thanks,

Esther Counsel

Deputy Premier

20.10.2022

Minister for Planning

The Hon Michael Ferguson

Parliament House

HOBART 7000

Housing Land Supply Act 2018

Proposed Housing Land Supply (Kings Meadows) Order 2022

Lot 2 Techno Park Drive, Kings Meadows

Dear Sir,

I acknowledge receipt of your correspondence dated 29 September 2022 regarding rezoning of land in Kings Meadows (Young Town) to create an area for cheap housing.

I object to the rezoning due to the devastating effect on existing properties where values will plummet. Will the Launceston City Council reduce rates accordingly? Why do you want to penalise existing property owners, including millionaire mansions on the southern side of the area.

I object to rezoning because the land is PRIME REAL ESTATE worth a fortune in any other part of the City. The land has magnificent views of three mountains, Mt Arthur, Mt Barrow and Mt Ben Lomond and would sell readily to people able to build a beautiful home. The new homes recently built in this area are of high quality, now to find the value will take a steep decline.

One tree on said land would be one of the largest in our State, it is enormous, it should be preserved, I object to this tree being removed.

Extending the existing cheap housing areas would be preferable as plenty are already established with all the existing problems, commencing at Rocherlea and extending Easterly to Waverley on the Tasman Highway.

I object to rezoning because of the **traffic chaos** currently experienced through the **one lane entry to Hobart Road**.

When the City Council decided to close our only recreation centre catering for all ages in this area, no State or Federal Member lifted a finger to save the Y.M.C.A. with its twenty-six staff. This magnificent recreation area could have created one area at least where the multitude of residents had availability of somewhere to go for recreation. People from Evandale, Perth, Longford, Cressy etc. as well as locals fully utilized the Y.M.C.A.

**I object to rezoning the area for the above mentioned reasons.**



**Page 2**

Yours faithfully

**PAMELA R. SKEGGS**

Copies: The Mayor and all Councillors at Launceston City Council, Dr Bob Brown, Leader of Greens Party and all Members, Leader of the Labor Party and all Labor Members.

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**From:** TasWater Development Mailbox <>  
**Sent:** Friday, 28 October 2022 10:20 AM  
**To:** State Planning Office Shared Mailbox  
**Subject:** TasWater Advice RE: Proposed Housing Land Supply Orders 2022 TWSI 2022/789 and 790

Hi,

TasWater provides the following advice in respect of the Land Supply Orders received 30 September 2022.

For both proposed Orders, there are no major water or sewer servicing issues.

Housing Land Supply Order Kings Meadows: no issues with water servicing, TasWater may require some localised sewer upgrades as part of any development application.

Housing Land Supply Order Ravenswood: For water servicing: Due to the elevation changes in this property, dwellings constructed in the lower portion may receive excess water pressure, which will need to be addressed as part of any detailed design. For sewer servicing, TasWater may require localised sewer upgrades as part of any development application.

If you have any queries, please contact me.

Al Cole

Senior Assessment Officer

M  
F 1300 862 066  
A GPO Box 1393, Hobart TAS 7001  
169 Main Road, Moonah, TAS  
E 7009  
W <http://www.taswater.com.au/>

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



## Disclaimer

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This email, including any attachments, may be confidential and/or legally privileged. You must not use, access or disclose it other than for the purpose for which it was sent. If you receive this message or any attachments or information in it in error, please destroy and delete all copies and notify the sender immediately by return email or by contacting TasWater by telephone on 136992. You must not use, interfere with, disclose, copy or retain this email. TasWater will not accept liability for any errors, omissions, viruses, loss and/or damage arising from using, opening or transmitting this email

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**From:** Melinda Linford <>  
**Sent:** Monday, 24 October 2022 8:19 PM  
**To:** State Planning Office Your Say; State Planning Office Your Say  
**Subject:** Proposed Housing Land Supply Lot 2 Techno Park Kings Meadows FR 64559/2

Good evening,

I am writing to you with concern about the proposed housing land supply (Kings Meadows) lot 2 Techno Park Drive (title reference FR 64599/2).

I, and 100's of my neighbours have chosen Jinglers Creek to be the place we chose to live our lives and raise our families, the draw to Jinglers Creek for many was the quiet location and low traffic flow.

My neighbours and I made the decision to pay a premium to be in this beautiful, quiet location and with the plan to build 110 new units I believe this will severely and negatively affect house values. 110 social and affordable housing units will turn Jinglers Creek and surrounding streets into a busy fiasco.

With 24 affordable housing units currently being built in Alma st, Youngtown, the housing prices are already starting to diminish. Youngtown and Kings Meadows have affordable housing options, the area cannot take any more.

I am also concerned for Woolven St and the residents as the street is not currently adequate enough for the traffic and will definitely not cope with an extra 110 homes plus the extra traffic flow from people using it as a thoroughfare.

I hope you can hear my strong concerns along with many others, I am not in favour of the housing land supply for lot 2 Techno Park Drive, Kings Meadows.

Regards,  
Melinda

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**From:**  
**Sent:** Monday, 24 October 2022 9:03 PM  
**To:** State Planning Office Your Say  
**Subject:** Proposed Housing Land Supply Lot 2 Techno Park Drive Kings Meadows

Good evening,

We are residence in Jinglers Creek and received the information and master plan proposed for the rezone and subdivision with Lot 2 Techno Park Drive.

Our primary concern is the additional traffic at the intersection of quarantine road and techno park drive, which will need to be managed to cater for the heavy vehicle traffic during construction and up to 1000 extra passenger vehicles upon completion of subdivision. It is already extremely difficult to get in and out at this intersection during peak times with the traffic for school, daycare and commercial businesses.

We do like from looking at the master plan, that it indicated that the trees along the existing vegetation corridor would be retained and a green zone allowed. It will retain the wildlife and their natural habitat, along with maintaining a green outlook for Jinglers Drive residence and saving trees that are more than 50 years old. In addition on the master plan it indicates that a road would back onto the existing vegetation corridor m the top going up the hill and football ground which we like the design of.

Regards  
Allana

Sent from my iPhone

**From:** ross.pople ross.pople <ross.pople@bigpond.com>  
**Sent:** Friday, 28 October 2022 12:49 PM  
**To:** State Planning Office Your Say  
**Subject:** New Subdivision Proposal for Techno Park

Hi,

I am writing to voice my concern over a proposed social and affordable housing subdivision currently proposed for Techno Park in Youngtown. The number of proposed lots (110), is far in excess of what is appropriate for an area of this size that is already populated by a school and daycare centre. Traffic volume as a result of this will be simply unacceptable, and as the majority of this traffic will travel via the Quarantine Rd intersection this will create unacceptable delays and frustration as this intersection is already at capacity with current morning traffic volumes, and is utilised by a large amount of trucks and oversize vehicles which will only compound the problem. A far better use of this land would be in the aged care space or education/ childcare, to complement the existing services and facilities in this area. Whilst I can appreciate the requirement to build housing of this nature in volume this is simply the wrong location to do so, as the land could be far better utilised as business/ industrial or aged care or education and childcare as stated previously. The impact to existing residents, the potential for negative effect on house prices and the unsustainable traffic volumes is not acceptable. As such this needs to be reconsidered so any potential development is in step with the wishes of those that will be impacted directly.

Kind Regards,

A concerned resident.

---

**From:** Donald Lehner  
**Sent:** Friday, 28 October 2022 4:52 PM  
**To:** State Planning Office Shared Mailbox  
**Subject:** Fwd: Housing Land Supply Order (HLSO) rezoning Technopark Drive Kings Meadows

To whom it may concern

I would like to discuss the proposed Order with the relevant person attached to this project, I have attached a copy of my submission for your information to give an outline of the concerns I have.  
If someone would contact myself to make a time that would be greatly appreciated.

Please find attached my submission in regards to the above named project.

Regards Don

----- Forwarded message -----

**From: Donald Lehner**  
**Date:** Fri, Oct 28, 2022 at 4:39 PM  
**Subject:** Housing Land Supply Order (HLSO) rezoning Technopark Drive Kings Meadows  
**To:** <[yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)>

**Housing Land Supply Act 2018**  
**Proposed Housing Land Supply (Kings Meadows) Order 2022**  
**Lot 2 Techno Park Drive, Kings Meadows**

To whom it may concern

I wish to make a submission in relation to the above named project. I am the owner of  
and Three (3) of my properties boundaries border this proposal.

In October 2010 I purchased half of the designated road Woolven Street adjacent to my property, at the time of purchase I was informed by Launceston City Council that the road would not be extended, one of their reasons was due to the amount of traffic that would create a bottleneck at the intersection of Woolven St and Hobart Rd. Also the major intersection within 50 metres of Woolven St.

As part of the sale of land to us, a Right Of Way (Private) as shown in Plan of Survey - Registered Number SP159884 was included in the title.

If the current proposal were to proceed as it appears based on the information as provided by planning I will be significantly impacted, not only during the construction phase but also after completion, and into the future.

The current road ends at the entrance to my property and if it were to be extended I would not be able to gain access to my property for an extended period of time.

This outcome is unacceptable to myself and my family.

I would like to bring to your attention, Section 2.7.1.2 Road and Railway Assets Code of your report attached to this proposal which States.

The Code requires that access to the site must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the nature and frequency of the traffic generated by the use;
- (b) the nature of the road;

- (c) the speed limit and traffic flow of the road;
- (d) any alternative access to a road;
- (e) the need for the access or junction;
- (f) any traffic impact assessment; and
- (g) any written advice received from the road authority.

I am not going to repeat it all, but I note with interest a section in your report and I quote:

The capacity of Woolven Street to accommodate additional traffic is also limited.

From the figures provided by yourself I estimate it would equate to somewhere between 150 and 300 extra vehicle movements per hour in Woolven St. (Between the hours of 6:00am till 23:00pm).

Not only would this severely impact the residents of Woolven and surrounding streets, but severely limit the access onto Woolven from vehicles trying to enter or exit from Keithleigh St. Currently during peak periods, traffic can be banked up to the Keithleigh St intersection. This could increase 4 or 5 fold if this proposal were to go ahead.

After viewing the plan provided, it appears that it is intended to utilise Woolven Street as entry or exit for this subdivision. Currently vehicles can not transit up or down Woolven Street without having to pause to give way to oncoming traffic due to the streets inadequate width. This is already an issue for all users and also dangerous. With the hundreds of proposed residents to be added to the area, the increased risks and hazards to pedestrians, road users and residents leaving their already established properties will be greatly increased. This would also create extra traffic into the current Technopark site from existing vehicles that currently utilise Quarantine Road.

When driving south on Hobart Rd and turning Left into Woolven St there is already an issue with vehicles not being able to exit Hobart Rd due to having to wait for other vehicles coming down before the vehicles in front are able to proceed up the hill.

Currently many vehicles attempting to turn right from Woolven St give up in frustration of not being able to get across, proceed to turn left onto Hobart Road then right into the Kings Furniture/Army Barracks area to enable them to turn and head north on Hobart Rd, due to traffic congestion. Quite often the traffic is backed up to the top of Youngtown hill.ther objections to this proposal and have listed some (not all) of these below.

On 28 Oct 2010, as part of the sale of land to myself, a RIGHT OF WAY (Private) as shown in PLAN OF SURVEY - REGISTERED NUMBER SP159884. was included in the title. How will this be affected?

If this subdivision were to go ahead I will be greatly affected, the value of my property will be significantly decreased due to being embedded into this subdivision, the hundreds of vehicle movements each day passing close to my boundary, currently there are no passing vehicles. Currently I have a quiet peaceful and serene property which helps with my wellbeing and peace of mind. This proposal will take this away.

6. The huge amount of wildlife that would lose its habitat, all of these come on to my property, for example several bird species including, Blue Wren, Lorikeets, Robin Red Breasts, Magpies, Kookaburras, several varieties of Cockatoos and many other bird species i am unable to name nest in this area. Other wildlife include but not limited to are, Echidnas, Tasmanian Devils, Blue Tongue Lizards, Ring Tail Possums, Wallabys, and many other species.

**Someone who makes decisions around these proposals needs to meet with myself on site and tell us how you intend to resolve this.**

If you want this proposal to proceed you need to offer to purchase our property or provide compensation.

I am happy to suggest some other solutions to the issues that will be created if this proposal were to go ahead, having lived here for over 20 years I have a good understanding of the area.

Regards Don

Donald and Janet Lehner

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**From:** Cara Kean  
**Sent:** Monday, 31 October 2022 2:54 PM  
**To:** State Planning Office Shared Mailbox  
**Subject:** New subdivisvion - Techo Park, Kings Meadows

Hope you are well. I am writing due to a concern relating to lack of notification to neighbours surrounding the new proposed subdivision at Techno Park, Kings Meadows.

I live in , which the entrance is directly opposite to the land proposed.

I have not been notified of this and only heard about it via Facebook. Also speaking to my neighbors not one in my street has been notified.

The consultation period is due to close tomorrow 1/11 and I believe they are in breach of the planning act by not notifying neighbouring land who could be affected by this and request they restart the 28 day consultation period.

## Interested persons

'Interested persons' are those given written notice of the commencement of the public consultation process on a proposed Order. These include:

- the local council, and any adjacent council that may be affected,
- relevant State agencies,
- State authorities, or other entities, which may be required to provide infrastructure to the land, or may have its services affected,
- the owners or occupiers of adjoining land,
- the owners or occupiers of any other land that may be affected, and
- the Tasmania Fire Service, the Tasmanian Heritage Council, and the Aboriginal Heritage Council.

Look forward to hearing from you

Regards  
Cara Kean

Sent from my iPhone



31 October 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Dear Richard,

**RE: 2 Techno Park Drive, Kings Meadows**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.

I am a resident in Deek Street, and have only **today (31 October 2022)**, received notification via mail of the proposed rezoning application. I note, the advertising period ends **tomorrow (1 November 2022)**. I have several concerns regarding the notification process, which I will list below:

- I note, I have only just received this letter, delivered **BY HAND** as there was no envelope or post stamp date, today, Monday, 31 October 2022. Again, I note, responses are due back by Tuesday, 1 November 2022.
- After speaking with several residents in my street and surrounding streets, that majority have not received notification at all.
- There is no formal closing date listed on your letter.
- My letter is not personalised, and provides minimal information, including no details on how to view the proposed Order and 'statement of reasons' as per others I have sighted (please see attachment)
- There is only one email address provided which specifically notes as the point of contact 'if you would like to get email updates on our work as the project progresses'

Several residents in the area have expressed concerns regarding this project, and the notification (or lack thereof) that residents have received. I provide my initial concerns below, in line with, or as detailed in the *Housing Land Supply Act 2018*:

- Poor notification of the project (as detailed above) including failure to endure a 28 day public consultation period of advertising and written notice to 'interested persons' (*Section 11*)
- Lack of community consultation (*Section 10(1) a*)
- Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing (*Section 6 (1)e and f*)
- The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the troubling ability currently to enter Quarantine Road from Techno Park Dr
- The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed for development
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
- Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

I do not consider the proposed land suitable for rezoning as per *Section 13(2) a and b*, as the area has a strong commercial presence, a day care and school facility within close proximity. A 100+ lot housing development, with included affordable housing options is not suitable for the area we have established for our current community we live within and have grown to the high property value it has created itself in the investments we have made.

Under the *Housing Land Supply Act 2018*, we wish to further make note on the following points:

- *s.6 (1) (e) considered the environmental, economical and social effects that assigning the intended zone to the area of land or part may have;*
  - The *Environmental* impact on the disruption of the current wildlife and livestock that resides within and around the land proposed for development
  - The *Economical* impact that the proposed development will have on surrounding property value within the area where residents have invested and built homes
  - The *Social* impact that will affect the already overwhelmed vicinity of Kings Meadows in relation to traffic
- *s.6 (1) (f) the intended zone were assigned to the area or ;and or part, the use or development of the area of land or part, respectively, for residential purposes would not be likely to create significant land use conflict with – (ii) the use or development of any area of land that is adjacent to the area of land; or (iii) the use of development of any area of land that, is likely to be affected by the use or development of the area of land or part;*
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
- *s.10 (1) (a) given, in relation to the area of land, a notice under section 12(1) to all interested persons in relation to the area of land*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
- *s.11 for the purpose of this Act, the interested persons in relation to an area of land are - (b) considers to have an interest in whether, or the manner in which, the area of land ought to be used or developed, or both, for residential purposes; (d) any owner, or occupier, of – (i) land that adjoins the area of land; or (ii) land that is considers is likely to be affected by the use or development, for residential purposes, of the area of land;*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
  - The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the already troubling ability to cross over Quarantine Road from Techno Park Dr
  - The disruption of construction to our community
  - Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
  - Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

- *5.12 (2) for the purposes of subsection (1), a notice in relation to an area of land is to – (a) be in writing; (b) contain a copy of the proposed order in relation to the area of land; (c) contain a statement of the reasons why the minister wants to make the proposed order; (d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relations to the relevant matters, for the purpose of section 13(2), in respect of the proposed order.*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission as advised in the 'Have your Say' of the Proposed Order

While we are all, obviously, in full support of providing much needed affordable housing within the Launceston region, where it is so badly needed; we do not support the development of Lot 2 Techno Park, Kings Meadows and the negative effect it will have on our community.

I also wish to request a further 2-week extension (new closing date of 15 November 2022) for residents affected, as many have received ZERO notification and have only become aware of the proposed rezoning verbally, so following consistent and necessary notification to ALL affected parties, so interested parties may have the proper opportunity to 'Have a say' via submission.

Kind regards,  
Isabelle Smith

CC: Jeremy Rockcliff, Premier  
CC: Michael Ferguson, Minister for Infrastructure and Transport, Minister for Planning  
CC: Guy Barnett, Minister State Development, Construction and Housing  
CC: Nic Street, Minister for Community Services and Development  
CC: Rebecca White, Leader of the Opposition  
CC: [housingprojects@communities.tas.gov.au](mailto:housingprojects@communities.tas.gov.au)  
CC: [stateplanning@dpac.tas.gov.au](mailto:stateplanning@dpac.tas.gov.au)  
CC: [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

Letter posted to Woolven St resident vs Letter I received by hand on Monday 31<sup>st</sup> October



31 October 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Hello Richard,

**RE: 2 Techno Park Drive, Kings Meadows**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.

I am a resident in Bevel Court and have only just received notification today (31<sup>st</sup> October) from close friends in Deek Street of this proposed rezoning application.

I am very concerned about this proposed development, and very frustrated that I was never given any notification of this at all.

Nothing against you personally, however I would like to express my concerns I have below and appreciate if you could include my concerns to the necessary people involved.

- The decrease in land value if affordable housing is permitted including the social concerns that come along with it. Including the impact, it will have on surrounding property value where residents have invested life savings and livelihoods to build their home.
- The increase of bad traffic issues that are already affecting the entrance into Techno Park from Quarantine Road. I have already had numerous near misses at this intersection myself over the past couple of years.
- Poor notification of this project (as mentioned above) and failure to notify all residents in this area, especially those closely effected and would have to travel through this proposed area to even access their own home.
- The disruption to the large amount of wildlife that already reside in the area.
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate.
- The additional traffic that will use the proposed roads as short cuts to miss the Hobart Rd/Quarantine Rd traffic lights. With the hundreds of workers and residents that are already in this estate, it does not have the capacity to hold the traffic a 100+ lot estate will bring.

I have nothing against development (including affordable housing in Launceston) and agree it is much needed, however due to the factors I have mentioned above I strongly do not support the development of Lot 2 Techno Park, Kings Meadows.

I am a young builder myself and I have only just spent the last 3 years of my life putting everything into my dream home, building it outside of work hours to try and get ahead, then I hear of this development which will decrease property value in the area, which I find extremely disappointing.

I would please also wish to request an extension of this application, so that all residents in this area are made fully aware, as many have received no notification on this whatsoever.

Kind regards,

John Tamplin

31 October 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Dear Richard,

**RE: 2 Techno Park Drive, Kings Meadows**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.

I am a resident in \_\_\_\_\_, and have only **today (31 October 2022)**, received notification via mail of the proposed rezoning application. I note, the advertising period ends **tomorrow (1 November 2022)**. I have several concerns regarding the notification process, which I will list below:

- I note, I have only just received this letter, delivered **BY HAND** as there was no envelope or post stamp date, today, Monday, 31 October 2022. Again, I note, responses are due back by Tuesday, 1 November 2022.
- After speaking with several residents in my street and surrounding streets, that majority have not received notification at all.
- There is no formal closing date listed on your letter.
- My letter is not personalised, and provides minimal information, including no details on how to view the proposed Order and 'statement of reasons' as per others I have sighted (please see attachment)
- There is only one email address provided which specifically notes as the point of contact 'if you would like to get email updates on our work as the project progresses'

Several residents in the area have expressed concerns regarding this project, and the notification (or lack thereof) that residents have received. I provide my initial concerns below, in line with, or as detailed in the *Housing Land Supply Act 2018*:

- Poor notification of the project (as detailed above) including failure to endure a 28 day public consultation period of advertising and written notice to 'interested persons' (*Section 11*)
- Lack of community consultation (*Section 10(1) a*)
- Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing (*Section 6 (1)e and f*)
- The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the troubling ability currently to enter Quarantine Road from Techno Park Dr
- The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed for development
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
- Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

I do not consider the proposed land suitable for rezoning as per *Section 13(2) a and b*, as the area has a strong commercial presence, a day care and school facility within close proximity. A 100+ lot housing development, with included affordable housing options is not suitable for the area we have established for our current community we live within and have grown to the high property value it has created itself in the investments we have made.

Under the *Housing Land Supply Act 2018*, we wish to further make note on the following points:

- *s.6 (1) (e) considered the environmental, economical and social effects that assigning the intended zone to the area of land or part may have;*
  - The *Environmental* impact on the disruption of the current wildlife and livestock that resides within and around the land proposed for development
  - The *Economical* impact that the proposed development will have on surrounding property value within the area where residents have invested and built homes
  - The *Social* impact that will affect the already overwhelmed vicinity of Kings Meadows in relation to traffic
- *s.6 (1) (f) the intended zone were assigned to the area or ;and or part, the use or development of the area of land or part, respectively, for residential purposes would not be likely to create significant land use conflict with – (ii) the use or development of any area of land that is adjacent to the area of land; or (iii) the use or development of any area of land that, is likely to be affected by the use or development of the area of land or part;*
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
- *s.10 (1) (a) given, in relation to the area of land, a notice under section 12(1) to all interested persons in relation to the area of land*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
- *s.11 for the purpose of this Act, the interested persons in relation to an area of land are - (b) considers to have an interest in whether, or the manner in which, the area of land ought to be used or developed, or both, for residential purposes; (d) any owner, or occupier, of – (i) land that adjoins the area of land; or (ii) land that is considers is likely to be affected by the use or development, for residential purposes, of the area of land;*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
  - The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the already troubling ability to cross over Quarantine Road from Techno Park Dr
  - The disruption of construction to our community
  - Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
  - Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

- 5.12 (2) for the purposes of subsection (1), a notice in relation to an area of land is to – (a) be in writing; (b) contain a copy of the proposed order in relation to the area of land; (c) contain a statement of the reasons why the minister wants to make the proposed order; (d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relations to the relevant matters, for the purpose of section 13(2), in respect of the proposed order.
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission as advised in the 'Have your Say' of the Proposed Order

While we are all, obviously, in full support of providing much needed affordable housing within the Launceston region, where it is so badly needed; we do not support the development of Lot 2 Techno Park, Kings Meadows and the negative effect it will have on our community.

I also wish to request a further 2-week extension (new closing date of 15 November 2022) for residents affected, as many have received ZERO notification and have only become aware of the proposed rezoning verbally, so following consistent and necessary notification to ALL affected parties, so interested parties may have the proper opportunity to 'Have a say' via submission.

Kind regards,  
Adam Garwood

CC: Jeremy Rockcliff, Premier  
CC: Michael Ferguson, Minister for Infrastructure and Transport, Minister for Planning  
CC: Guy Barnett, Minister State Development, Construction and Housing  
CC: Nic Street, Minister for Community Services and Development  
CC: Rebecca White, Leader of the Opposition  
CC: [housingprojects@communities.tas.gov.au](mailto:housingprojects@communities.tas.gov.au)  
CC: [stateplanning@dpac.tas.gov.au](mailto:stateplanning@dpac.tas.gov.au)  
CC: [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

Letter posted to resident vs Letter received by hand on Monday 31<sup>st</sup> October



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**From:** jane.emily18  
**Sent:** Monday, 31 October 2022 11:48 AM  
**To:** State Planning Office Your Say  
**Subject:** Techno Park subdivision

I object to the proposed development as it will decrease the value on my house in Jingle. How much are you dropping my rates by? Why put so many houses in one subdivision instead of spreading throughout all suburbs. When I purchased my property I was assured that this area would only be commercial or for lots no smaller than 1500.

There are two call centres and a school and traffic is congested as a result, what extra roads are you putting in to accommodate this?

Regards,  
Jane Watts.



31 October 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Dear Richard

## **2 TECHNO PARK DRIVE, KINGS MEADOWS**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, KINGS MEADOWS.

I am a resident in , and have not received notification via mail of the proposed rezoning application. I note, the advertising period ends **today (1 November 2022)**. I have several concerns regarding the notification process, which I will list below:

- I note, I have not received a letter. Again, I note, responses are due back by Tuesday, 1 November 2022.
- After speaking with several residents in my street and surrounding streets, that majority have not received notification at all.

Several residents in the area have expressed concerns regarding this project and the notification (or lack thereof) that residents have received. I provide my initial concerns below, in line with, or as detailed in the *Housing Land Supply Act 2018*:

- Poor notification of the project (as detailed above) including failure to endure a 28 day public consultation period of advertising and written notice to 'interested persons' (*Section 11*);
- Lack of community consultation (*Section 10(1) a*);
- Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing (*Section 6 (1)e and f*);
- The worsening of traffic issues that is already evident within the KINGS MEADOWS/YOUNGTOWN areas, including the troubling ability currently to enter Quarantine Road from Techno Park Drive;
- The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed for development;
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate; and
- Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it.

I do not consider the proposed land suitable for rezoning as per *Section 13(2) a and b*, as the area has a strong commercial presence, a day care and school facility within close proximity. A 100+ lot housing development, with included affordable housing options, is not suitable for the area we have established for our current community that we live within and have grown to the high property value it has created itself in the investments we have made.

Under the *Housing Land Supply Act 2018*, we wish to further make note on the following points:<sup>7</sup>

- *s.6 (1) (e) considered the environmental, economical and social effects that assigning the intended zone to the area of land or part may have:*
  - The *Environmental* impact on the disruption of the current wildlife and livestock that resides within and around the land proposed for development;
  - The *Economical* impact that the proposed development will have on surrounding property value within the area where residents have invested and built homes;
  - The *Social* impact that will affect the already overwhelmed vicinity of KINGS MEADOWS in relation to traffic;
- *s.6 (1) (f) the intended zone were assigned to the area or ;and or part, the use or development of the area of land or part, respectively, for residential purposes would not be likely to create significant land use conflict with – (ii) the use or development of any area of land that is adjacent to the area of land; or (iii) the use of development of any area of land that, is likely to be affected by the use or development of the area of land or part:*
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing;
- *s.10 (1) (a) given, in relation to the area of land, a notice under section 12(1) to all interested persons in relation to the area of land:*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission;
- *s.11 for the purpose of this Act, the interested persons in relation to an area of land are - (b) considers to have an interest in whether, or the manner in which, the area of land ought to be used or developed, or both, for residential purposes; (d) any owner, or occupier, of – (i) land that adjoins the area of land; or (ii) land that is considers is likely to be affected by the use or development, for residential purposes, of the area of land:*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission;
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing;
  - The worsening of traffic issues that is already evident within KINGS MEADOWS/YOUNGTOWN areas, including the already troubling ability to cross over Quarantine Road from Techno Park Drive;
  - The disruption of construction to our community;
  - Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate;
  - Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it;
- *S.12 (2) for the purposes of subsection (1), a notice in relation to an area of land is to – (a) be in writing; (b) contain a copy of the proposed order in relation to the area of land; (c) contain a statement of the reasons why the minister wants to make the proposed order; (d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relations to the relevant matters, for the purpose of section 13(2), in respect of the proposed order:*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission as advised in the ‘Have your Say’ of the Proposed Order.

3.

While we are all, obviously, in full support of providing much needed affordable housing within the Launceston region (where it is so badly needed) I do not support the development of Lot 2 Techno Park, KINGS MEADOWS and the negative effect it will have on our community.

I also wish to request a further 2-week extension (new closing date of 15 November 2022) for residents affected, as many have received **ZERO** notification and have only become aware of the proposed rezoning verbally, so following consistent and necessary notification to ALL affected parties, so interested parties may have the proper opportunity to 'Have a say' via submission.

Kind regards  
Callum S Izard

CC: Jeremy Rockcliff, Premier

CC: Michael Ferguson, Minister for Infrastructure and Transport, Minister for Planning

CC: Guy Barnett, Minister State Development, Construction and Housing

CC: Nic Street, Minister for Community Services and Development

CC: Rebecca White, Leader of the Opposition

CC: [housingprojects@communities.tas.gov.au](mailto:housingprojects@communities.tas.gov.au)

CC: [stateplanning@dpac.tas.gov.au](mailto:stateplanning@dpac.tas.gov.au)

CC: [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

1<sup>st</sup> November 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Dear Richard,

**RE: 2 Techno Park Drive, Kings Meadows**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.

I am a resident in \_\_\_\_\_ and have NOT received any formal notification of the proposed rezoning application. Thankfully my neighbours alerted me at the 11<sup>th</sup> hour, via text, only hours before the application time closed. I have several concerns regarding the notification process, which I will list below:

- I note, I have only just received this letter, delivered **BY HAND** as there was no envelope or post stamp date, today, Monday, 31 October 2022. Again, I note, responses are due back by Tuesday, 1 November 2022.
- After speaking with several residents in my street and surrounding streets, that majority have not received notification at all.
- There is no formal closing date listed on your letter.
- My letter is not personalised, and provides minimal information, including no details on how to view the proposed Order and 'statement of reasons' as per others I have sighted (please see attachment)
- There is only one email address provided which specifically notes as the point of contact 'if you would like to get email updates on our work as the project progresses'

Several residents in the area have expressed concerns regarding this project, and the notification (or lack thereof) that residents have received. I provide my initial concerns below, in line with, or as detailed in the *Housing Land Supply Act 2018*:

- Poor notification of the project (as detailed above) including failure to endure a 28 day public consultation period of advertising and written notice to 'interested persons' (*Section 11*)
- Lack of community consultation (*Section 10(1) a*)
- Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing (*Section 6 (1)e and f*)
- The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the troubling ability currently to enter Quarantine Road from Techno Park Dr
- The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed for development
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
- Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

I do not consider the proposed land suitable for rezoning as per *Section 13(2) a and b*, as the area has a strong commercial presence, a day care and school facility within close proximity. A 100+ lot housing development, with included affordable housing options is not suitable for the area we have established for our current community we live within and have grown to the high property value it has created itself in the investments we have made.

Under the *Housing Land Supply Act 2018*, we wish to further make note on the following points:

- *s.6 (1) (e) considered the environmental, economical and social effects that assigning the intended zone to the area of land or part may have;*
  - The *Environmental* impact on the disruption of the current wildlife and livestock that resides within and around the land proposed for development
  - The *Economical* impact that the proposed development will have on surrounding property value within the area where residents have invested and built homes
  - The *Social* impact that will affect the already overwhelmed vicinity of Kings Meadows in relation to traffic
- *s.6 (1) (f) the intended zone were assigned to the area or ;and or part, the use or development of the area of land or part, respectively, for residential purposes would not be likely to create significant land use conflict with – (ii) the use or development of any area of land that is adjacent to the area of land; or (iii) the use of development of any area of land that, is likely to be affected by the use or development of the area of land or part;*
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
- *s.10 (1) (a) given, in relation to the area of land, a notice under section 12(1) to all interested persons in relation to the area of land*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
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  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
  - The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the already troubling ability to cross over Quarantine Road from Techno Park Dr
  - The disruption of construction to our community
  - Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
  - Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

- *S.12 (2) for the purposes of subsection (1), a notice in relation to an area of land is to – (a) be in writing; (b) contain a copy of the proposed order in relation to the area of land; (c) contain a statement of the reasons why the minister wants to make the proposed order; (d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relations to the relevant matters, for the purpose of section 13(2), in respect of the proposed order.*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission as advised in the 'Have your Say' of the Proposed Order

While we are all, obviously, in full support of providing much needed affordable housing within the Launceston region, where it is so badly needed; we do not support the development of Lot 2 Techno Park, Kings Meadows and the negative effect it will have on our community.

This additionally affects my students school (OneSchool) and don't know how the exiting infrastructure will have this additional traffic. Its already a nightmare getting out of Techno Park each day to get to school.

I also wish to request a further 2-week extension (new closing date of 15 November 2022) for residents affected, as many have received **ZERO** notification and have only become aware of the proposed rezoning verbally, so following consistent and necessary notification to ALL affected parties, so interested parties may have the proper opportunity to 'Have a say' via submission.

Kind regards,

Jurgen Vos

CC: Jeremy Rockcliff, Premier

CC: Michael Ferguson, Minister for Infrastructure and Transport, Minister for Planning

CC: Guy Barnett, Minister State Development, Construction and Housing

CC: Nic Street, Minister for Community Services and Development

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31 October 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Dear Richard,

**RE: 2 Techno Park Drive, Kings Meadows**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.

I am a resident in , and have only **yesterday (31 October 2022)**, discovered via word mouth, of the proposed rezoning application. I note, the advertising period ends **today (1 November 2022)**. I have several concerns regarding the notification process, which I will list below:

- We have received no notification of this development via mail and was only informed by another resident in the street, despite being an interested party.
- After speaking with several residents in our street and surrounding streets, it is apparent that the majority have not received notification at all.

All residents in the area that I have spoken to, have expressed concerns regarding this project, and the notification (or lack thereof) that residents have received. I provide my initial concerns below, in line with, or as detailed in the *Housing Land Supply Act 2018*:

- Poor notification of the project (as detailed above) including failure to endure a 28 day public consultation period of advertising and written notice to 'interested persons' (*Section 11*)
- Lack of community consultation (*Section 10(1) a*)
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- The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the troubling inability currently to enter Quarantine Road from Techno Park Dr
- The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed for development
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
- Techno Parks industrial estate already employs and caters to hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

I do not consider the proposed land suitable for rezoning as per *Section 13(2) a and b*, as the area has a strong commercial presence, a day care and school facility within close proximity. A 100+ lot housing development, with included affordable housing options is not suitable for the area we have established for our current community we live within and have grown to the high property value it has created itself in the investments we have made.

Under the *Housing Land Supply Act 2018*, we wish to further make note on the following points:

- *s.6 (1) (e) considered the environmental, economical and social effects that assigning the intended zone to the area of land or part may have;*
  - The *Environmental* impact on the disruption of the current wildlife and livestock that resides within and around the land proposed for development
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  - The *Social* impact that will affect the already overwhelmed vicinity of Kings Meadows in relation to traffic
- *s.6 (1) (f) the intended zone were assigned to the area or ;and or part, the use or development of the area of land or part, respectively, for residential purposes would not be likely to create significant land use conflict with – (ii) the use or development of any area of land that is adjacent to the area of land; or (iii) the use of development of any area of land that, is likely to be affected by the use or development of the area of land or part;*
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  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
  - The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the already troubling difficulty to cross over Quarantine Road from Techno Park Dr
  - The disruption of construction to our community
  - Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
  - Techno Parks industrial estate already employs and caters for hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it
- *S.12 (2) for the purposes of subsection (1), a notice in relation to an area of land is to – (a) be in writing; (b) contain a copy of the proposed order in relation to the area of land; (c) contain a statement of the reasons why the minister wants to make the proposed order; (d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relations to the relevant matters, for the purpose of section 13(2), in respect of the proposed order.*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission as advised in the 'Have your Say' of the Proposed Order



While we are all, obviously, in full support of providing much needed affordable housing within the Launceston region, where it is so badly needed; we do not support the development of Lot 2 Techno Park, Kings Meadows and the negative effect it will have on our community.

I also wish to request a further 2-week extension (new closing date of 15 November 2022) for residents affected, as many have received **ZERO** notification and have only become aware of the proposed rezoning verbally, so following consistent and necessary notification to ALL affected parties, so interested parties may have the proper opportunity to 'Have a say' via submission.

Kind regards,  
Kristie and Vincent Macri

CC: Jeremy Rockcliff, Premier  
CC: Michael Ferguson, Minister for Infrastructure and Transport, Minister for Planning  
CC: Guy Barnett, Minister State Development, Construction and Housing  
CC: Nic Street, Minister for Community Services and Development  
CC: Rebecca White, Leader of the Opposition  
CC: [housingprojects@communities.tas.gov.au](mailto:housingprojects@communities.tas.gov.au)  
CC: [stateplanning@dpac.tas.gov.au](mailto:stateplanning@dpac.tas.gov.au)  
CC: [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

1<sup>st</sup> November 2022

Mr Richard Gilmour  
Director, Community Infrastructure  
Community Services, Infrastructure and Housing

Dear Richard,

**RE: 2 Techno Park Drive, Kings Meadows**

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.

I am a resident in \_\_\_\_\_, and have only **yesterday (31 October 2022)**, received notification via mail of the proposed rezoning application. I note, the advertising period ends **today (1 November 2022)**. I have several concerns regarding the notification process, which I will list below:

- I note, I have only just received this letter, delivered **BY HAND** as there was no envelope or post stamp date, today, Monday, 31 October 2022. Again, I note, responses are due back by Tuesday, 1 November 2022.
- After speaking with several residents in my street and surrounding streets, that majority have not received notification at all.
- There is no formal closing date listed on your letter.
- My letter is not personalised, and provides minimal information, including no details on how to view the proposed Order and 'statement of reasons' as per others I have sighted (please see attachment)
- There is only one email address provided which specifically notes as the point of contact 'if you would like to get email updates on our work as the project progresses'

Several residents in the area have expressed concerns regarding this project, and the notification (or lack thereof) that residents have received. I provide my initial concerns below, in line with, or as detailed in the *Housing Land Supply Act 2018*:

- Poor notification of the project (as detailed above) including failure to endure a 28 day public consultation period of advertising and written notice to 'interested persons' (*Section 11*)
- Lack of community consultation (*Section 10(1) a*)
- Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing (*Section 6 (1)e and f*)
- The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the troubling ability currently to enter Quarantine Road from Techno Park Dr
- The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed for development
- Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
- Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

I do not consider the proposed land suitable for rezoning as per *Section 13(2) a and b*, as the area has a strong commercial presence, a day care and school facility within close proximity. A 100+ lot housing development, with included affordable housing options is not suitable for the area we have established for our current community we live within and have grown to the high property value it has created itself in the investments we have made.

Under the *Housing Land Supply Act 2018*, we wish to further make note on the following points:

- *s.6 (1) (e) considered the environmental, economical and social effects that assigning the intended zone to the area of land or part may have;*
  - The *Environmental* impact on the disruption of the current wildlife and livestock that resides within and around the land proposed for development
  - The *Economical* impact that the proposed development will have on surrounding property value within the area where residents have invested and built homes
  - The *Social* impact that will affect the already overwhelmed vicinity of Kings Meadows in relation to traffic
- *s.6 (1) (f) the intended zone were assigned to the area or ;and or part, the use or development of the area of land or part, respectively, for residential purposes would not be likely to create significant land use conflict with – (ii) the use or development of any area of land that is adjacent to the area of land; or (iii) the use of development of any area of land that, is likely to be affected by the use or development of the area of land or part;*
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
- *s.10 (1) (a) given, in relation to the area of land, a notice under section 12(1) to all interested persons in relation to the area of land*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
- *s.11 for the purpose of this Act, the interested persons in relation to an area of land are - (b) considers to have an interest in whether, or the manner in which, the area of land ought to be used or developed, or both, for residential purposes; (d) any owner, or occupier, of – (i) land that adjoins the area of land; or (ii) land that is considers is likely to be affected by the use or development, for residential purposes, of the area of land;*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission
  - Land value will decrease if affordable housing is permitted, as well as associated social concerns related with the provision of affordable housing
  - The worsening of traffic issues that is already evident within Kings Meadows/Youngtown areas, including the already troubling ability to cross over Quarantine Road from Techno Park Dr
  - The disruption of construction to our community
  - Two of the three proposed access points, requires the use of the one and only way in and out of our residential estate
  - Techno Parks industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100+ lot estate will bring with it

- *S.12 (2) for the purposes of subsection (1), a notice in relation to an area of land is to – (a) be in writing; (b) contain a copy of the proposed order in relation to the area of land; (c) contain a statement of the reasons why the minister wants to make the proposed order; (d) invite the person to whom the notice is given to make, within 14 days after receiving the notice, submissions in relations to the relevant matters, for the purpose of section 13(2), in respect of the proposed order.*
  - Failure to advise adjacent streets, neighbouring properties and affected residents and businesses with written notice and allowance of 28 days to make submission as advised in the 'Have your Say' of the Proposed Order

While we are all, obviously, in full support of providing much needed affordable housing within the Launceston region, where it is so badly needed; we do not support the development of Lot 2 Techno Park, Kings Meadows and the negative effect it will have on our community.

I also wish to request a further 2-week extension (new closing date of 15 November 2022) for residents affected, as many have received **ZERO** notification and have only become aware of the proposed rezoning verbally, so following consistent and necessary notification to ALL affected parties, so interested parties may have the proper opportunity to 'Have a say' via submission.

Kind regards,

**Rachel Elphick**

Concerned Resident.

CC: Jeremy Rockcliff, Premier

CC: Michael Ferguson, Minister for Infrastructure and Transport, Minister for Planning

CC: Guy Barnett, Minister State Development, Construction and Housing

CC: Nic Street, Minister for Community Services and Development

CC: Rebecca White, Leader of the Opposition

CC: [housingprojects@communities.tas.gov.au](mailto:housingprojects@communities.tas.gov.au)

CC: [stateplanning@dpac.tas.gov.au](mailto:stateplanning@dpac.tas.gov.au)

CC: [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

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**From:** kylie harris  
**Sent:** Monday, 31 October 2022 5:52 PM  
**To:** State Planning Office Your Say  
**Subject:** New Subdivision off woolven Street

I am writing about the proposed new subdivision wanting to be built for housing houses beside Woolven Street. Can you explain how you will fix the traffic running through our street if this goes ahead.

I am a home owner of ten years living here, as it is now the street is frustrating to get up and up with cars being parked on the side of our narrow Street, not to mention getting out of the street down the bottom 😞

Look forward on receiving a reply on this matter.

Regards  
Kylie Flaherty

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**From:** Jerome Barker  
**Sent:** Monday, 31 October 2022 11:50 AM  
**To:** State Planning Office Your Say  
**Subject:** Fwd: Techno Park proposed subdivision

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**From:** Jerome Barker  
**Sent:** Monday, 31 October 2022, 10:29 am  
**To:** yoursay.planninagdpac@tas.gov.au <yoursay.planninagdpac@tas.gov.au>  
**Cc:**  
**Subject:** Techno Park proposed subdivision

To whom it may concern I'm writing in objection to your proposed new subdivision at Techno Park Youngtown Tasmania. I'm a resident in and I purchased this block and built my house under the assumption that Techno Park could never be developed for residential purposes as I tried to purchase land to develop myself and was told that if I buy it could only be for its current uses ie learning, commercial and that jinglers and it surrounds could not have lots any smaller than 1500 m2 . Please explain how you can turn around and propose this ? The Kings meadows precinct has had massive developments and growth and without any traffic improvements this will put an extra stress on an already struggling Kings Meadows . Do you have plans for future traffic improvements? I do not think that it is appropriate to have 110 social and affordable housing lots in one place this will impact our community and potentially be an unsafe environment for our families these should be spread-out over-all communities and this land should be kept for its intended purpose or sold off as 1500m2 blocks the same as the council made the developers of jinglers Creek rise. This could potentially create 50 to 60 million dollars to buy properties throughout multiple communities . It was told by a family friend that is a property developer that at a council meeting it was stated offline that the residents in jinglers drive could expect a drop in their house value by at least one hundred thousand dollars if this proposal goes ahead is government and council prepared to give back to us what we will be out of pocket for? Are council prepared to readjust our rates? accordingly.  
Looking forward to your reply  
Jeromebarker

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30 October 2022

State Planning Office  
Department Premier and Cabinet  
GPO Box 123  
HOBART TAS 7001

[yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)

## **Proposed Housing Land Supply (Kings Meadows) Order 2022**

Dear Minister for Planning,

Thank you for the opportunity to provide feedback on the Proposed Housing Land Supply Order for Kings Meadows. The proposed development neighbours our property and we would like to note the following concerns regarding suitability for the intended zone.

### **Traffic concerns**

The GHD Techno Park Drive Housing Land Supply Order Report dated 15 February 2022 indicates the proposed residential zone would create approximately 1200 traffic movements a day. GHD also note that “the capacity of Woolven Street to accommodate additional traffic is limited, particularly by the circumstances of the intersection with Hobart Road. The capacity of Techno Park Drive to accommodate additional traffic is also limited.”

Table 3 on page 13 of the GHD report estimates the driving time to particular venues and services. The notation on the table says that driving distances assume most land will utilise Techno Park Drive in preference to Woolven Street. This is an assumption and it cannot be known how much traffic will use Woolven Street to enter and exit the residential and call centre area to travel to and from nearby schools, work at Techno Park, or short cut through from suburbs south of Youngtown.

GHD suggests that traffic signalisation at Quarantine Road/Techno Park Drive intersection may alleviate some traffic congestion but are no suggestions to address increased traffic on Woolven Street or exit onto Hobart Road.

Woolven Street is very difficult to exit right on Hobart Road at peak periods due to its proximity to the Quarantine Road/Hobart Road traffic lights. A wait of 4-8 minutes is not uncommon in the morning when heading toward the city. The addition of over 100 residential blocks with only two streets for egress, Woolven Street and Techno Park Drive, will mean that the traffic exiting from Woolven Street will increase unless traffic management strategies are implemented. The wait time on Woolven Street will increase and most likely will bank up past Keithleigh and Waroona Streets causing congestion for these roads too.

The existing roadway is narrow and does not accommodate two-way traffic flow when vehicles are parked on both sides of the street. Additional traffic will cause time delays for existing residents and an increased chance of vehicle accidents while traversing the street but also at the Hobart Road intersection.

The proposed subdivision plan in the GHD report has only two access points to the residential area and it notes that both accesses have limited capacity to take increased traffic. The rezoning and proposed subdivision unreasonably impact on the efficiency of the Woolven Street and Techno Park Drive which goes against the Roads and Railways Asset Code assessable under the Northern Tasmania Regional Land Use Strategy and the HLSO.

### **Accessibility**

Section 3.a) of the Minister's opinion on compliance with the Housing Land Supply Act 2018 refers to the planning submission prepared by GHD which notes that the proposed residential zone is in close proximity to public transport.

Does it meet the pram pushing test noted by former Tasmanian Social Inclusion Commissioner, David Adams, in an article in the Examiner, 12 August 2012 ([Suburb's design part of its problem: Adams | The Examiner | Launceston, TAS](#)), in which he asks:

"If you are building a new development how far would a mum be able to push a pram with a baby in it before it became too hard?"

Currently, Metro buses travel part way up Woolven Street or there is a bus stop on Hobart Road that provides more frequent services. From Techno Park Drive, the closest bus service is bus route travels along Opossum Road. The walk to the nearest bus stops are inclined and may not be an easy or accessible walk for everyone. An additional bus route would be required to make public transport more accessible.

We have lived in Woolven Street for more than 17 years. It is not a wide street and it is sometimes difficult to tow vehicles or receive deliveries along the street when cars are parked on both sides of the road. Metro buses come partially up Woolven Street and if the route is to be extended or additional services added that utilise Woolven Street then road widening and powerline lifting would be required to accommodate them and the increased traffic.

Thank you for your consideration.

Glenn and Kelsey Hartland



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**From:** Krystal Temple  
**Sent:** Sunday, 30 October 2022 8:50 PM  
**To:** State Planning Office Your Say  
**Cc:** Michael.Ferguson@dpac.tas.au; bridget.archer.mp@aph.gov.au  
**Subject:** Planning submission, housing land supply Techno park drive Kings Meadows

Dear State Planning Office,

I am writing to you to object to the planning and rezoning application of Techno Park Drive, Kings Meadows under the housing land supply act 2018.

- **TRAFFIC AND TRASPORT:** A large housing development of 109 houses will drastically increase traffic and impact the safety of pedestrians and the whole community. Suggested streets in the proposal are already highly congested and accident prone without the added strain of the proposed housing development.
- **THE LOCAL ECONOMIC IMPACT:** I believe the large number of low-income housing in one small area will have high financial impact of the surrounding area, property values will decrease as a result of high number of low-income housing in a area clearly not suited for such housing. As an example of property value loss in high low-income housing areas the median price of houses in Ravenswood \$347,500 compered to Kings Meadows \$569,000 I defiantly do not want to see my property price decrease by approximately \$220,000
- 
- **SAFETY AND CRIME RATE:** I believe the crime rate in the area will increase and the safety will decrease as we have already seen in other areas with high low-income housing grouped together ie. Ravenswood, Mobray and Mayfield etc. While I understand there is a high need for low in-come housing I see no benefit to the local community by putting mass housing in this area when there is a lot of better areas and resources that could be utilized then this area.

I hope you consider all my concerns as I am highly opposed as is the local community please take the time to consider this matter as if it was happing over your back fence as it is mine.

Yours sincerely,

Samuel Grainger/Krystal Temple  
property owners Kings Meadows

# Department of Natural Resources & Environment Tasmania

OFFICE OF THE SECRETARY

Hobart GPO Box 44, Hobart, Tasmania, 7001  
Launceston PO Box 46, Kings Meadows, Tasmania, 7249  
Devonport PO Box 303, Devonport, Tasmania, 7310  
Ph 1300 368 550  
Web [www.nre.tas.gov.au](http://www.nre.tas.gov.au)



Surved:

Mr Brian Risby  
Director  
State Planning Office  
Department of Premier and Cabinet  
via email: [yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)

## ***Housing Land Supply Act 2018***

### **Proposed Housing Land Supply (Kings Meadows) Order 2022 – Techno Park Drive, Kings Meadows**

I am writing in relation to the letter of 30 September 2022 from the Minister for Planning, the Hon Michael Ferguson MP, seeking comment on the Proposed Housing Land Supply (Kings Meadows) Order 2022 – Lot 2 Techno Park Drive, Kings Meadows under the *Housing Land Supply Act 2018*.

I can advise that the Department of Natural Resources and Environment Tasmania (NRE Tas) has reviewed the Order and has the following comments to make.

It should be noted that NRE Tas was previously contacted by the Department of Communities Tasmania in December 2021 for advice regarding the proposed rezoning of the Kings Meadows Techno Park site and the management of natural values at the site, specifically the potential for there to be Masked Owls nesting in the large hollow-bearing trees on the property. The advice below incorporates advice given to the Department of Communities Tasmania by NRE Tas in January 2022 and is based predominantly on the natural values survey report undertaken for the proposed Land Supply Order in August 2021.

### **Threatened Flora**

It is recommended that natural values assessments for development proposals should be in accordance with NRE Tas Guidelines for Natural Values Surveys – Terrestrial Development Proposals as a minimum standard. The Guidelines can be found at:

<https://nre.tas.gov.au/Documents/Guidelines%20for%20Natural%20Values%20Surveys%20related%20to%20Development%20Proposals.pdf>.

The natural values survey report is not entirely in accordance with the Guidelines as it only addresses flora species recorded within 500 m and flora species listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA), omitting species recorded within 5 km that are only listed under the *Threatened Species Protection Act 1995* (TSPA). Consequently, there are 50 flora species recorded within 5 km that were not considered in the report. Many of these species are present in the nearby Carr Villa Flora Reserve which is comprised of the same vegetation community. Although

much of the Techno Park property is degraded, some of these species may still occur at the site. Additionally, the Survey was undertaken in August, which is an unsuitable time to survey for some ephemeral species and orchids as they cannot be detected at certain times of the year.

It is recommended that if approval is granted for the rezoning of the site to the General Residential Zone under the Tasmanian Planning Scheme, that the site is resurveyed for threatened flora prior to a development application being submitted to the Council for the development of the subdivision. NRE Tas recommends that a survey is undertaken during suitable flowering times with dedicated searches for Spring-flowering species to capture the majority of these species during their flowering season. Information on optimal surveying times is available for many species on the Threatened Species Link website at: <http://www.threatenedspecieslink.tas.gov.au/>.

If any flora species listed under the TSPA are recorded within the development site and will be impacted upon by the proposed development, a permit to take under the TSPA will be required.

### **Threatened Fauna**

The natural values survey recorded 14 large hollow-bearing trees within the Kings Meadows Techno Park site with the potential to provide nesting habitat for wildlife, particularly the Tasmanian Masked Owl (*Tyto novaehollandiae subsp. castanops*), listed as endangered under the TSPA and vulnerable under the EPBCA. Suitable trees are over 100 cm diameter at breast height (d.b.h.) with large hollows ( $\geq 15$  cm entrance diameter) that are deep and spacious enough to provide protection for an adult bird and potentially growing chicks.

In advice to the Department of Communities Tasmania in January 2022, the consultant's proposal to undertake further examination and surveys of the large hollow-bearing trees on the Techno Park property was supported on the basis that there are 14 hollow-bearing trees present on the site with the potential for containing Masked Owl nests. Further examination of the trees by the consultant determined that three out of the 14 hollow-bearing trees at the Techno Park site are potentially suitable for Masked Owls and as a result the hollows in the three trees were physically inspected. Inspection of the trees in April 2022 did not return a positive result for presence of masked owls, however, NRE Tas advised that if approval is granted for the rezoning of the site to the General Residential Zone under the Tasmanian Planning Scheme, it is likely that follow-up inspections of the three trees suitable for Masked Owls, will be necessary prior to submission of a development application for the proposed subdivision. Other hollow-bearing trees may at that time also need to be checked at that time for increased potential to provide habitat to the Masked Owl. This is due to the considerable length of time likely between the original inspection of the tree hollows and the submission of a development application for the proposed subdivision, during which time hollows may change in nature and Masked Owls may inhabit the trees.

NRE Tas recommends that if follow-up surveys determine that Masked Owls are present within any tree hollows on the Techno Park property prior to development, these trees are retained and excluded from the development footprint, due to their importance as Masked Owl nesting habitat.

The site contains both *Eucalyptus globulus* and *Eucalyptus ovata* trees, an important foraging resource for the Swift Parrot (*Lathamus discolor*), listed as endangered under the TSPA and critically endangered under the EPBCA. Kings Meadows is outside of the core breeding range for the Swift Parrot but within the potential foraging range. NRE Tas recommends that foraging habitat on site for Swift Parrot is retained where possible.

If you have any further questions on this matter please contact Wendy Kingston, Policy and Project Officer, Strategic Projects and Policy Branch, Business Services Division. Ms Kingston can be contacted on mobile:                      or via email at [\[redacted\]](#)

Michael Pervan  
**Secretary**

28 October 2022

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**From:**  
**Sent:** Tuesday, 1 November 2022 4:34 PM  
**To:** Ferguson, Minister  
**Subject:** FW: Subdivision 2 Techno Park Drive, Kings Meadows

Karen Matthews  
Executive Officer  
Office of the Hon Michael Ferguson MP  
Deputy Premier of Tasmania  
Treasurer  
Minister for Infrastructure and Transport Minister for Planning Liberal Member for Bass

53 St John Street, Launceston Tas 7250

-----Original Message-----

From: Christine Banks  
Sent: Tuesday, 1 November 2022 4:27 PM  
To: Ferguson, Michael  
Subject: Subdivision 2 Techno Park Drive, Kings Meadows

Dear Michael,

I write regarding the proposed 100 lot rezoning application for 2 Techno Park Drive, Kings Meadows.  
I am a resident in                      and have not received a letter as a interested party impacted by this development.  
I provide me initial concerns below

Poor notification of the project including failure to endure a 28 day public consultation period.  
Lack of community consultation.  
Land value will decrease if affordable housing is permitted as well as associated social concerns.  
The worsening of traffic issues that is already evident within Kings meadows/Youngtown areas, including the troubling ability currently to enter Quarantine Road from Techno Park Drive.  
The disruption of construction to our community as well as current wildlife and livestock that reside within and around the land proposed development.  
Two of the three proposed access points requires the use of the one and only way in and out of our residential estate.  
Techno Park Industrial estate already employs and capacitates hundreds of workers each day, creating an already busy hub for a quiet street that does not have the ability to hold the traffic a 100 plus lot.

Kind regards  
Robert and Christine Banks

estate will bring with it.  
Sent from my iPhone

---

**From:** Ferguson, Michael  
**Sent:** Tuesday, 1 November 2022 6:12 PM  
**To:** Ferguson, Minister  
**Subject:** FW: Submission re: Proposed Housing Land Supply order Techno Park Kings Meadows.

*Karen Matthews*

Executive Officer  
Office of the Hon Michael Ferguson MP  
Deputy Premier of Tasmania  
Treasurer  
Minister for Infrastructure and Transport  
Minister for Planning  
Liberal Member for Bass

---

**From:** alan parnell  
**Sent:** Tuesday, 1 November 2022 5:02 PM  
**To:**

**Subject:** Submission re: Proposed Housing Land Supply order Techno Park Kings Meadows.

Submission for the attention of the Minister for planning.  
Michael Ferguson.

Dear Michael,

My Family and I own a block of land no . It is in the southern half of the Techno Park land release. Low Density Residential. It is an area of large blocks with high value modern houses on them.

I object to the proposal in its current form - due to its apparent lack of transparency, the way it is being implemented without more through community involvement and engagement.

- There has been inadequate consultation with the local community. (Sect 10(1)a. I only became aware of this proposal yesterday by word of mouth. I am not deemed to be an 'Interested party'. As an Ebba place owner I am very interested in how this proposal will affect me and my family.
- The Government should be seen 'to be acting in good faith'. Although the HLSA 2018 act allows the sending letters only to the perimeter properties; by deliberately not informing residents in the wider area and the southern half of Technopark it comes across to wider community as being untrustworthy and there is something to hide.
- This mistrust is not helping the overall cause or helping to integrate what may end up being very different communities living together in the Technopark area?
- I support the need for more affordable housing and myself working in healthcare know only too well; the negative health outcomes and pressures on the health system that poor housing results in.

- The poor handing of this proposal will result in resistance to the proposal by residents who have not been informed, adequately consulted or had the opportunity to have input into such a project. This will potentially result in a negative outcome for those who most need this housing?
- The GHD report does not consider in any way the social impact of relatively large social housing proposal being very close to an area of existing more affluent properties. The new development will very likely have a very different and concentrated lower demographic to their neighbouring community? If so this will lead to inevitable social issues, you should not provide for those in need by disadvantaging others. (sect 6 (1e).
- It is not clear how much of the new development will be allocated to families with higher social needs or how they will avoid concentrating social challenges all in the one location - having a very detrimental effect on the surrounding communities? There is very little detail provided by Communities Tasmania regarding the future development, the likely cost of land, housing, how it will be allocated etc.
- I would not want to fall into the trap of being labelled as a NIMBY (Not in my Back Yard) but I am sure the minister would share many of our concerns if such a proposal were being planned in his local area and had the angst of finding out about it in such an obscure way?
- The GHD report is 'flimsy' around traffic implications for Techno Park and there is only limited Bus availability. The suggested current density of the new development also suggests there may be a lack of parking within the development?

Kind Regards

Alan and Jocelyn Parnell

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**From:** Sacha Rattray  
**Sent:** Sunday, 6 November 2022 10:35 AM  
**To:** State Planning Office Your Say  
**Subject:** Youngtown techno park social housing

Hello,

Just wanted to write an email saying as a homeowner in Youngtown looking over the proposed development site for social housing, I am strongly against the site being developed in this way.

My concerns are that there will be increased crime, traffic and people wandering the streets at night up to no good. As a former resident of Waverley in the private housing area as a child growing up with social housing all around me, I often noticed the untoward behaviour and domestic violence/abuse that happened around the neighbourhood.

The other concern is that it will affect our house value and saleability.

Please reconsider putting a concentrated area of social housing in Youngtown.

Yours sincerely,

Sacha Rattray

Sent from my iPhone



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**From:** Adam Berne  
**Sent:** Tuesday, 8 November 2022 9:26 PM  
**To:** State Planning Office Your Say  
**Subject:** Proposed subdivision in Kings Meadows

To whom it may concern.

Below are my issues with the proposed order for the kings meadows sub- division.

Due to the only access road to Jingle Creek, techno Park drive already gets congested due to the commercial buildings of west pac and centre link call centres building. With the ongoing infrastructure of the new age care it will only get worse.

With the location of the proposed sub division backing on to the local school how will this effect the safety of the children with the access road passing the only access for this school.

All the blocks in Jingle Creek are all generous large blocks with houses that are all unique and having this new sub division WILL depreciate value to all the houses surrounding this proposed sub divion.

I Do NOT agree with the location selected for this sub division. I hope you take my concerns into consideration.

Thank you.  
Adam

---

**From:** Matt Bellenger  
**Sent:** Friday, 11 November 2022 10:45 AM  
**To:** State Planning Office Your Say  
**Cc:** courtneyjpryor@gmail.com  
**Subject:** Lot 2 Techno Park Submission

Good Morning,

I am writing to you in relation to the proposed order for Lot 2 Techno Park.

I have major concerns, particularly around traffic and congestion, given the very limited access to the newly proposed rezoning.

As has been highlighted in the Planning Submission report, access is limited to the only two access points from both Techno Park Drive and Woolven St. There is an inherent lack of detail provided as to how the significant increase in traffic would be dealt with. I would like much more thorough detail in relation to how the traffic congestion would be dealt with in future, before being comfortable with this proposed order. The intersection on Techno Park and Quarantine road is already extremely dangerous, notwithstanding a significant increase to traffic following the introduction of the proposal. The proposals to deal with such an increase in traffic is flimsy at best and does not adequately discuss and provide solutions for the traffic congestion that will result.

Kind Regards,

**Matthew Bellenger**

*Managing Director & Financial Adviser*

Adv Dip FP FChFP

145 Hobart Road (PO Box 262)  
Kings Meadows TAS 7249



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Danny and Nellie Whelan

10 November 2022

Dear Mr Gilmour

We wish to express our concerns over the proposed new subdivision planned for Lot 2 Techno Park Drive, Kings Meadows.

We purchased our block on , Kings Meadows approximately five years ago as we were attracted to the area due to its views and rural aspect. Driving down Techno Park Drive through paddocks with cattle grazing allowed us to remove ourselves from the city. We have since invested our savings in building our home here. To be advised last week that we are expected to have a new neighbour hood of low income houses on our doorstep has been devastating.

Initially it would seem that we were not even considered worthy of being advised of this development as we were given less than 24 hours to object to the proposal, even though the original letter was dated the 28 September we were not given the letter until the 1 November.

Have the increasing traffic issues been taken into consideration when this proposal was originated. We already have six large employers in Techno Park (which is what the area was originally designed for) - Westpac Call Centre, Australian Government Offices, One School, Good Start Early Learning Childcare Centre, Tasrail and Foreco, with Community Care Tasmania currently be constructed and due to open next year. The volume of traffic at certain times of the day is horrendous. With some retired residents having to wait till after 9am to leave their homes. On top of this already worsening problem you are proposing to add the traffic from an extra 110 properties.

This is an area of refuge for native animals including the endangered Ring Tail Possum, already we have rescued two young possums from Techno Park Drive. It is also a breeding area for a variety of native ducks and Lapwing Plovers both of which have been increasingly killed by the increased traffic.

Has the suitability of a large area of the embankment been assessed for drainage issues, for several months of the year the bank down from South Launceston Football ground remains so wet it is not accessible.

We have grave concerns over the social impacts of such a large number of low income houses being considered for construction in one area. It has been researched that spreading low income housing over a wide area, a small group of houses in numerous suburbs causes less issues with undesirable behaviour and social misconduct. The concept of dumping 110 houses in the one area is asking for social issues, plus immense pressure on the local schools and shopping areas, where traffic congestion is an ongoing headache.

It would seem that this proposal is just an unplanned way of shutting up media and meeting election promises without actually looking at what is best for our suburb or for the city of Launceston.

Yours sincerely

Danny and Nellie Whelan

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**From:** Craig Plaisted  
**Sent:** Sunday, 13 November 2022 6:07 PM  
**To:** State Planning Office Your Say  
**Cc:** Mum  
**Subject:** Housing Land Supply Kings Meadows - feedback Craig Plaisted

To DPAC,

The following submission is in response to the 2022 Housing Supply Order for Kings Meadows. I encourage the State Government to add 'drop-in sessions' to the community consultation approach, to help educate people in the local area on social and affordable housing facts, and discuss why the Kings Meadows site has been selected over other alternative locations.

I would also encourage DPAC to broaden the background analysis beyond the GHD assessment and report. A number of experienced engineers I've spoken to in Launceston over the last five years, have remarked that the Jingers Creek Estate subdivision should never have been approved, as the groundwater and slippage risks were clearly evident prior to the development proceeding. Selfishly, I'm pleased the development was approved, as I love living here with my family. However, I have personally experienced problems resulting from the particularly unstable geology of the site and have incurred additional cost to remediate those issues. When considering another urban development in this area, I believe strategic planners should apply the lessons from the past and current lived experience to future decisions, to hopefully avoid repeating recent mistakes.

- The land is unsuitable for development based on lived experience

What is the consequence of building on the hilltop above the existing houses? How will rainfall be managed during peak events? Water Sensitive Urban Design (WSUD) is unfortunately not an option in this location. Swales and detention basins concentrate overland water flows, increase upstream infiltration, and consequently lead to greater potential for damage when the water re-emerges at / near the surface down slope. The proposed development poses an increased risk of slippage in properties and infrastructure assets downstream. The only alternative to WSUD is hard infrastructure, traditional pits and pipes, that will divert the water to existing systems that are already at or over capacity. How will stormwater be managed effectively and safely downstream?

Hard lessons have already been learnt by those who suffer the impacts of rising damp and mould from water infiltration. Groundwater under and around houses is causing problems for residents in existing dwellings. There are numerous examples of local homeowners throughout the Estate encountering issues with persistent ground water rising to the surface as 'springs'. In some cases, these were discovered during excavation of footings, thereby providing the builders / owners an opportunity to mitigate the risk by installing drainage pipes, pits and pumps that often run 24 / 7, 365 days of the year. For those less fortunate residents who did not discover the problem early, the water infiltrates their subfloor spaces,

requiring costly retrospective installation of drainage, additional subfloor ventilation systems and ongoing treatment of mould to manage potential health risks.

Groundwater impacts on local government infrastructure have also already occurred. This is not a theoretical risk, as the evidence of a recent landslip can still be viewed on Google maps, which shows a 50 m section of Jingle's Drive has been replaced (i.e. road, kerb & channel) when underground streams undermined the infrastructure (refer Figure below).

Observation of the existing roads, footpaths, kerb and side entry pits near this area today, reveals the impact that poor ground conditions are having on the durability and life expectancy of the assets. Footpath surfaces are eroding from water constantly flowing over the surface, creating slip hazards for pedestrians. Gaps between concrete footpath panels of 3-5 cm are a trip hazard. Kerbs have cracked vertically along their length and crumble at the top of the face, particularly at the interface with side entry pit lintels and driveway crossovers. Side entry pits that were installed by a leading civil construction supplier are sinking into the ground and breaking away from the surrounding concrete / asphalt. This infrastructure was constructed less than five years ago! These symptoms of subsidence will continue to worsen for the existing infrastructure, causing enduring hazards for motorists and pedestrians, and will in time cost City of Launceston Council considerable rate payer funds to replace prematurely. Why repeat this mistake?



Figure: Google map image showing 50 m section of road and kerb replaced due to subsidence caused by groundwater eroding road base and subbase.

- Traffic

Town Planners generally allow for up to nine vehicle movements per household per day, giving the 110 lot subdivision that is proposed the potential to increase the number of movements on the local road network

by up to 1,000 additional vehicles every day. Almost all these vehicles entering and exiting the local area will by necessity move through the Quarantine Road, Techno Park Drive intersection.

Woolven Street, with a narrow 6 m road width, will not cater for motorists seeking to travel north towards Launceston. Implying that Woolven Street will help distribute traffic through the local road network is disingenuous. If the Woolven Street access is approved by City of Launceston ...if... then the intersection with Hobart Road is likely to be restricted as a left in / left out turn. This option will only provide for a very small proportion of motorists leaving the newly developed land in the morning to turn south towards Hobart. There will be little to no distribution of vehicles into the broader road network during the AM peak via Woolven Street, and movements will instead be concentrated along Techno Park Drive.

Inevitably, all heavy vehicles constructing the proposed subdivision and future houses will turn into Techno Park Drive from Quarantine Road. Consequently, any commitment to fund the rezoning and subsequent subdivision of land, should include an allocation of funding to upgrade the Quarantine Road, Techno Park Drive intersection to traffic signals with turning lanes (and localised road widening if needed); noting a roundabout is unlikely to be viable due to the dominance of the east and west traffic up and down Quarantine Road. If the State Government genuinely intends to proactively manage the impacts of traffic on existing residents, the school and the childcare centre, then any intersection upgrade would optimally be constructed prior to commencing earthworks of the first subdivision stage.

Additionally, consultation with the community should be comprehensive, with master planning that articulates how the local road network will be modified to cater to the additional traffic load. Why rezone land without a plan to overcome a major development constraint? As such, master plan maps should be amended to incorporate an upgrade of the Quarantine Road, Techno Park Drive intersection with signalisation and community consultation extended.

- Proposed densities are too high

The semi-rural character of Jinglers Creek Estate will be impacted due to the close proximity of the higher density residential development. Lot sizes within Jinglers Creek Estate are generally 1,600 m<sup>2</sup> to 9,000 m<sup>2</sup>. Without due consideration of proximity and neighbouring densities, the proposed subdivision will have an unreasonable impact on the amenity of the people living in the Estate.

It would be inappropriate to overlay a Specific Area Plan (SAP) on the proposed development site to enable subdivision of lots down to the proposed 450 m<sup>2</sup> in size. Particularly for those newly created lots within the proposed subdivision that are closest to the vegetated wildlife corridor and existing Low Density Residential lots. Best practice planning would design in a graduated transition between the two different urban densities, where the southernmost lots are closer in size to 800 m<sup>2</sup> (x3 lots), rather than the 600 m<sup>2</sup> lot sizes (x4 lots) that have currently been allowed for.

- Natural values of the area will be detrimentally impacted by high density housing

Lower density development has enabled the cohabitation of people and native animals. Residents in close proximity to the vegetated corridors regularly observe kangaroos, wallabies and possums. There are also sightings of less common species such as quolls, bandicoots, echidnas and even a platypus, which has taken up residence on a property with lagoons and a creek that flows along Opossum Road, near the Deek Street turning head. Additional development, specifically higher density housing, will inevitably impact the habitat of native wildlife.

It is of particular concern that the Natural Values Assessment was not sufficiently conclusive to rule in or out the presence of native fauna. A more comprehensive fauna study, accounting for animal movements through all seasons, should be conducted to inform a rezoning decision by parliament.

I would welcome any opportunity to participate in direct communication with the Department or their consultants. Please feel free to contact me on \_\_\_\_\_ or \_\_\_\_\_

Kind regards, Craig

Eva and Gerald Kletzenbauer  
2 Bevel Court, Kings Meadows  
Tasmania. 7249  
Email: [cruisinon@gmail.com](mailto:cruisinon@gmail.com)  
Phone: 0401 462 100

Proposed rezoning and development Lot 2 Techno Park Drive, Kings Meadows.

To whom it may concern,

We wish to object to the proposed rezoning and development sites at Lot 2 Techno Park Drive, Kings Meadows. The reasons for this objection are detailed below.

**1. Housing Land Supply Act 2018, Section 10(1)a and Section 11-**

There has been poor notification of the project to 'interested persons' and a failure to implement a 28 day public advertising and written notice consultation period.

As a resident living adjacent to this project and having the potential to severely impact on Jinglers Creek estate neighbourhood (ie: Jinglers Drive, Deek Street, Bevel Court and Ebba Place, as well as Avenger Avenue) in both traffic and social concerns, we believe it is a mistake to not include residents of Jinglers Creek Estate as 'interested persons'.

It is somewhat disconcerting that a project of this size, with the potential to impact neighbouring homes who will use the main thoroughfare, have been left out of the consultation process, let alone the fact that a 28 day public consultation period was not considered necessary for residents of Jinglers Creek Estate.

**2. Housing Land Supply Act 2018, Section 6(1)e and 6(1)f –**

Little to no consideration has been given to properties located in Jinglers Creek Estate in relation to land and property values. Many homes located adjacent to this project are valued well in excess of \$1 million on larger than average allotments. The impact of this project with small allotments and social housing, adjacent to Jinglers Creek Estate will only put downward pressure on our current properties values.

Part of the attraction of Jinglers Creek Estate is its rural outlook and feel along with the fact it is an enclosed estate with access via Techno Park Drive only. This proposed project will detract from all these aspects when a subdivision of 100+ lots are created within the same precinct.

**3. Traffic congestion –**

A proposal of 100+ allotments within the Techno Park precinct will add enormous pressure to already congested infrastructure. Currently the only entrance and access to our residences is via Techno Park Drive. Add to this the current businesses that already operate in Techno Park and no doubt the future development of other currently vacant commercial land, there will be a considerable amount of traffic using Techno Park Drive, exiting onto Quarantine Road, which is already very difficult, particularly at 8am – 9.30am and 3pm - 5pm. There is very limited public transport in the area with sporadic bus services on Quarantine Road as the only option. Two of the three access points to this project exit onto Techno Park Drive, whilst the third option exits into another adjacent residential area with limited access to exit onto Quarantine Road via this option.



The project does not adequately address any infrastructure concerns in this regard and will be worsened during construction of the project.

**4. Environmental Impact –**

As stated previously, there is already a rural feel to Jingle Creek Estate which is a major draw card for residents and businesses like Westpac, Forico and others. This project will severely impact this aspect of living in the Techno Park precinct. No consideration has been given to how the project will impact in this regard.

There is an abundance of native wildlife who co-habitate with people in the precinct, with wallabies and possums sharing the roads and nature strip's at night around commercial and residential premises. The destruction of native bushland and pasture to make way for a project of this size would be detrimental to the surrounding native fauna and flora.

We do not consider the proposed land suitable for rezoning as per Section 13(2)a and b as the area has a strong commercial presence, a day care facility and private school. A 100+ allotment housing development, set in amongst spacious commercial and already developed residential areas, which includes affordable housing options is not suitable for the already established community. We, and other residents in the Jingle Creek Estate have created a desirable community to live in and we have watched our efforts grow in landscaping and beautifying the area which contain many architecturally designed homes.

A project of small allotments, affordable social housing homes with inadequate infrastructure and the considerable impact to native flora and fauna species this project will create is simply not a suitable use for this area and we respectfully submit this proposed rezoning not be allowed.

Eva and Gerald Kletzenbauer  
14 November 2022.

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**From:** Clark Chugg  
**Sent:** Monday, 14 November 2022 10:36 PM  
**To:** State Planning Office Your Say  
**Cc:**

**Subject:** Fwd: 2 Techno Park

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**Subject:** 2 Techno Park

I am writing as a concerned resident of the Jinglers Creek Estate to have my say on the proposed rezoning/development of 2 Techno Park.

I object to the proposal in its current form due to its lack of transparency and the way it is being implemented without more community engagement. Inadequate consultation does not allow for the local community to voice our concerns, relying on word of mouth to become aware of the new proposal.

All residents of Jinglers Creek Estate should have been informed, although only adjoining properties have been informed of this proposal. As an owner of property in Deek Street, our family is very interested in how this proposal will affect us, as the only access from Jinglers Creek is through Techno Park.

Some of our concerns relate to traffic flow onto an already congested section of Quarantine Road and the broader local road network.

I have concerns of the suitability of this land for housing due to the large amounts of springs in the area. Currently there are homes having to run a pump 24/7 to remove water away from their homes. The person who currently runs stock on this land has said that his tractor gets bogged on areas of this land in the middle of summer. Also, Jinglers Drive has had to be dug up, have drainage implemented and resealed because of failure due to a spring coming up in the middle of it. Springs can change their course and come up anywhere if work is carried out uphill which can affect other properties downstream with unpredictable and potentially destructive results.

As a collector of rare and valuable birds, I have a keen eye for local fauna. Based on my familiarity with this land, there are a number of vulnerable animal species, including the green and gold frog (growling grass frog) and numerous other species of frogs due to the wet springs around this area. There are also Eastern barred bandicoots and I have seen a spotted tailed quoll cross the road at night from the proposed subdivision site. The old white gums are also homes to many different bird species including parrots.

There are issues that need to be resolved before progressing this proposal further. The natural values assessment has not adequately captured the natural wildlife that lives on the site proposed for redevelopment and the surrounding area. Local residents who are impacted by the proposal, have not been made sufficiently aware of the development or provided with an opportunity to comment.

In response, I would like to see the state government extend the consultation timeframe to better understand the

true natural values of the area and the views of community. Then make an informed decision before committing funds to rezone the land.

I would like to be involved personally in any future consultation. I can be contacted on

Regards, Clark

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**From:** Paech, Jonathon P  
**Sent:** Tuesday, 15 November 2022 3:10 PM  
**To:** State Planning Office Your Say (DPaC)  
**Subject:** Submission from resident & interested party concerning Housing supply order for Lot 2 Techno Park Kings Meadows FR 164559/2

To whom it may concern,

My name is Dr Jonathan Paech, a resident of Kings Meadows Launceston, and interested person with regards to the housing supply order proposed for the 10.3 hectares of land located at Lot 2 Techno Park Drive, Kings Meadows and described by FR 164559/2.

I have the following concerns I wished to raise regarding the above development, this in regards the details of the order and site specifically (this with the description stating that over 109 housing lots of non-specific details can be placed on this land), & as well as this I hope in keeping with the relevant matters.

I have not filed a submission like this before, so my apologies if this letter is presented in the wrong or incorrect manner. I have tried to make each section accord to the relevant sections of the planning report or sections of the HLSA 2018, however I am happy to be contacted at any time to clarify the details or opinions below either by email or by phone

Firstly, and broadly speaking in regards the details of the site I am very concerned that there is the perception that over 109 lots (exact number or type not clearly stated) can be accommodated at this site. The site is an irregular shape, has areas noted for landslip and unstable reactive soil all of which may impact the ability to fit this density of dwellings on the site. Furthermore, in keeping with other similar developments and the preliminary reports this would appear to rely on very small lot sizes & significant absence of green open spaces (with associated heat sink impact of the same) both publicly and within the private lots.

The site and proposed density of housing is also not in keeping with the boundaries, this except for a very broad description of general residential to its north, west and southern boundaries. Low density housing to its southern border, and medium at most to the west and north of this does not appear to fit the density of desired housing that is expressed in the details of this order. It is acknowledged that this (density) maybe altered later in planning, however this will go against the idea of affordable or cost-effective social housing if lot sizes are increased (of which I understand is the main goal of this order).

Specifically, regarding Section 5(2)b of the HLSA, the site does not have ready public transport, and is only in proximity of services if there is an understanding that private transport is available for those who reside there. The site is inconvenient as stated in the planning submission report for walking to work or leisure, thus increasing the need for motorised transport. Existing public transport is presently only available via Hobart Road to its west, or limited private school busses via quarantine road to its north. Apart from these limited, distant and mixed public and private buses there is the requirement for the use of private cars to travel to major service or employment areas. Access via Woolvern street to the west is narrow, limited and broadly speaking has poor entry to the main Hobart Road only precariously (and this already with the existing housing present here). Woolvern street has significant private parking on its sides & has limited to no ability to be widened for further traffic in addition, thus making the main access and egress point been direct via Techno Park Drive. Regarding Techno Park drive the entry to Quarantine Road is already congested with existing residents and businesses in peak times, requires signage and lastly is a significant choke point as this is also the only main entry point for all homes and businesses in this area. Overall, this site appears to run counter to the drive towards reduction in need for vehicle dependency, and with the proposed density of housing does not appear to easily account for the parking space required for vehicles at this site for the desired density of residents either.

It is unclear also where to state the following, but in the development of Jingle Drive south of this proposed development there has been significant issues with water springs, and this impacting upon housing cost

and construction type. From the planning submission report, it is unclear what research has been done as to the impact of this development on these springs and whether this will impact housing at the site or housing bordering this site which may be affected by changes in the local water table.

Regarding residential design RSN-P17 there is a requirement for accessible and quality public open space, however from the proposed number of dwellings on this site it is very difficult to imagine how this would be achieved in the crowded area this site will become with the number of lots proposed.

Regarding Housing affordability RSN-P20 it states that there should be a variety of housing options given, however again from the number of proposed dwellings this would appear to be crowded high density dwellings on small lots, with limited green space, high requirement for private transport, limited area for parking (outside of removing more green space), and limited existing public transport.

Lastly regarding RSN-A5 and ability to allow for aging in the home there is concerns from a broader perspective of the author of this letter (who works directly in health care of this population), that this population would become increasingly isolated in these areas without the capacity to have local populations close by of a similar age and ability (this to allow an economy of scale to adequately provide service to the same), and this again with inadequate public transport directly at the site.

Regarding applicable code restrictions [s6(1)b HLSA] please note the limited access points to this site via roads at this present time, and with this limited or no existing public transport either.

Regarding schedule 1 Objectives of LUPAA (s6(1)c HLSA) section 6(1)c, please note that the proposed zone does not provide convenient access to facilities at present and appears to have limited abilities to expand upon this. Furthermore, the land abuts to a historical green belt (I believe based on the planning of my own residence in 2015) that surrounded the edge of Launceston central city to that of the suburbs, furthermore eroding (especially given the proposed density of housing), green areas in the city.

Regarding consistency with General Residential zone purpose and section 8A guidelines LUPAA (s6(1)d HLSA) there would be concerns that given the number of dwellings proposed for this site and the density of these same dwellings then required for this to be achieved that this is becoming high density housing (in my layman opinion) and would not be consistent with areas surrounding this area which are medium to low density housing or the original Techno Park particular purpose site. This furthermore speaks to section 8.1 (8.1.3) where the proposed number of dwellings on this site will cause loss of amenity to those existing residential communities which border the north, west and south of this site which are medium and low-density housing respectively. To be clear the inclusion of multiple lots at minimum sizes (and admission in the planning submission report that many of these would need to be under the minimum lot size) is not in the character of the surrounding neighbourhoods except in isolated areas and this only in the northern boundary. The south and western boundaries do not have this level of density of housing, have significantly different lot sizes on average and lastly and admittedly a significantly different socioeconomic demographic to the south which is in direct contrast to the proposed new development.

Finally, and again, it is unclear where to mention this in this report but the sightings of owls south of the development has been a semi regular occurrence by the author (at night) and without knowledge of bird species except common ones it is unclear if this relates to Masked owl species mentioned again in the planning submission report. However, from review of photos of this owl online it does appear like that seen in the area (at least in the backyard of the property of 16 Jinglers Drive). The presence of these owls was not confirmed in the planning submission report as site visits were undertaken during the day as admitted in this report and this is not the correct time to observe these animals. Lastly there appears to be a large quantity of migratory birds which do use the area surrounding Jinglers Drive estate and it is unclear what the impact on these birds would be to have such high-density residential area placed here.

Finally, I would like to comment that I do believe housing is a critical issue in the state of Tasmania, however overall my concerns are that the density of housing proposed for this development is significantly higher than that which is reasonable for the area and inconsistent with that of the existing community in this area. There appears to be a significant lack of clarity as to the intentions of this new zone and the density of housing to be placed there,

which makes I believe significant reluctance in the local community for this area to be rezoned, as for all intents and purposes it certainly appears that this is to become high density housing (compared to that already existing in the area).

Kind regards

Dr Jonathan Paech & Brydie Delphin

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**From:** Matthew Kean  
**Sent:** Tuesday, 15 November 2022 8:58 PM  
**To:** State Planning Office Your Say  
**Cc:** Housing Projects (Communities); State Planning Office Shared Mailbox; guy.barnett@parliament.tas.gov.au; Ferguson, Michael  
**Subject:** Proposed Housing Land Supply Order - 2 Techno Park Drive, Kings Meadows

To Richard

I'm writing regarding the 100+ lot rezoning application for 2 Techno park Drive Kings Meadows.

As a resident of I was not notified of the proposed rezoning development in our area . One household in a street of seventeen homes received a letter about the rezoning application. One house, I find that poor notification towards the residents in our area.

I have several concerns about the application mainly traffic issues. Quarantine Road is one of the busiest roads in Launceston and only worsening with more developments in the area. To enter Techno park from Quarantine Road is at times dangerous and will not be an easy fix due to the positioning of the street being so close to a brow of a hill and not being able to see clearly traffic coming from Norwood/St Leonard's way due to the hill so the area would not be able handle more traffic for this proposed development. Then on the other end is Hobart Road and again is one of the busiest roads in Launceston and delays often occur due to the large amounts of traffic! Both roads are heavily used by many trucks companies which also cause congestion and even the connector off the Midland Highway to Kings Meadows/Youngtown stops traffic in the left lane on the highway just from the volume of traffic coming from Quarantine and Hobart road !! So with more development in the area this traffic issue will worsen and I'm surprised more serious accidents haven't occurred!

Also taking into account that this area is classified as a bushfire prone area, the ability for residents to leave in the event of a bushfire needs to be considered.

Another concern is the native wildlife that live in the Techno park area and not only is there endangered ring tailed possums but two types of owls, several species of parrots and other bird life and many more native animals living in the area and with such a large development proposed the wildlife will be deeply impacted and with more traffic may result in more road kill which is not a good look.

As a resident I would not like to see this rezoning approved and hope thought and consideration would go into the traffic issues and all other concerns from the residents.

Regards Matt Kean

---

**From:**  
**Sent:** Wednesday, 16 November 2022 8:45 AM  
**To:** State Planning Office Your Say  
**Cc:** Rockliff, Jeremy; Ferguson, Michael; Housing Projects (Communities)  
**Subject:** Lot 2 Techno Park Subdivision / Re-zoning / HLSO

To whome it may concern,

We are current homeowners residing in the Jinglers Creek Estate and would like to object to the Housing Land Supply Order that will result in the rezoning of the land at Lot 2 Techno Park Drive, Kings Meadows.

We are supportive of the Government's intention to increase social and affordable housing across Tasmania but believe the proposed land is not acceptable for the intended purpose for the following reasons;

1. Conflicts with Northern Tasmania Development's intention for the Techno Park Precinct, being;
  2.
    - a. developed as a location for large footprint commercial buildings (call centres and research facilities).
    - b. Launceston Techno Park's Purpose Statement as set out in the Particular Purpose Zone is to:
      - i. provide for a range of uses and developments for research, development and assembly of high technology goods, information technology and communication services, and
      - ii. provide for complementary uses and developments that support the above purpose.
2. Traffic congestion
3.
  - a. As a current resident there is already a bottleneck for entering and exiting out of Techno Park onto Quarantine Road. By adding a further 110 homes to the area this will put further strain on those that reside in the area and the businesses that operate.
  - b. The current zoning indicates a reasonable bush fire threat, requiring existing homes to meet a higher resistance threshold. In the event of an emergency (i.e. bush fire), evacuation of residents and businesses would be a significant challenge with the current traffic demands. This would be further exacerbated with an additional 110 residences.
  - c. There are currently no public transport routes that operate within 800m of the proposed subdivision.
    - i. Given the intended ownership of the residential houses are to be for social and affordable housing, it is likely public transport routes will need to be changed to support the subdivision putting further pressure on the road infrastructure and traffic congestion.



3. Supporting Infrastructure

4.

- a. The Kings Meadows shopping area and infrastructure cannot support continued residential development in the immediate and surrounding suburbs.
- b. Consideration needs to be given to the already approved and developing residential subdivision opposite Bunnings (250+ houses) that once established will put further strain on the current infrastructure and shopping precinct.
  - i. This needs to be assessed and considered for this proposed subdivision before approval of the HLSO is made.

4. Wildlife and environmental impacts

- a. There are currently a large amount of native wildlife residing in the established trees within the re-zoning envelope, including possums, kookaburras, lorikeets.
- b. A significant amount of their habitat and homes have already been allowed to be removed when the re-zoning of the current Jingle Creek Estate occurred for the 2nd time resulting in further subdivisions of individual blocks.
- c. Construction of the new proposed subdivision will disturb their established habitat and cause unnecessary stress on the animals, ultimately resulting in them requiring to find new homes and likely some dying in the process.

For the above reasons we believe the proposed land is not suitable for the HLSO and further areas more appropriate should be identified.

Thank you for the consideration of our objection.

Regards

Rhys Prestidge

## Housing Land Supply (Kings Meadows) Order 2023 Second Consultation Submissions

No:	Submission
1	Mr Salter - Department for Education, Children and Young People
2	Ms Franjic
3	Anonymous
4	Anonymous
5	Ms Keverall
6	Ms Corbett - Department of State Growth
7	Mr Cole – TasWater
8	Mr Berne
9	Ms Riley
10	Mr & Mrs Hartland
11	Jinglers Creek Estate community
12	Ms Shepherd - Australian Nursing and Midwifery Federation (Tasmanian Branch)
13	Mr Manson
14	Mr & Mrs Hefferon
15	Mr Cuskelly - Department of Natural Resources and Environment Tasmania
16	Ms Skeggs
17	Mr & Mrs Whelan
18	Mr Jacobs and Ms Stephens
19	Mr Kean
20	Ms Conway - Tasmania Development and Resources
21	Esther & Jade Counsel
22	Anonymous
23	Craig Plaisted
24	Jonathan Metcalfe
25	Donald Lehmar

Department *for* Education, Children and Young People

BUSINESS OPERATIONS AND SUPPORT SERVICES

GPO Box 169, HOBART TAS 7001 Australia

[OotDS.BusinessOperationsandSupport@decyp.tas.gov.au](mailto:OotDS.BusinessOperationsandSupport@decyp.tas.gov.au)

Ph (03) 6165 5688



**File no: DOC/23/152992**

28 September 2023

Hon. Michael Ferguson MP  
Deputy Premier  
Minister for Planning  
[Michael.Ferguson@dpac.tas.gov.au](mailto:Michael.Ferguson@dpac.tas.gov.au)

Dear Minister

Thank you for your letter dated 22 September 2023 in relation to Housing Land Supply (Kings Meadows) Order 2023.

Officers from the Department *for* Education, Children and Young People (DECYP) have reviewed the proposed amendment to Government land, in particular the land situated at Lot 3 Techno Park Drive, Kings Meadows.

I can advise that rezoning of this parcel of land to General Residential has no impact on DECYP land.

I trust this information is of assistance and thank you again for your letter.

Yours sincerely

Kane Salter  
Deputy Secretary  
BUSINESS OPERATIONS AND SUPPORT SERVICES

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**From:** Kelly Franjic  
**Sent:** Sunday, 1 October 2023 8:10 PM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: Housing Land Supply (Kings Meadows) Order 2023

Seriously we have worked hard to build a life here for our families and you now want to build a welfare suburb like Dover? No way. Because when your Tennent's become unsocial with poor behaviour you don't do anything about it and it's the hard working people who suffer.

I am sure there is land at ravenwood or somewhere else you can use.

Sent from my iPhone

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**From:**  
**Sent:** Sunday, 1 October 2023 10:37 PM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: OPPOSED TO Lot 3 techno park drive housing land supply

To whom it may concern,

I recently received a letter advising on changes to the proposed housing land supply for Lot 3 Techno Park Drive, Kingsmeadows. I live in Lorne Street Youngtown.

I STRONGLY OPPOSE this development going ahead for the following reasons -

1. The intersection of Kelvin Street into Lorne street is particularly dangerous at the best of times, it has a steep crest and with cars parked either side regularly becomes a game of chicken with other cars. People often take the crest of the hill and the corner in and out of Lorne street too fast, resulting in near misses quite often. Increased traffic flow to this area will definitely increase accident risk to not only cars but pedestrians who regularly walk this street with their dogs. We have many elderly people in lorne street and surrounding streets that walk their dogs up to three times a day that would definitely be at a higher risk with increased traffic.

2. Increased crime in the area. Lorne street is particularly quiet and has a lot of elderly residents who live alone. Unfortunately it has been a pattern in Launceston that when you introduce government housing, you introduce crime and disturbances. Lorne street is a quiet street that sees little traffic or disturbance. I have lived here nearly 4 years and have had zero issues! I strongly believe that government housing will change this and decrease the quality of our current situation to one which we will be constantly worrying about feral people trying to break in and take things. Drugs live in government housing. I make these statements as one who has witnessed it firsthand.

3. Endangered swift parrot habitat. We see swift parrots regularly. They nest in the trees around the area, and the trees are being fast cut down, making them incredibly vulnerable. If you need proof of this, I will try to get a photo next time I see one, however they are very quick little birds! This alone should STOP this development going ahead!

4. House value decline. I absolutely believe that introducing public housing to our particularly quiet and lovely street will destroy our house value. It has risen hugely in the past few years, but it will drop just as sharply when people get wind of a new dover village getting built in Youngtown. It's already bad enough that there was a monstrosity of public housing built on the corner of alma street and Hobart road! I was so grateful to be in lorne street away from that potential risk to my wellbeing! Now I am thoroughly disappointed that my quiet safe street is being considered for this ridiculous proposal!

Please keep this email confidential. Again, to make it clear, I STRONGLY OPPOSE the new development Lot 3 techno park!

Kind Regards,

Sent from my iPhone

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**From:**  
**Sent:** Monday, 2 October 2023 8:08 AM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: OPPOSED TO Lot 3 techno park drive housing land supply

To whom it may concern,

I received a letter advising changes to the proposed housing land supply for Lot 3 Techno Park Drive, Kingsmeadows. I live in Lorne Street Youngtown.

I STRONGLY OPPOSE this development going ahead for the following reasons -

1. The intersection of Kelvin Street into Lorne street is dangerous at the best of times, it has a steep crest with cars parked either side.

It regularly becomes a game of chicken with other cars where drivers take the crest of the hill and the corner in and out of Lorne street too fast, resulting in near misses quite often. Increased traffic flow to this area will definitely increase accident risk to not only cars but pedestrians who regularly walk this street with their dogs. We have many elderly people in lorne street and surrounding streets that walk their dogs up to three times a day that would definitely be at a higher risk with increased traffic.

2. Increased crime in the area.

Lorne street is particularly quiet and sees little traffic or disturbance and has a lot of elderly residents who live alone. Unfortunately it has been a pattern in Launceston that when you introduce government housing, you introduce crime and disturbances.

I have lived here nearly 4 years and have had zero issues!

I strongly believe that government housing will change this and decrease the quality of our current situation to one which we will be constantly worrying about feral people trying to break in and take things. Drugs live in government housing. I make these statements as one who has witnessed it firsthand.

We also have the bus stop at the front of our home & feel we will have increased damage to our fence, an increased security risk & more rubbish left there as people wait & return via the bus (more than already exists) We constantly have food containers down our driveway after people hop off the bus.

This will all become worse.

3. Endangered swift parrot habitat.

We see swift parrots regularly (we saw a pair nesting in the trees behind our back deck this this morning) The trees are being fast cut down, making them incredibly vulnerable.

If you need proof of this, we will attempt to get a photo next time see them (however they are very quick little birds) This alone should STOP this development going ahead!

4. Removal of an environmental home for all native animals.

As land has been cleared for homes to be built behind our home, we have witnessed animals looking for refuge after their homes have been removed and destroyed.

We have blue-tongue lizard lizards living unbeknown to us in our top garden.

There are tawny frog mouths nesting in our trees and neighbours deck.

Our next door neighbour has a family of Brush-tail possums who have taken up refuge in their roof after the trees have been removed and they had no where to go.

We also see ring-tail possums & suspect we hear Tassie devils at night.

We can definitely see the massive increase of bird life living on our roofs and in our trees with the decline of land behind our home.

Further removal of land will destroy more homes of the native wildlife and render them homeless which puts their survival at risk and pushes them into our properties where they damage fences, roofs, decks & gardens.

5. House value decline. I absolutely believe that introducing public housing to our particularly quiet and lovely street will destroy our house value. It has risen hugely in the past few years, but it will drop just as sharply when people get wind of a new dover village being built in Youngtown. It's already bad enough that there was a monstrosity of public housing built on Hobart road! I was so grateful to be in lorne street away from that potential risk to my wellbeing. Now I am thoroughly disappointed that my quiet safe street is being considered for this ridiculous proposal.

Please keep this email confidential.

Again, to make it clear, I **STRONGLY OPPOSE** the new development Lot 3 techno park.

Kind Regards,

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**From:** Keverall - Mandy Derbyshire  
**Sent:** Monday, 2 October 2023 8:47 PM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: Housing Land Supply (Kings Meadows) Order 2023

Hi - me and my family are not happy with the new planning happening in our area with Woolven st is no way good for traffic with cars parking on side, its already hard driving down the street and getting out onto Hobart a nightmare now - we move here 28 years ago for the quiet life and not a lot of traffic etc and a park close by and a oval for the kids to play on - close to school and for Lorne st near the park is narrow when cars are parked on both side the street - this will make it worse and losing some of the park - with all the birds etc which are there everyday - why can't can't they use Quarantine road / Techno Park drive - with all the street Clarendon st / Kelvin st / Trent St & Waroona St etc is going to make all those street busy and with no noisy cars / lot more traffic all hours of the day and night - we are not happy at all - and total against using these streets - maybe you need to make to new street off quarantine road to take the traffic more for these houses



## Department of State Growth

INFRASTRUCTURE TASMANIA

2 Salamanca Square, Battery Point

GPO Box 536, Hobart TAS 7001 Australia

Ph 1800 030 688

Email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)



State Planning Office

Department of Premier and Cabinet

By email: [yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)

### **Housing Land Supply Act 2018 Proposed Housing Land Supply (Kings Meadows) Order 2023 Lot 3 Techno Park Drive, Kings Meadows**

Thank you for the opportunity to comment on proposed Housing Land Supply (Kings Meadows) Order 2023. The Department of State Growth (State Growth) has no comments on the Order but has the following comments which should be considered in the future design of the subdivision.

From a passenger transport perspective, State Growth would be supportive of an additional access point (road) or formalised pedestrian cut-through to Lorne Street from the development. This would give better access to existing bus stops located on Lorne Street from the southern part of the development.

Although State Growth is not proposing to divert public transport into the development, it is important to ensure that the planning and design of new streets within the development ensures a logical bus network design and that streets have sufficient width and design (pavement strength) to cater for heavy vehicles (12.5-metre buses), so that public transport could be provided in the future.

State Growth is supportive of the permeability and walkability of the proposed site, which will enhance the walking, wheeling and bike riding potential for future residents. All proposed shared paths should be designed to a minimum of 2.5 metres wide and be as connected and efficient as possible, with consideration of the topography of the land. The intersections within the development should be designed to reflect a walkable neighbourhood, with reduced kerb radii so vehicles are required to reduce speed when turning.

Please contact Christine Corbett, Development Assessment Planner on who can coordinate engagement with relevant State Growth officers, or email [planningpolicy@stategrowth.tas.gov.au](mailto:planningpolicy@stategrowth.tas.gov.au).

Yours sincerely,

JAMES VERRIER

**DIRECTOR, TRANSPORT SYSTEMS AND PLANNING POLICY**

17 October 2023

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**From:** TasWater Development Mailbox  
**Sent:** Wednesday, 18 October 2023 9:50 AM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: TasWater Advice TWSI 2022/00790-LCC, RE: Proposed Housing Land Supply Order (Kings Meadows) 2023, Lot 3 Techno Park Drive, Kings Meadows

Hi,

TasWater provides the following advice in respect of the Land Supply Order received 22 September 2023.

For the proposed Order, there are no major water or sewer servicing issues. TasWater may require some localised sewer upgrades as part of any future development application.

If you have any queries, please contact me.

Al Cole

Senior Assessment Officer

M  
F  
A GPO Box 1393, Hobart TAS 7001  
169 Main Road, Moonah, TAS 7009  
E <http://www.taswater.com.au/>  
W

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



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**From:** Adam Berne  
**Sent:** Tuesday, 10 October 2023 6:44 PM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: LOT 3 Techno Park Drive, Kings Meadows

To whom it may concern.

Below are my issues with the proposed order for the kings meadows sub- division.

Due to the only access road to Jinglers Creek, techno Park drive already gets congested due to the commercial buildings of west pac and centre link call centres building. With the ongoing infrastructure of the new age care it will only get worse.

With the location of the proposed sub division backing on to the local school how will this effect the safety of the children with the access road passing the only access for this school.

I have further concerns about the native wildlife that live in the area. I have seen the Eastern Barred Bandicoot and masked owl on many occasions while walking around the are. Many bird species also live in the area including Galah, Cockatoo, Wood ducks and Green Rosella's.

There are many more subdivision getting established at the moment that would be a lot more suited.

I hope you you take my opinion into consideration.

Regards Adam

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**From:** Kristen Riley  
**Sent:** Sunday, 8 October 2023 9:17 PM  
**To:** State Planning Office Your Say  
**Subject:** Housing Land Supply (Kings Meadows) Order 2023

To whom it may concern,

I am writing to express my deep concerns regarding the proposed development of Lot 3 Techno Park Drive in Kings Meadows. I believe that this project, if it proceeds, would have a detrimental impact on our local environment, specifically the valuable bushland that is home to numerous native animals.

The preservation of our natural habitats is crucial for maintaining biodiversity and protecting our unique native wildlife such as the Masked Owl and Barred Bandicoot (Tasmanian Threatened Species Protection Act 1995). The area is semi rural and prime habitat for part in fully protected species, such as the masked lapwing Plover, Ringtail Possum, species of Parrots, wood Duck ect. The land in question serves as a habitat for various species, many of which are already facing threats due to habitat loss and urbanization. Approving this development would further encroach on their habitats and disrupt their fragile ecosystems.

Additionally, the prospect of significantly increased traffic in the area is concerning. It not only poses a potential danger to pedestrians and existing road users but also contributes to air pollution and road noise, negatively affecting the overall quality of life for residents in the area.

The current roads are designed for small residential traffic and are not built for a large volume of traffic that the proposed plan would bring. The streets are not wide enough for people to park in front of their house and people to safely pass.

I strongly urge you to reconsider this development proposal and explore alternative options that do not involve the destruction of valuable bushland. There must be a balance between economic development and environmental conservation, and in this case, the potential environmental costs far outweigh any short-term economic gains.

Thank you for your attention to this matter. I look forward to hearing about any developments or changes regarding this project.

Thank you for your time.

Regards,  
Kristen Riley.

18 October 2022

State Planning Office  
Department Premier and Cabinet  
GPO Box 123  
HOBART TAS 7001

[yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)

### **Proposed Housing Land Supply (Kings Meadows) Order 2023**

Dear Minister for Planning,

Thank you for the opportunity to provide feedback on the Proposed Housing Land Supply Order for Kings Meadows. The proposed development neighbours our property and we would like to note the following concerns regarding suitability for the intended zone.

#### **Traffic concerns**

The GHD Techno Park Drive Housing Land Supply Order Report dated 15 February 2022 indicates the proposed residential zone would create approximately 1200 traffic movements a day. GHD also note that "the capacity of Woolven Street to accommodate additional traffic is limited, particularly by the circumstances of the intersection with Hobart Road. The capacity of Techno Park Drive to accommodate additional traffic is also limited."

The further report by pitt&sherry identifies traffic delays, limitations and access concerns with the road network. They identified peak times of travel be 8-9am and 4-5pm. The morning assessment time is peak hour traffic but the period between 4 and 5pm is not considered as peak hour because the school traffic between 2.45pm and 3.30pm has finished and the after work traffic doesn't peak until between 5-6pm.

The report suggests that limiting the access to the proposed rezoned land and subdivision by making the Woolven Street access one way will resolve the issues associated with exiting Woolven Street, right onto Hobart Road. We do see the one-way access as an improvement and hope that traffic calming measures will be implemented to prevent speeding past the properties at the top of Woolven Street. These would also be beneficial to prevent the one-way access from being illegally used the wrong way. Providing the one-way access is installed after the existing property driveways and it does not impact movement to and from the existing dwellings in Woolven Street, we support the one-way concept for Woolven Street.

In saying that though, consideration has not been given to the traffic and near misses at the intersection of Medina and Woolven Streets. Often traffic fails to give way from Medina Street, takes the corner blindly and visibility down Woolven Street is limited by cars parked on both side of the street. Even by limiting the access to one way, the traffic and congestion will increase and lead to more near miss accidents at this intersection. While the traffic engineer who prepared the report notes no major issues with the width and capacity of Woolven Street, they have clearly not tried to tow a boat, caravan or trailer along the street when there are vehicles parked on both sides of the road.

By limiting the egress from the subdivision to Techno Park, there will be an increased volume of traffic trying to exit the subdivision from Techno Park Drive, creating delays for residents in the Jinglers Creek subdivision. Pitt&sherry have advised that another access point is not required however, if there was a fire in the northern/north eastern part of the subdivision, options for exiting the subdivision are limited and put the community at risk.

Pitt&sherry have noted that the City of Launceston's traffic engineers' preference is to have another access via Lorne Street. This access would assist with traffic movements, provide a better access for public transport to residents at the southern end of the subdivision and also be another fire exit if required. Although pitt&sherry has indicated the traffic movement numbers don't require Lorne Street access, we believe that it would be better for the management of the traffic associated with an additional 109 lots.

### **Accessibility**

Section 3.a) of the Minister's opinion on compliance with the Housing Land Supply Act 2018 refers to the planning submission prepared by GHD which notes that the proposed residential zone is in close proximity to public transport.

Currently, Metro buses travel part way up Woolven Street or there is a bus stop on Hobart Road that provides more frequent services. From Techno Park Drive, the closest bus service is bus route travels along Opossum Road. The walk to the nearest bus stops are inclined and may not be an easy or accessible walk for everyone. An additional bus route would be required to make public transport more accessible.

### **Social and Affordable Housing**

One of the Minister's reason from wanting to make a housing land supply order is to enable additional social and affordable housing. When the subdivision was originally proposed, we enquired about purchasing a 4m wide strip of land adjoining our property to install additional driveway access and to increase the distance of the proposed lot next door from the rooms on that side of our house. The cost of the land was calculated at \$304 per square metre. At this rate, the blocks of land for sale will range from approximately \$100,000 to \$300,000, with any lots over 493 square metres valued at \$150,000+.

With estimated land costs being quite high, construction costs elevated and the cost of living increasing, how affordable will the housing be?

### **Density**

While we appreciate that there is a housing crisis and there are 829 applicants waiting for houses, the number of houses and the lots sizes proposed are not in keeping with the surrounding area. Properties in and around Jinglers Creek Drive are large and the residents purchased them for the semi-rural outlook and space. The land is suitable for residential use but the proposed number of lots impacts the amenity of neighbouring properties and increases traffic movements, which were not a consideration when many bought or built their homes.

Thank you for your consideration.

Glenn and Kelsey Hartland

**From:**  
**Sent:** Thursday, 19 October 2023 1:54 PM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: New subdivision proposal for Techno Park

Hi,

I am writing to voice my concern over a number of outstanding issues regarding the proposed subdivision in Techno Park, Kingsmeadows. The recently completed Traffic Impact Assessment by Pitt and Sherry is not reflective in any way, shape or form of the current lived experience in regards to traffic volumes or congestion, and this is a view shared by all of the residents I have spoken to. The vast majority of residents in the area are young, working families who travel by road daily and have an actual and factual understanding of the traffic issues we are currently experiencing, particularly centred around the Techno park drive/Quarantine Rd exit and the Quarantine Rd/ Hobart Rd intersection. The next step that needs to be completed will be the engagement of an independent, reputable and experienced traffic modelling consultant, as the current report is full of factual and analytical inaccuracies and as such is not accepted.

The current number of proposed dwellings is simply unacceptable. The estate already experiences significant groundwater and piping issues with many residents experiencing 'springs' appearing under homes and around footings after even mild weather events. What is the likely outcome of building on the sloped, elevated rear of the property above the existing dwellings? How will the rainfall be managed during significant weather events? The lived experience is that the footpaths and kerb/guttering in this area experiences high levels of movement (gaps as big as 50mm have been observed opening and closing), due to groundwater, temperature and inherent seismic instability. As a previously identified landslip area the proposed plan to add that many dwellings will create a disaster area that simply isn't necessary. The strategic planners have an opportunity to learn from the lived experience of current residents and therefore learn from the many similar costly mistakes that have occurred in Launceston in the past 5 years.

Jinglers Creek Estate is a semi rural area, with larger blocks of 1600m<sup>2</sup> upwards. Creating a 'general residential zone' will have an unacceptable effect on the amenity so highly valued by the current residents of the estate, and the destruction of habitat for the multitude of native animals and birds that call the estate home is also fundamentally unacceptable. The Natural Values Assessment did not rule out the presence of native fauna from the proposed construction area, and as such a comprehensive fauna study- by a competent and experienced entity- will need to be completed before any decision on suitable use for this land can be made.

Myself, and the large group of affected residents I have spoken to are all eagerly awaiting the comprehensive level of community consultation we expect, as to this point actual community consultation has been non existent. Can you please advise as soon as possible when this process will begin.

As previously stated by many parties, opening up Jinglers Creek to the existing Youngtown suburban road network will create the potential for turning the area into a racetrack, and hotbed for socially unacceptable behaviour. And as also previously stated by many parties the best use of the land would be it's original intention, to add suitably designed and appropriate healthcare, child services or call centre style facilities which the area was designed for from the start.

Just because you can rezone and compromise this area doesn't mean it's the correct course of action, and in this case the evidence against is overwhelming.

I, and the Jinglers Creek Estate community look forward to being actively engaged in the consultation process going forward, and I look forward to your response to our submissions.

Kind regards,  
A concerned resident.

---

**From:** Jessica Bennett (ANMF)  
**Sent:** Thursday, 19 October 2023 2:02 PM  
**To:** State Planning Office Your Say  
**Cc:** Emily Shepherd (ANMF)  
**Subject:** Proposed Housing Land Supply (Kings Meadows) Order 2023 - Lot 3 Techno Park Drive

Good Afternoon,

On behalf of Nurses Club Managing Director, Emily Shepherd, thank you for your invitation to make a submission regarding the proposed Order. Ms Shepherd has no issues to raise as long as it does not alter the zoning or use of the Nurses Club owned property.

Kind regards,

**Jessica Bennett**

**Chief Business Officer**

Australian Nursing and Midwifery Federation (Tasmanian Branch) | 182 Macquarie Street Hobart TAS 7000

Phone | [www.anmftas.org.au](http://www.anmftas.org.au) Please note my working days are: Monday,

Wednesday, Thursday, Friday

*"The ANMF pays its respects to the original owners of the land upon which we work and acknowledge the Palawa/Pakana Tasmanian Aboriginal community as the continuing custodians of lutruwita (Tasmania) and honour Aboriginal Elders past, present and emerging."*



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State Planning Office  
Department Premier and Cabinet  
GPO Box 123  
HOBART TAS 7001

Re: Proposed Housing Land Supply (Kings Meadows) Order 2023  
Lot 3 Techno Park Drive, Kings Meadows

Dear Minister,

I am in receipt of your letter to me dated the 22<sup>nd</sup> of September 2023 regarding a proposed development at Lot 3 Techno Park Drive Kings Meadows Order 2023.

I and my wife own a house at which is near this proposed development.

I am in favour of this land being used for housing as our State does need more of this development however I do have some concerns over access and increased traffic flows.

There is a suggestion that there could be an access to this land from Lorne Street in Youngtown and this traffic would be transferred to Hobart Road via Clarendon Street. The plan that I have viewed doesn't indicate how many houses the proposed access off Lorne Street would be developed. The streets in this area and their access onto Hobart Road are already very busy at most times of the day and additional traffic would make getting onto Hobart Road even more difficult. As well this Clarendon Street, Kelvin Street, Trent Street and Waroona Street are too narrow to carry much more traffic as cars are parked on both sides of the street making the streets almost single lane.s

I have spoken to many of my neighbours and they have similar concerns as myself.

I do hope that these concerns can be considered.

Kind Regards

Steve Manson



## 5. Preferable road network upgrades

### 5.1 Potential connection at Lorne Street

City of Launceston traffic engineers have suggested the investigation of an additional road access point to the subdivision at Lorne Street at the south-west corner of the site. The connection would be through Council-owned land adjacent to Youngtown Oval. The proposed connection location is shown in Figure 18. Council traffic engineers have noted that approval would need to be sought from other departments in the Council to use the land. The connection has the following benefits from a traffic and transport perspective:

- The connection improves connectivity for local traffic in the area (i.e. it provides a more direct route for subdivision traffic entering and exiting to Hobart Road to the south and allows a shorter route for vehicles on Lorne Street and surrounds to access Quarantine Road and travel east)
- The connection would provide better access to the 146 bus route for residents at the southern end of the subdivision
- The connection is short and on relatively flat land
- There would be easier and quicker access for emergency services; and
- Council have noted that there would be better connectivity for garbage collection.



Figure 18: Lorne Street Connection Location

The road connection would be expected to be used by low traffic volumes. Should the connection be supported it would be recommended that traffic counts, observations and traffic modelling are undertaken at the following intersections:

- Hobart Road/ Highgate Street; and
- Hobart Road/ Talune Street.

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**From:**  
**Sent:** Saturday, 21 October 2023 8:13 AM  
**To:** State Planning Office Your Say  
**Subject:** Housing Land Supply (Kings Meadows) Order 2023

To whom it may concern

I respectfully make the following submission in regards to the proposed rezoning of lot 3 Technopark Drive Kingsmeadows.

After communications with some of the local residents it has come to my attention that birds and other wildlife life will be severely impacted by this.

While it is noted that more housing needs to occur in these areas the initial proposals and plans give zero consideration to maintaining any wildlife corridors in the existing area.

Therefore a high density housing area such as this would be totally reliant on already existing bush corridors, not to mention the proposed access and egress roads eg Woolven Street and Lorne Street

Both of these streets are already choked to capacity with current residents vehicles movements.

A simple solution to this would be to reduce the proposed number of 100 + dwellings so as to allow for more green corridors to exist also reducing the need to load up older parts of the neighbourhood with through traffic, considering there is a perfectly good road wide enough and new enough for entry and exit to the new subdivision being Techno Park Drive. Therefore it is our current position to oppose this subdivision in its current proposed form.

Yours sincerely

Dane & Carolyn Hefferon  
Youngtown

Sent from my Galaxy

# Department of Natural Resources and Environment Tasmania

OFFICE OF THE SECRETARY

Hobart GPO Box 44, Hobart, Tasmania, 7001  
Launceston PO Box 46, Kings Meadows, Tasmania, 7249  
Devonport PO Box 303, Devonport, Tasmania, 7310  
Ph 1300 368 550  
Web [nre.tas.gov.au](http://nre.tas.gov.au)  
Our ref: D23-302217



The Hon Michael Ferguson MP  
Minister for Planning  
Via email: [yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)

Dear Minister Ferguson

***Housing Land Supply Act 2018***  
**Proposed Housing Land Supply (Kings Meadows) Order 2023**  
**Lot 3 Techno Park Drive, Kings Meadows**

Thank you for your letter of 22 September 2023 regarding the second round of consultation on Proposed Housing Land Supply (Kings Meadows) Order 2023 – Lot 3 Techno Park Drive, Kings Meadows.

I can advise that the Department of Natural Resources and Environment Tasmania (NRE Tas) has reviewed the Order and the additional information submitted by Homes Tasmania. NRE Tas can confirm that the further assessment commissioned by Homes Tasmania has satisfactorily demonstrated that potential development facilitated by the Order is highly unlikely to significantly impact threatened flora, fauna or associated foraging habitat.

NRE Tas is satisfied that Homes Tasmania has since adequately addressed the concerns raised in NRE Tas's initial submission of 28 October 2022 and has no further comments to make.

If you Departmental officers have any queries in relation to this matter, the NRE Tas contact officer is Mr Richard Cuskelly, Policy Officer, Strategic Projects and Policy. Mr Cuskelly can be contacted by phone on \_\_\_\_\_ or by email at [richard.cuskelly@dpac.tas.gov.au](mailto:richard.cuskelly@dpac.tas.gov.au).

Yours sincerely

for and on behalf of  
Jason Jacobi  
**Secretary**

20 October 2023

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**From:** Pam Skeggs  
**Sent:** Saturday, 21 October 2023 2:36 PM  
**To:** State Planning Office Your Say  
**Subject:** Saved to CM: NEW SUBDIVISION PLANNED. REFER MY SUBMISSION 20.10.2022 TO MINISTER FOR PLANNING

Scarce Public Land should not be handed over for one purpose only. Some public/affordable housing is warranted.

A TRAFFIC STUDY was done for ONE DAY ONLY, and should have a wider study on TRAFFIC MOVEMENT on major roads.

Social/Affordable housing could be situated on the South/East corner.

Other uses could be used for Y.M.C.A.as there is NIL provision for Recreation for any age group, since Launceston City Council decided to close our only Recreational area, and make the present Y.M.C.A A Fast Food Outlet.

The decision to flood our area with cheap housing is devastating to current residents, as there is no provision for RECREATION.

We should be LEADING the way for health and well being.

Not catering to all ages – where do the elderly go?

There is a GROSS DERELECTION OF PUBLIC TRUST.

Pamela Skeggs - Young Town

Danny and Nellie Whelan  
KINGS MEADOWS TAS 7249

12 October 2023

Mr Michael Ferguson MP  
Minister for Planning  
State Planning Office – Department Premier and Cabinet  
GPO Box 123  
HOBART TAS 7001

Dear Sir

**Housing Land Supply Act 2018**  
**Proposed Housing Land Supply (Kings Meadows) Order 2023**  
**Lot 3 Techno Park Drive, Kings Meadows**

We would like to express our concerns for the proposed order for the land at Lot 3 Techno Park Drive, Kings Meadows (title reference FR 184085/3) to be rezoned from the Particular Purpose Zone – Techno Park to the General Residential Zone with the planned view of 109 social and affordable housing lots.

Our concerns include the impact of and the accessibility of traffic to this area. The report tabled by Pitt and Sherry Pty was conducted prior to Community Care Tasmania's construction and completion in this area, which is currently undergoing a second stage of development. This facility alone must have doubled the traffic volume with cars flowing out of their car park on to the undeveloped nature strip.

Currently vehicles leave Techno Park Drive to enter Quarantine Road, which is a major east -west thoroughfare for heavy vehicles, to turn left throughout most of the day is quite dangerous as vehicles travelling west come over a rise with limited vision. It is questionable at what time of day that Pitt and Sherry Pty conducted their survey.

In the planned proposal it is intended to use Woolven Street as an access to the development. Homes Tasmania have not outlined the impact of this proposed plan; this is currently just a farm gate which literally goes through the side of the current resident's property. This is very unjust, and our sympathy goes to this poor family it would be hard to imagine what an impact this would have on their well being and the value of their property.

In the reports tabled the Bus services available in the area are outlined, this should be reported as the lack of bus services. The closest bus stop for general public **not** school routes is about two to two and half kilometres away either Hobart Road or Opossum Road. The bus stop for the school route on Quarantine Road would in our opinion be unsafe for primary aged children to utilise unless helped by

an adult due to the dangerous volume of traffic and merging traffic from Techno Park Drive. As a pedestrian Quarantine Road is at times terrifying to cross.

We are also very concerned and saddened by the impact this proposed development would have on the environment and the current species that live there. Homes Tasmania report the land as “largely weeds” this is a false description; the area is semi-rural presently supporting a herd of calving Herefords and is a prime habitat for part and fully protected species including the Masked Owl and Eastern Barred Bandicoot. Our regular neighbours include the masked lapwing plovers, Australian Wood Ducks, Swift Parrot plus other parrot breeds and Galahs. The whole area has majestic eucalyptus species with gnarled tree hollows that would be the homes for so many animal and reptile species that we would never see whilst walking past.

We as one family have already rescued two baby ringtails and witnessed the impact of roadkill on other species. When we first moved to this area at this time of year when you drove down Techno Park Drive you needed to slow to about 5km to avoid all the juvenile Lapwing Plovers this year due to the development of Community Care Tasmania they haven't bred this is just one species that we can witness the impact of development.

These poor animals don't have the ability to fight for their rights and we hope when you consider signing off this development and sending in your bulldozers you, please consider them.

The land is in places quite steep and if it is the same as our residence quite expensive to build on due to the additional engineering requirements that are required to be met. Definitely not making it low-income housing.

We are also gravely concerned about the sheer scale of the development proposed. You are proposing 109 building lots that is potentially 400-450 people depending on the style of housing constructed, 200-250 vehicles and their daily movements this impact on this area will be devastating. How is the community meant to provide schooling and medical services for such a drastic increase in population.

This area is our home that we invested our savings into developing a safe home for our family. We have witnessed over the past few years as other families built their dreams and we watch their children walk their dogs or learn to ride their bikes around the roundabout. They are safe, they are allowed to go out without their parents, we are about to have a community Halloween on 31 October and your proposed plans will rip all that from us.

We must ask why your government would follow in mistakes made in history by previous governments, why must one community take so many social houses. Research shows that there is less anti-social behaviour connected to social housing if they are spread in smaller numbers over different suburbs in the metropolitan area. There are other areas in Launceston with land available, and in many cases with infrastructure and roads already in situ, including the current University site, Rocherlea, and the developments in place between Riverside and Legana.

Yours sincerely

Danny and Nellie Whelan

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**From:** Chris Jacobs  
**Sent:** Sunday, 22 October 2023 2:37 PM  
**To:** State Planning Office Shared Mailbox  
**Subject:** Saved to CM: Housing Land Supply (Kings Meadows) Order 2023 - Have your day

Dear Michael,

I refer to your letter sent to our address on 22 September 2023.

Thank you for the invitation to respond to your letter and also to have our say regarding the proposed development of 109 low cost housing dwellings that includes housing commission dwellings.

Bianca my partner and I purchased vacant land at in September 2020. Available land back then was extremely scarce and the conditions in the COVID period were extreme for many reasons you may understand for us to make such an acquisition. We felt quite privileged, relieved and also excited to be able to secure a block in a low density, quiet higher class area such as Jinglers Creek. From the onset we decided that we would invest to the maximum and build a high quality family home for our Blended family. It was no mean feat but we invested a further 1.3 million dollars to complete this project in August 2022, to and area we paid a premium to be located in. It was only when we completed the build that we saw the Housing Land Supply proposal late in 2022. Too late.

When we spent all the fees on applying to council to build, why were we not officially warned about this development by council? We may have been able to then make an informed decision before deciding on spending our life savings building in a suburb that will go from low density to high density low cost housing threatening the equity of our investment?

Going back further, when we purchased in Jinglers Creek as discussed, there was no reference to this proposed development and to my knowledge the people already living here having already spent hundreds of thousands of dollars and more, were also not aware of this planning until only tabled to public late in 2022 as you often mention in your proposal.

How could any consultation from you, that makes a significant change to the amenity, density and zoning of your suburb, actually have any real material value if you have already purchased a block and built a residence?

In essence all of us in this division have put our good faith and invested large amounts of money; hence backing the council, planners and minister to make good decisions for normal people like ourselves. We trust you to consider and retain the level of the amenity and status quo of an area advertised and sold with the promise of what it provides. In a nutshell we invested in a low density neighbourhood with high quality and value houses but now it will become a high density area that includes more low quality cost houses threatening land values and our current living standards. I am sure if this affected yourself and your family you would have the same concerns, especially when you would have been planning your dream home.

We have read all the reasons you noted on the 'Planning in Tasmania' Website in support of the development and added reasons you stated to counter the public submissions made by our neighbours. I will not spend time to list them as it will waste time and space as it is meticulously documented. It has also been mentioned that we are limited to only supplying reasons that are determined to be valid. So, "have our say, but stay within the limits you have determined and stick with your program".

It is also very clear see in the afore mentioned discussion, that it is apparent there is some pressure on you as minister due to the prevailing waiting list for low cost housing to supply land to develop. It is clear to see that there is a driven agenda to find reasons to counter any viable submission made by members of the public living in this neighbourhood. Of all these submissions tabled, the traffic problem is certainly one of the most relevant reasons for concern. Just a one dimensional numbers related traffic assessment does not even start to practically touch the



quantitative aspect of this major problem. Further it does not at all consider the frustrating qualitative problems we experience on a daily basis and we will expand on this issue later in this email.

This low cost housing submission, if successful will totally change the existing amenity we invested in a significant manner, It will be financially devastating to many families in this neighbourhood depending on the biggest investment of all, their houses.

It is simple, we all were led to believe that we were buying in a low density area, paid a premium for bigger blocks for a certain level of piece and quiet next to Youngtown Reserve with space and quiet walking routes. Now after paying a premium, we face a sudden change brought on by the Government risking our neighbourhood becoming a high density area in a short space of time. Added to this we have to face a bottleneck traffic zone with only one exit and entrance with existing industrial establishments employing hundreds of entering workers that is expanding, and another 109 inhabited houses.

Just to further elaborate on the traffic, we pay council fees for fire hazard studies when it comes to planning building a house. There are thousands spent on other council fees to meet requirements also and we get heavily charged in land tax if we build a premium home matching the area of concern. In Jinglers Creek we are surrounded by bushland already a heavy fire hazard risk. We are at the end of a cul de sac in close proximity to the bushland as many neighbours in Jingler's Creek are. We are all virtually trapped at the end of the neighbourhood.

Have you considered in an emergency how the Jinglers Creek premium paying residents will be evacuated when there is a bushfire when all the additional housing dwellers also have to evacuate?

I believe on top of a very effective traffic management at the T junction of Technopark Drive and Quarantine Road, if there is not at the very least an express road to connect the residents of Jinglers Creek to Oppossum Road, this new low cost division should not be approved. As mentioned before, I believe we have and are paying the premium for such a connection.

We suggest for the above reasons and all the valid submissions made already that motivated you to make a second enquiry, to restore the faith we placed in the ministry and council planners when we invested in this area. We strongly suggest you search for a more suitable section of land that meets the requirements to build low cost and affordable housing. As residents in Jinglers Creek and Kings Meadows, we reject the proposal.

I hope you can understand these concerns and hope we can come to a mutually respectful resolution.

We look forward to your response.

Yours sincerely.

Chris Jacobs and Bianca Stephens

State Planning Office  
Department of Premier and Cabinet  
GPO Box 123  
HOBART TAS 7001

22 October 2023

To Whom It May Concern,

I am writing again regarding the Proposed Order to rezone land at Lot 3, Techno Park Drive, Kings Meadows.

After reading the report, and response from Homes Tasmania, it comes across as corners have been cut and lack of thought and consideration to the communities issues raised in past submissions with many concerns either ignored or skipped over, with some being serious safety issues with more assessment needed.

First concern, is the two threatened endangered species, the Masked Owl and Eastern Barred Bandicoot (As per the *Tasmanian Threatened Species Protection Act 1995*) which has been skipped over with a short email at the end of the report. This does not specify how the area was surveyed, how the trees were checked, what time of the year it was assessed. A quick walk over the proposed site is unacceptable and a proper report needs to be done by an independent third party and not by a government department.

On regular occasions I have seen a pair of masked owls around my property sitting on the fence or roof. Noted in the first report no nests were found, but it did state the area was potential for nest and habitat for the Masked Owl. So little research has been done on the Masked Owl, it is not exactly known the breeding season of the bird which may indicate why no nests were found. Were any of the trees checked on the government land next to Forico? As there are a large number of potential nesting trees there, and all over the surrounding area.

I note it mentions on a government website (Threatened Species Link) on the Masked Owl it states to avoid:

"clearing nesting roosting habitat including single and isolated hollow bearing trees"

"clearing forest and woodland foraging habitat"

"collisions with man made structures"

By developing this site, habitat will be destroyed for so many species like the Masked Owl, Eastern Barred Bandicoot, Swift Parrot and many more. The first report states this site is potential habitat and identifies the three threatened species above which have been previously recorded in the local area and indicates a likelihood they would be present at the site. I am not sure why this was skipped over in the second report, with a simple acceptance by a government department. A detailed report should be carried out at night in the surrounding areas considering the Masked Owl and Eastern Barred Bandicoot are nocturnal so no surprise they were not seen during the day. As noted earlier, both are regular visitors to my backyard.

With the Swift Parrot a survey needs to be done when the gums are in flower, and not only are there gums on the proposed site, but all around the adjacent area so destroying any of these gums could harm vital habitat for these birds.

The next issue I have is the limited exit points in a bushfire zoned area. If an evacuation was to happen, the volume of traffic trying to leave would cause a bottleneck and people would not be able to evacuate safely.

This could be a serious concern and should not be overlooked and with the large amount of traffic on quarantine and Hobart Road would make it extremely difficult to exit Techno Park.

I've also noted a comment made about lack of interest by other businesses for the Techno Park area. It seems no one else had a chance to consider the land as the government had bought it before anyone else knew about the property being for sale. The area is better suited for special purpose or businesses, where trees and land can be left untouched with minimal disturbance of the surrounding wildlife.

One of the biggest issues of this proposal is the traffic on Quarantine Road and Hobart Road. The traffic impact assessment completed by Pitt & Sherry was far from the truth and appeared to be rushed and inadequate, and poorly presented with false facts. The determined times of peak hour traffic in the report states AM peak hour is from 8AM-9AM, and PM peak hour is from 4PM-5PM. Afternoon peak hour is not between 4-5pm. Not only have they missed school pickup traffic (which is heavy considering 4 schools in the proximity) but also missed office workers that finish at 5-6PM (noting Techno Park itself would account for a large number of vehicle movements at this time considering Westpac, Centrelink, Forico, Tas Rail, Community Care, Goodstart Early Learning). From 2.30 – 6.30 would be considered peak and is extremely busy. And throughout the morning through to lunch is always a steady flow of traffic, coupled with Quarantine Road being a thoroughfare for trucks. A proper report would have picked up on all of this. Having people stand on a footpath of two of the busiest roads and try and count cars is nearly impossible with the sheer volume of traffic, so I do not understand why Pneumatic Road Tubes weren't used to determine the correct volume of traffic. I would expect this to be carried out correctly and thoroughly. Pneumatic Road Tubes placed across Quarantine and Hobart Road for several months would give an accurate reading of the volume of traffic. The number of complaints and issues with traffic already in Hobart Road would only be exacerbated, and the constant growth in the area has not been accounted for with the current road conditions.

Also noted in the report was that traffic is currently unable to exit Woolven Street safely and several near misses occurred, and these people were only there for an hour, not even during the busiest times and they determined several issues within one hour. A simple statement saying very low traffic numbers entering the area of Techno Park does not add up given there are now 5 large businesses, a school, a daycare center and all the residents in the area. The Community Care Building had not even started construction when the survey was undertaken.

A serious safety concern is the proposed Road 4 (noted in the Pitt & Sherry Report) adjoining to Techno Park Drive. I don't understand how Pitt & Sherry think this is a safe exit point, as it is so close to Jingers Drive street entry, Tas Rail entry, Community Care and is straight opposite Goodstart Early Learning. And now Community Care have put another entry point right on the corner opposite One School. With 5 exiting points in the space of 60 meters of each other. Then potentially another, this will be an accident waiting to happen. The sight distance observed by Pitt & Sherry said the site distance measured to the South East was 110 metres, that needs to be checked because vision is impeded due to cars parking on the nature strip, footpath and street which makes it extremely hard to see. And the sight distance measured to the North West was 120 meters which I find hard to believe as it would be closer to 80 meters. And noted vehicles exiting Goodstart are obstructed by trees, making it even more dangerous if an increase of traffic was to happen, and you would find this proposed exit for Road 4 would also be obstructed by the same trees, hence why I query the sight distance measurement. With an increase of traffic, adding another street could potentially be a serious safety & traffic hazard, and children's safety should not be put at risk.

Another issue is the entry and exit from Techno Park Drive onto Quarantine Road. Not only is it difficult trying to enter and exit Techno Park due to the large volume of traffic on Quarantine Road, there are also

trees obstructing clear vision up the hill towards Hobart Road, and Norwood end has a crest on the hill which leaves minimal time to exit or enter as vehicles approach. I cannot see a possible fix as it is a major thoroughfare for large trucks and vehicles and a main road through to the Tasman Highway. So stopping the traffic flow, with something such as traffic lights, could potentially cause major accidents due to the crest in the hill which restricts vision approaching from Norwood/St Leonards area.

The community is well aware for the need for housing, but this area is just not suitable due to so many safety concerns, traffic issues and abundance of wildlife and endangered species in the Techno Park area. Other locations should be considered that are already residential areas.

Regards,

Matthew Kean

# Tasmania Development and Resources

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## **Housing Land Supply Act 2018 Proposed Housing Land Supply (Kings Meadows) Order 2023 Lot 3 Techno Park Drive, Kings Meadows**

I refer to a letter received from the Hon Michael Ferguson MP, Minister for Planning, to Tasmania Development and Resources (TDR) as the current owner of the land at Lot 3 Techno Park Drive, Kings Meadows regarding the further period of public consultation in relation to the above Order.

The Minister's letter was considered by the TDR Board at its meeting on 12 October. The Board reaffirmed its commitment to and support for the transfer of the land at Lot 3 Techno Park Drive, Kings Meadows to Homes Tasmania, and the rezoning of the land to the General Residential Zone under the Tasmanian Planning Scheme, thereby enabling it to be used for additional housing as part of the Homes Tasmania housing portfolio.

If you wish to discuss this matter, please contact Angela Conway, Corporate Secretary, TDR by email at

Yours sincerely

Mike Wallas  
**Chair**  
**Tasmania Development and Resources Board**

22 October 2023

I am the owner of \_\_\_\_\_, Youngtown and have been classed as an *interested person* because \_\_\_\_\_ adjoins a proposed development, Housing Land Supply (Kings Meadows) Order 2023, Lot 3 (formally lot 2) Techno Drive, Kings Meadows (title reference FR 184085/3)

I have researched the following documentation to support an informed response:

- Land Use Planning and Approval Act (LUPA) 1993
- Housing Land Supply (HLS) Act 2018 (included amended bill)
- Homes Tasmania Act 1935 (2022)
- Tasmania Planning Commission
- Traffic Impact Assessment (15 June 2023) by Pitt&Sherry
- Techno Park Drive Housing Land Supply Order (19 August 2022) by GHD
- Planning in Tasmania Website

I have based my responses on three (3) key documents:

- Housing Land Supply (HLS) Act 2018 (the amended bill 2021)
  - *better aligns the assessment criteria with the normal assessment process under the LUPA Act and improves transparency for decision making*
- Traffic Impact Assessment (15 June 2023) by Pitt&Sherry
- Techno Park Drive Housing Land Supply Order (19 August 2022) by GHD

Specifically;

- Section 12 of the Land Use Planning and Approval Act (LUPA) 1993
- Assessment criteria under the Housing Land Supply Act 2018

My response addresses four (4) separate concerns based on the above-mentioned research and key documents:

### **1. Housing Density & Fire Safety**

The report by GHD doesn't describe the density of lot 3 post build. I may be wrong, based on density calculation this area would be classed as high density. Additionally, The report by GHD seems to be contradicting on current surrounding density. Section 1.1.4.1 of the report describes surrounding density as medium to high the further describes a low density within paragraph *surrounding land use (pg 201)*

- Figure 1 (below) shows the bush area (6) that borders onto Jingle's estate with no obvious exit points (circled in yellow)
- The proposed addition of 109 lots increasing the density (medium) surrounded by medium to high density areas increase the fire risks and danger to people's lives. The risk elevates due to climate change and extreme weather with limited evacuation point and potential congestion due to density increase (this statement considers additional approved 'general' development outlined in GHD report)



## 2. Infrastructure

I understand that public transport is a critical assessment criterion of the decision making around government zoning

- The Traffic Assessment report outlines the current bus route within 2.7 *Bus transport* of the document figure 2 (below) I have highlighted section on Woolven Street and Quarantine Road where the bus route does not extend to, due to area inclines and uneven topography:
  - Limits persons with disability accessing Lot 3
  - Limits persons with prams and wheelchairs accessing Lot 3
  - Limits loads to persons on foot such as groceries
  - If introduced causes further congestion to an already problematic area figure 3 (below) shows a picture of a bus stationary at Woolven Street. As the bus moves it encroaches into the road and causes further congestion
- The Traffic and Assessment report details observational traffic surveys outlined in points, 2.4 *Traffic Volumes*, 2.5 *Traffic modelling*, and 2.6 *Existing Intersection performance*. While I agree with Pitt&Sherry assessments under the above-mentioned points, the survey's are not extensive or exhaust peak hours, my concerns are;
  - The survey is taken on a single day



- The survey was taken in two hours (am) (pm) however not across the peak hours i.e. between 4pm and 5pm does not include school collection timeframes and white-collar 5pm traffic. This is not acceptable
- The report doesn't include areas such as corner of Medina and Woolven see figure 4 (below) which highlight risk to potential pedestrian and drivers. Include figure 5 demonstrates the same issue on the corner of Waroona Street and Woolven Street
- The report doesn't include current resident's interview. If I personally was interview. I could tell you that:
  - The building (Tassy Tyres) on the corner of Hobart Road and Woolven Street is high enough to impair vision to Hobart Road traffic from Woolven Street.
  - That I have has to reverse up Woolven Street twice to avoid collision with buses
- The Traffic Assessment Report recommend Woolven street be turned into a one-way street. Does this mean that all Woolven Street residence is required to exit up through the Lot 3 development and out onto Quarantine Road each morning? Or detour onto Keithleigh Street, Waroona Street, or Medina Street to access Hobart Road and amenities situated on Hobart Road, this is not addressed in the Traffic Assessment report
- The Traffic Assessment Report recommends an additional exit point out of Lot 3 through the existing Youngtown Park into Lorne Street. However, I believe that although the residence along Lorne street could be affected, they are not considered *interested persons*, from a community engagement point of view I don't believe this is transparent and in-line with the related ACTs. I further explain my concern under **3 Environment** of this submission

Figure 2:

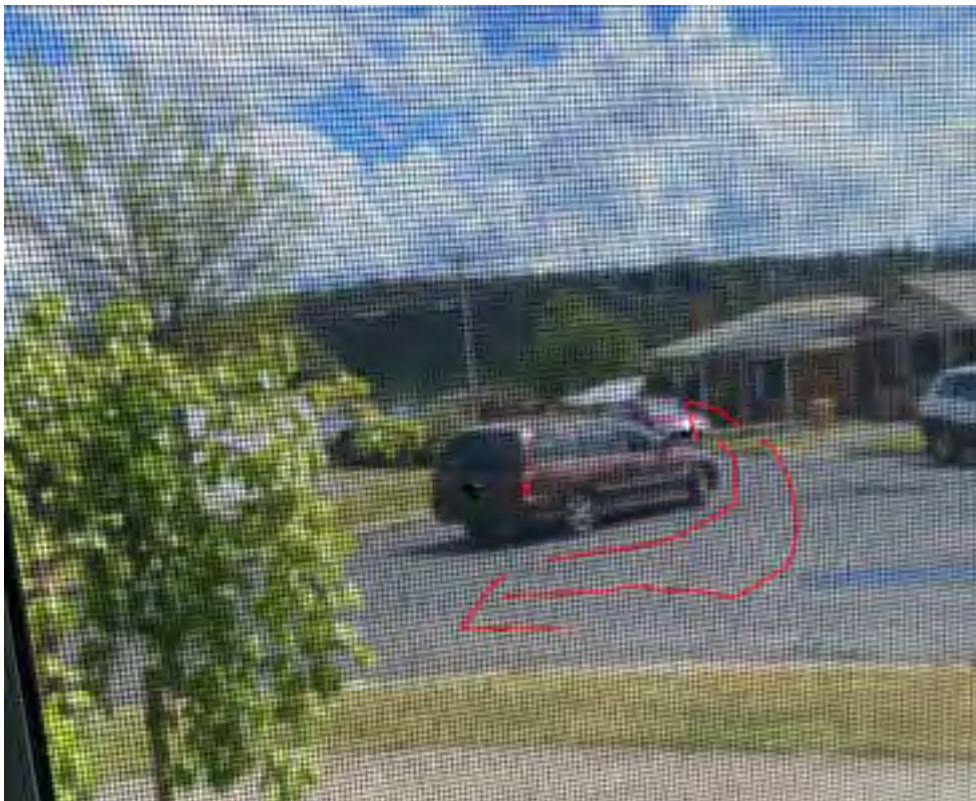




**Figure 3:**



**Figure 4: Medina onto Woolven**





**Figure 5: Waroona onto Woolven**



### **3. Environmental**

- The schematic design figure 6 (below) proposed additional of 109 (houses) and no additional play areas or park areas I don't believe that this aligns with future greening plans or supports the environmental sustainability of flora/fauna
- The existing trees (gums) in the area house animal life such as masked owl and swift parrot amongst other animals as outlined in GHD report



**Figure 6: Schematic design**



#### **4. Negative social impact**

- Two medical centre within Kings Meadows and none identified in Youngtown, Southern Kings Meadows (Adding to this is expected growth in and around the are such as South Prospect, development opposite Bunnings (south) St Leonard's)
- No mental health facilities exist in Kings Meadows or Youngtown (based on ABS is common to lower socioeconomic families)
- Two high schools Queechy and Kings Meadows service a huge (and growing) demographic. The Traffic Assessment report includes St Patrick's Collage as an option. Based on the social economic of social housing and affordable housing (ABS) how would you afford a 6k per year per child tuition?
- Searching Seek website on the 22/10/2023 no jobs related to industry or commercial appeared in the Kings Meadows or Youngtown area. I believe that accessibility to jobs is a key assessment criterion in Government zoning. Adding to this, job availability is limited within walking distance of the proposed lot 3 development
- From an outward street appeal and location perspective, the changes to infrastructure (roads) particularly Woolven Street entry point significantly disrupts my peaceful environment and way of living form a wellness and safety point of view. Figure 7 (below) is an outward view from the corner of my property, all these trees will be taken down and replaced with roads and houses impacting my wellbeing. This is coupled with the additional approx. 200 cars travelling past my property particularly of an evening (if Woolven is one-way)

## Figure 7:

Further, and related, I have contacted the respective Legislative Council and independent member, Rosemary Armitage. Rosemary has verbally accepted my offer to meet with me and other *interested person(s)* on any matter concerning the subject. I have contacted the officer of Minister Michael Ferguson via the Minister contact page requesting an in-person meeting and tour of the area in question with no response to date.

Additionally, and based on the Government websites supporting community engagement there is no evidence that the government has sort engagement with the Aboriginal Community about Lot 3 development. The GHD report describe potential impacts but has recommended further engagement.

This being said, and educating myself on the situation, and considering a housing crisis particularly sue to raising rental increase and post COVID economic impacts I believe options should be discussed. I believe myself; opposite, and adjacent neighbour would be classed as being 'most' impacted (if a calculated existed) however, I also need to be reasonable due to the current housing and economic climate. My considered options are set out below;

### **Option 1:**

Reduce the amount of lots by increasing the land size for affordable housing this would limit the % of social but not significantly considering that only 15% can be social (16 lots)

Increase the number of green areas and play areas, and recreational facilities such as basketball courts, walking pathways within the area

Eliminate the access point of Woolven and Lorne Street due to the decreased number of lots. Design below:

- Green highlighted area is planted out with trees increasing homes for wildlife and a buffer between houses
- Orange highlighted area denoted the extension of the Youngtown Park with a redesigned park area, exercise and basketball court



Option 2:

Redesign the top of Woolven street into a cul-de-sac incorporate minimal additional houses (NOT UNITS) and option 1.



Recapping the optional key points:

- I am utterly opposed to any units or double story dwellings being built,
- Reduce the number of lots, and
- Remove entry points of Woolven and Lorne or design Woolven as a cul de sac (not social housing)

Although I have stated options and based on my professional understanding of community engagement, I trust the Government would make available community meetings to gain design input from existing residents. Afterall we are the most impacted, not you!

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**From:**  
**Sent:** Monday, 23 October 2023 4:26 PM  
**To:** State Planning Office Your Say  
**Subject:** Housing Land Supply (Kings Meadows) Order 2023 Lot 3 Techno Park

My name is Margaret Pickering. I am a very concerned resident of Youngtown. The proposal of re-zoning Lot 3 Techno Park from Particular Purpose to General Residential is disturbing for many reasons. Firstly more than 100 homes will put greater pressure on the movement of traffic through the Outlet and Hobart Road. I am a frequent user of both and the traffic in the area is horrendous at any given time every day. The addition of the cars used by over 100 new homes will increase the traffic dramatically and cause incredible delays, traffic jams and increase the possibility of many accidents. Even now there needs to be plans put in place to alleviate the traffic problems on Hobart Road, the Outlet and Quarantine Road. There are many students from the nearby schools who walk along Hobart Road and are at risk when crossing at the lights. Even when using the walk signal they remain at risk when crossing such a busy area. This brings me to the next reason why I think re-zoning Lot 3 Techno Park should not be allowed. The schools in the area are already at capacity or near capacity. Where are the children of these proposed 100+ homes going to go to school? Also most of the doctor's surgeries in the Kings Meadows area are full-up and will not enrol any more people at their surgeries. The one I go to has turned people away. The pressure of 100+ new homes on schools, doctors and other community services which are already at breaking point needs to be of great consideration.

Lot 3 Techno Park has always been known as a green space and a fire break. Launceston City Council are encouraging the greening of Launceston so the proposal of turning Lot 3 Techno Park into a residential area is against the greening of our city. Having lived in Youngtown for many years I know our green spaces, bush and parks house much wildlife including native animals. On environmental grounds Lot 3 Techno Park should not be re-zoned for housing.

When an area of land is zoned Particular Purpose the development of the site for residential housing is PROHIBITED. Prohibited is an extremely strong word. It makes you wonder why the word 'Prohibited' is used. Clay, rock, natural water courses all come to mind for that area. It is near a natural water course. We Tasmanians were told that there wouldn't be any more large areas of Social and Affordable housing (which used to be known as Housing Commission areas) built in Tasmania. We all know that these areas do not work and create problems within a region.

I really hope that Lot 3 Techno Park remains as zoned Particular Purpose for all the reasons stated above.  
Regards,

I do not wish my name to be disclosed in Parliament or at any other time or in any other circumstance.  
Thank you.

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**From:** Craig Plaisted  
**Sent:** Monday, 23 October 2023 9:29 PM  
**To:** State Planning Office Your Say  
**Cc:** Mum  
**Subject:** Fwd: Housing Land Supply Kings Meadows - feedback Craig Plaisted

To DPAC,

The following submission is in response to the Proposed Housing Land Supply Order 2023 for Kings Meadows and the corresponding letter to impacted residents from the Minister for Planning, dated 22 September 2023.

Thank you for reviewing a number of the issues that were raised by myself and other concerned residents and businesses, living and working next to the proposed residential subdivision. I was pleased to read that Homes Tasmania has conducted additional natural values assessment in response to the detrimental impacts that higher density housing could inflict on existing flora and fauna. It was noteworthy also that additional traffic impact assessment was undertaken to address some of the risks posed by additional vehicle movements. I appreciate that issues I raised in the below email relating to stormwater, slippage and urban density are more within the remit of Council. I have no doubt that the rezoning will inevitably be approved by the State Government. I will be writing a representation to the City of Launceston as a concerned local resident when a future Development Application is advertised.

Unfortunately the recommendation that the Minister is likely to make to parliament will be based on a partial analysis by Pitt and Sherry. Basing an assessment on 10-11 vehicle movements per dwelling per day, does not take into account the degree of saturation at the Quarantine Road / Techno Park Drive intersection for the three to five plus year construction period, when contractors and their subcontracted trades inundate the local road network with vans, utilities and heavy vehicles to build new dwellings. Will traffic movements during this period peak at 10 to 11 vehicles per dwelling per day, or will it be significantly greater? During this period, what will the average delay in seconds be when existing Jinglers Creek Estate residents attempt a right turn (east) onto Quarantine Road on their way to dropping children at Norwood Primary School? How many crashes will occur when residents become impatient and attempt to enter the uninterrupted flow of traffic on the busier arterial road? This cannot be reliably quantified, because unfortunately the analysis of this risk has not been conducted.

Traffic on the dominant Quarantine Road already regularly prohibits safe entry onto that road for motorists exiting Techno Park Drive. On page 26 of the Report, Pitt & Sherry state "2033 traffic volumes indicate signals could be required...as peak hour traffic volumes exceed the major road traffic volume of 900vph" in the peak hours. Suggesting this is exclusively a consequence of background traffic growth (i.e. not the subdivision) seems to be a convenient attempt by the State Government's consultant to shift costs for any intersection upgrade directly to the Local Government and indirectly the same Jinglers Creek Estate residents and ratepayers impacted by the future subdivision. If traffic signals are required at the Quarantine Road / Techno Park Drive intersection in the near future, due in part to the State Government's contribution to traffic volumes, then the State Government should commit funds to construct the intersection upgrade. Additionally, those upgrades must proceed prior to the commencement of housing construction, to mitigate the potential risk that contractor's vehicles will pose to existing residents during peak hours.

Regards, Craig



----- Forwarded message -----

From: **Craig Plaisted**

Date: Sun, 13 Nov 2022 at 18:07

Subject: Housing Land Supply Kings Meadows - feedback Craig Plaisted

To: <[yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au)>

Cc:

To DPAC,

The following submission is in response to the 2022 Housing Supply Order for Kings Meadows. I encourage the State Government to add 'drop-in sessions' to the community consultation approach, to help educate people in the local area on social and affordable housing facts, and discuss why the Kings Meadows site has been selected over other alternative locations.

I would also encourage DPAC to broaden the background analysis beyond the GHD assessment and report. A number of experienced engineers I've spoken to in Launceston over the last five years, have remarked that the Jingle Creek Estate subdivision should never have been approved, as the groundwater and slippage risks were clearly evident prior to the development proceeding. Selfishly, I'm pleased the development was approved, as I love living here with my family. However, I have personally experienced problems resulting from the particularly unstable geology of the site and have incurred additional cost to remediate those issues. When considering another urban development in this area, I believe strategic planners should apply the lessons from the past and current lived experience to future decisions, to hopefully avoid repeating recent mistakes.

- The land is unsuitable for development based on lived experience

What is the consequence of building on the hilltop above the existing houses? How will rainfall be managed during peak events? Water Sensitive Urban Design (WSUD) is unfortunately not an option in this location. Swales and detention basins concentrate overland water flows, increase upstream infiltration, and consequently lead to greater potential for damage when the water re-emerges at / near the surface down slope. The proposed development poses an increased risk of slippage in properties and infrastructure assets downstream. The only alternative to WSUD is hard infrastructure, traditional pits and pipes, that will divert the water to existing systems that are already at or over capacity. How will stormwater be managed effectively and safely downstream?

Hard lessons have already been learnt by those who suffer the impacts of rising damp and mould from water infiltration. Groundwater under and around houses is causing problems for residents in existing dwellings. There are numerous examples of local homeowners throughout the Estate encountering issues with persistent ground water rising to the surface as 'springs'. In some cases, these were discovered during excavation of footings, thereby providing the builders / owners an opportunity to mitigate the risk by installing drainage pipes, pits and pumps that often run 24 / 7, 365 days of the year. For those less fortunate residents who did not discover the problem early, the water infiltrates their subfloor spaces,

requiring costly retrospective installation of drainage, additional subfloor ventilation systems and ongoing treatment of mould to manage potential health risks.

Groundwater impacts on local government infrastructure have also already occurred. This is not a theoretical risk, as the evidence of a recent landslip can still be viewed on Google maps, which shows a 50 m section of Jingleers Drive has been replaced (i.e. road, kerb & channel) when underground streams undermined the infrastructure (refer Figure below).

Observation of the existing roads, footpaths, kerb and side entry pits near this area today, reveals the impact that poor ground conditions are having on the durability and life expectancy of the assets. Footpath surfaces are eroding from water constantly flowing over the surface, creating slip hazards for pedestrians. Gaps between concrete footpath panels of 3-5 cm are a trip hazard. Kerbs have cracked vertically along their length and crumble at the top of the face, particularly at the interface with side entry pit lintels and driveway crossovers. Side entry pits that were installed by a leading civil construction supplier are sinking into the ground and breaking away from the surrounding concrete / asphalt. This infrastructure was constructed less than five years ago! These symptoms of subsidence will continue to worsen for the existing infrastructure, causing enduring hazards for motorists and pedestrians, and will in time cost City of Launceston Council considerable rate payer funds to replace prematurely. Why repeat this mistake?



Figure: Google map image showing 50 m section of road and kerb replaced due to subsidence caused by groundwater eroding road base and subbase.

- Traffic

Town Planners generally allow for up to nine vehicle movements per household per day, giving the 110 lot subdivision that is proposed the potential to increase the number of movements on the local road network

by up to 1,000 additional vehicles every day. Almost all these vehicles entering and exiting the local area will by necessity move through the Quarantine Road, Techno Park Drive intersection.

Woolven Street, with a narrow 6 m road width, will not cater for motorists seeking to travel north towards Launceston. Implying that Woolven Street will help distribute traffic through the local road network is disingenuous. If the Woolven Street access is approved by City of Launceston ...if... then the intersection with Hobart Road is likely to be restricted as a left in / left out turn. This option will only provide for a very small proportion of motorists leaving the newly developed land in the morning to turn south towards Hobart. There will be little to no distribution of vehicles into the broader road network during the AM peak via Woolven Street, and movements will instead be concentrated along Techno Park Drive.

Inevitably, all heavy vehicles constructing the proposed subdivision and future houses will turn into Techno Park Drive from Quarantine Road. Consequently, any commitment to fund the rezoning and subsequent subdivision of land, should include an allocation of funding to upgrade the Quarantine Road, Techno Park Drive intersection to traffic signals with turning lanes (and localised road widening if needed); noting a roundabout is unlikely to be viable due to the dominance of the east and west traffic up and down Quarantine Road. If the State Government genuinely intends to proactively manage the impacts of traffic on existing residents, the school and the childcare centre, then any intersection upgrade would optimally be constructed prior to commencing earthworks of the first subdivision stage.

Additionally, consultation with the community should be comprehensive, with master planning that articulates how the local road network will be modified to cater to the additional traffic load. Why rezone land without a plan to overcome a major development constraint? As such, master plan maps should be amended to incorporate an upgrade of the Quarantine Road, Techno Park Drive intersection with signalisation and community consultation extended.

- Proposed densities are too high

The semi-rural character of Jinglers Creek Estate will be impacted due to the close proximity of the higher density residential development. Lot sizes within Jinglers Creek Estate are generally 1,600 m<sup>2</sup> to 9,000 m<sup>2</sup>. Without due consideration of proximity and neighbouring densities, the proposed subdivision will have an unreasonable impact on the amenity of the people living in the Estate.

It would be inappropriate to overlay a Specific Area Plan (SAP) on the proposed development site to enable subdivision of lots down to the proposed 450 m<sup>2</sup> in size. Particularly for those newly created lots within the proposed subdivision that are closest to the vegetated wildlife corridor and existing Low Density Residential lots. Best practice planning would design in a graduated transition between the two different urban densities, where the southernmost lots are closer in size to 800 m<sup>2</sup> (x3 lots), rather than the 600 m<sup>2</sup> lot sizes (x4 lots) that have currently been allowed for.

- Natural values of the area will be detrimentally impacted by high density housing

Lower density development has enabled the cohabitation of people and native animals. Residents in close proximity to the vegetated corridors regularly observe kangaroos, wallabies and possums. There are also sightings of less common species such as quolls, bandicoots, echidnas and even a platypus, which has taken up residence on a property with lagoons and a creek that flows along Opossum Road, near the Deek Street turning head. Additional development, specifically higher density housing, will inevitably impact the habitat of native wildlife.

It is of particular concern that the Natural Values Assessment was not sufficiently conclusive to rule in or out the presence of native fauna. A more comprehensive fauna study, accounting for animal movements through all seasons, should be conducted to inform a rezoning decision by parliament.

I would welcome any opportunity to participate in direct communication with the Department or their consultants. Please feel free to contact me on

Kind regards, Craig

Tues 24th Oct 2023

Deputy Premier and Minister for Planning  
Honourable Michael Ferguson MP,  
Level 10  
Executive Building  
Hobart. 7001

Mr Jonathan Metcalfe

[1] Dear Minister, Thank you for the opportunity to comment on this proposal. I believe the first round of consultations only went to the property owners backing on to the proposed rezoning. As a resident of , a few doors away, I do not recall getting any correspondence at the time.

[2] Perhaps I could be seen as part of the problem. A person with a Queensland property who also now owns a mortgaged property in Tasmania. However, I have never looked at property as a financial tool to be used in the accumulation of wealth. I don't intend to sell. I have come to Tasmania for lifestyle, and as Queensland destroys itself in that regard, so Tasmania looks even better. I don't support Airbnb. I do however support appropriate social housing which is owned and managed by government. However, I have some serious problems with your proposal over the entirety of the land parcel.

[3] This rezoning is BIG. At 10.3 HA, it will possibly constitute the biggest rezoning of scarce publicly owned inner-city land to one sector, the housing sector, in recent Tasmanian history.

[4] Consider some examples of present property available for affordable housing in Tasmania right now. Low Head at Davies Street 12 lots ~ 700m<sup>2</sup>. Starting at \$130K each. At Hallam Street 19 lots ~ 630m<sup>2</sup>. Starting at \$125K each. But for both these social and affordable sites, the RealEstate.com.au Web page now screams "*UPDATE; Majority now released to the general public*"

[5] Consider Park Grove at Burnie which will come on line-in 2024. Formally 6.25Ha of Education Dept land allowing 55 lots. 85% of which is to be sold on the general market. Likewise Burtonia street near Hobart, 47 Lots ~ 550m<sup>2</sup>, starting at \$265K. 26 are for sale now to the general public and 21 are to be kept for social and affordable housing.

[6] Forgive me for asking this Minister but are you not creating the very thing you claim you are trying to solve? Your present model seems to cash in on the financialised property boom which in turn fuels more financialisation of property and consequent price rises. In your statement of reasons for the Techno Park rezoning to General Residential you claimed at point (2) that: "*There is a clear need to make more land available under the Homes Act 1935 to enable the provision of additional social and affordable housing in Tasmania. ... As at 31 July 2023, there are 829 applicants on the Housing Register with a first suburb preference for the Launceston municipality*". From what has been presented above, you know that this statement cannot stand as a reason. It is disingenuous because well less than half of those 829 people will end up with purchases. Most lots will be sold at present elevated prices to those in the general public with the financial means to buy directly in at the going

price (~ \$250K??) and perpetuate the problem of the financialization of property and consequent elevation of home prices down the track.

[7] Also consider your 829 person figure in relation to this excellent diagram from Homes Tasmania below. Those people have gone through the doors of Housing Connect and wait on the other side at the 'Housing Register' for an allocation to any one of a number of onward directions as shown. The bulk would be seeking the medium or long term rental accommodation. This somewhat lessens your justification for land release, instead supporting an argument for more medium and long term accomodation.



[8] What is missing from the diagram however, is a symbol to acknowledge the cashed-up astute real-estate sharks hiding behind the buildings, ready to pounce once scarce inner-city public land is



alienated to Residential Freehold, and the majority of the land is offered to the public. How does this solve the housing crisis and therefore justify a major change to the present Techno Park zoning?

[9] I would be the last person to begrudge the public sector funding big parts of its essential services by arbitraging a bit of its property from time to time. But I could only condone this if there was no other possible alternative uses for the land in question. Public land situated in inner-city areas is the most precious of all, because as density increases so do the alternative uses for the public land.

**An alternative uses study is required:**

[10]. I find it incredible that only one usage is envisaged for that Techno Park land. Also amazing is that this value-judgement should apply across the whole of the 10.3HA parcel. The community has been presented with a fait-accompli, a dominant choice overriding all others, and with no exceptions. Consultants, upon whose reports sit the present proposal, were only ever asked to consider the suitability of the land for one purpose - its alienation to freehold residential. GHD says in its introduction at p1 that in so far as the Techno Park land is concerned its study is : *"intended to support an application ... to be declared housing supply land"*.

[11] But at 1.7.1.4 in the GHD study, in one of the few really profound conceptual points about the nature of good planning it says: *"When rezoning land ... the NTRLUS is essentially seeking regional outcomes related to the highest and best use of the land in question. In this sense the potential impacts of the loss of land within the Techno Park PPZ are as important to consider as the potential impact from the gain in land within the General Residential Zone"*.



The screenshot shows a news article from 'The Examiner' website. The headline is 'The loss of the YMCA Launceston impacts everyone, say senior members'. The article is by Alison Foietta, dated June 4 2022 - 3:36am, and has 0 comments. Below the headline is a photo of two elderly women, Pamela Shropps and Bel Wood, smiling. To the right of the photo is a green graphic with the text 'YES AFL TEAM YES STADIUM' and 'TAKE ACTION' with a logo. Below the photo is a caption: 'INVALUABLE- Pamela Shropps and Bel Wood say the loss of the YMCA is a tragedy. Picture: Paul Scamiller'.

[12] But this profound insight was never allowed to be operationalised. That was forbidden by the

dominant terms of reference. There are indeed many other uses, or combinations of uses, that could be considered. Consider the closure of the YMCA above. Yes it was a tragedy. I am told that the YMCA employed over 20 people and ran activities for all ages. Why couldn't that be replicated on the Techno Park land? It would seem to fit within its present terms of reference.

[13] Likewise within the last month the Newstead PCYC announced it was relocating to Mowbray (See Examiner 12/10/23). So now the entire southern part of Launceston (Sth Launceston, Punchbowl, Newstead, Norwood, Kings Meadows, Youngtown) are without the facilities that a YMCA or a PCYC can bring to the area. Surely it is therefore bad planning to permanently alienate the Techno Park land away from a range of other important community uses. Below are just some possibilities.



[In this configuration the portion allocated to social and affordable dwellings (and median and long-term rental accommodation) is 2.0 hectares or 20,000M<sup>2</sup>. Take a way 1000M<sup>2</sup> for the road. Divide that by 600M<sup>2</sup> per block equalling approximately 31 lots. In keeping with the futuristic feel of Techno Park the building shape could likewise be somewhat non-standard. Density could be slightly increased with some Bungalow design mixing-in with ordinary house size buildings.]

[14] But there is even a greater range of other services that are needed in the urban area south of the CBD. The southern suburbs of Launceston are very poorly served with training facilities. Part of the Techno Park land could be used for a southern annex of TasTafe for certain courses. For a trainee living in Perth or Evandale it would be far easier to get to Techno Park than to fight one's way through



the central city traffic to get out to Alanvale. Perth is a growth centre and easy access to training on the south side of the city will be essential not too far into the future.

[15] Also medical services and perhaps a Federal Government bulk-billing clinic could be part of the mix? Launceston generally is very poorly served in relation to bulk-billed medical services. Community gardens are yet another idea. If the community is asked, it would throw up many other important alternative uses for the land. These alternatives must be considered along with social and affordable housing.

[16] It is short sighted in the extreme to argue, as Mr Minister you have done, that just because a land parcel is surrounded by General Residential then it is of no consequence that everything inside the parcel becomes the same General Residential. Surely, the counter-argument works better, in that if an area is surrounded by General Residential, then all the more reason to have a mix of other uses other than General Residential, and those other uses serving the surrounding urban area.



[15] The ideas inspiring lateral thinking on the Techno park can be seen in the scoping work done at the Newhman Campus of UTAS re-configuration (above). The re-configuration of that large area is definitely not dominated by one particular zoning. The University will gift 2HA of their land to social and affordable housing. Note there is also a wellbeing and living area proposed.

[16] So far I have argued that the Techno Park should not be rezoned into a use that precludes other important community activities. I have been critical of Homes Tasmania in that they are essentially a land developer selling into the general property market. Far from lowering general housing prices, this only further financialises property, leading to further price rises, leading to more unaffordable housing. But through this process of eventual failure, they are selling land that was owned by the public and that had multiple other uses. I do not believe this government has a mandate to destroy the possibility of these other uses, especially in areas like the suburbs south of the Launceston CBD that are deficient in a whole range of community services which in themselves require available land.

[17] In the Minister's statement of reasons for his decision, the waiting list on the housing register is mentioned a couple of times. This raw figure is also mentioned in the GHD study. It is confronting. It is then used to justify the alienation of valuable public land with alternative uses to Residential lots, which are then sold mainly to the public, by Homes Tasmania. The Burnie lots and the Techno Park lots will sell 85% to the general public.

[18] Here is a conceptual sleight of hand! Only 16 disadvantaged families will eventually own lots on the former Techno Park land. Yet the justification for alienating that land away from public ownership is always through continual reference, in every document, to the large number of disadvantaged people on the overall housing register. To use a culinary metaphor, we might say that Homes Tasmania's main meal is offering former public land as lots for sale as General Residential. Its side-salad is the betterment of a relatively small number of low income families into actual home ownership.

[19] There is a hidden housing policy going on here, and that is the belief that by bringing more housing lots into the market the present government can reduce overall housing prices. This is not the place to go into economic theory but the government's idea is incorrect. But even if it were true, this does not justify the sleight of hand and untruthfulness of the primary justification. This situation seems to be contrary to the purposes of the Housing Land Supply Act. It also seems contrary to the proper use of scarce public land, which has alternative uses, as outlined in the NTRLUS - in terms of seeking the HIGHEST and the BEST use for such lands. This goes to the concepts of 'livability' and 'sustainability'.

[20] At 1.7.1.4 GHD say that the Techno Park land is part of an "Urban Growth Corridor" but this is not the case. Everything, including the city, is listed under this badly worded umbrella heading. In fact the area of the Techno Park is a lowly "Supporting Consolidation Area" and is nowhere referenced in the document. This does NOT mean its 'consolidation' is achieved by more residential development. I believe I have overwhelmingly demonstrated that the 'consolidation' of all those already packed residential suburbs south of the CBD (Sth Launceston, Punchbowl, Newstead, Norwood, Kings Meadows, Youngtown) is much better served with a consolidation that allows for more recreation, training and health, to name just a few alternatives.

[21] Therefore, it would seem that the planned rezoning is not consistent with the planning intent of the NTRLUS. It follows that to rezone would be ultra vires Section 6 (1) a ii of the Housing Land Supply Act.

[22] In terms of Section 5(2)b of the HLSA, in relation to employment opportunities, it is an irony indeed that should a TasTafe annex, medical hub, or YMCA be established on that land, (along with a scaled-back affordable housing presence) much employment might be generated on the land. The full rezoning of all the land precludes any further opportunities for employment generation on that 10.3HA. Also likewise it does with public and commercial services. Isn't a TAFE annex, a Medical hub, a YMCA, a public and commercial service? To destroy these opportunities by pushing ahead with the present proposal would not seem in accordance with the spirit of Section 5(2)b.

[23] Also one key word in the HLSA Section 5(2) is the word "*proximity*" ie., proximity to services and employment etc. Unfortunately GHD have taken that word to mean distance in Kilometres. This can yield misleading outcomes - which has happened. A better measure is how long it would take one to get from Techno Park to any of these destinations - both at the peak and non-peak times. This was never considered, and really should be before the Minister can make a valid judgement relating to 'proximity'.

[24] Some of the GHD supportive statements in relation to access to public transport deserve further scrutiny. Metro bus Service 146 is a highly limited service. It only does 2 runs in the morning and afternoon and does not run on public or school holidays. Only one of the school bus routes provided by GHD, the one traversing Quarantine Rd, would seem to be of much use to parents. Most likely they would drive their children to school.

[25] This brings us to the rather inadequate and hastily-done Pitt and Sherry transport study. It was conducted on one day between 8 and 9 am and 4 and 5 pm. Really! On such paucity of evidence it is impossible for the Minister to satisfy his obligations relating to traffic issues. A longer time sample both across days and over a number of weeks is required. Consider also that all three exit roads on the built up western side of the hill have unsafe entries to Hobart Road. If Woolven street was not bad enough, any talk of a connection into Lorene st would create two more problems at Hobart Road. Talune st enters Hobart Road 100 metres from a crest, thus limiting the view of oncoming traffic. Highgate st is even worse in that it enters from a dip in the road and always has traffic coming both ways. Woolven st is a narrow carriageway just 3 cars wide. If there are parked cars on both side of the street, as there often is, a car going up or down is weaving in and out to avoid the parked cars. If an up and down car meet where there are also parked cars then things get impossible. None of these issues were explored in the study. The Minister has not yet discharged his duties in regard to these impacts.

[26] There are still outstanding environmental issues to be investigated. The site is semi-rural and with a scaled back development footprint as has been suggested, and an emphasis on community and sustainability values, certain characteristics of the land can be rehabilitated. Masked Owl and Eastern Barred Bandicoot have been confirmed in the area. Both are protected. With the aforementioned scaling back of the development footprint and enhancement of present vegetation, other species like the Lapwing Plover, Parrot species and Wood Duck would have a sanctuary within the land.

[27] There is also the issue of the 1.6HA of Eucalyptus 'DAZ community' trees. DAZ being a reference to a classification of trees on certain soil types. This combination is described as 'threatened' under the Tasmanian Nature Conservation Act. It was described as 'degraded' in the GHD study but this is a misnomer as any part of the natural world can be restored quickly with attention and community effort.

[28] To conclude, Minister, I would urge you not to proceed with this rezoning order. It's obscene in its size and scope, and it precludes other important alternative uses for the land. It is however possible to still have a couple of hectares going to social and affordable housing on a scale consistent with what is happening with the Newnham campus re-purposing effort by UTAS.

[29] Every surprise rezoning like this is a betrayal of trust. Residents in the Youngtown, Kings Meadows suburbs surrounding the land, have made decisions regarding their long term plans for residence in the area on the zoning promise that the land in question was in a non-residential tenure and that it had uses complementing existing community settlement. A rezoning of the scale you have proposed is a very great betrayal of community trust. Such betrayal often has political consequences.

[30] Lastly thank you for the opportunity to give this input.

Sincerely,

Jonathan Metcalfe

**From:** Donald Lehner  
**Sent:** Tuesday, 24 October 2023 12:22 PM  
**To:** State Planning Office Your Say  
**Subject:** Housing Land Supply (Kings Meadows)

**Housing Land Supply Act 2018  
Proposed Housing Land Supply (Kings Meadows) Order 2023  
Lot 2 Techno Park Drive, Kings Meadows**

To whom it may concern

I wish to make a submission in relation to the above named project. (Believe its Lot2, not Lot3) as per your paperwork.

I am the owner of and Three (3) of my properties boundaries border this proposal. I have also attached a copy of my pervious submission as I believe most of my issues with this proposal have not been addressed.

It is stated in the report prepared by Pitt and Sherry 15 June 2023 that it's not suitable for additional traffic turning right from Woolven St. Even if access to the new subdivision was one way, it would still be unsuitable due to cars already having to give way to oncoming cars in both directions, due to both local residents and visitors parking on the street. With vehicles parked on both sides of the street it can at times be dangerous trying to squeeze between them even without oncoming traffic to consider. The increase in vehicles travelling up Woolven Street in an Easterly direction would increase dramatically, with not only local residents but current Call Centre workers, visitors and delivery vehicles tradesmen etc using it as a shortcut into the area. The Street is too narrow with many power poles and phone lines. The capacity of Woolven Street to accommodate additional traffic is limited.

The other issue, as highlighted in my previous submission is how this proposal directly effects myself. Three (3) of my properties boundaries are included in this proposal and I will be affected more than any other stakeholder involved with this project.

In October 2010 I purchased half of the designated road Woolven Street adjacent to my property, at the time of purchase I was informed by Launceston City Council that the road would not be extended, one of their reasons was due to the amount of traffic that would create a bottleneck at the intersection of Woolven St and Hobart Rd. Also the major intersection within 50 metres.

As part of the sale of land to myself, a Right of Way (Private) as shown in Plan of Survey - Registered Number was included in the title.

If the current proposal were to proceed as it appears based on the information as provided by planning, I will be significantly impacted, not only during the construction phase but also after completion, and into the future.

Currently Woolven Street ends at the entrance to my property and if it were to be extended I would not be able to gain access to my property for an extended period of time.

This outcome is unacceptable to myself and my family.

The purchase of the extra land came at a large financial cost.

The right of way has been used consistently by myself and my family for more than twenty years.

If this subdivision were to go ahead I will be greatly affected, the value of my property will be significantly decreased due to being embedded into this subdivision, the hundreds of vehicle movements each day passing close to my boundary, currently there are no passing vehicles. Currently I have a quiet peaceful and serene property which helps with my wellbeing and peace of mind. This proposal will take this away.

Leaving my property, I have always been able to directly travel to Hobart Road. I assume my travels to do exactly that, will not be impacted. That leaving my property, whatever you are proposing, that I can head in a westerly direction to get to my destination, rather than an extended scenic route, through the whole subdivision.

Some questions I would like answers to are

- 1        How will this proposal effect my Right of Way?
- 2        How will the access to and from my property be affected during the construction phase of this project?
- 3        How will the access to and from my property be affected after completion of this project?
- 4        Will the Proposal only include houses or will units be able to be built in this Subdivision?
- 5        Will any of these Lots be available for purchase by developers?
- 6        Will someone who can make decisions meet myself on site to discuss resolutions to my issues?
- 7        Where will the proposed One Way section of Woolven St start from?
- 8        I note on the first proposal, the block on my southern boundary isn't including in the Area to be Rezoned?
- 9        Will there only be one (1) property (house) on each Lot?

If you want this proposal to proceed you need to consider an offer to purchase my property or provide compensation.

**Someone who makes decisions around these proposals need to meet with myself on site and tell us how you intend to resolve this.**

-

Regards Don

Donald C Lehner



# Techno Park Drive

## Housing Land Supply Order Report

Department of Communities Tasmania

19 August 2022



**GHD Pty Ltd | ABN 39 008 488 373**





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Burnie, Tasmania 7320, Australia

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# Introduction

The following report has been prepared by GHD Pty Ltd (GHD) on behalf of Communities Tasmania in accordance with the *Housing Land Supply Act 2018* (HLSA). It is intended to support an application under the HLSA for land identified at Techno Park Drive, Kings Meadows to be declared housing supply land and for that land to be the subject of a Housing Land Supply Order (HLSO). The HLSO would have the effect of changing the zoning of the land to General Residential.

Part 1 of the report provides introductory information and context for the subject land. Part 2 of this report addresses the relevant considerations and an opinion in relation to compliance with the relevant requirements of Part 2, Division 1 of the HLSA. Part 3 identifies interested persons in accordance with Section 11, to support further actions under Part 2, Division 2, to be undertaken by others.

The purpose of the *Housing Land Supply Act 2018* (HLSA), is to:

*Assist the acute demand for housing to be met, by enabling the rapid, appropriate rezoning of certain government land, the alteration of planning provisions that apply to such land, the transfer to the Director of Housing of Crown land that is declared to be housing supply land under this Act, and for related purposes*

It is considered that the declaration and HLSO would be a significant opportunity to increase supply of land for affordable housing in Launceston and thereby would further the purpose of the HLSA.

## Scope and limitations

This report has been prepared by GHD for Communities Tasmania and may only be used and relied on by Communities Tasmania for the purpose agreed between GHD and the Communities Tasmania. GHD otherwise disclaims responsibility to any person other than Communities Tasmania arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring after the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report based on information provided by Communities Tasmania and other who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omission in that information.

# Part 1 – Details of the land

## 1.1 Land information

### 1.1.1 Subject land and location

The subject land is owned by Tasmania Development and Resources, with the Department of State Growth (Economic Development) as the governing authority. It is located at Techno Park Drive, Kings Meadows and is further described in Certificates of Title Volume 164559, Folio 2 (see Appendix A). It is within the City of Launceston Local Government Area, approximately 6 km south-east of the Launceston city centre. The subject land is the irregularly shaped area outlined in red in Figure 1 below.



**Figure 1** Location map, subject land outlined in red. Image and data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)) © State of Tasmania

## 1.1.2 Land area

The subject land has an area of approximately 10.3ha, noting that it does not comprise the whole of the area of Certificate of Title Volume 164559 Folio 2. Figure 2 below is an extract from the Plan of Title showing the spatial extent of the lot area within the thick black line. The spatial extent of the subject land is shaded blue and is hereinafter referred to as the land. Figure 2 also shows an area of land shaded yellow, which the property owner has agreed to sell. The yellow area is not part of the land and no declaration or HLSO is sought for this area of land.

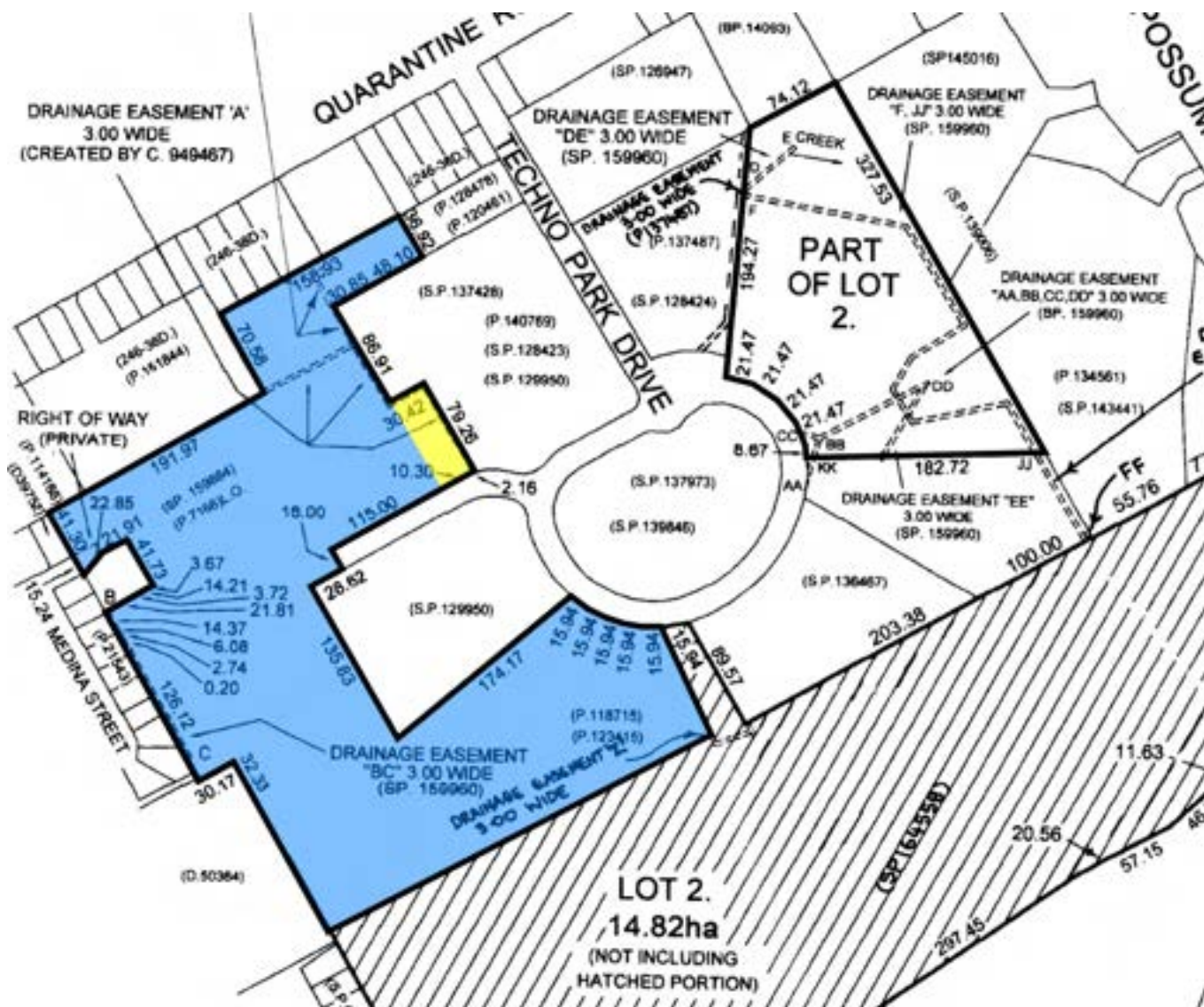


Figure 2 Extract from title. The lot is defined by the thick black line, the land is shaded blue. Part of the lot, in yellow, is not included within the HLSO land area.



### 1.1.3 Land characteristics

The land has a shallow convex slope down towards the north-east. At the top of the site, high-quality and long-range views are available as shown below in Figure 3. Remnant vegetation and pastures for grazing cover most of the land. Old fencing, gates, water troughs, tracks and other farming infrastructure identify the land's agricultural history.



**Figure 3** Long range views to the north-east. Photograph taken in western corner of the land, adjacent to the Woolven Street access.

According to the Landslide Hazard Assessment (see Appendix B), the surface of the site is generally undulating and slopes from west to east at 5-10° with localised flat areas and steeper slopes up to 20°. The hummocky surface profile is underlain by the Launceston Group Tertiary sediments in the north-west portion of the site. The south-west portion of the site has a smoother overall profile with a slightly rugged surface underlain by Jurassic Dolerite.

According to the Natural Values Survey (see Appendix C), the property has been highly modified and degraded through historic use including development and grazing from livestock (cows). Much of the native vegetation is degraded and currently exists in 'parkland cleared' condition, with common pasture weeds and some cover from native shrubs. The natural values survey found no significant flora. Whilst the presence of significant fauna could not be ruled out, the report concluded that the condition of the vegetation is highly degraded, fragmented and lacking in sufficient understorey to provide significant fauna habitat.



### 1.1.4 Surrounding area

The surrounding area comprises a mix of land uses. Notable features in the surrounding area are numbered on Figure 4 and are further described below.



**Figure 4** 2020 aerial view of the local area. The land is outlined in red with cadastral boundaries in black. Image and data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)) © State of Tasmania



#### **1.1.4.1 Medium-density residential land (1)**

The medium-density residential land to the north and west are accessed by regular suburban residential street networks and are fully developed with housing built from the 1950s through to the 2010s. Figure 4 above shows an abrupt medium-density residential interface to the north and east.

#### **1.1.4.2 OneSchool Global Tas (2)**

Protruding into the centre of the land is the OneSchool Global Tas – Launceston campus. The campus was established in 2019 by converting an existing building housing a call centre for a financial institution. Buildings on the site cover an area of over 3000m<sup>2</sup> and contain a range of different learning and collaboration spaces. To the west of the school building and adjoining the site is a large car park area for staff and to the east is a large playground space.

#### **1.1.4.3 Westpac call centre (3)**

Adjacent to the northern corner of the land is a Westpac call centre. The call centre provides technical support for banking products customers. The call centre building covers an area of over 3100m<sup>2</sup>. Surrounding the building is a large car park for staff and generous grounds containing large, grassed areas and remnant native vegetation.

#### **1.1.4.4 Youngtown Memorial Oval (4)**

Situated directly west is the Youngtown Memorial Oval. The Youngtown Memorial Oval is a community sporting facility and home of the South Launceston Football Club. It has a capacity of approximately 3,500 and regularly hosts finals for the Northern Tasmania Football Association.

The infrastructure and the community groups that have organised themselves around the Oval provide opportunity for future residents of the land to connect with the local community both as a spectator and participant. The benefits for participants include personal growth and physical development in a competitive environment

#### **1.1.4.5 Jinglers Drive rural living estate (5)**

To the south of the land is the rural living estate of Jinglers Drive, Ebba Place, Bevel Court and Deek Street. The estate contains residential lots ranging in size from 1600m<sup>2</sup> to 9000m<sup>2</sup>. The large lots, remnant vegetation and reserved open space areas give the estate a semi-rural character. Lots within this estate were released from 2015 onwards and most are now developed with modern dwellings.

#### **1.1.4.6 Youngtown Regional Park (6)**

The land is connected to the Youngtown Regional Park by a narrow reservation running through the Jinglers Drive rural living estate. The Youngtown Regional Park is a large reserve with a trail linking Alma Street to Poplar Parade. It includes bushland and vegetated open space. It is a medium to high quality open space that has potential to contribute to the amenity, health and wellbeing of future residents of the land. With additional connecting infrastructure, the quality of the lived experience would be improved with better access to spaces for outdoor passive recreational activity.

#### **1.1.4.7 Carr Villa Memorial Park (7)**

Carr Villa Memorial Park is located north of the land. It was established in 1905 and is Launceston's major cemetery and crematorium. The crematorium has been in operation since 1938. The 50ha park contains memorials, placement of ashes, monumental and lawn cemeteries. It is a public facility, owned and operated by the City of Launceston.

#### **1.1.4.8 Carr Villa Flora Reserve (8)**

The Carr Villa Flora Reserve is located east of the Carr Villa Cemetery. It is 6 hectares in size and contains significant native flora and fauna. In spring there is an abundance of flowering plants including orchids and lilies. The reserve is located approximately 500m from the centre of the land and so can be conveniently accessed by future residents. The Reserve would provide opportunity for residents to experience a nature based passive recreational experiences such as bushwalking, photography and nature study.

### 1.1.5 Applicable Planning Scheme

The Tasmanian Planning Scheme – Launceston (TPSL) is applicable to valid planning applications made from 29 July 2022. The Site is in the Techno Park Particular Purpose Zone (TPPPZ) of the TPSL, the spatial extent of which is shown below at Figure 5.

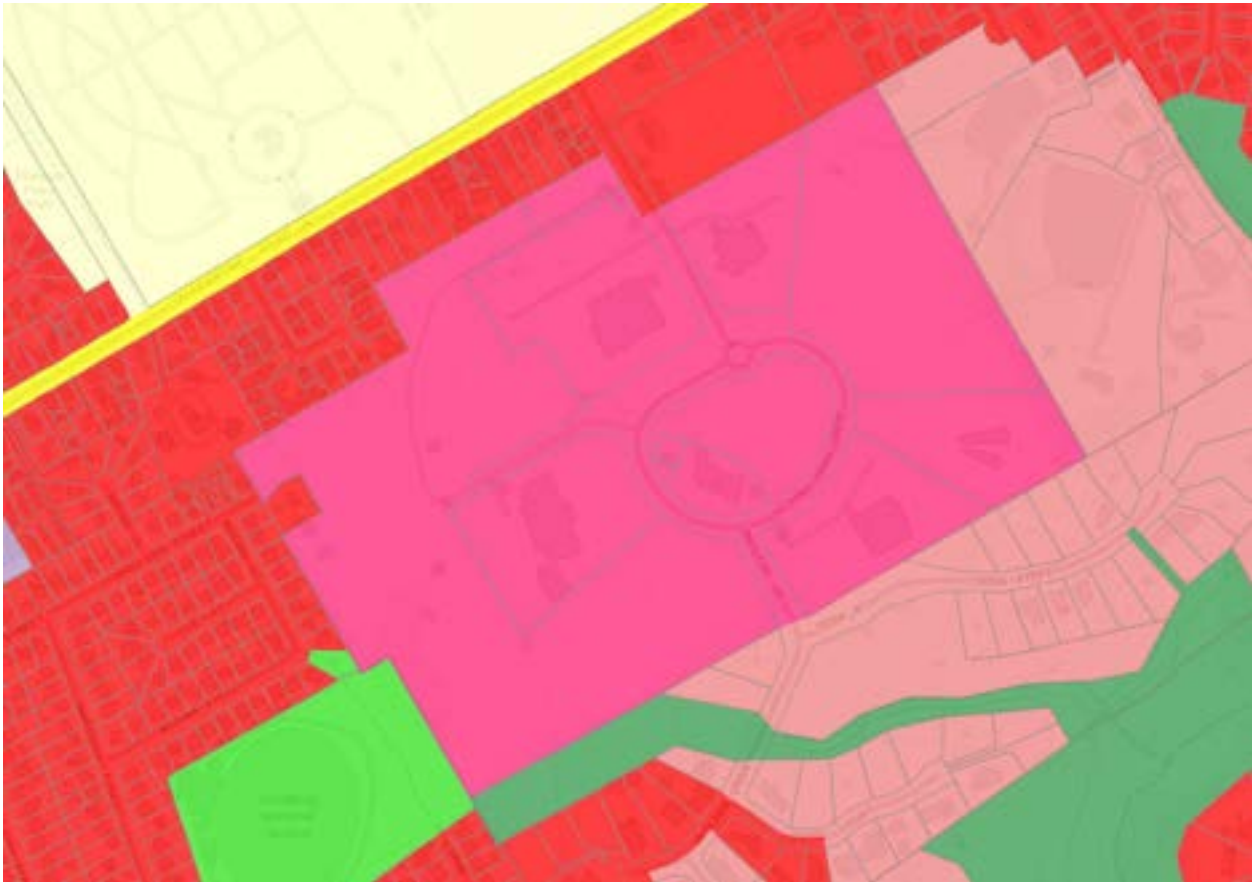


Figure 5 Techno Park precinct in pink. Base image and data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)) © State of Tasmania

The TPPPZ contains the following Purpose Statements:

- provide for a range of uses and developments for research, development and assembly of high technology goods, information technology and communication services, and
- provide for complementary uses and developments that support the above purpose.

The following table outlines the status of permissible uses:

Table 1 Use Table

No permit required	
Use Class	Qualification
Natural and cultural values management	
Passive recreation	
Permitted	
Use Class	Qualification
Business and professional services	If for a call centre
Research and development	
Utilities	If for minor utilities
Discretionary	

Use Class	Qualification
Business and professional services	If not listed as permitted
Educational and occasional care	
Food services	If not for a restaurant
Manufacturing and processing	If for electronic technology, information technology or biotechnology
Service industry	If for electronic technology, information technology or biotechnology
Utilities	If not listed as permitted
<b>Prohibited</b>	
Use Class	Qualification
All other uses	

The TPPPZ contains regular standards with the objective of maintaining a high standard of residential amenity for adjoining properties and promoting a visual landscape setting with a leafy, spacious character. The Standards contain Acceptable Solutions and Performance Criteria to control external storage, emissions (light, odour, noise), height, building setbacks, external cladding, car parking, fencing, landscaping and subdivision.

The TPSL also contains use and development standards through the applicable Codes, which are discussed below at 1.8.

# Part 2 - Division 1 of the HLSA

Part 2 of the HLSA contains the relevant considerations in the making of a declaration of land to be housing supply land and the relevant considerations in the making of a HLSO. This report addresses these relevant considerations and provides an opinion on whether the proposed declaration and HLSO complies with each applicable section.

The applicable sections, relevant to this report, are:

- Section 4 – Housing land supply orders
- Section 5 - Land that may be declared to be housing supply land
- Section 6 - Inclusion of intended zones in housing land supply orders
- Section 7 - Modifications of planning requirements

Each is considered in turn.

## 1.2 Housing land supply orders (s4 HLSA)

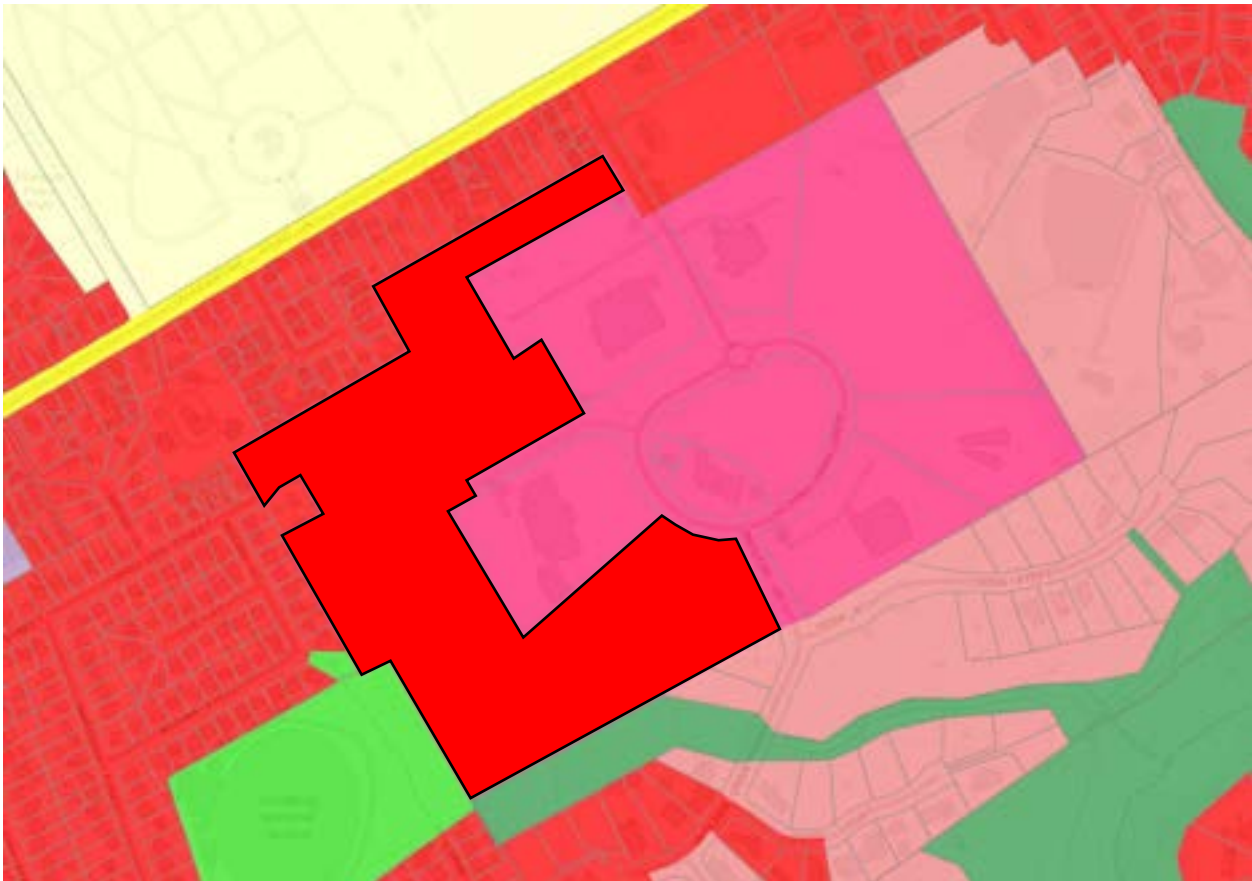
Section 4 of the HLSA states:

- (1) The Minister may make an order (a housing land supply order) declaring to be housing supply land an area of land that is specified in the order and that may, under section 5, be declared to be housing supply land.*
- (2) A housing land supply order may, if such a provision may be included in the order in accordance with section 6, include a provision declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to all or part of an area of land specified in the order to be housing supply land.*
- (3) A housing land supply order may include, in relation to all or part of an area of land specified in the order to be housing supply land, any one or more of the provisions, that may, in accordance with section 7, be included for the purposes of this subsection.*
- (4) A housing land supply order takes effect on the day on which it is notified in the Gazette or a later day that is specified in the notice in the Gazette as the day on which it is to take effect.*
- (5) A housing land supply order is a statutory rule for the purposes of the Rules Publication Act 1953.*

Sections 4(4) and 4(5) are noted. Sections 4(1), 4(2) and 4(3) are considered below in turn:

### 1.2.1.1 Section 4(1)

The spatial extent of the land proposed to be declared as housing supply land is shown below at Figure 6 and at Appendix D. The remainder of the Techno Park precinct would remain under the control of the TPPPZ.



**Figure 6** *Proposed General Residential Zone in red with thick black border. Base image and data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)) © State of Tasmania*

The requirements of Section 5 of the HLSA are satisfied as discussed below at paragraphs 2.2-2.5. In accordance with 4(1), it is proposed that the Minister declare the land to be housing supply land.

#### **1.2.1.2 Section 4(2)**

The requirements of Section 6 of the HLSA are satisfied as discussed below at paragraphs 2.6-2.12. In accordance with 4(2), it is proposed that the Minister issue a HLSD that the General Residential Zone be the intended zone in relation to the land.

#### **1.2.1.3 Section 4(3)**

In accordance with 4(3), it is proposed that the Minister issue a HLSD, which includes modifications to a relevant housing provision in accordance with Section 7 (discussed below at paragraph 2.13).

This proposed HLSD is for the rezoning of the land and modification of a relevant housing provision within the TPL. It does not include any development of the land.

## **1.3 Government land (section 5(1) HLSA)**

Section 5(1) of the HLSA establishes a threshold of eligibility for the site to be declared as housing supply land. It states:

- (1) *The Minister must not, in a housing land supply order, declare an area of land to be housing supply land unless –*
  - a. *The area of land is government land; and*
  - b. *The area of land was government land on the commencement day; and*

- c. *The area of government land is not –*
  - i. *Reserved land under the Nature Conservation Act 2002; or*
  - ii. *Managed under the National Parks and Reserves Management Act 2002; or*
  - iii. *Managed under the Wellington Park Act 1993; and*
- d. *The area of government land is not –*
  - i. *Permanent timber production zone land, within the meaning of the Forest Management Act 2013; or*
  - ii. *Future potential production forest land, within the meaning of the Forestry (Rebuilding the Forest Industry) Act 2014; and*
- e. *Not more than 5 years have elapsed since the commencement day.*

### 1.3.1 Relevant considerations

Each matter in section 5(1) is considered in turn in Table 1 below:

**Table 2** *Consideration of Section 5(1) of the Act*

<i>The Minister must not, in a housing land supply order, declare an area of land to be housing supply land unless –</i>	
<b>Clause</b>	<b>Comment</b>
a. <i>The area of land is government land;</i>	Section 3 of the Act provides that 'Government land' includes land that is owned in fee simple by the body corporate continued under section 4 of the <i>Tasmanian Development Act 1983</i> . The registered owner of the site is Tasmania Development and Resource, a body corporate continued under section 4 of the <i>Tasmanian Development Act 1983</i> . The proposal therefore satisfies 5(1)(a).
b. <i>The area of land was government land on the commencement day;</i>	Tasmania Development and Resource has been the registered owner of the land since the 24 May 1996, and was therefore government land on the commencement day, 20 July 2018.
c. <i>The area of government land is not –</i> <ul style="list-style-type: none"> <li>i. <i>Reserved land under the Nature Conservation Act 2002; or</i></li> <li>ii. <i>Managed under the National Parks and Reserves Management Act 2002; or</i></li> <li>iii. <i>Managed under the Wellington Park Act 1993; and</i></li> </ul>	There is no available record indicating that the land is reserved land under the <i>Nature Conservation Act 2002</i> , or land managed under the <i>National Parks and Reserves Management Act 2002</i> . There is no available record indicating that the land is managed under the <i>Wellington Park Management Act 1993</i> .
d. <i>The area of government land is not –</i> <ul style="list-style-type: none"> <li>i. <i>Permanent timber production zone land, within the meaning of the Forest Management Act 2013; or</i></li> <li>ii. <i>Future potential production forest land, within the meaning of the Forestry (Rebuilding the Forest Industry) Act 2014; and</i></li> </ul>	The land is not identified as permanent timber production or future potential production forest land on any available record.
e. <i>Not more than 5 years have elapsed since the commencement day.</i>	Approximately 4 years have elapsed since the Act came into force on 20 July 2018.

### 1.3.2 Opinion on compliance

It is considered the land satisfies each of the eligibility requirements in Section 5(1) of the HLSA. Accordingly, the proposed HLSO would be compliant with section 5(1) of the HLSA.

## 1.4 Need for the land (s5(2)a HLSA)

Section 5(2)a of the HLSA states:

- (2) *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 purposes of the Homes Act 1935; and*

Section 2 of the *Homes Act 1935* states:

*The purposes of this Act 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.*

### 1.4.1 Relevant considerations

The need for social and affordable housing is largely a response to the failure of the private property market to supply the demand for housing at all levels of affordability. The Director of Housing's ability to provide housing through the private housing market is also limited by the price for housing set by the office of the Valuer General, which is usually below the market rate. Therefore, the need for housing is properly based on the numbers of people on Communities Tasmania Housing Register.

Housing Register demand figures available on 30 June 2021, indicate that 754 applicants are waiting for a home in the Launceston municipality based on first suburb preference. Housing Register figures also show that 1,080 applicants have a preference to live in the Launceston municipality based on all suburb preferences. A total of 15.7 per cent of all suburb preferences are in the Launceston LGA. This data demonstrates the high demand for social and affordable housing in Launceston.

Preliminary subdivision design concepts (see example at Appendix H) indicate that the land could support 109 regular residential lots. If each lot were developed with a single dwelling that was made available for social and affordable, it would satisfy only 10% of demand.

### 1.4.2 Opinion on compliance

As the present demand for housing in the Housing Register exceeds that which could be satisfied by either the market or the proposed housing land, it is considered that there is a need for land to be made available for purposes of the *Homes Act 1935*. Accordingly, the proposed HLSO would be compliant with section 5(2)a of the HLSA.

## 1.5 Suitability of the land (s5(2)b HLSA)

Section 5(2)b. of the HLSA states:

- (2) *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 –*
- 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.*

### 1.5.1 Relevant considerations

Travel distances to local features are provided in Table 2 below.

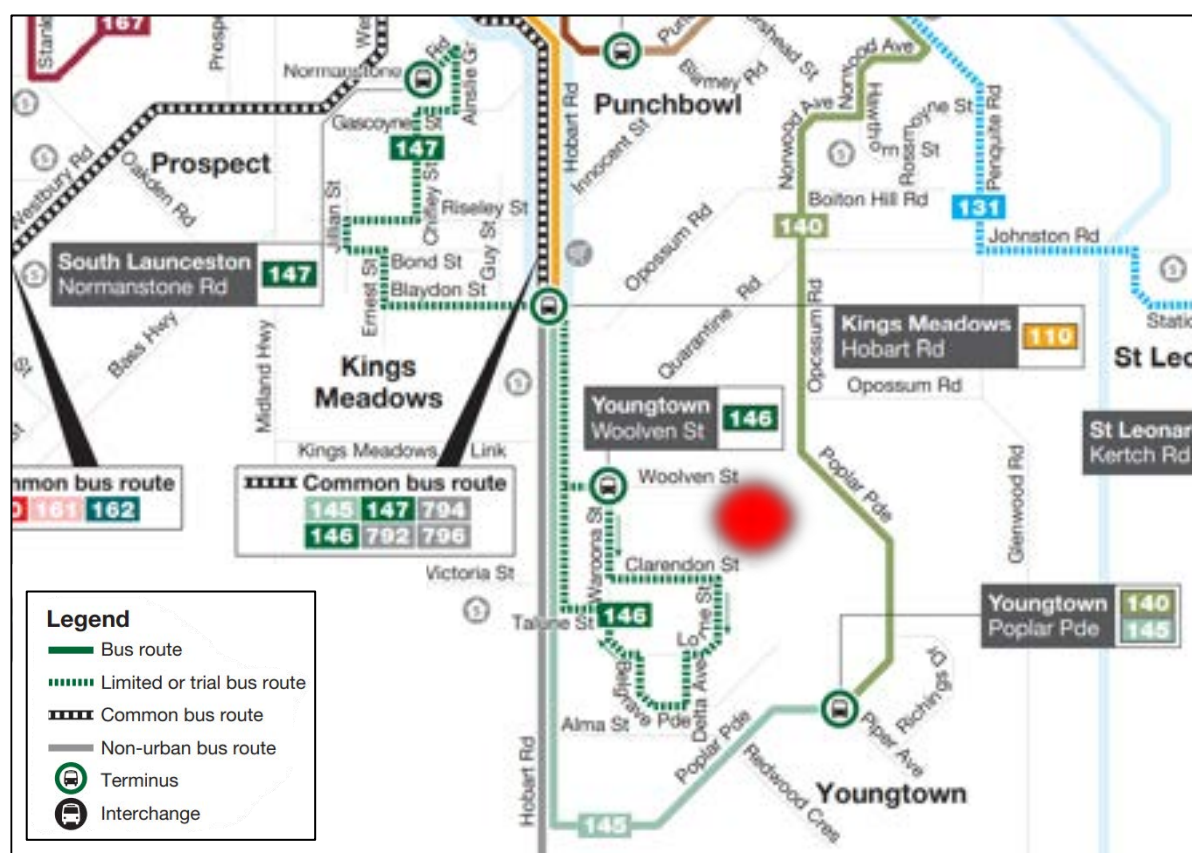


**Table 3** Proximity to local public and commercial services and opportunities for employment

Local feature	Driving distance*	Walking distance
Launceston CBD – full range of public and commercial services. Significant employment opportunity.	6km	6km
Kings Meadows High School – public education, sport and recreation opportunity. Employment opportunity.	2.5km	1km
Youngtown Primary School – public education. Employment opportunity	2.3km	1.2km
Kings Meadows Shopping Precinct - contains a broad range of retail services and commercial supplies, business and professional services, food services for daily and weekly needs. Significant employment opportunity.	2.5km	1.5km
Merino Street Industrial Area – contains wholesalers, commercial industry, service industry, commercial retail, bulky goods retail. Significant employment opportunity.	1.5km	750m
Techno Park Precinct – childcare, education, employment.	0m	0m
Connector Park Drive – contains bulky goods, landscaping supplies, industrial machinery. Significant employment opportunity.	2.5km	1.5km
Youngtown Memorial Oval – public sporting facility	0m	0m
Launceston Golf Course – semi-public sporting facility	2.5km	1.75km
Youngtown Regional Park – public passive recreation facility	0m	0m
Carr Villa Flora Reserve – public passive recreation facility	1km	1km

\* Driving distance assumes that most of the land will utilise Techno Park Drive in preference to Woolven Street.

The land is well connected to public transport with a limited Metro Tasmania bus service located 275m to the west of the Woolven Street access. A full service is located on Youngtown Road, 450m to the west of the Woolven Street access. This network is detailed below in Figure 7.



**Figure 7** Metro Tasmania bus services map. Not to scale, not proportionate. General location of site in red.



Metro Tasmania operate routes 145, 146, 792, 794 and 796 which have components of their routes in the study area. Collectively these routes service Launceston, Youngtown, Perth, Longford, Cressy and Evandale. In addition to the public services, Metro Tasmania also operate five school bus services that travel in the study area. These are as follows:

- Route 817 operates in the morning and services Kings Meadows High School, Norwood Primary School and Queechy High School.
- Route 824 operates in the afternoon and services Norwood Primary School and Queechy High School.
- Route 830 operates in the afternoon and services Youngtown Primary School.
- Route 833 operates in the morning and services St Patrick's College and Kings Meadows High School.
- Route 848 operates in the afternoon and services St Patrick's College.

These routes are shown below in Figure 8.



**Figure 8** Metro Tasmania school bus routes 817 (above left), 824 (above centre), 830 (above right) 833 (below left) and 848 (below right). Site in red.

It is considered that the proximity of places that may provide opportunities for employment is highly suitable for residential development. Walking to work opportunity would be available but most people would find it inconvenient. A high number of employment places are within a short and convenient driving distance. Access to schools is as proximate as can be expected in a suburban area. Access to retail and commercial services is suitable for vehicles but involves significant walking distances, especially if carrying goods. Access to public transport is suitably convenient and considered to be equivalent to most suburban areas in Tasmanian towns and cities. An additional bus route around the Techno Park precinct may be justified should residential development proceed.

## 1.5.2 Opinion on compliance

It is considered that the land is relatively proximate to public and commercial services, public transport, and places that may provide opportunities for employment and thereby satisfies the requirements of Section 5(2)b of the HLSA. Accordingly, the proposed HLSO would be compliant with section 5(2)b of the HLSA.

## 1.6 Owner's consent (section 5(5) HLSA)

Section 5(5) of the HLSA states as follows:

*The Minister must not, in a housing land supply order, declare to be housing supply land an area of land that is owned in fee simple by the body corporate continued under section 4 of the Tasmanian Development Act 1983, without the consent of the Board, within the meaning of that Act.*

### 1.6.1 Relevant considerations

Appendix E contains the written consent of Mike Wallas, Chair of the Tasmanian Development Board, to a HLSO being applied to the land.

### 1.6.2 Opinion on compliance

The proposed HLSO would be compliant with section 5(5) of the HLSA.

## 1.7 State Policies and the Regional Land Use Strategy (s6(1)a HLSA)

Section 6(1)a of the HLSA states as follows:

- (6) *Inclusion of intended zones in housing land supply orders*
- (1) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless, -*
  - a. *the Minister is satisfied that to assign the intended zone to the area of land or part would be consistent with –*
    - i. *the State Policies; and*
    - ii. *the regional land use strategy in relation to the area of land or part; and*

### 1.7.1 Relevant considerations

The applicable State Policies are, and Regional Land Use Strategy is:

- State Policy on the Protection of Agricultural Land 2009
- State Policy on Water Quality Management 1997
- National Environmental Protection Measures
- Northern Tasmania Regional Land Use Strategy

Each is considered in turn.

#### 1.7.1.1 State Policy on the Protection of Agricultural Land 2009

The purpose of the State Policy on the Protection of Agricultural Land 2009 (PAL Policy) is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

The site is within the Launceston urban area and hence has no classification in the DPIPWE land capability mapping. The capability of the land for agricultural purposes is presently limited by the PPZTP Table of Use, which prohibits agricultural use (existing non-conforming use rights apply to present agricultural use). It would also be limited by the General Residential Zone, which also prohibits agricultural use. Several factors constrain the use of the site for agricultural purposes, which are considered and addressed in RMCG's letter of 27 October 2021, attached at Appendix F.

It is considered that there would be no inconsistency with the PAL Policy.

#### **1.7.1.2 State Policy on Water Quality Management 1997**

The State Policy on Water Quality Management aims to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities, while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System.

This policy applies to all surface waters, including groundwaters. Assessment against this State Policy is not triggered as this application is for a rezoning of the land and modification of a relevant housing provision and does not include development.

Future development of the site will need to address this State Policy, it is anticipated that future development of the site will be able to satisfy the requirements of the State Policy by applying water quality controls throughout the development application and engineering approval and construction processes.

#### **1.7.1.3 National Environmental Protection Measures**

The National Environmental Protection Measures (NEPMs) are automatically adopted as State Policies under S12A of the State Policies and Projects Act 1993 and are administered by the Environment Protection Authority. The key NEPMs for land use in respect to planning schemes relate to:

- Ambient air quality
- Diesel vehicle emissions
- Assessment of site contamination
- Used packaging materials
- Movement of controlled waste between States and territories
- National pollutant inventory

The NEPMs relate to issues that are unlikely to arise in any significant sense as a consequence of any decision in relation to this application.

#### **1.7.1.4 Northern Tasmania Regional Land Use Strategy**

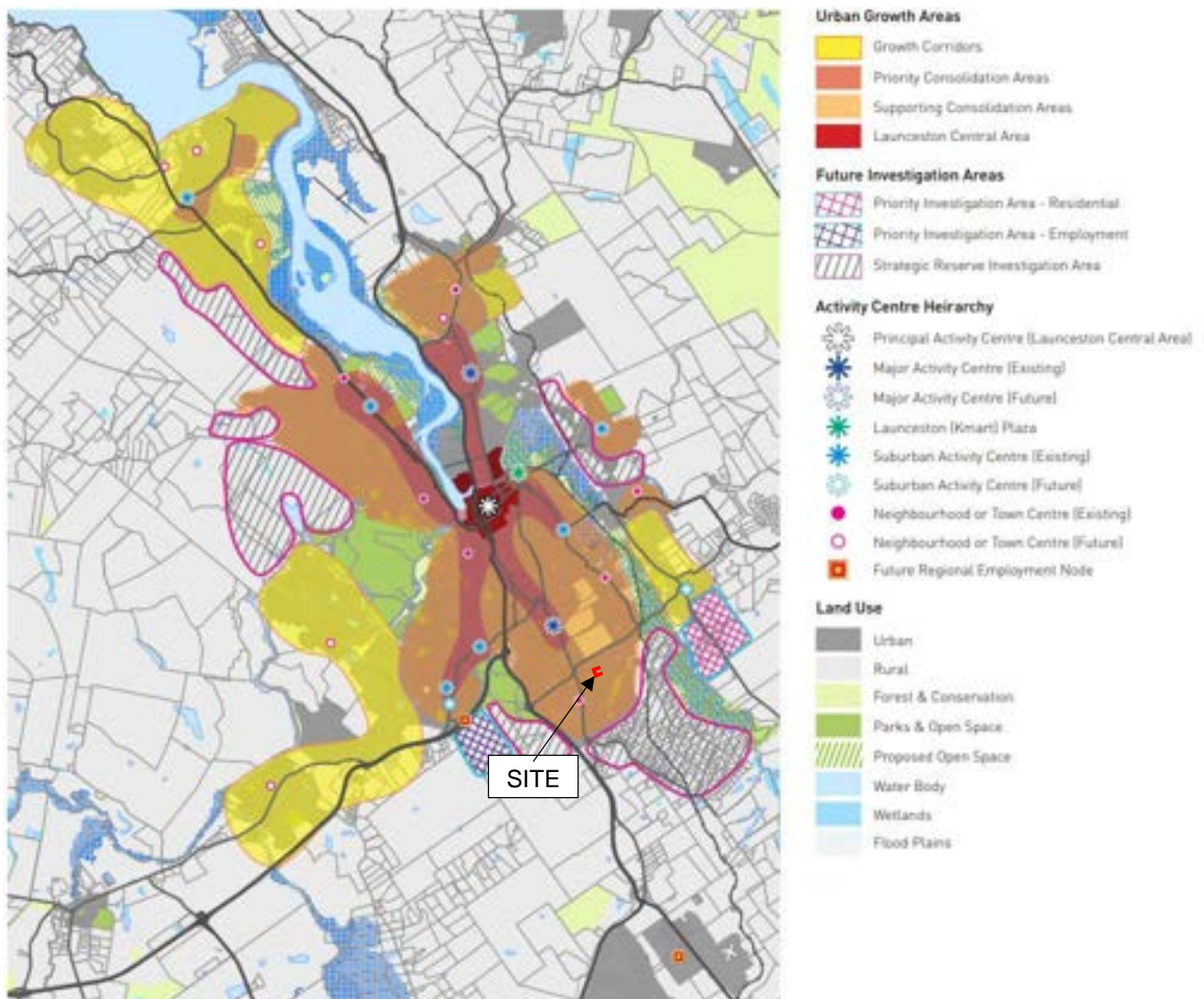
When rezoning land or modifying a relevant housing provision, the NTRLUS is essentially seeking regional outcomes related to highest and best use of the land in question. In this sense, the potential impacts of the loss of land within the Techno Park PPZ are as important to consider as the potential impacts from the gain in land within the General Residential Zone.

The four key goals of the NTRLUS framework are based on economic development, liveability, sustainability, and strong governance. These underpin the 20-year Vision and are complemented by an integrated set of strategic planning directions and strategies.

The NTRLUS categorises the land as an urban growth area. Urban growth areas contain growth corridors, priority consolidation areas, supporting consolidation areas and the Launceston central area. The land is within a supporting consolidation area, meaning:

- It has access to reliable and effective public transportation and has potential to be part of an area with reduced vehicle dependency;
- It is physically connected to existing communities and is capable of direct transport linkages to established urban areas and activity centres;
- It is part of a cohesive community with a wide range of services and facilities, comprising suitable and complementary mixes of land uses.

Figure 9 below is an extract from the NTRLUS, with the site identified within the supporting consolidation area.



**Figure 9** Extract from NTRLUS, showing growth and consolidation areas.

D2.1.1 of the NTRLUS provides the key principles guiding rezoning of land within the urban growth areas. The relevant key principles are that rezoning should:

- lead to the strategic and orderly development of the area;
- be physically suitable;
- exclude areas with unacceptable risk of natural hazards, including predicted impact of climate change;
- exclude areas with significant biodiversity values;
- be appropriately separated from incompatible land uses; and
- be a logical expansion of an existing urban area.

Information relevant to the determination of consistency with these key principles is identified as follows:

- impacts on residential supply and demand;
- impacts on the agricultural estate;

- potential for land use conflict and impacts on nearby uses if residential development were to occur;
- impacts on natural, cultural and landscape values;
- assessment of natural or other hazards; and
- the potential for conflict with State policies.

Broadly, the corresponding policy of the NTRLUS emphasises the need for a sustainable urban settlement pattern. The specific policies and actions relevant to the subject land and a statement in relation to consistency is provided below in Table 4. as follows:

**Table 4**      *Specific policies and actions relevant to the subject land*

Policy	Action	Comment
<b>Regional Settlement Networks</b>		
RSN-P1 Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).	<p>RSN-A2 Land supply will be provided in accordance with the Key Principles through local strategy for Urban Growth Areas which include:</p> <ul style="list-style-type: none"> <li>– Priority Consolidation Areas</li> <li>– Supporting Consolidation Areas</li> <li>– Growth Corridor</li> <li>– Future Investigation Areas.</li> </ul> <p>RSN-A3 Apply zoning that provides for the flexibility of settlements or precincts within a settlement and ability to restructure underutilised land.</p>	<p>The proposal would be located within a supporting consolidation area on a site with attributes that conform with RSN-P1.</p> <p>It is noted that the proposed rezoning of the land and modification of a relevant housing provision under the HLSA is a response to elevated demand for public housing. This elevated demand, to some degree, indicates that the typical market forces of supply and demand are unable to satisfy community housing need. It is further noted that the NTRLUS prioritises containment of the urban form ahead of growth at the urban edge (urban sprawl) and that to some degree, the proposed rezoning of the land and modification of a relevant housing provision meets that objective.</p>
RSN-P2 Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.	<p>RSN-A4 Provide for the long-term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.</p> <p>RSN-A5 - Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; 'ageing in home' options should be provided.</p> <p>RSN-A6 - Encourage urban residential expansion in-and-around the region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure,</p>	<p>Consultations with TasWater will form an integral part of the HLSA process. Nevertheless, there are no known issues associated with the capacity of water or sewage infrastructure to service residential use and development on the site. Any necessary infrastructure changes or upgrades can be addressed through subsequent DA processes.</p> <p>General Residential rezoning of the land and modification of a relevant housing provision of the site would enable a wide range of development options including the provision of diversity in housing choice.</p> <p>General Residential rezoning of the land and modification of a relevant housing provision of the site would enable residential development with proximity and</p>

Policy	Action	Comment
	including supporting greater public transport use and services.	convenient access to employment, public transport, retail and commercial services.
<b>Housing Dwellings and Densities</b>		
RSN-P5 Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region's Urban Growth Areas to meet residential demand.	RSN-A10 Apply zoning provisions which provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.	General Residential rezoning of the land and modification of a relevant housing provision of the site would enable a wide range of development options including the provision of housing at appropriate density.
<b>Integrated Land Use and Transport</b>		
RSN-P8 New development is to utilise existing infrastructure or be provided with timely transport infrastructure, community services and employment.	Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit-oriented development outcomes in activity centres and identified transit nodes on priority transit corridors.	Residential activity on the site can be appropriately supported by existing public transport infrastructure (see 1.5.1 above). Post development, public transport could be extended closer to the site if determined necessary.
RSN-P11 Coordinate land use and transport planning and the sequence of development with timely infrastructure provision.	<p>RSN-A15 Planning will be informed by the Northern Integrated Transport Plan (2013). Future iterations of the strategy are to require planning schemes to provide appropriate zoning patterns and support land use activities by:</p> <ul style="list-style-type: none"> <li>Identifying transport demands and infrastructure required;</li> <li>Protecting key transport corridors from incompatible land uses; and</li> <li>Creating sustainable land use patterns that maximise efficient use of all future transportation modes i.e., road/rail, freight routes (including land and sea ports), and public transport, pedestrian and cyclists' networks.</li> </ul>	Residential activity on the site can be appropriately supported by existing public transport infrastructure (see 1.5.1 above). Post development, public transport could be extended closer to the site if determined necessary.
<b>Residential Design</b>		
RSN-P17 Provide accessible and high-quality public open space in all new 'Greenfield' and infill development by creating well-designed public places		General Residential rezoning of the land and modification of a relevant housing provision of the site would enable a wide range of development options including the provision of high-quality and well connected public open space.
<b>Housing Affordability</b>		
RSN-P20 Provide a variety of housing options to meet diverse community needs and achieve housing choice and affordability.	RSN-A19 Review the community needs for housing provision and affordability.	General Residential rezoning of the land and modification of a relevant housing provision of the site would enable a wide range of development options including the provision of housing diversity and choice and affordability.
<b>Industrial Land</b>		



Policy	Action	Comment
<p>ED-P2 Provide for land use planning and infrastructure networks to support the development of:</p> <ul style="list-style-type: none"> <li>– High value agriculture and food products;</li> <li>– Digital economy (including the NBN);</li> <li>– Vibrant, creative and innovative activity centres as places of employment and lifestyle; and</li> <li>– Diverse tourism opportunities</li> </ul> <p>ED-P3 Provide a 10-year supply of industrially zoned and serviced land in strategic locations</p>	<p>ED-A3 Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.</p> <p>ED-A4 Analyse industrial land demand to 2040 and provide a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy).</p>	<p>The Northern Tasmania Industrial Land Strategy 2014 (NTILS) does not identify the land as either a regionally significant industrial precinct or a locally significant industrial precinct. The NTILS identifies a current oversupply of industrial land in the region for the next 15 years of between 167 and 205 hectares. Supply over the longer term (30 years) is sufficient.</p> <p>The TPPPZ was created to satisfy perceived demand for a range of uses and developments for research, development and assembly of high technology goods, information technology and communication services. Whilst the area of the TPPPZ would be reduced by one-third, anecdotal demand for these uses has not been high, suggesting that adverse impacts on economic development potential would not be significant.</p> <p>Should demand increase, it is considered that it can be appropriately accommodated elsewhere in Launceston in the available Industrial, Commercial and Business Zones.</p>

## 1.7.2 Opinion on compliance

Matters identified for consideration within the NTRLUS are not substantially different to matters identified for consideration within the requirements of the HLSA. It is considered that the loss of land from the TPPPZ is not likely to create significant impacts on the supply of land for aligned uses. It is also considered that assigning the General Residential Zone to the land and the subsequent use and development of the land for residential purposes would be part of a sustainable development pattern, consistent with the strategic directions of the NTRLUS.

It is also considered that the proposed HLSO would be consistent with relevant State Policies. Accordingly, the proposed HLSO would be compliant with section 6(1)a of the HLSA.

## 1.8 Applicable Code restrictions (s6(1)b HLSA)

Section 6(1)b. of the HLSA states as follows:

(6) *Inclusion of intended zones in housing land supply orders*

(1) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless, -*

*b. the Minister is satisfied that, if the intended zone were to be assigned to the area of land or part, the use or development of the land or part for residential purposes would not be significantly restricted by the requirements of any code that applies to the land or part under the applicable planning scheme*

## 1.8.1 Relevant considerations

The applicable codes in the TPSL are:

- C3.0 Road and Railway Assets Code
- C13.0 Bushfire-Prone Areas Code
- C15.0 Landslip Hazard Code

The spatial extent and the potential restrictions on use or development are considered below.

### 1.8.1.1 Road and Railway Assets Code

The purpose of the Code is to protect the safety and efficiency of the road and railway networks. Considerations in relation to access and traffic movement include the nature and frequency of the traffic generated by the residential as opposed to use aligned with the TPPPZ and the suitability of the roads servicing the site.

It is noted that the Technical Direction of the New South Wales Road Transport Authority Guide to Traffic Generating Developments indicates that regional business parks approximately generate between 100 and 300 vehicle trips per hectare per day. On a 10.3ha site, this equates to approximately 1000 – 3000 vehicle movements per day. The Technical Direction also indicates that a fully developed residential subdivision, with 150 dwellings, generates approximately 8 vehicle movements per day. This equates to 1200 vehicle movements per day. Accordingly, it is noted that the potential traffic generation from development of the site under the existing Particular Purpose Zone – Techno Park may not be significantly different than it would be if it were in the General Residential Zone.

The site has frontage to Woolven Street and Techno Park Drive, which can each provide vehicle access between the site and the wider road network. The capacity of Woolven Street to accommodate additional traffic is limited, particularly by the circumstances of the intersection with Hobart Road. The capacity of Techno Park Drive to accommodate additional traffic is also limited. Under a fully developed scenario, right turns into Techno Park Drive from Quarantine Road and into Quarantine Road from Techno Park Drive may involve delay and may necessitate signalisation. Banking along Quarantine Road may trigger the need for a right turn lane. It is noted that land to the north of Quarantine Road is in Council ownership and may provide adequate geometry for widening to include a right turn from Quarantine Road into Techno Park Drive, should it be needed. It is also noted that the circumstances of the intersection may also permit signalisation, should it be necessary.

It is considered that the Code limitations are likely to be manageable provided the design of the site and the road environment is appropriately responsive to the conditions. Therefore, in accordance with section 6(1)b of the HLSA, it is considered that the Code will not significantly restrict use of the land for purposes aligned with the General Residential Zone.

### 1.8.1.2 Bushfire-Prone Areas Code

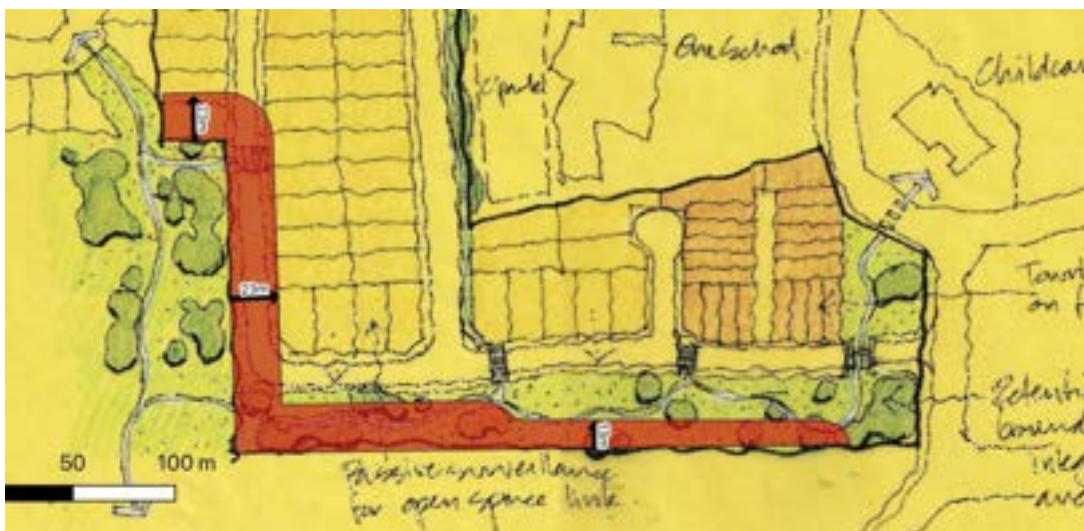
The standards of the Bushfire-Prone Areas Code apply to use and development on the land. The spatial extent of the Bushfire-Prone Areas Code overlay is shown below at Figure 11.





**Figure 10** Techno Park site with Bushfire-Prone Areas overlay in red cross hatching. Base image and data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)) © State of Tasmania

Appendix G contains preliminary bushfire advice from RMCG to support the preliminary design process for subdivision of the site into residential allotments. Initial advice from RMCG is that the preliminary designs can meet the requirements of the Bushfire Code. Notably, the preliminary advice identifies areas on the site that will be suitable for bushfire hazard management areas. Figure 10 below is an extract from that preliminary advice. Note that Figure 12 is based on an earlier subdivision design that has been superseded.



**Figure 11** Extract from RMCG advice. Hazard management area (red cross hatch) overlaying superseded subdivision design.

It is considered that preliminary advice to date indicates that the circumstances of the site can support subdivision and subsequent residential use and development with few restrictions other than for buildings located within the hazard management area shown above.

### 1.8.1.3 Landslip Hazard Code

The site contains land identified in the low and medium landslide hazard bands, which triggers the application of the Code standards to use and development. The spatial extent of the Code overlay is shown below at Figure 13



**Figure 12** Techno Park site with Landslide Hazard Bands as shown. Base image and data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)) © State of Tasmania

In order to meet the standards of the Code and comply with section 6(1)b of the HLSA, there must be an acceptable level of risk to use that is permissible in the General Residential Zone. The Landslide Hazard Assessment of the site (Appendix B) has found a spring along the southern boundary and an area of land adjacent to that which is unsuitable for development and should be avoided. This area of restricted land is minor in context and would be restricted whether the site was used for purposes aligned with the TPPPZ or the General Residential Zone.

It is considered that the Code limitations are likely to be manageable provided that use and development on the site is appropriately responsive to the conditions. Therefore, in accordance with section 6(1)b of the HLSA, it is considered that the Code will not significantly restrict use of the land for purposes aligned with the General Residential Zone.

## 1.8.2 Opinion on compliance

In accordance with section 6(1)b of the HLSA, no Code within the TPSL contains standards that could be characterised as significantly restricting use or development on the land for residential purposes. An appropriately designed subdivision and subsequent residential use and development on the site would be capable of making a significant contribution to housing land supply. Accordingly, the proposed HLSO would be compliant with section 6(1)b of the HLSA.

## 1.9 Schedule 1 Objectives of LUPAA (s6(1)c HLSA)

Section 6(1)c. of the HLSA states as follows:

(7) *Inclusion of intended zones in housing land supply orders*

(1) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless, -*

c. *the Minister is satisfied that to assign the intended zone to the area of land or part would further the objectives set out in Schedule 1 to the Land Use Planning and Approvals Act 1993*

### 1.9.1 Relevant considerations

The following tables considers the proposal against the objectives in Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA).

Table 5 Part 1 – Objectives of the Resource Management and Planning System of Tasmania (RMPS)

Provision	Comment
a. <i>To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity</i>	In the circumstances, the impacts on ecological processes and genetic diversity are minor. Use and development of the land for residential purposes is sustainable in that it would align with containment and consolidation policy and strategy found in environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.
b. <i>To provide for fair, orderly and sustainable use and development of air, land and water</i>	The site will represent infill development within an established suburban area with the intent that it will supply housing land for those in need. Fairness and order underpin the process to date. Sustainability is discussed above at Objective a.
c. <i>To encourage public involvement in resource management and planning</i>	Appropriate public involvement and consultation with the relevant interested parties has been undertaken in accordance with the <i>Housing Land Supply Act 2018</i> . This is discussed below at section 2.15 of this report. Future development of the site will be subject to public consultation through the LUPAA process.
d. <i>To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)</i>	The rezoning of the land and modification of a relevant housing provision would facilitate suburban residential development involving employment at all levels of the supply chain, and trade and professional service delivery. The proposal will utilise existing services, taking advantage of existing capacity and thereby benefitting economies of scale in service delivery. It is considered that the economic benefit would be significant. The greater availability of affordable housing is considered to have positive economic effects on people, who otherwise may struggle to find shelter, by assisting them to reach their potential to contribute to the economy in their own way.
e. <i>To promote the sharing of responsibilities for resource management and planning between different spheres of Government, the community and industry in the State</i>	The land is currently government land owned by Tasmania Resource and Development, an entity governed by the Tasmanian Department of State Growth. Each utility provider and the Council will take responsibility for different matters related to use and development of the land.

Table 6 Part 2 – Objectives of the Resource Management and Planning System of Tasmania (RMPS)

Provision	Comment
a. <i>To require sound strategic planning and co-ordinated action by State and local government</i>	As discussed at 1.7.1.4, the proposed HLSO would be consistent with the NTRLUS. The proposed HLSO is in response to the State Government Affordable Housing Strategy 2015-2025, indicating consistency there also. The removal of the land from the TPPPZ has a degree of inconsistency with the Launceston Industrial Strategy 2009-2029. The proposed HLSO would apply to 10.7ha of the TPPPZ, representing approximately one third of the 28.6 TPPPZ area. 18.6ha of the TPPPZ would remain.

Provision	Comment
	<p>The Launceston Industrial Strategy 2009-2029 seeks to provide guidance in the supply of industrial land to meet stated objectives. One of the objectives of the strategy is to rationalise the spatial distribution of industrial development with the emphasis of concentrating industrial uses around designated industrial precincts. The TPPPZ could, in some senses, be described as a semi commercial/business/light industrial precinct. At the very least, uses that the Techno Park intends to accommodate are uses that would often be found in commercial/business/light industrial precincts. The uses that have established in the Techno Park precinct (call centres, operating centres, school) are not necessarily uses that align with the strategic intent of the TPPPZ and are uses that could establish successfully elsewhere in Launceston.</p> <p>The Northern Tasmania Industrial Land Strategy 2014 (NTILS) does not identify the land as either a regionally significant industrial precinct or a locally significant industrial precinct. The NTILS identified a current oversupply of industrial land in the region for the next 15 years of between 167 and 205 hectares. Supply over the longer term (30 years) is sufficient.</p> <p>It is considered that the need for housing as outlined by the Deputy-Secretary is high and the supply of suitable housing land has a strategic imperative that would outweigh the adverse impacts caused by a relatively small reduction in the supply of land for purposes aligned with the TPPPZ.</p> <p>Accordingly, it is considered that the strategic objectives outlined as local and State level are appropriately consistent with the proposal.</p>
<i>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>	The proposed HLSO is subject to the requirements of the HLSA. Once rezoned, any future use or development of the site will be subject to the requirements of the TPSL. It is considered that these instruments form an adequate system, fit for purpose.
<i>c. To ensure that the effects on the environment are considered and provided for explicit consideration of social and economic effects when decisions are made about the use and development of land</i>	A desktop natural values survey has been undertaken by GHD (see Appendix C) which has not identified environmental values that would pose significant restrictions on future use and development. Social and economic benefit from additional housing would likely be significant by comparison.
<i>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>	Use and development of the land for residential purposes aligns with containment and consolidation policy and strategy found in environmental, social, economic, conservation and resource management policies at State, regional and municipal levels. It also represents opportunity to deliver additional affordable housing in line with State Government Affordable Housing Strategy 2015-2025.
<i>e. To provide for the consolidation of approvals for land use or development and related matters, and the co-ordinate planning approvals with related approvals</i>	The proposal is for a rezoning of the land and modification of a relevant housing provision under the HLSA. Future planning approvals will be undertaken in accordance with the requirements of LUPAA.
<i>f. To promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation</i>	The General Residential Zone would provide opportunity for safe and amenable suburban living with convenient access to shopping, working and recreational areas.
<i>g. To conserve those buildings, areas or other place which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	No registered historic or cultural values are identified on the land. On-site observation does not indicate scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value on or near the land.
<i>h. To protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community</i>	The site has convenient access to existing electrical, water, sewer and stormwater infrastructure adjacent to the site. The standards of the TPSL and the approvals processes of the services providers provide an adequate level of control to protect public infrastructure and other assets and enable the orderly



Provision	Comment
	provision and co-ordination of public utilities and other facilities for the benefit of the community.
i. <i>To provide a planning framework which fully considers land capability</i>	<p>The capability of the land for agricultural purposes is presently limited by the TPPPZ Table of Use, which prohibits agricultural use (existing non-conforming use rights apply to present agricultural use). It would also be limited by the General Residential Zone, which also prohibits agricultural use.</p> <p>Several factors constrain the use of the site for agricultural purposes, which are considered and addressed in RMCG's letter of 27 October 2021, attached at Appendix F.</p>

## 1.9.2 Opinion on compliance

In accordance with section 6(1)c of the HLSA and for the reasons discussed above in Tables 4 and 5 above, it is considered that the proposal would appropriately further the objectives set out in Schedule 1, LUPAA.

## 1.10 Consistency with General Residential Zone purpose and Section 8A Guidelines LUPAA (s6(1)d HLSA)

Section 6(1)d. of the HLSA states as follows:

- (6) *Inclusion of intended zones in housing land supply orders*
- (1) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless -*
  - d. *having considered any guidelines under section 8A of the Land Use Planning and Approvals Act 1993, the Minister is satisfied that to assign the intended zone to the area of land or part would be consistent with the zone purpose specified in the SPPs in relation to the intended zones, whether or not the Tasmania Planning Scheme is the applicable planning scheme in relation to the area of land or part;*

### 1.10.1 Relevant considerations

Table 6 below considers the factors relevant to the guidelines under section 8A of the *Land Use Planning and Approvals Act 1993*.

**Table 7** Assessment of proposed HLSO against Zone Application Guidelines.

Zone Application Guidelines	Assessment
<i>General Residential Zone</i>	
<p><i>GRZ 1 The General Residential Zone should be applied to the main urban residential areas within each municipal area which:</i></p> <ul style="list-style-type: none"> <li><i>(a) are not targeted for higher densities (see Inner Residential Zone); and</i></li> <li><i>(b) are connected, or intended to be connected, to a reticulated water supply service and a reticulated sewerage system.</i></li> </ul>	<p>In accordance with (a), there is no available information indicating that the site is targeted for higher density residential use at local, regional, or State level.</p> <p>In accordance with (b), the land has full access to reticulated water and sewer services.</p>
<p><i>GRZ 2 The General Residential Zone may be applied to green-field, brown-field or grey-field areas that have been identified for future urban residential use and development if:</i></p> <ul style="list-style-type: none"> <li><i>(a) within the General Residential Zone in an interim planning scheme;</i></li> <li><i>(b) within an equivalent zone under a section 29 planning scheme; or</i></li> </ul>	<p>In accordance with (c), the rezoning of the land and modification of a relevant housing provision would be consistent with the NTLUS, which seeks to direct growth within the applicable Supporting Consolidation Area. See further discussion above at 1.7.1.4.</p> <p>In accordance with (d), the land has full access to reticulated water and sewer services.</p>

Zone Application Guidelines	Assessment
<p>(c) <i>justified in accordance with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council; and</i></p> <p>(d) <i>is currently connected, or the intention is for the future lots to be connected, to a reticulated water supply service and a reticulated sewerage system</i></p>	
<p><i>GRZ 3 The General Residential Zone should not be applied to land that is highly constrained by hazards, natural values (i.e., threatened vegetation communities) or other impediments to developing the land consistent with the zone purpose of the General Residential Zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process.</i></p>	<p>As discussed above at section 1.8.1, the land is impacted by landslide hazard, biodiversity values and bushfire hazard. Each hazard poses a minor constraint on use and development on the site and can be appropriately managed through the General Residential Zone of the SPPs and the applicable Codes.</p>

Section 8.1 of the General Residential Zone of the TPSL states:

*The purpose of the General Residential Zone is:*

- 8.1.1 *To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*
- 8.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*
- 8.1.3 *To provide for non-residential use that:*
  - (a) *primarily serves the local community; and*
  - (b) *does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.*
- 8.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

Each Zone Purpose statement is considered below in turn:

In accordance with 8.1.1 and further to the geotechnical and natural values report, the proposed HLSO would facilitate a typically wide range of residential development that would be subject to acceptable levels of risk and appropriately minimal environmental impacts. Residential development would be fully supported by infrastructure including roads, electricity, telecommunications, water, sewer and stormwater. As an example of the potential of the site to be developed for residential purposes, a preliminary subdivision design is attached at Appendix H. The preliminary design has been prepared in response to identified site constraints and opportunities, with a view to meeting the standards of the General Residential Zone of the SPPs.

In accordance with 8.1.2, the proposed HLSO would facilitate circumstances in which future residents would have access to a wide range of social, transport and other service infrastructure including schools, recreation areas, employment areas, retail and commercial areas.

In accordance with 8.1.3, the proposed HLSO would facilitate use of the land for non-residential use focussed on the local community and with minimised impacts on amenity by the standards of the General Residential Zone.

In accordance with 8.1.4, the proposed HLSO would facilitate use of the land for Visitor Accommodation, limited in impact on residential character by the standards of the General Residential Zone of the SPPs.

## 1.10.2 Opinion on compliance

In accordance with section 6(1)d of the HLSA, the proposed HLSO would be consistent with the guidelines under section 8A of the *Land Use Planning and Approvals Act 1993* and the Purpose of the General Residential Zone of the SPPs. Accordingly, the proposed HLSO would be compliant with section 6(1)d of the HLSA.

## 1.11 Heritage, environment, economic and social impacts (s6(1)e HLSA)

Section 6 of the HLSA states as follows:

- (6) *Inclusion of intended zones in housing land supply orders*
- (1) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless, -*
  - e. *the Minister has considered the environmental, economic, and social effects, and the effect on Aboriginal and cultural heritage, that assigning the intended zone to the area of land or part may have*

### 1.11.1 Relevant considerations

A natural values survey (see Appendix C) has been undertaken by GHD, which found no significant flora. The natural values survey concluded that there were no expected impacts on flora because of development of the site for residential purposes. Whilst the presence of significant fauna could not be ruled out, the report concluded that the condition of the vegetation is highly degraded, fragmented and lacking in sufficient understorey to provide significant fauna habitat. In the circumstances, environmental impacts are minor and manageable with appropriate design.

The proposed HLSO represents opportunity to deliver additional affordable housing in line with State Government Affordable Housing Strategy 2015-2025. The social and economic benefit from additional housing would likely be significant and are likely to outweigh the economic impact from loss of the land from the underutilised Techno Park precinct.

An assessment of Aboriginal cultural heritage has been undertaken by Cultural Heritage Management Australia. The assessment found that there are just three registered Aboriginal sites that are located within an approximate 6km radius of the study area. The three sites are all classified as Artefact scatters. None of these three sites are situated within the bounds of the study area. Two of the sites are situated around 6km to the north of the study area, on the margins of the North Esk River. The third site is located 6km to the south-west of the study area. The full report is attached at Appendix I.

### 1.11.2 Opinion on compliance

It is considered that the environmental impacts would be minor. The economic and social effects would be significant. There would be no significant the effect on Aboriginal and cultural heritage. Accordingly, having considered these matters, the proposed HLSO would be compliant with section 6(1)e of the HLSA

## 1.12 Land Use Conflicts (s6(1)f HLSA).

Section 6(1)f of the HLSA states as follows:

- 6 *Inclusion of intended zones in housing land supply orders*
- (1) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless, -*
  - f. *the Minister is satisfied that, if the intended zone were assigned to the area of land or part, the use or development of the land or part, respectively, for residential purposes would not be likely to create significant land use conflict with –*
    - i. *an existing use on any part of the land; or*
    - ii. *the use or development of any area of land that is adjacent to the area of land; or*
    - iii. *the use or development of any area of land that, in the opinion of the Minister, is likely to be affected by the use or development of the area of land or part.*

## 1.12.1 Relevant considerations

In accordance with 6(1)f.i., the land presently contains passive grazing activity. It is considered to be use that would not come into conflict with residential use and development.

In accordance with 6(1)f.i., the established adjacent residential development to the north, west and south of the land is typical suburban residential use, involving typical domestic activity and is not considered to be a source of potential land use conflict with residential use and development on the land.

The adjacent Oneschool Global site contains buildings with a footprint of over 3000m<sup>2</sup>, a large car park and playground areas. The hours of operation for the school would typically be between 8am and 5pm. Levels of noise would be minimal other than arrival times, recess, lunch and departure times, when noise would involve children playing and vehicles. A plant room on the Oneschool site would be situated 21m from the land. Site visits undertaken during, and outside school hours found that the plant emitted no noise that would significantly impact on residential amenity. Schools are commonplace in residential settings, the noises are not high in volume, repetitive or tonal and it is considered that the impact on amenity would be minor.

The land is also adjacent to a Westpac call centre in the northern corner. The building, which is over 3100m<sup>2</sup> in footprint area would be located 75m from the land, with a degree of landscaping between. The use of the building, including the air conditioning, generates no significant noise. Based on separation, low noise, nil odour or other emissions+, it is unlikely that land use conflicts would arise related to the call centre building. The call centre car park would be located 10m from the land. The most active use is during the daytime, during regular work hours. Some use outside regular hours may occur. The sections of the car park that are closest to the land are also furthest from the call centre building and so are the least used. It is considered that noise and light impacts from departure and arrivals would be low and within usual residential expectations. Impacts are also manageable with simple measures such as appropriate fencing.

No other use or development adjacent or near to the land is likely to pose any significant risk of land use conflict.

## 1.12.2 Opinion on compliance

In accordance with 6(1)f, it is considered that the use of the land for residential purposes would not be likely to create significant land use conflict. Accordingly, the proposed HLSO would be compliant with section 6(1)f of the HLSA.

## 1.13 Dwelling and lot density conformity to suburban density (s6(2) HLSA)

Section 6(2) of the HLSA states:

- (6) *Inclusion of intended zones in housing land supply orders*
- (2) *the Minister must not include in a housing land supply order a provision, referred to in section 4(2), declaring a zone, referred to in the applicable planning scheme, to be the intended zone in relation to an area of land or part of an area of land, unless -*
  - (a) *both of the following apply:*
    - (i) *the provisions, of the intended zone, are such that the minimum size of a lot, or the maximum area of land for a dwelling, that complied with those provisions would be no more than the minimum size of a lot, or the maximum area of land for a dwelling, that complied with the provisions of the SPPs in relation to the General Residential Zone;*
    - (ii) *the area of land, or the part of the area of land, is not within the municipality of Flinders; or*
  - (ab) *the area of land, or the part of the area of land, is within the municipality of Flinders and the intended zone is one of the following zones:*
    - (i) *the Residential Zone under the Flinders Planning Scheme 2000;*



(ii) the Low Density Residential Zone under the Tasmanian Planning Scheme;

(iii) the Village Zone under the Tasmanian Planning Scheme –

and the Minister is satisfied that the area, or part, can be adequately supplied with a water supply and wastewater treatment and that stormwater can be appropriately managed; or

(b) the intended zone is to relate to part only of the area of land and is a zone –

(i) that complies paragraph (a) or (ab); or

(ii) that is necessary or appropriate for the purposes of a subdivision of the area of land for residential purposes; or

(iii) that applies to the part of the area of land immediately before the intended zone is specified, in relation to the land, in the order.

It is noted that (a), (ab) and (b) operate to the exclusion of each other and so only (a), (ab) or (b) need be satisfied to satisfy s6(2). Sections (ab) and (b) do not apply in the circumstances.

### 1.13.1 Relevant considerations

The TPSL is a Planning Scheme that adopts the SPPs. The effect of the HLSO would be to cause a change to the zoning of the land from TPPPZ to General Residential, as provided for in the SPPs, including all minimum size of a lot or the maximum area of land standards.

The area of land, or the part of the area of land, is not within the municipality of Flinders.

### 1.13.2 Opinion on compliance

Based on the rationale above at, the proposed HLSO would provide for suburban densities in accordance with the General Residential Zone of the SPPs and therefore comply with s6(2) of the HLSA.

## 1.14 Modifications of planning requirements that may be specified in housing land supply order (s7(2) HLSA)

Section 7 of the HLSA states:

(1) In this section –

**relevant housing provision**, in relation to an area of land or part of an area of land, means a provision, of the applicable planning scheme in relation to the area of land, that –

(a) specifies a use standard, or a development standard, in respect of a zone that complies with section 6(2)(a); or

(b) specifies whether a permit, within the meaning of the Land Use Planning and Approvals Act 1993, is required in relation to a type of residential use or development in a zone that complies with section 6(2)(a); or

(c) is in the code, in the applicable planning scheme, that deals with parking and access requirements; or

(d) relates to the interpretation of words or phrases;

**relevant SPPs provision**, in relation to an area of land or part of an area of land, means a provision, of the SPPs, that –

(a) is a use standard, or a development standard, in relation to the General Residential Zone, the Inner Residential Zone, or the Urban Mixed Use Zone, referred to in the SPPs; or

(b) is in the code, referred to as the Parking and Sustainable Transport Code, in the SPPs; or

(c) relates to the interpretation of words or phrases.

- (2) *Any one or more of the following provisions may be, for the purposes of section 4(3), included, in a housing land supply order, in relation to an area of land, or a part of an area of land, that is specified in the housing land supply order to be housing supply land:*
- (a) a provision specifying how a relevant housing provision is to be modified in relation to its application to the area of land or the part;*
  - (b) a provision specifying that a relevant housing provision is not to apply in relation to the area of land or the part;*
  - (c) a provision specifying that there is to apply in relation to the area of land or the part –*
    - (i) a relevant SPPs provision that is specified in the provision in the order; or*
    - (ii) a relevant SPPs provision that is specified, in relation to the area of land or the part, in the provision in the order and that is modified as specified in the provision in the order.*

### 1.14.1 Relevant considerations

No modifications of a planning requirement is sought in the proposed HLSO.

### 1.14.2 Opinion on compliance

N/A

# Part 3 – Section 11 of the HLSA

Section 11 of the HLSA identifies interested persons for the process for consultation of the HLSO.

## 2.1 Interested Persons (s11 HLSA)

Section 11 of the HLSA states:

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

- (a) the planning authority in relation to the area of land; and*
- (b) the Head of an Agency that the Minister considers has an interest in whether, or the manner in which, the area of land ought to be used or developed, or both, for residential purposes; and*
- (c) a statutory authority, or other entity, if the Minister considers –*
  - (i) that the authority or entity is likely to be required to provide electricity, gas, sewerage, telecommunications or water to the area of land; or*
  - (ii) that the efficient or effective provision by the authority or entity of electricity, gas, sewerage, telecommunications or water is likely to be affected by the use or development of the land for residential purposes; and*
- (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*
- (e) the Tasmania Fire Service within the meaning of the Fire Service Act 1979; and*
- (f) the Heritage Council within the meaning of the Historic Cultural Heritage Act 1995; and*
- (g) the Aboriginal Heritage Council within the meaning of the Aboriginal Heritage Act 1975; and*
- (h) the planning authority in relation to land, if any, that –*
  - (i) is adjacent to the area of land or that, in the opinion of the Minister, may be affected by the use or development, for residential purposes, of the area of land; and*
  - (ii) is not within the same municipal area, within the meaning of the Land Use Planning and Approvals Act 1993, as the area of land.*

### 2.1.1 Interested entities and persons

The interested persons are:

- City of Launceston, which is the planning, road and stormwater authority and owner of the Youngtown Memorial Oval and Youngtown Regional Park.
- TasNetworks
- TasGas
- TasWater
- NBNCo
- Tasmania Fire Service
- Tasmanian Heritage Council
- Aboriginal Heritage Council
- The owners and occupiers of the residential properties adjacent to the site
- Youngtown Primary School and Kings Meadows High School

Contact details of the interested persons are provided in Appendix J.

# Appendices

# **Appendix A**

**Title documentation**

# RESULT OF SEARCH

## RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

### SEARCH OF TORRENS TITLE

VOLUME 164559	FOLIO 2
EDITION 4	DATE OF ISSUE 12-Apr-2021

SEARCH DATE : 27-May-2021

SEARCH TIME : 03.10 PM

### DESCRIPTION OF LAND

City of LAUNCESTON

Lot 2 on Plan 164559

Derivation : Part of 276 Acres Gtd.to Thomas Landale

Prior CT 159960/2

### SCHEDULE 1

B950538 C944710 TRANSFER to TASMANIA DEVELOPMENT AND RESOURCES

### SCHEDULE 2

B946281, C892420 & C944710 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown

C949467 BURDENING EASEMENT: A Right of Drainage (appurtenant to Lot 1 on P151844) over the Drainage Easement 'A' 3.00 wide on P164559 Registered 31-Mar-2011 at noon

SP159960 BURDENING EASEMENT: A Right of Drainage in favour of Launceston City Council over the Drainage Easement DE 3.00 wide on P164559

SP159960 BURDENING EASEMENT: A Right of Drainage in favour of Launceston City Council over the Drainage Easement EE 3.00 wide on P164559

SP159960 BURDENING EASEMENT: A Right of Drainage in favour of Tasmanian Water and Sewerage Corporation (Northern Region) Pty Ltd over the Drainage Easement F, JJ 3.00 wide on P164559

SP159960 BURDENING EASEMENT: Right of Carriageway (appurtenant to Lot 1 on SP159884) over the Right of Way on P164559

SP164558 BENEFITING EASEMENT: Right of Drainage over the Drainage Easement Z 3.00 wide on P164559

SP159960 BENEFITING EASEMENT: (appurtenant to that part formerly comprised in Lot 1 on P137974) A Right of Drainage over the land marked Drainage Easement 3.00 wide on P164559,

SP159960 BURDENING EASEMENT: A Right of Drainage in favour of Launceston City Council over the Drainage Easement KK,

# RESULT OF SEARCH

## RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

BB, CC, DD 3.00 wide on P164559

SP159960 BURDENING EASEMENT: A Right of Drainage in favour of Tasmanian Water and Sewerage Corporation (Northern Region) Pty Ltd over the Drainage Easement BC 3.00 wide on P164559

E5855 BURDENING EASEMENT: a right of drainage (appurtenant to Lots 1-4 on Plan 176338) over the land marked Drainage Easement 'C' 3.00 wide on Plan 164559 Registered 05-Jun-2019 at noon

E46661 BURDENING EASEMENT: a right of drainage (appurtenant to Lot 1 on Plan 180920) over the land marked Drainage Easement 'G' 3.00 wide on Plan 164559 Registered 12-Apr-2021 at noon

B950538 & C944710 FENCING PROVISION in Transfer

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

# FOLIO PLAN

## RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<p>OWNER : TASMANIAN DEVELOPMENT AND RESOURCES</p> <p>FOLIO REFERENCE : CT 159960/2</p> <p>GRANTEE PART OF 276 ACRES GTD. TO THOMAS LANDALE</p>	<h3>PLAN OF TITLE</h3> <p>EAST COAST SURVEYING</p> <p>LOCATION : CITY OF LAUNCESTON</p> <p>FIRST SURVEY PLAN No</p> <p>COMPILED BY BRETT WOOLCOTT</p> <p>SCALE 1:4000</p>	<p>REGISTERED NUMBER <b>P164559</b></p> <p>APPROVED EFFECTIVE FROM 29 AUG 2012</p> <p><i>Alice Kawa</i> Recorder of Titles</p>
<p>MAPSHEET MUNICIPAL CODE No. 120 (5040-14)</p>	<p>LAST UPI No. <b>GKE69</b></p>	<p>LAST PLAN No. SP.159960</p>
<p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>		

**EXCEPTED LANDS**

~~LOT 1, S.P. 164559 (40.00 ha)~~

**BALANCE PLAN**

MGA '84

.....

COUNCIL DELEGATE      DATE



# **Appendix B**

## **Landslide Hazard Assessment**



# Techno Park

## Landslide Hazard Assessment

Department of Communities Tasmania

02 November 2021

→ The Power of Commitment



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<b>Client name</b>	Department of Communities Tasmania
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<b>Document title</b>	Techno Park   Landslide Hazard Assessment
<b>Revision version</b>	Rev [00]
<b>Project number</b>	12552740

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			<b>Name</b>	<b>Signature</b>	<b>Name</b>	<b>Signature</b>	<b>Date</b>
S4		R Hayes	A Leventhal	<on file>	S Dunne		
[Status code]							
[Status code]							

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# 1. Introduction

## 1.1 Purpose of this report

GHD Pty Ltd (GHD) was engaged by the Department of Communities Tasmania (Communities Tasmania) to undertake the role of lead consultant to provide development design and planning approval services for the subdivision of land at Lot 2 Techno Park, King Meadows.

To facilitate the design of the development and the subsequent planning application, a series of site assessments were undertaken to assist in determining the constraints and opportunities of site development. This report documents a desktop review and walkover survey undertaken to identify the extent of any landslide hazards that may constrain the suitability of the site for the Techno Park development.

The scope of this assessment is defined in Section 1.4.

## 1.2 Scope and limitations

*This report: has been prepared by GHD for Department of Communities Tasmania and may only be used and relied on by Department of Communities Tasmania for the purpose agreed between GHD and Department of Communities Tasmania as set out in section 1.4 of this report.*

*GHD otherwise disclaims responsibility to any person other than Department of Communities Tasmania arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

## 1.3 Proposed development

Project site is Lot 2 Techno Park Drive, King Meadows, Launceston. The site currently forms a large portion of an existing industrial estate. The area is characterised by large, irregularly shaped lots sloping west to east, accessed by Techno Park Drive. The site boundary is defined on Figure A1, Appendix A.

## 1.4 Scope of work

The scope of work undertaken as part of this assessment consisted of the following works:

- A desktop review of available information relevant to the project site (listed in Section 2.1) to ascertain anticipated subsurface conditions and any existing or potential landslide hazards
- A site walkover to identify surface features which may aid understanding the site conditions including existing landslide hazards
- Provide a description of the landslide hazards, their location and their relevance to the project
- Provide recommendations for further works to aid the project

## 2. Desktop review

### 2.1 Available information

In order to develop an understanding of the geological and geotechnical conditions of the site to aid our assessment of landslide risk, a desktop review of the following available information was undertaken:

- Forsyth, S.M. and Calver, C.R. (compilers) 2005. Digital Geological Atlas 1:25,000 Scale Series. Sheet 5040. Prospect. Mineral Resources Tasmania.
- Mazengarb, C. Evandale – part Launceston map 3 – Simplified Geology. Tasmanian Landslide (2021 DRAFT)
- Mazengarb, C. 2013: Launceston, map 5 – Slide Susceptibility. Tasmania Landslide Map Series. Mineral Resources Tasmania, Department of Infrastructure Energy and Resources, Hobart.
- Department of Primary Industries, Water and Environment LISTmap services. Spatial data including Hillshade, Borehole data (Mineral Resources Tasmania), existing landslide features, Landslide Planning Map – Hazard Bands.
- Five historical aerial photographs obtained from the Department of Primary Industries, Parks, Water and Environment. Presented as Figures B1 to B5 in Appendix B
- Pitt & Sherry (2014) Techno Park Drive Geotechnical Investigation Report, ref: HB14503H001
- Department of Mines (1978) Geotechnical investigation data for an investigation conducted on a subdivision east of the site, south of Quarantine Road.
- Matthews, W.L. Stability of a proposed subdivision, Norwood, St Leonards, unpublished report, 1973.
- Matthews, W.L. Stability assessment of land at Opossum Road, Launceston. 1984.
- Matthews, W.L. Stability of land at Glenwood Road, Leichardt, 1986.
- Matthews, W.L. Investigation of a landslide at Pegema Place, Norwood, Mineral Resources Tasmania, Hobart, 1993.
- Stevenson, P.C. Stability assessment of the Leichhardt subdivision proposal, unpublished report, 1984.
- Ezzy, A.R. and Mazengarb, C. 2007. Mineral Resources Tasmania, Lawrence Vale Landslide Investigations: implications for landslide hazard assessment in Launceston.

GIS datasets have been used to create a number of site plans (Figures A1 to A4) which are presented in Appendix A and have been utilised for our assessment. These include: aerial imagery, geological setting, hillshade profile and slope profile

### 2.2 Regional Geology

The 1:25,000 geological map indicates that the majority of the site is underlain by Tertiary-aged sediments of the Launceston Group (Tsa) comprising: partly consolidated clay, silt, clayey labile (readily erodible) sand with rare gravel and lignite; some iron oxide – cemented layers and concretions; some fossils. Jurassic dolerite (Jd) crops out in the south-west corner of the site. The Jurassic dolerite is inferred to underlie the Tertiary sediments unit. An inferred fault has been mapped trending NNW beneath the site.

The Jurassic dolerite intrudes the permo-triassic Parmeener Group sedimentary rocks which are faulted and tilted along NNW trends. One such fault passes beneath the site. The regional faulting, active in the Early Tertiary created an asymmetric graben which was syntectonically infilled by fluvial and lacustrine Tertiary sediments (Launceston Group). Regional studies suggest the Launceston Group is tilted in a WSW direction as much as 30°. The Launceston Group is recognised as providing significant challenges in regard to geotechnical properties and its propensity for instability by way of landslide generation with minor changes in setting (such as minor earthworks).

The underlying geology with respect to the site boundary is presented on Figure A2 in Appendix A.

The 2021 draft update to the 1:25,000 geological map by Mazengarb and Evandale (2021), kindly provided by MRT as an advance copy, was also reviewed for the proposed site area. There are no significant changes to the geology underlying the site in that update, though the NNW trending inferred fault beneath the site is now mapped as a 'concealed normal fault'.

## 2.3 Groundwater

Previously collected groundwater data was obtained from the Tasmanian Government groundwater information portal. No records were available within 1 km of the site and so have not been included as part of this assessment. Note however, that the presence of springs across the site has been inferred from site observations.

## 2.4 LiDAR

A hillshade basemap is provided in LISTmap based on Tasmanian LiDAR data sets, and is presented on Figure A3, Appendix A. The LiDAR hillshade was used to identify potential geomorphic features which may relate to landslide morphology, such as indicated by abrupt slope changes and uneven hummocky surfaces. An annotated extract from Figure 3 is provided in below. The following features have been identified:

- Rough ground surface in the south-west corner of the site. This is inferred likely a feature of the underlying, more resistant dolerite rock present in this part of the site (shown on Figure 2).
- A curved feature and hummocky ground close to the southern boundary. It is inferred possible this represents the headscarp of a previous landslide. The potential extent of the landslide has been highlighted.
- Various areas with hummocky surfaces suggest possible past ground movement.
- The terrain of the site is generally 'smooth' suggesting there has been no recent landslide activity.



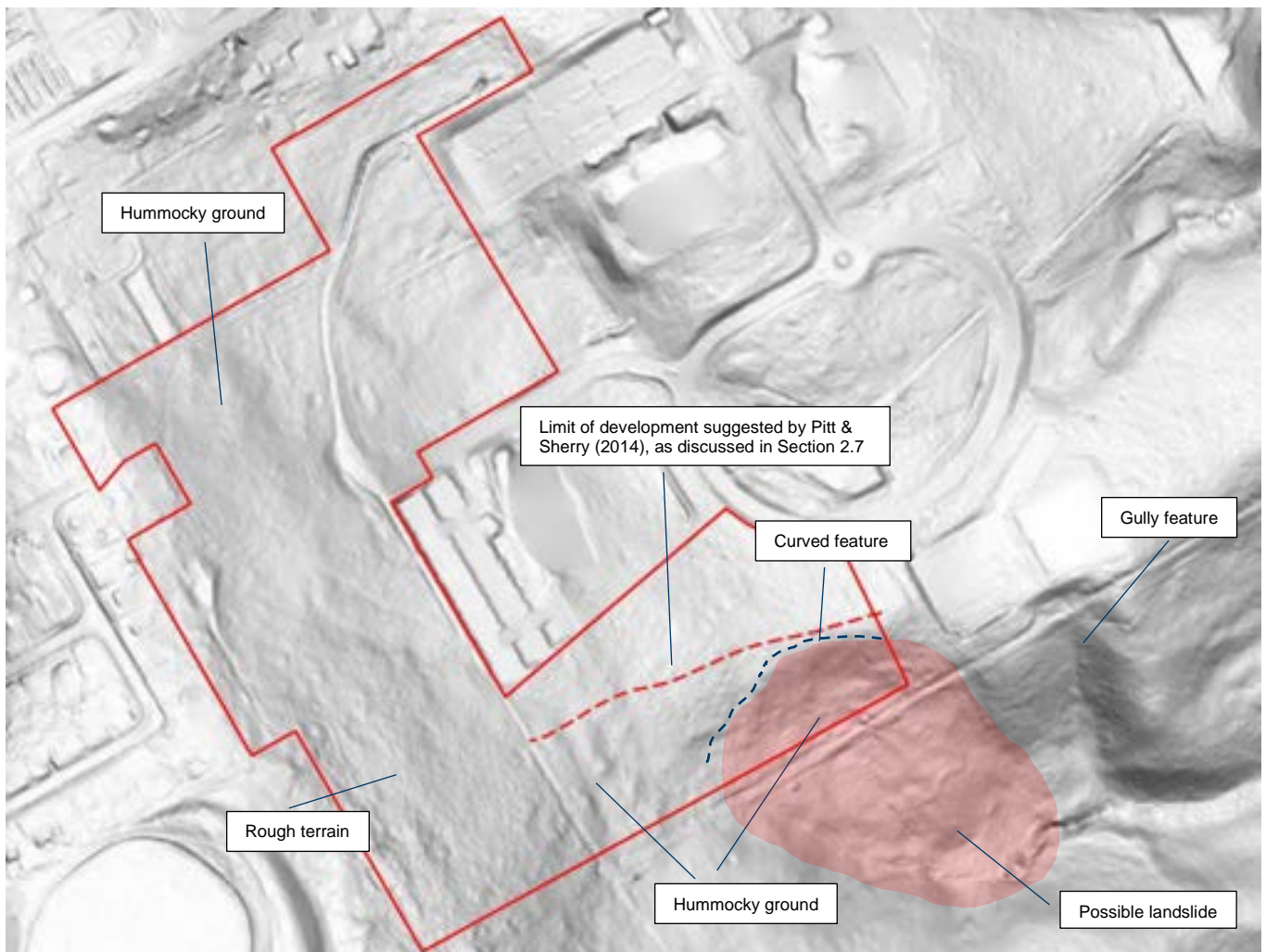


Figure 2-1 Annotated extract from Figure A3, Appendix A.

## 2.5 Existing Landslide Hazards

### 2.5.1 Landslide susceptibility and hazard zoning

According to the Launceston Slide Susceptibility (MRT 2013) map there are areas in the south-east and north-west portions of the site which are considered susceptible to landsliding, shown on Figure below. These susceptibility zones have been identified based on the presence of the underlying Launceston Group sediments, together with the slope gradients of the surface terrain (based on digital terrain models). As noted earlier, the Launceston Group is recognised in published literature as problematic in terms of potential instability.

The Landslide Planning mapping, presented on Figure A5 in Appendix A, directly reflects the susceptibility mapping, where (in this instance) medium hazard (orange) zones represent the potential landslide source area (an area of hillside with the potential to form a slope failure, identified largely on the basis of slope angle and geology) and the low hazard (yellow) zones represent potential landslide regression areas (an area up-slope of source area that could fail following a landslide movement) and runout areas (an area down-slope of a source area where the moving earth, debris or rock can potentially travel).

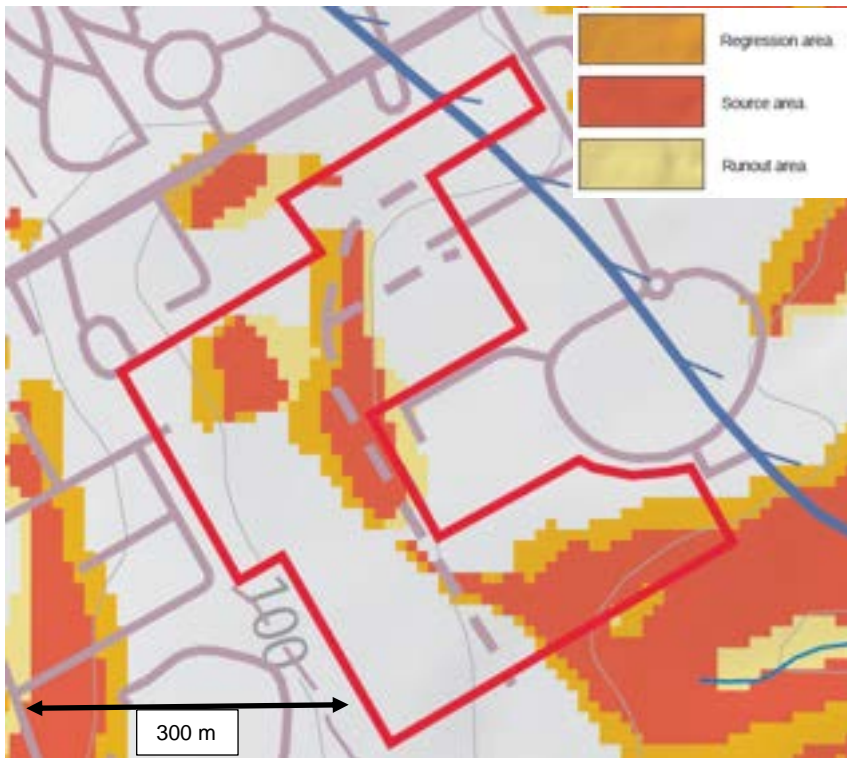


Figure 2-2 Extract from Slide Susceptibility Tasmanian Landslide Map Series (2013)

## 2.5.2 Historical landslides

The location and extent of landslides based on current, recent or historical activity and mapped features are shown on LISTmap as points and polygons. Figure shows the approximate location of several landslides mapped east of the proposed site. The historical data available reported for these landslides are summarised in Table 1.

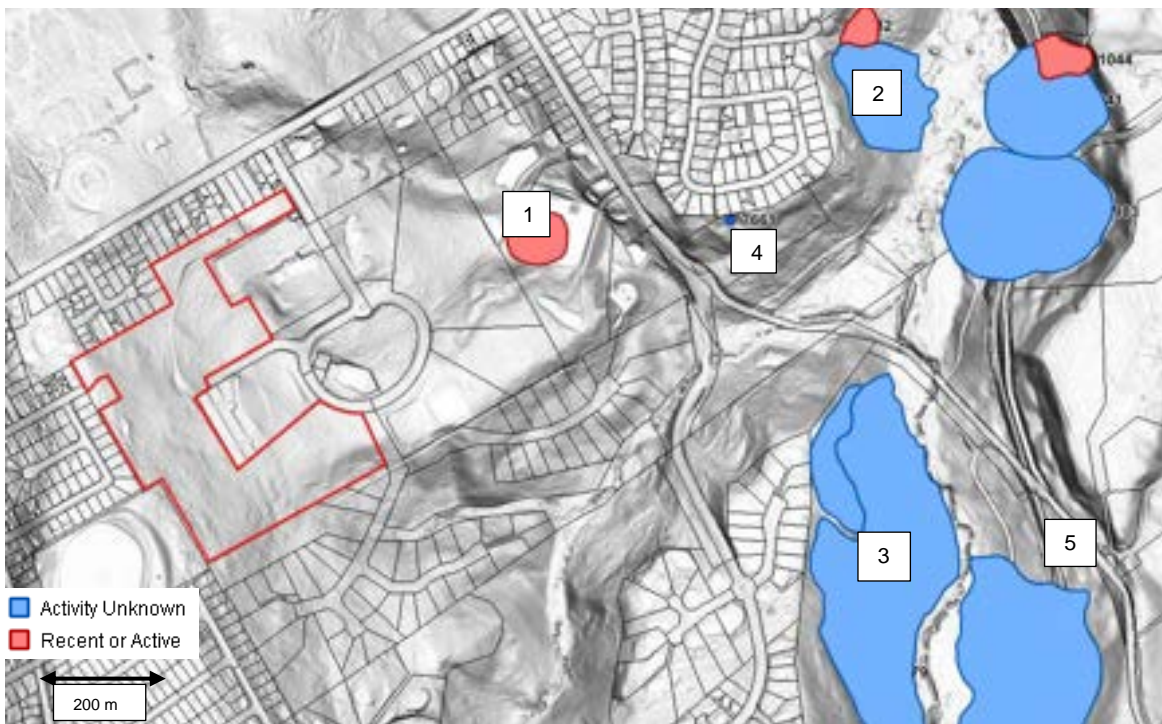


Figure 2-3 Historical mapped landslides as provided by LISTmap

**Table 1 Summary of historical landslides (based on historical reports provided by MRT)**

<b>Landslide no. and report reference</b>	<b>Location (relative to site)</b>	<b>Geomorphological and geological conditions</b>	<b>Landslide comments</b>	<b>Recommendations contained in the referenced reports</b>
1 'Stability of proposed subdivision, Norwood St Leonards, 1973', MRT ref: UR1973_53	Approx 500 m east	<ul style="list-style-type: none"> <li>Land incised by valleys through area. Valley slopes range from 7° to &gt;15°</li> <li>Tertiary sediments (Launceston Group) consisting mainly of clay with some beds of deeply weathered arkose (feldspathic sandstone).</li> </ul>	<ul style="list-style-type: none"> <li>Clay pit, operated by Launceston brick company, was excavated near the base of one of the valley slopes. Angle of slope was 8° to 9° prior to excavation</li> <li>Tertiary clay beds have a relatively high sensitivity</li> <li>Oversteepening of slope and disturbance of clays likely to have promoted failure, highlighting sensitive nature of the soils to excavation</li> </ul>	<ul style="list-style-type: none"> <li>Create exclusion areas around the active landslide and other steep slopes within proposed subdivision</li> </ul>
2 'Investigation of a landslide at Pegema Place, Norwood' 1993, MRT ref: UR1993_37	Approx 1 km east	<ul style="list-style-type: none"> <li>Surface features indicate large old landslides on nearby slopes together with small recent active landslides</li> <li>Tertiary sediments (Launceston Group) generally consisting of clay, silty clay, sandy clay and sand bands</li> <li>Atterberg Limits show high plasticity clay</li> </ul>	<ul style="list-style-type: none"> <li>Landslide movement took place within both fill and natural material</li> <li>Important to note that placement of fill suggests alteration to slope conditions had an adverse effect on slope stability</li> </ul>	<ul style="list-style-type: none"> <li>Installation of drains and tree planting were recommended to improve long term stability</li> </ul>
3 'Stability of the Leichhardt subdivision proposal' 1984, MRT ref: UR1984_58	Approx 1 km south-east	<ul style="list-style-type: none"> <li>100 ha tract of land assessed. Consisting of valleys of Jingers Creek and a tributary, together with high land between creeks</li> <li>Clay and sand of the Tertiary Launceston Group observed in sides of creek valleys</li> </ul>	<ul style="list-style-type: none"> <li>Identification of landsliding on 10° to 25° slopes from active head scarps and toes</li> <li>Small failures observed on man-made cuts</li> <li>Geotechnical properties of the Launceston Group sediments such as strength and presence of water considered highlighted as contributing factors</li> </ul>	<ul style="list-style-type: none"> <li>Considered that failures can occur on slopes &gt;10°</li> <li>30 m exclusion zone from slopes &gt;10° recommended for dwellings</li> <li>has avoided the 'unusable' areas identified</li> </ul>
4 'Stability assessment of land at Opossum Road, Launceston, 1984, MRT ref: UR1984_45	Approx 800 m east	<ul style="list-style-type: none"> <li>The land slopes from a low plateau to the flood plain of Jingers Creek</li> <li>Flattish zones on slopes mapped as old landslips</li> <li>Active slips on nearby slopes observed</li> </ul>	<ul style="list-style-type: none"> <li>Slope stability analyses determined significant portion of the site likely to be unstable</li> </ul>	<ul style="list-style-type: none"> <li>Small section of the site suggested for house development following good sub-surface drainage, avoiding cuts around the slopes below the house site and maintaining tree/vegetation cover</li> </ul>
5 'Stability of land at Glenwood Road, Leichardt, 1986' MRT ref: UR1986_55	Approx 1.2 km south-east	<ul style="list-style-type: none"> <li>Generally gentle slopes with steeper &gt;10° areas</li> <li>Ground surface hummocky and uneven</li> <li>Underlain by Launceston Group sediment of clay, silty clay and sandy clay. Sediments overlain in flat area by gravel capping</li> </ul>	<ul style="list-style-type: none"> <li>Most of the area considered to have been subject to landslide in the past</li> <li>Recently active slips observed on adjoining land on similar slopes – ie similar geomorphology</li> </ul>	<ul style="list-style-type: none"> <li>Slopes &gt;10° should be excluded from the development</li> <li>'Extreme care' should be taken when developing on slopes &lt;10°</li> </ul>

Table 1 describes several landslides to the east of the proposed site. Each landslide is within the Tertiary aged Launceston Group sediments, which are similar to those underlying the proposed site and comparable geomorphology.

Another notable landslide to occur in the 1950's is the Lawrence Vale landslide, approximately 3 km north-west of the proposed site. Ezzy, A.R. and Mazengarb, C. (2007) have documented the findings of an investigation which are summarised as follows:

The site is underlain by the Launceston Group sediments which comprises ~10 m sequence of a high plasticity clay layer overlying dominantly clayey sand layers with banded gravel and ironstone, with the clayey sand layers acting as an aquifer. The sediments dip 10°-20° to the west, consistent with regional observations.

The Lawrence Vale landslides were a combination of rotational and translational failure styles and are thought to have occurred due to several factors:

- The hill slopes are cataclinal where the dip of sediment beds is less than or equal to the hillside slope
- Excessive pore pressures developed in the clayey sand beds below the high plasticity clay
- Excavation in the toe areas of the slopes when roads were established, without provision of support
- Launceston group clays are over-consolidated and therefore subject to expansion, fissuring and significant loss of strength when exposed by erosion

## 2.5.3 Failure mechanisms

Based on historical landslide information, it is recognised that the Launceston Beds represent a specific landslide hazard. As discussed in Section 2.4.2, there are a number of factors which may be attributed to the often-unstable nature of the Launceston Group sediments:

- The presence of over-consolidated, high plasticity clays beds which are sensitive and therefore subject to significant loss in strength when disturbed e.g. excavated into or eroded.
- Excess pore pressures created by the presence of sandy beds/lenses which act as aquifers.
- Where bedding within the Launceston Group sediments (generally 10°-20°) is unfavourably dipping out of the slopes.
- A residual angle of friction ( $\Phi_r$ ) has been reported as approximately 10° for the clay beds in several reports. This highlights the potential for instability where slopes are steeper than 10° and where previous straining has occurred to produce residual shear strength.

## 2.6 Historical aerial photographs

A series of historical aerial photographs were obtained from the Department of Primary Industries, Parks, Water and Environment which show the site conditions between 1956 and 1994. A summary of each photograph is provided in Table 2 below.

*Table 2 Summary of historical aerial photographs*

Photograph date	Photograph comments
1956 - 1957	The site is occupied by fields likely used for agricultural purposes and a number of access tracks. The southern section of the site and the slopes below it appear to be bushland.
1966 – 1967	The ground surface in the south-west section of the site appears rough and patchy indicating contrasting geology (underlying dolerite). Much of the bushland on the slopes south of the site has been removed revealing a creek and several possible erosion features. A small area of light shading has appeared along the southern boundary of the site next to the access track.
1971 - 1972	The location of light shading along the southern boundary appears darker than the surrounding terrain.
1981 - 1982	Areas of contrast/lighter shading in the area adjacent to the access track along the southern boundary.
1994 - 1995	The area along the southern boundary identified in earlier photographs has been segregated with fencing and appears to have a different contrast to the surrounding terrain. Some trees in the southern section of the site have been removed. Evidence of a spring feature has appeared outside the southern boundary on the slope below the access track.

No morphological features have been identified from the historical photographs that indicate a significant slope failure has occurred within the site itself during this timeframe. The following features are noted:

- Significant removal of bushland/trees from the slopes to the south of the site between 1957 and 1966.
- The area within the curved feature identified in Figure 2-1 has always been clear of trees and shows contrasting shading in a number of photos suggesting possible surface movement.
- There is evidence of a spring below the curved feature.

## 2.7 Historical geotechnical investigations

The results of several geotechnical investigations completed within Launceston Group sediments have been reviewed and summarised in Table 3 below.

*Table 3 Summary of historical geotechnical investigations relevant to the site*

Information source	Location (relative to site)	Investigation scope	Summary of investigation findings
Pitt & Sherry (2014) Techno Park Geotechnical Investigation	South-east corner of the site (area investigated shown on Figure below)	Two test pits to 2.0 and 2.1 m bgl. Geomorphological mapping	<ul style="list-style-type: none"> <li>• A thin layer of clayey sand/gravel overlying stiff high plasticity clay with variable sand content, often in lenses</li> <li>• Water flowing through a sand lense at 1.8 m bgl in one test pit</li> <li>• Site walkover indicated the presence of a spring and a number of features consistent with previous landslips</li> </ul>
Quarantine Road, Launceston (1978), MRT	Approx 150 m north-east	Three borehole drilled to 9 m bgl	<ul style="list-style-type: none"> <li>• Launceston group sediments of interbedded stiff highly plastic clay and clayey sand. A layer of approx. 2 m clay overlying clayey sand</li> <li>• Shape of land surface indicated an old landslip in part of the site</li> </ul>
W.L. Matthews (1984) Stability assessment of land at Opossum Road, Launceston	Approx 800 m east	Two auger boreholes drilled to 9 m bgl	<ul style="list-style-type: none"> <li>• Stiff, highly plastic clay and silty clay with variable sand and gravel content. Occasional clayey sand bands. Rare dolerite cobbles</li> <li>• Following strength testing, residual strength parameter <math>c' = 3</math> and <math>\Phi' = 10</math> were adopted</li> </ul>
W.L. Matthews (1986) Stability of land at Glenwood Road, Leichardt	Approx 1.2 km south-east	10 test pits to depths up to 3.3 m bgl	<ul style="list-style-type: none"> <li>• Interbedded highly plastic clays with sand and gravel layers</li> <li>• A 30 mm thick iron oxide band measured dipping 30° west</li> <li>• 'Slip surfaces' noted in clay layer within two test pits</li> <li>• Strength testing determined a residual strength of <math>c' = 3</math> and <math>\Phi' = 10</math> for clay</li> </ul>

The Pitt & Sherry (2014) investigation, which was completed within the site, identified the presence of a possible spring as well as relic landslide features. It concluded that a 10 m buffer zone from the break of slope should be adopted for development. The geomorphological map completed as part of the investigation, showing the location of the two test pits, is shown as Figure below.



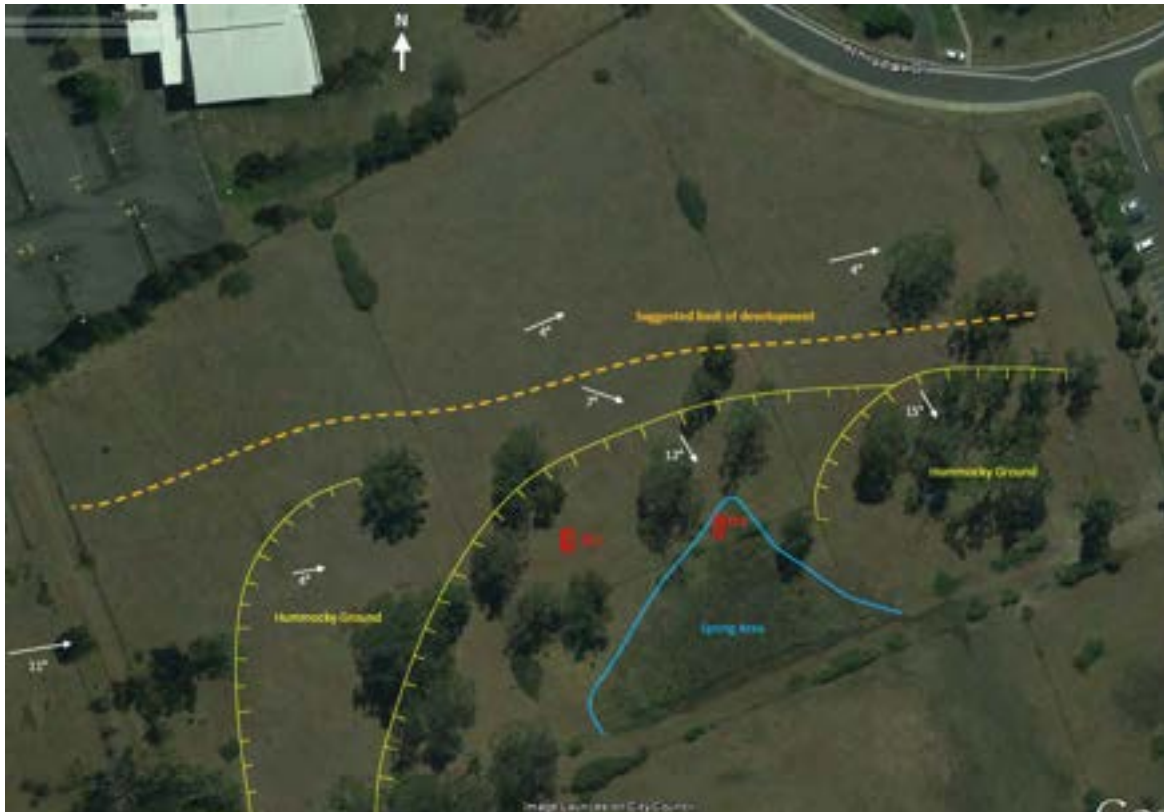


Figure 2-4 Extract from Pitt & Sherry (2014) report showing section of the site investigated

## 3. Site conditions

### 3.1 Site walkover

To verify findings from the desktop review, gain appreciation of existing site conditions, and identify potential landslide features, a site walkover was undertaken on 20 October 2021 by a Senior Geotechnical Engineer. The following section summarises the observations and inferred conditions.

The site is occupied by fenced grassy fields with limited mature native vegetation, the vegetation being generally concentrated around the western and southern boundaries. Figure A1 (Appendix A) presents an aerial image of the site, with contours. The surface of the site is generally undulating and slopes from west to east at 5-10° with localised flat areas and steeper slopes up to 20°. The site slope profile (Figure A4 in Appendix A) demonstrates the nature of the slopes showing steeper areas along the west and southern site boundaries and flatter areas in the east portion of the site.

Figure , Figure and Figure 3-3 below show the current site usage and demonstrate the west-east sloping nature of the site. Figure and Figure show a hummocky surface profile underlain by the Launceston Group Tertiary sediments in the north-west portion of the site. This area corresponds to the area mapped as a low to medium landslide hazard zone, whereas Figure 3-3 shows a smoother overall profile with a slightly rugged surface underlain by Jurassic Dolerite in the south-west portion of the site and is not covered by a landslide hazard band.

There were limited exposures of the underlying geology across the site. Figure and Figure below show where a historical cut batter was formed in the slope adjacent to the access track which runs north to south through the site, confirmed by the presence of old concrete footings at its base. The cut batter exposes the Launceston Group Tertiary sediments and comprises high plasticity brown clay with sand and gravel, generally dry exhibiting significant desiccation cracking.

Numerous dolerite boulders were observed exposed at the surface in the south-west portion of the site (Figure ). The boulders have a diameter up to approximately 1 m, are very high strength and display no obvious jointing patterns. It is unclear whether some of the dolerite observed is in-situ rock or within a soil matrix and therefore depth to rock could not be confirmed.

Where the slope in the north-west portion of the site starts to flatten localised ponding was observed, as shown in Figure below.

Observations of the potential landslide feature along the southern boundary identified in the desktop review were made during the site walkover. No visible signs of recent slope movement were observed such as tension cracking or a pattern of leaning trees. There is an obvious break in slope south of the mature tree line (Figure ). This tree line potentially demarcates the head-scarp of the landslide. The slope below the tree line, shown in Figure 3-9 has a hummocky surface and encompasses an area of moisture loving vegetation (Figure ). The area was generally boggy and is thought to represent the location of a spring.

A number of features outside of the site boundary considered relevant to this assessment were observed. A masonry retaining wall constructed for a car park located along the east boundary of the site (Figure ), retaining a section of the east-west slope is showing no signs of distress/deformation. The road which runs alongside the car park shows evidence of longitudinal cracking which has since been sealed (Figure ).

Since the hillshade data was captured (Figure A3, Appendix A), construction of a new development south of the site has begun which includes a road and a dwelling which are located on the slope identified as a possible landslide (seen in the background of Figure ). The road and its associated kerbing is showing signs of distress, demonstrated by cracking shown in Figure and Figure below.

Figure 3-15 shows the recent construction of the dwelling directly downslope of the backscarp and spring identified along the southern boundary of the site. Cut batters approximately 1 m in height have been benched into the existing slope. The cut batters are demonstrating significant signs of failure having been left unsupported for a relatively short amount of time.

Significant seepage is observed on the surface of the downslope side of the newly constructed road (Figure ). The road above the seepage zone is showing signs of deformation.



*Figure 3-1 Looking south-east from the north-west corner of the site. Undulating west-east slope*



*Figure 3-2 Looking south-west from the northern site boundary. Slightly hummocky terrain dipping west-east*





*Figure 3-3 Looking east from the south-west boundary*



*Figure 3-4 Historical cut batter exposing Launceston Group sediments. Adjacent to access track in north portion of site*





*Figure 3-5 Exposed Launceston Group sediments*



*Figure 3-6 Dolerite boulders exposed at surface in south-west portion of site*





*Figure 3-7 Localised ponding on flatter area adjacent to access track*





*Figure 3-8 Looking east from above the possible landslide along the southern boundary*



*Figure 3-9 Looking east across the possible landslide that extends into the site*



*Figure 3-10 Looking south-east from above possible spring*





*Figure 3-11 Masonry retaining wall along east boundary of site for existing car park*



*Figure 3-12 Sealed cracking within existing road east of site*



*Figure 3-13 Longitudinal cracking within new road south of site*





***Figure 3-14 Cracking through kerb in new road south of site***





*Figure 3-15 Cut batter failures on slope south of site*



*Figure 3-16 Seepage out of slope below new road south of site*

## 3.2 Geological model

Based on the desktop review and the observations from the site walkover, three conceptual geological cross sections have been produced to demonstrate the current understanding of the subsurface conditions and potential landslide hazards present at the site. The cross-sections are presented as Figures C1 to C3 in Appendix C. Due to the limited on-site geotechnical information available to date, the interpretation of the geological model is considered preliminary.

The two geological units that underly the site are the Launceston Group Tertiary sediments and the Jurassic Dolerite. Table 4 provides a summary of each unit based on the results of our assessment.

**Table 4** Summary of geological units

Geological unit	Summary
Launceston Group Tertiary Sediments	Underlies most of the site, with its thickness unknown. The unit is expected to consist of over-consolidated, firm to very stiff, high plasticity clay, with variable sand and gravel content and occasional bands of clayey sand. Clay is often fissured and described as sensitive with residual strength values measured as approximately $c_r = 3$ and $\Phi_r = 10^\circ$ (by others). Iron oxide bands are not uncommon. Regional observations suggest the sediments dip $\sim 10$ - $20^\circ$ to the west.
Jurassic Dolerite	Makes up the bedrock underlying the site area and outcrops in the south-west portion of the site. Observed as weathered to fresh, very high strength. Thickness of weathering profile and depth to bedrock unconfirmed. Likely an intruded sill.

## 4. Landslide and geotechnical hazard assessment

Several landslide and geotechnical hazards have been identified at the site based on a combination of the desktop review and observations made during the site walkover. A summary of each hazard, the evidence associated with its identification, and potential consequences for the proposed development is provided in Table 5 below.

**Table 5** Landslide and geotechnical hazard summary

Hazard	Evidence	Potential consequence
H1. Existing landslide along the southern boundary of the site and extending downslope of the site <i>(nominal extent of landslide shown as a high hazard zone on Figure A6, Appendix A)</i>	<ul style="list-style-type: none"> <li>Geomorphology of the site including backscarp and hummocky terrain</li> <li>New road which traverses landslide material showing signs of distress and deformation including longitudinal (transverse) cracking</li> <li>Landslides have historically occurred within the Launceston Group sediments on similar slope angles</li> </ul>	<ul style="list-style-type: none"> <li>'No build' areas may be necessary to avoid construction on landslide material and damage to infrastructure due to slope movement</li> <li>Slope stabilisation such as extensive high-quality sub-soil drainage may be required to provide long term stability</li> <li>Reactivation of the landslide likely should poor hill side practice occur</li> </ul>
H2. Existing landslide in the north-west portion of the site <i>(nominal extent of landslide shown as a medium hazard)</i>	<ul style="list-style-type: none"> <li>Hummocky nature of slope suggests possible historical soil movement</li> <li>Landslides have historically occurred within the Launceston Group sediments on similar slope angles</li> </ul>	<ul style="list-style-type: none"> <li>Restrictions on the scale of development in this area</li> <li>Slope stabilisation such as sub-soil drainage and retaining walls may be required</li> </ul>

Hazard	Evidence	Potential consequence
zone on Figure A6, Appendix A)		
H3. Shrink-swell movement of Launceston Group clay	<ul style="list-style-type: none"> <li>High plasticity clays of underlying Launceston Group sediments</li> <li>Desiccation cracks and fissures observed in near surface clays within the site</li> <li>Cracking observed in existing roads surrounding the site</li> </ul>	<ul style="list-style-type: none"> <li>Damage to infrastructure such as footings and roads</li> </ul>
H4. Unstable batter slopes within Launceston Group sediments	<ul style="list-style-type: none"> <li>Recent cut batters observed south of the site showing signs of significant failure demonstrating unstable nature of Launceston Group sediments</li> <li>Sensitive nature of Launceston Group clays suggest they suffer significant loss in strength once disturbed</li> </ul>	<ul style="list-style-type: none"> <li>Requirement for cut batter stabilisation such as retaining walls, safe batter angles and drainage</li> </ul>
H5. Shallow very high strength dolerite rock in south-west portion of the site	<ul style="list-style-type: none"> <li>Numerous dolerite boulders observed at the surface</li> <li>Landform change observed as rugged terrain</li> </ul>	<ul style="list-style-type: none"> <li>Difficulty excavating into slope as opposed to relatively easy excavation in Launceston Group sediments</li> </ul>

Based on our current understanding of the site, there are two areas of interest, Hazard H1 and H2 listed in Table 5, which are considered landslide hazard zones and require further assessment. These have been labelled medium and high to reflect their potential consequence to the development. Our preliminary recommendation with regards to these hazard zones is provided in Section 5 below.

## 5. Recommendations and further work

Most landslides within the region occur on slopes underlain by the Launceston Group sediments, which underlie the majority of this site. As mentioned earlier in the report, a number of factors are attributed to the unstable nature of these sediments. This highlights the unstable nature of the underlying geology at the site and the importance of understanding how the landslide hazards identified impact the proposed development.

It is recommended that a geotechnical investigation be undertaken to improve understanding of the subsurface conditions and better understand the form and nature of potential failure mechanisms controlling slope instability. To achieve this, the following preliminary scope is recommended:

- A series of boreholes to target the medium and high landslide hazard zones on Figure A6, Appendix A (approx. 5 boreholes) along geological cross section lines 1 and 3. The proposed boreholes are depicted by pink vertical lines on Figures C1 and C3 in Appendix C.
- Two boreholes along geological cross section line 2 as depicted on Figure C2, Appendix C to determine the dolerite weathering profile depth, the properties of the dolerite rock and the location of the boundary between the dolerite and Launceston Group sediments.
- A series of test pits within the Launceston Group sediments to observe soil structure (such as slide surfaces) and undertake *in-situ* shear vane testing to appraise soil sensitivity
- Geotechnical laboratory classification and strength testing (including such as: Atterberg Limits, grading (particle size distribution analysis, UCS or triaxial shear strength testing on undisturbed and remoulded samples to determine soil sensitivity), shrink-swell testing to determine the expansiveness of the clay soil and Emerson Tests to provide an indication of clay dispersion potential.

Following completion of the geotechnical investigation, and improving the understanding of the slope-forming processes, a Landslide Risk Assessment in accordance with the AGS (2007) guidelines should be undertaken with

respect to the proposed development plans to understand the risks associated with the landslide hazards identified and to determine potential control measures appropriate to manage or reduce these risks to acceptable levels.

# References

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# Appendix A

## Site Plans

Figure A1	Aerial Photograph
Figure A2	Geological Setting
Figure A3	Hillshade Profile
Figure A4	Slope Angle Profile
Figure A5	Landslide Risk Hazard Bands
Figure A6	Landslide Hazard Zones





Data source: GHD, Study Area, Inferred Geological Cross Sections, Elevation Contour Lines, 2021; TheList, Aerial Imagery, Hillshade Profile, Cadastral Parcels, 2021.

1:2,500 @ A3

0 25 50 75 100

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55

N

LEGEND

- Proposed Activity Area
- Contours (1m)
- Geological cross sections

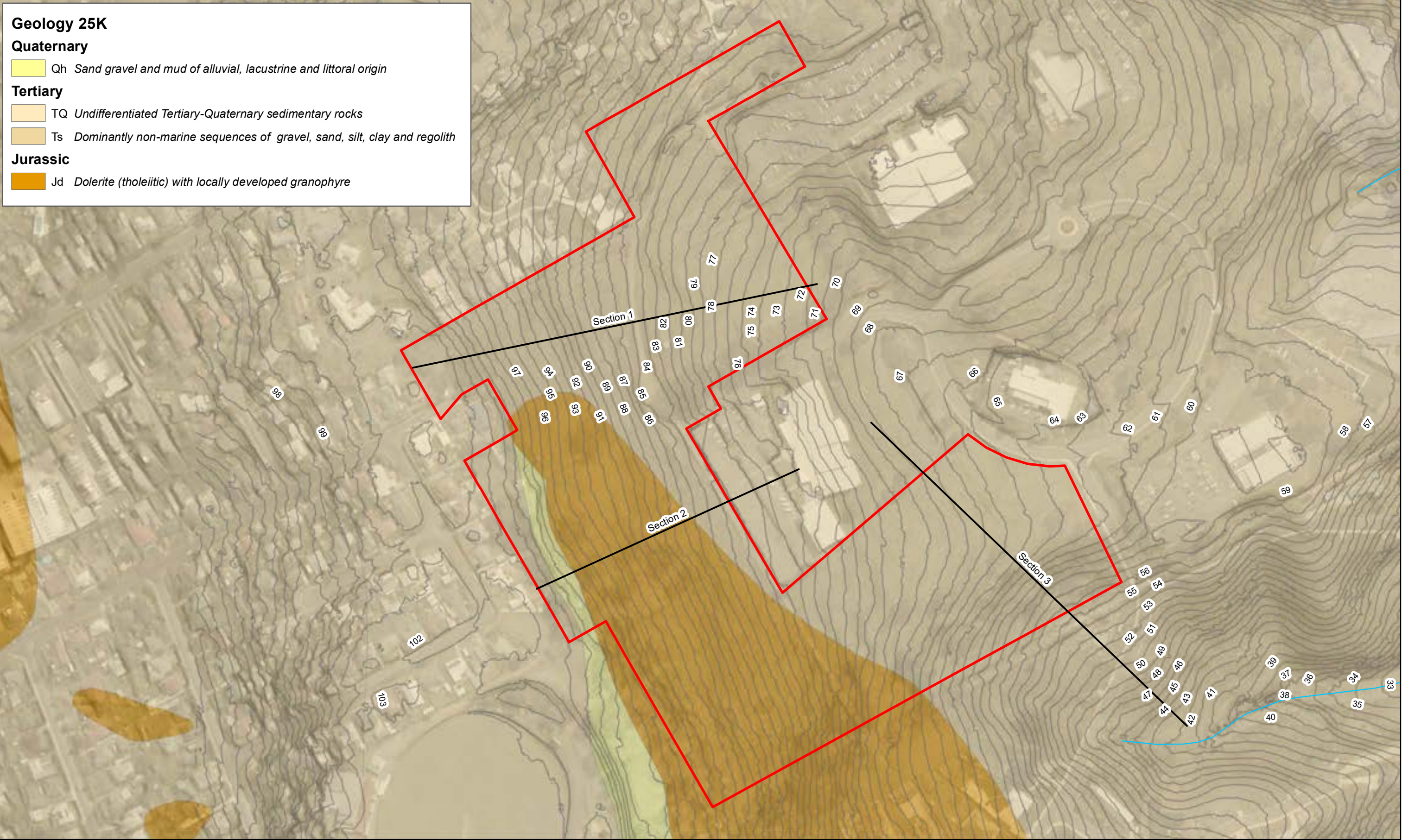
Department of Communities Tasmania  
Affordable Housing Techno Park  
Kingsmeadows

Job Number 12552740  
Revision B  
Date 28 Oct 2021

Site Aerial

Appendix A1





Data source: GHD, Study Area, Inferred Geological Cross Sections, Elevation Contour Lines, 2021; TheList, Aerial Imagery, Hillshade Profile, Watercourses, 2021; MRT, Geology 25K, 2021.

1:2,500 @ A3

0 25 50 75 100

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55

**LEGEND**

Proposed Activity Area

— Watercourses

— Contours (1m)

— Geological cross sections

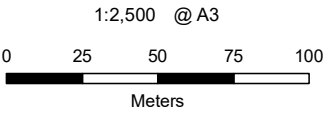
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Revision	B
Date	01 Nov 2021

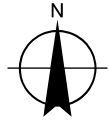






Data source: GHD, Study Area, Inferred Geological Cross Sections, 2021; TheList, Hillshade Profile, 2021.



Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55



LEGEND

-  Proposed Activity Area
-  Geological cross sections

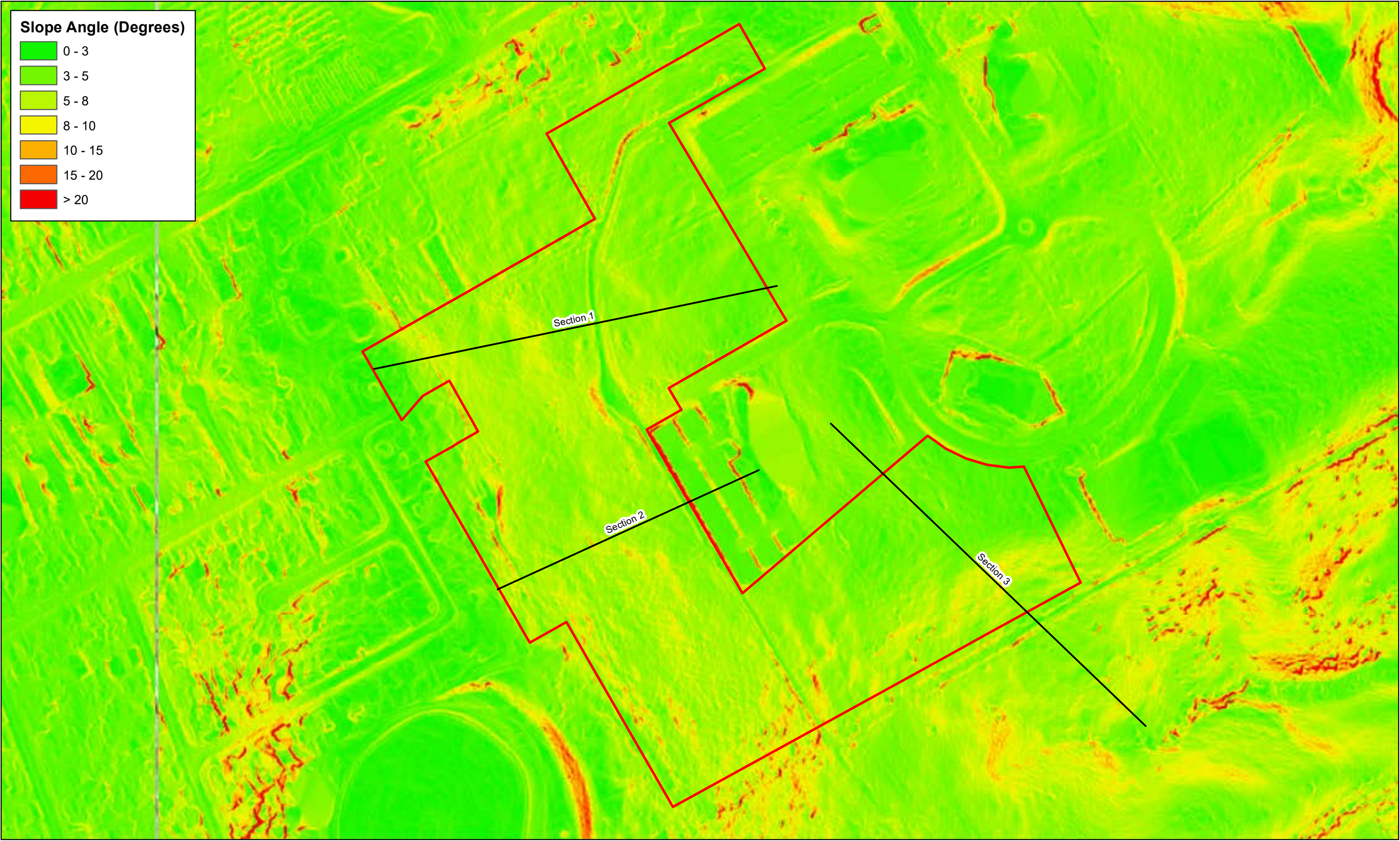


Department of Communities Tasmania Affordable Housing Techno Park Kingsmeadows	Job Number	12552740
	Revision	B
	Date	28 Oct 2021

Site Hillshade Profile

Appendix A3





Data source: GHD, Study Area, Inferred Geological Cross Sections, Slope Profile Model, 2021; TheList, Hillshade Profile, 2021; Geoscience Australia, 1m Digital Elevation Model - Launceston, 2021.

1:2,500 @ A3

0255075100

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55

N

LEGEND

Proposed Activity Area

Geological cross sections

Department of Communities Tasmania  
Affordable Housing Techno Park  
Kingsmeadows

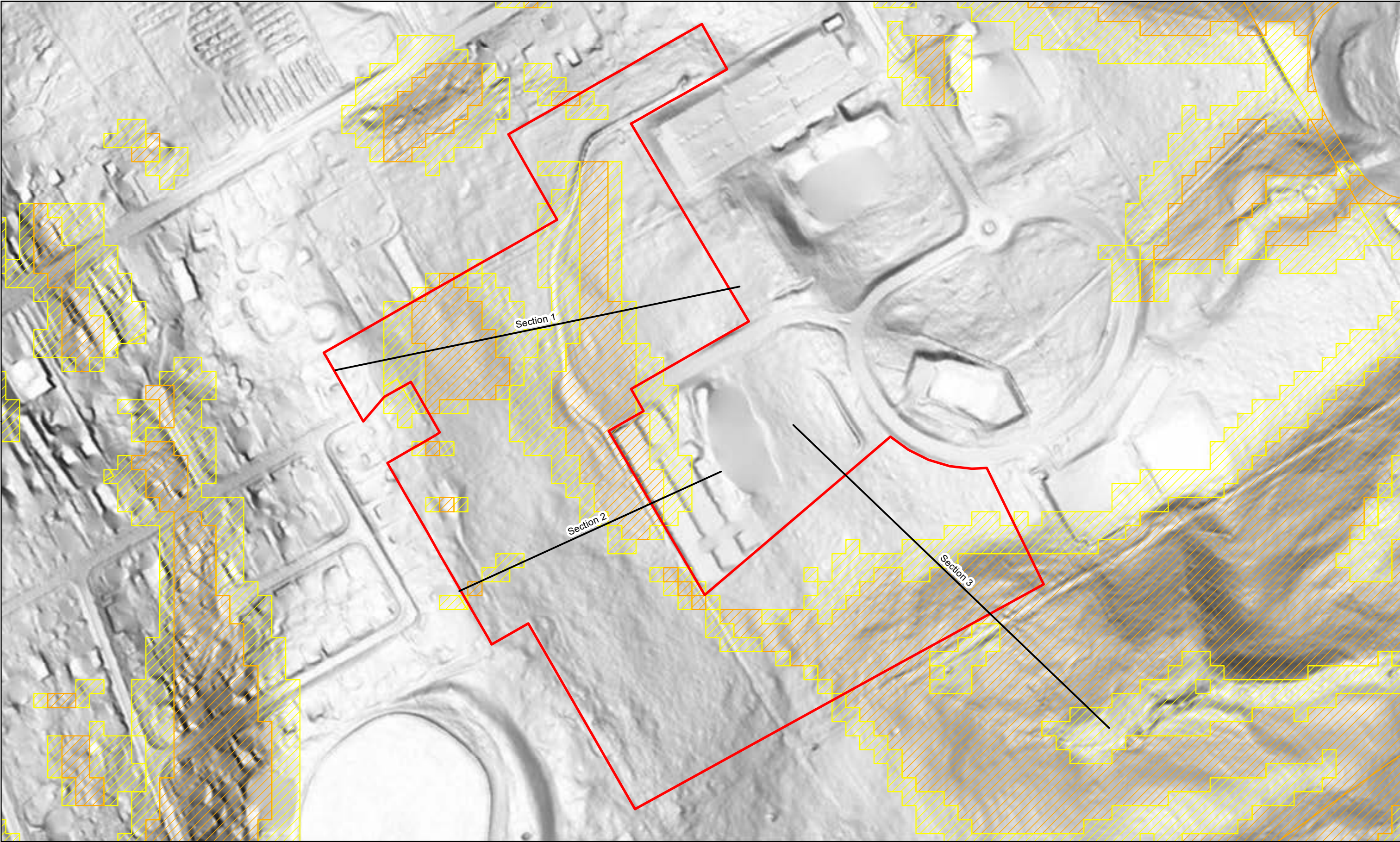
Job Number  
Revision  
Date

12552740  
B  
28 Oct 2021

Site Slope Profile

Appendix A4





Data source: GHD, Study Area, Inferred Geological Cross Sections, 2021; TheList, Hillshade Profile, Landslide Hazard Bands, 2021.

1:2,500 @ A3

0 25 50 75 100

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55

LEGEND

Proposed Activity Area

Geological cross sections

**Landslide Risk - Hazard Bands**

Medium

Low

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Kingsmeadows

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Revision B  
Date 28 Oct 2021

Landslide Hazard Plan

Appendix A5

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Data source: GHD, Study Area, Inferred Geological Cross Sections, Elevation Contour Lines, Areas of Instability, 2021; TheList, Aerial Imagery, Hillshade Profile, 2021.

1:2,500 @ A3

0 25 50 75 100

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55

N

LEGEND

Proposed Activity Area

Contours (1m)

Geological cross sections

**Landslide Hazard Zones**

**Hazard Rating**

Medium hazard

High hazard

Department of Communities Tasmania  
Affordable Housing Techno Park  
Kingsmeadows

Job Number 12552740  
Revision B  
Date 28 Oct 2021

Landslide Hazard Zones Appendix A6

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# Appendix B

## Historical Aerial Photographs

Figure B1	Historical Aerial Image 1956
Figure B2	Historical Aerial Image 1966
Figure B3	Historical Aerial Image 1971
Figure B4	Historical Aerial Image 1981
Figure B5	Historical Aerial Image 1994



Data source: GHD, Study Area, 2021; LIST, Historical Aerial Imagery, 2021.





Data source: GHD, Study Area, 2021; LIST, Historical Aerial Imagery, 2021.





Data source: GHD, Study Area, 2021; LIST, Historical Aerial Imagery, 2021.





Data source: GHD, Study Area, 2021; LIST, Historical Aerial Imagery, 2021.



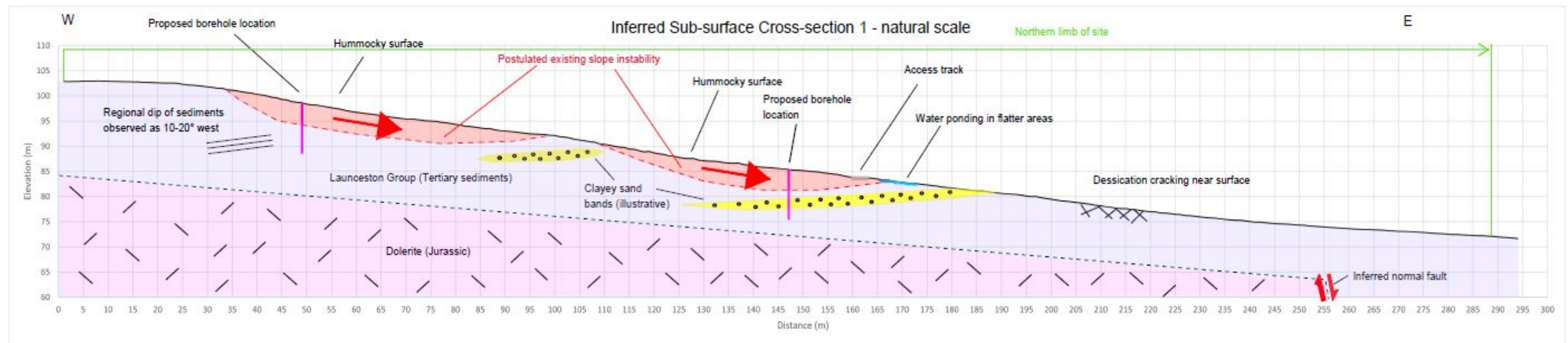


Data source: GHD, Study Area, 2021; LIST, Historical Aerial Imagery, 2021.

# Appendix C

## Conceptual Geological Cross Sections

Figure C1	Geological Cross Section 1
Figure C2	Geological Cross Section 2
Figure C3	Geological Cross Section 3



Note: This cross-section is illustrative only of the inferred sub-surface, it should be considered as preliminary and indicative only



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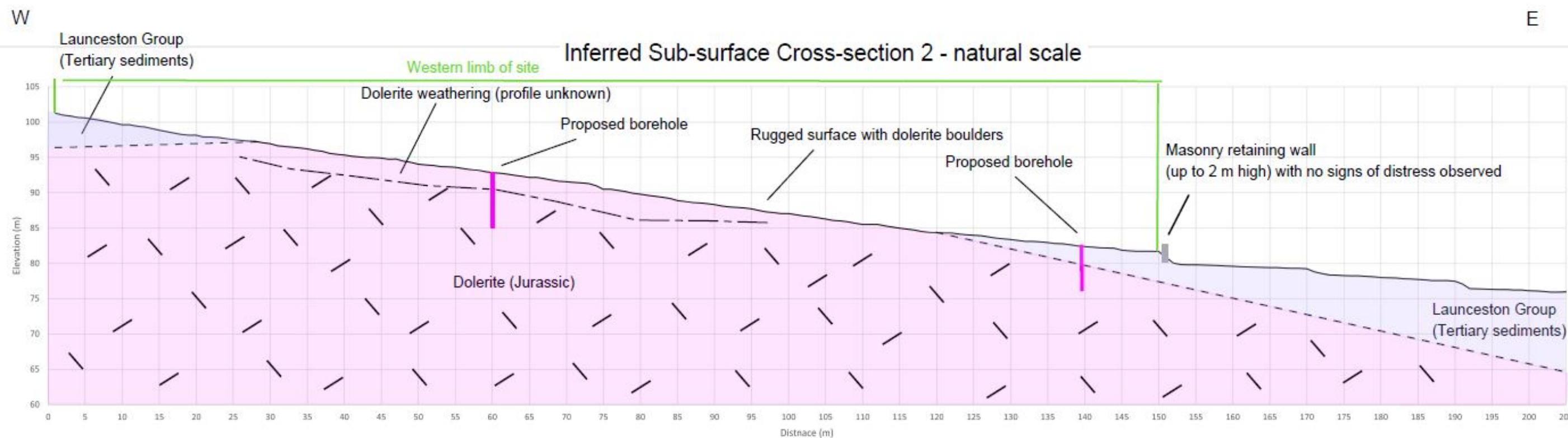
Job Number 12552740  
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## Inferred Sub-surface Cross-section 1

## Appendix C1

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Note: This cross-section is illustrative only of the inferred sub-surface, it should be considered as preliminary and indicative only

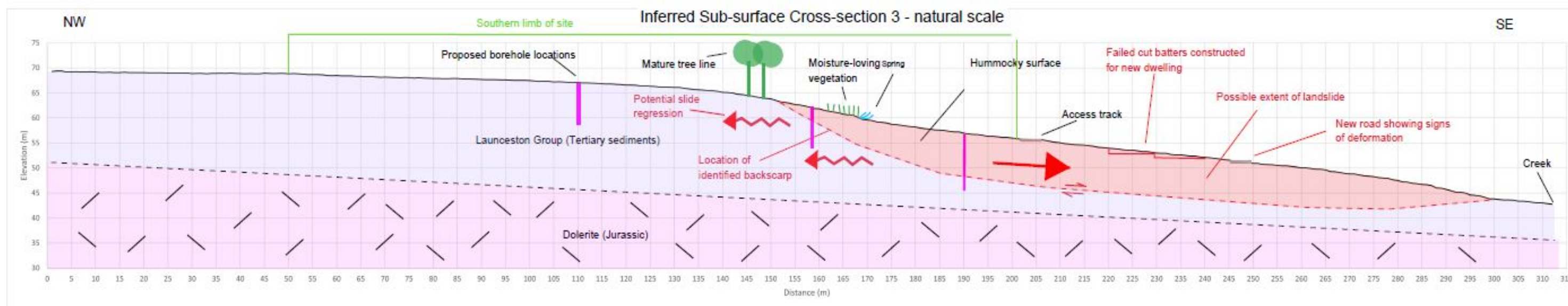


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Inferred Sub-surface  
Cross-section 2

Appendix C2



Note: This cross-section is illustrative only of the inferred sub-surface, it should be considered as preliminary and indicative only



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Inferred Sub-surface  
Cross-section 3

Appendix C3



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→ **The Power of Commitment**

# **Appendix C**

## **Natural Values Survey**





# **Affordable Housing – Techno Park**

## **NATURAL VALUES SURVEYS**

Department of Communities Tasmania

26 August 2021

→ **The Power of Commitment**





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Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	A	Mickey Dwyer	Dean Heinze		Simon Lukies		5/11/2021
S4	0	Mickey Dwyer	Dean Heinze		Simon Lukies		17/11/2021

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# Executive summary

Communities Tasmania has engaged GHD to undertake the design services for the Launceston Techno Park Subdivision including the undertaking of a botanical and fauna values assessment (Natural Values Survey). The primary aim of this work was to identify any potential impacts of the project on ecological values; outline any approvals and permits that may be required; and provide recommendations on minimising impacts to threatened species values if works proceed.

The field assessment confirmed most of the site as agricultural land (FAG) with few natural values. The most notable natural values observed included the presence of large hollow-bearing Eucalypts (particularly *Eucalyptus viminalis*) on the eastern portion of the site which were occupied by wildlife, as well as potential foraging trees (*E. globulus* and *E. ovata*) for threatened species such as the threatened Swift Parrot. The Tasmanian listed (NC Act 2002) threatened vegetation community *Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits* (DAZ) was confirmed on the south-west corner site, although the narrow patch was assessed as being too small and degraded to meet the condition threshold of a defined threatened community.

This assessment has identified large hollow-bearing trees and potential foraging habitat trees for threatened fauna as being key findings that will require further ecological assessment if these values will be disturbed or destroyed as part of the proposed site activity. Prior to the preparation of subdivision detail design a further ecological survey of the site is required to determine whether any tree hollows are being used by threatened species such as the Tasmanian Masked Owl. Establishing if Tasmanian and Federally listed threatened species occur on the site will help to inform what direction the approval pathway will take and what permits may be required.

Based on the natural values observed during this assessment it is anticipated that at a minimum a 'Permit to Take' will be required under section 29(2)(a) of the *Nature Conservation Act 2002* for the removal of the hollow bearing trees at the site. In addition, approval will be required as part of a Launceston City Council Development Application to clear native vegetation on the site.

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Appendix B	Natural Values Atlas Report
Appendix C	Protected Matters Search Tool Report

# 1. Introduction

## 1.1 Background

Communities Tasmania has engaged GHD Pty Ltd (GHD) to undertake the design services for the Launceston Techno Park Subdivision, located at Lot 2, Techno Park Drive in Kings Meadows (Property ID - 3197996). This work requires GHD to assist in obtaining all relevant local, state and Commonwealth government approvals. Part of this approvals process requires a GHD to conduct a botanical and fauna values assessment (Natural Values Survey) of the overall Techno Park site to:

- Identify any potential impacts on ecological values in undertaking vegetation clearance as part of the subdivision.
- Outline any approvals and permits that may be required to undertake the work.
- Provide recommendations on minimising impacts to threatened species values if works proceed.

No previous surveys have been conducted at the site. Lot 2 is predominantly cleared with mapped remnant native vegetation patches surrounded by pasture and agricultural land. Lot 2 also has an eastern portion of the property located separate to the development site, approximately 220-400 meters to the east. This area of the lot is not currently included as part of the survey site.

The property has been highly modified and degraded through historic use including development and grazing from livestock (cows). Much of the native vegetation has degraded and currently exists in 'parkland cleared' condition, with common pasture weeds and some cover from native shrubs. GHD staff conducted a site visit in August 2020 to examine the footprint of the proposed development at the Techno Park site for the purposes supporting this project.

## 1.2 Project Description

In support of the strategy the State Government has developed Tasmania's Affordable Housing Action Plan 2019-2023. As cited in the Action Plan "*...new supply of affordable homes to prevent low-income Tasmanians from falling into housing stress is a key pillar of the Strategy.*" Fundamental to achieving this outcome and the targets established under the Action Plan is the need to continually review and assess land in areas close to services. The Techno Park site is considered important in the context the current growth and need for affordable housing in Launceston.

GHD has been engaged by the Department of Communities as the lead consultant to provide planning and civil design services for the rezoning of land via the *Housing Land Supply Act 2018* including development design and planning approval for the subdivision of land at Lot 2 Techno Park, Kings Meadows. Through considered and sustainable design and construction practice, the nominated subdivision is to provide new supply of land release for social and affordable housing.

The site investigations relative to environmental values, natural hazards, heritage, and the like will assist in determining the constraints and opportunities of site development.

## 1.3 Survey area

The proposed development boundary and survey area is outlined in Figure 1. The site is located in Kings Meadows, approximately 5 km south-east from the city centre in the Launceston municipality of northern Tasmania. The western portion of Lot 2 is covers approximately 10.7 hectares (ha) and borders the OneSchool Global Tas – Launceston campus and situated directly east of Youngtown Oval. The property is currently managed by the Department of State Growth.

The survey site records mean annual maximum and minimum temperatures of 18.6°C and 7.4°C (1980-2021) and a mean annual rainfall of 684.2 mm (1980-2021). The topography of the site ranges from a minimum of 60m to a maximum of approximately 98m. Three soil types are mapped at the site and are outlined in the table below.



**Table 1** Soil types mapped at the survey area.

Soil type	Description
Jd	Dolerite and related rocks
Jdi	Inferred dolerite beneath soil or Cainozoic deposits
Tsa	Poorly consolidated clay, silt, and clayey labile sand with rare gravel and lignite; some iron oxide-cemented layers and concretions; some leaf fossils <sup>1</sup>

## 1.4 Purpose of this report

The purpose of this report is to examine the existing environment within the survey area and identify the extent of any environmental values that may constrain the suitability of the site for the Techno Park development. Potential constraints assessed include conservation significant fauna habitat, flora species, and vegetation communities.

The scope of works for the Natural Values Survey was to:

- Complete a desktop assessment to identify Threatened flora, fauna or vegetation communities that may potentially occur within, or in close proximity to the survey area;
- Undertake a field survey to:
  - Ground truth and verify the results of the desktop assessment;
    - Identify evidence of any conservation significant flora, fauna or communities that were not detected during the desktop assessment;
  - Investigate the presence (or likely presence) of specific Commonwealth and State-listed threatened flora and fauna species and communities;
  - Map and describe the vegetation, flora and fauna of the survey area, including fauna habitat and vegetation condition;
  - Identify any key threatening processes within the survey area, including but not limited to:
    - presence of weeds; and
    - presence of invasive fauna species.
  - Outline potential impacts of the proposed works on ecological values;
  - Evaluate the proposed works against relevant ecological policy and legislation; and
  - Provide recommendations to minimise impacts of the proposed works on ecological values.

## 1.5 Scope and limitations

*This report: has been prepared by GHD for Department of Communities Tasmania and may only be used and relied on by Department of Communities Tasmania for the purpose agreed between GHD and Department of Communities Tasmania as set out in section 1.4 of this report.*

*GHD otherwise disclaims responsibility to any person other than Department of Communities Tasmania arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report:*

- *were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report;*
- *were limited to an ecological assessment of vascular plant species (ferns, conifers and flowering plants), terrestrial and migratory vertebrate fauna;*
- *did not include non-vascular flora (e.g. mosses, liverworts, lichens, and fungi), marine fauna habitat and invertebrate habitat, which were not formally surveyed as part of this assessment;*

- included a field survey during late winter which is not considered an optimal time of year to survey for most herbaceous annuals and grass species. Therefore, it is considered possible that a small number of threatened plant species were overlooked during the survey;
- did not include a detailed fauna field survey (i.e. trapping) at the survey area. The fauna investigation instead focussed on fauna habitat, and evidence of animals (e.g. scats, tracks, feathers); and
- did not include an aquatic assessment, with aquatic environment(s) not formally surveyed as part of this assessment.

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section(s) 1.6 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.*

*Due to the fact that GHD was only present at specific points within the relevant site(s) on specific dates and certain time periods, this report is only indicative (and not definitive) of flora and fauna present on the site(s). Flora and fauna (whether in type or quantity) can also change and fluctuate at different times throughout the year (due to factors including seasonal changes, external events or third-party intervention), where it is not possible to observe such changes or fluctuations where only discrete site(s) visits have taken place. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*Any reports, drawings, memos, or other deliverables produced by GHD shall be produced in a traditional and generally accepted format. Accessible reports, drawings, memos, or other deliverables can be provided by GHD at an additional cost if necessary.*

## **1.6 Assumptions**

*GHD has prepared this report on the basis of information provided by Communities Tasmania and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

## **1.7 Acknowledgements**

- The Tasmanian Department of Primary Industries, Parks, Water and Environment (DPIPWE) for access to its Natural Values Atlas (NVA) database; and
- The Commonwealth Department of the Environment (DOE) for access to its Protected Matters Search Tool (PMST).







## 2. Methods

### 2.1 Overview

The survey involved a desktop assessment and a field survey to confirm results, as detailed below.

### 2.2 Background Research

The primary data sources accessed during the background research included:

- The NVA database<sup>1</sup> – which is the most authoritative repository of information on natural values in Tasmania. A NVA Report will identify threatened fauna and flora records within 500 m and 5000 m from the edge of the survey area. The report will also provide lists of TASVEG vegetation communities, geoconservation sites listed on the Tasmanian Geoconservation Database for any site or area within the State;
- The *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* PMST<sup>2</sup> – which provides a PMST Report that identifies any matters listed under the EPBC Act within a 5000 m buffer around the survey area;
- The Land Information System Tasmania (LIST) database<sup>3</sup> – a web based repository of the State's comprehensive spatial data resources including property and land title information, satellite imagery, topographic maps, geological maps and natural values data; and
- The DPIPWE website – which contains links to biological and ecological information on many of the State's threatened species as well as biosecurity and invasive species information.
- The Tasmanian Threatened Species Link – contains management and conservation advice on Tasmania's threatened species, including species-specific information on survey periods, habitat, activities most likely to cause an impact, and links to DPIPWE notesheets and species recovery plans<sup>4</sup>.

Further literature review in relation to key threatened fauna known to utilise the survey area was also undertaken, and a complete reference list is provided at the end of this report.

### 2.3 Desktop Assessment

A detailed desktop assessment was undertaken to define the existing environment and identify potential matters of conservation significance to target during the field survey.

The desktop review was informed by publicly available government databases including those listed above in section 2.2. A buffer distance of 500m and 5km was used for database searches and is considered appropriate for detecting conservation significant species 'Tasmanian South East' IBRA Region. The likelihood of occurrence was determined for all conservation significant species and communities identified, using categories outlined in the table below.

**Table 2** Categories of likelihood of occurrence for conservation significant species

Likelihood Category	Assessment
Present	Individuals recorded within the survey area during the field assessment or any previous assessment within the boundaries of survey area
Possible	Suitable habitat occurs within the survey area
Unlikely	Suitable habitat unlikely to occur within the survey area, or suitable habitat substantially modified, or suitable habitat present but species not recorded for over 50 years within 5 km of the site

<sup>1</sup> BCB 2012

<sup>2</sup> Australian Government 2020

<sup>3</sup> Service Tasmania 2020

<sup>4</sup> TSS 2021

Likelihood Category	Assessment
Highly Unlikely	No suitable habitat present within the survey area, and individuals not recorded within the survey area during current or any previous assessment

## 2.4 Field Survey

### 2.4.1 Botanical survey and habitat assessment

The survey was conducted over two days on 20 and 21 August 2021 by Dean Heinze (Senior Ecologist) and Mickey Dwyer (Environmental Scientist). The site was traversed on foot through areas of native vegetation and cleared pasture. It is noted that the survey was conducted outside the optimal survey season for some flora species.

All terrestrial flora and fauna species observed (and/or heard) were recorded, along with fauna habitat values, native vegetation communities and weed infestations. Any locations of threatened flora species, evidence of threatened fauna (i.e. scats, diggings), or potentially important elements of threatened fauna habitat (i.e. feed trees, tree hollows) were recorded by GPS (<5m accuracy). Where patches or clusters of individuals occurred, a few GPS waypoints were recorded near the boundaries of the patch and the number of individuals in the patch was noted and this information was transferred on to GIS mapping. The spatial data recorded during the field survey has been provided using the GDA 94 - Zone 55 geographic datum.

## 2.5 Nomenclature and Assessment of Significance

All plants were identified in accordance with *A Census of the Vascular Plants of Tasmania*<sup>5</sup>. Flora and fauna conservation significance was determined in accordance with the *Tasmanian Threatened Species Protection Act 1995* (TSP) and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Conservation significance of vegetation communities was assessed in accordance with the TASVEG 2013 and *Regional Forestry Agreement* (RFA) classification and associated criteria<sup>6</sup>. Conservation significance of other ecological communities was determined in accordance with the Commonwealth EPBC Act.

Significance of impacts on Matters of National Environmental Significance (MNES) were assessed in accordance with the Australian Government's Significant Impact Guidelines<sup>7</sup>.

## 3. Results

### 3.1 Native Vegetation

According to TASVEG 4.0<sup>8</sup>, three vegetation types are mapped within the Lot 2 property boundaries: FAG – *Agricultural Land* covering 8.1 ha, DAZ - *Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits* covering 1.6 ha and FUR – *Urban Areas* covering 1 ha.

The native vegetation community 'DAZ - *Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits*' is mapped in the south-west portion of the site. This patch is mapped to cover a total of 2.3 ha, of which 0.7 ha is located outside the boundary of the site. This mapped community is predominantly contained within the boundaries of Lot 2, with a portion contained in the adjacent property to the south. Of the 2.3 ha of mapped DAZ community, 0.7 ha occurs outside the boundaries of Lot 2.

DAZ is listed as a threatened community under the *Tasmanian Nature Conservation Act 2002* (TNCA 2002), but not the *Environment Protection Biodiversity Conservation Act 1999* (EPBCA 1999). In addition, there are three other threatened native vegetation communities mapped within three (3) km's of the site. These include Wetlands

<sup>5</sup> Baker & de Salas 2016

<sup>6</sup> DPIWE 2014

<sup>7</sup> DotE 2013

<sup>8</sup> Service Tasmania 2020

(AHL - *Lacustrine herbland*), NME - *Melaleuca ericifolia* swamp forest and DOV - *Eucalyptus ovata* forest and woodland.

During the site visit, GHD staff found the site to be in a highly modified and degraded condition, with the trees on site majority identified as *E. viminalis* with several *E. amygdalina*, *E. ovata* and *E. globulus* in the eastern portion of the site. Several trees of the introduced *E. botryoides* were identified throughout the site. Native vegetation understory was absent through the majority of the site, with small patches and individuals of ground cover and scrub vegetation contained in the south-west corner of the site.



Plate 1 Patch of *Carex appressa* located on the site.

The communities recorded at the survey area are described below as defined by the From Forest to Fjaeldmark: Descriptions of Tasmania's Vegetation (Kitchener & Harris 2013), and local characteristics.

### **Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits (DAZ)**

The community is characterised by an uneven-aged canopy dominated by *E. amygdalina* (black peppermint) or locally by *E. viminalis* (white gum) or *E. pauciflora* (cabbage gum) associated with sand, alluvium, Tertiary gravels or ironstone substrates. The understorey composition is variable, depending on physical site characteristics (particularly fertility and drainage), fire history and land use. Secondary trees and tall shrubs include regenerating eucalypts and *Allocasuarina littoralis* (black sheoak), *Banksia marginata* (silver banksia), *Acacia dealbata* (silver wattle) and *Exocarpos cupressiformis* (native cherry). Lower to mid-height shrubs typically include legumes, and species of *Epacris* (heath), *Leucopogon* (beardheath) and *Pimelea* (riceflower). The ground layer is often dominated by *Pteridium esculentum* (bracken) (especially on sandy sites), grasses or graminoids<sup>9</sup>.

DAZ can grade into other dry sclerophyll forest and non-forest communities. As drainage becomes progressively more impeded, forest and woodland dominated by *E. amygdalina*, *E. viminalis* or *E. pauciflora*, usually with co-occurring *E. ovata*, grade into *E. ovata* forest and woodland (DOV) or sedgeland and wetland communities in swamps and lagoons. Tree height is typically less than 25 m and may be considerably less on poorly-drained or relatively infertile sites. DAZ can occur as forest or woodland, and grades into open woodlands on sites where tree density is low because of pre-European or European land management.

This community, which occurs predominantly below 300 m, is strongly associated with lateritic sediments and mainly on the broad flats of the northern Midlands and the Fingal Valley, with some outlying sites in the West

<sup>9</sup> Kitchener & Harris 2013



Tamar–Westbury area; east coast (Cranbrook–Swansea area); northern Midlands, including Cleveland–Epping Forest area; and the Cressy–Blackwood Creek area.

Approximately 15% of the site is mapped as DAZ and it strictly located to the south-western boundary of the site, shown in Figure 2, all of which was observed to be in a highly degraded or ‘parkland’ cleared condition with evidence that the area has been utilised for grazing livestock over a long period. Few native understory species were observed at the site, consisting of only small remnants of scattered and disconnected individuals. Examples are shown in Plates 1 and 2 which demonstrate that most of the DAZ community with characteristic native understory species exist as a narrow strip (<5 metres wide), and this understory is fragmented and highly degraded due to historical vegetation clearance, grazing and trampling by livestock, and weed infestation (i.e., three-cornered garlic). A detailed condition assessment was not undertaken as part of the site visit, but general observations were noted.



***Plate 1 A representative patch of remnant DAZ vegetation on the site, with the patch being a narrow and small strip including small numbers of native understory species***



*Plate 2 Minimal remnant native understory species adjacent to agricultural grasses and weeds*

## **Agricultural land (FAG)**

Agricultural land (FAG) includes exotic grassland pastures and croplands. The pastures are dominated by mixtures of exotic temperate grasses and clovers. FAG can include exotic grassland pastures with scattered trees (less than 5% crown cover). Approximately 76% of the site is mapped as FAG, all of which is in a high degraded or cleared condition and was comprised of exotic pasture species, occasional native paddock trees (i.e, *E. viminalis*) and native grasses and herbs, as well as weed infestations (predominantly blackberry) . An example of the cleared pasture is shown in Plate 3. A patch of *Carex appressa* was identified during the field survey in the south-east of the site, covering approximately 0.13 ha. This is below in shown in Plate 4. The south western corner of the site defined as FAG (TASVEG 4) includes a patch of large hollow-bearing Eucalypts with a introduced pasture understory.





*Plate 3 Cleared pasture land located at the site, containing small blackberry infestations, access roads, fencing and agricultural infrastructure*



*Plate 4 Patch of Carex appressa located in the south-west of the site including small infestations of blackberry and hawthorn*

## Urban Areas (FUR)

Urban areas (FUR) include urban and suburban landscapes. These areas are largely or wholly devoid of vegetation apart from areas such as suburban gardens, street trees and parks<sup>9</sup>. Approximately 9% of the site is mapped as FUR, all of which is in a highly degraded or cleared condition.

## 3.2 Native Flora

### 3.2.1 Desktop Assessment

The results of the PMST conducted in accordance with this survey indicated 24 records of Commonwealth listed threatened flora mapped within 5 km of the Techno Park site. Additionally, the Natural Values Atlas identified four (4) verified records of threatened flora listed under the state *Threatened Species Protection Act 1995* occurring within 500m of the survey area, including *Brunonia australis* (Rare), *Caesia ciliantha* (Rare), *Euphrasia collina* subsp. *deflexifolia* (Rare) and *Senecio squarrosus* (Rare). None of the above species are listed under the Commonwealth EPBC Act. The species identified during the desktop assessment, the known habitat and a likelihood of occurrence is listed in Table 2 below.

**Table 3** Threatened flora known or predicted to occur within 5km of the survey area

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
<i>Acacia axillaris</i> Midlands wattle	Vulnerable	Vulnerable	Most stands are associated with watercourses or soaks. However, midlands Acacia is not restricted to this type of environment and extends onto surrounding slopes, such as boulder scree above riparian zones. <b>Unlikely - no suitable habitat present.</b>
<i>Alternanthera denticulata</i> lesser joyweed	Endangered	Not Listed	In Tasmania, the species typically occurs in grassy woodlands and dry sclerophyll forests dominated by black peppermint ( <i>Eucalyptus amygdalina</i> ) or less commonly white gum ( <i>Eucalyptus viminalis</i> ) or stringybark ( <i>Eucalyptus obliqua</i> ). Some smaller populations are found in heathy and shrubby dry forests. The species occurs on well-drained flats and gentle slopes with elevations of between 10 and 350 metres. It is most commonly found on sandy and gravelly alluvial soils with a particular preference for ironstone gravels. Populations found on dolerite are usually small. <b>Possible - some suitable habitat present, albeit in a highly modified and degraded condition.</b>
<i>Barbarea australis</i> native windcress/riverbed windcress	Endangered	Endangered	Known from 23 populations associated with 10 locations (rivers and creeks) extending from northern Tasmania to rivers flowing south from the Central Highlands. Native wintercress is found near river margins, creek beds and along flood channels in shallow alluvial silt on rock slabs, rocky ledges, or between large cobbles. <b>Unlikely - no suitable habitat present.</b>
<i>Boronia gunnii</i> river boronia	Vulnerable	Vulnerable	Gunn's Boronia is known from two populations occurring in Tasmania's Eastern Tiers. This species grows in a riparian habitat, occurring in the flood zone of rivers in rock crevices or in the shelter of boulders, and on a substrate of Jurassic dolerite. <b>Unlikely - no suitable habitat.</b>
<i>Brunonia australis</i> blue pincushion	Rare	Not Listed	In Tasmania, the species typically occurs in grassy woodlands and dry sclerophyll forests dominated by black peppermint ( <i>Eucalyptus amygdalina</i> ) or less commonly white gum ( <i>Eucalyptus viminalis</i> ) or stringybark ( <i>Eucalyptus obliqua</i> ). Some smaller populations are found in heathy and shrubby dry forests. The species occurs on well-drained flats and gentle slopes with elevations of between 10 and 350 metres. It is most commonly found on

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
			sandy and gravelly alluvial soils with a particular preference for ironstone gravels. Populations found on dolerite are usually small. <b>Possible - some suitable habitat present within the site, albeit highly modified and degraded.</b>
<i>Caesia calliantha</i> blue grasslily	Rare	Not Listed	The species is found predominantly throughout the Midlands in grassland or grassy woodland habitat and has also been recorded from grassy roadsides. <b>Unlikely - no suitable habitat present.</b>
<i>Caladenia caudata</i> tailed spider-orchid	Vulnerable	Vulnerable	The species occurs in heathy and open eucalypt forest and woodland, often with sheoaks, and in heathland on sandy and loamy soils. It is most often found on sunny north-facing sites. <b>Unlikely - no suitable habitat present.</b>
<i>Caladenia tonellii</i> robust fingers	Endangered	Critically Endangered	The species occurs in Eucalyptus amygdalina dominated forest with a shrubby understorey on shallow clay loam and shallow gravelly loam over clay. Topography varies from flats to slopes up to about 80 m elevation. <b>Possible - some suitable habitat exists, however in a highly modified and degraded condition. Was not identified during the field survey.</b>
<i>Callitris oblonga</i> subsp. <i>oblonga</i> south esk pine	Vulnerable	Endangered	Callitris oblonga subsp. oblonga is restricted to riparian scrub and woodland in areas with low precipitation and usually sandy soil. <b>Unlikely - no suitable habitat exists.</b>
<i>Colobanthus curtisiae</i> Curtis' colobanth	Rare	Vulnerable	It is a grassland to grassy woodland plant, often found on rocky knolls, and can be found in areas subject to a wide variety of environmental conditions. The species responds to some disturbance. <b>Possible - some suitable habitat present</b>
<i>Dianella amoena</i> mattex flax-lilly	Rare	Endangered	In Tasmania, the species occurs mainly in the Midlands, where it grows in native grasslands and grassy woodlands. <b>Unlikely - given the highly modified and degraded condition of the site.</b>
<i>Epacris exserta</i> south esk heath	Endangered	Endangered	Epacris exserta occurs along the lower reaches of three rivers: the South Esk, North Esk and Supply Rivers. It is a strictly riparian species that occurs in areas subject to periodic inundation. It grows on alluvium amongst Jurassic dolerite boulders within dense riparian scrub, or occasionally in open rocky sites and has been recorded from 10 to 310 m above sea level. <b>Highly unlikely - no suitable habitat present.</b>
<i>Euphrasia collina</i> subsp. <i>deflexifolia</i> eastern eyebright	Rare	Not Listed	<i>Euphrasia collina</i> subsp. <i>deflexifolia</i> occurs in open woodland or heath, often associated with road edges, tracks and depressions near the headwaters of creeks. Its habitat is associated with the availability of open patches of ground maintained by fire or other disturbance, the proximity of low vegetation and relatively high soil moisture in spring. <b>Unlikely - no suitable habitat present</b>
<i>Glycine latrobeana</i> clover glycine	Vulnerable	Vulnerable	In Tasmania, Glycine latrobeana occurs in dry sclerophyll forest, native grassland and

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
			woodland, usually on flat sites with loose, sandy soil. <b>Unlikely - no suitable habitat present.</b>
<i>Lepidium hyssopifolium</i> basalt pepper- cress/soft pepper- cress	Endangered	Endangered	The native habitat of <i>Lepidium hyssopifolium</i> is the growth suppression zone beneath large trees in grassy woodlands and grasslands. In Tasmania, the species is now found primarily under large exotic trees on roadsides and home yards on farms. It occurs in the eastern part of Tasmania at an altitude of 40 to 500 metres in dry, warm and fertile areas on flat ground on weakly acid to alkaline soils derived from a range of rock types. <b>Possible - some suitable habitat present, although large areas of the site are sloped.</b>
<i>Leucochrysum albicans</i> <i>subsp. tricolor</i> hoary sunray, grassland pepper-daisy	Endangered	Endangered	In Tasmania, <i>Leucochrysum albicans subsp. tricolor</i> occurs in the west and on the Central Plateau and the Midlands, mostly on basalt soils. This species would have originally occupied <i>Eucalyptus pauciflora</i> (cabbage gum) woodland and tussock grassland, though most of this habitat is now converted to improved pasture or cropland. <b>Unlikely - no suitable habitat present.</b>
<i>Prasophyllum robustum</i> robust leek-orchid	Endangered	Critically Endangered	<i>Prasophyllum robustum</i> is now known only from one small site in grassy and shrubby <i>Eucalyptus amygdalina</i> forest on well-drained brown loam derived from basalt. <b>Unlikely - some suitable habitat present, but unlikely given the highly degraded and modified condition.</b>
<i>Pterostylis commutata</i> midland greenhood	Endangered	Critically Endangered	<i>Pterostylis commutata</i> is restricted to Tasmania's Midlands, where it occurs in native grassland and <i>Eucalyptus pauciflora</i> grassy woodland on well-drained sandy soils and basalt loams. <b>Unlikely - no suitable habitat present.</b>
<i>Pterostylis ziegeleri</i> grassland greenhood	Vulnerable	Vulnerable	<i>Pterostylis ziegeleri</i> is restricted to the east and north of Tasmania. In coastal areas, the species occurs on the slopes of low stabilised sand dunes and in grassy dune swales, while in the Midlands it grows in <i>Themeda triandra</i> native grassland or grassy woodland on well-drained clay loams derived from basalt. <b>Unlikely - no suitable habitat present.</b>
<i>Senecio macrocarpus</i> largefruit fireweed	Extinct	Vulnerable	<i>Senecio macrocarpus</i> is presumed extinct in Tasmania, having been collected from the north of the State including the South Esk River. In Victoria, the species occurs in basalt grasslands and grassy woodlands. <b>Highly unlikely - presumed extinct.</b>
<i>Senecio psilocarpus</i> swamp fireweed	Endangered	Vulnerable	Species occurs in swampy habitats including broad valley floors associated with the Midlands river systems (Cressy area), edges of farm dams amongst low-lying grazing/cropping ground (Forth area), herb-rich native grassland in a broad swale between stable sand dunes (Nook Swamps, King Island), adjacent to wetlands in native grassland (Mount William), herbaceous marshland (Dukes Marshes), and low-lying lagoon systems (Flinders Island). <b>Unlikely - no suitable habitat.</b>



Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
<i>Senecio squarrosus</i> leafy fireweed	Rare	Not Listed	<i>Senecio squarrosus</i> occurs in a wide variety of habitats. One form occurs predominantly in lowland damp tussock grasslands. The more widespread and common form occurs mainly in dry forests (often grassy) but extends to wet forests and other vegetation types. <b>Unlikely - any suitable habitat has been highly modified and degraded.</b>
<i>Xanthorrhoea arenaria</i> sand grasstree	Vulnerable	Vulnerable	<i>Xanthorrhoea arenaria</i> is restricted to coastal areas from Bridport in the north-east to Coles Bay on the East Coast, where it occurs in coastal sandy heath. <b>Highly unlikely - no suitable habitat present.</b>
<i>Xerochrysum palustre</i> swamp everlasting, swamp pepper daisy	Vulnerable	Vulnerable	Within Tasmania, <i>Xerochrysum palustre</i> occurs in sedge- and rush-rich wetlands, grassy to sedgy wet heathlands and heathy open <i>Eucalyptus ovata</i> woodlands, <i>Eleocharis sphacelata</i> wetland, usually in sites inundated for part of the year. <b>Highly unlikely - no suitable habitat present.</b>

**Note: Likelihood of occurrence of threatened flora is assessed on a 4-tier scale:**

1. Present - individuals recorded within the survey area during the field assessment or any previous assessment within the boundaries of survey area;
2. Possible - suitable habitat occurs within the survey area;
3. Unlikely - suitable habitat unlikely to occur within the survey area, or suitable habitat substantially modified, or suitable habitat present but species not recorded for over 50 years within 5 km of the site;
4. Highly unlikely - no suitable habitat present within the survey area, and individuals not recorded within the survey area during current or any previous assessment.

## 3.2.2 Field Survey

A total of 27 native flora species were recorded during the field survey<sup>5 10 11</sup>, with 10 of those likely to have been planted due to location, landscaping or clustering. Several flora were not able to be identified to the species level during the survey (i.e. *Juncus sp.*), however, none were likely to represent any known threatened flora under State or Commonwealth legislation.

No threatened flora species were recorded within the survey area during the survey with the closest records being of blue grasslily (*Caesia calliantha*) and blue pincushion (*Brunonia australis*) in larger patches of DAZ greater than 300 metres to the north and south of the site. The full list of species recorded during the survey is included in Appendix A.

It is noted that Table 2 includes five species that are listed as 'possible' to occur within the survey area but were not found during the site survey. Whilst there remains a possibility that those species could occur within the survey area, the highly degraded and modified condition of the vegetation and existing agricultural and livestock grazing practices significantly reduces the likelihood of any of those species being present.

## 3.3 Native Fauna

### 3.3.1 Desktop Assessment

According to the Natural Values Atlas (NVA) report (Appendix B), the following threatened fauna species have been previously recorded within 500 meters of the survey area:

- *Pseudemoia pagenstecheri* (tussock skink)

<sup>10</sup> UTAS 2011

<sup>11</sup> Wapstra *et al.*, 2005

Additional species have been recorded, or are predicted to occur based on habitat preferences and the mapped vegetation at the site, within 5 km of the site according to the NVA and PMST reports. These species (except listed coastal/migratory and migratory marine species) and their likelihood of occurrence within the survey area are shown in Table 3.

**Table 4**      *Listed fauna known or predicted to occur within 5 km of the survey area*

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
<b>Mammals</b>			
<i>Dasyurus maculatus</i> <i>subsp. maculatus</i> spotted-tailed quoll	Rare	Vulnerable	They can be found in numerous types of vegetation. However, forest elements such as rainforest, and wet and dry eucalypt forest are important components of their habitat. They can also be found in non-forest vegetation types such as coastal scrub and heath, and pastoral areas. This wide range of vegetation types are generally characterised by relatively high and predictable seasonal rainfall. <b>Unlikely - given the lack of forest vegetation type and understory structure.</b>
<i>Dasyurus viverrinus</i> eastern quoll		Endangered	The species' distribution is associated with areas of low rainfall and cold winter minimum temperatures. Within this distribution, it is found in a range of vegetation types including open grassland (including farmland), tussock grassland, grassy woodland, dry eucalypt forest, coastal scrub and alpine heathland, but is typically absent from large tracts of wet eucalypt forest and rainforest. Dens in burrow, hollow log or rock crevice. <b>Unlikely - given the lack of forest vegetation type and understory structure.</b>
<i>Perameles gunnii</i> <i>subsp. gunnii</i> Eastern barred bandicoot		Vulnerable	Habitat for the Eastern barred bandicoot includes the following elements: within agricultural districts, mosaic habitats of pasture and remnant native forest, often with a significant amount of cover provided by dense-growing weeds such as gorse, blackberry, blackthorn, rose briar, etc; small remnant populations may occur in remnant native grassland and grassy woodland; all records occur below 950 altitude. <b>Possible - suitable habitat present within the site.</b>
<i>Sarcophilus harrisii</i> Tasmanian devil	Endangered	Endangered	Habitat includes the following elements contained across an area of several square kilometres: denning habitat for daytime shelter (e.g. dense vegetation, hollow logs, burrows or caves); hunting habitat (open understorey mixed with patches of dense vegetation); breeding den habitat (areas of burrowable, well-drained soil or sheltered overhangs such as cliffs, rocky outcrops, knolls, caves and earth banks, free from risk of flooding; windrows and log piles may also be used). <b>Unlikely - given the lack of forest vegetation type and understory and structure.</b>
<b>Bats</b>			
<i>Pteropus poliocephalus</i> grey-headed flying-fox		Vulnerable	The Grey-headed Flying-fox has historically occupied forests and woodlands in the coastal lowlands, tablelands and slopes of eastern

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
			Australia. <b>Unlikely - given the lack of forest vegetation type and understory structure.</b>
<b>Birds</b>			
<i>Accipiter novaehollandiae</i> grey goshawk	Endangered		The species nests in mature wet forest, usually in the vicinity of a watercourse. However birds can also be seen in more open woodland and around urban fringes. Most nests are located in the north and west of the State, but smaller breeding populations also occur in the south-east and north-east. <b>Unlikely - given the lack of forest vegetation type and understory structure. May be an infrequent visitor through the site.</b>
<i>Alcedo azurea subsp. diemenensis</i> azure kingfisher	Endangered	Endangered	Habitat is known to be forested margins of major river systems; usually in shady and often overhanging vegetation of riverine forests dominated by wet sclerophyll and mixed forest. <b>Unlikely - given the lack of adjacent river/creek and highly disturbed forest vegetation type and understory structure.</b>
<i>Aquila audax subsp. fleayi</i> Tasmanian wedge-tailed eagle	Endangered	Endangered	Nesting habitat includes the following elements: patches of mature (including old-growth) forest, or forest with mature/old-growth elements, normally greater than 10 ha in area; nest trees usually tall (25-75 m), large and robust mature eucalypts, generally taller than the canopy; nests are often constructed in the tallest and largest tree at a site, and usually located within the canopy even when the nest tree is taller; nests typically occur on the lee (sheltered) aspect of the site (or where hills shelter an otherwise exposed site), with the nest situated below the ridge level for protection from prevailing winds. <b>Unlikely - given the lack of forest vegetation type and understory structure.</b>
<i>Botaurus poiciloptilus</i> Australian bittern		Endangered	The Australasian bittern is a large, heron-like bird found in shallow and vegetated freshwater or brackish swamps. <b>Unlikely - no freshwater ecosystem located at the site.</b>
<i>Haliaeetus leucogaster</i> white-bellied sea-eagle	Vulnerable		The White-bellied Sea-eagle is distributed around the coastal perimeter and inland lakes of Tasmania. It generally breeds within five kilometres of open water. Prime nesting habitat is found along major estuaries where residential and industrial development is concentrated. <b>Unlikely - site located inland from coast and not in proximity of lakes.</b>
<i>Hirundapus caudacutus</i> white-throated needletail		Vulnerable	In Australia, the White-throated Needletail can occur over most types of habitat, although they are recorded most often above wooded areas, including open forest and rainforest, and may also fly below the canopy between trees or in clearings. When flying above farmland, they are more often recorded above partly cleared pasture, plantations or remnant vegetation at the edge of paddocks. In coastal areas, they have been observed flying over sandy beaches or mudflats, and often around coastal cliffs and other areas with prominent updraughts, such as ridges and sand-dunes. <b>Unlikely - given the</b>

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
			<b>lack of forest vegetation type and highly disturbed condition of the site.</b>
<i>Lathamus discolor</i> swift parrot	Endangered	Critically Endangered	Habitat includes flowering Tasmanian blue gum and black gums (foraging habitat) and any eucalypt forest containing hollow-bearing trees (nesting habitat). Hollow-bearing trees are typically large and old with dead limbs or branches and at least some visible hollows. <b>Possible - minimal suitable foraging habitat exists for the species, albeit in a highly disturbed and degraded condition.</b>
<i>Tyto novaehollandiae castanops</i> masked owl	Endangered	Vulnerable	Habitat for the Tasmanian Masked Owl includes the following elements: foraging habitat - a diverse range of forest, woodland and non-forest vegetation including agricultural and forest mosaics; nesting habitat - eucalypt forests and woodlands containing old growth trees with suitable hollows for nesting/roosting, but will also nest in isolated old growth trees with suitable hollows. <b>Possible - suitable habitat present at the site, albeit in a highly disturbed and degraded condition.</b>
<b>Frogs</b>			
<i>Litoria raniformis</i> green and gold frog	Vulnerable	Vulnerable	Breeding habitat for the Green and Gold Frog includes the following elements: still or slow-moving water bodies (lagoons, lakes, farm dams, ponds, irrigation channels, swamps, and slow-moving sections of rivers and streams); the species prefers the shallow part of lagoons (to approx. 1.5m) with a complex vegetation structure, often containing vegetation communities dominated by emergent plants such as water ribbons (Triglochin) and spikerush (Eleocharis), and submerged plants such as watermilfoil (Myriophyllum), marsh-flower (Villarsia), and pondweed (Potamogeton); however, other plant communities can also form suitable breeding habitat. <b>Unlikely - no suitable habitat present.</b>
<b>Crustaceans</b>			
<i>Engaeus orramakunna</i> Mount Arthur burrowing crayfish	Vulnerable	Vulnerable	Habitat for the Mt Arthur Burrowing Crayfish includes the following elements: moist seeps and flat swampy or marshy land feeding into or next to streams and rivers; can also be found in stream banks, wet pasture, culverts and roadside drains. <b>Unlikely - no suitable habitat present.</b>
<b>Fish</b>			
<i>Prototroctes maraena</i> Australian grayling	Vulnerable	Vulnerable	Habitat for the Australian Grayling includes the following elements: adult Australian Grayling inhabit and breed in rivers and streams, usually in cool waters often with alternating pool and riffle zones; larvae and juveniles inhabit estuaries and coastal seas, although their precise habitat requirements are poorly known. <b>Unlikely - no suitable habitat present.</b>
<b>Mollusc</b>			
<i>Pasmaditta jungermanniae</i>	Vulnerable		Currently known from rocky wet forest, scrub and mossy cliff faces. Nothing is known of life

Species	Tasmanian Status - TSP Act	Commonwealth Status - EPBC Act	Brief habitat description & Likelihood of occurrence within survey area
Cataract Gorge pinhead snail			history parameters (age at maturity, life span, etc). <b>Unlikely – only known from one location in Launceston.</b>
<b>Insect</b>			
<i>Oxyethira mienica</i> caddis fly (ouse river)	Rare		Caddis-flies are typically inconspicuous, crypticcoloured insects associated with most freshwater habitats such as streams, swamps, lakes and springs. <b>Unlikely - no suitable habitat present.</b>
<b>Lizard</b>			
<i>Pseudemoia pagenstecheri</i> tussock skink	Vulnerable		Habitat for the Tussock skink includes the following elements: treeless tussock grassland and grassy open woodland at virtually any elevation where suitable habitat is present; typical habitat in the warmer lowland part of the range is native grassland dominated by <i>Poa labillardierei</i> (tussock grass) and species of <i>Rytidosperma</i> (wallaby grasses), <i>Themeda triandra</i> (kangaroo grass) and <i>Microlaena stipoides</i> (weeping grass). <b>Unlikely - some suitable habitat present i.e. wallaby grass, but species unlikely due to the highly disturbed and degraded condition of the site.</b>
<i>Pseudemoia rawlinsoni</i> glossy grass skink	Rare		Glossy Grass Skink habitat is little known but includes tussock grasses and low dense vegetation in moist situations along the margins of swamps and watercourses. The species has also been found where dry sclerophyll forest meets wet heathland subject to frequent flooding. It shelters in dense vegetation and in rotting logs. <b>Unlikely - no suitable habitat present.</b>

**Note: Likelihood of occurrence of threatened flora is assessed on a 4-tier scale:**

1. Present - individuals recorded within the survey area during the field assessment or any previous assessment within the boundaries of survey area;
2. Possible - suitable habitat occurs within the survey area;
3. Unlikely - suitable habitat unlikely to occur within the survey area, or suitable habitat substantially modified, or suitable habitat present but species not recorded for over 50 years within 5 km of the site;
4. Highly unlikely - no suitable habitat present within the survey area, and individuals not recorded within the survey area during current or any previous assessment.

### 3.3.2 Field Survey

A total of 16 fauna species were identified during the field survey, of which five are considered to be invasive species. None of the species identified during the survey are considered to be of conservation significance. These species are outlined in Table 4 below. Given the short duration (two half days) and lack of repeated efforts, this is unlikely to be an exhaustive list of the fauna species inhabiting the survey area.

**Table 5** Fauna species identified during the field survey

Species Name	Common Name	Type	Status
<i>Acanthiza pusilla</i> or <i>Acanthiza ewingii</i>	Brown thornbill or Tasmanian thornbill	Bird	E?
<i>Anthochaera paradoxa</i>	Yellow wattlebird	Bird	
<i>Bos taurus</i>	Cow (Livestock)	Mammal	i
<i>Cacatua galerita</i>	Sulfur-crested cockatoo	Bird	



Species Name	Common Name	Type	Status
<i>Corvus tasmanicus</i>	Forest raven	Bird	
<i>Dacelo novaeguineae</i>	Laughing kookaburra	Bird	i
<i>Gymnorhina tibicen</i>	Magpie	Bird	
<i>Malurus cyaneus</i>	Superb fairywren	Bird	
<i>Oryctolagus cuniculus</i>	European rabbit	Mammal	i
<i>Pardalotus striatus</i>	Striated pardalote	Bird	
<i>Phylidonyris novaehollandiae</i>	New-Holland honey-eater	Bird	
<i>Strepera fuliginos</i>	Black currawong	Bird	E
<i>Sturnus vulgaris</i>	European starling	Bird	i
<i>Trichoglossus haemotodus</i>	Rainbow lorikeet	Bird	i
<i>Turdus merula</i>	Common blackbird	Bird	i
<i>Vanellus miles</i>	Masked lapwing	Bird	

#### State Legislation

- r Rare – Tasmanian TSP Act
- v Vulnerable – Tasmanian TSP Act
- e Endangered – Tasmanian TSP Act

#### Commonwealth Legislation

- VU Vulnerable – Commonwealth EPBC Act
- EN Endangered – Commonwealth EPBC Act
- CR Critically Endangered – Commonwealth EPBC Act

#### Fauna Species

- i Introduced
- E Endemic to Tasmania

## General fauna habitat values

The survey area is located within an area of majority cleared pasture with some remnant isolated or small groups of Eucalyptus (predominantly *E. viminalis* & *E. amygdalina*) trees. Of the 88 Eucalypt trees mapped and recorded at the site, 28 had confirmed hollows. Many of the native Eucalypt trees indicated greater than one hollow, with several trees containing greater than four hollows. Hollows varied in size from small openings (5-10cm) to large openings (>20cm) sufficient for small to medium sized mammals. Six trees were confirmed to contain brushtail possums (*Trichosurus vulpecula*) currently nesting within hollows, some containing several hollows with different groups of possums on the same tree. A further two trees were identified as likely to contain possums or other small mammals species, indicated by heavy scratching and utilisation marks on the lower portions of the tree. Two trees containing hollows were occupied by bees and closer inspection was not possible.

Other habitat features included woody debris (fallen branches), leaf litter, open grassy areas and scrub/heath vegetation which has the potential to be utilised by small/medium ground dwelling mammals, reptiles and small bird species. Examples of the fauna habitat contained at the site are shown in Plate 5-10. A magpie nest was identified in the row of *E. globulus* (blue gums) to the middle area of the site, directly north of the OneSchool Global TAS campus.

## Threatened fauna habitat

Table 3 identifies the threatened fauna which have been previously recorded in the local area and indicates the likelihood that they would be present at the site. Three of those species were considered possible to be present the Techno Park site including *Perameles gunnii gunnii* (Eastern barred bandicoot), *Lathamus discolor* (swift parrot) and *Tyto novaehollandiae castanops* (masked owl)<sup>12</sup>.

Some of the cleared pasture and grassy areas covered by dense growing weeds would provide habitat for any *Perameles gunnii gunnii* (Eastern barred bandicoot) located at the site (see Figure 2 for weed locations). Given the

<sup>12</sup> Bryant & Jackson 1999

highly modified and degraded condition of the site and surrounding urban context, this site is not likely to represent significant habitat for the species. There were minimal signs of the species being present at the site (i.e. scratching's, diggings, scats etc) and no individuals were observed during the surveys, however it is considered the species would likely to be present at the site in low abundance.

The site contains foraging habitat for swift parrots (*Lathamus discolor*) in the form *E. globulus* (blue gum) and *E. ovata* (swamp gum). A total of seven blue gum were mapped during the survey, ranging from 300-1800mm Diameter at Breast Height (DBH). Eight swamp gums were mapped during the survey, ranging from 300-700mm DBH. Only two of the mapped swamp gums were located inside the footprint of the proposed development, with the remaining six located outside the property boundary. Blue gum and swamp gum provide foraging habitat when in flower and produce a nectar which is a preferred foraging resource<sup>13</sup>. According to the Forest Practices Authority (FPA)<sup>14</sup>, foraging habitat patches are generally assessed at a rough scale of one hectare, however, smaller patches of potential habitat may still provide important resources for the species. Given the limited abundance and distribution of the blue and swamp gums at the site, the trees are unlikely to represent a significant foraging resource for swift parrots. The site is also located outside the core and potential range of the species<sup>15</sup>.

None of the identified blue gum trees contained hollows and one of the swamp gums contained a hollow, currently occupied by a brush-tailed possum. The mix of 15 trees appear to have been planted as street trees on the site by past landowners/land managers (refer to Figure 2 for tree locations). No swift parrot individuals were observed on site during the surveys, however the surveys were conducted outside the breeding season for the species. It should also be noted that six of the fifteen mapped swamp gums are located outside the development footprint and would be retained on the site. One of these trees indicated a hollow, as mentioned above, currently occupied by a brushtail possum.

The site contains potential habitat for masked owl's, with hollow bearing trees of a suitable size in the proximity of open and cleared pasture and dense weeds (foraging habitat). The site is located within the core range of the species<sup>15</sup>. According to the FPA<sup>16</sup>, the vegetation at the site has the potential represent significant habitat for the species despite the highly modified and degraded condition. This is due to the large old hollow-bearing trees present at the site. To be considered high quality habitat, patches are required to contain at least eight trees per hectare over 1000 mm DBH. The site contains 28 hollow bearing trees, however, only seven indicate hollows suitable for masked owls. Therefore, the vegetation on site was considered to be low to very-low quality habitat for masked owls due to the ratio of 0.6 suitable habitat trees per hectare.

Masked owls are highly mobile and indicate large home range and territories (1000-2000 ha), so the broader landscape has been considered for the purposes of this assessment<sup>16</sup>. Given the surrounding landscape, which is almost entirely cleared for urban, commercial and residential development, the hollow bearing trees are unlikely to represent significant habitat for the species. No masked owl individuals were identified or recorded as part of the field survey, however, this should not be taken as a definitive record that the species is not located at the site given the daytime period, short duration and lack of repeated surveys.

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<sup>13</sup> TSS 2021a

<sup>14</sup> FPA 2014

<sup>15</sup> BCB 2012

<sup>16</sup> FPA 2016



Plate 5 Hollow bearing *E. viminalis*



Plate 7 Hollow likely occupied by a brushtail possum



Plate 6 Hollow bearing *E. viminalis*



Plate 8 Hollow occupied by a brushtail possum

The patch of *C. appressa* has the potential to provide habitat for *Oreisplanus munionga subsp. larana*, commonly known as the Marrawah skipper butterfly. The Marrawah skipper is listed for protection under the *Threatened Species Protection Act 1995* as Endangered and under the *Environment Protection and Biodiversity Conservation Act 1999* as Vulnerable. Known only from the coastal and near-coastal areas of the northwest coast of Tasmania,

it is exclusively associated with the tussock-sedge *C. appressa*, which is its larval host and food plant<sup>17</sup>. According to the Natural Values Atlas, the location of the site is outside the core range, and approximately 88 km from the current known potential range of the species<sup>15</sup>. Given the location of the site and the known range of the species, it is considered highly unlikely that the species would be present at the site.

### 3.3.3 Raptor nests and sightings identified by desktop research

No raptor nests or sightings have been previously recorded within 500 meters of the survey area<sup>15</sup>. However, verified records of nests and individuals of wedge-tailed eagles, grey goshawks, peregrine falcons, white-bellied sea-eagles and masked owls have been recorded within 5 km of the site.

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<sup>17</sup> TSS 2021b







## 3.4 Invasive Species

44 introduced plant species were recorded within the survey area during the field survey<sup>18</sup>, including two declared weeds under the *Tasmanian Weed Management Act 1999* (Appendix A) and three non-declared weeds from the DPIPW non-declared weed index. The broad scale location(s) of declared and non-declared weeds (individuals or minor infestations) is shown in Figure 2.

# 4. Potential Ecological Impacts

## 4.1 Vegetation communities

The vegetation community *Eucalyptus amygdalina forest and woodland on Cainozoic deposits* (DAZ) is mapped at the site and is listed as Threatened under the *Nature Conservation Act 2002*, although it is not listed under the Commonwealth EPBC Act. This vegetation community is mapped to cover a total of 1.6 ha of the Techno Park site. It was considered that the vegetation within this area was of a degraded to completely degraded condition due to the minimal or complete lack of understory in some areas, presence of exotic flora species, lack of connected canopy and effects from urbanisation and livestock grazing. Given the highly modified and degraded condition of the site, the vegetation does not meet the requirements to be described as the threatened community<sup>19</sup>.

There are no other TASVEG vegetation communities mapped within the site and as such there are no expected impacts to Threatened or conservation significant vegetation communities as a result of the proposed development.

## 4.2 Significant flora

There was no significant flora identified during the field survey and there is no expected impacts as a result of development of the site.

## 4.3 Significant fauna and habitat

As discussed in section 3.3.2, the site may provide habitat for three species of conservation significance: *P. gunnii* (Eastern barred bandicoot), *L. discolor* (swift parrot) and *T. novaehollandiae castanops* (Tasmanian masked owl). However, given the highly degraded condition, lack of understory and fragmented vegetation and trees on site, the vegetation is unlikely to represent significant habitat for any of the species.

The blue gums (*E. globulus*) and swamp gums (*E. ovata*) may provide foraging habitat for swift parrots some years, albeit in minor in scale (approx. 9 trees) and is unlikely to represent a significant resource for the species. Some of the hollow bearing trees at the site may provide suitable nesting/breeding habitat for swift parrots, and may be utilised during breeding season (September to January). Given the presence of suitable hollow bearing trees in close proximity to a foraging resource, potential impacts to the species may occur as a result of the development, although they are unlikely to be significant. Precautions should be taken to ensure there are no direct impacts to the species as a result of the removal of the trees.

The masked owl requires a mosaic of forest and open areas for foraging and large old-growth hollow-bearing trees for nests, however, significant habitat is dry forest with mature habitat elements within that range. As mentioned above, the lack of forest structure (e.g. no understory and lack of connected canopy) reduces the likelihood that the species would utilise the site for breeding or nesting, and would not represent significant habitat for the

<sup>18</sup> Richardson *et al.*, 2007

<sup>19</sup> As described in the Vegetation Condition Benchmarks version 2 - Dry Eucalyptus Forest and Woodland - DAZ Eucalyptus amygdalina forest and woodland on Cainozoic deposits (DPIPWE)

species. Given presence of the species cannot be definitively ruled out, potential impacts to the species may occur as a result of the development i.e. removal of many large hollow bearing trees suitable for the masked owl.

Development at the site is not likely to significantly impact on *P. gunnii gunnii* (Eastern barred bandicoot), given the highly degraded condition, lack of understory and fragmented vegetation structure of the site. Future development at the site is likely to increase the abundance and distribution of invasive predators i.e. domestic and feral cats, which may have indirect impacts on any Eastern barred bandicoot which may be present at the site.

## 5. Recommendations

The following recommendations are suggested to avoid any potential environmental impacts as a result of the proposed development at the site.

### 5.1 Vegetation Management

The following recommendations are suggested:

- Where possible, retain native vegetation species and trees on site and avoid any unnecessary clearance and/or disturbance of native vegetation, including both trees and understorey vegetation where possible, to preserve the current fauna habitat values present.
- Remove all invasive flora species i.e. blackberry bushes from the site to reduce the propagation of invasive flora throughout the site.
- All vegetation clearing should be conducted in accordance with best practice flora hygiene measures so as to ensure the reduction in the spread of invasive flora species<sup>20</sup>

### 5.2 Significant fauna and habitat

Where clearing of trees at the site is unavoidable and necessary for the development of the proposed activity, the clearing of *E. globulus* and *E. ovata* should be conducted outside the flowering period for the species. This will reduce the likelihood of impacts for a foraging resource for swift parrots who may be infrequent visitors to the site.

Similarly, where the clearing of hollow bearing trees is unavoidable and necessary for the development of the proposed activity, the clearing activities should be undertaken outside the breeding periods for both swift parrots and masked owls. Given the current survey was conducted outside the breeding period for both species, it cannot be confirmed that the hollow bearing trees do not provide a breeding site for the species. Although the removal of the trees is unlikely to represent a significant impact for either species, this mitigation measure would act to limit any potential direct impacts on the species.

Future development at the site is likely to increase the abundance and distribution of invasive predators i.e. domestic and feral cats, which may have indirect impacts on any Eastern barred bandicoot which may be present at the site. Mitigation measures should be explored to minimise the impacts to the species as a result of the development in the post construction phase.

### 5.3 Further Ecological Assessments and Approvals

This assessment has identified large hollow-bearing trees and potential foraging habitat trees for threatened fauna as being key findings that will require further ecological assessment if these values will be disturbed or destroyed as part of the proposed site activity. Under section 29(2)(a) and 29(2)(b) of the *Nature Conservation Act 2002*, special permits are required for 'the taking on specified lands of specified wildlife, specified products of specified wildlife or specified protected plants. Given the hollows contained in 28 trees located at the Techno Park site constitute nesting habitat for fauna species considered to be wildlife, a 'Permit to Take' is required under section 29(2)(a) of the *Nature Conservation Act 2002* for the removal of the hollow bearing trees at the site. This permit should be obtained prior to the clearance and removal of any of the native vegetation at the site. In addition,

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<sup>20</sup> DPIWE 2004

approval will be required as part of a Launceston City Council Development Application to clear native vegetation on the site, including remnant areas of the DAZ vegetation community and isolated large native paddock trees. Both approval processes will require further detailed ecological assessment of the values at risk and for fauna values, such as tree hollows, it is a requirement that this work is taken within 30 days of the disturbance. Consideration should be given to avoiding and retaining hollow-bearing trees as part of the project design process where possible.

Prior to detail design of the subdivision a further ecological survey of the site is required to determine whether any tree hollows are being used by threatened species such as the Tasmanian Masked Owl. This bird of prey is a cryptic species, hunting at night and rarely observed during the day<sup>21</sup>. Given the current survey was conducted during daylight hours and over the course of one day, it is recommended that a follow up targeted survey for masked owls is conducted. Dedicated surveys for the subspecies generally use a playback system; this involves broadcasting an amplified Masked Owl call (a drawn-out rasping 'cush-cush-sh-sh') which can elicit an answering call from a nearby owl<sup>21</sup>.

Further approvals would be required if there was evidence of occupancy by hollow-requiring species such as the Masked Owl or Swift Parrot listed as threatened under the Federal *EPBC Act 1999*. If so, this would be regarded as a Matter of National Significance requiring further mitigation measures with the possibility of project design changes to avoid impact to the MNES.

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<sup>21</sup> TSS 2021c

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# Appendices

# Appendix A

## Flora species list

**Table 6**      *Survey details and key to species status*

Job Number	12552740	
Project	Affordable Housing – Techno Park, Kings Meadows	
Client	Communities Tasmania	
Site	Techno Park Drive, Kings Meadows	
Grid Reference	Midpoint of the survey area at approximately GDA94 513354E 5408447N	
Surveyed By	Dean Heinze, Senior Ecologist, GHD Hobart. Mickey Dwyer, Environmental Scientist, GHD Hobart	
Date of Survey	20 <sup>th</sup> August 2021	
Plant Collection Permit No.	N/A	
Key:		
	<u>STATE LEGISLATION</u>	
r	rare – Tasmanian TSP Act	
v	vulnerable – Tasmanian TSP Act	
e	endangered – Tasmanian TSP Act	
	<u>COMMONWEALTH LEGISLATION</u>	
VU	vulnerable – Commonwealth EPBC Act	
EN	endangered – Commonwealth EPBC Act	
CR	critically endangered – Commonwealth EPBC Act	
	<u>Introduced Species</u>	
i	introduced	
P	planted	
D	declared weed – Tasmanian <i>Weed Management Act 1999</i>	
N-D	non-declared weed – DPIPWE non-declared weed index	

**Table 7**      *Vascular flora recorded within the survey area*

Status	Species Name	Common Name
<b>Native Species</b>		
	<i>Acacia dealbata</i>	silver wattle
	<i>Acacia mearnsii</i>	black wattle
	<i>Acacia melanoxylon</i>	blackwood
	<i>Acaena echinata</i>	sheeps burr
	<i>Acaena novae-zelandiae</i>	common buzzy
	<i>Allocasaurina littoralis</i>	black sheoak
	<i>Astroloma humifusum</i>	native cranberry
	<i>Asperula conferta</i>	woodruff
	<i>Austrodanthonia sp.</i>	wallaby grass
	<i>Austrostipa sp.</i>	spear grass
	<i>Banksia marginata</i>	silver banksia
	<i>Bursaria spinosa</i>	prickly box
	<i>Carex apressa</i>	tall sedge

Status	Species Name	Common Name
	<i>Eucalyptus amygdalina</i>	black peppermint
P	<i>Eucalyptus globulus</i>	blue gum
	<i>Eucalyptus ovata</i>	black gum
	<i>Eucalyptus viminalis</i>	white gum
	<i>Exocarpus cupressiformis</i>	native cherry
	<i>Juncus sp.</i>	rush (broad leaf)
	<i>Juncus sp.</i>	rush (narrow leaf)
	<i>Lomandra longifolia</i>	sagg
	<i>Oxalis perennans</i>	grassland woodsorrel
	<i>Pteridium esculentum</i>	bracken
P	<i>Poa labillardierei</i>	common tussock-grass
	<i>Rumex dumosus</i>	wiry dock
	<i>Styphelia adscendens</i>	golden heath
	<i>Themeda triandra</i>	kangaroo grass
<b>Introduced Species</b>		
i	<i>Agapanthus praecox</i>	Agapanthus
i	<i>Agrostis capillaris</i>	browntop bent
i	<i>Allium triquetrum</i>	three-cornered garlic
i	<i>Anthoxanthum odoratum</i>	sweet vernal grass
i,n-d	<i>Arctotheca calenula</i>	capeweed
i	<i>Avena sp.</i>	wild oats
i	<i>Briza maxima</i>	quaking grass
	<i>Briza minor</i>	shivery grass
	<i>Bromus willdenowii</i>	prairie grass
i,n-d	<i>Cirsium vulgare</i>	spear thistle
i	<i>Cotoneaster glaucophyllus</i>	large-leaf cotoneaster
i	<i>Crataegs monogyna</i>	hawthorn
i	<i>Cynosorus sp.</i>	dogs tail grass
i	<i>Dactylis glomerata</i>	cocksfoot
i	<i>Epilobium ciliatum</i>	glandular willow herb
i	<i>Eucalyptus botryoides</i>	southern mahogany
i	<i>Fumaria muralis</i>	fumitory
i	<i>Galium aparine</i>	cleavers
i	<i>Hedera helix</i>	English ivy
i	<i>Holcus lanatus</i>	Yorkshire fog grass
i	<i>Hypochaeris radicata</i>	rough cat's-ears
i	<i>Hypochaeris sp.</i>	cat's-ears
i	<i>Malva nicaeensis</i>	mallow
i	<i>Myosotis spp.</i>	forget-me-not
	<i>Onopordum acanthium</i>	Scotch thistle
i	<i>Osteospermum fruticosum</i>	white African daisy

Status	Species Name	Common Name
i	<i>Phalaris aquatica</i>	phalaris
i	<i>Pinus radiata</i>	radiata pine
i	<i>Plantago coronopus</i>	buck's horn plantain
i	<i>Plantago lanceolata</i>	ribwort
i	<i>Poa annua</i>	winter grass
i	<i>Prunus cerasifera</i>	cherry plum
i	<i>Romulea rosea</i>	onion grass
i,d	<i>Rubus fruticosus</i>	blackberry
i	<i>Rumex acetosella</i>	sheep sorrel
i,n-d	<i>Rumex obtusifolius</i>	broadleaf dock
i,n-d	<i>Silybum marianum</i>	variegated thistle
i	<i>Solanum nigrum</i>	black nightshade
i	<i>Sonchus hydrophyllus</i>	sow thistle
i	<i>Stellaria media</i>	chickweed
i	<i>Taraxacum officinale</i>	dandelion
i	<i>Trifolium sp.</i>	clover
i,d	<i>Ulex europaeus</i>	gorse
i	<i>Vicia sativa</i>	common vetch
i	<i>Viola odorata</i>	English violet



# **Appendix B**

## **Natural Values Atlas Report**

# Natural Values Atlas Report

*Authoritative, comprehensive information on Tasmania's natural values.*

Reference: Techno Park Drive, Kings Meadow

Requested For: Dean Heinze (GHD)

Report Type: Summary Report

Timestamp: 09:58:55 AM Friday 28 May 2021

Threatened Flora: buffers Min: 500m Max: 5000m

Threatened Fauna: buffers Min: 500m Max: 5000m

Raptors: buffers Min: 500m Max: 5000m

Tasmanian Weed Management Act Weeds: buffers Min: 500m Max: 5000m

Priority Weeds: buffers Min: 500m Max: 5000m

Geoconservation: buffer 1000m

Acid Sulfate Soils: buffer 1000m

TASVEG: buffer 1000m

Threatened Communities: buffer 1000m

Fire History: buffer 1000m

Tasmanian Reserve Estate: buffer 1000m

Biosecurity Risks: buffer 1000m



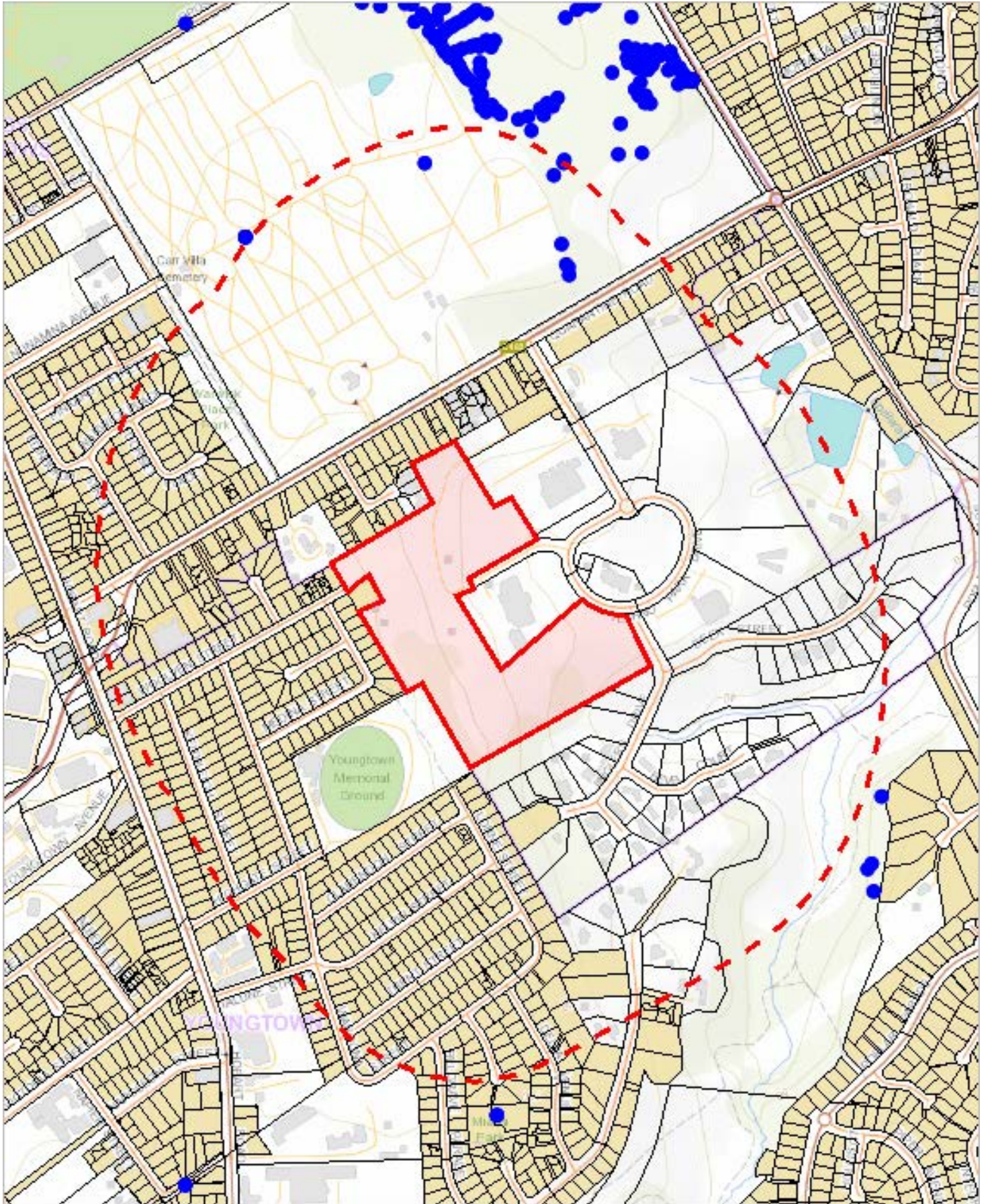
The centroid for this query GDA94: 514384.0, 5408476.0 falls within:

Property: 1850082



# Threatened flora within 500 metres

515188, 5409459



513622, 5407536

Please note that some layers may not display at all requested map scales



# Threatened flora within 500 metres

Legend: Verified and Unverified observations

- Point Verified

● Point Unverified

▮ Polygon Verified

▮ Polygon Unverified
- ▮ Line Verified

▮ Line Unverified

Legend: Cadastral Parcels



# Threatened flora within 500 metres

## Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Brunonia australis	blue pincushion	r		n	12	19-Sep-2017
Caesia calliantha	blue grasslily	r		n	1	14-Nov-2020
Euphrasia collina subsp. deflexifolia	eastern eyebright	r		e	1	31-Aug-1892
Senecio squarrosus	leafy fireweed	r		n	1	01-Oct-1943

## Unverified Records

No unverified records were found!

For more information about threatened species, please contact Threatened Species Enquiries.

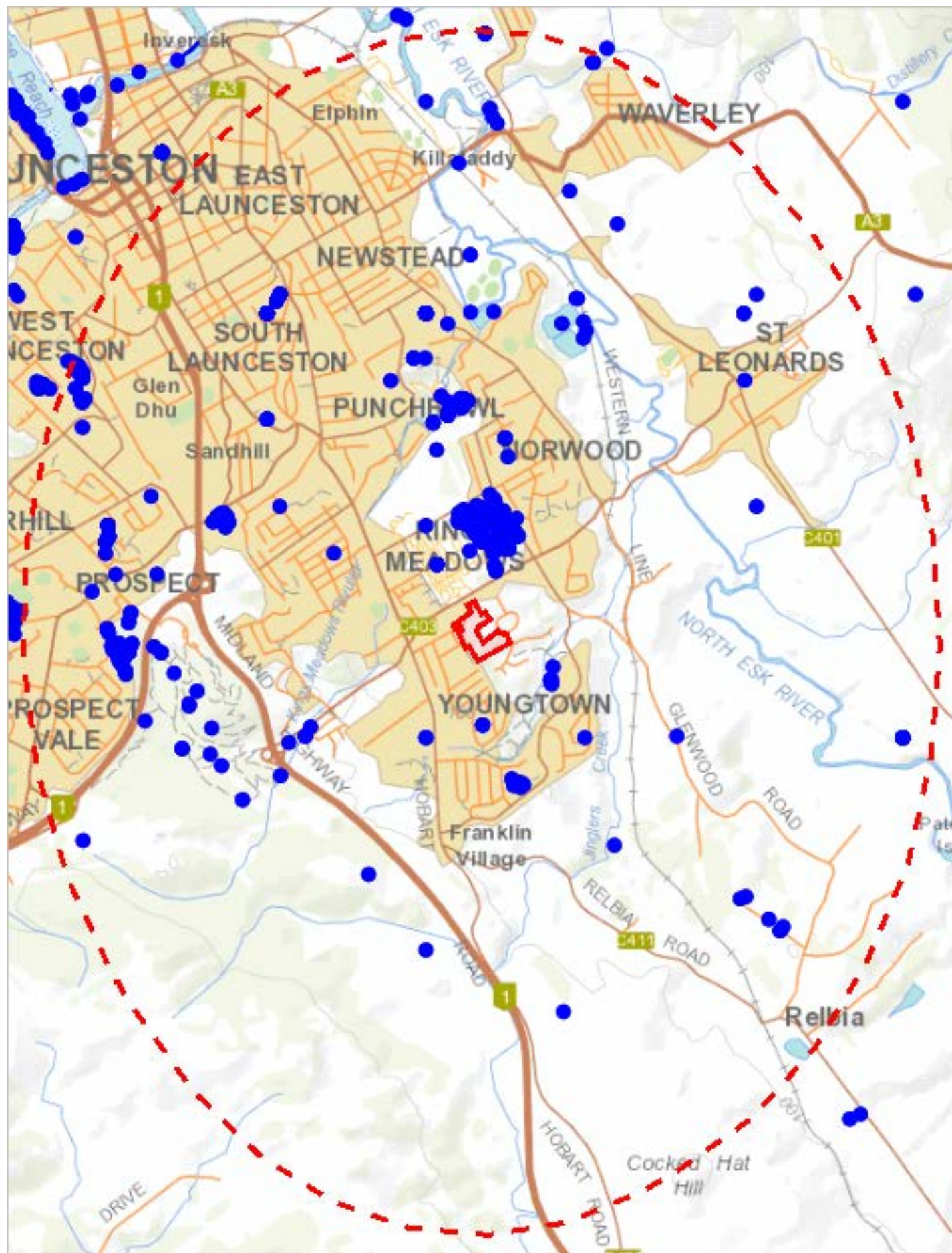
Telephone: 1300 368 550

Email: [ThreatenedSpecies.Enquiries@dpiwve.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpiwve.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

# Threatened flora within 5000 metres

518583, 5413961



510238, 5403031

Please note that some layers may not display at all requested map scales



# Threatened flora within 5000 metres

Legend: Verified and Unverified observations

● Point Verified

● Point Unverified

▬ Line Verified

▬ Line Unverified

▭ Polygon Verified

▭ Polygon Unverified

Legend: Cadastral Parcels



# Threatened flora within 5000 metres

## Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
<i>Alternanthera denticulata</i>	lesser joyweed	e		n	18	30-Apr-2010
<i>Aphelia gracilis</i>	slender fanwort	r		n	1	01-Oct-2004
<i>Aphelia pumilio</i>	dwarf fanwort	r		n	5	12-Nov-2020
<i>Asperula subsimplex</i>	water woodruff	r		n	1	30-Mar-2000
<i>Bolboschoenus caldwellii</i>	sea clubsedge	r		n	17	10-Dec-2020
<i>Boronia gunnii</i>	river boronia	v	VU	e	2	14-Jan-1937
<i>Brunonia australis</i>	blue pincushion	r		n	374	19-Oct-2020
<i>Caesia calliantha</i>	blue grasslily	r		n	97	06-Jan-2021
<i>Caladenia filamentosa</i>	daddy longlegs	r		n	4	29-Oct-1893
<i>Caladenia patersonii</i>	patersons spider-orchid	v		n	4	03-Oct-2007
<i>Caladenia tonellii</i>	robust fingers	e	CR	e	1	14-Nov-2017
<i>Callitris oblonga</i> subsp. <i>oblonga</i>	south esk pine	v	EN	e	1	11-Nov-1844
<i>Calocephalus lacteus</i>	milky beautyheads	r		n	1	24-Dec-1844
<i>Calystegia sepium</i> subsp. <i>sepium</i>	swamp bindweed	r		n	5	01-Jan-1912
<i>Carex longebrachiata</i>	drooping sedge	r		n	3	01-Nov-1995
<i>Chiloglottis trapeziformis</i>	broadlip bird-orchid	e		n	1	27-Oct-1974
<i>Corunastylis nuda</i>	tiny midge-orchid	r		n	1	01-Mar-1945
<i>Cryptandra amara</i>	pretty pearlflower	e		n	5	13-Sep-1979
<i>Damasonium minus</i>	starfruit	r		n	1	10-Apr-2000
<i>Deyeuxia lawrencei</i>	lawrences bentgrass	x	EX	e	1	01-Jan-1831
<i>Diuris palustris</i>	swamp doubletail	e		n	2	01-Oct-1942
<i>Epacris exserta</i>	south esk heath	e	PEN	e	11	20-Jan-2010
<i>Epilobium pallidiflorum</i>	showy willowherb	r-		n	2	01-Nov-1892
<i>Euphrasia collina</i> subsp. <i>deflexifolia</i>	eastern eyebright	r		e	1	31-Aug-1892
<i>Euphrasia scabra</i>	yellow eyebright	e		n	2	21-Nov-1887
<i>Gynatrix pulchella</i>	fragrant hempbush	r		n	1	01-Oct-1994
<i>Haloragis heterophylla</i>	variable raspwort	r		n	3	16-Oct-2013
<i>Hovea tasmanica</i>	rockfield purplepea	r		e	5	13-Nov-2020
<i>Hypolepis muelleri</i>	harsh groundfern	r		n	1	10-Mar-1981
<i>Leucopogon virgatus</i> var. <i>brevifolius</i>	shortleaf beardheath	r		n	1	14-Oct-2013
<i>Lythrum salicaria</i>	purple loosestrife	v		n	15	15-Apr-2010
<i>Mentha australis</i>	river mint	e		n	9	15-Apr-2010
<i>Parietaria debilis</i>	shade pellitory	r		n	2	01-Jan-1896
<i>Persicaria decipiens</i>	slender waterpepper	v		n	13	30-Apr-2010
<i>Persicaria subsessilis</i>	bristly waterpepper	e		n	16	15-Apr-2010
<i>Pimelea flava</i> subsp. <i>flava</i>	yellow riceflower	r		n	2	19-Dec-1955
<i>Poa mollis</i>	soft tussockgrass	r		e	99	23-Nov-2018
<i>Pomaderris intermedia</i>	lemon dogwood	r		n	1	02-Apr-1950
<i>Prasophyllum robustum</i>	robust leek-orchid	e	CR	e	4	04-Nov-2020
<i>Prostanthera cuneata</i>	alpine mintbush	x		n	1	03-Feb-1840
<i>Prostanthera rotundifolia</i>	roundleaf mintbush	v		n	8	08-Oct-2009
<i>Pterostylis grandiflora</i>	superb greenhood	r		n	2	01-Jun-1951
<i>Pterostylis ziegeleri</i>	grassland greenhood	v	VU	e	3	01-Jan-1889
<i>Pultenaea prostrata</i>	silky bushpea	v		n	2	01-Nov-1984
<i>Ranunculus pumilio</i> var. <i>pumilio</i>	ferny buttercup	r		n	2	01-Jan-2000
<i>Schenkia australis</i>	spike centaury	r		n	1	01-Nov-1943
<i>Schoenoplectus tabernaemontani</i>	river clubsedge	r		n	1	06-Jan-1894
<i>Scleranthus fasciculatus</i>	spreading knawel	v		n	3	11-Sep-2017
<i>Scutellaria humilis</i>	dwarf skullcap	r		n	1	28-Dec-1937
<i>Senecio campylocarpus</i>	bulging fireweed	v		n	5	21-Mar-2011
<i>Senecio macrocarpus</i>	largefruit fireweed	x	VU	n	1	01-Jan-1837
<i>Senecio squarrosus</i>	leafy fireweed	r		n	33	19-Oct-2020
<i>Siloxerus multiflorus</i>	small wrinklewort	r		n	2	15-Oct-2007
<i>Spyridium vexilliferum</i> var. <i>vexilliferum</i>	helicopter bush	r		n	3	27-Nov-1938
<i>Tetratheca ciliata</i>	northern pinkbells	r		n	1	01-Jan-1896
<i>Teucrium corymbosum</i>	forest germander	r		n	3	08-Dec-2011
<i>Triptilodiscus pygmaeus</i>	dwarf sunray	v		n	2	20-Nov-2007
<i>Velleia paradoxa</i>	spur velleia	v		n	4	01-Sep-1992
<i>Veronica plebeia</i>	trailing speedwell	r		n	1	17-May-2011
<i>Vittadinia gracilis</i>	woolly new-holland-daisy	r		n	2	01-Jan-1868
<i>Vittadinia muelleri</i> (broad sense)	narrow leaf new holland daisy	p		n	1	24-Dec-1946
<i>Westringia angustifolia</i>	narrowleaf westringia	r		e	1	20-Nov-2003

## Threatened flora within 5000 metres

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Xerochrysum bicolor	eastcoast paperdaisy	r		n	2	19-Nov-1946

### Unverified Records

No unverified records were found!

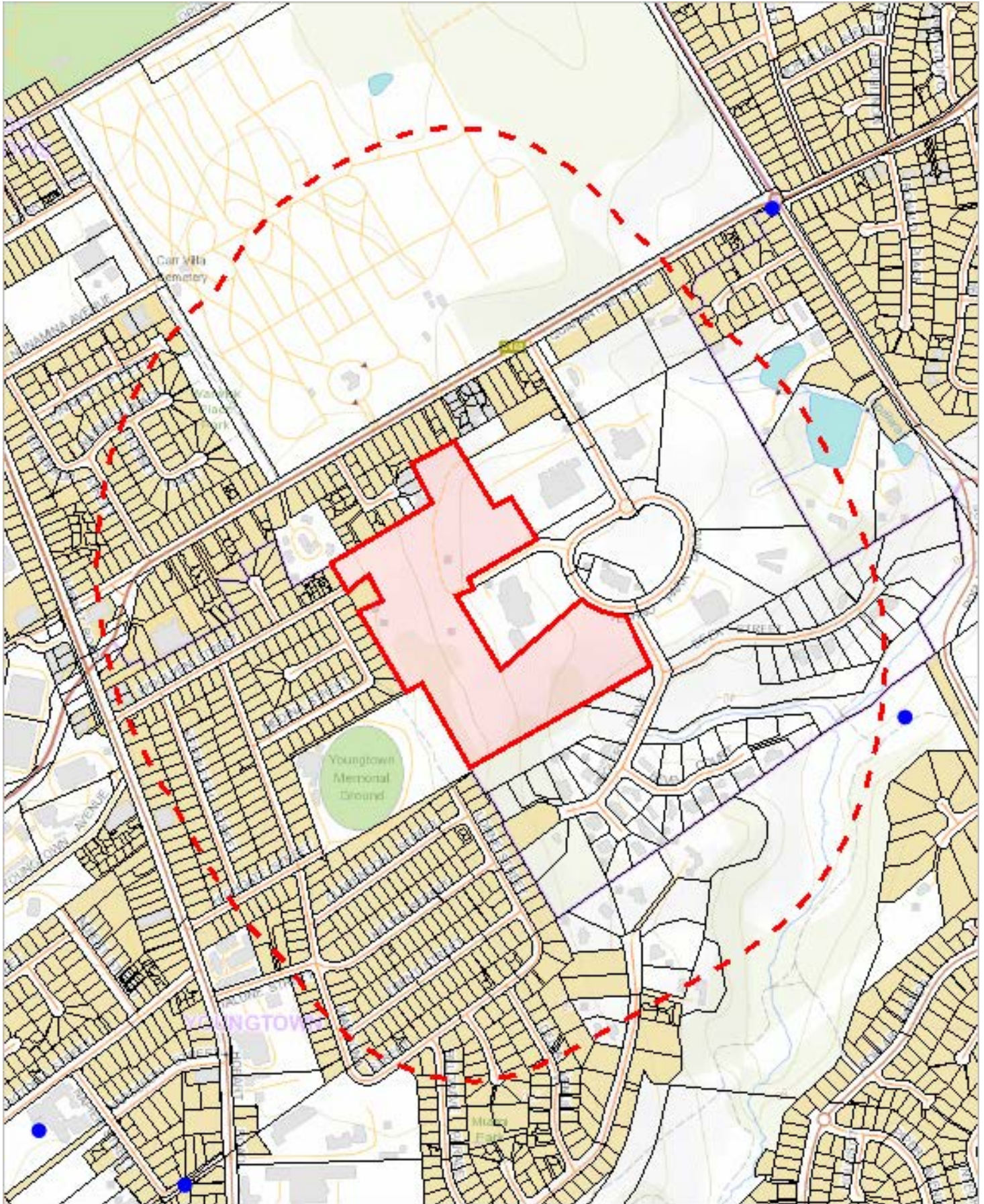
For more information about threatened species, please contact Threatened Species Enquiries.

Telephone: 1300 368 550

Email: [ThreatenedSpecies.Enquiries@dpiwve.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpiwve.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000





513622, 5407536

Please note that some layers may not display at all requested map scales



# Threatened fauna within 500 metres

Legend: Verified and Unverified observations

● Point Verified

● Point Unverified

Line Verified

Line Unverified

■ Polygon Verified

■ Polygon Unverified

Legend: Cadastral Parcels





# Threatened fauna within 500 metres

## Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
<i>Pseudemoia pagenstecheri</i>	tussock skink	v		n	1	26-Feb-2019

## Unverified Records

No unverified records were found!

## Threatened fauna within 500 metres (based on Range Boundaries)

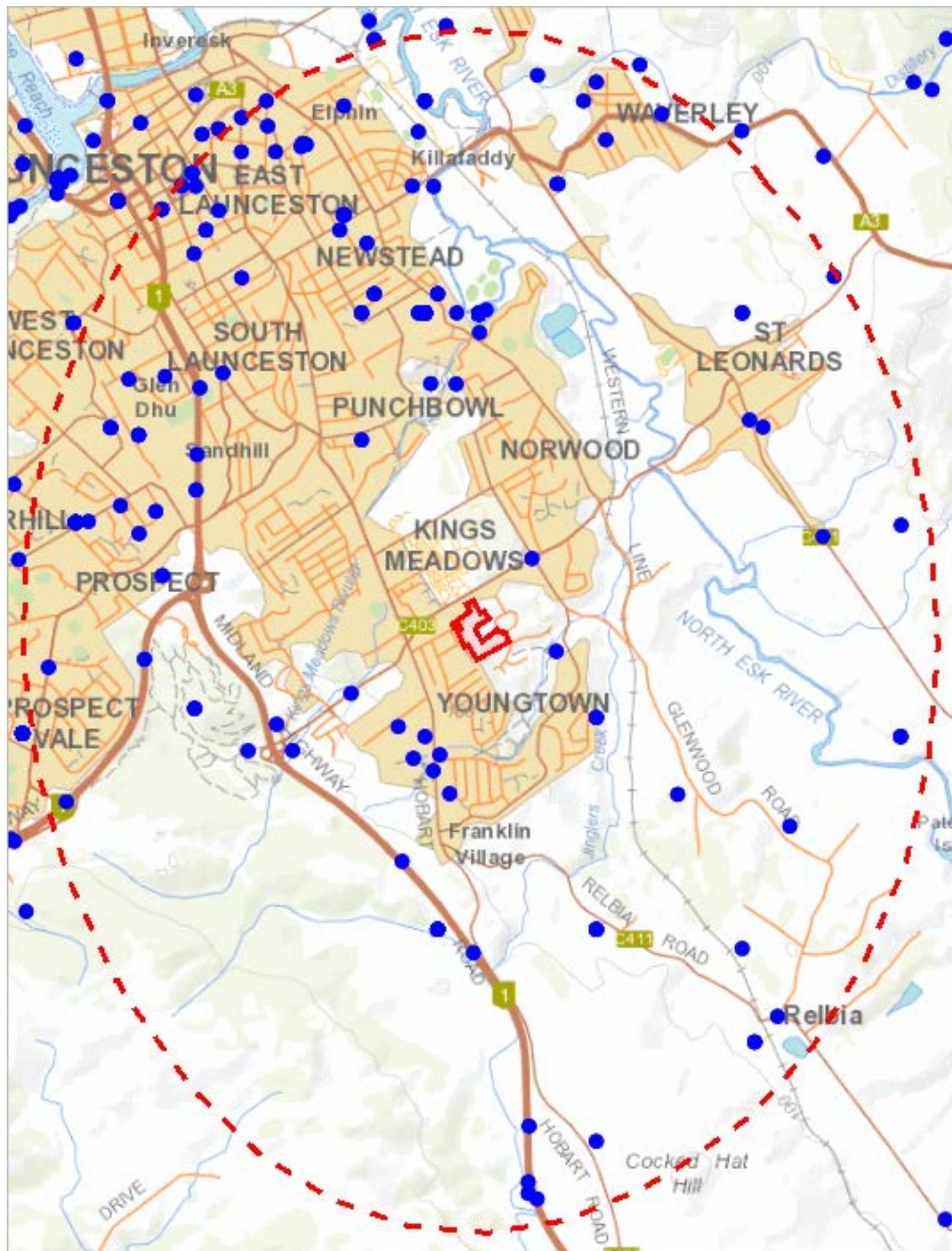
Species	Common Name	SS	NS	BO	Potential	Known	Core
<i>Pasmaditta jungermanniae</i>	Cataract Gorge Pinhead Snail	v		e	1	0	0
<i>Dasyurus maculatus</i> subsp. <i>maculatus</i>	spotted-tail quoll	r	VU	n	1	0	0
<i>Litoria raniformis</i>	green and gold frog	v	VU	n	1	0	1
<i>Prototroctes maraena</i>	australian grayling	v	VU	ae	1	0	0
<i>Pseudemoia pagenstecheri</i>	tussock skink	v		n	1	0	0
<i>Tyto novaehollandiae</i> subsp. <i>castanops</i>	masked owl (Tasmanian)	e	VU	e	1	0	1
<i>Haliaeetus leucogaster</i>	white-bellied sea-eagle	v		n	1	0	0
<i>Limnodynastes peroni</i>	striped marsh frog	e		n	1	0	0
<i>Catadromus lacordairei</i>	Green-lined ground beetle	v		n	1	0	0
<i>Sarcophilus harrisii</i>	tasmanian devil	e	EN	e	1	0	0
<i>Accipiter novaehollandiae</i>	grey goshawk	e		n	1	0	0
<i>Perameles gunnii</i>	eastern barred bandicoot		VU	n	1	0	1
<i>Aquila audax</i> subsp. <i>fleayi</i>	tasmanian wedge-tailed eagle	e	EN	e	1	0	0
<i>Dasyurus viverrinus</i>	eastern quoll		EN	n	0	0	1

For more information about threatened species, please contact Threatened Species Enquiries.

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Email: [ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000



510238, 5403031

Please note that some layers may not display at all requested map scales

# Threatened fauna within 5000 metres

Legend: Verified and Unverified observations

● Point Verified

● Point Unverified

Line Verified

Line Unverified

■ Polygon Verified

■ Polygon Unverified

Legend: Cadastral Parcels



# Threatened fauna within 5000 metres

## Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Accipiter novaehollandiae	grey goshawk	e		n	41	09-May-2021
Alcedo azurea subsp. diemenensis	azure kingfisher or azure kingfisher (tasmanian)	e	EN	e	1	01-Jan-1910
Aquila audax	wedge-tailed eagle	pe	PEN	n	10	25-Jul-2017
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	7	22-Feb-2021
Botaurus poiciloptilus	australasian bittern		EN	n	2	31-Mar-2010
Dasyurus maculatus	spotted-tail quoll	r	VU	n	5	18-Jan-2020
Dasyurus maculatus subsp. maculatus	spotted-tail quoll	r	VU	n	8	09-Nov-2019
Dasyurus viverrinus	eastern quoll		EN	n	9	07-Apr-2017
Haliaeetus leucogaster	white-bellied sea-eagle	v		n	36	10-Sep-2018
Hirundapus caudacutus	white-throated needletail		VU	n	12	07-Mar-2015
Lathamus discolor	swift parrot	e	CR	mbe	13	10-Sep-2011
Litoria raniformis	green and gold frog	v	VU	n	12	25-Sep-2020
Oxyethira mienica	caddis fly (ouse river)	r		e	1	06-Jan-2001
Pasmaditta jungermanniae	Cataract Gorge Pinhead Snail	v		e	3	05-Dec-1963
Perameles gunnii	eastern barred bandicoot		VU	n	23	13-Aug-2020
Perameles gunnii subsp. gunnii	eastern barred bandicoot		VU		1	21-Mar-2015
Prototroctes maraena	australian grayling	v	VU	ae	3	02-Feb-1976
Pseudemoia pagenstecheri	tussock skink	v		n	2	26-Feb-2019
Pseudemoia rawlinsoni	glossy grass skink	r		n	1	19-Dec-1988
Pteropus poliocephalus	grey-headed flying-fox		VU	n	1	05-May-2010
Sarcophilus harrisii	tasmanian devil	e	EN	e	57	18-Feb-2019
Thylacinus cynocephalus	thylacine	x	EX	ex	2	02-Jun-1972
Tyto novaehollandiae	masked owl	pe	PVU	n	11	01-Dec-1999

## Unverified Records

No unverified records were found!

## Threatened fauna within 5000 metres (based on Range Boundaries)

Species	Common Name	SS	NS	BO	Potential	Known	Core
Pasmaditta jungermanniae	Cataract Gorge Pinhead Snail	v		e	1	1	0
Dasyurus maculatus subsp. maculatus	spotted-tail quoll	r	VU	n	1	0	0
Litoria raniformis	green and gold frog	v	VU	n	1	0	1
Prototroctes maraena	australian grayling	v	VU	ae	1	0	0
Pseudemoia pagenstecheri	tussock skink	v		n	1	0	1
Pseudemoia rawlinsoni	glossy grass skink	r		n	0	0	1
Galaxias fontanus	swan galaxias	e	EN	e	1	0	0
Oxyethira mienica	caddis fly (ouse river)	r		e	1	0	0
Tyto novaehollandiae subsp. castanops	masked owl (Tasmanian)	e	VU	e	1	0	1
Haliaeetus leucogaster	white-bellied sea-eagle	v		n	2	0	0
Limnodynastes peroni	striped marsh frog	e		n	1	0	0
Migas plomleyi	Plomley's trapdoor spider or spider (cataract gorge)	e		e	1	0	0
Beddomeia launcestonensis	hydrobiid snail (cataract gorge)	e		eH	0	1	0
Catadromus lacordairei	Green-lined ground beetle	v		n	1	0	0
Sarcophilus harrisii	tasmanian devil	e	EN	e	1	0	0
Accipiter novaehollandiae	grey goshawk	e		n	1	0	0
Perameles gunnii	eastern barred bandicoot		VU	n	1	0	1
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	1	0	0
Dasyurus viverrinus	eastern quoll		EN	n	0	0	1

For more information about threatened species, please contact Threatened Species Enquiries.

Telephone: 1300 368 550

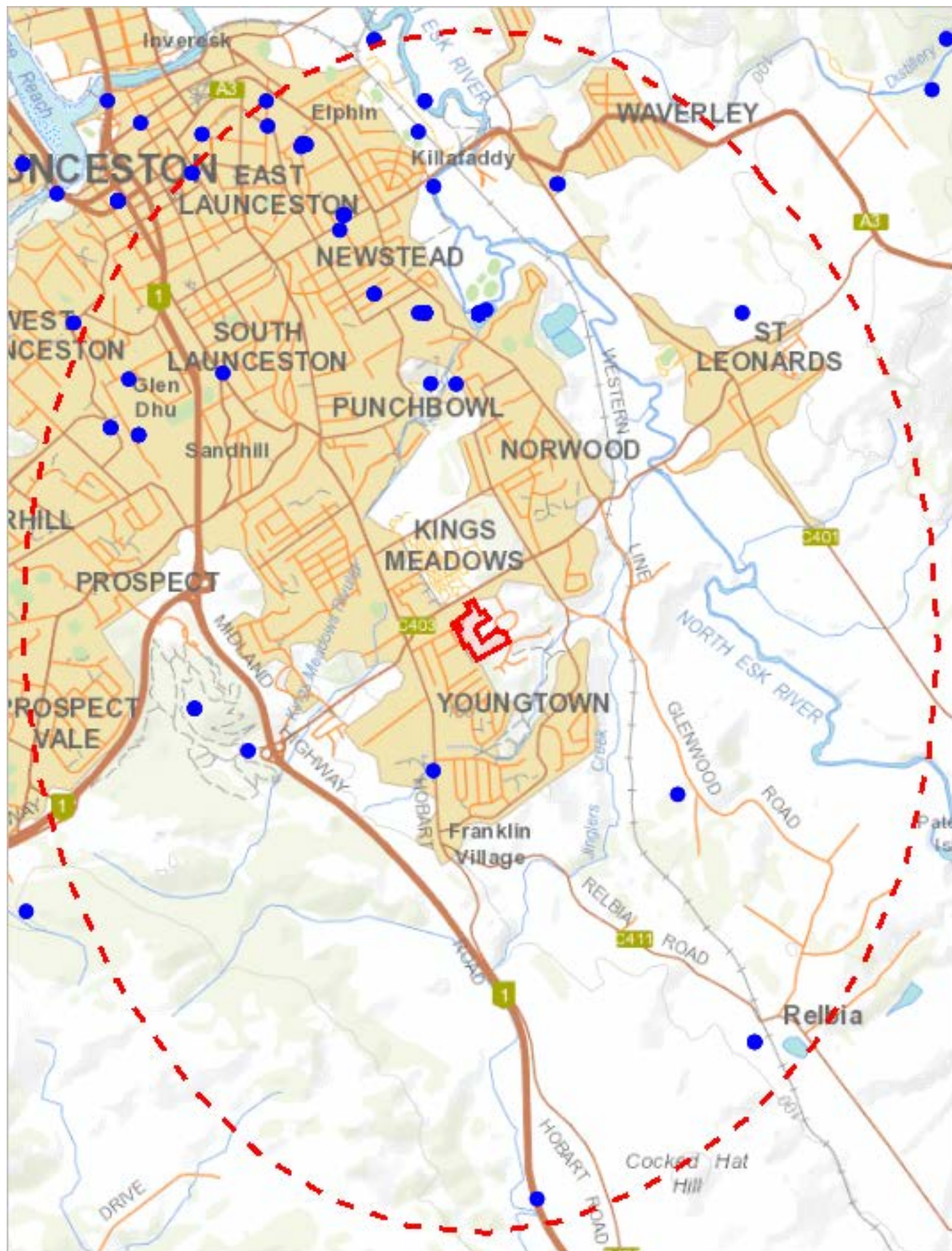
Email: [ThreatenedSpecies.Enquiries@dpiw.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpiw.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

\*\*\* No Raptor nests or sightings found within 500 metres. \*\*\*







510238, 5403031

Please note that some layers may not display at all requested map scales

# Raptor nests and sightings within 5000 metres

Legend: Verified and Unverified observations

● Point Verified

● Point Unverified

Line Verified

Line Unverified

■ Polygon Verified

■ Polygon Unverified

Legend: Cadastral Parcels



# Raptor nests and sightings within 5000 metres

## Verified Records

Nest Id/Location Foreign Id	Species	Common Name	Obs Type	Observation Count	Last Recorded
2845	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	1	22-Feb-2021
	Accipiter novaehollandiae	grey goshawk	Carcass	1	29-Jul-2008
	Accipiter novaehollandiae	grey goshawk	HumanObservation	1	09-May-2021
	Accipiter novaehollandiae	grey goshawk	Image	3	16-May-2020
	Accipiter novaehollandiae	grey goshawk	NotRecorded	31	15-Sep-2017
	Accipiter novaehollandiae	grey goshawk	Sighting	6	01-Aug-2020
	Aquila audax	wedge-tailed eagle	Carcass	1	06-Dec-2012
	Aquila audax	wedge-tailed eagle	NotRecorded	8	25-Jul-2017
	Aquila audax	wedge-tailed eagle	Sighting	1	06-Dec-2012
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Sighting	6	20-Oct-2020
	Falco peregrinus	peregrine falcon	NotRecorded	5	04-Feb-2017
	Haliaeetus leucogaster	white-bellied sea-eagle	NotRecorded	32	04-Nov-2017
	Haliaeetus leucogaster	white-bellied sea-eagle	Sighting	4	10-Sep-2018
	Tyto novaehollandiae	masked owl	NotRecorded	5	15-Aug-1984
	Tyto novaehollandiae	masked owl	Sighting	6	01-Dec-1999

## Unverified Records

No unverified records were found!

## Raptor nests and sightings within 5000 metres (based on Range Boundaries)

Species	Common Name	SS	NS	Potential	Known	Core
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	1	0	0
Accipiter novaehollandiae	grey goshawk	e		1	0	0
Haliaeetus leucogaster	white-bellied sea-eagle	v		2	0	0

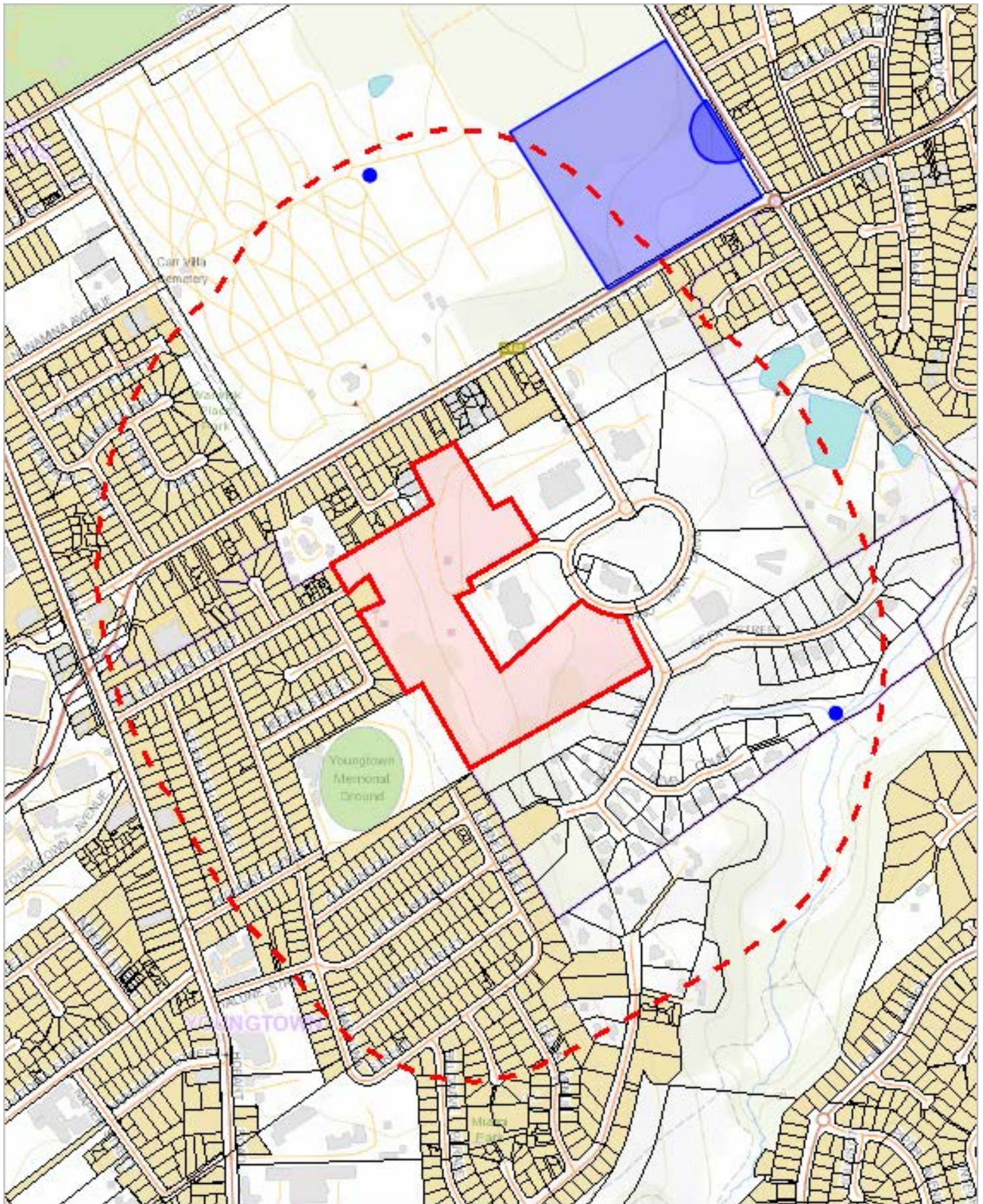
For more information about raptor nests, please contact Threatened Species Enquiries.

Telephone: 1300 368 550

Email: [ThreatenedSpecies.Enquiries@dpiwve.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpiwve.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000





513622, 5407536

Please note that some layers may not display at all requested map scales



# Tas Management Act Weeds within 500 m

Legend: Verified and Unverified observations

● Point Verified

● Point Unverified

Line Verified

Line Unverified

■ Polygon Verified

■ Polygon Unverified

Legend: Cadastral Parcels





# Tas Management Act Weeds within 500 m

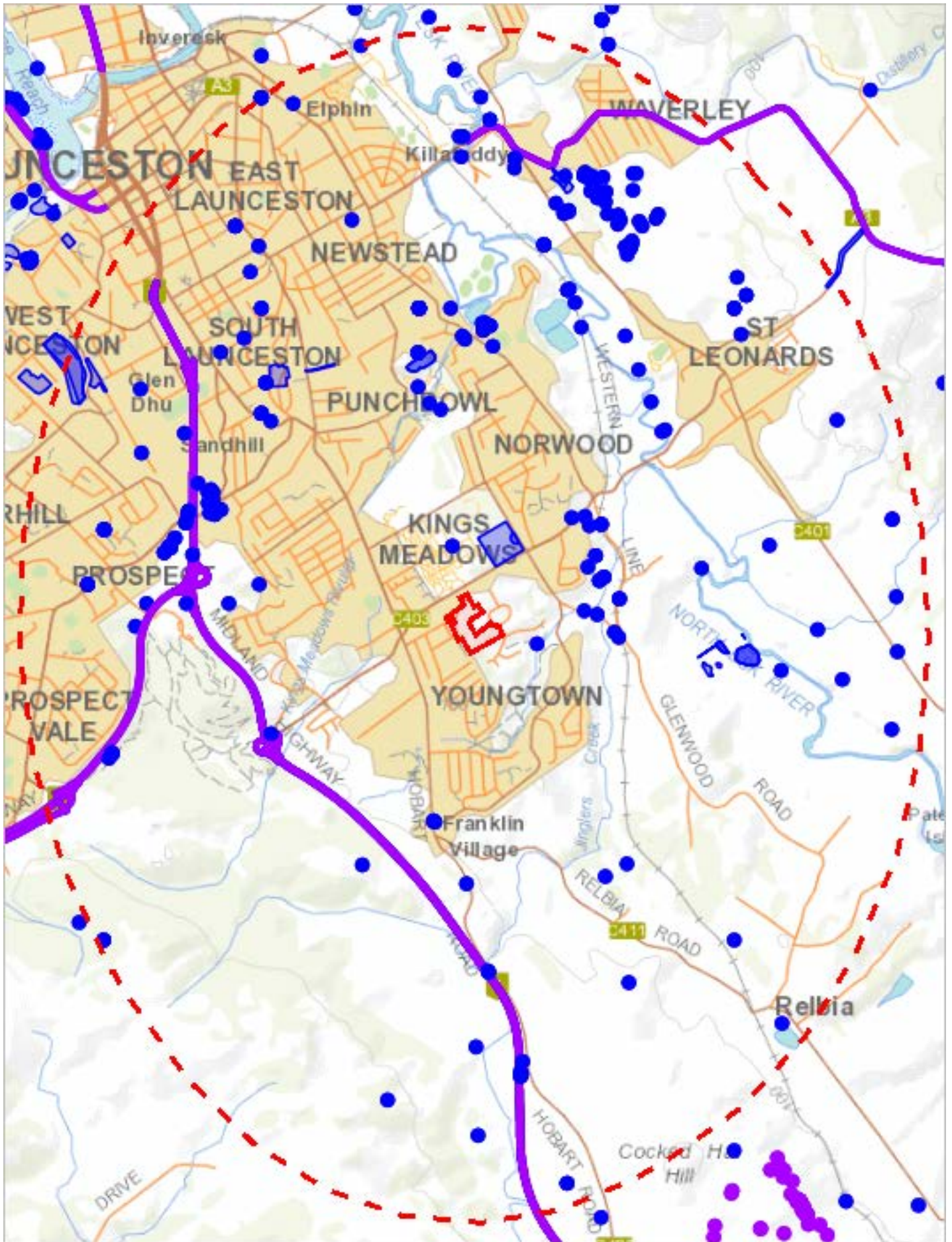
## Verified Records

Species	Common Name	Observation Count	Last Recorded
Chrysanthemoides monilifera subsp. monilifera	boneseed	1	09-Oct-2007
Cytisus scoparius	english broom	1	01-Oct-1942
Echium plantagineum	patersons curse	1	04-Nov-2016

## Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

<https://www.dpipwe.tas.gov.au/invasive-species/weeds>



510238, 5403031

Please note that some layers may not display at all requested map scales

# Tas Management Act Weeds within 5000 m

Legend: Verified and Unverified observations

● Point Verified

● Point Unverified

Line Verified

Line Unverified

■ Polygon Verified

■ Polygon Unverified

Legend: Cadastral Parcels



# Tas Management Act Weeds within 5000 m

## Verified Records

Species	Common Name	Observation Count	Last Recorded
Anthemis cotula	stinking chamomile	5	30-Apr-2010
Asparagus asparagoides	bridal creeper	5	23-Jul-2015
Asphodelus fistulosus	onion weed	5	26-Feb-2008
Calluna vulgaris	heather	1	23-Dec-1947
Carduus tenuiflorus	winged thistle	6	01-Sep-1992
Carthamus lanatus	saffron thistle	1	01-Jan-1993
Cenchrus longisetus	feathertop	2	13-Feb-2009
Centaurea calcitrapa	star thistle	1	24-Mar-1981
Chrysanthemoides monilifera subsp. monilifera	boneseed	39	13-Oct-2016
Cirsium arvense var. arvense	creeping thistle	2	15-Mar-1924
Cortaderia jubata	pink pampasgrass	1	08-Jan-1995
Cortaderia sp.	pampas grass	29	14-Feb-2021
Cytisus scoparius	english broom	7	04-Oct-2020
Datura stramonium	common thornapple	2	06-Mar-2015
Echium plantagineum	patersons curse	58	27-Nov-2018
Echium vulgare	vipers bugloss	1	01-Jan-1878
Erica lusitanica	spanish heath	19	08-Aug-2020
Erica scoparia	twig heath	5	23-Jul-2015
Foeniculum vulgare	fennel	2	14-Jan-2010
Genista monspessulana	montpellier broom	7	10-Nov-2015
Lepidium draba	hoary cress	3	28-Oct-1978
Lycium ferocissimum	african boxthorn	2	08-Apr-2016
Myriophyllum aquaticum	parrotfeather	1	29-Nov-1978
Oenanthe pimpinelloides	dropwort	1	16-Dec-2015
Onopordum acanthium	scotch thistle	3	01-Jan-1993
Rubus anglocandicans	blackberry	1	23-Jan-1997
Rubus fruticosus	blackberry	62	08-Oct-2020
Rubus leucostachys	blackberry	2	11-Jan-1977
Salix alba var. caerulea		1	01-Nov-2003
Salix alba var. vitellina	golden willow	1	20-Oct-1953
Salix x fragilis nothovar. fragilis	crack willow	6	25-Nov-2008
Senecio jacobaea	ragwort	10	18-Nov-2016
Solanum marginatum	white-edged nightshade	1	21-Apr-1977
Ulex europaeus	gorse	53	08-Oct-2020
Xanthium spinosum	bathurst burr	2	01-Jan-1962

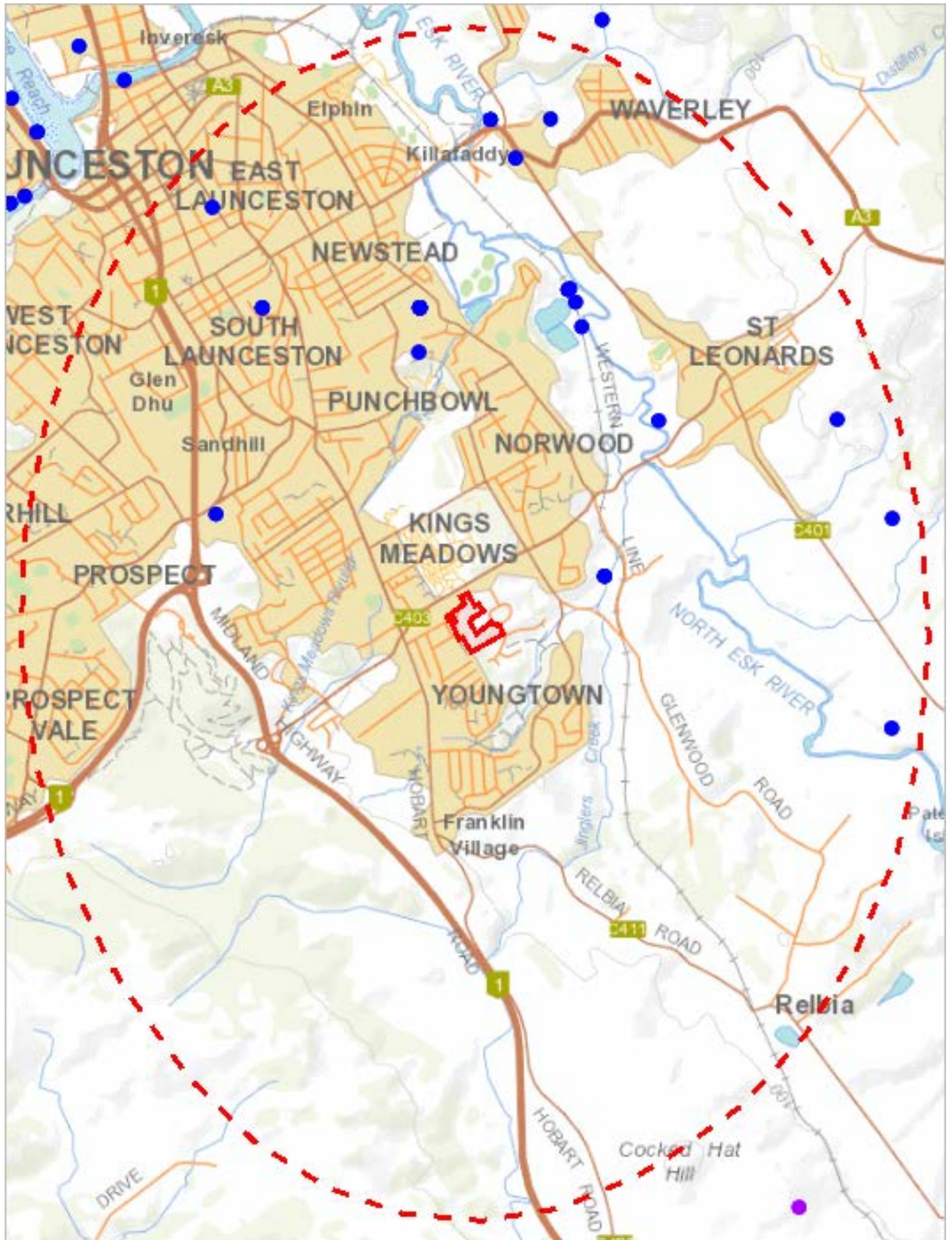
## Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

<https://www.dpipwe.tas.gov.au/invasive-species/weeds>

\*\*\* No Priority Weeds found within 500 metres \*\*\*





510238, 5403031

Please note that some layers may not display at all requested map scales



# Priority Weeds within 5000 m

Legend: Verified and Unverified observations

- Point Verified

● Point Unverified

▢ Polygon Verified

▢ Polygon Unverified
- ▬ Line Verified

▬ Line Unverified

Legend: Cadastral Parcels



# Priority Weeds within 5000 m

## Verified Records

Species	Common Name	Observation Count	Last Recorded
Acacia baileyana	cootamundra wattle	4	14-Jan-2010
Anredera cordifolia	madeira vine	1	03-May-1965
Dipsacus fullonum	wild teasel	6	30-Jul-2020
Dipsacus fullonum subsp. fullonum	wild teasel	2	01-Jan-1900
Grevillea rosmarinifolia	rosemary grevillea	1	16-Oct-1972
Pittosporum undulatum	sweet pittosporum	2	10-Nov-2015
Reseda luteola	weld	4	11-Jun-2010
Rumex obtusifolius	broadleaf dock	3	05-Jun-2020
Salix x pendulina var. pendulina	weeping willow	1	01-Jan-1993
Tradescantia fluminensis	wandering creeper	2	17-Nov-1975
Verbascum thapsus	great mullein	1	11-Jun-2010

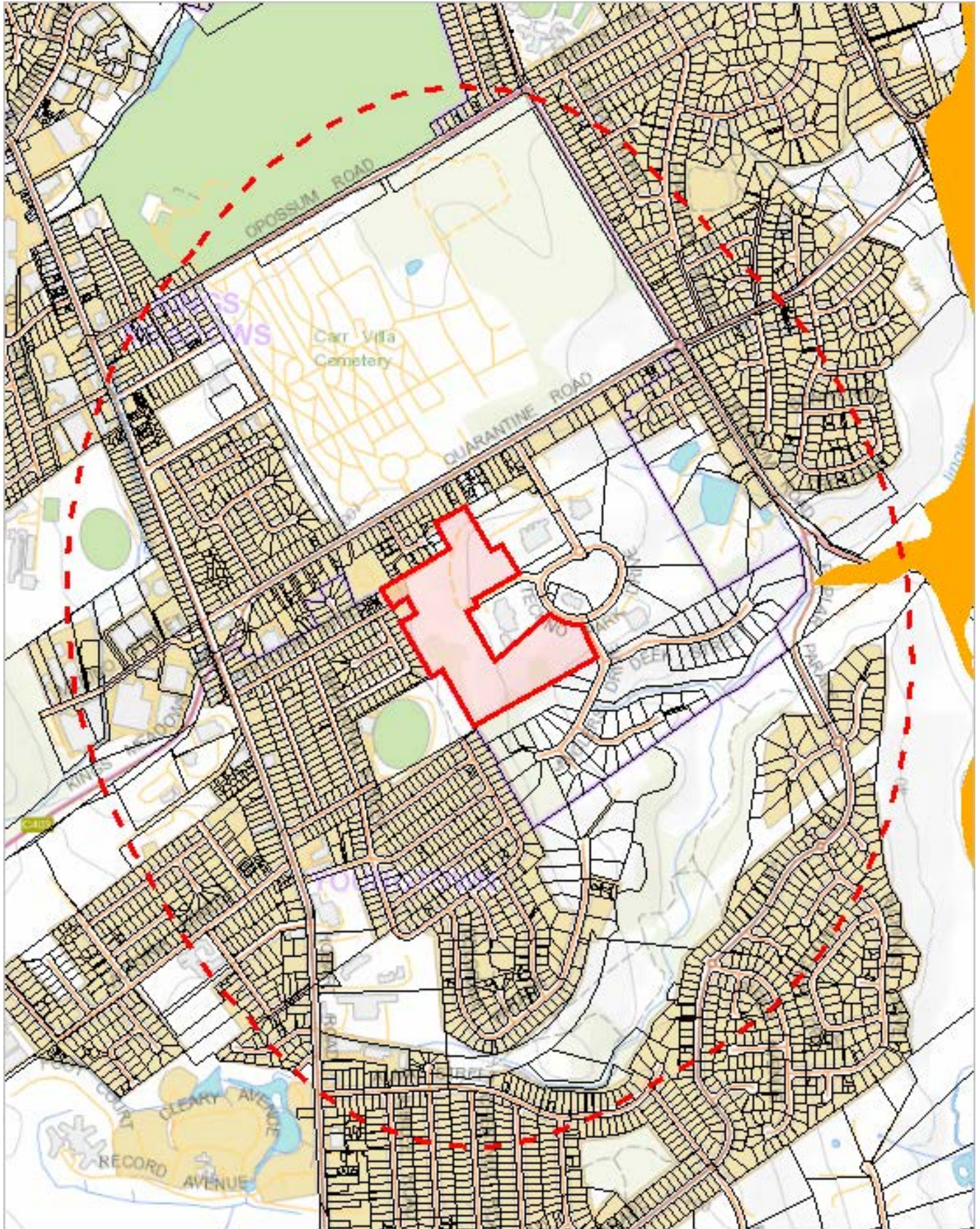
## Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

<https://www.dpipwe.tas.gov.au/invasive-species/weeds>

\*\*\* No Geoconservation sites found within 1000 metres. \*\*\*








513245, 5407035

Please note that some layers may not display at all requested map scales






## Acid Sulfate Soils within 1000 metres

Legend: Coastal Acid Sulfate Soils (0 - 20m AHD)

 High  Low  Extremely Low

Legend: Inland Acid Sulfate Soils (>20m AHD)

 High  Low  Extremely Low

Legend: Marine Subaqueous/Intertidal Acid Sulfate Soil

 High (Intertidal)  High (Subtidal)

Legend: Cadastral Parcels



## Acid Sulfate Soils within 1000 metres

Dataset Name	Acid Sulfate Soil Probability	Acid Sulfate Soil Atlas	Description
Coastal Acid Sulfate Soils	Low	Bg(p3)	Low probability of occurrence (6-70% chance of occurrence in mapping unit). Floodplains >4m AHD, ASS generally below 3m from the surface.generally forests. Includes plains and levees. Potential acid sulfate soil (PASS) = sulfidic material (Isbell 1996 p.122). No necessary analytical data are available but confidence is fair, based on a knowledge of similar soils in similar environments.

For more information about Acid Sulfate Soils, please contact Land Management Enquiries.

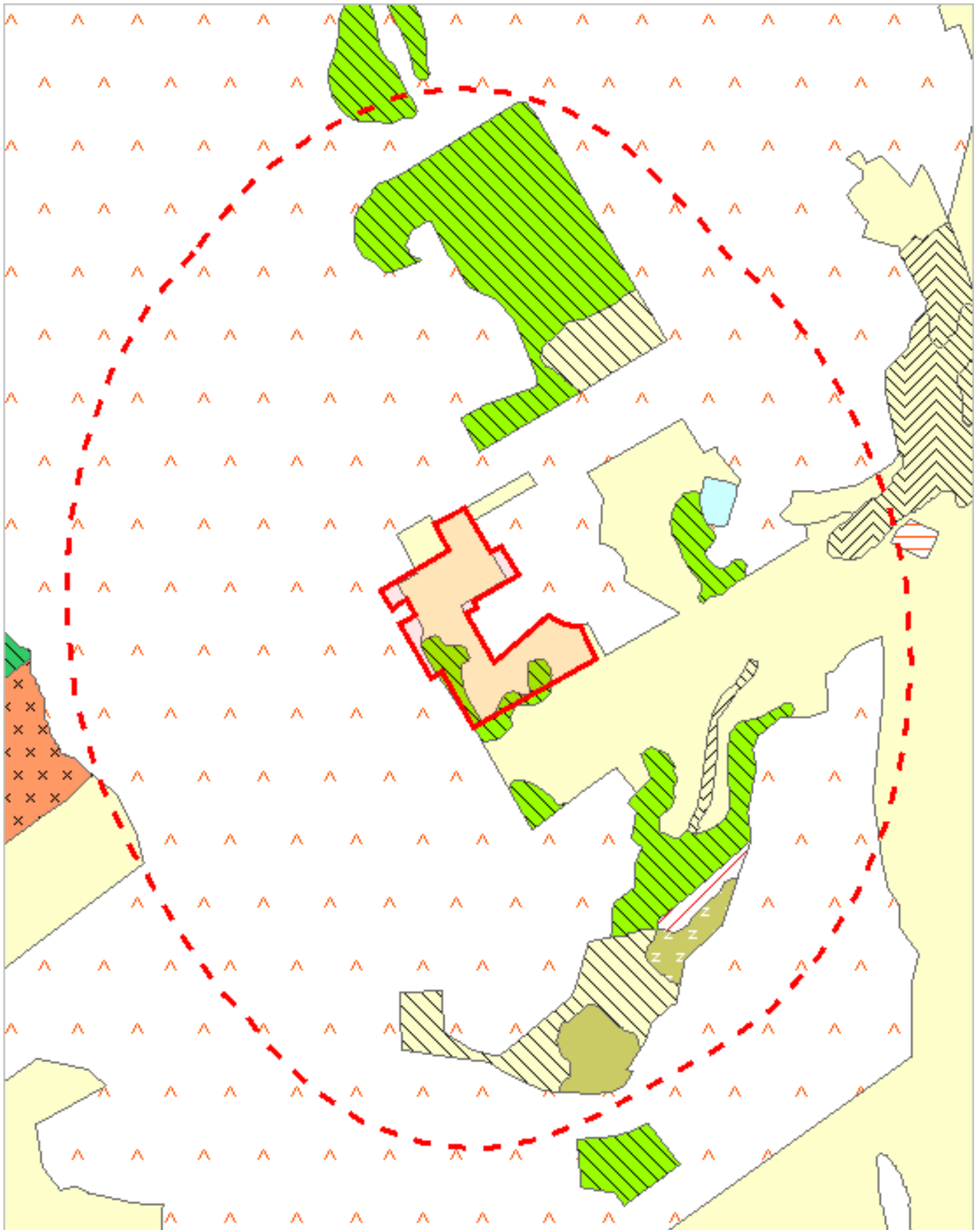
Telephone: (03) 6777 2227

Fax: (03) 6336 5111

Email: [LandManagement.Enquiries@dpiwre.tas.gov.au](mailto:LandManagement.Enquiries@dpiwre.tas.gov.au)

Address: 171 Westbury Road, Prospect, Tasmania, Australia, 7250
























































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



Please note that some layers may not display at all requested map scales

# TASVEG 4.0 Communities within 1000 metres
























## Legend: TASVEG 4.0

	(AAP) Alkaline pans
	(AHF) Freshwater aquatic herbland
	(AHL) Lacustrine herbland
	(AHS) Saline aquatic herbland
	(ARS) Saline sedgeland / rushland
	(ASF) Fresh water aquatic sedgeland and rushland
	(ASP) Sphagnum peatland
	(ASS) Succulent saline herbland
	(AUS) Saltmarsh (undifferentiated)
	(AWU) Wetland (undifferentiated)
	(DAC) Eucalyptus amygdalina coastal forest and woodland
	(DAD) Eucalyptus amygdalina forest and woodland on dolerite
	(DAM) Eucalyptus amygdalina forest on mudstone
	(DAS) Eucalyptus amygdalina forest and woodland on sandstone
	(DAZ) Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits
	(DBA) Eucalyptus barberi forest and woodland
	(DCO) Eucalyptus coccifera forest and woodland
	(DCR) Eucalyptus cordata forest
	(DDE) Eucalyptus delegatensis dry forest and woodland
	(DDP) Eucalyptus dalrympleana - Eucalyptus pauciflora forest and woodland
	(DGL) Eucalyptus globulus dry forest and woodland
	(DGW) Eucalyptus gunnii woodland
	(DKW) King Island Eucalypt woodland
	(DMO) Eucalyptus morrisbyi forest and woodland
	(DMW) Midlands woodland complex
	(DNF) Eucalyptus nitida Furneaux forest
	(DNI) Eucalyptus nitida dry forest and woodland
	(DOB) Eucalyptus obliqua dry forest
	(DOV) Eucalyptus ovata forest and woodland
	(DOW) Eucalyptus ovata heathy woodland
	(DPD) Eucalyptus pauciflora forest and woodland on dolerite
	(DPE) Eucalyptus perriniana forest and woodland
	(DPO) Eucalyptus pauciflora forest and woodland not on dolerite
	(DPU) Eucalyptus pulchella forest and woodland
	(DRI) Eucalyptus risdonii forest and woodland
	(DRO) Eucalyptus rodwayi forest and woodland
	(DSC) Eucalyptus amygdalina - Eucalyptus obliqua damp sclerophyll forest
	(DSG) Eucalyptus sieberi forest and woodland on granite
	(DSO) Eucalyptus sieberi forest and woodland not on granite
	(DTD) Eucalyptus tenuiramis forest and woodland on dolerite
	(DTG) Eucalyptus tenuiramis forest and woodland on granite
	(DTO) Eucalyptus tenuiramis forest and woodland on sediments
	(DVC) Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
	(DVF) Eucalyptus viminalis Furneaux forest and woodland
	(DVG) Eucalyptus viminalis grassy forest and woodland
	(FAC) Improved pasture with native tree canopy
	(FAG) Agricultural land
	(FMG) Marram grassland
	(FPE) Permanent easements
	(FPF) Pteridium esculentum fernland
	(FPH) Plantations for silviculture - hardwood
	(FPS) Plantations for silviculture - softwood
	(FPU) Unverified plantations for silviculture
	(FRG) Regenerating cleared land
	(FSM) Spartina marshland
	(FUM) Extra-urban miscellaneous
	(FUR) Urban areas
	(FWU) Weed infestation
	(GCL) Lowland grassland complex

# TASVEG 4.0 Communities within 1000 metres

	(GHC) Coastal grass and herbfield
	(GPH) Highland Poa grassland
	(GPL) Lowland Poa labillardierei grassland
	(GRP) Rockplate grassland
	(GSL) Lowland grassy sedgeland
	(GTL) Lowland Themeda triandra grassland
	(HCH) Alpine coniferous heathland
	(HCM) Cushion moorland
	(HHE) Eastern alpine heathland
	(HHW) Western alpine heathland
	(HSE) Eastern alpine sedgeland
	(HSW) Western alpine sedgeland/herbland
	(HUE) Eastern alpine vegetation (undifferentiated)
	(MBE) Eastern buttongrass moorland
	(MBP) Pure buttongrass moorland
	(MBR) Sparse buttongrass moorland on slopes
	(MBS) Buttongrass moorland with emergent shrubs
	(MBU) Buttongrass moorland (undifferentiated)
	(MBW) Western buttongrass moorland
	(MDS) Subalpine Diplarrena latifolia rushland
	(MGH) Highland grassy sedgeland
	(MRR) Restionaceae rushland
	(MSW) Western lowland sedgeland
	(NAD) Acacia dealbata forest
	(NAF) Acacia melanoxylon swamp forest
	(NAL) Allocasuarina littoralis forest
	(NAR) Acacia melanoxylon forest on rises
	(NAV) Allocasuarina verticillata forest
	(NBA) Bursaria - Acacia woodland
	(NBS) Banksia serrata woodland
	(NCR) Callitris rhomboidea forest
	(NLA) Leptospermum scoparium - Acacia mucronata forest
	(NLE) Leptospermum forest
	(NLM) Leptospermum lanigerum - Melaleuca squarrosa swamp forest
	(NLN) Subalpine Leptospermum nitidum woodland
	(NME) Melaleuca ericifolia swamp forest
	(OAQ) Water, sea
	(ORO) Lichen lithosere
	(OSM) Sand, mud
	(RCO) Coastal rainforest
	(RFE) Rainforest fernland
	(RFS) Nothofagus gunnii rainforest scrub
	(RHP) Lagarostrobos franklinii rainforest and scrub
	(RKF) Athrotaxis selaginoides - Nothofagus gunnii short rainforest
	(RKP) Athrotaxis selaginoides rainforest
	(RKS) Athrotaxis selaginoides subalpine scrub
	(RKX) Highland rainforest scrub with dead Athrotaxis selaginoides
	(RML) Nothofagus - Leptospermum short rainforest
	(RMS) Nothofagus - Phyllocladus short rainforest
	(RMT) Nothofagus - Atherosperma rainforest
	(RMU) Nothofagus rainforest (undifferentiated)
	(RPF) Athrotaxis cupressoides - Nothofagus gunnii short rainforest
	(RPP) Athrotaxis cupressoides rainforest
	(RPW) Athrotaxis cupressoides open woodland
	(RSH) Highland low rainforest and scrub
	(SAL) Acacia longifolia coastal scrub
	(SBM) Banksia marginata wet scrub
	(SBR) Broad-leaf scrub
	(SCA) Coastal scrub on alkaline sands
	(SCH) Coastal heathland
	(SCL) Heathland on calcareous substrates

# TASVEG 4.0 Communities within 1000 metres

	(SED) Eastern scrub on dolerite
	(SHS) Subalpine heathland
	(SHW) Wet heathland
	(SKA) Kunzea ambigua regrowth scrub
	(SLG) Leptospermum glaucescens heathland and scrub
	(SLL) Leptospermum lanigerum scrub
	(SLS) Leptospermum scoparium heathland and scrub
	(SMM) Melaleuca squamea heathland
	(SMP) Melaleuca pustulata scrub
	(SMR) Melaleuca squarrosa scrub
	(SRE) Eastern riparian scrub
	(SRF) Leptospermum with rainforest scrub
	(SRH) Rookery halophytic herbland
	(SSC) Coastal scrub
	(SSK) Scrub complex on King Island
	(SSW) Western subalpine scrub
	(SSZ) Spray zone coastal complex
	(SWR) Western regrowth complex
	(SWW) Western wet scrub
	(WBR) Eucalyptus brookeriana wet forest
	(WDA) Eucalyptus dalrympleana forest
	(WDB) Eucalyptus delegatensis forest with broad-leaf shrubs
	(WDL) Eucalyptus delegatensis forest over Leptospermum
	(WDR) Eucalyptus delegatensis forest over rainforest
	(WDU) Eucalyptus delegatensis wet forest (undifferentiated)
	(WGL) Eucalyptus globulus King Island forest
	(WGL) Eucalyptus globulus wet forest
	(WNL) Eucalyptus nitida forest over Leptospermum
	(WNR) Eucalyptus nitida forest over rainforest
	(WNU) Eucalyptus nitida wet forest (undifferentiated)
	(WOB) Eucalyptus obliqua forest with broad-leaf shrubs
	(WOL) Eucalyptus obliqua forest over Leptospermum
	(WOR) Eucalyptus obliqua forest over rainforest
	(WOU) Eucalyptus obliqua wet forest (undifferentiated)
	(WRE) Eucalyptus regnans forest
	(WSU) Eucalyptus subcrenulata forest and woodland
	(WVI) Eucalyptus viminalis wet forest

Legend: Cadastral Parcels



## TASVEG 4.0 Communities within 1000 metres

Code	Community	Canopy Tree
DAZ	(DAZ) Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits	
FAG	(FAG) Agricultural land	
FPE	(FPE) Permanent easements	
FRG	(FRG) Regenerating cleared land	EA
FRG	(FRG) Regenerating cleared land	
FUM	(FUM) Extra-urban miscellaneous	
FUR	(FUR) Urban areas	
FWU	(FWU) Weed infestation	
NAD	(NAD) Acacia dealbata forest	
NBA	(NBA) Bursaria - Acacia woodland	
OAQ	(OAQ) Water, sea	

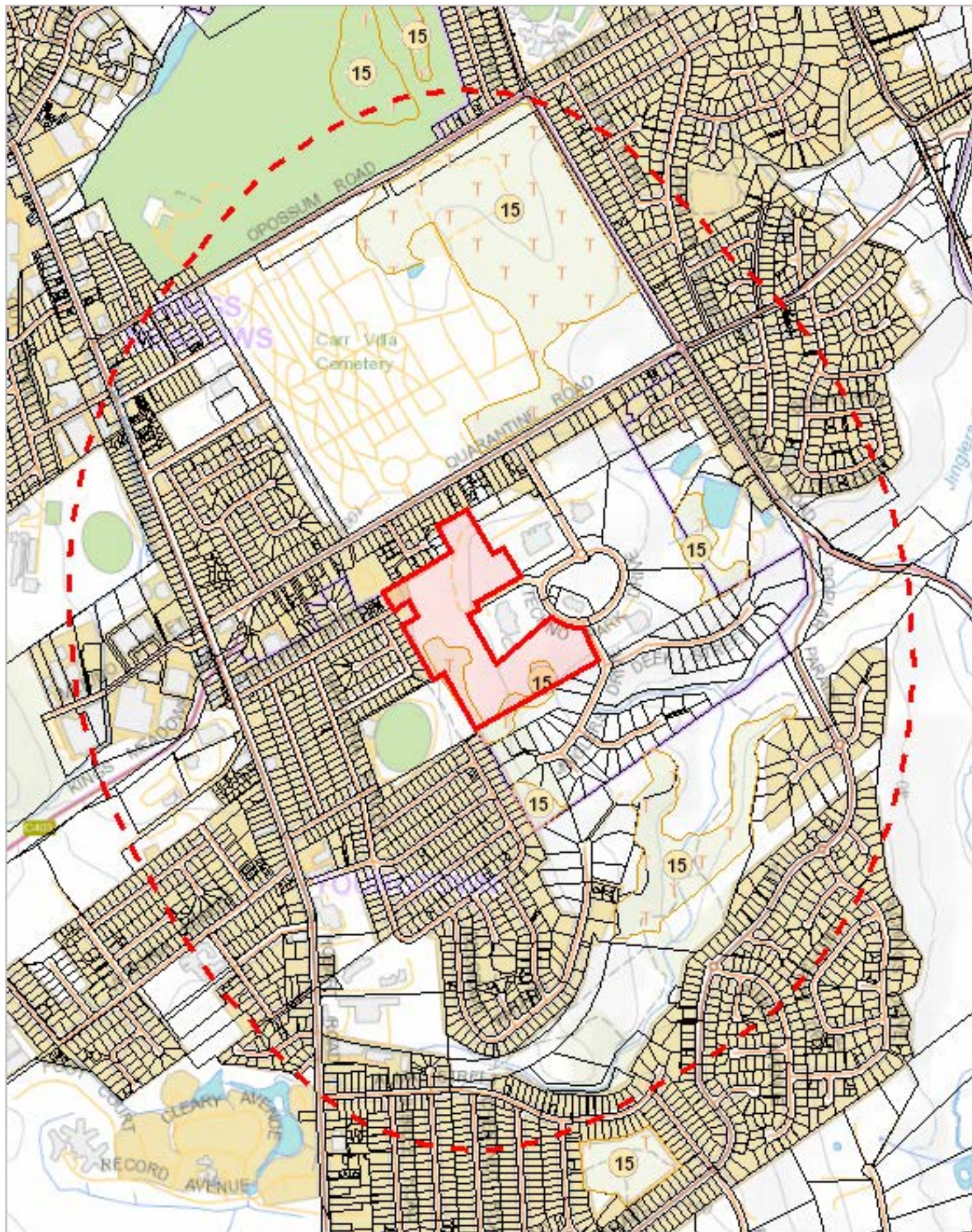
For more information contact: Coordinator, Tasmanian Vegetation Monitoring and Mapping Program.

Telephone: (03) 6165 4320

Email: [TVMMPsupport@dpiwve.tas.gov.au](mailto:TVMMPsupport@dpiwve.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000





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# Threatened Communities (TNVC 2020) within 1000 metres

## Legend: Threatened Communities

- ☐ 1 - Alkaline pans
- ☐ 2 - Allocasuarina littoralis forest
- ☐ 3 - Athrotaxis cupressoides/Nothofagus gunnii short rainforest
- ☐ 4 - Athrotaxis cupressoides open woodland
- ☐ 5 - Athrotaxis cupressoides rainforest
- ☐ 6 - Athrotaxis selaginoides/Nothofagus gunnii short rainforest
- ☐ 7 - Athrotaxis selaginoides rainforest
- ☐ 8 - Athrotaxis selaginoides subalpine scrub
- ☐ 9 - Banksia marginata wet scrub
- ☐ 10 - Banksia serrata woodland
- ☐ 11 - Callitris rhomboidea forest
- ☐ 13 - Cushion moorland
- ☐ 14 - Eucalyptus amygdalina forest and woodland on sandstone
- ☐ 15 - Eucalyptus amygdalina inland forest and woodland on cainozoic deposits
- ☐ 16 - Eucalyptus brookeriana wet forest
- ☐ 17 - Eucalyptus globulus dry forest and woodland
- ☐ 18 - Eucalyptus globulus King Island forest
- ☐ 19 - Eucalyptus morrisbyi forest and woodland
- ☐ 20 - Eucalyptus ovata forest and woodland
- ☐ 21 - Eucalyptus risdonii forest and woodland
- ☐ 22 - Eucalyptus tenuiramis forest and woodland on sediments
- ☐ 23 - Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
- ☐ 24 - Eucalyptus viminalis Furneaux forest and woodland
- ☐ 25 - Eucalyptus viminalis wet forest
- ☐ 26 - Heathland on calcareous substrates
- ☐ 27 - Heathland scrub complex at Wingaroo
- ☐ 28 - Highland grassy sedge land
- ☐ 29 - Highland Poa grassland
- ☐ 30 - Melaleuca ericifolia swamp forest
- ☐ 31 - Melaleuca pustulata scrub
- ☐ 32 - Notelaea - Pomaderris - Beyeria forest
- ☐ 33 - Rainforest fernland
- ☐ 34 - Riparian scrub
- ☐ 35 - Seabird rookery complex
- ☐ 36 - Sphagnum peatland
- ☐ 36A - Spray zone coastal complex
- ☐ 37 - Subalpine Diplarrena latifolia rushland
- ☐ 38 - Subalpine Leptospermum nitidum woodland
- ☐ 39 - Wetlands

## Legend: Cadastral Parcels



## Threatened Communities (TNVC 2020) within 1000 metres

Scheduled Community Id	Scheduled Community Name
15	Eucalyptus amygdalina inland forest and woodland on cainozoic deposits

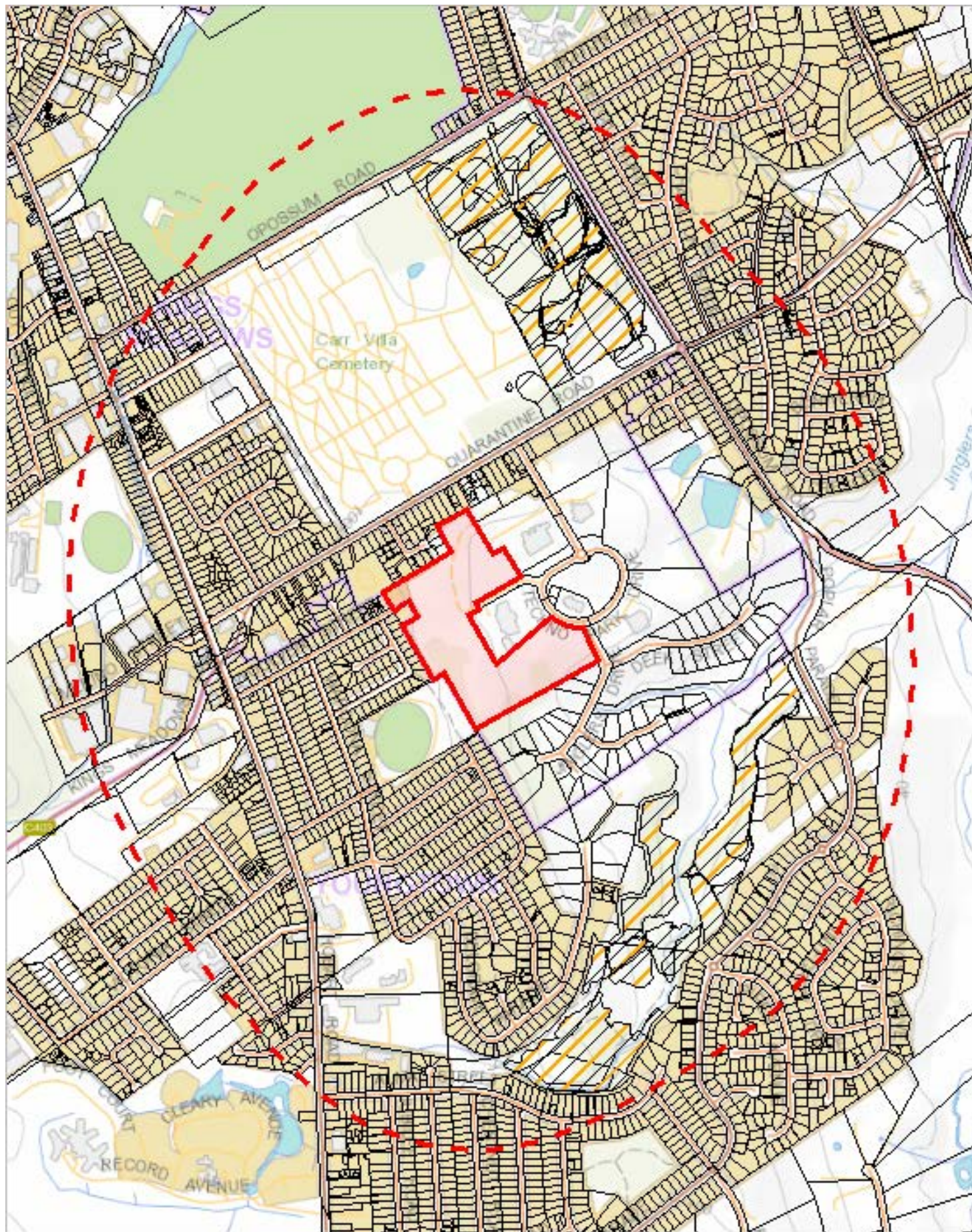
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Address: GPO Box 44, Hobart, Tasmania, Australia, 7000





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# Fire History (All) within 1000 metres

Legend: Fire History All

-  Bushfire-Unknown Category

 Completed Planned Burn
-  Bushfire

Legend: Cadastral Parcels





## Fire History (All) within 1000 metres

Incident Number	Fire Name	Ignition Date	Fire Type	Ignition Cause	Fire Area (HA)
223799	Oppossum Rd, Norwood	20-Dec-2014	Bushfire	Deliberate	0.01391755
233778	Nunamina Avenue	18-Nov-2015	Bushfire	Deliberate	0.22007158000000002
LTZ032BU	CVFR001E Carr Villa Flora Reserve	05-May-2017	Planned Burn	Planned Burn	1.32470958
LTZ033BU	YRP001C Youngtown Regional Park	04-May-2017	Planned Burn	Planned Burn	0.54245608
LTZ034BU	YRP001B Youngtown Regional Park	04-May-2017	Planned Burn	Planned Burn	0.38309848
LTZ039BU	Carr Villa Memorial Park	06-Apr-2018	Planned Burn	Planned Burn	1.16707966
LTZ040BU	Youngtown Regional Park	04-Apr-2018	Planned Burn	Planned Burn	4.25516987
LTZ046BU	Youngtown Regional Park North	15-May-2019	Planned Burn	Planned Burn	2.22720475
LTZ052BU	Carr Villa Memorial Park North	05-Apr-2019	Planned Burn	Planned Burn	2.6839531
LTZ055BU	Carr Villa Memorial Park South	01-Mar-2020	Planned Burn	Planned Burn	1.10978624
LTZ056BU	Youngtown Regional Park North East	05-May-2020	Planned Burn	Planned Burn	3.74782643
	Carr Villa Flora Reserve	01-Jan-1996	Bushfire	Deliberate	0.40752561
	Carr Villa Flora Reserve	21-Oct-1997	Planned Burn	Planned Burn	0.4511269
	Carr Villa Flora Reserve	09-Nov-1998	Planned Burn	Planned Burn	0.88170618
	Carr Villa Flora Reserve	02-May-2002	Planned Burn	Planned Burn	0.36289671
	Carr Villa Flora Reserve	27-Nov-2002	Planned Burn	Planned Burn	0.51701533
	Carr Villa Flora Reserve	15-Jan-2003	Bushfire	Deliberate	1.8073815400000002
	Carr Villa Flora Reserve	09-Oct-2006	Planned Burn	Planned Burn	0.51701533
	Carr Villa Flora Reserve	24-Oct-2007	Planned Burn	Planned Burn	0.27016418000000003
	Carr Villa Flora Reserve	18-Nov-2008	Planned Burn	Planned Burn	0.80313469
	Carr Villa Flora Reserve	18-Apr-2012	Planned Burn	Planned Burn	0.16890699
	Carr Villa Flora Reserve	13-Nov-2012	Planned Burn	Planned Burn	0.31029211
	Carr Villa Flora Reserve	06-May-2014	Planned Burn	Planned Burn	1.39217934
	Carr Villa Flora Reserve	29-Apr-2015	Planned Burn	Planned Burn	0.14579899999999998
	Carr Villa Flora reserve	18-Oct-2011	Planned Burn	Planned Burn	1.09698385
	Carr Villa Memorial Park	01-Mar-1996	Bushfire	Deliberate	0.82919046
	Carr Villa Memorial Park	21-Oct-1997	Planned Burn	Planned Burn	1.00388885
	Carr Villa Memorial Park	09-Nov-1998	Planned Burn	Planned Burn	1.63210458
	Carr Villa Memorial Park	20-Jan-2005	Bushfire	Deliberate	0.17641197
	Carr Villa Memorial Park	23-Jan-2005	Bushfire	Deliberate	0.64170165
	Carr Villa Memorial Park	15-May-2007	Planned Burn	Planned Burn	1.92952856
	Carr Villa Memorial Park	14-Mar-2008	Bushfire	Deliberate	0.4413744
	Carr Villa Memorial Park	13-May-2008	Planned Burn	Planned Burn	0.91521308
	Carr Villa Memorial Park	16-Oct-2008	Bushfire	Deliberate	0.03929495
	Carr Villa Memorial Park	27-Oct-2008	Planned Burn	Planned Burn	0.78412109
	Carr Villa Memorial Park	20-May-2009	Planned Burn	Planned Burn	1.3322515799999999
	Carr Villa Memorial Park	18-Apr-2012	Planned Burn	Planned Burn	2.70499593
	LFB_05H	01-Mar-2015	Planned Burn	Planned Burn	0.54596579
	Youngtown Regional Park	29-May-2002	Planned Burn	Planned Burn	1.11678007
	Youngtown Regional Park	26-Apr-2005	Planned Burn	Planned Burn	0.40006706000000003
	Youngtown Regional Park	02-Feb-2006	Bushfire	Deliberate	0.77008795
	Youngtown Regional Park	09-Oct-2006	Bushfire	Deliberate	0.22595756
	Youngtown Regional Park	01-Nov-2006	Planned Burn	Planned Burn	0.82949004
	Youngtown Regional Park	27-Jan-2008	Bushfire	Deliberate	0.48911833
	Youngtown Regional Park	23-Oct-2008	Planned Burn	Planned Burn	0.38240058

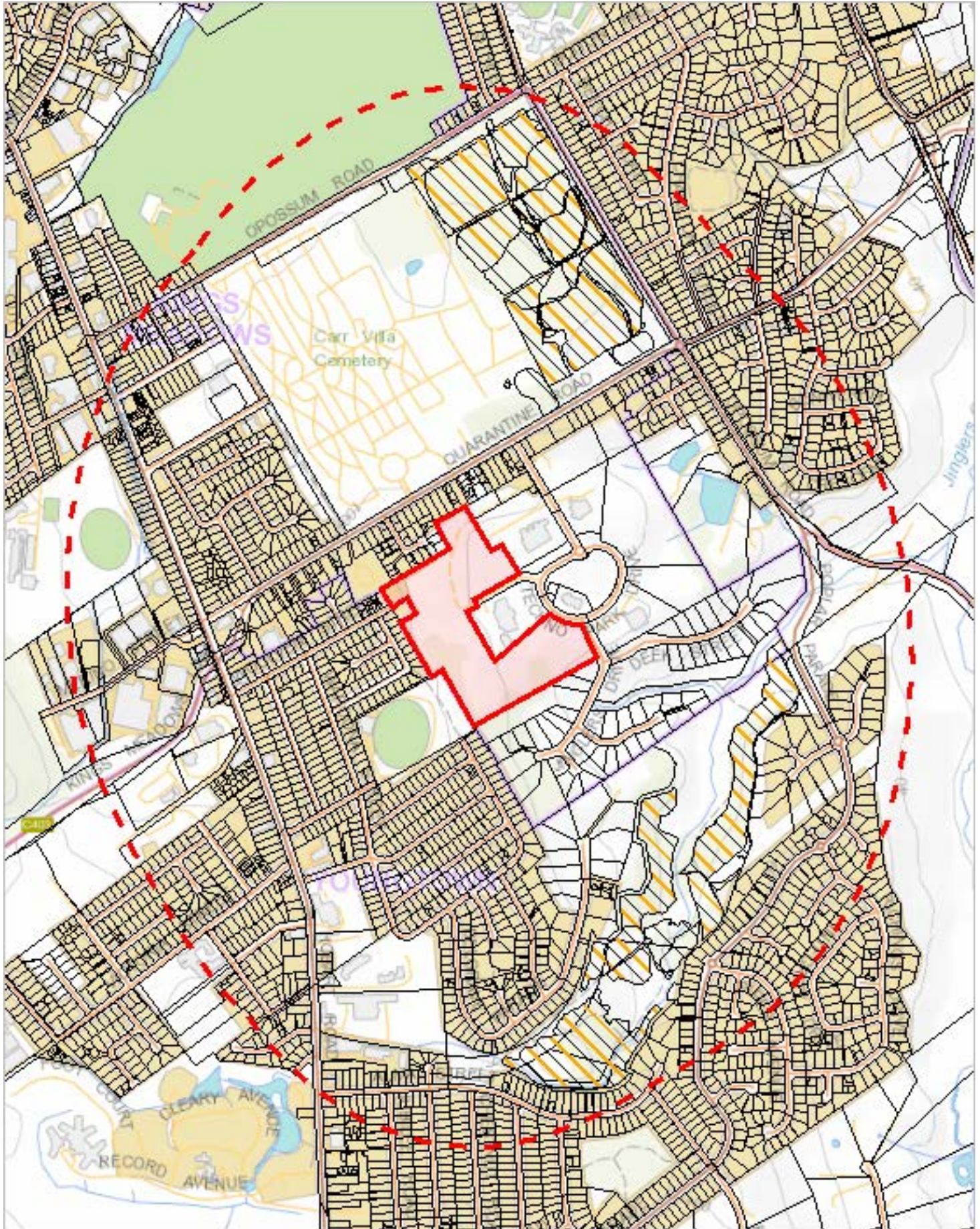
For more information about Fire History, please contact the Manager Community Protection Planning, Tasmania Fire Service.

Telephone: 1800 000 699

Email: [planning@fire.tas.gov.au](mailto:planning@fire.tas.gov.au)

Address: cnr Argyle and Melville Streets, Hobart, Tasmania, Australia, 7000







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# Fire History (Last Burnt) within 1000 metres

Legend: Fire History Last

-  Bushfire-Unknown category
-  Completed Planned Burn

 Bushfire

Legend: Cadastral Parcels



## Fire History (Last Burnt) within 1000 metres

Incident Number	Fire Name	Ignition Date	Fire Type	Ignition Cause	Fire Area (HA)
223799	Opposum Rd, Norwood	20-Dec-2014	Bushfire	Deliberate	0.01391755
LTZ032BU	CVFR001E Carr Villa Flora Reserve	05-May-2017	Planned Burn	Planned Burn	1.32470958
LTZ033BU	YRP001C Youngtown Regional Park	04-May-2017	Planned Burn	Planned Burn	0.54245608
LTZ034BU	YRP001B Youngtown Regional Park	04-May-2017	Planned Burn	Planned Burn	0.38309848
LTZ039BU	Carr Villa Memorial Park	06-Apr-2018	Planned Burn	Planned Burn	1.16707966
LTZ040BU	Youngtown Regional Park	04-Apr-2018	Planned Burn	Planned Burn	4.25516987
LTZ046BU	Youngtown Regional Park North	15-May-2019	Planned Burn	Planned Burn	2.22720475
LTZ052BU	Carr Villa Memorial Park North	05-Apr-2019	Planned Burn	Planned Burn	2.6839531
LTZ055BU	Carr Villa Memorial Park South	01-Mar-2020	Planned Burn	Planned Burn	1.10978624
LTZ056BU	Youngtown Regional Park North East	05-May-2020	Planned Burn	Planned Burn	3.74782643
	Carr Villa Flora Reserve	01-Jan-1996	Bushfire	Deliberate	0.40752561
	Carr Villa Flora Reserve	21-Oct-1997	Planned Burn	Planned Burn	0.4511269
	Carr Villa Flora Reserve	09-Nov-1998	Planned Burn	Planned Burn	0.88170618
	Carr Villa Flora Reserve	02-May-2002	Planned Burn	Planned Burn	0.36289671
	Carr Villa Flora Reserve	15-Jan-2003	Bushfire	Deliberate	1.8073815400000002
	Carr Villa Flora Reserve	09-Oct-2006	Planned Burn	Planned Burn	0.51701533
	Carr Villa Flora Reserve	24-Oct-2007	Planned Burn	Planned Burn	0.27016418000000003
	Carr Villa Flora Reserve	18-Nov-2008	Planned Burn	Planned Burn	0.80313469
	Carr Villa Flora Reserve	18-Apr-2012	Planned Burn	Planned Burn	0.16890699
	Carr Villa Flora Reserve	13-Nov-2012	Planned Burn	Planned Burn	0.31029211
	Carr Villa Flora Reserve	06-May-2014	Planned Burn	Planned Burn	1.39217934
	Carr Villa Flora Reserve	29-Apr-2015	Planned Burn	Planned Burn	0.14579899999999998
	Carr Villa Flora reserve	18-Oct-2011	Planned Burn	Planned Burn	1.09698385
	Carr Villa Memorial Park	01-Mar-1996	Bushfire	Deliberate	0.82919046
	Carr Villa Memorial Park	21-Oct-1997	Planned Burn	Planned Burn	1.00388885
	Carr Villa Memorial Park	09-Nov-1998	Planned Burn	Planned Burn	1.63210458
	Carr Villa Memorial Park	20-Jan-2005	Bushfire	Deliberate	0.17641197
	Carr Villa Memorial Park	23-Jan-2005	Bushfire	Deliberate	0.64170165
	Carr Villa Memorial Park	15-May-2007	Planned Burn	Planned Burn	1.92952856
	Carr Villa Memorial Park	14-Mar-2008	Bushfire	Deliberate	0.4413744
	Carr Villa Memorial Park	13-May-2008	Planned Burn	Planned Burn	0.91521308
	Carr Villa Memorial Park	16-Oct-2008	Bushfire	Deliberate	0.03929495
	Carr Villa Memorial Park	27-Oct-2008	Planned Burn	Planned Burn	0.78412109
	Carr Villa Memorial Park	20-May-2009	Planned Burn	Planned Burn	1.3322515799999999
	Carr Villa Memorial Park	18-Apr-2012	Planned Burn	Planned Burn	2.70499593
	LFB_05H	01-Mar-2015	Planned Burn	Planned Burn	0.54596579
	Youngtown Regional Park	29-May-2002	Planned Burn	Planned Burn	1.11678007
	Youngtown Regional Park	26-Apr-2005	Planned Burn	Planned Burn	0.40006706000000003
	Youngtown Regional Park	02-Feb-2006	Bushfire	Deliberate	0.77008795
	Youngtown Regional Park	09-Oct-2006	Bushfire	Deliberate	0.22595756
	Youngtown Regional Park	01-Nov-2006	Planned Burn	Planned Burn	0.82949004
	Youngtown Regional Park	27-Jan-2008	Bushfire	Deliberate	0.48911833
	Youngtown Regional Park	23-Oct-2008	Planned Burn	Planned Burn	0.38240058

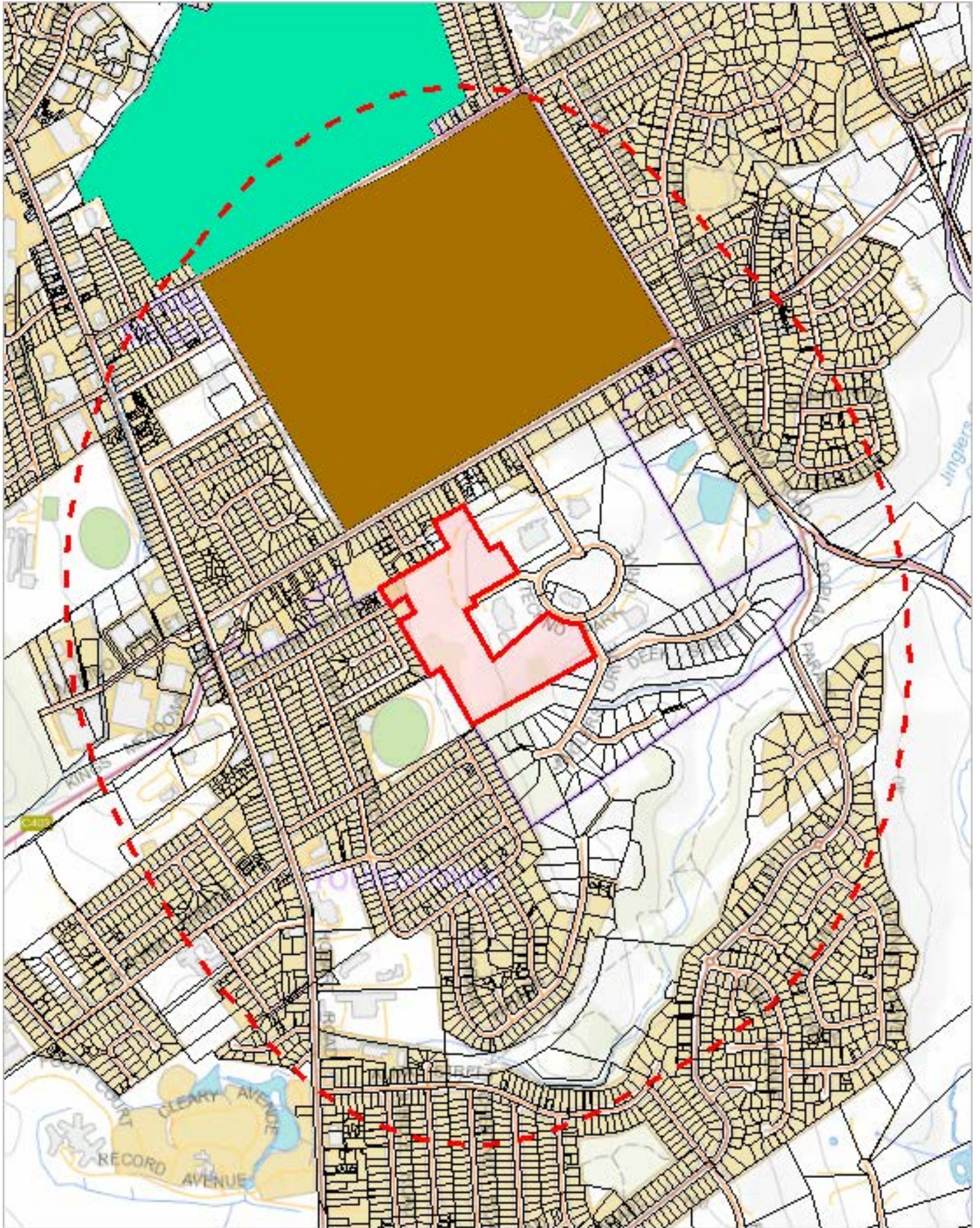
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Address: cnr Argyle and Melville Streets, Hobart, Tasmania, Australia, 7000





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# Reserves within 1000 metres

## Legend: Tasmanian Reserve Estate

- Conservation Area
- Conservation Area and Conservation Covenant (NCA)
- Game Reserve
- Historic Site
- Indigenous Protected Area
- National Park
- Nature Reserve
- Nature Recreation Area
- Regional Reserve
- State Reserve
- Wellington Park
- Public authority land within WHA
- Future Potential Production Forest
- Informal Reserve on Permanent Timber Production Zone Land or STT managed land
- Informal Reserve on other public land
- Conservation Covenant (NCA)
- Private Nature Reserve and Conservation Covenant (NCA)
- Private Sanctuary and Conservation Covenant (NCA)
- Private Sanctuary
- Private land within WHA
- Management Agreement
- Management Agreement and Stewardship Agreement
- Stewardship Agreement
- Part 5 Agreement (Meander Dam Offset)
- Other Private Reserve

## Legend: Cadastral Parcels



## Reserves within 1000 metres

Name	Classification	Status	Area (HA)
	Conservation Area	Other Formal Reserve	61.73897806
	Private Sanctuary	Private Reserve (Perpetual)	56.06347035

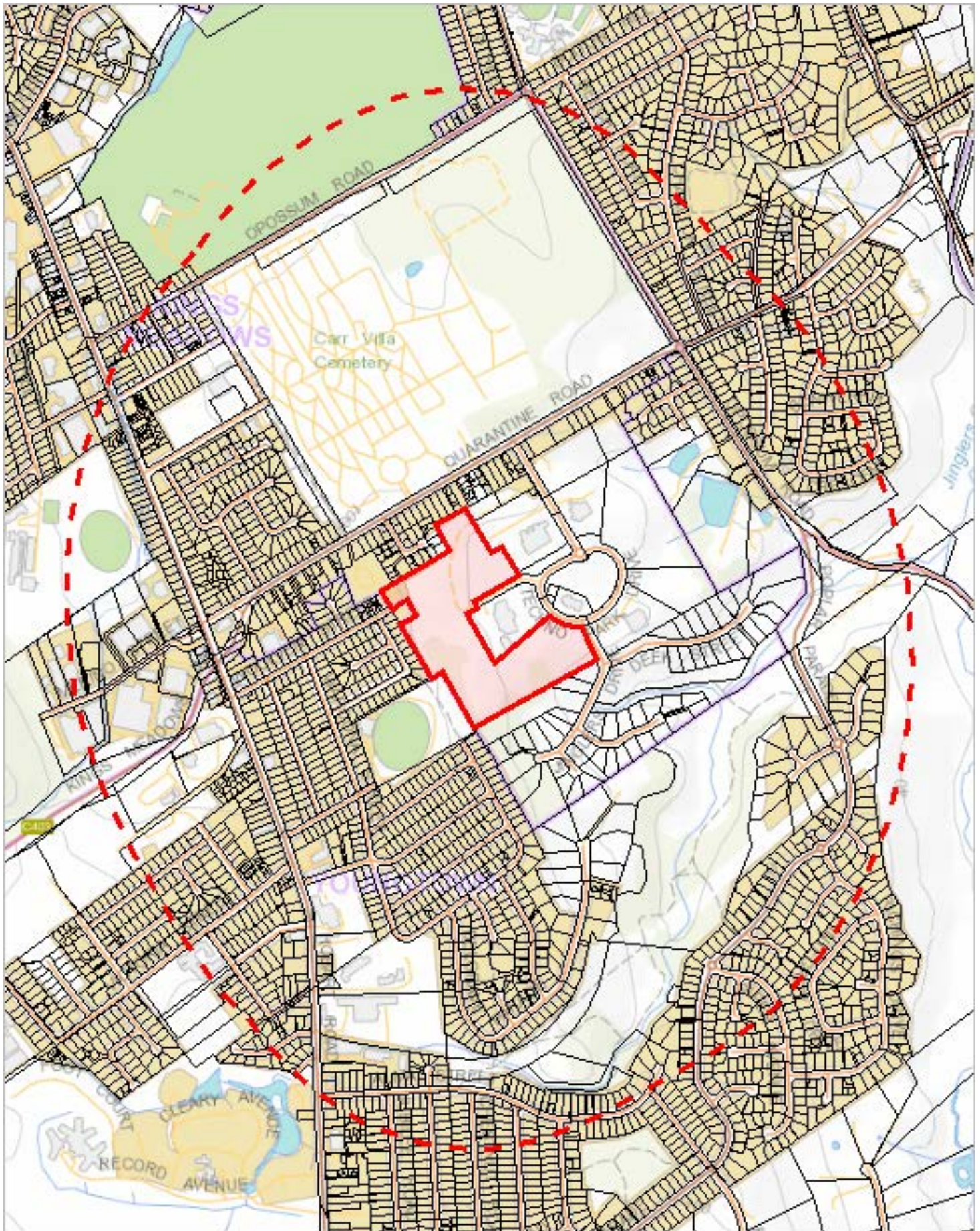
For more information about the Tasmanian Reserve Estate, please contact the Sustainable Land Use and Information Management Branch.

Telephone: (03) 6777 2224

Email: [LandManagement.Enquiries@dpiwve.tas.gov.au](mailto:LandManagement.Enquiries@dpiwve.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000





513245, 5407035

Please note that some layers may not display at all requested map scales



# Known biosecurity risks within 1000 meters

## Legend: Biosecurity Risk Species

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

## Legend: Hygiene infrastructure

- Location Point Verified
- Location Point Unverified
- Location Line Verified
- Location Line Unverified
- Location Polygon Verified
- Location Polygon Unverified

## Legend: Cadastral Parcels



# Known biosecurity risks within 1000 meters

## Verified Species of biosecurity risk

No verified species of biosecurity risk found within 1000 metres

## Unverified Species of biosecurity risk

No unverified species of biosecurity risk found within 1000 metres

## Generic Biosecurity Guidelines

The level and type of hygiene protocols required will vary depending on the tenure, activity and land use of the area. In all cases adhere to the land manager's biosecurity (hygiene) protocols. As a minimum always Check / Clean / Dry (Disinfect) clothing and equipment before trips and between sites within a trip as needed <https://www.dpipwe.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual>

On Reserved land, the more remote, infrequently visited and undisturbed areas require tighter biosecurity measures.

In addition, where susceptible species and communities are known to occur, tighter biosecurity measures are required.

Apply controls relevant to the area / activity:

- Don't access sites infested with pathogen or weed species unless absolutely necessary. If it is necessary to visit, adopt high level hygiene protocols.
- Consider not accessing non-infested sites containing known susceptible species / communities. If it is necessary to visit, adopt high level hygiene protocols.
- Don't undertake activities that might spread pest / pathogen / weed species such as deliberately moving soil or water between areas.
- Modify / restrict activities to reduce the chance of spreading pest / pathogen / weed species e.g. avoid periods when weeds are seeding, avoid clothing/equipment that excessively collects soil and plant material e.g. Velcro, excessive tread on boots.
- Plan routes to visit clean (uninfested) sites prior to dirty (infested) sites. Do not travel through infested areas when moving between sites.
- Minimise the movement of soil, water, plant material and hitchhiking wildlife between areas by using the Check / Clean / Dry (Disinfect when drying is not possible) procedure for all clothing, footwear, equipment, hand tools and vehicles <https://www.dpipwe.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual>
- Neoprene and netting can take 48 hours to dry, use non-porous gear wherever possible.
- Use walking track boot wash stations where available.
- Keep a hygiene kit in the vehicle that includes a scrubbing brush, boot pick, and disinfectant <https://www.dpipwe.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual>
- Dispose of all freshwater away from natural water bodies e.g. do not empty water into streams or ponds.
- Dispose of used disinfectant ideally in town through a treatment or septic system. Always keep disinfectant well away from natural water systems.
- Securely contain any high risk pest / pathogen / weed species that must be collected and moved e.g. biological samples.

## Hygiene Infrastructure

No known hygiene infrastructure found within 1000 metres



# **Appendix C**

## **Protected Matters Search Tool Report**



# Summary

## Matters of National Environmental Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the [Administrative Guidelines on Significance](#).

<a href="#">World Heritage Properties:</a>	None
<a href="#">National Heritage Places:</a>	None
<a href="#">Wetlands of International Importance:</a>	None
<a href="#">Great Barrier Reef Marine Park:</a>	None
<a href="#">Commonwealth Marine Area:</a>	None
<a href="#">Listed Threatened Ecological Communities:</a>	2
<a href="#">Listed Threatened Species:</a>	31
<a href="#">Listed Migratory Species:</a>	11

## Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at <http://www.environment.gov.au/heritage>

A [permit](#) may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

<a href="#">Commonwealth Land:</a>	1
<a href="#">Commonwealth Heritage Places:</a>	None
<a href="#">Listed Marine Species:</a>	14
<a href="#">Whales and Other Cetaceans:</a>	None
<a href="#">Critical Habitats:</a>	None
<a href="#">Commonwealth Reserves Terrestrial:</a>	None
<a href="#">Australian Marine Parks:</a>	None

## Extra Information

This part of the report provides information that may also be relevant to the area you have nominated.

<a href="#">State and Territory Reserves:</a>	6
<a href="#">Regional Forest Agreements:</a>	1
<a href="#">Invasive Species:</a>	27
<a href="#">Nationally Important Wetlands:</a>	None
<a href="#">Key Ecological Features (Marine)</a>	None

# Details

## Matters of National Environmental Significance

Listed Threatened Ecological Communities

[ Resource Information ]

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Name	Status	Type of Presence
<a href="#">Lowland Native Grasslands of Tasmania</a>	Critically Endangered	Community likely to occur within area
<a href="#">Tasmanian Forests and Woodlands dominated by black gum or Brookers gum (Eucalyptus ovata / E. brookeriana)</a>	Critically Endangered	Community likely to occur within area

Listed Threatened Species

[ Resource Information ]

Name	Status	Type of Presence
Birds		
<a href="#">Aquila audax fleayi</a> Tasmanian Wedge-tailed Eagle, Wedge-tailed Eagle (Tasmanian) [64435]	Endangered	Breeding likely to occur within area
<a href="#">Botaurus poiciloptilus</a> Australasian Bittern [1001]	Endangered	Species or species habitat known to occur within area
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Ceyx azureus diemenensis</a> Tasmanian Azure Kingfisher [25977]	Endangered	Species or species habitat likely to occur within area
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Lathamus discolor</a> Swift Parrot [744]	Critically Endangered	Species or species habitat known to occur within area
<a href="#">Limosa lapponica baueri</a> Nunivak Bar-tailed Godwit, Western Alaskan Bar-tailed Godwit [86380]	Vulnerable	Species or species habitat may occur within area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Pterodroma leucoptera leucoptera</a> Gould's Petrel, Australian Gould's Petrel [26033]	Endangered	Species or species habitat may occur within area
<a href="#">Tyto novaehollandiae castanops (Tasmanian population)</a> Masked Owl (Tasmanian) [67051]	Vulnerable	Breeding known to occur within area
Crustaceans		

Name	Status	Type of Presence
<a href="#">Engaeus orramakunna</a> Mount Arthur Burrowing Crayfish [66778]	Vulnerable	Species or species habitat may occur within area
Fish		
<a href="#">Prototroctes maraena</a> Australian Grayling [26179]	Vulnerable	Species or species habitat known to occur within area
Frogs		
<a href="#">Litoria raniformis</a> Growling Grass Frog, Southern Bell Frog, Green and Golden Frog, Warty Swamp Frog, Golden Bell Frog [1828]	Vulnerable	Species or species habitat known to occur within area
Mammals		
<a href="#">Dasyurus maculatus maculatus (Tasmanian population)</a> Spotted-tail Quoll, Spot-tailed Quoll, Tiger Quoll (Tasmanian population) [75183]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Dasyurus viverrinus</a> Eastern Quoll, Luaner [333]	Endangered	Species or species habitat known to occur within area
<a href="#">Perameles gunnii gunnii</a> Eastern Barred Bandicoot (Tasmania) [66651]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Sarcophilus harrisii</a> Tasmanian Devil [299]	Endangered	Species or species habitat likely to occur within area
Plants		
<a href="#">Acacia axillaris</a> Midlands Mimosa, Midlands Wattle [13563]	Vulnerable	Species or species habitat may occur within area
<a href="#">Barbarea australis</a> Native Wintercress, Riverbed Wintercress [12540]	Endangered	Species or species habitat likely to occur within area
<a href="#">Caladenia caudata</a> Tailed Spider-orchid [17067]	Vulnerable	Species or species habitat may occur within area
<a href="#">Colobanthus curtisiae</a> Curtis' Colobanth [23961]	Vulnerable	Species or species habitat may occur within area
<a href="#">Dianella amoena</a> Matted Flax-lily [64886]	Endangered	Species or species habitat likely to occur within area
<a href="#">Epacris exserta</a> South Esk Heath [19879]	Endangered	Species or species habitat likely to occur within area
<a href="#">Glycine latrobeana</a> Clover Glycine, Purple Clover [13910]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Lepidium hyssopifolium</a> Basalt Pepper-cress, Peppercress, Rubble Pepper-cress, Pepperweed [16542]	Endangered	Species or species habitat likely to occur within area
<a href="#">Leucochrysum albicans subsp. tricolor</a> Hoary Sunray, Grassland Paper-daisy [89104]	Endangered	Species or species habitat may occur within area
<a href="#">Pterostylis commutata</a> Midland Greenhood [64535]	Critically Endangered	Species or species habitat may occur within area



Name	Status	Type of Presence
<a href="#">Pterostylis ziegeleri</a> Grassland Greenhood, Cape Portland Greenhood [64971]	Vulnerable	Species or species habitat may occur within area
<a href="#">Senecio psilocarpus</a> Swamp Fireweed, Smooth-fruited Groundsel [64976]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Xanthorrhoea arenaria</a> Sand Grasstree [21603]	Vulnerable	Species or species habitat may occur within area
<a href="#">Xerochrysum palustre</a> Swamp Everlasting, Swamp Paper Daisy [76215]	Vulnerable	Species or species habitat likely to occur within area

Listed Migratory Species

[ Resource Information ]

\* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.

Name	Threatened	Type of Presence
Migratory Marine Birds		
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area
Migratory Terrestrial Species		
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Myiagra cyanoleuca</a> Satin Flycatcher [612]		Breeding known to occur within area
Migratory Wetlands Species		
<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat may occur within area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat may occur within area
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]		Species or species habitat likely to occur within area
<a href="#">Limosa lapponica</a> Bar-tailed Godwit [844]		Species or species habitat may occur within area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Tringa nebularia</a> Common Greenshank, Greenshank [832]		Species or species habitat may occur within area

Other Matters Protected by the EPBC Act

Commonwealth Land

[ Resource Information ]

The Commonwealth area listed below may indicate the presence of Commonwealth land in this vicinity. Due to the unreliability of the data source, all proposals should be checked as to whether it impacts on a Commonwealth area, before making a definitive decision. Contact the State or Territory government land department for further information.

Name

Defence - YOUNGTOWN TRAINING DEPOT

Listed Marine Species

[ Resource Information ]

\* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.

Name	Threatened	Type of Presence
Birds		

<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat may occur within area
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area
<a href="#">Ardea ibis</a> Cattle Egret [59542]		Species or species habitat may occur within area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat may occur within area
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]		Species or species habitat likely to occur within area
<a href="#">Haliaeetus leucogaster</a> White-bellied Sea-Eagle [943]		Species or species habitat known to occur within area
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Lathamus discolor</a> Swift Parrot [744]	Critically Endangered	Species or species habitat known to occur within area
<a href="#">Limosa lapponica</a> Bar-tailed Godwit [844]		Species or species habitat may occur within area
<a href="#">Myiagra cyanoleuca</a> Satin Flycatcher [612]		Breeding known to occur within area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Tringa nebularia</a> Common Greenshank, Greenshank [832]		Species or species habitat may occur within area

Extra Information

State and Territory Reserves		[ Resource Information ]
Name		State
Carr Villa		TAS
Kate Reed		TAS
Launceston Golf Course		TAS
Punchbowl		TAS
Punchbowl		TAS
Tamar		TAS

Regional Forest Agreements	[ Resource Information ]
----------------------------	--------------------------

Note that all areas with completed RFAs have been included.

Name	State
<a href="#">Tasmania RFA</a>	Tasmania

Invasive Species	[ Resource Information ]
------------------	--------------------------

Weeds reported here are the 20 species of national significance (WoNS), along with other introduced plants that are considered by the States and Territories to pose a particularly significant threat to biodiversity. The following feral animals are reported: Goat, Red Fox, Cat, Rabbit, Pig, Water Buffalo and Cane Toad. Maps from Landscape Health Project, National Land and Water Resouces Audit, 2001.

Name	Status	Type of Presence
Birds		
Alauda arvensis Skylark [656]		Species or species habitat likely to occur within area
Anas platyrhynchos Mallard [974]		Species or species habitat likely to occur within area
Carduelis carduelis European Goldfinch [403]		Species or species habitat likely to occur within area
Carduelis chloris European Greenfinch [404]		Species or species habitat likely to occur within area
Columba livia Rock Pigeon, Rock Dove, Domestic Pigeon [803]		Species or species habitat likely to occur within area
Passer domesticus House Sparrow [405]		Species or species habitat likely to occur within area
Streptopelia chinensis Spotted Turtle-Dove [780]		Species or species habitat likely to occur within area
Sturnus vulgaris Common Starling [389]		Species or species

Name	Status	Type of Presence
Turdus merula Common Blackbird, Eurasian Blackbird [596]		habitat likely to occur within area  Species or species habitat likely to occur within area
Mammals		
Bos taurus Domestic Cattle [16]		Species or species habitat likely to occur within area
Canis lupus familiaris Domestic Dog [82654]		Species or species habitat likely to occur within area
Capra hircus Goat [2]		Species or species habitat likely to occur within area
Felis catus Cat, House Cat, Domestic Cat [19]		Species or species habitat likely to occur within area
Lepus capensis Brown Hare [127]		Species or species habitat likely to occur within area
Mus musculus House Mouse [120]		Species or species habitat likely to occur within area
Oryctolagus cuniculus Rabbit, European Rabbit [128]		Species or species habitat likely to occur within area
Rattus norvegicus Brown Rat, Norway Rat [83]		Species or species habitat likely to occur within area
Rattus rattus Black Rat, Ship Rat [84]		Species or species habitat likely to occur within area
Vulpes vulpes Red Fox, Fox [18]		Species or species habitat likely to occur within area
Plants		
Anredera cordifolia Madeira Vine, Jalap, Lamb's-tail, Mignonette Vine, Anredera, Gulf Madeiravine, Heartleaf Madeiravine, Potato Vine [2643]		Species or species habitat likely to occur within area
Asparagus asparagoides Bridal Creeper, Bridal Veil Creeper, Smilax, Florist's Smilax, Smilax Asparagus [22473]		Species or species habitat likely to occur within area
Chrysanthemoides monilifera subsp. monilifera Boneseed [16905]		Species or species habitat likely to occur within area
Cytisus scoparius Broom, English Broom, Scotch Broom, Common Broom, Scottish Broom, Spanish Broom [5934]		Species or species habitat likely to occur within area
Genista monspessulana Montpellier Broom, Cape Broom, Canary Broom, Common Broom, French Broom, Soft Broom [20126]		Species or species habitat likely to occur within area
Rubus fruticosus aggregate Blackberry, European Blackberry [68406]		Species or species habitat likely to occur within area

Name	Status	Type of Presence
Salix spp. except S.babylonica, S.x calodendron & S.x reichardtii		
Willows except Weeping Willow, Pussy Willow and Sterile Pussy Willow [68497]		Species or species habitat likely to occur within area
Ulex europaeus		
Gorse, Furze [7693]		Species or species habitat likely to occur within area



# Caveat

The information presented in this report has been provided by a range of data sources as acknowledged at the end of the report.

This report is designed to assist in identifying the locations of places which may be relevant in determining obligations under the Environment Protection and Biodiversity Conservation Act 1999. It holds mapped locations of World and National Heritage properties, Wetlands of International and National Importance, Commonwealth and State/Territory reserves, listed threatened, migratory and marine species and listed threatened ecological communities. Mapping of Commonwealth land is not complete at this stage. Maps have been collated from a range of sources at various resolutions.

Not all species listed under the EPBC Act have been mapped (see below) and therefore a report is a general guide only. Where available data supports mapping, the type of presence that can be determined from the data is indicated in general terms. People using this information in making a referral may need to consider the qualifications below and may need to seek and consider other information sources.

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species distributions have been derived through a variety of methods. Where distributions are well known and if time permits, maps are derived using either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc) together with point locations and described habitat; or environmental modelling (MAXENT or BIOCLIM habitat modelling) using point locations and environmental data layers.

Where very little information is available for species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc). In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More reliable distribution mapping methods are used to update these distributions as time permits.

Only selected species covered by the following provisions of the EPBC Act have been mapped:

- migratory and
- marine

The following species and ecological communities have not been mapped and do not appear in reports produced from this database:

- threatened species listed as extinct or considered as vagrants
- some species and ecological communities that have only recently been listed
- some terrestrial species that overfly the Commonwealth marine area
- migratory species that are very widespread, vagrant, or only occur in small numbers

The following groups have been mapped, but may not cover the complete distribution of the species:

- non-threatened seabirds which have only been mapped for recorded breeding sites
- seals which have only been mapped for breeding sites near the Australian continent

Such breeding sites may be important for the protection of the Commonwealth Marine environment.

# Coordinates

-41.47636 147.17304

# Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [-Office of Environment and Heritage, New South Wales](#)
- [-Department of Environment and Primary Industries, Victoria](#)
- [-Department of Primary Industries, Parks, Water and Environment, Tasmania](#)
- [-Department of Environment, Water and Natural Resources, South Australia](#)
- [-Department of Land and Resource Management, Northern Territory](#)
- [-Department of Environmental and Heritage Protection, Queensland](#)
- [-Department of Parks and Wildlife, Western Australia](#)
- [-Environment and Planning Directorate, ACT](#)
- [-Birdlife Australia](#)
- [-Australian Bird and Bat Banding Scheme](#)
- [-Australian National Wildlife Collection](#)
- Natural history museums of Australia
- [-Museum Victoria](#)
- [-Australian Museum](#)
- [-South Australian Museum](#)
- [-Queensland Museum](#)
- [-Online Zoological Collections of Australian Museums](#)
- [-Queensland Herbarium](#)
- [-National Herbarium of NSW](#)
- [-Royal Botanic Gardens and National Herbarium of Victoria](#)
- [-Tasmanian Herbarium](#)
- [-State Herbarium of South Australia](#)
- [-Northern Territory Herbarium](#)
- [-Western Australian Herbarium](#)
- [-Australian National Herbarium, Canberra](#)
- [-University of New England](#)
- [-Ocean Biogeographic Information System](#)
- [-Australian Government, Department of Defence](#)
- [Forestry Corporation, NSW](#)
- [-Geoscience Australia](#)
- [-CSIRO](#)
- [-Australian Tropical Herbarium, Cairns](#)
- [-eBird Australia](#)
- [-Australian Government – Australian Antarctic Data Centre](#)
- [-Museum and Art Gallery of the Northern Territory](#)
- [-Australian Government National Environmental Science Program](#)
- [-Australian Institute of Marine Science](#)
- [-Reef Life Survey Australia](#)
- [-American Museum of Natural History](#)
- [-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania](#)
- [-Tasmanian Museum and Art Gallery, Hobart, Tasmania](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the [Contact Us](#) page.

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[Department of Agriculture Water and the Environment](#)

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[ghd.com](http://ghd.com)

→ **The Power of Commitment**

# **Appendix D**

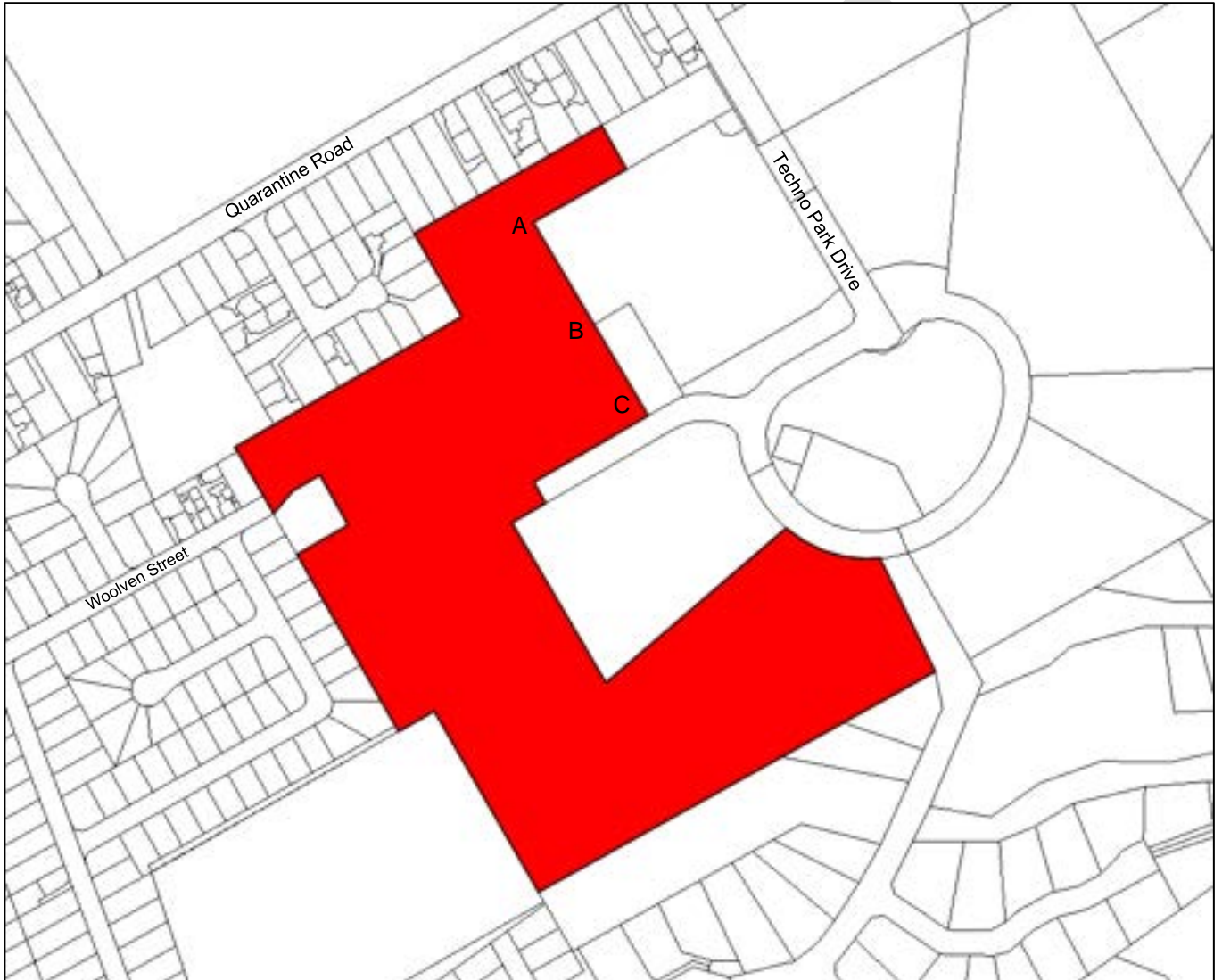
**Draft instrument**

## Tasmanian Planning Scheme - Launceston

### HOUSING LAND SUPPLY ORDER

#### Housing Land

Area to be rezoned is most of 164559/2 at Techno Park Drive, Kings Meadows from Techno Park Particular Purpose Zone to General Residential Zone as shown below:



Note that Point C is where the extension of the boundary marked A-B intersects with the Techno Park Drive road boundary.

Based on the survey data provided by Woolcot Surveys, the easting of point C is 514450.979m and the northing is 5408585.779m, noting the below from Woolcot Surveys:

- Title boundaries were not verified
- Boundaries were compiled from current relevant title surveys of the area
- Horizontal bearing datum is plane MGA scaled around DSM1408-1
- Co-ordinates are plane and based on MGA



# **Appendix E**

**Land owner consent**

## Department of State Growth

Salamanca Building, Parliament Square  
4 Salamanca Place, Hobart TAS 7000  
GPO Box 536, Hobart TAS 7001 Australia  
Phone 1800 030 688 Fax (03) 6233 5800  
Email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Your Ref: D21/80972 / Our Ref: 063339



Director of Housing  
GPO Box 65  
Hobart TAS 7001

**Subject: Consent from Tasmanian Development Board pursuant to s.5(5) of the Housing Land Supply Act 2018**

I refer to your correspondence of 24 November 2021 addressed to the then Chair, Brian Scullin and note my term as current Chair of the Tasmanian Development Board commenced with effect 1 December 2021. Pursuant to s.5(5) of the Housing Land Supply Act 2018 I, as Chair of the Tasmanian Development Board, hereby provide consent for land 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
3197996	Part of 164559/2 as detailed in the attached plan	Lot 2 Techno Park Drive	Kings Meadows

Sincerely,

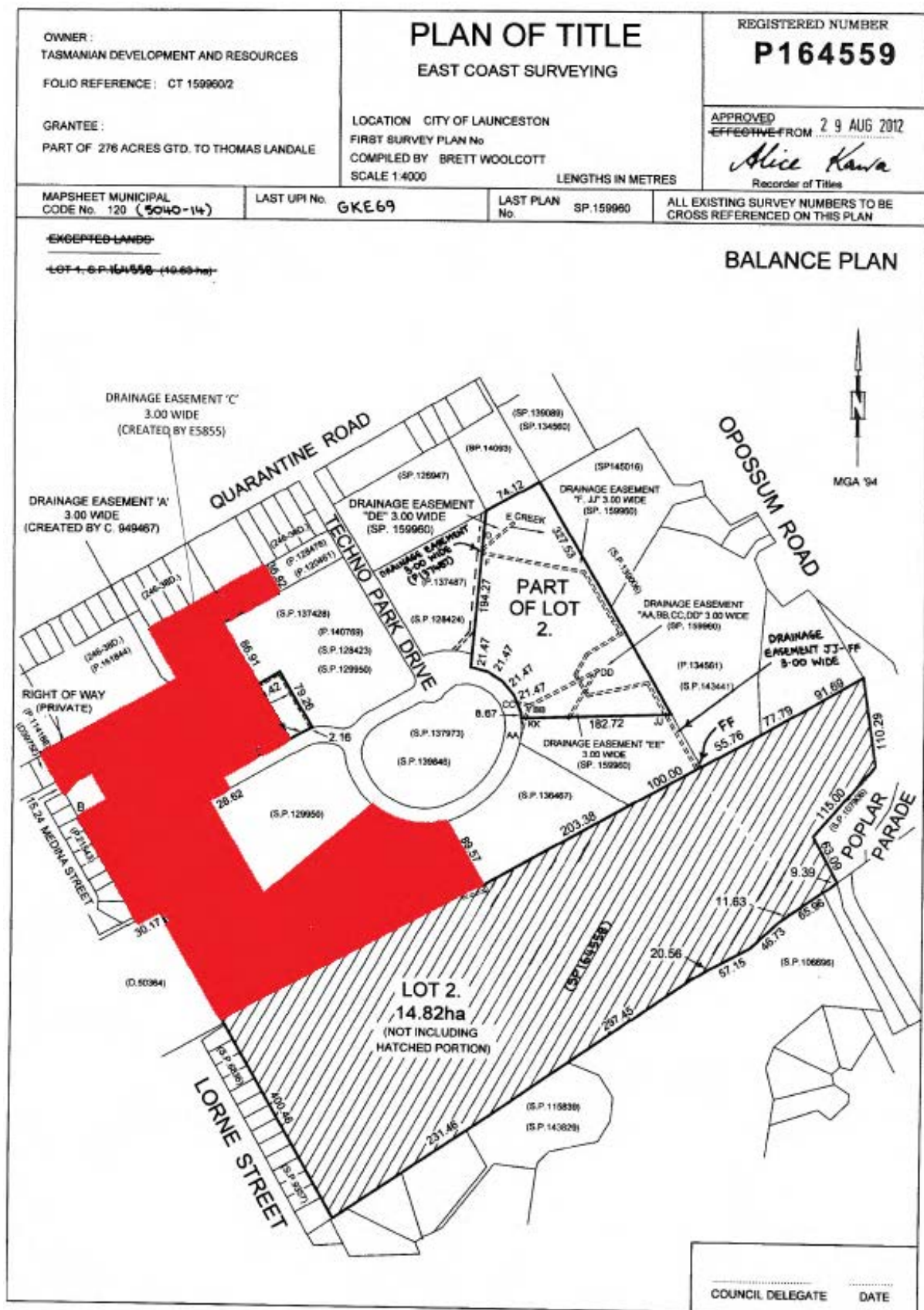
A handwritten signature in black ink, appearing to read "Mike Wallas", with a horizontal line underneath.

Mike Wallas  
**Chair**  
**Tasmanian Development Board**

6 December 2021

Attachment: Title plan highlighting land subject to an Order under the Housing Land Supply Act 2018

**Attachment: Title plan highlighting land subject to an Order under the Housing Land Supply Act 2018**



Land subject to an Order under the Housing Land Supply Act 2018

# Appendix F

RMCG letter



#1396

18 August 2022

Director of Housing  
C/- Tom Reilly  
Senior Planner, GHD  
Via email: [Tom.Reilly@ghd.com](mailto:Tom.Reilly@ghd.com)

Dear Tom

**Agricultural Assessment – Rezone Land at Lot 2 Techno Park Drive from Techno Park Particular Purpose Zone to General Residential.**

I understand you intend to seek approval from council on a proposed rezoning of land at Lot 2 Techno Park Drive, King Meadows (on behalf of the Director of Housing (the client)) from Techno Park Particular Purpose Zone to General Residential under the *Tasmanian Planning Scheme - Launceston*, to facilitate a future multi-lot subdivision. I have undertaken an assessment of the agricultural potential of the associated land at Lot 2 Techno Park Rd and surrounding land. This assessment has been completed because the existing land use is dryland grazing.

Under the Use Table of the Techno Park Particular Purpose Zone in the Planning Scheme, primary production is not listed as an allowable use (either no permit required, permitted or discretionary), so it is assumed to be a prohibited use. For the purpose of this assessment I have assumed the current grazing use to be a non-conforming existing use.

**SITE CHARACTERISTICS**

Lot 2 Techno Park Rd (CT 164559/2) is Crown-owned land and has a total area of 14.8ha. The land is split into two distinct sections that are separated by Techno Park Dr and existing business and professional services use developments. The proposal to rezone the land is only relevant to the western section of the land (the subject land), and so this area has been the primary focus of this assessment. CT 128478/1 (0.33ha) is also included in the subject land (see Figure A1-1), which is also owned by the Crown.

The subject land is 10.7ha in area and is currently managed as unimproved to semi-improved pasture, with some wooded areas also occurring. The site has a long history of grazing, with the land previously being part of the old Quarantine Station. The area is divided into paddocks, however when onsite, many of the fences appeared to be in disrepair. Approximately 15 cattle were identified when onsite, all internal gates were open, which allowed the cattle the run of the land. It is assumed that the land is currently leased for cattle agistment.



There is no published Land Capability mapping for the subject land. The nearest Land Capability Mapping includes land to the south, which was included in the *Land Capability Survey – Pipers Report 1991*, at a scale of 1:100,000. It is noted that the site was excluded from this assessment, as was existing surrounding residential land at the time of the assessment. The land to the south was assessed as Class 5 land. Class 5 land is defined as land unsuited to cropping and with slight to moderate limitations to pastoral use.

There are no published soils mapping for this area. However, underlying geology for the northern and eastern two thirds of the subject land is mapped as Tsa, which is described as poorly consolidated clay, silt, and clayey labile sand with rare gravel and lignite; some iron oxide-cemented layers and concretions; some leaf fossils. In the southwestern third of the subject land there are two dominant mapped underlying geological groups; Jd – described as dolerite and related rocks, and Jdi -inferred dolerite beneath soil or Cainozoic deposits. While soil profiles were not assessed when on-site, frequent surface dolerite was identified within the mapped Jd and Jdi areas.

A full on-site Land Capability Assessment was not conducted when on-site. However, a visual inspection was conducted and site characteristics available on the LISTMAP have also been considered to provide an indicative Land Capability classification for the site. Frequent surface rock in the southwestern third (see Figures A2-2 & A2-3) and evidence of poorly draining soils (see Figure A2-4) indicate that the Land Capability is most likely limited by surface and subsurface stone as well as drainage. The visual characteristics are commensurate with Class 5 Land Capability limitations. The indicative Land Capability of the site is Class 5 land, which is also in line with nearby Published Land Capability mapping. Further onsite assessments, including augering soils profiles, would be required to confirm this assumption.

Tas Veg 4.0 (available on LIST) maps the majority of the subject land as agricultural land (FAG), there is also approximately 1.6ha along the southwest and southern boundary mapped as *Eucalyptus amygdalina* inland forest and woodland on Cainozoic deposits (DAZ). DAZ is listed as a threatened community under the *Nature Conservation Act 2002* and is mapped as Priority Vegetation under the Planning Scheme.

The title is not within an Irrigation District. According to DPIPWE's Water Information System of Tasmania (WIST) there are no water allocations associated with the title, there are also no mapped drainage lines associated with the subject land where irrigation water could be sourced from. It may be feasible to utilise town water for irrigation. However, the cost of town water as an irrigation supply is prohibitive even for a high-value agricultural activity such as vines.

The subject land was excluded by the Department of Justice, Agricultural Land Mapping Project (ALMP). The ALMP was completed by the Department of Justice to provide Councils with spatial data to assist with segregating the Rural Resource Zone (and Significant Agriculture Zone where relevant) into the 'Rural' and 'Agriculture' Zones, as required under the new State-wide Planning Scheme. The subject land was excluded from the study area because it is not zoned Rural Resource, as was all surrounding land.

## SURROUNDING LAND USE

Surrounding land use and zoning is mixed. To the west, north, and northeast is land that is zoned General Residential. From these directions there are 34 directly adjacent titles, all with existing dwellings. The most eastern title has also had a subdivision approved, which is currently being developed (see Figure A2-7).

Adjacent land to the east is also zoned Techno Park Particular Purpose Zone. In this direction two directly adjacent titles have existing developments located on them (one a school and the other a business and professional services use). There are a further two developments that are only separated by Techno Park Dr (one a childcare centre and one a business and professional services use).

To the southeast are two titles zoned Low-Density Residential, the most eastern title has an existing dwelling. 55m to the southeast is a 2.1ha title, also zoned Low-Density Residential, that has had a mixed-species orchard planted on it (see Figure A2-8). This orchard is on privately owned land and would be described as having 'hobby scale'<sup>1</sup> potential at best. Zoning allowable uses would prohibit the orchard from being developed on a 'commercial scale'.

Directly to the south is council owned land that is zoned as Open Space and would currently be best described as unmanaged grassland and woodland. To the southwest is more council owned land that is associated with the South Launceston Football Ground. This land is zoned Recreation.

The surrounding area would best be described as suburban.

## DISCUSSION

The land is utilised for grazing that would best be described as 'hobby farm' scale. It would be challenging to run a 'viable'<sup>2</sup> enterprise on a land parcel of this size with the existing Land Capability limitations, irrigation limitations and constraints from adjacent residential use.

Land with these characteristics is best farmed in conjunction with other land to be able to realise the benefits of economies of scale. Based on the adjacent land use and zoning it is not feasible to consider that this land could be farmed in conjunction with adjacent land. It can still be farmed in conjunction with the balance of CT 164559/2. However, even this is severely limited by the intervening development, which means stock movement would need to be undertaken by transportation.

It is further noted that the existing zoning of the site prohibits primary industry uses. Grazing is an historical use; however, further intensification is assumed to be prohibited.

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<sup>1</sup> As defined by AK Consultants in Ketelaar, A and Armstrong, D. 2012, Discussions paper – Clarification of the Tools and Methodologies and Their Limitations for Understanding the Use of Agricultural Land in the Northern Region which was a paper written for Northern Tasmania Development.

<sup>2</sup> In our opinion a viable farm is one producing sufficient income to provide for a family and provide full time employment for one person. On this basis the long-term viability of farms producing less than \$200,000 Gross Income is questionable.

## CONCLUSION

The subject land is limited for existing and potential primary industry use by size, Land Capability, and surrounding constraints. Furthermore, the existing zoning (Techno Park Particular Purpose Zone) precludes further intensification of the existing land use from low-intensity grazing.

In our opinion, rezoning this land to General Residential will have no impact on the wider regional agricultural estate, considering the subject land is not within a zone that is part of the agricultural estate and is only utilised for low-intensity grazing.

Kind regards

A handwritten signature in black ink, appearing to read 'M. J. Tempest', with a large, stylized flourish extending to the right.

**Michael Tempest**

**SENIOR CONSULTANT**

## REFERENCES

Department of Justice (2017). Agricultural Land Mapping Project - Background Report, Tasmanian Government.

DPIPWE (2021). Cadastral Parcels Dataset. TASMAP Department of Primary Industries, Parks, Water and Environment.

DPIPWE (2020). Tasmanian Vegetation Monitoring and Mapping Program TASVEG 4.0. Department of Primary Industries, Parks, Water and Environment.

Grose, C. J. (1999). *Land Capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania*. (Second Edition ed.). Tasmania, Australia: Department of Primary Industries, Water and Environment.

Noble, K. E. (1991). *Land Capability Survey of Tasmania – Pipers Report*. Tasmania, Australia: Department of Primary Industries, Water and Environment.

*Tasmanian Planning Scheme – Launceston.*

## Appendix 1 – Maps

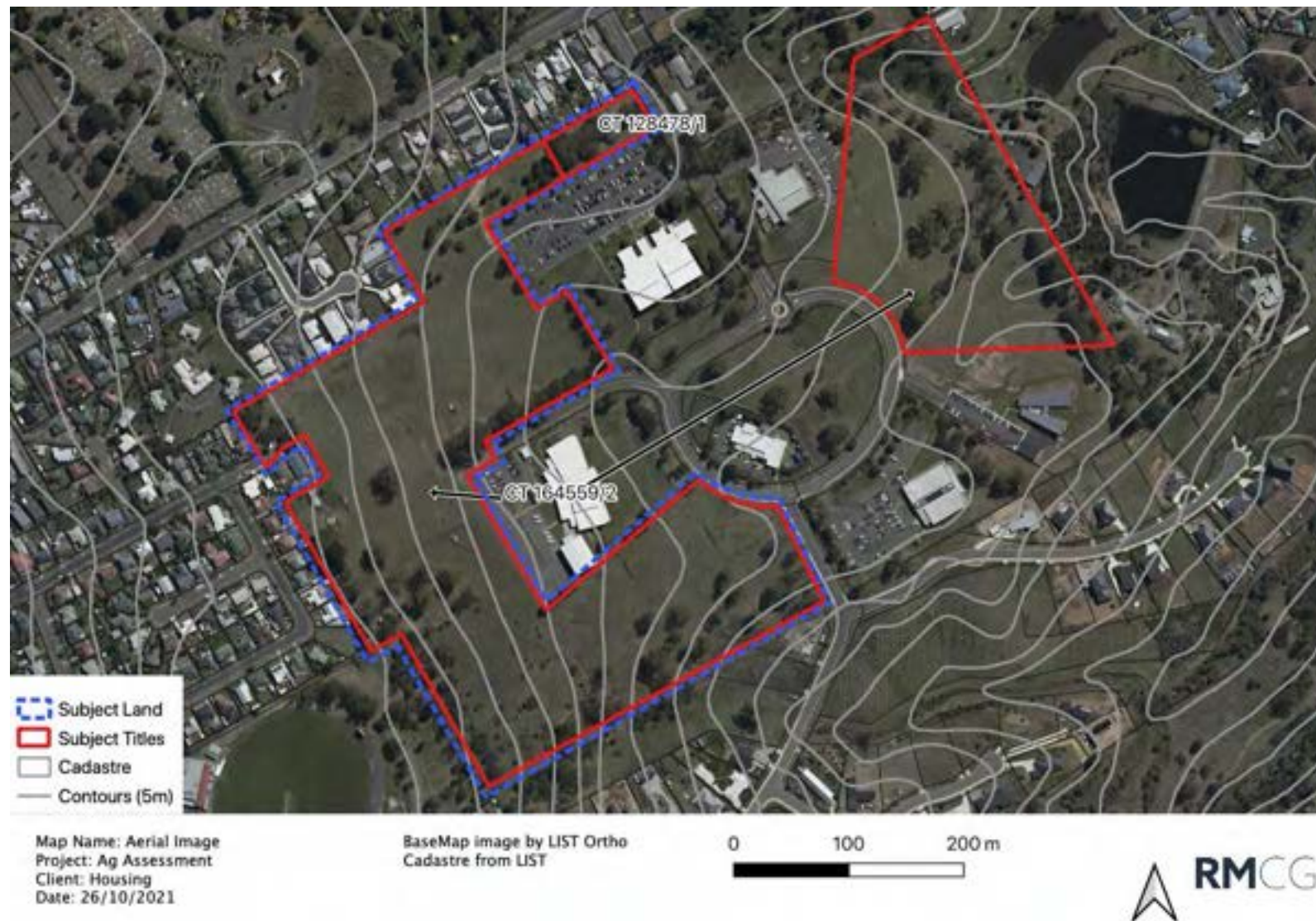
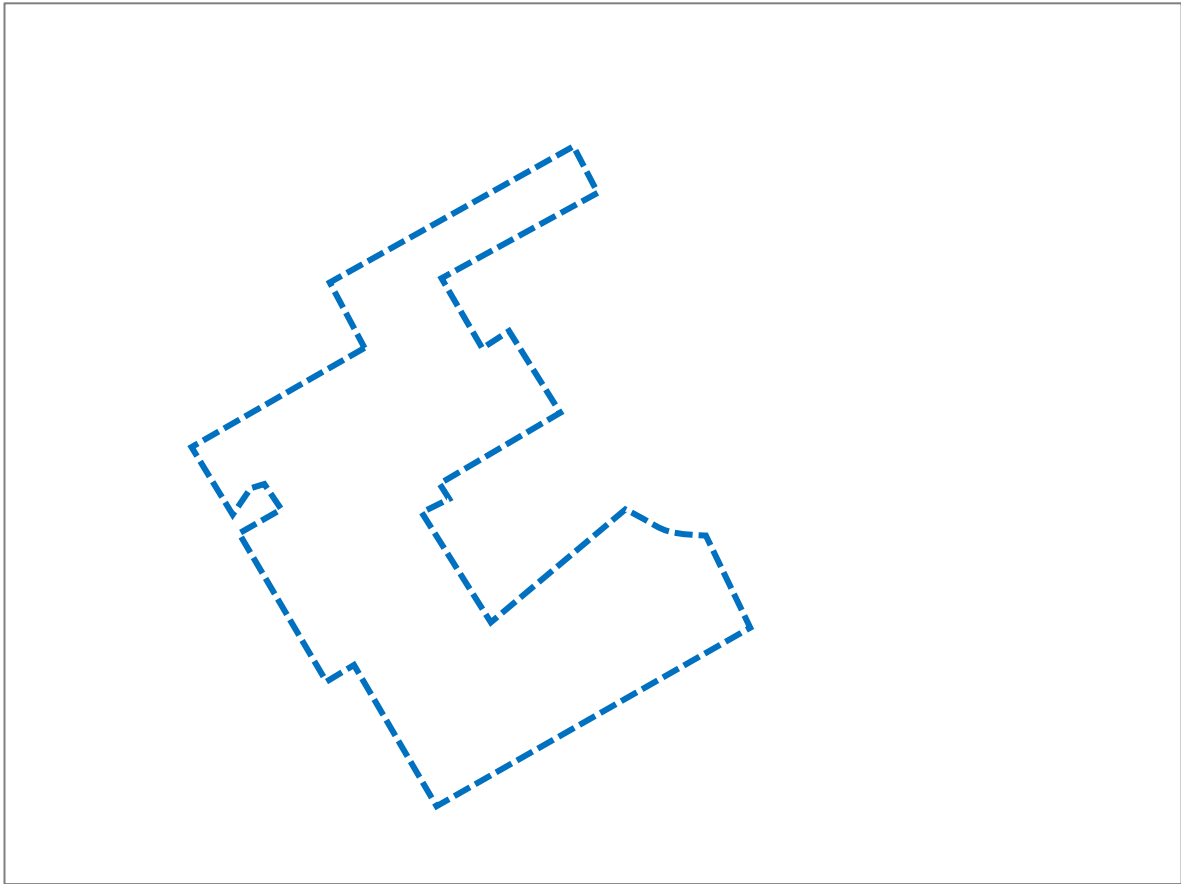


Figure A1-1: Aerial Image.





**Appendix A1-2: Existing zoning. Cadastre from LIST © State of Tas**

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## Appendix 2 – Site photos

Photos taken by M. Tempest, 11/10/2021



**Figure A2-1: Photo from the approximate centre of the title looking north at the existing cattle that are agisted on the land. Note existing pasture and fences in disrepair.**



**Figure A2-2: Example of existing surface stone.**





**Figure A2-3: Further example of existing surface stone.**



**Figure A2-4: Example of pugging from stock movement occurring on poorly drained soils.**





**Figure A2-5: Existing business and professional services use adjacent to the subject land to the east.**



**Figure A2-6: Adjacent dwellings to the north west.**



**Figure A2-7: Subdivision being developed to the northeast of the subject land.**



**Figure A2-8: Small mixed species orchard to the southeast, in the Low Density Residential Zone.**



This report has been prepared by:

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**Document review and authorisation**

**Project Number: #1396**

Doc Version	Final/Draft	Date	Author	Project Director review	BST QA review	Release approved by	Issued to
1.0	Final	27/10/2021	M. Tempest	A. Ketelaar	E. Kelly	A. Ketelaar	T. Reilly, GHD
2.0	Final	18/08/2022	M Tempest	A. Ketelaar		A. Ketelaar	T. Reilly, GHD

# **Appendix G**

**RMCG preliminary bushfire advice**

## Tom Reilly

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**From:** Michael Tempest <michaelt@rmcg.com.au>  
**Sent:** Friday, October 29, 2021 10:55 AM  
**To:** Tom Reilly  
**Subject:** Techno Park Dr - Bushfire Advice  
**Attachments:** No Build Area.jpg; Bushfire Prone Vegetation.jpg

Hi Tom,

I've now had a chance to review the proposed subdivision layout against the Bushfire Code. I can confirm that the site is considered bushfire prone. Please see the two attached maps:

- Existing Bushfire Prone Vegetation
- BAL 19 no build areas

### **Vegetation and Setbacks**

The entire site is currently covered in bushfire prone vegetation. This is predominantly grassland, with 3 patches of woodland and 2 small patches of forest. The site plan indicates that all of these areas will be converted as part of the proposal. The most likely adjacent bushfire prone vegetation that may have an effect on the building areas within the proposed subdivision is forest and woodland vegetation to the southwest and grassland to the south.

The existing forest vegetation to the southwest on Council owned land, associated with the South Launceston Football Ground, would exclude a dwelling to be able to be constructed on the adjacent lot to the north west. However, I note that the site plan indicates that this area on the Council land will be managed as park lands and connect to the proposed park lands within the development site? If this is the case, then we can consider this area as managed land, as long as it is managed in a low fuel state (regularly mown, tree canopy separation), which means no setbacks would be required from it. I'd suggest that a Part 5 Agreement or some sort of commitment from Council to maintain this land will be required.

For the park lands within the development area, these will all also need to be maintained in a low fuel state, which will also most likely require a commitment from Council.

### **Access**

It is good that there are two entry/exit roads for the subdivision (via Techno Park Dr & Woolven St). From a bushfire perspective, for such a large subdivision this is very important, especially as there is some risk that Techno Par Dr could be cut off by a localised fire. Internal roads and cul-de-sacs appear to be compliant with bushfire requirements. But please refer to Table E1 of the Bushfire Code, which has the following minimum requirements:

- Roads with a 7m width, or if less, have no parking down one side.
- Cul-de-sacs must end in a turning circle with a minimum outer radius of 12m.
- Maximum gradient of 15 degrees.

### **Water Supply:**

Being General Residential, all lots will be required to be connected to town water. This means a reticulated water supply for fire will be able to be installed. There must be a hydrant placed within 120m as the hose lays of all areas of all lots.

### **Staging**

My assumption is that the subdivision will be developed in stages. Because of this there will be temporary bushfire measures that will need to be applied for each stage. This will include the development of temporary turning circles at

dead-end roads, as well as requirements for managing some areas of the balance undeveloped land in a low fuel state to ensure suitable setbacks from bushfire prone vegetation can be achieved.

If this site plan is progressed, I recommend developing a staging plan for me to review and incorporate into my Bushfire Report and Bushfire Hazard Management Plan as part of Phase B.

If you have any queries regarding the above information, please don't hesitate to contact me.

Regards.

**Michael Tempest**  
SENIOR CONSULTANT



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RMCG acknowledges Aboriginal and Torres Strait Islander peoples as the first inhabitants of Australia and the traditional custodians of the lands where we live, learn and work.

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# **Appendix H**

**Preliminary subdivision design**





## SCHEMATIC DESIGN (1:2000)

New road connection  
to Woolven St and onto  
Hobart Rd

Potential smaller lots on  
flatter areas of the site

Potential to retain  
existing trees within  
oversized lots

Oversize lot to  
accommodate BAL no  
build area

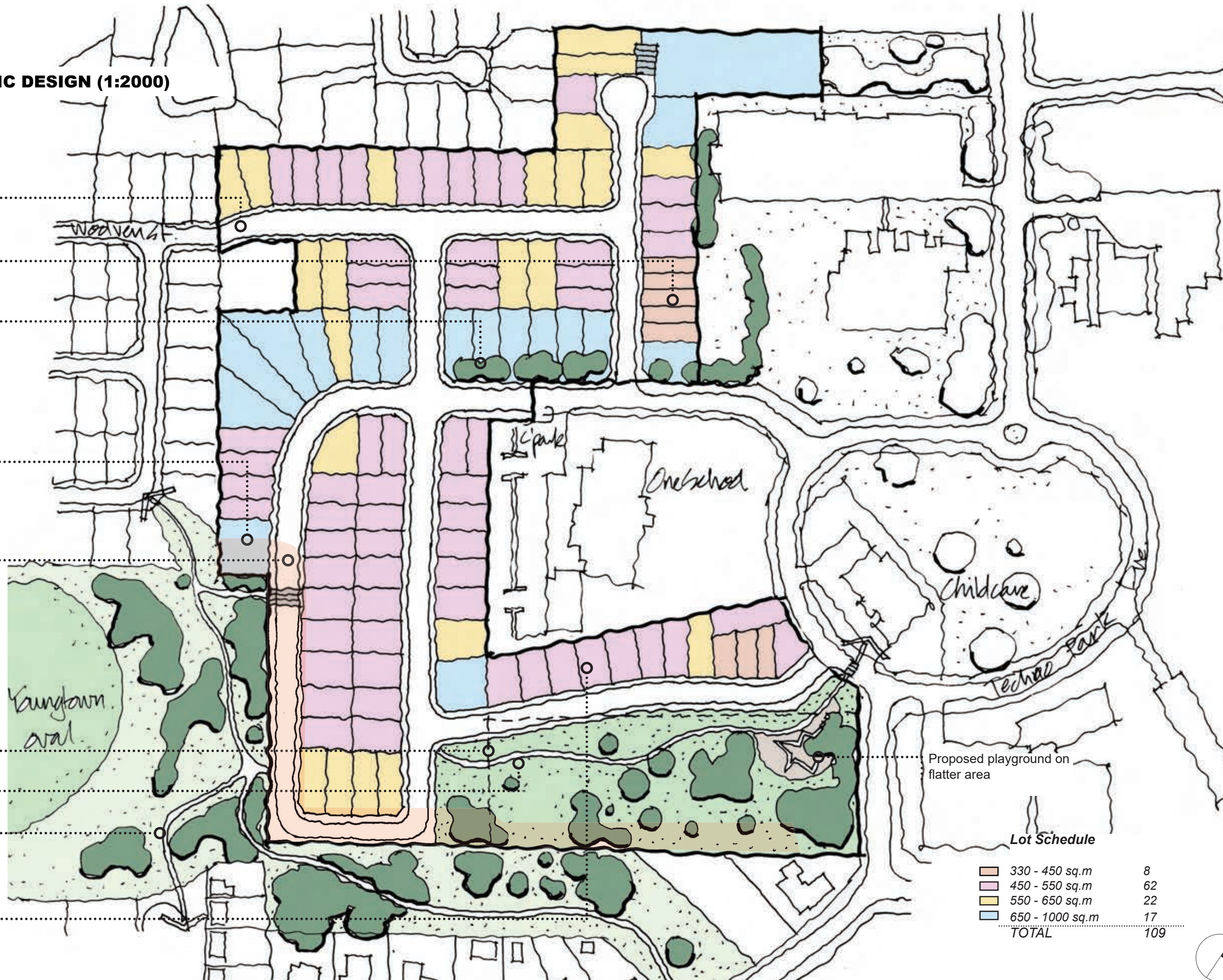
BAL 19 no build area

Dashed Line denotes  
no build area due to  
potential landslip

Create new shared path  
links

Path connection to Lorne  
St & Bus stop

Maximise passive  
surveillance of new open  
space with lot frontages





# **Appendix I**

## **Desktop Aboriginal and Historic Heritage Report**

## **Executive Summary**

### **Project Details**

Lot 2 Techno Park Drive, Kings Meadows (164559/2) is a 10.7ha area that has been identified for the potential development of affordable housing. The site is owned by the Tasmanian Development and Resources corporation (TDR) but is in the process of being purchased by the Director of Housing. The site forms a large portion of an existing industrial estate located in Launceston. The area is characterised by large, irregularly shaped lots sloping west to east, accessed by Techno Park Drive. The project site is adjoined by a One-School Global campus and Westpac Bank call centre to the east, general residential development to the north and west, the Youngstown Memorial sports oval and public open space to the southwest and low-density residential developments further south. Figure 1 shows the general location of the study area, with Figure 2 showing the spatial boundaries of the site.

CHMA Pty Ltd has been engaged by GHD to undertake a desktop Aboriginal heritage assessment for Lot Techno Park Drive (the study area). This report presents the key findings of the Aboriginal and Historic heritage desktop assessment.

### **Results of the Aboriginal Heritage Register Search**

As part of Stage 1 of the desktop assessment a search was carried out of Aboriginal Heritage Register (AHR) to determine the extent of registered Aboriginal heritage sites located within and in the general vicinity of the study area.

The AHR search results shows that there are just three registered Aboriginal sites that are located within an approximate 6km radius of the study area (search results provided on the 23/9/2021 by Emily Smith from AHT). The three sites are all classified as Artefact scatters. None of these three sites are situated within the bounds of the study area. Two of the sites (AH11150 and AH11152) are situated around 6km to the north of the study area, on the margins of the North Esk River. The third site (AH4928) is located 6km to the south-west of the study area. The detailed AHR search results are presented in section 4.2 of this report.

The study area is situated on the eastern side slopes of a low relief hill. It is over 1km from the nearest named water course and 2km from the nearest major river system and is 5km inland (south) from the Tamar Estuary. The results of the regional studies summarised in section 4.1 of this report indicates that site and artefact densities within this type of landscape setting, which is located away from major river valley resource zones, will typically be low to very low. This is supported to some extent by the AHR search results which show that there are only three registered Aboriginal sites located within a 6km radius of the study area. If Aboriginal sites are present in the study area, they are likely to be low density artefact scatters or isolated artefacts, representing sporadic activity.

### **Results of the Historic Heritage Registers Search**

As part of Stage 1 of the desktop assessment a search was carried out of a number of historic registers and databases in order to determine the extent of historic sites

and features in the vicinity of the study area. The search results shows that there are no heritage places located within or in the immediate surrounds of the study area that are listed on any of the local, State or National heritage registers.

The absence of any registered historic heritage sites within and in the immediate surrounds of the study area indicates that there is a low to very low potential for historic heritage features to be present. If there are features present, they are likely to be associated with the early pastoral settlement of the outskirts of Launceston.

### **Management Recommendations**

The following management recommendations have been established on the basis of the findings of the desk top assessment for the Lot 2 Techno Park, Kings Meadows study area. The recommendations are aimed at ensuring that the proponent is compliant with the relevant legislative guidelines and statutory requirements for Aboriginal and historic heritage in Tasmania.

#### ***Recommendation 1 (Aboriginal Heritage)***

The desk top assessment has confirmed that there are no registered Aboriginal heritage sites that are located within or in the immediate vicinity of the bounds of the study area. It is assessed that there is a low potential for undetected Aboriginal heritage sites to be present. If Aboriginal sites are present in the study area, they are likely to be low density artefact scatters or isolated artefacts, representing sporadic activity.

It is recommended that the proponent should make contact with Aboriginal Heritage Tasmania (AHT) to seek advice regarding the requirements for any further Aboriginal heritage assessments (including field surveys) within the study area.

#### ***Recommendation 2 (Unanticipated Discovery Plan for Aboriginal Heritage)***

It is assessed that there is generally a very low potential for undetected Aboriginal heritage sites to occur within the study area. However, if, during the course of the proposed construction works, previously undetected archaeological sites or objects are located, the processes outlined in the Unanticipated Discovery Plan should be followed (see Appendix 1). A copy of the Unanticipated Discovery Plan should be kept on site during all ground disturbance and construction work. All construction personnel should be made aware of the Unanticipated Discovery Plan and their obligations under the *Aboriginal Heritage Act 1975* (the Act).

#### ***Recommendation 3 (Historic Heritage)***

The historic heritage registers search results shows that there are no heritage places located within or in the immediate surrounds of the study area that are listed on any of the local, State or National heritage registers. The absence of any registered historic heritage sites within and in the immediate surrounds of the study area indicates that there is a low to very low potential for historic heritage features to be present. If there are features present, they are likely to be associated with the early pastoral settlement of the outskirts of Launceston.

On the basis of the above it is advised that there are no known historic heritage constraints or requirements for the study area.

***Recommendation 4 (Unanticipated Discovery Plan for Historic Heritage)***

The procedures outlined in Practice Note No 2 issued by the Tasmanian Heritage Council, processes should be followed should any unexpected archaeological features and/or deposits be revealed during development works.



## **1.0 Project Details**

### **1.1 Project Outline**

The Tasmanian Government has committed to substantial capital investment in order to improve housing affordability, to assist those who are most vulnerable to housing stress and homelessness, and to access affordable and appropriate housing. This investment is framed under the terms of Tasmania's Affordable Housing Strategy 2015-2025.

Lot 2 Techno Park Drive, Kings Meadows (164559/2) is a 10.7ha area that has been identified for the potential development of affordable housing. The site is owned by the Tasmanian Development and Resources corporation (TDR) but is in the process of being purchased by the Director of Housing. The site forms a large portion of an existing industrial estate located in Launceston. The area is characterised by large, irregularly shaped lots sloping west to east, accessed by Techno Park Drive. The project site is adjoined by a One-School Global campus and Westpac Bank call centre to the east, general residential development to the north and west, the Youngstown Memorial sports oval and public open space to the southwest and low-density residential developments further south. Figure 1 shows the general location of the study area, with Figure 2 showing the spatial boundaries of the site.

CHMA Pty Ltd has been engaged by GHD to undertake a desktop Aboriginal heritage assessment for Lot Techno Park Drive (the study area). This report presents the key findings of the Aboriginal and Historic heritage desktop assessment.

### **1.2 Project Aims**

The principal aims of this desk top heritage assessment are as follows.

- To review the available heritage information to determine the extent and nature of historic and Aboriginal heritage values that may be present in the study area.
- To ascertain the heritage sensitivity of the study area.
- To provide advice regarding any heritage constraints or additional requirements.

### **1.3 Project Methodology**

A three stage project methodology was implemented for this desk top heritage assessment.

#### ***Stage 1 (Background Research)***

As part of Stage 1 the following research was carried out and background information was collated for this project:

- A review of the relevant heritage registers and the collation of information pertaining to any registered Aboriginal and historic heritage sites located within the general vicinity of the study area.
- Maps of the study area.
- Relevant reports documenting the outcomes of previous Aboriginal heritage studies in the vicinity of the study area.

- Ethno-historic literature for the region
- References to the land use history of the study area.
- Geotechnical information for the study area, including soil and geology data.

***Stage 2 (Review of Documentation and Gap Analysis)***

The heritage information obtained through the Stage 1 works was reviewed, with the purpose of undertaking a gap analysis of the investigations carried out within the study area, and creating an audit of the heritage values present in the study area.

***Stage 3 (Desk Top Report)***

Stage three of the assessment involved the production of a Draft and Final desk top report. The report has been prepared by Stuart Huys (CHMA archaeologist).

**1.4 Project Limitations**

The current Aboriginal heritage assessment is a desk top report only. It is based solely on information generated from heritage register searches, previous Aboriginal and historic heritage assessments and relevant environmental information. No field survey work, or site ground truthing has been undertaken as part of the desk top assessment.

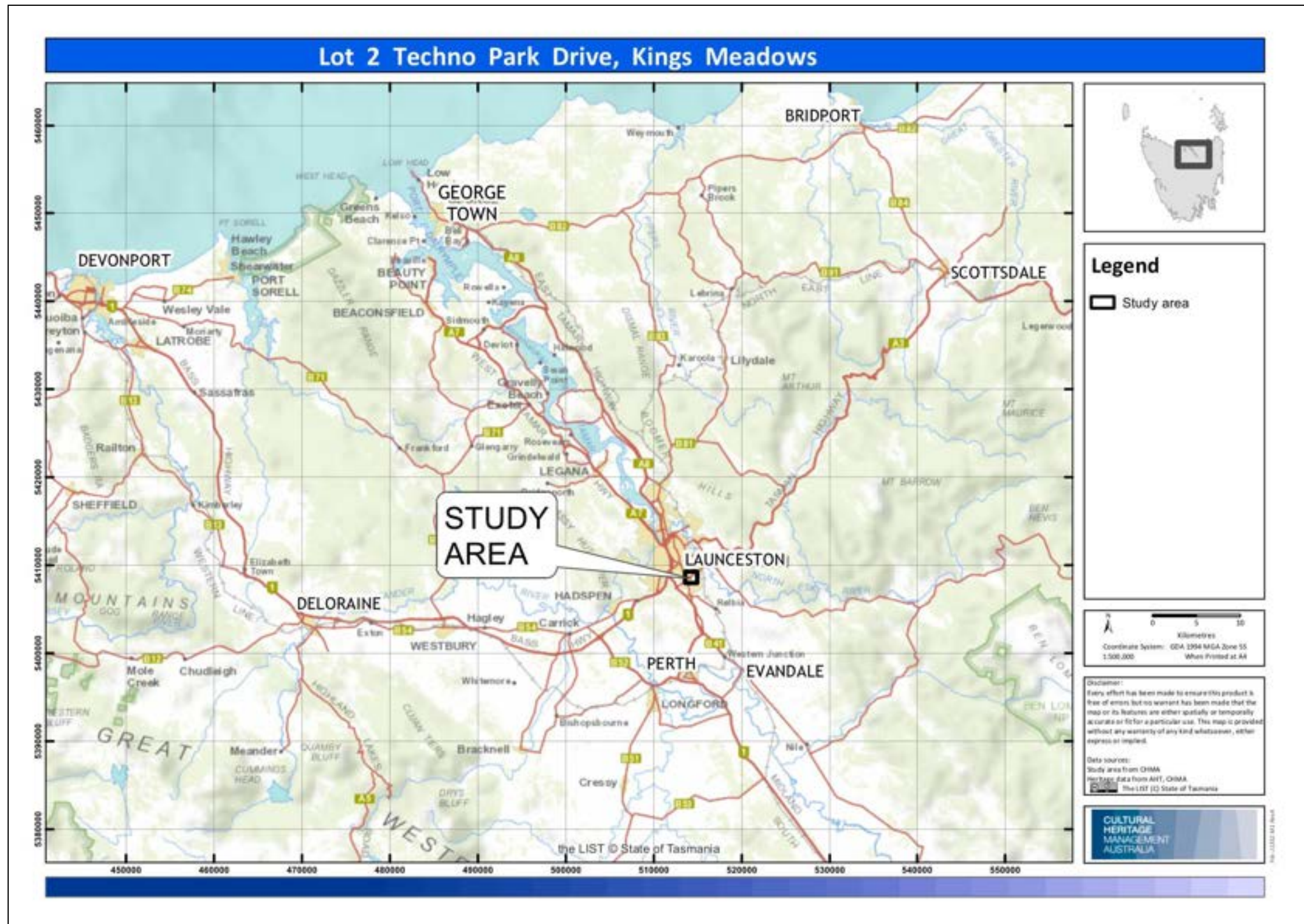


Figure 1: Topographic map showing the general location of the study area





Figure 2: Aerial image showing the boundaries of the Lot 2 Techno Park, Kings Meadows study area

## 2.0 Environmental Setting of the Study Area

The study area encompasses approximately 10.7ha and is located in Kings Meadows, on the southern outskirts of the city of Launceston, in the Northern Midlands region of Tasmania (see Figure 3).

The Northern Midlands region is characterised by extensive lowland plains and rounded topography which ranges from gently sloping to steep. The northern portion of the region is bounded by the dolerite-capped escarpment of the Great Western Tiers to the west, and the Ben Lomond Plateau in the north-east. The valley between these landforms is known as the Launceston Basin. The River Tamar, the South Esk River, the North Esk River and their tributaries, including the Macquarie, St Pauls, Elizabeth and the Blackman Rivers, drain all the northern portion of the Midlands area (Matthews *et al* 1996). The closest major river to the study area is the North Esk, which is 2km to the east. The closest named water course is Jinglers Creek, a tributary of the North Esk, which is 1km to the east.

The city of Launceston is situated within the Launceston Basin, in the southern portion of the Tamar Valley (see Figure 3). The Tamar Valley is a broad south-east to north-west orientated valley system that is approximately 40km in length and is fringed to the east and west by a series of prominent hills and ranges. The South Esk and North Esk Rivers converge in the southern portion of the Tamar Valley (around the Launceston CBD area), to form the River Tamar. The River Tamar is a 'ria' or drowned river valley formed by coastal submergence about 6,000 years ago. The shoreline of the estuary in the surrounds of Launceston is low-energy, with mudflats and shoals exposed at low tide. The River Tamar and the lower reaches of the North and South Esk Rivers are estuarine at this point, and subject to tidal influences.

The study area is positioned around 5km to the south of the Tamar Estuary and the confluence of the North and South Esk Rivers. It is positioned on the eastern side slopes of a low relief hill. Slope gradients across the study area are typically in the range of between 3° and 10°, with slope direction generally from west to east.

The underlying geology across the study area comprises poorly consolidated clay, silt, and clayey labile sand with rare gravel and lignite; some iron oxide-cemented layers and concretions. To the south and west of the study area there are pockets of dolerite beneath soil or Cainozoic deposits. Soils comprise dark brown podzolic clays.

The study area comprises a small parcel of rural land which is surrounded on all sides by residential and industrial development. The majority of the native vegetation across the study area has been cleared as part of past farming activities and re-planted with introduced grasses. There are a few remnant mature eucalypt trees (*Eucalyptus amygdalina*) scattered throughout the study area. There are a number of rural sheds and water tanks scattered across the site.



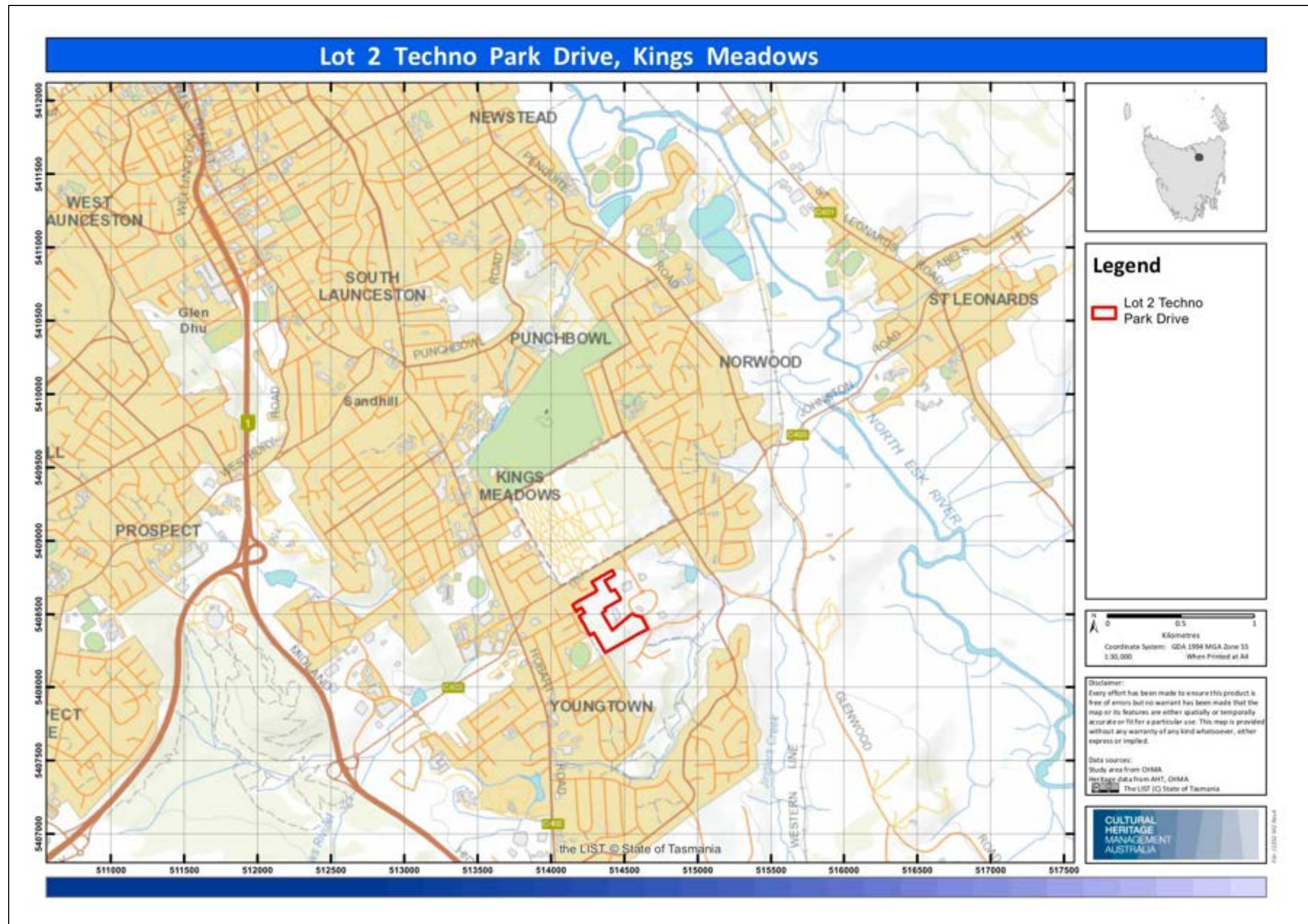


Figure 3: Topographic Map showing the landscape setting of the study area

### 3.0 Ethno-historic Background

#### 3.1 Aboriginal Social Organisation in Tasmania

Ryan (2012) explains that the terms 'nation' and 'clan' are the preferred terms used by the Tasmanian Aboriginal community in place of 'tribe' and 'band' respectively. This terminology has been adopted in the following discussion.

According to Jones (1974), the social organisation of Tasmanian Aboriginal society appears to have consisted of three social units, these being the hearth group, the band (clan) and the tribe (nation). The hearth group was the basic family unit and would generally have consisted of a man and woman, their children, aged relatives and sometimes friends and other relatives. The size of hearth groups would generally range from between 2-8 individuals (Jones 1974: Plomley 1983). Plomley (1983) provides a description made by Peron of a hearth group he encountered at Port Cygnet:

*There were nine individuals in this family, and clearly they represented a hearth group, because Peron visited their campsite with its single hut. The group comprised an older man and wife, a younger man and wife, and five children, one a daughter (Oure-Oure) of the older man and wife, and the other four the children of the younger man and wife. (Plomley 1983:168).*

The clan appears to have been the basic social unit and was comprised of a number of hearth groups (Jones 1974). Jones (1974:324-325) suggests that the clan owned a territory and that the boundaries of this territory would coincide with well-marked geographic features such as rivers and lagoons. Whilst the clan often resided within its territory, it also foraged widely within the territories of other clans. Brown (1986:21) states that the band was led by a man, usually older than the others and who had a reputation as a formidable hunter and fighter. Brown also suggests that the clan (as well as the hearth group) was ideally exogamous, with the wife usually moving to her husband's band and hearth group.

Each clan was associated with a wider political unit, the nation. Jones (1974:328-329) defines the tribe (or nation) as being:

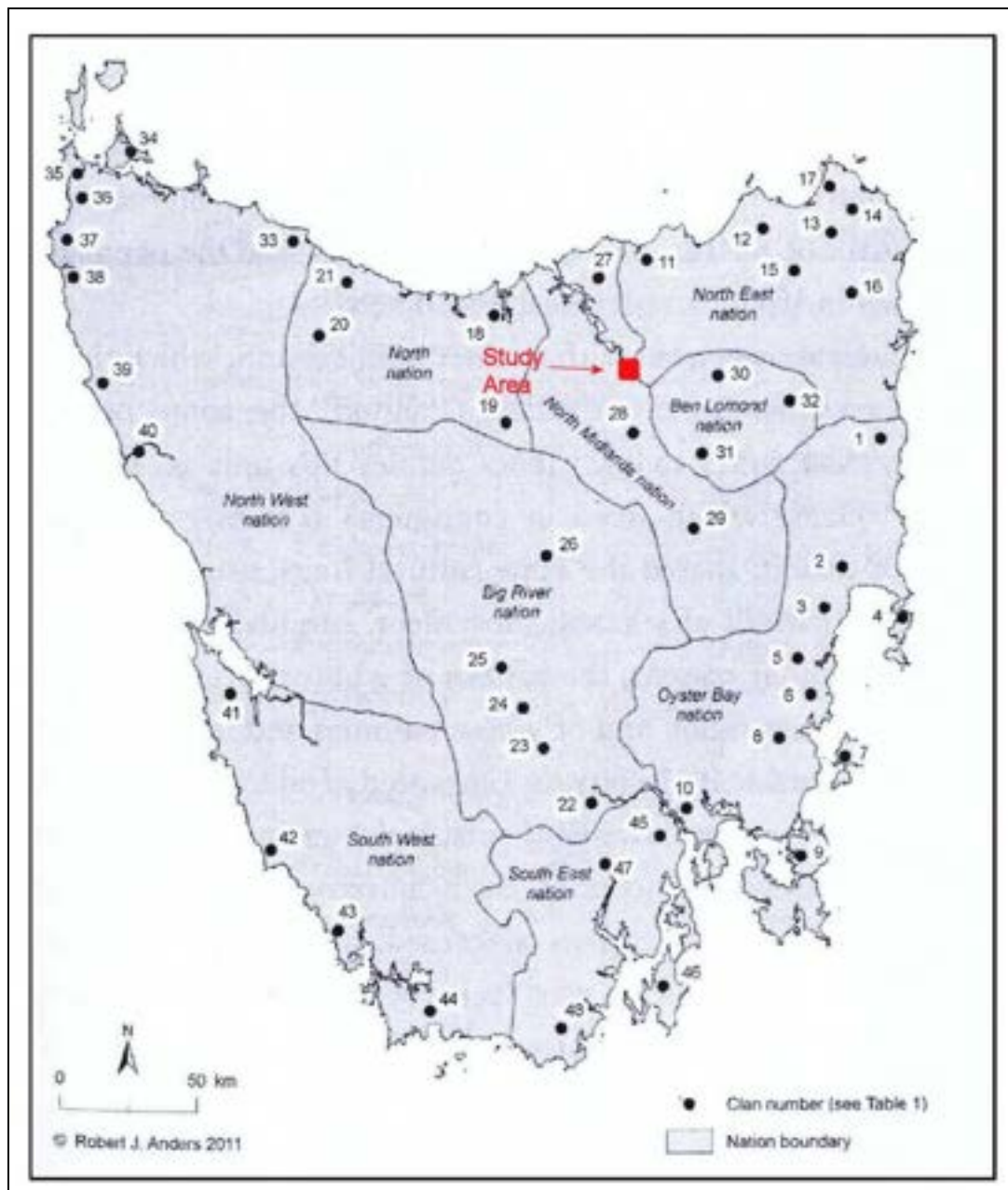
*...that agglomeration of bands which lived in contiguous regions, spoke the same language or dialect, shared the same cultural traits, usually intermarried, had a similar pattern of seasonal movement, habitually met together for economic and other reasons, the pattern of whose peaceful relations were within the agglomeration and of whose enmities and military adventures were directed outside it. Such a tribe had a territory, consisting of the sum of the land owned by its constituent bands...The borders of a territory ranged from a sharp well defined line associated with a prominent geographic feature to a broad transition zone. (Jones 1974:328-329)*

According to Ryan (2012:11), the Aboriginal population of Tasmania was aligned within a broad framework of nine nations, with each nation comprised of between six and fifteen clans (Ryan 2012:14). The mean population of each nation is estimated to have been between 350 and 470 people, with overall population estimates being in



the order of between seven to ten thousand people prior to European occupation (Ryan 2012:14).

Based on the information collated by Ryan (2012), the study area appears to be located within the boundaries of the North Midlands Nation (see Figure 4). The territory of the North Midlands Nation ran from approximately St Peters Pass to Quamby Bluff in the west, along the Western Tiers through the Deloraine district through to the west edge of the Tamar Valley, and along the north coast of Tasmania. From here it ran south-east along the Pipers River, through to Launceston, then eastwards along the South Esk River through to St Paul's Dome. In total, the North Midlands nation occupied an area of approximately of 6,750km<sup>2</sup>, and incorporated around 160km of coastline (Ryan 2012:29).



**Figure 4: The Aboriginal Nations of Tasmania in relation to the study area (Ryan 2012:15)**

The North Midlands Nation was comprised of at least three clans. These were the Leterremairrener (Port Dalrymple people) who were located around the east Tamar, the Panninher (Norfolk Plains people) located around the Norfolk Plains, and the Tyerrernotepanner (Stoney Creek or Campbell Town people) who were situated in the vicinity of Campbell Town. There was possibly a fourth clan around the York Town area, west of the Tamar, and a fifth around the Isis River (Ryan 2012:29). Each clan is thought to have been comprised of between 50-80 people, with the overall population of the North Midlands nation estimated at between 300-400 people (Ryan 2012:29). The North Midlands nations were among the first to experience British invasion in northern Tasmania in 1804, and as such, insufficient information exists as to the exact location of each clan. However, the clan most likely to have occupied the area around the study area was the Leterremairrener (Port Dalrymple people)

The largest kangaroo hunting grounds in Tasmania lay in the heart of North Midland country at Campbell Town, Norfolk Plains and Launceston, together with the rich marine and bird life provided by the Tamar River. As such, the North Midland nation had extensive relations with neighbours of the North, North East, Big River, Ben Lomond and Oyster Bay nations (Ryan 2012:31). These connections in turn facilitated seasonal access of the North Midland nation to the east coast at Oyster Bay through negotiations with the Oyster Bay Nation (Ryan 2012:31) and the existence of other seasonal travel routes to the east venturing into the territory of the Ben Lomond Nation to exchange ochre (Ryan 2012:31). Other major ochre sources in Tasmania were in the Western Tiers, in the territory of the North Nation. The Panninher (Norfolk Plains clan) are said to have spent the winter on the lower reaches of the west bank of the Tamar exploiting available shellfish and swan eggs, before returning to their own country to exploit the hunting grounds in spring (Ryan 2012:31). Seasonal movement to the Great Western Tiers to obtain ochre in autumn is also recorded (see Figure 5).

Very few available ethno-historic accounts exist, that relate to aspects the material culture of the North Midlands Nation. One description of the huts used by the Aboriginal people of the Midlands is provided by John Bass in 1799 at Port Dalrymple:

*'Their huts, of which seven or eight were frequently found together like a little encampment, were constructed of bark torn in long strips from some neighbouring tree, after being divided transversely at the bottom, in such breadths as they judge their strength would be able to disengage from its adherence to the wood, and the connecting bark on each side. It is then broken in convenient lengths, and placed, slopingwise against the elbowing part of some dead branch that has fallen off from the distorted limbs of the gum tree; and a little grass is sometimes thrown over the top. But after all their labour, they have not ingenuity sufficient to place the slips of bark in such a manner as to preclude the free admission of rain'*

(Collins 1971, as reported in Kee 1990:17).

In a diary entry dated 22/10/1831, Robinson provides a comparatively detailed description of the clothes and tool kits used by people of the North Midlands Nation:

*'The costume of the native women is a mantle made of kangaroo skin. Their implements consist of a short stick eighteen inches long sharpened at the end similar to a chisel, and with this implement they bark the tree and use it in the same way a carpenter would use the same sort of tool. Instead of the mallet they use a stone. The wooden chisel is made to answer the purpose of a lever, hence we may call them mechanics. It is the business of the woman especially of the inland tribes to fetch wood for the fire. If the woman is married she carries her own and her husband's burden. Part of their luggage consists of a mull, a flat stone which the men use for the purpose of preparing the pomatum to dress their hair with. The woman also carried with her for this purpose a large quantity of ochre. It is the business of the women also to hunt and catch opossum and for this purpose they carry a rope which they make of the long cutting grass of the iris. They also hunt other small animals, look for eggs &c. They carry with them also a sharp stone with which the men make their spears and waddies. The men carry their spears and waddies, their only weapons except stones which they throw with great dexterity. It is the business of the men to hunt kangaroo. The men also wear a mantle of kangaroo skin' (Plomley 1966:531).*

In an earlier diary entry dated 20/9/1831, Robinson describes that tea trees were procured to provide relatively straight timber with which spears were manufactured (Plomley 1966:215).

Robinson also records a number of instances of Aboriginal people in the Midlands using ochre for hair and body decoration. In one account, Robinson observes:

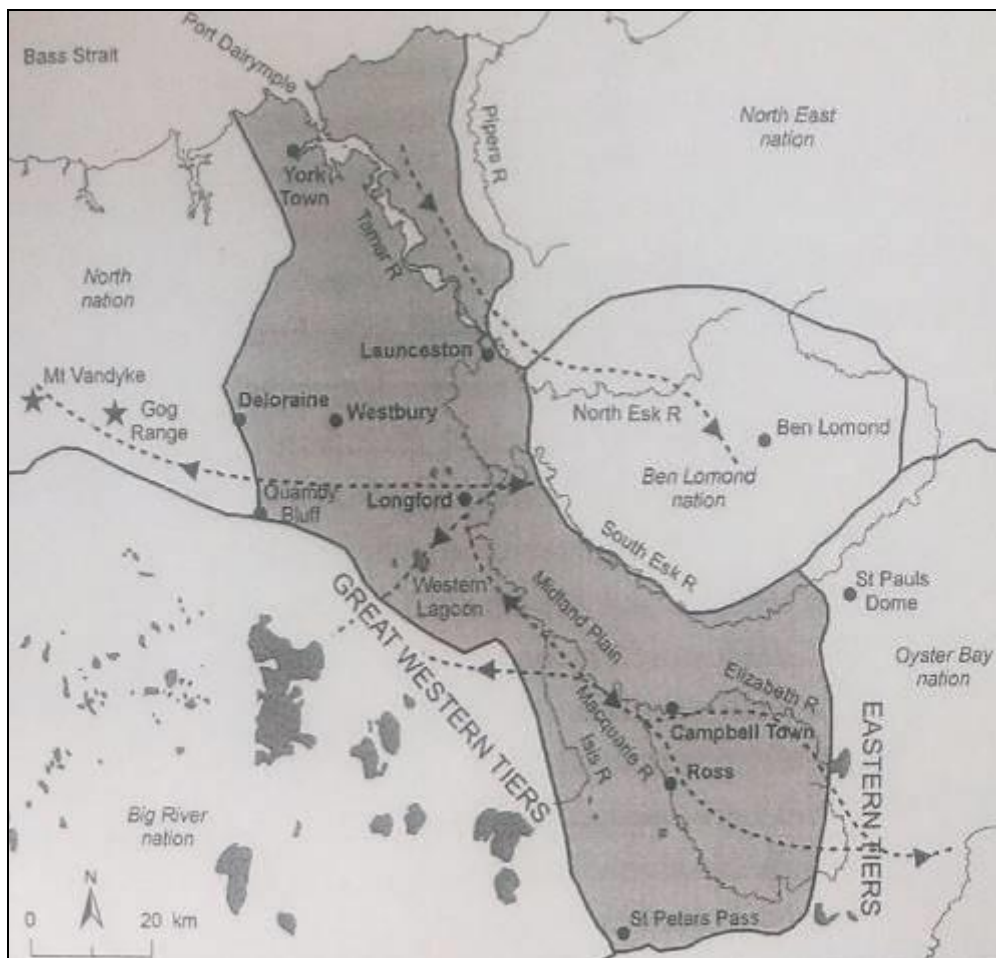
*'Previous to setting off the natives ochred or painted themselves. It might appear ludicrous to civilised society to see people daub their hair with a thick substance of ochre and grease, but I observe that my natives at Campbell Town procured some soft red brick which they pound into dust mixing it with grease to anoint their heads. I have not yet ascertained their particular motive for this custom and it is particular to only a few tribes' (Plomley 1966:501).*

In terms of food resources, Robinson provides a series of accounts in his diary entries of the range of foods eaten by the North Midlands Tribe. Birds and eggs appear to have formed a major component of the diet of the local inhabitants, with swans, ducks and red bills being some of the main species targeted (Plomley 1966: 217). A range of mammal species are also documented as having been hunted and eaten, including forester kangaroo, wallaby, kangaroo rat (possibly bandicoots), and possums (Plomley 1966). In a diary entry dated 22/10/1831, Robinson provides an interesting account of a kangaroo hunt undertaken by Aboriginal men:

*'...when the natives hunt...they surround the animal, and hence it is driven from one position to another till at length it becomes exhausted, when they rush upon it and seize the prey' (Plomley 1966:555-6).*



Only a few plant foods are documented in the ethno-historic accounts as having been eaten. This includes a bulbous plant known as 'native bread' and a plant that has the appearance of asparagus that was found by the roots of peppermint trees (Plomley 1966). It is very likely that many more plant foods were eaten by the local Aboriginal population.



**Figure 5: Settlement and movement patterns of the Midland Plain clans (Ryan 2012:30)**

### 3.2 Culture Contact and Frontier Violence

The first recorded meeting between Europeans and the Aboriginal people of north east Tasmania was in 1773 when Tobias Furneaux sailed into, and named, the Bay of Fires for the smoke he saw along the coast (Kee 1987:15). A quarter of a century later Jean-Baptiste-Louis Clarke Theodore also recorded smoke on the north east coast (Plomley 1966, in Kee 1991:8). In 1800 Matthew Flinders observed smoke on the northern coast, but noted that the Furneaux Islands appeared uninhabited (Kee 1987:15). Bass accompanied Flinders on further voyages later in 1800 and he observed that while smoke was often visible from ships, the people ran into the bush at the approach of Europeans (Kee 1987:15).

In 1804 Lieutenant Colonel William Patterson founded the European settlement at George Town. This camp was short-lived, with the party moving within a few weeks to the west bank of the River where they established York Town. The Port Dalrymple

(Launceston) settlement was established in 1806. Hence, the study area was impacted from the very earliest phase of European settlement of Tasmania. The Leterremairrener people would have been among those Aboriginal clans that bore the brunt of the contact period.

By the early nineteenth century sealers and whalers had established hunting grounds in the Bass Strait and inhabited islands and parts of the coast. In 1816 a sealer James Kelly met up to 300 people at George Rocks. Kelly traded culled seals with the Aboriginal people of the coast in exchange for kangaroo (Kee 1987:19).

While there are some suggestions that initial contact between Aboriginal people and the whalers and sealers may have been friendly, Ryan's research on the North Midland nation indicates that 'at least 300 were probably killed outright by the settlers between 1820 and 1830' (Ryan 2012:19) and by the time George Augustus Robinson was moving through the area in 1830 – 1831, the sealers had instilled widespread terror among the Aboriginal people (Kee 1987:16). The sealers typically abducted women to be wives and to work on the sealers camps, and Robinson recorded that people along the northern coast referred to the murder of Aboriginal people at all the places where the sealers camped (Kee 1987:16).

This violent contact between Aboriginal people and Europeans, especially sealers, along the north east coast had disastrous implications for the North Midlands nation. Apart from individual, emotional devastation, the loss of large numbers of women disrupted social organisation, as well as impacting on economic systems of gender-based division of labour (Kee 1987:16).

## 4.0 Background Archaeology

### 4.1 Previous Archaeological Investigations in the Region

The study area is located in the Northern Region of Tasmania, just at the transition with the Northern Midlands Region. A number of regional archaeological investigations have been undertaken in the region over the past three decades. The most comprehensive, and pertinent investigations are those of Kee (1990) and Jackman (Entura 2011).

#### ***Kee (1990)***

In 1990 Kee implemented the Midlands Regional Aboriginal archaeological site investigation, which was funded through the National Estate Grants Program. The primary objectives of the study were primarily to establish (on the basis of literary and field research) a predictive model of site location for the Midlands Region, and secondly to carry out a limited archaeological excavation with the aim of providing a temporal context for the information generated for the study.

As part of the study, Kee (1990) surveyed 72km within the Midlands area. This survey resulted in the identification of 236 Aboriginal sites. This brought the total number of known Aboriginal sites in the Midlands to 350. The vast majority of these sites are classified as isolated artefacts or artefact scatters. The exception is the coastal fringes in the midlands where shell midden sites tend to predominate. Stone quarries and suitable stone sources for procurement were identified in many locations throughout the Midlands, and a small number of rock shelters were also identified (Kee 1990).

As part of the analysis of the distribution of sites throughout the Midlands, Kee (1990) divided the Midlands into seven separate landscape divisions. These are Aeolian lunettes, coastal dunes and beaches, estuaries, lakes (uplands and lowlands), lowland hills and plains, upland hills and plains and rivers. The highest number of sites were identified in the Aeolian lunettes and coastal dunes, accounting for around 50% of the total number of sites recorded in the Midlands. Between 20 and 30 Aboriginal sites were recorded in each of the other five landscape divisions. Kee (1990) is of the opinion that the observed pattern of distribution accurately reflects true differences or variations in site densities throughout these different landscape divisions, and is not merely a product of skewed visibility or survey coverage.

Kee (1990) also noted a distinct difference in the distribution of site types within the Midlands Region, which she believes is also suggestive of differences in occupation patterns throughout the region. For example, the sites recorded around the margins of Lake Dulverton comprise mostly artefact scatters and rock shelters. Some of these sites are quite large (in terms of artefact numbers), and suggest intensive occupation. In contrast, the sites associated with the Aeolian lunettes were mostly small campsites located adjacent to lagoons, and are interpreted as being the product of short term visitations to the area by small groups of people exploiting the resources of these lagoons and the associated hinterland areas.

One of the features of Kee's (1990) investigations is that the vast majority of sites identified as part of the field survey were recorded within ploughed farm paddocks, where the surface visibility is improved and the soils have been churned. This pattern of site location highlights the importance of good surface visibility in identifying sites during field surveys, and demonstrates how varying conditions of surface visibility can potentially skew the results of survey investigations. Kee (1990) does not really adequately address this factor in her assessment. It is plausible that the factor of surface visibility variations could be a major contributor to the pattern of site distribution observed for the Midlands, with site densities being highest in the Aeolian dunes and coastal areas where surface visibility is improved and lowest in the Riverine and Uplands areas where surface visibility is poor. The only way to adequately determine how accurate the perceived pattern of site distribution is in the Midlands region would be through extensive sub-surface investigations within the various landscape divisions.

The summary interpretation provided by Kee (1990) for the observed archaeological record of the Midlands Region is that the areas with observed higher site and artefact densities correlate with areas where there is an increase in available resources, making these areas attractive for human habitation, and facilitating prolonged periods of occupation. Those areas with lower site and artefact densities also correlate with areas of decreased resource availability, resulting in shorter, less frequent occupation of these areas by small groups of people.

Taking into account historic records for the region, Kee (1990) presents a seasonal model of occupation for the Midlands Region. This model involves the movement of Aboriginal people around inland resource rich zones such as lagoons and lakes in the spring and early summer months, with summer time spent on the north coast areas. It is suggested that the winter months may have been spent in the inland parts of the Uplands where there was good soil drainage.

### ***Entura (2011)***

In 2011, Jackman (Entura archaeologist) undertook a comprehensive survey of the Midlands for the Midlands Water Scheme (2011). The survey by Entura (2011) covered an extensive area, with over 130km of survey transects across the Central Highlands and Midlands. The survey recorded 136 Aboriginal heritage sites that demonstrate the nature of past Aboriginal use of these regions.

Based on analysis of the 48 sites recorded by Jackman in the Midlands as part of the Midlands Water Scheme survey, Entura archaeologist Greg Jackman suggested several potential site distribution patterns (Entura 2011:43). In the Midlands, Jackman argues that the dominant site type will be Artefact Scatters and Isolated Artefacts. Open Artefact Scatters may be large and there is potential for stratified sites to occur. Other site types include quarries and stone procurement sites and rock shelters and rock overhangs with associated archaeological deposits (Entura 2011:49).

Jackman suggests that open sites are likely to be closely correlated with permanent watercourses, with the majority of open sites recorded by Jackman situated within 500m of water. Moreover, large Artefact Scatters are most likely to be located along the margins of lakes, lagoons and floodplains where a range of other plant and terrestrial resources were available (Entura 2011:49). Occupation sites, such as artefact scatters, were often found to be located on benched terraces or low rises. Aeolian sand banks bordering lagoons and rivers have increased potential to contain archaeological deposits, as these provide elevated, well drained camp sites with close proximity to fresh water (Entura 2011:49).

Jackman noted that concentrations of sites also often occur in small, sheltered valleys at the foot of the various ranges, including Black Tier, south of Tunbridge (Entura 2011:50). This reflects the choice of sheltered camp sites along pathways used by groups of Aboriginal people moving between seasonal resource zones along ethnographically documented pathways.

One such clustering of sites occurs at the Salt Pan Plains and Kitty's Creek area at the foot of the Black Tier. At the gap between Salt Pan Plains and Kitty's Creek, there are a series of small artefact scatters and isolated artefacts. Jackman suggests that this may indicate that people regularly passed through this gap when travelling between the Central Tiers and the Midlands (Entura 2011:43). Jackman records this area as being of high archaeological sensitivity (Entura 2011:53). Jackman also suggests that the name Black Tier may be a reference to Aboriginal people living in this area at the time of European settlement, however, there is no documented historical basis to this tempting assertion (Entura 2011:43).

Quarry sites in the Midlands tend to target chert and hornfels outcrops occurring at the contact points of Jurassic dolerite and Permo-Triassic mudstone and siltstone deposits (Entura 2011:49). Chert quarries occur in outcrops of Tertiary claystone (Entura 2011:50).

#### **4.2 Registered Aboriginal Sites in the Vicinity of the Study Area**

As part of Stage 1 of the desktop assessment a search was carried out of Aboriginal Heritage Register (AHR) to determine the extent of registered Aboriginal heritage sites located within and in the general vicinity of the study area.

The AHR search results shows that there are just three registered Aboriginal sites that are located within an approximate 6km radius of the study area (search results provided on the 23/9/2021 by Emily Smith from AHT). The three sites are all classified as Artefact scatters. None of these three sites are situated within the bounds of the study area. Two of the sites (AH11150 and AH11152) are situated around 6km to the north of the study area, on the margins of the North Esk River. The third site (AH4928) is located 6km to the south-west of the study area.

Table 1 provides the summary details for these three registered Aboriginal sites, with Figure 6 showing the location of these sites in relation to the study area.



**Table 1: Summary details for registered Aboriginal sites located within an approximate 6km radius of the study area (Based on the AHR search results dated 23/9/2021)**

AH Number	Site Type	Locality	Grid Reference Easting (GDA94)	Grid Reference Northing (GDA94)
11150	Artefact Scatter	St Leonards	514902	5412006
11152	Artefact Scatter	St Leonards	514774	5411982
4928	Artefact Scatter	Prospect	510889	5406867

#### **4.3 A Predictive Model of Site Type Distribution for the Study Area**

As described in section 2 of this report, the study area is situated on the eastern side slopes of a low relief hill. It is over 1km from the nearest named water course and 2km from the nearest major river system and is 5km inland (south) from the Tamar Estuary.

The results of the regional studies summarised in section 4.1 of this report indicates that site and artefact densities within this type of landscape setting, which is located away from major river valley resource zones, will typically be low to very low. This is supported to some extent by the AHR search results which show that there are only three registered Aboriginal sites located within a 6km radius of the study area.

If Aboriginal sites are present in the study area, they are likely to be low density artefact scatters or isolated artefacts, representing sporadic activity. A definition for these site types is provided below.

Other site types such as Aboriginal rock shelters, stone quarries and shell middens have been recorded in the broader surrounds of the study area. However, these site types are highly unlikely to occur within the study area.

The underlying geology across the study area and broader surrounds is entirely comprised of poorly consolidated clay, silt, and clayey labile sand with rare gravel and lignite; some iron oxide-cemented layers and concretions. To the south and west of the study area there are pockets of dolerite. These lithologies were generally not well suited for aboriginal artefact manufacturing and as such it is highly unlikely that Aboriginal stone quarries will be present in the study area. The absence of rock outcrops in the study area also means that there is no possibility of Aboriginal rock shelters being present. Given the distance of the study area from the Tamar Estuary it is very unlikely that shell midden sites will be present.

#### **Artefact Scatters and Isolated artefacts**

##### **Definition**

Isolated artefacts are defined as single stone artefacts. Where isolated finds are closer than 50 linear metres to each other they should generally be recorded as an artefact scatter. Artefact scatters are usually identified as a scatter of stone artefacts lying on the ground surface. For the purposes of this project, artefact scatters are defined as at least 2 artefacts within 50 linear metres of each other. Artefacts spread beyond this can be best defined as isolated finds.

It is recognised that this definition, while useful in most instances, should not be strictly prescriptive. On some large landscape features for example, sites may be defined more broadly. In other instances, only a single artefact may be visible, but there is a strong indication that others may be present in the nearby sediments. In such cases it is best to define the site as an Isolated Find/Potential Archaeological Deposit (PAD).

Artefact scatters can vary in size from two artefacts to several thousand, and may be representative of a range of activities, from sporadic foraging through to intensive camping activity. In rare instances, campsites which were used over a long period of time may contain stratified deposits, where several layers of occupation are buried one on top of another.

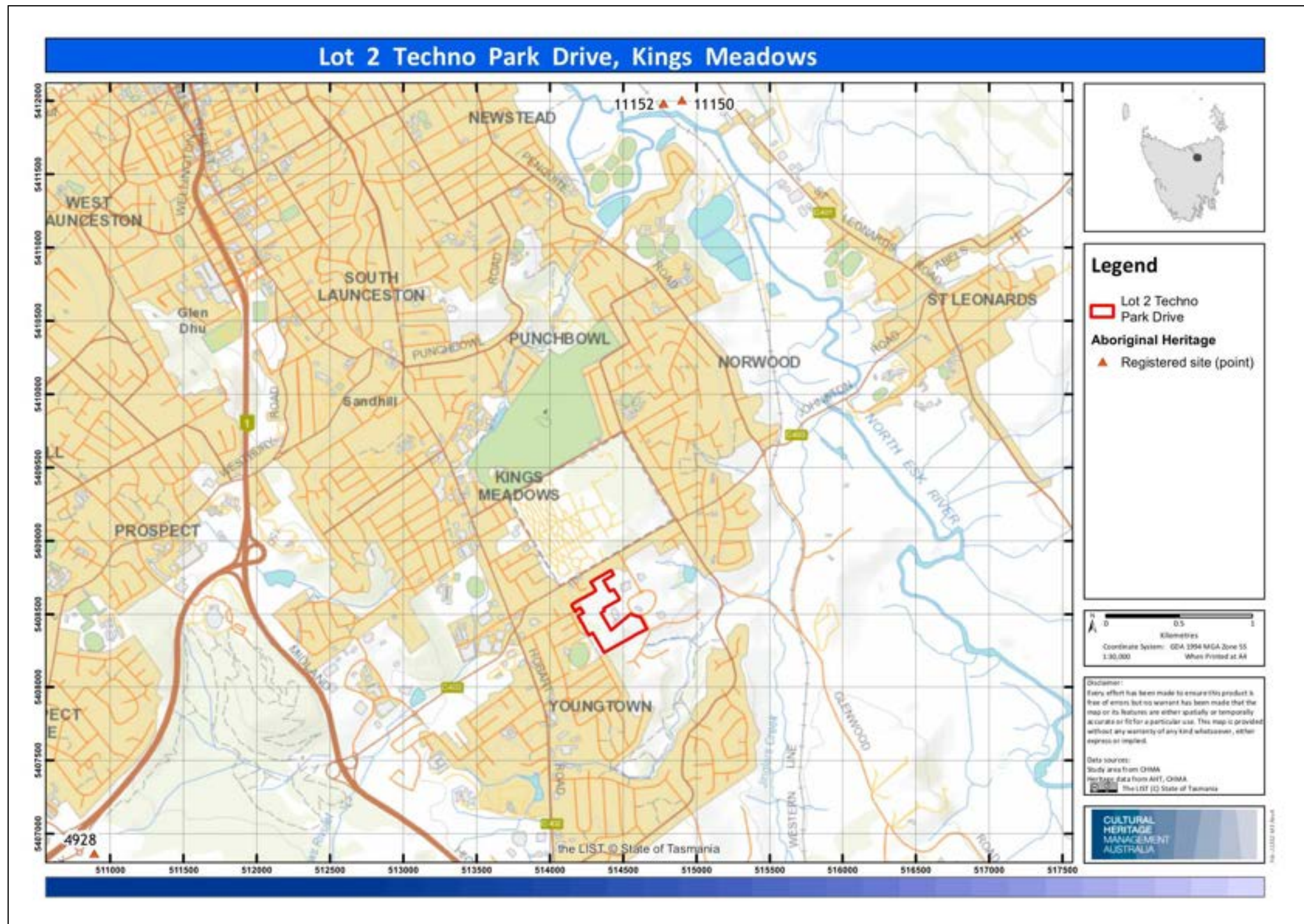


Figure 6: Topographic map showing the location of registered Aboriginal sites located within an approximate 6km radius of the study area (Based on the AHR search results dated 23/9/2021)



## 5.0 Historic Context of the Study Area

### 5.1 The Development of Launceston

The first non Aboriginal visitors to arrive in the Northern Region of Tasmania were George Bass and Mathew Flinders, who were sent to explore the possibility that there was a strait between Australia and Van Diemen's Land in 1798. They originally landed in Port Dalrymple, sheltering from bad weather at the mouth of the Tamar River, in the immediate vicinity of present day George Town.

Significant settlement of the area however did not begin until the early 1800s. On 1 June 1804, the order came from London to reduce the population on Norfolk Island and move residents to Van Diemen's Land (Tasmania), and contemporaneously 'forestall French settlement' of the island (Robson 1983:43). On 15 October 1804, an expedition sailed from Port Jackson. It included HMS *Buffalo*, HM brig *Lady Nelson* and schooners *Francis* and *Integrity*. The 'invasion party' arrived in Outer Cove, subsequently the site of George Town, on 5 November 1804. Clergyman, Edward Main, was discharged from the *Buffalo* to 'perform divine service' (ibid). Six days later stores arrived and land clearing for settlement commenced. But the party leader, Lieutenant-Governor Paterson, grew 'dissatisfied with the site' and by 1805 most had moved to the western side of the Tamar to York town (Phillips 2005:157; Robson 1983:44). A year later (1806) the settlement was again shifted to the current position of Launceston. The settlement was initially known as Patersonia, however, was later changed by Paterson to Launceston in honour of the New South Wales Governor Captain Philip Diley King, who was born in Launceston, Cornwall. Administrative power was moved from York Town to Launceston in 1807, under the command of William Peterson. At the end of 1809 Paterson was recalled to Port Jackson, where he served as Lieutenant Governor of NSW (and Van Diemen's Land) until superseded by Governor Macquarie a year later.

In 1812 the Governor of New South Wales, Major General Lachlan Macquarie, toured Van Diemen's Land:

*... he disapproved of the site fixed from Launceston and ordered that George Town be developed instead, on the basis that it would clearly be a superior port to Launceston because it was situated close to the open sea and not at the end of a tortuous estuary formed by the union of the two Esk Rivers.*  
(Robson 1983:102)

In 1815 Macquarie moved the headquarters of government to Outer Cove, renaming the site George Town (Phillips 2005:157). According to Robson, despite government intervention George Town failed to thrive—primarily because Launceston was agriculturally superior, there was 'continual personal conflict' between government personnel, and life there was generally 'precarious in the extreme' (Robson 1983:102-3).

Also opposing Macquarie's insistence that the settlement be relocated to George Town, were the settlers themselves. From 1815, the few convicts who completed their sentences, settled not in and around the heavily-timbered country of George

Town but instead chose to build their huts in the more open and fertile areas around Launceston and the Esk Rivers (Nyman 1996:12). The more fertile soil around Launceston also attracted the majority of free settlers, and by 1820, the entire population of the Tamar area, both convict and free men, numbered five hundred and forty three (Nyman 1996:12).

In 1820 Commissioner J.T. Bigge was sent out from London to inquire into the colonies of New South Wales and Van Diemen's Land. Bigge's conclusions on the settlement of George Town were scathing:

*... he was not at all impressed with the stubbornness of Macquarie in insisting on the development of George Town. In eighteen months only one free inhabitant moved from Launceston to George Town, exclaimed the commissioner; the soil of George Town was not good, he judged... (Robson 1983:104).*

By the 1820s the perseverance of settlers in Launceston paid off, with the richer soils of the area pushing produce into high yields, turning production levels beyond the point of subsistence and into profits. In 1824, Commissioner Bigge made conclusive recommendations that Launceston be the centre for northern colonial administration, with the northern headquarters accordingly moved back to Launceston in that year.

Lieutenant-Governor of Van Diemen's Land, William Sorrell, was replaced by George Arthur in May 1824. Arthur inquired about the state of religion and education in the colony—this exchange revealed that there was a chaplain (replete with a 'spacious residence') in George Town but not in Launceston. Shortly after this, St John's Church was opened for worship in Launceston in December 1825, rapidly followed by churches of other denominations with their own churches; Scots Church in Lower Charles Street and Wesleyan Chapel in Paterson Street.

By 1827, the population of Launceston had increased to 2000 and the town had become an export centre, primarily servicing the colony's northern pastoral industry. Small hotels and breweries began to emerge c1820s, such as the Cornwell Hotel (c1824) and Launceston Hotels, with more substantial and larger hotels established by the c1830s.

From 1825 a signalling system existed which advised Launceston of the movement of ships in the river. It was begun from Low Head by semaphore. Low Head signalled to George Town, George Town to Mount George, Mount George to Mount Direction and Mount Direction to Windmill Hill in Launceston. In 1829, when the first issue of the Launceston Advertiser went on sale (under John Pascoe Fawkner), Fawkner recorded:

*'Excepting about three months in summer, vessels drawing twelve feet can and do lie in a fresh-water stream (at Launceston; no boats are used, but goods are landed or shipped direct from the wharf.... Vessels of 500 to 600 tons burthen can come up within five or six miles of the town and lay in perfect safety, and vessels of 300 to 400 tons may come to the very verge of*



*the town, that is to the bar which is at the entrance to the canal or North Esk as it is called'. (Cited in Bethell 1957:38).*

By the 1830s, three industries thrived in the area; Whaling and Sealing in the Bass Strait produced good returns in oil, making men such as Henry Reed very wealthy. Agriculture had produced large grains stores, with the area supplying both the NSW and later Victorian settlements. The third industry became wool, which produced massive profits, coinciding with the advent of mechanized textile production in Britain which saw small scale cottage industries transformed into mass production and mass profit (Green 2006).

Launceston's exports were booming, exceeding that of Hobart. It became a place of enterprise for free immigrants and not just a penal settlement. The riverfront developed to maximize the new trades, with the introduction of wharves along the North Esk River by men such as Griffiths and Reibey (Green 2006). A brewery, tannery and flourmill were successively constructed.

As the export industries expanded, so did the transport industries, with the ship building industry booming along the length of the Tamar Valley. So too did carriage makers, saddlers and harness makers who no longer relied solely on repairing British gear, but instead began their own production. John Williams established his foundry in 1833.

In 1833 the Tamar Street bridge (now Victoria Bridge) was constructed by John Griffiths. His original bridge lasted until 1899 before it was replaced by the current structure. Griffiths had received a grant of land on the North Esk, upon which were located built houses, stores and a steam flour mill (Bethell 1957:45).

Accompanying the economic prosperity was leisure activities; with the Cornwall Turf Club being formed in 1830. Cricket became a game of the well to do, initially played on the land at the race track. The first Tamar Regatta was held in January 1840.

Economically and socially, the town began to boom, with the prices of property and livestock beginning to soar. This period of economic confidence inspired men such as John Batman and John Fawkner to look towards Port Phillip. In 1835 both made successful trips to establish the village of Melbourne. Though initially a financial drain on Launceston, the new settlement ultimately resulted in new trade, with the town supplying the new settlement with all its goods, including foodstuffs, clothing, timber, livestock and carts (Green 2006).

Come 1840, however, the boom was over and the colony's first major depression began. The three main sources of income failed with declining whaling supplies, decreased value for wool in England and the collapse of the mainland market for foodstuffs as the drought ended in NSW and Port Phillip became self-sufficient (Green 2006). Employers became bankrupt and employees unemployed, with bounty emigrants also arriving in 1841 and further glutting the labour market (Green 2006).

Economic problems lead to political unrest and the formation of the Launceston Association for the Promotion of Cessation of Transportation in 1847 and the Launceston Chamber of Commerce in 1849, to boost the town's economy (Green 2006). The economy gradually improved, but finally received relief with the discovery of gold in NSW and Victoria. The resulting mass exodus of the male population to the goldfields provided a return to financial stability as huge quantities of goods were exported and the agricultural industry had a new lease of life.

In 1853 Launceston was declared a municipality, with William Button appointed the town's first Mayor. In 1854, Henry Stoney visited the town, recording it as  
*'a large and busy town:- hundreds of vessels crowding the wharves; steamers and ships hastening to or hurrying from the port; - all is life and bustle, with crowded streets in all the turmoil of daily toil and traffic'* (Green 2006 ref 37).

The money flowing into the township from the goldfields enabled Launceston's leaders to embark on several projects, including the advanced underground sewerage system and the St Patrick's River water scheme, which solved the ongoing problem of fresh water to the township. For the first time, the town had a permanent water supply. The success was commemorated with the purchase of a new water fountain which was installed in St John's Square in 1859. The Marine Board was created in 1857 to cope with the increasing trade and the Launceston Gas Company was formed in 1858 to light the town's streets.

Following the 1850s period of boom, the town was again plunged into depression with the 1860s marked as the gloomiest period in Tasmania's history. Returns from the goldfields declined and markets slowed, unemployment became wide-spread and many workers abandoned farming in favour of moving to the mainland. Wool prices declined and fluke disease spread through the sheep. Some Town works were nevertheless progressed. In 1864 the Council commissioned the design and construction of a Town Hall which was subsequently built and occupied by 1867. The South Esk Bridge (now Kings Bridge) was opened in 1864, with a second span of the bridge established in 1904. The bridge was an enormous improvement to the punt which had served the region for the previous 28 years. The bridge was welcomed by all producers within the West Tamar region and had been the subject of petition for decades (beginning in 1833) (Nyman 1996:72). The toll for using the bridge was one shilling, to be paid to the West Tamar Road Trust. The bridge opened up markets for produce and goods throughout the region, especially from the outlying districts.

Seen as a scheme for ending the depression was the Launceston and Western Railway, which was to open up the rich agricultural lands of Evandale, Westbury, and Longford which were often difficult to reach due to impassable roads (Green 2006). Discussions were extensive, beginning as early as 1856 and resulting in the need for landholders adjoining the railway to contribute a rate levy if the railway was unable to meet interest repayments. Construction began in January 1868 and the Launceston to St Leonard's line was opened the following year. In 1871 the line was completed, but delays to the build meant significant increases in cost, forcing the railway rate to

be recovered from landowners who, in the middle of the depression could least afford it.

The discovery of tin in December 1871 by James Smith and the development of the Mount Bischoff Tin Mining Company in 1873 changed Launceston's fortunes. The directors of the Company favoured building smelters and Launceston, a financial coup for the town. The smelters began operation in 1875 and from then Launceston boomed. Primary producers, merchants and investors all capitalized as Launceston became the industrial centre of the colony. The subsequent discovery of gold at Brandy Creek (Beaconsfield) in 1876 was the icing on the cake (Green 2006).

The Bischoff mineral boom supported a vast array of other industries and expanded others. The early foundries expanded and new companies such as Salisbury's and Glasgow Engineering began. Miners came to town on their time off and freely spent their money. The township itself also changed, built on the back of Mt Bischoff money; the Custom House, Post Office, the Queen Victoria Museum and Art Gallery plus the high end suburbs of Trevallyn and East Launceston all grew. The Tasmanian Government was now able to borrow freely, resulting in the expansion of the rail network, with Launceston at the centre and lines to agricultural areas of Scottsdale and Ulverstone as well as the mining area of Fingal.

Migration increased as did tourism with a zigzag path built to the First Basin in 1885 and after that a path along the side of the Gorge, and the construction of primitive huts such as Crusoe Hut which was completed in 1892.

The economic confidence supported other fledgling industries, with Waverly Woollen Mills opened in 1874, the expansion of Campbell's pottery and James Boag and son going into partnership in the Esk Brewery. In 1876 William Coogan moved to Launceston beginning a furniture business.

When Launceston became a city in 1889 it was known as the 'self styled commercial capital of Tasmania' (Green 2006:26).

The depression of 1890 began in Victoria and rapidly spread to Tasmania. To the surprise of the colony, the Bank of Van Diemen's Land, established in 1823, collapsed in August 1891. Launceston fared better than most of Tasmania during this period, boosted by the copper at Mount Lyell and Zeehan's silver mines which began early in the 1890s. Dairying in the north east and northwest also supported the economy with the formation of the Tasmanian Dairy Company in August 1892 and its new factory in Cameron Street by 1895.

In 1893 the Duck Reach hydro electric power scheme was begun after a referendum of Launceston citizens passed the project with a two-thirds majority (Green 2006).

### ***Post 1900 Launceston***

With the arrival of Federation, industry again boomed and the suburban areas of Trevallyn, Mowbray, East and West Launceston expanded. The building trade

expanded and by 1911 the Launceston's tram system opened and remained in operation until 1952. Trams began running regularly to Trevallyn (sharing the Kings Bridge with cars) in 1913.

As trade improved, the old wharves proved inadequate and Henry Hunter's report of 1912 recommended the construction of a new wharf in Long Reach, a dry dock, dredging and altering the river's course. The wharf was eventually completed, though the onset of the First World War retarded both public works and industry. A total of 1750 Launcestonians served in the war.

Post war recovery was provided by two new industries; the textile manufacturers Kelsall and Kemp and Patons and Baldwins, both of whom chose to establish factories at Launceston on the back of cheap and readily available female labour and the presence of cheap hydro-electric power. Employment by these companies eased the impact of the Depression.

However, in 1929 Launceston was struck by the worst floods in Tasmania's history, displacing 4000 people through Invermay, Inveresk and Margaret St. Approximately 1000 buildings were damaged, causing a need for extensive repair. In 1930 7LA began radio broadcasting, in 1932 the Majestic Cinemas were established and in 1933 commercial flights between Launceston and Melbourne were introduced by Ivan and Victor Holyman (McLoughlin 2006).

The city was again disrupted by the Second World War, but this provided the opportunity for many more women to enter the work force. Dorothy Edwards was elected as Tasmania's first woman mayor in 1956. The Launceston Railway workshops in Inveresk were expanded to include both an ammunition and a tool and gauge annex and to provide for the war effort.

In the post-war period the town again prospered with migration, with new suburbs such as Newnham, Riverside, Waverely and Prospect developing. European migrants contributed to the construction of the Trevallyn Dam Power Station, and a combination trolley and diesel bus service was introduced in 1952, making trams redundant.

Flood levees were constructed between 1962 and 1965 by the Launceston Flood Protection Scheme, which reduced the impact of the 1969 flood but removed the river from the cityscape.

As industry declined, commerce, education and tourism became the prominent economies, with the Australian Maritime College opening in 1980 and the Tasmanian College of Advanced education becoming the Tasmanian State Institute of Technology and then part of the University of Tasmania in 1991. Toward the close of the century, the Inveresk rail yards were incorporated into the Museum and University, with the waterfront being proactively regenerated (McLaughlin 2006).

## **5.2 Results of the Historic Heritage Registers Search**

As part of Stage 1 of the desktop assessment a search was carried out of a number of historic registers and databases in order to determine the extent of historic sites and features in the vicinity of the study area. Agency databases searched included:

- The Australian Heritage Database (AHD);
- Tasmanian Heritage Register (THR);
- The Register of the National Estate (RNE);
- Australian Heritage Places Inventory (AHPI);
- The National Trust (NT);
- The Tasmanian Planning Scheme.

The search results shows that there are no heritage places located within or in the immediate surrounds of the study area that are listed on any of the local, State or National heritage registers.

The absence of any registered historic heritage sites within and in the immediate surrounds of the study area indicates that there is a low to very low potential for historic heritage features to be present. If there are features present, they are likely to be associated with the early pastoral settlement of the outskirts of Launceston.



## 6.0 Management Recommendations

The following management recommendations have been established on the basis of the findings of the desk top assessment for the Lot 2 Techno Park, Kings Meadows study area. The recommendations are aimed at ensuring that the proponent is compliant with the relevant legislative guidelines and statutory requirements for Aboriginal and historic heritage in Tasmania.

### ***Recommendation 1 (Aboriginal Heritage)***

The desk top assessment has confirmed that there are no registered Aboriginal heritage sites that are located within or in the immediate vicinity of the bounds of the study area. It is assessed that there is a low potential for undetected Aboriginal heritage sites to be present. If Aboriginal sites are present in the study area, they are likely to be low density artefact scatters or isolated artefacts, representing sporadic activity.

It is recommended that the proponent should make contact with Aboriginal Heritage Tasmania (AHT) to seek advice regarding the requirements for any further Aboriginal heritage assessments (including field surveys) within the study area.

### ***Recommendation 2 (Unanticipated Discovery Plan for Aboriginal Heritage)***

It is assessed that there is generally a very low potential for undetected Aboriginal heritage sites to occur within the study area. However, if, during the course of the proposed construction works, previously undetected archaeological sites or objects are located, the processes outlined in the Unanticipated Discovery Plan should be followed (see Appendix 1). A copy of the Unanticipated Discovery Plan should be kept on site during all ground disturbance and construction work. All construction personnel should be made aware of the Unanticipated Discovery Plan and their obligations under the *Aboriginal Heritage Act 1975* (the Act).

### ***Recommendation 3 (Historic Heritage)***

The historic heritage registers search results shows that there are no heritage places located within or in the immediate surrounds of the study area that are listed on any of the local, State or National heritage registers. The absence of any registered historic heritage sites within and in the immediate surrounds of the study area indicates that there is a low to very low potential for historic heritage features to be present. If there are features present, they are likely to be associated with the early pastoral settlement of the outskirts of Launceston.

On the basis of the above it is advised that there are no known historic heritage constraints or requirements for the study area.

### ***Recommendation 4 (Unanticipated Discovery Plan for Historic Heritage)***

The procedures outlined in Practice Note No 2 issued by the Tasmanian Heritage Council, processes should be followed should any unexpected archaeological features and/or deposits be revealed during development works.

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## **Appendix 1**

### **Unanticipated Discovery Plan**

# Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

## Discovery of Aboriginal Relics other than Skeletal Material

### Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

### Step 2:

A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

### Step 3:

Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@heritage.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

## Discovery of Skeletal Material

### Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

### Step 2:

Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

### Step 3:

A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and/or Coroner.

### Step 4:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

### Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.



## Guide to Aboriginal site types

### Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

### Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

### Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

### Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

### Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

### Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

*Further information on Aboriginal Heritage is available from:*

Aboriginal Heritage Tasmania  
Natural and Cultural Heritage Division  
Department of Primary Industries, Parks, Water and Environment  
GPO Box 44 Hobart TAS 7001

Telephone: **1 300 487 045**

Email: **[aboriginal@heritage.tas.gov.au](mailto:aboriginal@heritage.tas.gov.au)**

Web: **[www.aboriginalheritage.tas.gov.au](http://www.aboriginalheritage.tas.gov.au)**

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# **Appendix J**

**Contact details of the suggested  
interested entities and persons**

Interested Party	Contact name	Email address (or postal address)	Phone no.
	Personal information redacted		









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## Launceston Techno Park Subdivision

Traffic Impact Assessment

Prepared for  
**Homes Tasmania**

Client representative  
**Jeff Krafft**

Date  
**15 June 2023**

Rev02



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## Appendices

**Appendix A —** Site Plans

**Appendix B —** SIDRA Modelling Results

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<b>Authorised by —</b> Ross Mannering		<b>Date —</b> 15 June 2023

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02	Traffic Impact Assessment	EGC	RLR	RSM	15/06/2023

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# 1. Introduction

A residential subdivision is proposed at Lot 2 Techno Park, Kings Meadows. The development proposes establishment of 109 residential house lots, along with new roads and paths on the site.

This Traffic Impact Assessment (TIA) considers the impacts to the greater road network as a result of the development.

The TIA has been prepared with reference to the Department of State Growth (State Growth) publication *Traffic Impact Assessment (TIA) Guidelines* and will address relevant parts of the *Tasmanian Interim Planning Scheme – Launceston*.

## 2. Existing conditions

### 2.1 Site location

The proposed development site is located in Kings Meadows, Launceston. The site is located approximately 5km southeast of the Launceston CBD.

The site has a land use classification as 31.0 Particular Purpose under the *Tasmanian Planning Scheme - Launceston*. The site is also subject to the Housing Land Supply Order to rezone to General Residential.

The site is currently vacant and rezoning is required for the land to be used for housing. Surrounding properties of the site have the uses 8.0 General Residential, 10.0 Low Density Residential, 28.0 Recreation and 29.0 Open Space.

The site is bordered to the east by Techno Park Drive. A site wraps around OneSchool and a Goodstart Early Learning Centre is located to the east along with other commercial developments. To the north and northwest there are general residential developments, to the southwest is the Youngtown Memorial Ground and to the south is open space and low density residential developments. The study area extends to include the connecting road network.

The location of the site in the local context is shown in Figure 1.



Figure 1: Site Location (Basemap source: <https://maps.thelist.tas.gov.au>)

## 2.2 Surrounding road network

### 2.2.1 Hobart Road

Hobart Road is a sub-arterial road connecting Wellington Street, Normanstone Road and Meredith Crescent to the north with the Midland Highway and Evandale Road to the south. It provides access to numerous residential and commercial properties. In the vicinity of the study area Hobart Road is a two-way two-lane sealed road with a posted speed limit of 60km/h.

Footpaths have been provided along both sides of the road as well as on-street parallel parking in some sections. Hobart Road services numerous Metro Tasmania bus routes, including routes 145, 146, 792, 794 and 796 and there are a number of bus stops along its length.

### 2.2.2 Techno Park Drive

Techno Park Drive is a local road connecting Quarantine Road with the Techno Park development. It provides access to several commercial, educational, and residential properties. It is a two-way two-lane sealed road with a default speed limit of 50km/h. Footpaths are provided along one side of the road.

### 2.2.3 Woolven Street

Woolven Street is a local road providing access to primarily residential properties and other local roads Keithleigh Street, Waroona Street, Wayne Place and Medina Street from Hobart Road. It is a two-way two-lane sealed road with a default speed limit of 50km/h.

Footpaths have been provided along both sides of the road as well as on-street parallel parking. Woolven Street forms part of the Metro Tasmania bus route 146 between Hobart Road and Waroona Street. There is a bus stop on Woolven Street between its intersections with Keithleigh Street and Waroona Street.

#### 2.2.4 Quarantine Road

Quarantine Road is an arterial road connecting Hobart Road and Kings Meadows Link in the southwest with Penquite Road, Johnston Road and Glenwood Road in the northeast. It provides access to various residential and commercial properties and Carrile-Nunamina-Kings Meadows Memorial Cemetery, as well as local roads Techno Park Drive, Gilmont Close and Edinburgh Street. It is a two-way two-lane sealed road with a posted speed limit of 60km/h. Footpaths are provided along both sides of the road.

### 2.3 Surrounding intersections

The following intersections are located in the vicinity of the study area:

- Quarantine Road/ Techno Park Drive
- Hobart Road/ Woolven Street
- Hobart Road/ Kings Meadows Link (four-leg signalised intersection); and
- One School Access/ Techno Park Drive.

Traffic modelling of these intersections is detailed in this report.

### 2.4 Traffic volumes

Sydney Coordinated Adaptive Traffic System (SCATS) traffic data was collected from the Department of State Growth at the Hobart Road/Kings Meadow Link intersection. Based on this data, the peak hours on the surrounding road network were determined to be as follows:

- AM Peak Hour 8:00am-9:00am; and
- PM Peak Hour 4:00-5:00pm.

Traffic surveys were undertaken on 7 March 2023 during the AM and PM peak hours at the following intersections:

- Quarantine Road/ Techno Park Drive
- Hobart Road/ Woolven Street; and
- Hobart Road/ Kings Meadows Link.

In addition to this, traffic surveys were undertaken on 7 March 2023 during the AM and PM peak hours at the intersection of Techno Park Drive with the OneSchool access which is a proposed access point to the subdivision and likely to be the busiest access point from Techno Park Drive.

The existing traffic volumes are shown in Figure 2 and Figure 3.

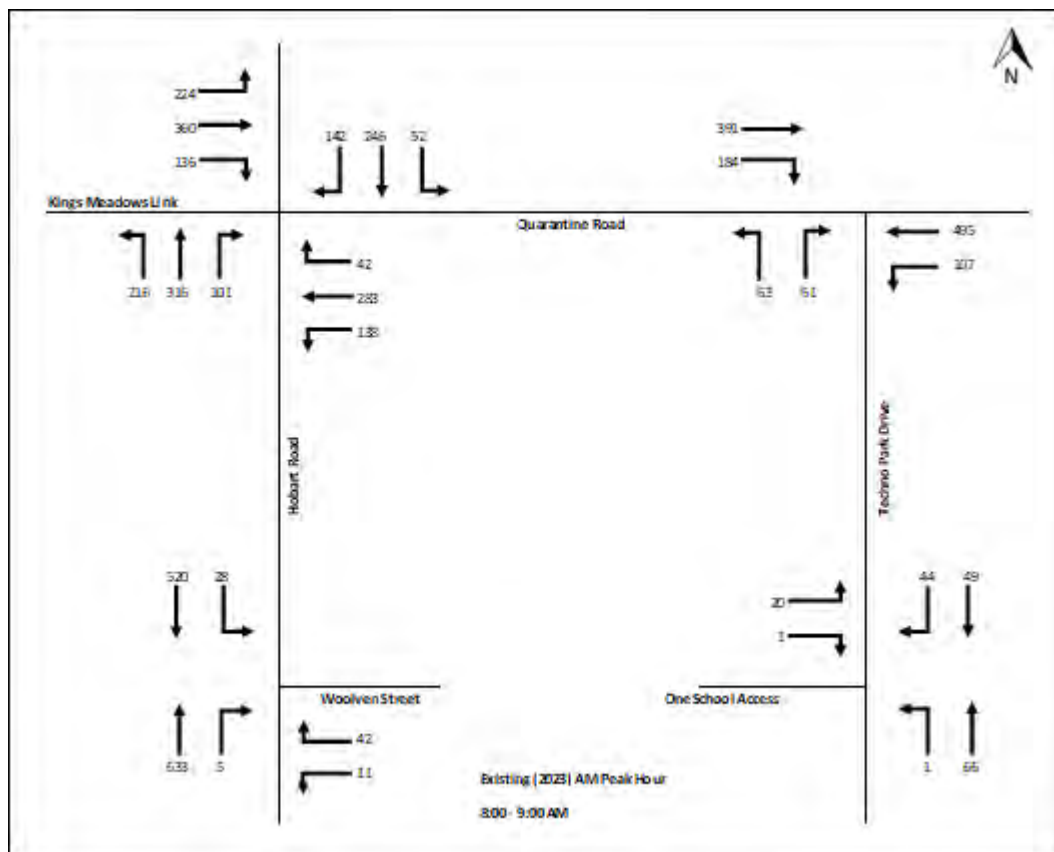


Figure 2: Traffic Volumes - Existing AM Peak Hour

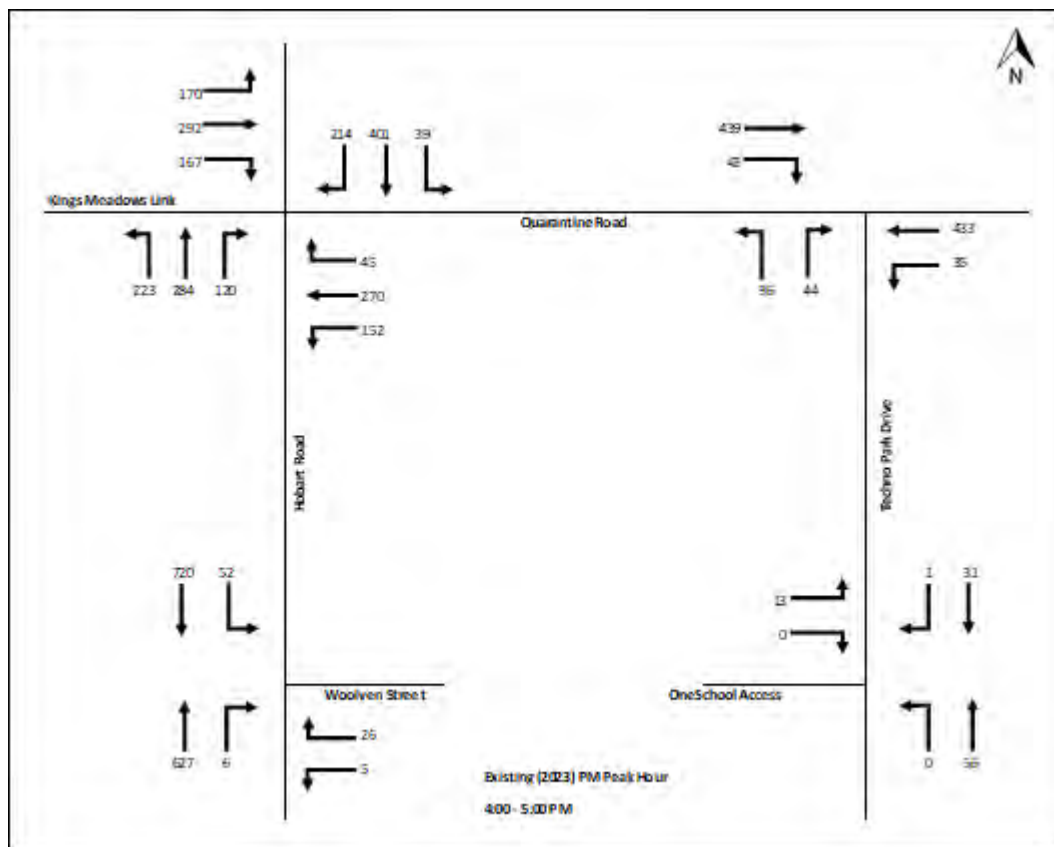


Figure 3: Traffic Volumes - Existing PM Peak Hour

## 2.5 Traffic modelling

### 2.5.1 Traffic modelling software

The operation of the intersections in the vicinity of the proposed development has been modelled using SIDRA Intersection 9.0 traffic modelling software. SIDRA Intersection rates the performance of the intersections based on the vehicle delay and the corresponding Level of Service (LOS). It is generally accepted that LOS D or better is an acceptable level of intersection operation. Table 1 shows the criteria that SIDRA INTERSECTION adopts in assessing the LOS.

Table 1: SIDRA INTERSECTION Level of Service (LOS) criteria

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

### 2.5.2 Traffic modelling intersection layouts

The geometry of the intersections used for SIDRA Intersection Traffic Models was developed with reference to aerial photography obtained from LISTmap and observations made during the site visit. The aerial photography combined with the site visit informed the number, width and length of trafficable lanes and speed limits.

## 2.6 Existing intersection performance

### 2.6.1 Quarantine Road/ Techno Park Drive Intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 2. Full results are presented in Appendix B.

Table 2: Quarantine Road/ Techno Park Drive 2023 operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Techno Park Drive	AM	0.13	10	B	3
East: Quarantine Road		0.28	1	A	0
West: Quarantine Road		0.33	4	A	17
All Vehicles		0.33	3	A	17



Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Techno Park Drive	PM	0.13	9	A	3
East: Quarantine Road		0.24	1	A	0
West: Quarantine Road		0.22	1	A	4
<b>All Vehicles</b>		<b>0.24</b>	<b>2</b>	<b>A</b>	<b>4</b>

Based on the above, the intersection of Quarantine Road/ Techno Park Drive currently operates well with minimal queues and delays and a LOS A.

#### 2.6.2 Hobart Road/ Woolven Street intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 3. Full results are presented in Appendix B.

Table 3: Hobart Road/ Woolven Street 2023 operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Hobart Road	AM	0.35	0	A	0
East: Woolven Street		0.46	45	E	12
North: Hobart Road		0.26	0	A	0
<b>All Vehicles</b>		<b>0.46</b>	<b>2</b>	<b>A</b>	<b>12</b>
South: Hobart Road	PM	0.35	0	B	0
East: Woolven Street		0.41	62	F	9
North: Hobart Road		0.36	1	A	0
<b>All Vehicles</b>		<b>0.41</b>	<b>2</b>	<b>A</b>	<b>9</b>

Based on the above, the intersection of Hobart Road/ Woolven Street currently operates well overall with a LOS C. The right turn from Woolven Street to Hobart Road operates at an unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour.

During the PM peak hour traffic counts, pitt&sherry staff made the following observations at the Hobart Road/ Woolven Street Intersection:

- The two-way traffic volumes on Hobart Road are very high, which limits opportunities to turn onto Hobart Road from Woolven Street

- The signals to the north of Woolven Street, which create gaps in traffic, assist with vehicles turning left from Woolven Street onto Hobart Road and turning right from Hobart Road into Woolven Street
- To the south there are no signals, so vehicles arrive randomly and there are limited gaps in the traffic during the peak periods. For intersections, a large enough gap for a vehicle to safely turn into the road is the “gap acceptance”. It was noted on site that there were few gaps in the northbound traffic at Hobart Road to give sufficient gap acceptance for vehicles turning right from Woolven Street
- Approximately one-third of vehicles turning right from Woolven Street into Hobart Road during the PM peak hour did so using unsuitable gaps, with one resulting in a near miss, several others resulted in instances of road rage. It is noted that there is an intersection cross traffic crash recorded at the intersection of Hobart Road/ Woolven Street
- Further to this, some vehicles would turn right into the Channelised Right Turn (CHR) lane, which is intended for vehicles turning right into Woolven Street and is not considered a safe manoeuvre
- Some vehicles chose to turn left from Woolven Street into Hobart Road and then complete a U-turn at a nearby T-junction as there were limited opportunities to turn right onto Hobart Road; and
- Even with these unsafe manoeuvres, delays of up to 70 seconds were experienced by drivers turning right from Woolven Street into Hobart Road, which is considered an unacceptable delay.

Based on the findings above, it is not considered suitable to have additional traffic turn right from Woolven Street onto Hobart Road.

### 2.6.3 Hobart Road/ Kings Meadows Link Intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 4. Full results are presented in Appendix B.

Table 4: Hobart Road/ Kings Meadows Link 2023 operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Hobart Road	AM	0.81	24	C	79
East: Kings Meadows Link		0.86	33	C	75
North: Hobart Road		0.83	27	C	37
West: Kings Meadows Link		0.80	32	C	64
<b>All Vehicles</b>		<b>0.86</b>	<b>29</b>	<b>C</b>	<b>79</b>
South: Hobart Road	PM	0.85	29	C	85
East: Kings Meadows Link		0.81	36	D	77
North: Hobart Road		0.80	3	C	74
West: Kings Meadows Link		0.76	3	C	51
<b>All Vehicles</b>		<b>0.85</b>	<b>32</b>	<b>C</b>	<b>85</b>

Based on the above, the intersection of Hobart Road/ Kings Meadows link currently operates well with minimal queues and delays and a LOS C.

#### 2.6.4 Techno Park Drive access points

Techno Park Drive was observed on site to carry very low traffic volumes and minimal queues and delays in the vicinity of the site with operation consistent with LOS A.

## 2.7 Public transport

Public transport available in the study area comprises of bus services. Metro Tasmania operates route 145, 146, 792, 794 and 796 which have components of there routes in the study area. Collectively these routes service Launceston, Youngtown, Perth, Longford, Cressy and Evandale. The services Metro Tasmania supplies are shown in Figure 4.



Figure 4: Metro Tasmania Bus Routes in the Vicinity of the Site

In addition to the public services, Metro Tasmania also operates five school bus services that travel in the study area. These are as follows:

- Route 817 operates in the morning and services Kings Meadows High School, Norwood Primary School and Queechy High School
- Route 824 operates in the afternoon and services Norwood Primary School and Queechy High School
- Route 830 operates in the afternoon and services Youngtown Primary School
- Route 833 operates in the morning and services St Patrick's College and King's Meadows High School; and
- Route 848 operates in the afternoon and services St Patricks College.

## 2.8 Pedestrian and cycling infrastructure

Footpaths are provided along Techno Park Drive, the OneSchool access road, Woolven Street, Quarantine Road and Hobart Road. There are several informal walking trails through and on the outskirts of the site. There is no dedicated cycling infrastructure in the study area.

## 2.9 Crash history

The Department of State Growth has provided crash data relating to crashes in the area surrounding the site during the last 10 years. The data is summarised in Table 5 below.

Table 5: Crash history summary

Location	Crash Severity	Count	Prominent crash types
<b>Midblock</b>			
Hobart Road	Property Damage Only - 18	20	130 – Vehicles in same lane (9) 145 – Reversing (2)
	Minor - 1		
	Not known - 1		
Quarantine Road	Minor - 1	14	149 – Other Manoeuvring (2) 160 – Parked (3) 169 – Other on Path (2) 189 – Other Curve (2)
	First Aid - 2		
	Property Damage Only - 11		
Woolven Street	Property Damage Only - 1	1	
Kings Meadows Link	Property Damage Only - 4	4	139 – Other same directions (including vehicle rolling backwards) (3)
<b>Intersections</b>			
Hobart Road/ Woolven Street	First Aid - 1	4	
	Property Damage Only - 3		
Hobart Road/ Quarantine Road	Minor - 1	6	130 – Vehicles in same lane (5)
	Property Damage Only - 5		
Hobart Road/ Merino Street	Minor - 1	5	113 – Right near (2)
	Property Damage Only - 4		
Hobart Road/ Kings Meadows Link	Minor - 4	19	110 – Cross Traffic (3) 130 – Vehicles in same lane/ rear end (5) 131 – Vehicles in same lane/ left rear (2) 132 – Vehicles in same lane/ right rear (2) 189 – Other curve (2)
	First Aid - 2		
	Property Damage Only - 13		
Edinburgh Street/ Quarantine Road	Minor - 1	3	110 – Cross Traffic (2)
	First Aid - 1		
	Property Damage Only - 1		

### 3. Development proposal

#### 3.1 Overview

The proposed development at Lot 2 Techno Park, Kings Meadows is a residential subdivision of 109 lots and four new access roads.

The proposed subdivision concept plan is shown in Figure 5 with original plans included in Appendix A.



Figure 5: Schematic Design of Proposed Subdivision



## 3.2 Vehicular access and internal layout

Internal to the proposed development, the road network is proposed to be comprised of four new roads, as shown in Figure 6. For the purpose of this assessment, these four new roads have been considered as Road 1, Road 2, Road 3, and Road 4.

Based on the findings discussed in Section 2.6.2 regarding congestion at the Hobart Road/ Woolven Street intersection. The Woolven Street access will be modified to provide entry into the site only (emergency vehicles will be able to exit the site from this location). The road geometry, signage and linemarking will be installed to discourage vehicles from exiting the subdivision onto Woolven Street. The traffic assessment in this report assumes only entry movements into the subdivision from Woolven Street.

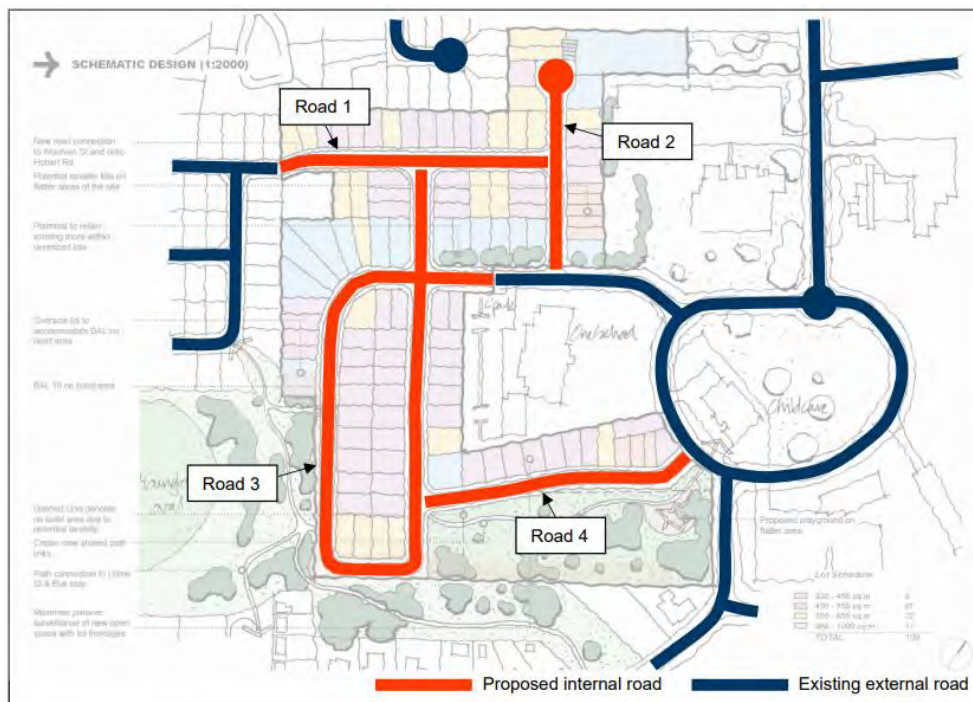


Figure 6: Proposed Internal Road Network

There are three access points proposed to the site from the existing local road network as follows:

- Eastern access from Woolven Street (and Hobart Road) to Road 1
- Western access from Techno Park Drive (and Quarantine Road) to the existing OneSchool access road; and
- Western access from Techno Park Drive (and Quarantine Road) to Road 4.

Road 2 is accessed from the existing OneSchool access road and Road 3 is internal to the subdivision and does not have direct access to the existing road network.

The current site access at Woolven Street terminates at its eastern end at a gated private property access. It is proposed that at its north-eastern end, the gate will be removed, and Woolven Street will continue as Road 1 into the development.

Footpaths are proposed on both sides of the internal roads, and there is a pedestrian crossing proposed on road 3 at the west of the site. This will connect with existing informal paths through the open space to the west and south of the site, to allow pedestrian and cyclists access to Medina Street, Lorne Street and Jinglers Drive. In the south-eastern corner of the site there is a proposed park containing a playground which will have a path running through it providing off-road pedestrian and cyclist access from the Road 3/ Road 4 intersection to Techno Park Drive, where a pedestrian crossing is proposed connecting the Goodstart Early Learning childcare centre with the development.

### 3.3 Road width assessment

The high level schematic designs show a road width of approximately 9m and a road reserve width of approximately 18m. This is consistent with the Local Government Association of Tasmania (LGAT) Standard Drawings which specify a minimum road width of 8.9m and a minimum road reserve width of 18m for a local through road.

### 3.4 Sight distance

Sight distances were observed by pitt&sherry staff at the proposed Road 4 access point to Techno Park Drive. The Safe Intersection Sight Distance (SISD) has been assessed in accordance with the *Austrroads Guide to Road Design Part 4A*. The speed limit on Techno Park Drive is 50km/h resulting in a required sight distance of 97m.

The sight distance to the south-east of the access was measured as 110m and the sight distance to the north-west was measured as 120m. As such, the sight distances comply with the Austrroads Guide requirement. Photos of the sight distance are shown in Figure 7 and Figure 8.

It was noted on site that vehicles exiting the Goodstart Early Learning Centre are obstructed by trees both from Techno Park Drive and from the proposed Road 4 due to their proximity to the exit driveway as shown in Figure 9.



Figure 7: Sight Distance from Road 4 to south-east



Figure 8: Sight Distance from Road 4 to north-west



Figure 9: Trees blocking sight distance at Goodstart Early Learning

### 3.5 Car parking

The Planning Scheme car parking space requirements for a residential development in the General Residential Zone (extract from Table C2.1, *Tasmanian Planning Scheme – Launceston*) are shown in the Table 6.

Table 6: Extract from Table C2.1 Parking Space Requirements

Use		Parking Space Requirements	
		Car	Bicycle
Residential	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement

If the development consists of entirely of dwellings with 2 or more bedrooms, each lot will be required to accommodate 2 off-street car park spaces. The concept plan provided indicates sufficient space to satisfy this requirement based on the size of the proposed lots.

## 4. Traffic Impact Assessment

### 4.1 Traffic Generation

Traffic Generation rates for the development have been based on the *Roads and Maritime Services Technical Direction TDT04/13*. The subdivision has 109 blocks of land which would accommodate general density residential developments. For general density, a low density traffic generation rate from the technical direction is suitable.

The expected traffic generation of the subdivision is shown in Table 7.

Table 7: Traffic Generation

Peak Hour	Traffic Generation Rate	Traffic Generation
AM	0.95 trips per dwelling	104
PM	0.99 trips per dwelling	109
Daily	10.7 trips per dwelling	1,166

#### 4.1.1 Directional split of traffic

The directional split of the traffic (the ratio between inbound and outbound movements) adopted for this study was determined from the *ITE Trip Generation Manual*. The adopted directional split is as follows:

- AM Peak Hour            30% in/ 70% out; and
- PM Peak Hour            70% in/ 30% out.

#### 4.1.2 Traffic distribution

The distribution of the traffic generated by the site is based on several factors including:

- The location of major traffic distribution roads around the site
- The location of traffic generating developments; and
- Existing traffic patterns.

Based on the above, the expected traffic distribution and assignment of movements to and from the proposed development is shown in Figure 10 and Figure 11.

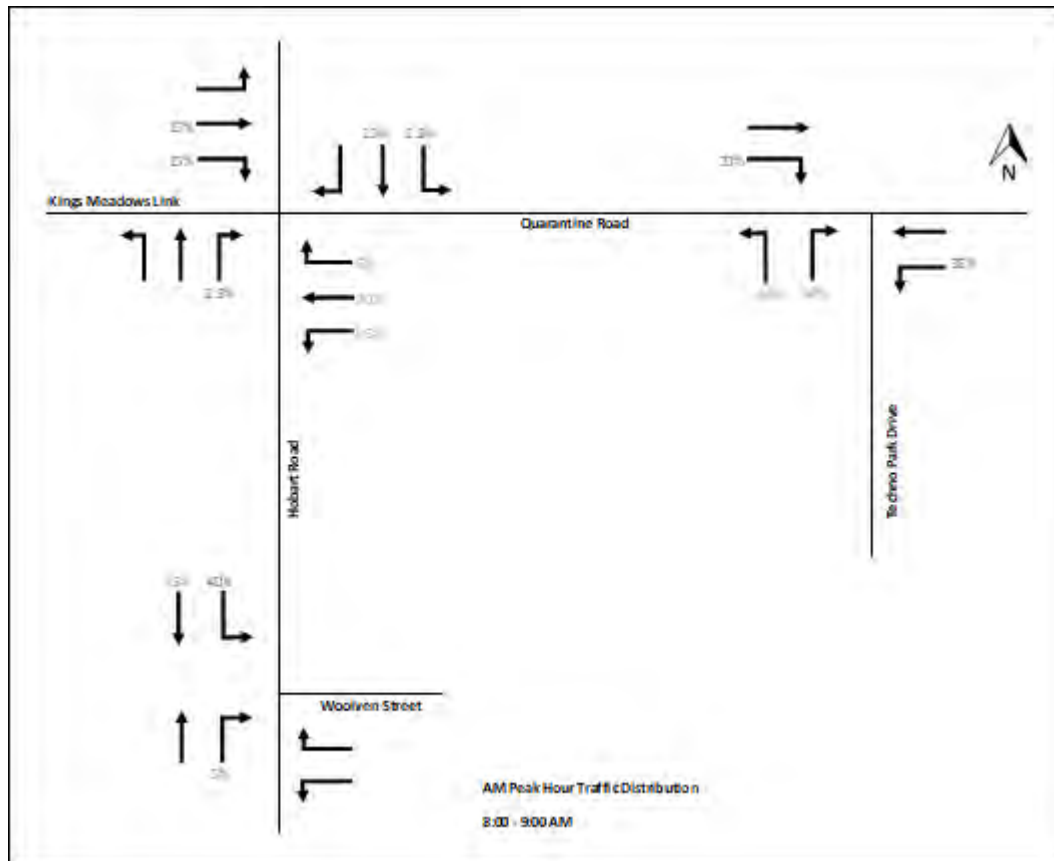


Figure 10: AM Peak Hour Traffic Distribution

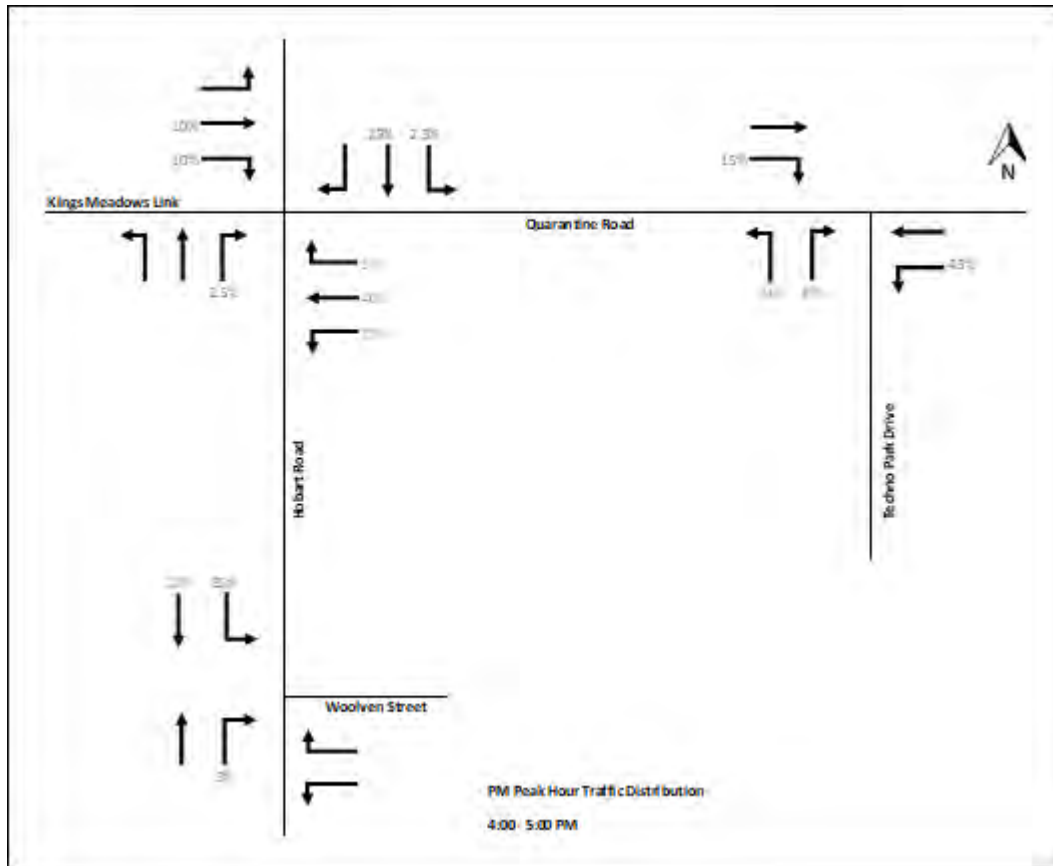


Figure 11: PM Peak Hour Traffic Distribution

#### 4.1.3 Additional traffic summary

The expected traffic movements to and from the proposed development is shown in Figure 12 and Figure 13.



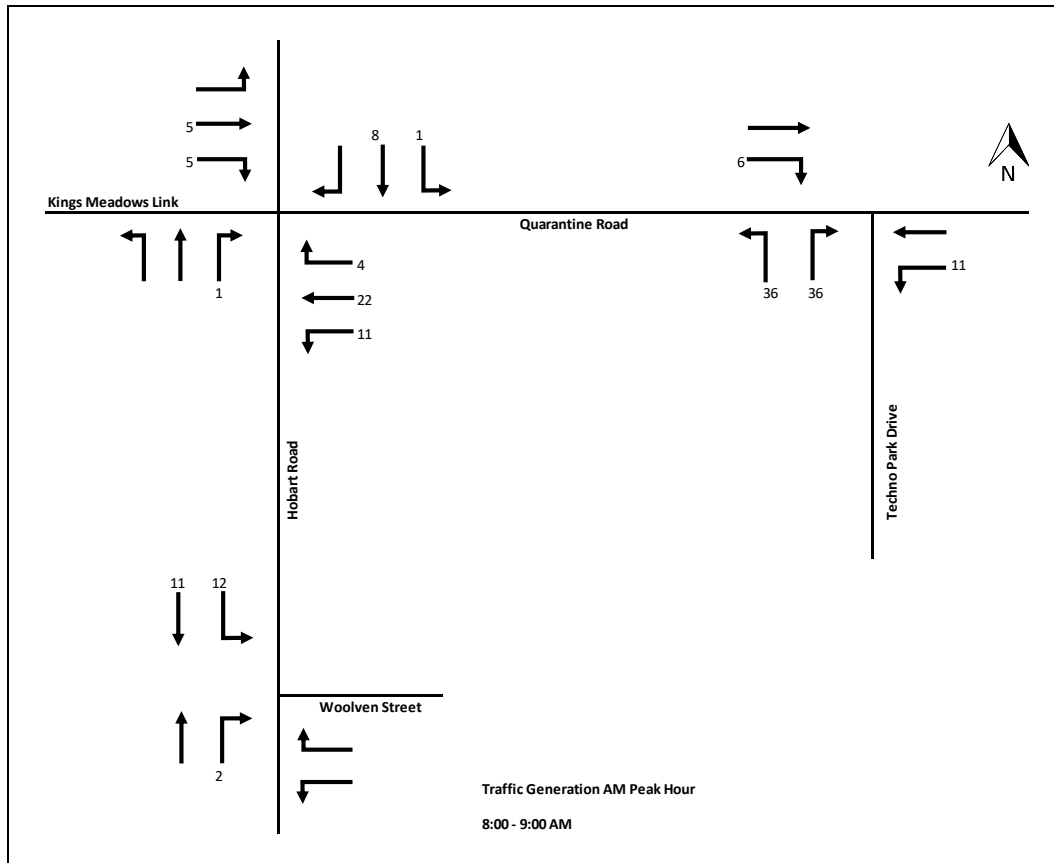


Figure 12: Traffic Generation – AM Peak Hour

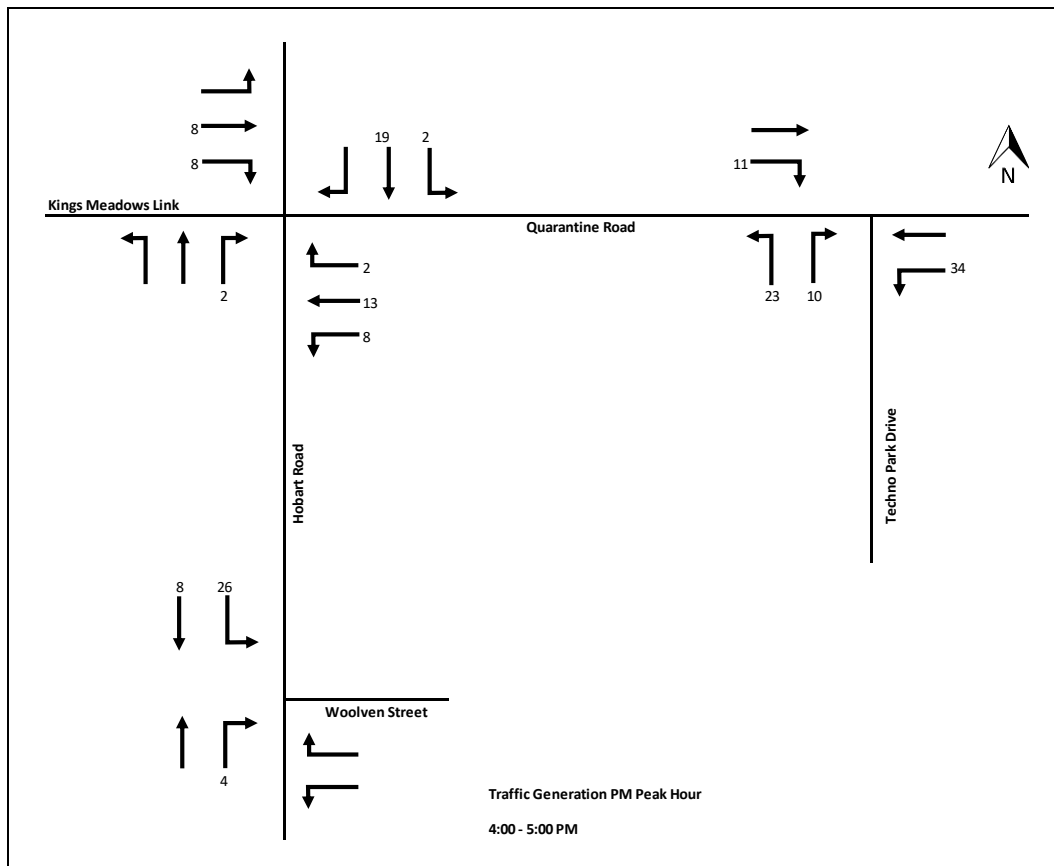


Figure 13: Traffic Generation - PM Peak Hour

## 4.2 Post development traffic volumes

Considering the expected traffic generation from the proposed subdivision, and the estimated distribution, the additional traffic on the local network during weekday AM and PM peak hours is shown in Figure 14 and Figure 15, respectively.

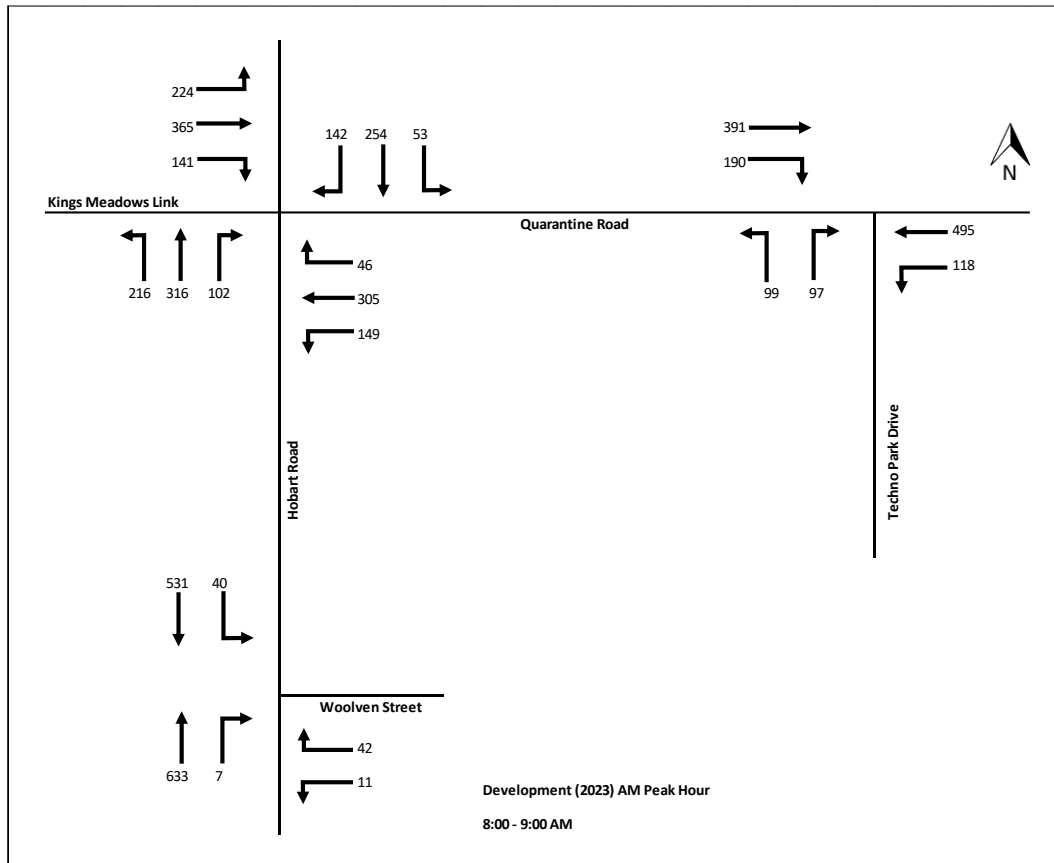


Figure 14: Post Development 2023 AM Peak Hour Volumes

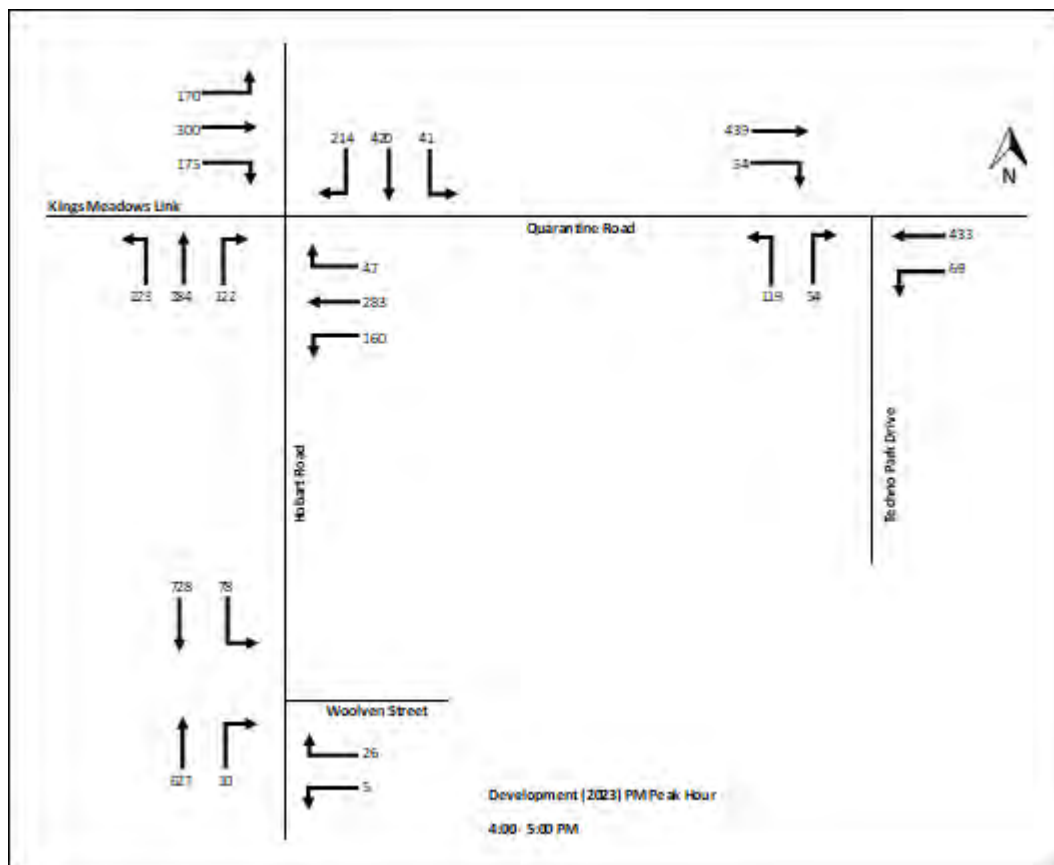


Figure 15: Post Development 2023 PM Peak Hour Volumes

### 4.3 Post development intersection performance

Applying the calculated traffic volumes to the SIDRA Intersection models of each intersection, an assessment of the impact the additional traffic generated by the proposed development will have on the local network.

#### 4.3.1 Quarantine Road/ Techno Park Drive intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 8. Full results are presented in Appendix B.

Table 8: Quarantine Road/ Techno Park Drive post-development operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Techno Park Drive	AM	0.22	11	B	1
East: Quarantine Road		0.28	1	A	0
West: Quarantine Road		0.33	5	A	17
<b>All Vehicles</b>		<b>0.33</b>	<b>4</b>	<b>A</b>	<b>17</b>

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Techno Park Drive	PM	0.16	9	A	4
East: Quarantine Road		0.24	1	A	0
West: Quarantine Road		0.23	2	A	5
<b>All Vehicles</b>		<b>0.24</b>	<b>2</b>	<b>A</b>	<b>5</b>

#### 4.3.2 Hobart Road/ Woolven Street intersection

A summary of the SIDRA intersection results for degree of saturation, average delay, and 95<sup>th</sup> percentile queue is provided in Table 9. Full results are presented in Appendix B.

Table 9: Hobart Road/ Woolven Street post-development operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Hobart Road	AM	0.36	0	A	0
East: Woolven Street		0.48	47	E	12
North: Hobart Road		0.27	1	A	0
<b>All Vehicles</b>		<b>0.48</b>	<b>2</b>	<b>A</b>	<b>12</b>
South: Hobart Road	PM	0.35	0	B	1
East: Woolven Street		0.44	68	F	10
North: Hobart Road		0.38	1	A	0
<b>All Vehicles</b>		<b>0.44</b>	<b>2</b>	<b>A</b>	<b>10</b>

#### 4.3.3 Hobart Road/ Kings Meadows Link intersection

A summary of the SIDRA intersection results for degree of saturation, average delay, and 95<sup>th</sup> percentile queue is provided in Table 10. Full results are presented in Appendix B.

Table 10: Hobart Road/ Kings Meadows Link post-development operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Hobart Road	AM	0.88	27	C	87
East: Kings Meadows Link		0.85	32	C	80
North: Hobart Road		0.83	28	C	38
West: Kings Meadows Link		0.83	31	C	62
<b>All Vehicles</b>		<b>0.88</b>	<b>29</b>	<b>C</b>	<b>87</b>
South: Hobart Road	PM	0.85	30	C	85
East: Kings Meadows Link		0.85	37	D	85
North: Hobart Road		0.80	31	C	76
West: Kings Meadows Link		0.80	32	C	52
<b>All Vehicles</b>		<b>0.85</b>	<b>32</b>	<b>C</b>	<b>85</b>

#### 4.3.4 Techno Park Drive access points

Based on the volumes of traffic generated by the development compared with the existing traffic volumes. The access points to the site from Techno Park Drive are expected to continue to carry low traffic volumes and minimal queues and delays in the vicinity of the site with operation consistent with LOS A.

#### 4.3.5 Traffic impact post development – Discussion

Based on the modelling results presented above, the development has a minor impact on the 2023 operation of the surrounding road network with all intersections expected to operate at a satisfactory LOS post development. The addition of movements into the development at Woolven Street only, result in negligible change to the overall operation of the Hobart Road/ Woolven Street intersection.

### 4.4 10-years post development (2033)

In order to represent future growth on the road network, compounding growth rates have been applied to the road network.

Techno Park Drive and Quarantine Road have recently had a 5% compounding growth rate per year due to growth. This has been reduced to a 2% growth rate for the future based on guidance from the City of Launceston. the remaining roads have had an historic 2% compounding growth rate per year which has been applied for future growth. No growth has been applied to the subdivision traffic as the subdivision is not expected to increase in size or density within 10 years post development.



The expected traffic volumes 10 years' post development on the local network during weekday AM and PM peak hours is shown in Figure 16 and Figure 17.

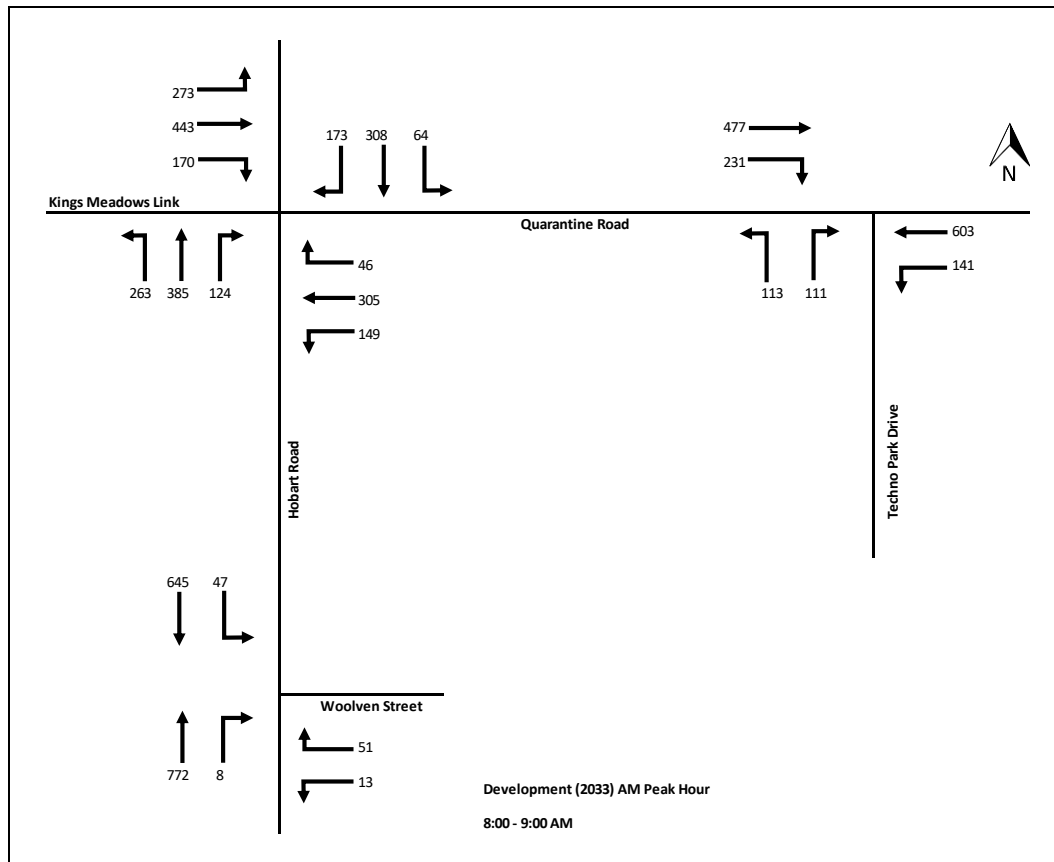


Figure 16: Post Development 2033 AM Peak Hour Volumes

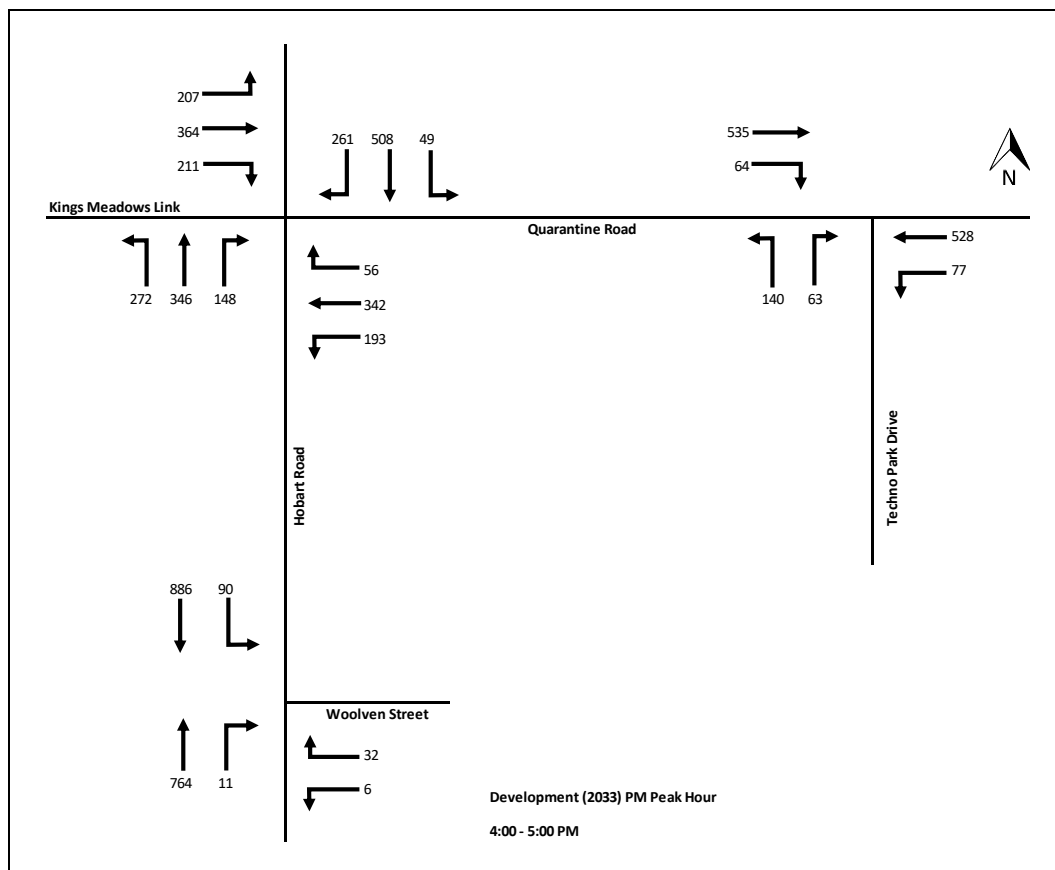


Figure 17: Post Development 2033 PM Peak Hour Volumes

#### 4.4.1 Quarantine Road/ Techno Park Drive intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 11. Full results are presented in Appendix B.

Table 11: Quarantine Road/ Techno Park Drive 10-years post-development operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Techno Park Drive	AM	0.35	14	B	9
East: Quarantine Road		0.34	1	A	0
West: Quarantine Road		0.45	6	A	28
<b>All Vehicles</b>		0.45	5	A	28
South: Techno Park Drive	PM	0.21	10	B	6
East: Quarantine Road		0.29	1	A	0
West: Quarantine Road		0.28	2	A	8
<b>All Vehicles</b>		0.29	3	A	8

To determine the impact of the subdivision in 10 years compared with overall traffic growth, a summary of the SIDRA Intersection results without the development traffic is provided in Table 12. Full results are presented in Appendix B.

Table 12: Quarantine Road/ Techno Park Drive 10-years no development

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Techno Park Drive	AM	0.23	13	B	6
East: Quarantine Road		0.34	1	A	0
West: Quarantine Road		0.44	6	A	27
<b>All Vehicles</b>		0.44	4	A	27
South: Techno Park Drive	PM	0.18	10	B	5
East: Quarantine Road		0.29	1	A	0
West: Quarantine Road		0.27	2	A	6
<b>All Vehicles</b>		0.29	2	A	6

#### 4.4.2 Hobart Road/ Woolven Street intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 13. Full results are presented in Appendix B.

Table 13: Hobart Road/ Woolven Street 10-years post-development operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Hobart Road	AM	0.43	0	B	0
East: Woolven Street		1.12	275	F	69
North: Hobart Road		0.32	1	A	0
<b>All Vehicles</b>		<b>1.12</b>	<b>12</b>	<b>A</b>	<b>69</b>
South: Hobart Road	PM	0.43	0	B	1
East: Woolven Street		1.22	431	F	62
North: Hobart Road		0.46	1	A	0
<b>All Vehicles</b>		<b>1.22</b>	<b>10</b>	<b>A</b>	<b>62</b>

The development generates relatively low traffic volumes to the Hobart Road/ Woolven Street intersection. The only major change in intersection operation from 2023 is at the Woolven Street approach which the development does not generate traffic at. As a result, it was not considered necessary to model the no development scenario as the impact is expected to be negligible.

#### 4.4.3 Hobart Road/ Kings Meadows Link intersection

A summary of the SIDRA Intersection results for degree of saturation, average delay and 95<sup>th</sup> percentile queue is provided in Table 14. Full results are presented in Appendix B.

Table 14: Hobart Road/ Kings Meadows Link 10-years post-development operation

Leg	Peak Hour	Degree of Saturation	Average Delay (sec)	Level of Service	95 <sup>th</sup> Percentile Queue
South: Hobart Road	AM	0.85	29	C	125
East: Kings Meadows Link		0.91	45	D	112
North: Hobart Road		0.90	33	C	63
West: Kings Meadows Link		0.89	39	D	100
<b>All Vehicles</b>		<b>0.91</b>	<b>36</b>	<b>D</b>	<b>125</b>
South: Hobart Road	PM	0.97	67	E	245
East: Kings Meadows Link		0.97	84	F	241
North: Hobart Road		0.99	62	E	190
West: Kings Meadows Link		0.98	65	E	152
<b>All Vehicles</b>		<b>0.99</b>	<b>68</b>	<b>E</b>	<b>245</b>

The development generates relatively low traffic volumes to the Hobart Road/ Kings Meadows Link intersection. As a result, it was not considered necessary to model the no development scenario as the impact is expected to be negligible.

#### 4.4.4 Techno Park Drive access points

Based on the expected traffic growth on Techno Park Drive, the access points to the site from Techno Park Drive are expected to continue to carry low traffic volumes and minimal queues and delays 10 years post development in the vicinity of the site with operation consistent with LOS A.

#### 4.4.5 Traffic impact 10-years post development – Discussion

In 2033 there is expected to be congestion experienced at each of the intersections. Based on the traffic modelling and traffic volumes, this is largely expected to be a result of the growth on the network from outside development given the comparatively low traffic generation of the proposed Techno Park subdivision.

Based on the SIDRA traffic modelling results, the intersection of Techno Park Drive with Quarantine Road would be expected to operate with minimal queues and delays on all approaches 10 years post development. The development traffic has little impact on the overall operation of the intersection compared with the anticipated traffic volumes in 10 years' time without the development traffic.

The addition of movements into the development at Woolven Street only, result in negligible change to the overall operation of the Hobart Road/ Woolven Street intersection.

## 5. Preferable road network upgrades

### 5.1 Potential connection at Lorne Street

City of Launceston traffic engineers have suggested the investigation of an additional road access point to the subdivision at Lorne Street at the south-west corner of the site. The connection would be through Council-owned land adjacent to Youngtown Oval. The proposed connection location is shown in Figure 18. Council traffic engineers have noted that approval would need to be sought from other departments in the Council to use the land. The connection has the following benefits from a traffic and transport perspective:

- The connection improves connectivity for local traffic in the area (i.e. it provides a more direct route for subdivision traffic entering and exiting to Hobart Road to the south and allows a shorter route for vehicles on Lorne Street and surrounds to access Quarantine Road and travel east)
- The connection would provide better access to the 146 bus route for residents at the southern end of the subdivision
- The connection is short and on relatively flat land
- There would be easier and quicker access for emergency services; and
- Council have noted that there would be better connectivity for garbage collection.

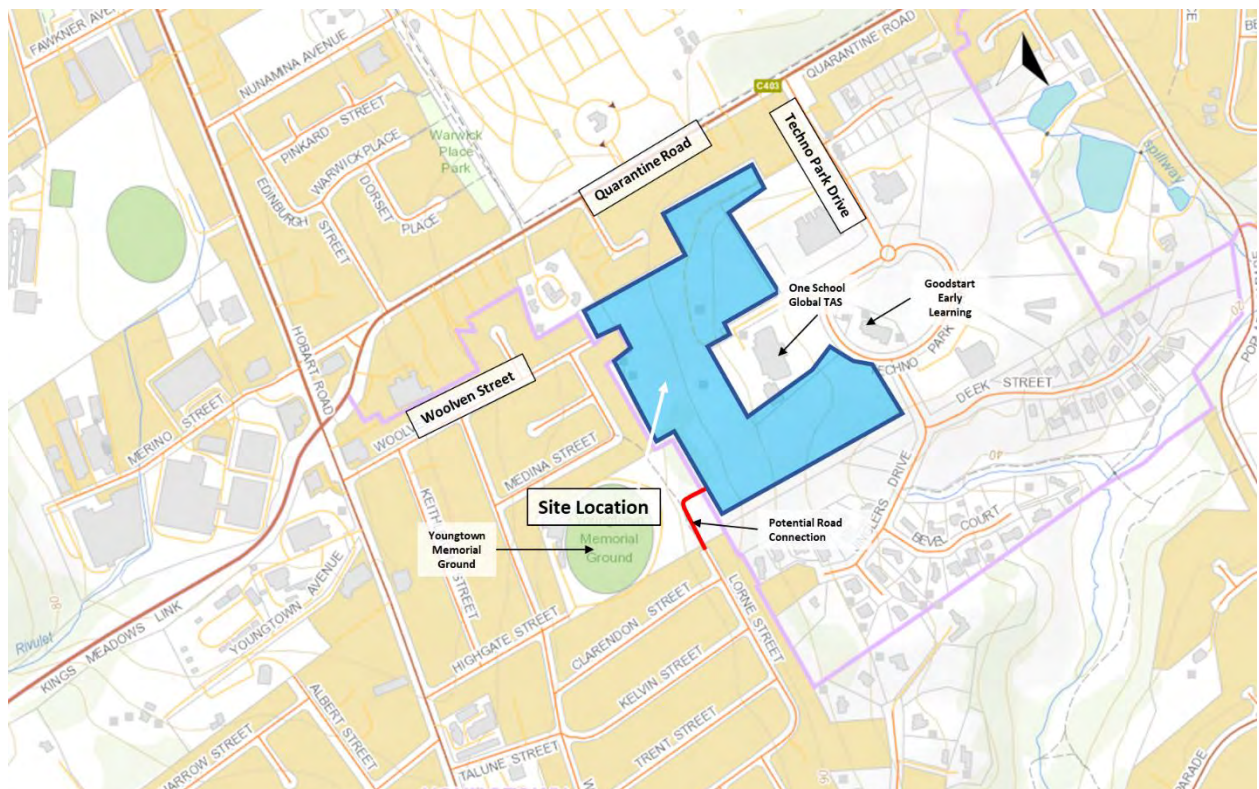


Figure 18: Lorne Street Connection Location

The road connection would be expected to be used by low traffic volumes. Should the connection be supported it would be recommended that traffic counts, observations and traffic modelling are undertaken at the following intersections:

- Hobart Road/ Highgate Street; and
- Hobart Road/ Talune Street.



## 5.2 Signalisation of Quarantine Road/ Techno Park Drive

Guidance has been taken from the *Austrroads Guide to Road Design Part 6: Intersections, Interchanges and Crossings* to determine whether traffic control devices (i.e. traffic signals) could be warranted at this location. Traffic volume guidance is shown in Figure 19.

1. **Traffic volume:** Where the volume of traffic is the principal reason for providing a control device, traffic signals may be considered, subject to detailed analysis when the major road carries at least 600 veh/hour (two-way) and the minor road concurrently carries at least 200 veh/hour (highest approach volume) on one approach over any four hours of an average day<sup>(3)(4)</sup>.
2. **Continuous traffic:** Where traffic on the major road is sufficient to cause undue delay or hazard for traffic on a minor road, traffic signals may be considered when the major road carries at least 900 veh/hour (two-way) and the minor road concurrently carries at least 100 veh/hour (highest approach volume) on one approach, over any four hours of an average day. This warrant applies provided that the installation would not disrupt progressive traffic flow, and that no alternative and reasonably accessible signalised intersection is present on the major road<sup>(1)(2)</sup>.

Figure 19: Austrroads - Volumes for Traffic Signals

As shown above there are two methods for calculating the need for traffic signals:

1. Traffic Volume (1TV) - i.e. higher minor road traffic volumes warrant a need for traffic signals; and
2. Continuous Traffic (2CT) – i.e. major road traffic volumes restrict movements from a minor road.

The existing and estimated 2033 traffic volumes with and without the development during peak hours are shown in Table 15.

This is considering a 2% compounding traffic growth for the 2033 volumes.

Table 15: Development Traffic Volumes Assessment for Signals

Assessment Year	Peak Hour	Road	Traffic Volume	
			No development	With development
2023	AM	Quarantine Road (Major)	886	886
		Techno Park Drive (Minor)	124	196
	PM	Quarantine Road (Major)	872	872
		Techno Park Drive (Minor)	140	172
2033	AM	Quarantine Road (Major)	1,080	1,080
		Techno Park Drive (Minor)	151	224
	PM	Quarantine Road (Major)	1,063	1,063
		Techno Park Drive (Minor)	171	203

Based on the above, the following observations can be made about the traffic volumes at the Quarantine Road/ Techno Park with a projection of 2% traffic growth per year on the road network:

- With no development
  - 2023 traffic volumes do not warrant signals as per the Austrroads method
  - 2033 traffic volumes indicate signals could be required due to the 2CT warrants as peak hour traffic volumes exceed the major road traffic volume of 900vph by 20% and 18% in the AM peak hours respectively

- With subdivision development
  - 2023 traffic volumes do not warrant signals as per the Austroads method
  - 2033 traffic volumes indicate signals could be required due to the 2CT warrants as peak hour traffic volumes exceed the major road traffic volume of 900vph by 20% and 18% in the AM peak hours respectively; and
  - 2033 traffic volumes indicate that signals are unlikely to be required due to the 1TV warrants as peak hour traffic volumes exceed the minor road traffic volume by 12% and 2% in the AM peak hours respectively. Although the warrants are met in the 2 busiest hours, it is considered relatively unlikely that the warrants will be met for 2 more hours.

It is further noted, that if there is no background traffic growth to 2033 and the development adds the only traffic to the intersection, none of the warrants for signals would be met in any hour.

It is acknowledged that the Austroads method is general guidance to assist with determining when signals could be required. Using this method, in this case if signals were required it would be due to existing network traffic patterns and not likely to be as a result of the proposed Techno Park subdivision development.

City of Launceston have noted that signalisation of the Quarantine Road/ Techno Park Drive intersection may be required at some point in time due to exiting platooning and queuing on Quarantine Road which at times leads to delays for vehicles exiting Techno Park Drive.

SIDRA Traffic modelling undertaken for the Quarantine Road/ Techno Park Drive intersection, shown in Sections 2.6.1, 4.3.1 and 4.4.1 of this report, which considers traffic movements specific to this site, indicates that the intersection would be expected to operate with minimal queues and delays 10 years after the development of the subdivision.

Therefore, although some vehicles are experiencing longer delays exiting Techno Park Drive at times due to platooning and queues of vehicles on Quarantine Road, the average delay is considered acceptable.

## 6. Planning scheme assessment

The proposed development has been assessed against Use and development standards of C2.0 parking and Sustainable Transport Code and C3.0 Road and Railway Assets Code of the *Tasmanian Interim Planning Scheme – Launceston*.

### 6.1 C2.0 Parking and Sustainable Transport Code

#### 6.1.1 Use Standards

##### C2.5.1 Car parking numbers

##### Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<b>Acceptable Solution A1</b> The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) The site is subject to a parking plan for the area adopted by council, in which case parking	<b>Complies with Acceptable Solution A1</b> The lot sizes are sufficient to provide off-street car parking spaces on each lot as specified in Table C2.1.

### C2.5.1 Car parking numbers

- provision (spaces or cash-in-lieu) must be in accordance with that plan
- (b) The site is contained within a parking precinct plan and subject to clause c2.7
  - (c) The site is subject to clause c2.5.5; or
  - (d) It relates to an intensification of an existing use or development or a change of use where:
    - i. The number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or
    - ii. The number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:
 
$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

### C2.5.2 Bicycle parking numbers

#### Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<b>Acceptable Solution A1</b> Bicycle parking spaces must: <ul style="list-style-type: none"> <li>(a) Be provided on the site or within 50m of the site; and</li> <li>(b) Be no less than the number specified in table c2.1.</li> </ul>	<b>Not Applicable</b>

### C2.5.3 Motorcycle parking numbers

#### Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

### C2.5.1 Car parking numbers

Acceptable Solution/ Performance Criteria	Comment
<b>Acceptable Solution A1</b> The number of on-site motorcycle parking spaces for all uses must: (a) Be no less than the number specified in Table C2.4; and (b) If an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	<b>Not Applicable</b>

### C2.5.4 Loading bays

#### Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solution/ Performance Criteria	Comment
<b>Acceptable Solution A1</b> A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	<b>Not Applicable</b>

## 6.2 C3.0 Roads and Railway Assets Code

### 6.2.1 Use Standards

### C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

#### Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
<b>Acceptable Solution A1.1</b> For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) A new junction (b) A new vehicle crossing; or (c) A new level crossing.	<b>Satisfies Performance Criteria P1</b> The A1 criteria are addressed below. 1.1. Techno Park Drive is not a Category 1 or limited access road – Complies with Acceptable Solution A1. 1.2. The development proposes to create one new junction on Techno Park Drive. Written consent is required from the road authority (Launceston City Council). 1.3. No rail in the vicinity – Complies with Acceptable Solution A1. 1.4. The subdivision is expected to generate more than 40 vehicles per day and therefore does not comply with the A1 Acceptable Solution. The Performance Criteria P1 have been addressed.

### C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

#### Acceptable Solution A1.2

For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

#### Acceptable Solution A1.3

For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

#### Acceptable Solution A1.4

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

- (a) The amounts in Table C3.1; or
- (b) Allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road.

#### Acceptable Solution A1.5

Vehicular traffic must be able to enter and leave a major road in a forward direction.

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

#### Performance Criteria P1

- (a) Any increase in traffic caused by the use
- (b) The nature of the traffic generated by the use
- (c) The nature of the road
- (d) The speed limit and traffic flow of the road
- (e) Any alternative access to a road
- (f) The need for the use
- (g) Any traffic impact assessment; and
- (h) Any advice received from the rail or road authority.

- 1.5. The proposed access roads for the subdivision are two-way roads to allow vehicles to enter and leave the subdivision in a forward direction – Complies with Acceptable Solution A1.

#### Performance Criteria P1 Assessment:

- (a) The proposed subdivision has the potential to generate up to 1,166 vehicle movements per day. Traffic modelling was completed at nearby intersections for the weekday AM and PM peak hours. The traffic modelling results indicate that the development is not expected to have a substantial impact to the safety and function of the surrounding road network
- (b) The subdivision is expected to generate light vehicles and garbage trucks for weekly residential garbage collection. These vehicle types are consistent with what is currently present on the surrounding road network
- (c) As discussed, traffic modelling results indicate that the development is not expected to have a noticeable impact to the safety and function of the surrounding road network. The intersections of the subdivision access roads to Techno Park Drive would be expected to operate efficiently as traffic volumes are expected to be low during peak periods
- (d) The development will generate light vehicle traffic to Techno Park Drive which has a 50km/h speed limit and low traffic volumes which are suitable for vehicle access. Traffic will also be generated to Hobart Road and Quarantine Road using existing intersections with the traffic volume generated to be low compared with existing traffic on these roads
- (e) The subdivision is proposed to have entry points from Quarantine Road and Woolven Street and an exit point to Quarantine Road (as Woolven Street is not suitable based on existing congestion and safety issues). A connection to Lorne Street at the south-west corner of the site is a possibility
- (f) There is a substantial shortage of housing in Tasmania, this subdivision would provide much needed housing for the general market and for vulnerable people
- (g) This Traffic Impact Assessment has been prepared for the proposed development and identifies that the proposed subdivision is not expected to have a substantial impact to the safety and function of the surrounding road network; and
- (h) Launceston City Council own and maintain the local road network in the vicinity. They have indicated that they agree with the findings and recommendations for the use of Woolven Street to access the site only. Council have also indicated that there is preference for a secondary access point to the site (at Lorne Street) and upgrade of the Quarantine Road/ Techno Park Drive to signals.



## 7. Conclusion

The proposed subdivision at the Launceston Techno Park site has been assessed in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments*. The analysis and discussions presented in this report are summarised below.

- The additional traffic volumes expected to be generated by the subdivision is not expected to have a substantial impact to the safety and function of the surrounding road network
- The Traffic Impact Assessment has determined that delays at the Quarantine Road/ Techno Park Drive intersection are acceptable without upgrade of the intersection
- Due to existing traffic congestion at the Hobart Road/ Woolven Street intersection, it is proposed to allow entry only movements to the subdivision from Woolven Street
- Congestion is expected at Hobart Road in 10 years time due to growth on the network not associated with the proposed subdivision
- The proposed access points to the subdivision from Techno Park Drive are considered suitable
- The proposed site layout including road widths complies with the LGAT Standard Drawings and is considered suitable from a transport perspective
- There is sufficient space for parking within the proposed subdivision; and
- Road and access layouts are suitable for the development traffic and meet the requirements of the Planning Scheme; and
- Council have noted preference for a secondary access point (at Lorne Street).

# Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

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# Site Plans

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Appendix A





## SCHEMATIC DESIGN (1:2000)

New road connection  
to Woolven St and onto  
Hobart Rd

Potential smaller lots on  
flatter areas of the site

Potential to retain  
existing trees within  
oversized lots

Oversize lot to  
accommodate BAL no  
build area

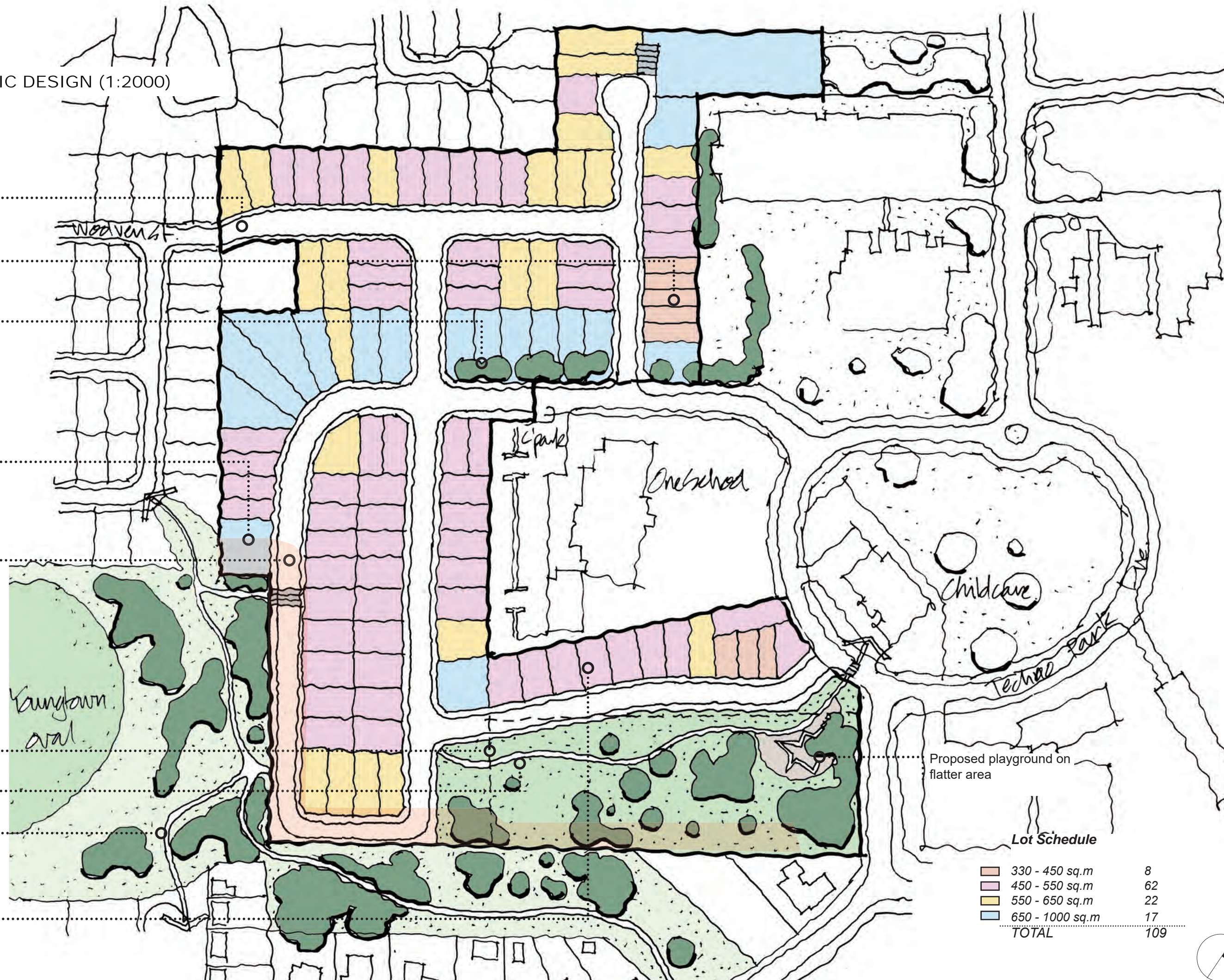
BAL 19 no build area

Dashed Line denotes  
no build area due to  
potential landslip

Create new shared path  
links

Path connection to Lorne  
St & Bus stop

Maximise passive  
surveillance of new open  
space with lot frontages



### Lot Schedule

330 - 450 sq.m	8
450 - 550 sq.m	62
550 - 650 sq.m	22
650 - 1000 sq.m	17
<b>TOTAL</b>	<b>109</b>







# SIDRA Modelling Results

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Appendix B



# MOVEMENT SUMMARY

Site: 101 [Quarantine Road/ Techno Park Drive - 2023]  
Existing AM (Site Folder: Quarantine Road/ Techno Park Drive)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Techno Park Drive														
1	L2	63	2.0	66	2.0	0.091	8.6	LOS A	0.3	2.2	0.51	0.74	0.51	51.3
3	R2	61	2.0	64	2.0	0.134	12.0	LOS B	0.4	3.1	0.72	0.88	0.72	48.7
Approach		124	2.0	131	2.0	0.134	10.3	LOS B	0.4	3.1	0.61	0.81	0.61	50.0
East: Quarantine Road														
4	L2	107	2.0	113	2.0	0.062	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	495	5.0	521	5.0	0.276	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		602	4.5	634	4.5	0.276	1.1	NA	0.0	0.0	0.00	0.10	0.00	58.6
West: Quarantine Road														
11	T1	391	5.0	412	5.0	0.327	2.0	LOS A	2.3	16.5	0.32	0.22	0.38	56.9
12	R2	184	2.0	194	2.0	0.327	9.6	LOS A	2.3	16.5	0.60	0.41	0.71	52.7
Approach		575	4.0	605	4.0	0.327	4.4	NA	2.3	16.5	0.41	0.28	0.48	55.5
All Vehicles		1301	4.0	1369	4.0	0.327	3.4	NA	2.3	16.5	0.24	0.25	0.27	56.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

▼ Site: 101 [Quarantine Road/ Techno Park Drive - 2023  
Existing PM (Site Folder: Quarantine Road/ Techno Park Drive)]

16:00-17:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Techno Park Drive														
1	L2	96	2.0	101	2.0	0.127	8.1	LOS A	0.5	3.2	0.48	0.73	0.48	51.6
3	R2	44	2.0	46	2.0	0.076	10.1	LOS B	0.3	1.8	0.63	0.85	0.63	50.0
Approach		140	2.0	147	2.0	0.127	8.7	LOS A	0.5	3.2	0.53	0.76	0.53	51.1
East: Quarantine Road														
4	L2	35	2.0	37	2.0	0.020	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	433	5.0	456	5.0	0.241	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		468	4.8	493	4.8	0.241	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.3
West: Quarantine Road														
11	T1	439	5.0	462	5.0	0.219	0.6	LOS A	0.5	3.8	0.13	0.06	0.13	59.0
12	R2	43	2.0	45	2.0	0.219	8.0	LOS A	0.5	3.8	0.18	0.08	0.18	56.6
Approach		482	4.7	507	4.7	0.219	1.3	NA	0.5	3.8	0.13	0.06	0.13	58.7
All Vehicles		1090	4.4	1147	4.4	0.241	1.9	NA	0.5	3.8	0.13	0.14	0.13	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

▼ Site: 101 [Quarantine Road/ Techno Park Drive - 2023  
Development AM (Site Folder: Quarantine Road/ Techno Park  
Drive)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Techno Park Drive														
1	L2	99	2.0	104	2.0	0.144	8.7	LOS A	0.5	3.6	0.52	0.77	0.52	51.2
3	R2	97	2.0	102	2.0	0.216	12.7	LOS B	0.8	5.4	0.74	0.91	0.79	48.3
Approach		196	2.0	206	2.0	0.216	10.7	LOS B	0.8	5.4	0.63	0.84	0.65	49.7
East: Quarantine Road														
4	L2	118	2.0	124	2.0	0.068	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	495	5.0	521	5.0	0.276	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		613	4.4	645	4.4	0.276	1.1	NA	0.0	0.0	0.00	0.11	0.00	58.5
West: Quarantine Road														
11	T1	391	5.0	412	5.0	0.334	2.1	LOS A	2.4	17.2	0.32	0.23	0.38	56.8
12	R2	190	2.0	200	2.0	0.334	9.7	LOS A	2.4	17.2	0.61	0.43	0.74	52.6
Approach		581	4.0	612	4.0	0.334	4.6	NA	2.4	17.2	0.41	0.29	0.50	55.4
All Vehicles		1390	3.9	1463	3.9	0.334	3.9	NA	2.4	17.2	0.26	0.29	0.30	55.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

Site: 101 [Quarantine Road/ Techno Park Drive - 2023  
Development PM (Site Folder: Quarantine Road/ Techno Park Drive)]

16:00-17:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
South: Techno Park Drive														
1	L2	119	2.0	125	2.0	0.158	8.2	LOS A	0.6	4.1	0.49	0.74	0.49	51.6
3	R2	54	2.0	57	2.0	0.097	10.3	LOS B	0.3	2.3	0.64	0.85	0.64	49.8
Approach		173	2.0	182	2.0	0.158	8.9	LOS A	0.6	4.1	0.54	0.77	0.54	51.0
East: Quarantine Road														
4	L2	69	2.0	73	2.0	0.040	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	433	5.0	456	5.0	0.241	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		502	4.6	528	4.6	0.241	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.9
West: Quarantine Road														
11	T1	439	5.0	462	5.0	0.229	0.7	LOS A	0.7	5.0	0.16	0.07	0.16	58.7
12	R2	54	2.0	57	2.0	0.229	8.3	LOS A	0.7	5.0	0.23	0.10	0.23	56.3
Approach		493	4.7	519	4.7	0.229	1.6	NA	0.7	5.0	0.17	0.07	0.17	58.4
All Vehicles		1168	4.2	1229	4.2	0.241	2.3	NA	0.7	5.0	0.15	0.18	0.15	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\rramm\Downloads\T-P.22.0156-TRA-SIDRA-001 (2).sip9

# MOVEMENT SUMMARY

▼ Site: 101 [Quarantine Road/ Techno Park Drive - 2033  
Development AM (Site Folder: Quarantine Road/ Techno Park  
Drive - 2% Growth)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Techno Park Drive														
1	L2	113	2.0	119	2.0	0.196	10.0	LOS A	0.7	4.9	0.59	0.83	0.59	50.3
3	R2	111	2.0	117	2.0	0.351	18.0	LOS C	1.3	9.2	0.85	0.99	1.05	45.1
Approach		224	2.0	236	2.0	0.351	14.0	LOS B	1.3	9.2	0.72	0.91	0.82	47.6
East: Quarantine Road														
4	L2	141	2.0	148	2.0	0.081	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	603	5.0	635	5.0	0.336	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		744	4.4	783	4.4	0.336	1.1	NA	0.0	0.0	0.00	0.11	0.00	58.5
West: Quarantine Road														
11	T1	477	5.0	502	5.0	0.450	3.2	LOS A	3.9	28.3	0.35	0.24	0.51	56.0
12	R2	231	2.0	243	2.0	0.450	12.2	LOS B	3.9	28.3	0.74	0.52	1.08	50.6
Approach		708	4.0	745	4.0	0.450	6.1	NA	3.9	28.3	0.47	0.33	0.70	54.1
All Vehicles		1676	3.9	1764	3.9	0.450	5.0	NA	3.9	28.3	0.30	0.31	0.40	54.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



# MOVEMENT SUMMARY

▼ Site: 101 [Quarantine Road/ Techno Park Drive - 2033 Development PM (Site Folder: Quarantine Road/ Techno Park Drive - 2% Growth)]

16:00-17:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Techno Park Drive														
1	L2	140	2.0	147	2.0	0.214	9.2	LOS A	0.8	5.5	0.55	0.81	0.55	50.8
3	R2	63	2.0	66	2.0	0.148	12.6	LOS B	0.5	3.5	0.74	0.89	0.74	48.3
Approach		203	2.0	214	2.0	0.214	10.3	LOS B	0.8	5.5	0.61	0.84	0.61	50.0
East: Quarantine Road														
4	L2	77	2.0	81	2.0	0.044	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	528	5.0	556	5.0	0.294	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		605	4.6	637	4.6	0.294	0.8	NA	0.0	0.0	0.00	0.07	0.00	58.9
West: Quarantine Road														
11	T1	535	5.0	563	5.0	0.284	1.1	LOS A	1.1	7.8	0.19	0.07	0.21	58.4
12	R2	64	2.0	67	2.0	0.284	9.5	LOS A	1.1	7.8	0.27	0.10	0.29	55.9
Approach		599	4.7	631	4.7	0.284	2.0	NA	1.1	7.8	0.19	0.08	0.22	58.1
All Vehicles		1407	4.3	1481	4.3	0.294	2.7	NA	1.1	7.8	0.17	0.18	0.18	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

▼ Site: 101 [Quarantine Road/ Techno Park Drive - 2033 No Development AM (Site Folder: Quarantine Road/ Techno Park Drive - 2% Growth)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Techno Park Drive														
1	L2	77	2.0	81	2.0	0.133	9.8	LOS A	0.5	3.2	0.58	0.82	0.58	50.4
3	R2	74	2.0	78	2.0	0.230	16.3	LOS C	0.8	5.5	0.82	0.95	0.90	46.1
Approach		151	2.0	159	2.0	0.230	13.0	LOS B	0.8	5.5	0.70	0.88	0.73	48.2
East: Quarantine Road														
4	L2	130	2.0	137	2.0	0.075	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	603	5.0	635	5.0	0.336	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		733	4.5	772	4.5	0.336	1.1	NA	0.0	0.0	0.00	0.10	0.00	58.6
West: Quarantine Road														
11	T1	477	5.0	502	5.0	0.439	3.1	LOS A	3.8	27.3	0.35	0.24	0.51	56.1
12	R2	224	2.0	236	2.0	0.439	12.0	LOS B	3.8	27.3	0.72	0.50	1.05	50.9
Approach		701	4.0	738	4.0	0.439	5.9	NA	3.8	27.3	0.47	0.32	0.68	54.3
All Vehicles		1585	4.0	1668	4.0	0.439	4.4	NA	3.8	27.3	0.27	0.27	0.37	55.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

▼ Site: 101 [Quarantine Road/ Techno Park Drive - 2033 No Development PM (Site Folder: Quarantine Road/ Techno Park Drive - 2% Growth)]

16:00-17:00

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Techno Park Drive														
1	L2	117	2.0	123	2.0	0.179	9.1	LOS A	0.6	4.5	0.54	0.81	0.54	50.9
3	R2	54	2.0	57	2.0	0.122	12.2	LOS B	0.4	2.8	0.73	0.89	0.73	48.6
Approach		171	2.0	180	2.0	0.179	10.1	LOS B	0.6	4.5	0.60	0.83	0.60	50.1
East: Quarantine Road														
4	L2	43	2.0	45	2.0	0.025	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
5	T1	528	5.0	556	5.0	0.294	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		571	4.8	601	4.8	0.294	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.3
West: Quarantine Road														
11	T1	535	5.0	563	5.0	0.272	0.9	LOS A	0.8	5.9	0.15	0.06	0.16	58.7
12	R2	52	2.0	55	2.0	0.272	9.2	LOS A	0.8	5.9	0.21	0.08	0.23	56.3
Approach		587	4.7	618	4.7	0.272	1.6	NA	0.8	5.9	0.16	0.06	0.17	58.5
All Vehicles		1329	4.4	1399	4.4	0.294	2.2	NA	0.8	5.9	0.15	0.15	0.15	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\rramm\Downloads\T-P.22.0156-TRA-SIDRA-001 (2).sip9

# MOVEMENT SUMMARY

▼ Site: 101 [Hobart Road/ Woolven Street - 2023 Existing AM  
(Site Folder: Hobart Road/ Woolven Street)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Hobart Road														
2	T1	633	5.0	666	5.0	0.354	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	5	2.0	5	2.0	0.008	8.7	LOS A	0.0	0.2	0.50	0.64	0.50	50.7
Approach		638	5.0	672	5.0	0.354	0.2	NA	0.0	0.2	0.00	0.01	0.00	59.7
East: Woolven Street														
4	L2	11	2.0	12	2.0	0.458	17.8	LOS C	1.6	11.6	0.90	1.03	1.19	34.0
6	R2	42	2.0	44	2.0	0.458	51.7	LOS F	1.6	11.6	0.90	1.03	1.19	33.9
Approach		53	2.0	56	2.0	0.458	44.7	LOS E	1.6	11.6	0.90	1.03	1.19	33.9
North: Hobart Road														
7	L2	28	2.0	29	2.0	0.051	5.6	LOS A	0.0	0.0	0.00	0.18	0.00	56.7
8	T1	520	5.0	547	5.0	0.255	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		548	4.8	577	4.8	0.255	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		1239	4.8	1304	4.8	0.458	2.2	NA	1.6	11.6	0.04	0.06	0.05	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

▼ Site: 101 [Hobart Road/ Woolven Street - 2023 Existing PM  
(Site Folder: Hobart Road/ Woolven Street)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Hobart Road														
2	T1	627	5.0	660	5.0	0.352	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	6	2.0	6	2.0	0.013	11.1	LOS B	0.0	0.3	0.60	0.73	0.60	49.0
Approach		633	5.0	666	5.0	0.352	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.6
East: Woolven Street														
4	L2	5	2.0	5	2.0	0.409	22.3	LOS C	1.3	9.2	0.94	1.02	1.14	29.3
6	R2	26	2.0	27	2.0	0.409	69.5	LOS F	1.3	9.2	0.94	1.02	1.14	29.2
Approach		31	2.0	33	2.0	0.409	61.9	LOS F	1.3	9.2	0.94	1.02	1.14	29.3
North: Hobart Road														
7	L2	52	2.0	55	2.0	0.072	5.6	LOS A	0.0	0.0	0.00	0.24	0.00	56.2
8	T1	720	5.0	758	5.0	0.359	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		772	4.8	813	4.8	0.359	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.3
All Vehicles		1436	4.8	1512	4.8	0.409	1.7	NA	1.3	9.2	0.02	0.05	0.03	58.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



# MOVEMENT SUMMARY

Site: 101 [Hobart Road/ Woolven Street - 2023 Development  
AM (Site Folder: Hobart Road/ Woolven Street)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Hobart Road														
2	T1	633	5.0	666	5.0	0.355	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	7	2.0	7	2.0	0.012	8.9	LOS A	0.0	0.3	0.51	0.66	0.51	50.5
Approach		640	5.0	674	5.0	0.355	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.7
East: Woolven Street														
4	L2	11	2.0	12	2.0	0.475	18.9	LOS C	1.7	12.1	0.90	1.04	1.21	33.3
6	R2	42	2.0	44	2.0	0.475	54.2	LOS F	1.7	12.1	0.90	1.04	1.21	33.2
Approach		53	2.0	56	2.0	0.475	46.9	LOS E	1.7	12.1	0.90	1.04	1.21	33.3
North: Hobart Road														
7	L2	40	2.0	42	2.0	0.053	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	56.1
8	T1	531	5.0	559	5.0	0.266	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		571	4.8	601	4.8	0.266	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.4
All Vehicles		1264	4.8	1331	4.8	0.475	2.3	NA	1.7	12.1	0.04	0.07	0.05	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

Site: 101 [Hobart Road/ Woolven Street - 2023 Development  
PM (Site Folder: Hobart Road/ Woolven Street)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Hobart Road														
2	T1	627	5.0	660	5.0	0.352	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	10	2.0	11	2.0	0.023	11.6	LOS B	0.1	0.6	0.62	0.77	0.62	48.7
Approach		637	5.0	671	5.0	0.352	0.3	NA	0.1	0.6	0.01	0.01	0.01	59.6
East: Woolven Street														
4	L2	5	2.0	5	2.0	0.441	25.2	LOS D	1.4	10.0	0.94	1.03	1.16	27.9
6	R2	26	2.0	27	2.0	0.441	76.5	LOS F	1.4	10.0	0.94	1.03	1.16	27.8
Approach		31	2.0	33	2.0	0.441	68.2	LOS F	1.4	10.0	0.94	1.03	1.16	27.8
North: Hobart Road														
7	L2	78	2.0	82	2.0	0.075	5.6	LOS A	0.0	0.0	0.00	0.35	0.00	55.3
8	T1	728	5.0	766	5.0	0.375	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		806	4.7	848	4.7	0.375	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.1
All Vehicles		1474	4.8	1552	4.8	0.441	1.9	NA	1.4	10.0	0.02	0.06	0.03	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

Site: 101 [Hobart Road/ Woolven Street - 2033 Development  
AM (Site Folder: Hobart Road/ Woolven Street)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hobart Road														
2	T1	772	5.0	813	5.0	0.433	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
3	R2	8	2.0	8	2.0	0.016	10.1	LOS B	0.1	0.4	0.56	0.71	0.56	49.7
Approach		780	5.0	821	5.0	0.433	0.3	NA	0.1	0.4	0.01	0.01	0.01	59.6
East: Woolven Street														
4	L2	13	2.0	14	2.0	1.119	222.9	LOS F	9.7	69.3	1.00	1.69	3.82	10.6
6	R2	51	2.0	54	2.0	1.119	288.2	LOS F	9.7	69.3	1.00	1.69	3.82	10.6
Approach		64	2.0	67	2.0	1.119	274.9	LOS F	9.7	69.3	1.00	1.69	3.82	10.6
North: Hobart Road														
7	L2	47	2.0	49	2.0	0.064	5.6	LOS A	0.0	0.0	0.00	0.24	0.00	56.2
8	T1	645	5.0	679	5.0	0.322	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		692	4.8	728	4.8	0.322	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.3
All Vehicles		1536	4.8	1617	4.8	1.119	11.8	NA	9.7	69.3	0.04	0.09	0.16	49.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

Site: 101 [Hobart Road/ Woolven Street - 2033 Development  
PM (Site Folder: Hobart Road/ Woolven Street)]

08:00-09:00  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Hobart Road														
2	T1	764	5.0	804	5.0	0.430	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
3	R2	11	2.0	12	2.0	0.034	14.7	LOS B	0.1	0.8	0.72	0.87	0.72	46.8
Approach		775	5.0	816	5.0	0.430	0.4	NA	0.1	0.8	0.01	0.01	0.01	59.5
East: Woolven Street														
4	L2	6	2.0	6	2.0	1.219	349.0	LOS F	8.7	61.7	1.00	1.51	3.26	7.1
6	R2	32	2.0	34	2.0	1.219	445.8	LOS F	8.7	61.7	1.00	1.51	3.26	7.1
Approach		38	2.0	40	2.0	1.219	430.5	LOS F	8.7	61.7	1.00	1.51	3.26	7.1
North: Hobart Road														
7	L2	90	2.0	95	2.0	0.091	5.6	LOS A	0.0	0.0	0.00	0.33	0.00	55.4
8	T1	886	5.0	933	5.0	0.455	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach		976	4.7	1027	4.7	0.455	0.7	NA	0.0	0.0	0.00	0.05	0.00	59.0
All Vehicles		1789	4.8	1883	4.8	1.219	9.7	NA	8.7	61.7	0.03	0.07	0.07	51.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 Site: 101 [Hobart Road/ Kings Meadows Link - 2023 Existing AM (Site Folder: Hobart Road/ Kings Meadows Link)]

08:00-09:00

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hobart Road														
1	L2	216	5.0	227	5.0	0.215	11.3	LOS B	2.6	19.3	0.52	0.69	0.52	50.5
2	T1	316	5.0	333	5.0	* 0.813	29.5	LOS C	10.7	78.5	1.00	0.99	1.27	40.5
3	R2	101	5.0	106	5.0	0.593	36.3	LOS D	3.3	24.0	1.00	0.81	1.09	37.0
Approach		633	5.0	666	5.0	0.813	24.4	LOS C	10.7	78.5	0.83	0.86	0.98	42.8
East: Kings Meadows Link														
4	L2	138	5.0	145	5.0	0.442	31.0	LOS C	4.0	29.0	0.93	0.79	0.93	39.3
5	T1	283	5.0	298	5.0	* 0.860	33.7	LOS C	10.3	75.1	1.00	1.04	1.43	38.7
6	R2	42	5.0	44	5.0	0.247	34.5	LOS C	1.3	9.4	0.96	0.73	0.96	37.9
Approach		463	5.0	487	5.0	0.860	33.0	LOS C	10.3	75.1	0.98	0.94	1.24	38.8
North: Hobart Road														
7	L2	52	5.0	55	5.0	0.050	9.6	LOS A	0.5	3.5	0.41	0.64	0.41	51.6
8	T1	246	5.0	259	5.0	0.453	22.6	LOS C	4.9	35.8	0.90	0.72	0.90	43.9
9	R2	142	5.0	149	5.0	* 0.834	41.0	LOS D	5.1	37.3	1.00	0.97	1.49	35.4
Approach		440	5.0	463	5.0	0.834	27.0	LOS C	5.1	37.3	0.87	0.79	1.03	41.5
West: Kings Meadows Link														
10	L2	224	5.0	236	5.0	0.717	33.4	LOS C	7.2	52.3	0.99	0.88	1.14	38.0
11	T1	360	5.0	379	5.0	0.791	28.4	LOS C	8.8	63.9	0.97	0.89	1.16	41.1
12	R2	136	5.0	143	5.0	* 0.798	39.7	LOS D	4.8	34.8	1.00	0.94	1.39	35.8
Approach		720	5.0	758	5.0	0.798	32.1	LOS C	8.8	63.9	0.98	0.90	1.20	39.0
All Vehicles		2256	5.0	2375	5.0	0.860	29.1	LOS C	10.7	78.5	0.92	0.87	1.11	40.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Hobart Road												
P1	Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Kings Meadows Link												
P2	Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14



North: Hobart Road												
P3	Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Kings Meadows Link												
P4	Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	196.5	223.8	1.14
All		200	211	24.4	LOS C	0.1	0.1	0.90	0.90	193.3	219.7	1.14
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)  
 Pedestrian movement LOS values are based on average delay per pedestrian movement.  
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

## MOVEMENT SUMMARY

 **Site: 101 [Hobart Road/ Kings Meadows Link - 2023 Existing PM (Site Folder: Hobart Road/ Kings Meadows Link)]**

16:00-17:00

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Hobart Road														
1	L2	223	5.0	235	5.0	0.227	12.5	LOS B	3.3	24.1	0.52	0.69	0.52	49.8
2	T1	284	5.0	299	5.0	* 0.852	37.5	LOS D	11.7	85.4	1.00	1.02	1.35	37.2
3	R2	120	5.0	126	5.0	0.616	40.1	LOS D	4.5	32.5	1.00	0.82	1.07	35.6
Approach		627	5.0	660	5.0	0.852	29.1	LOS C	11.7	85.4	0.83	0.87	1.00	40.5
East: Kings Meadows Link														
4	L2	152	5.0	160	5.0	0.480	35.4	LOS D	5.1	37.2	0.94	0.79	0.94	37.7
5	T1	270	5.0	284	5.0	* 0.810	34.9	LOS C	10.6	77.4	1.00	0.97	1.26	38.2
6	R2	45	5.0	47	5.0	0.264	39.1	LOS D	1.6	11.7	0.96	0.73	0.96	36.2
Approach		467	5.0	492	5.0	0.810	35.5	LOS D	10.6	77.4	0.98	0.89	1.12	37.8
North: Hobart Road														
7	L2	39	5.0	41	5.0	0.036	9.2	LOS A	0.4	2.8	0.37	0.62	0.37	51.8
8	T1	401	5.0	422	5.0	0.699	27.8	LOS C	10.1	73.7	0.94	0.81	0.99	41.4
9	R2	214	5.0	225	5.0	* 0.799	41.7	LOS D	8.4	61.7	1.00	0.94	1.27	35.2
Approach		654	5.0	688	5.0	0.799	31.3	LOS C	10.1	73.7	0.93	0.84	1.05	39.6
West: Kings Meadows Link														
10	L2	170	5.0	179	5.0	0.466	32.4	LOS C	5.5	40.4	0.92	0.80	0.92	38.4
11	T1	292	5.0	307	5.0	0.549	26.9	LOS C	7.0	51.1	0.92	0.75	0.92	41.8
12	R2	167	5.0	176	5.0	* 0.762	41.9	LOS D	6.5	47.5	1.00	0.91	1.24	35.0
Approach		629	5.0	662	5.0	0.762	32.3	LOS C	7.0	51.1	0.94	0.80	1.00	38.9
All Vehicles		2377	5.0	2502	5.0	0.852	31.8	LOS C	11.7	85.4	0.91	0.85	1.04	39.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Hobart Road												
P1	Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	196.4	217.2	1.11
East: Kings Meadows Link												
P2	Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	198.9	220.5	1.11

North: Hobart Road												
P3	Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	196.4	217.2	1.11
West: Kings Meadows Link												
P4	Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	201.5	223.8	1.11
All		200	211	29.3	LOS C	0.1	0.1	0.92	0.92	198.3	219.7	1.11
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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**Site: 101 [Hobart Road/ Kings Meadows Link - 2023 Development AM (Site Folder: Hobart Road/ Kings Meadows Link)]**

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Hobart Road												
P1	Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Kings Meadows Link												

P2 Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14
North: Hobart Road											
P3 Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Kings Meadows Link											
P4 Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	196.5	223.8	1.14
All Pedestrians	200	211	24.4	LOS C	0.1	0.1	0.90	0.90	193.3	219.7	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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**Site: 101 [Hobart Road/ Kings Meadows Link - 2023 Development PM (Site Folder: Hobart Road/ Kings Meadows Link)]**

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Intersection and Approach LOS values are based on average delay for all vehicle movements.  
 Delay Model: SIDRA Standard (Geometric Delay is included).  
 Queue Model: SIDRA Standard.  
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

- \* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Hobart Road												
P1	Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	196.4	217.2	1.11
East: Kings Meadows Link												

P2 Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	198.9	220.5	1.11
North: Hobart Road											
P3 Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	196.4	217.2	1.11
West: Kings Meadows Link											
P4 Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	201.5	223.8	1.11
All Pedestrians	200	211	29.3	LOS C	0.1	0.1	0.92	0.92	198.3	219.7	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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**Site: 101 [Hobart Road/ Kings Meadows Link - 2033 Development AM (Site Folder: Hobart Road/ Kings Meadows Link - 2%)]**

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Intersection and Approach LOS values are based on average delay for all vehicle movements.  
 Delay Model: SIDRA Standard (Geometric Delay is included).  
 Queue Model: SIDRA Standard.  
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Hobart Road												
P1	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	201.4	217.2	1.08
East: Kings Meadows Link												

P2 Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	203.9	220.5	1.08
North: Hobart Road											
P3 Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	201.4	217.2	1.08
West: Kings Meadows Link											
P4 Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	206.5	223.8	1.08
All Pedestrians	200	211	34.3	LOS D	0.1	0.1	0.93	0.93	203.3	219.7	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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**Site: 101 [Hobart Road/ Kings Meadows Link - 2033 Development PM (Site Folder: Hobart Road/ Kings Meadows Link - 2%)]**

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Hobart Road												
P1	Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	236.3	217.2	0.92
East: Kings Meadows Link												



P2 Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	238.9	220.5	0.92
North: Hobart Road											
P3 Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	236.3	217.2	0.92
West: Kings Meadows Link											
P4 Full	50	53	69.3	LOS F	0.2	0.2	0.96	0.96	241.4	223.8	0.93
All Pedestrians	200	211	69.3	LOS F	0.2	0.2	0.96	0.96	238.3	219.7	0.92

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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## Launceston Techno Park Subdivision

### Traffic Impact Assessment

**Pitt & Sherry  
(Operations) Pty Ltd**  
ABN 67 140 184 309

Phone 1300 748 874  
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**From:** [Kingston, Wendy](#)  
**To:** [Krafft, Jeff](#)  
**Subject:** RE: Housing Land Supply (Kings Meadows) Order 2022 – Lot 2 Techno Park Drive, Kings Meadows  
**Date:** Tuesday, 21 February 2023 9:34:11 AM

---

You don't often get email from [wendy.kingston@nre.tas.gov.au](mailto:wendy.kingston@nre.tas.gov.au). [Learn why this is important](#)

Good morning Jeff,

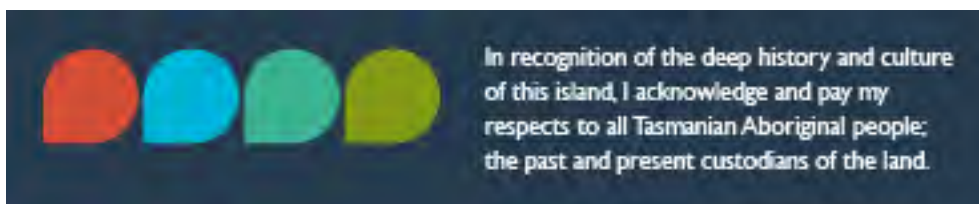
Thank you for your email of 17 February 2023 in relation to correspondence on 28 October 2022 from the Department of Natural Resources and the Environment Tasmania (NRE Tas) to the State Planning Office (SPO) which outlined some potential threatened species issues in relation to the proposed Housing Land Supply (Kings Meadows) Order 2022 – Lot 2 Techno Park Drive, Kings Meadows.

I note that on 8 February 2023 you were in contact with Mary Gibbs, Section Head, Conservation Assessment and Wildlife Services, NRE Tas to seek assurance that Home Tasmania have acted appropriately on the recommendations provided in that correspondence. Mary has confirmed that the additional work that Homes Tasmania has undertaken is sufficient to ascertain that the proposed development is highly unlikely to result in a significant impact on threatened flora and fauna. NRE Tas is satisfied that Homes Tasmania has adequately addressed all of the concerns raised and will notify the SPO accordingly during the next round of consultation.

Kind regards



Wendy Kingston (she/her)  
Strategic Projects and Policy  
Strategic Services  
**Department of Natural Resources and Environment Tasmania**  
Mt Pleasant Building, 165 Westbury Road, Prospect, TAS 7250  
M: 0499781475  
E: [Wendy.Kingston@nre.tas.gov.au](mailto:Wendy.Kingston@nre.tas.gov.au)  
W: [nre.tas.gov.au](http://nre.tas.gov.au)



---

**From:** Krafft, Jeff <[jeff.krafft@homes.tas.gov.au](mailto:jeff.krafft@homes.tas.gov.au)>  
**Sent:** Friday, 17 February 2023 9:54 AM  
**To:** Kingston, Wendy <[Wendy.Kingston@nre.tas.gov.au](mailto:Wendy.Kingston@nre.tas.gov.au)>  
**Subject:** RE: Housing Land Supply (Kings Meadows) Order 2022 – Lot 2 Techno Park Drive, Kings Meadows

Hi Wendy,

The State Planning Office (SPO) have asked Homes Tasmania to assist their response to NRE's

representation to the proposed HLSO. The representation raised two additional matters to the hollow bearing trees: 1) a resurvey at a suitable flowering time that considers the flora species within 5km of the site, and 2) the Swift Parrot foraging habitat.

Homes Tasmania commissioned a resurvey of the site that accords with NRE Guidelines for Natural Values Surveys – Terrestrial Development Proposals, and an independent Significant Impact Assessment of the swift parrot foraging habitat. The purpose of my contact was to arrange a meeting with yourself, as the author of the representation, to share the findings of this further work.

The ecological assessments undertaken by the independent consultants determined:

1. No flora species listed as threatened on the *Tasmanian Threatened Species Protection Act 1995* (TSP) and/or the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC) were identified during the field survey. And as no threatened flora or fauna species were recorded, no additional approvals are required in that regard; and
2. Based on the results of the significant impact assessment, the proposed development is highly unlikely to result in a significant impact to swift parrots.

Given we have resolved the hollow bearing tree matter with Mary, Homes Tasmania are of the view is has satisfactorily responded to all of NRE's concerns. We also understand a second round of consultation will occur and NRE will again be invited to comment. It is our preference that NRE use that opportunity to confirm to the SPO that Homes Tasmania has adequately addressed all of the agency's concerns. Such confirmation would assist the SPO's recommendation to the Minister for Planning.

As no other environmental approvals or investigations are required from Homes Tasmania, we will operate on the above understanding unless you advise otherwise.

Kind regards,

Jeffery Krafft  
Asset Planning Consultant | Homes Tasmania  
(m) 0427 610 847 | [jeff.krafft@homes.tas.gov.au](mailto:jeff.krafft@homes.tas.gov.au)

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, present and emerging custodians of the Land.

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**From:** Kingston, Wendy <[Wendy.Kingston@nre.tas.gov.au](mailto:Wendy.Kingston@nre.tas.gov.au)>  
**Sent:** Wednesday, 15 February 2023 2:21 PM  
**To:** Krafft, Jeff <[jeff.krafft@homes.tas.gov.au](mailto:jeff.krafft@homes.tas.gov.au)>  
**Subject:** Housing Land Supply (Kings Meadows) Order 2022 – Lot 2 Techno Park Drive, Kings Meadows

You don't often get email from [wendy.kingston@nre.tas.gov.au](mailto:wendy.kingston@nre.tas.gov.au). [Learn why this is important](#)

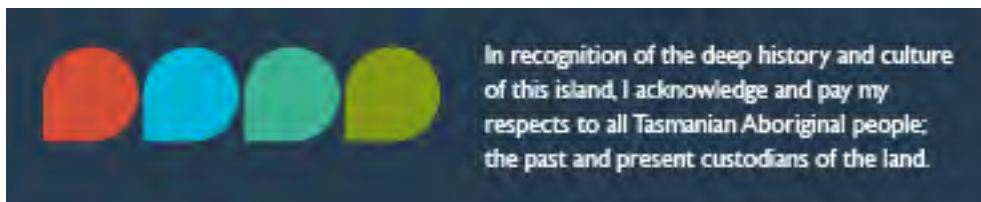
I have contacted Mary Gibbs and she supplied the emails that she has exchanged with you. She

did not indicate a need to meet given her comprehensive response. What in the October 2022 NRE Tas letter to the State Planning Office is of most concern to you?

Kind regards



Wendy Kingston (she/her)  
Strategic Projects and Policy  
Strategic Services  
**Department of Natural Resources and Environment Tasmania**  
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