DRAFT Southern Tasmania Regional Land Use Strategy (STRLUS)

SOUTHERN TASMANIA REGIONAL LAND USE STRATEGY

Tasmanian Government

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Acknowledgement of Country

An unbroken and spiritual relationship between Country and Tasmanian Aboriginal people breathes through the landscapes, waterways, seas and skies of Lutruwita/Tasmania.

Woven together from deep time, a shared knowledge grew a nourishing landscape where all life was respected and valued.

Invasion tore at this relationship and threatened to rip it apart forever.

But just as the strength of the string woven from the grasses of the country, the connection cannot and will not be broken.

We recognise Tasmanian Aboriginal people as rights holders of Lutruwita and acknowledge the work we must do to understand and respect their cultural knowledge.

We pay our respects to all Elders, past and present, and celebrate the achievements of all Tasmanian Aboriginal people and support their future aspirations.

We honour the knowledge, culture, art and stories of Tasmanian Aboriginal people, and recognise their rights as the owners of these for all time and never-ending.

We commit to our role as learners and understand that trust is earned through actions, not words.

Tasmanian Aboriginal people history

Figure 1 – Pre-invasion Nations

Tasmanian Aboriginal people lived within a complex social system that allowed them to thrive for over two thousand generations. Living within nine nations across Lutruwita/Tasmania, comprising clans and family groups, Aboriginal people were the custodians and lawkeepers of their respective Country.

They respected cultural protocols and ceremonies and negotiated with each other for cultural items and resources. A critical element of the all-life reciprocal ecosystem in Lutruwita, Aboriginal people lived in partnership with all living things, including the land, waters, seas and skies.

Just over 11,000 years ago, sea levels rose, covering the land bridge to mainland Australia and isolating Tasmanian Aboriginal people. A deep and prosperous relationship between people and Country developed, unique to the landscapes and climate of Lutruwita.

Tasmanian Aboriginal people connected with other nations as they travelled across their Country to care for and manage its resources. These gatherings started with ceremonies to remind each other of their cultural responsibilities, which are governed by the needs of Country and its seasons. Country informed its people when the appropriate times were to harvest food, and hunt and when to heal through cultural fire.

This governance system continues today, although with the added challenges of increasing and modernisation of development, impacts of climate change and the pollution and waste generated by humans today.

Aboriginal rangers have demonstrated the value of cultural caring for Country practices by successfully restoring returned lands such as Preminghana and Truwana. Healing Country takes time; years of watching, learning, and culturally appropriate management are the right ingredients for rehabilitation.

Tasmanian Aboriginal people today

The only survivors of the invasion of Lutruwita/Tasmania were the people of the Northeast Nation. They were removed from their Country and dispossessed of their rights and status as lawkeepers and were forbidden to practice culture or speak in language.

As no other nations survived, today's Tasmanian Aboriginal people carry the responsibility for all lands, waters, seas and skies of Lutruwita. This responsibility is carried with deep respect for Ancestors.

The depth of cultural knowledge and the ongoing connection to Country has strengthened Tasmanian Aboriginal people to reclaim identity, culture and language, and aspire to have significant landscapes returned and be involved in the decisions that impact all of Country.

Protecting and preserving Aboriginal heritage is crucial for Tasmanian Aboriginal people and their ongoing connection to ancestral knowledge. Sacred living sites reveal the stories and practices of pre-invasion, allowing younger generations to connect with their culture. These areas offer insights into the physical, spiritual, and cultural lives of Ancestors.

Minister's Declaration

[Placeholder for the Minister's Declaration]

Minister's Foreword

[Placeholder for the Minister's Foreword]

Implementation Statement

The Southern Tasmania Regional Land Use Strategy (STRLUS) is a planning instrument declared by the Minister under section 5A(3) of the Land Use Planning and Approvals Act 1993 (the Act). The STRLUS applies the Tasmanian Planning Policies (TPPs) as relevant to strategic planning in the Southern Tasmania Region and may identify local land use planning matters that require regional consideration and response where they are consistent with the State Policies, the TPPs and further the objectives in Schedule 1 of the Act.

The STRLUS is primarily implemented through the Local Provisions Schedules (LPSs) of the Tasmanian Planning Scheme. Section 34 of the Act sets out the LPS criteria that a 'relevant planning instrument'[1] must meet. Of relevance to the STRLUS, section 34(2)(e) of the Act requires that a relevant planning instrument is 'as far as practicable' consistent with the applicable regional land use strategy. Section 35O(1) of the Act requires planning authorities to regularly conduct reviews of their LPS, including for consistency with the applicable regional land use strategy.

The STRLUS and TPPs may require or promote the preparation of structure plans to coordinate land use change or growth for particular areas or settlements. Structure plans are guidance documents that are often used to implement the TPPs and regional land use strategies at a local level and regularly inform the preparation of LPS amendments.

The objectives of Schedule 1 of the Act and the State Policies prevail over the STRLUS to the extent of any inconsistencies.

[1] Relevant planning instrument means a draft LPS, an LPS, a draft amendment of an LPS and an amendment of an LPS.

Contents

Appendices

Figures

Tables

1. Introduction

1.1. Purpose of the regional land use strategies

Regional land use strategies (RLUS) are an important part of the Tasmanian planning system. The RLUSs set strategic land use and planning directions over the short, medium and longer-term (up to 25 years) and set the direction for how land use change, growth and development in Tasmania's regions will be managed. RLUSs are critical in achieving a regional vision by influencing and guiding matters such as:

- Providing for the sustainable growth of our cities, towns, and villages so that we can enjoy a good quality of life.
- Protecting our natural environment so that we, and future generations, can continue to benefit from it.
- Planning for increased environmental hazard events and natural disasters arising from climate change, so our communities are more resilient to those events.
- Fostering sustainable economic development that allows our communities to prosper.
- Delivering the physical infrastructure and services we need cost-effectively and efficiently so our built environments remain healthy and liveable.
- Protecting our heritage so we can better appreciate the lessons of the past and create a stronger identity for our future.
- Empowering our communities so that they can develop sustainably in line with their goals and needs.

1.2. Southern Tasmania

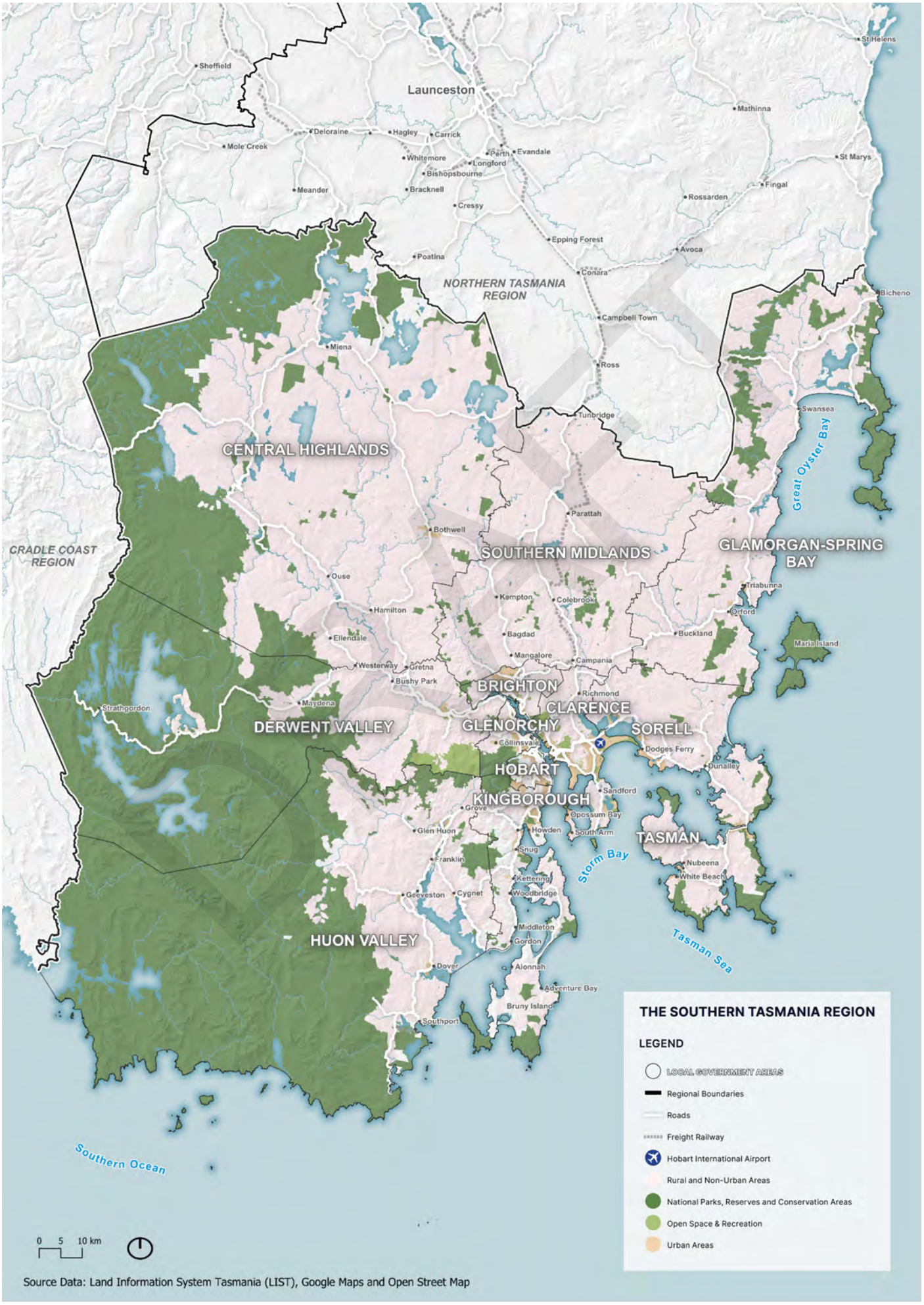
The Southern Tasmania region (the region) is defined by the boundaries of the twelve council areas, shown in Figure 2. The councils that make up the region are Brighton, Central Highlands, Clarence, Derwent Valley, Glamorgan Spring-Bay, Glenorchy, Hobart, Huon Valley, Kingborough, Sorell, Southern Midlands and Tasman. The region covers 23,377 square kilometres, more than a third of the area of Tasmania. Southern Tasmania is a 'regional area' for the purposes of the Land Use Planning and Approvals Act 1993 (Act).

1.3. The Southern Tasmania Regional Land Use Strategy

The Southern Tasmania Regional Land Use Strategy (STRLUS) is one of three regional land use strategies in Tasmania. The STRLUS was first declared in 2011. This updated version of the STRLUS has been prepared during 2024-2025 and replaces the previous version of the STRLUS. It has been prepared through a collaborative process led by the Southern Tasmania Councils Authority with the 12 councils of the Southern Tasmanian region and the Tasmanian Government.

The STRLUS allows for land use issues that cross multiple local government areas to be addressed in a coordinated way. The STRLUS sets out a Vision, Statements of Intent and Outcomes for land use in the region over the next 25 years. It includes Regional Strategies that apply the Tasmanian Planning Policies and aim to achieve the Vision, Statements of Intent and Outcomes. An implementation plan will be prepared with actions to achieve the Regional Strategies over the next ten years. Implementation of the STRLUS is a collective responsibility for the Tasmanian government, councils, and infrastructure and service providers.

Figure 2 – The Southern Tasmania region



1.4. Relationship to the Tasmanian planning system

The Tasmanian planning system is a framework for managing land use and development decisions ranging from individual development proposals through to broader strategic directions for the long-term use and development of land. The planning system enables both growth and change, as well as protection of the things that make Tasmania special - its liveable communities, unique natural environments and diverse economic opportunities. Through policies, strategies, and regulation, the planning system includes roles for all tiers of government, regulatory bodies and the community.

The Act sets the framework for the planning system. It forms part of the Resource Management and Planning System (RMPS) (Figure 3), which comprises key legislation, policy, and regulations to manage the sustainable use of natural and physical resources and land across Tasmania. The objectives of the RMPS apply to all relevant legislation and policy.

State Policies and Tasmanian Planning Policies (TPPs) are tools that provide state-wide direction on specific resource management and planning matters. While the State Policies are also implemented outside the planning system, they have a key role in so far as the TPPs, RLUSs, and Tasmanian Planning Scheme (TPS) must be consistent with and implement them.

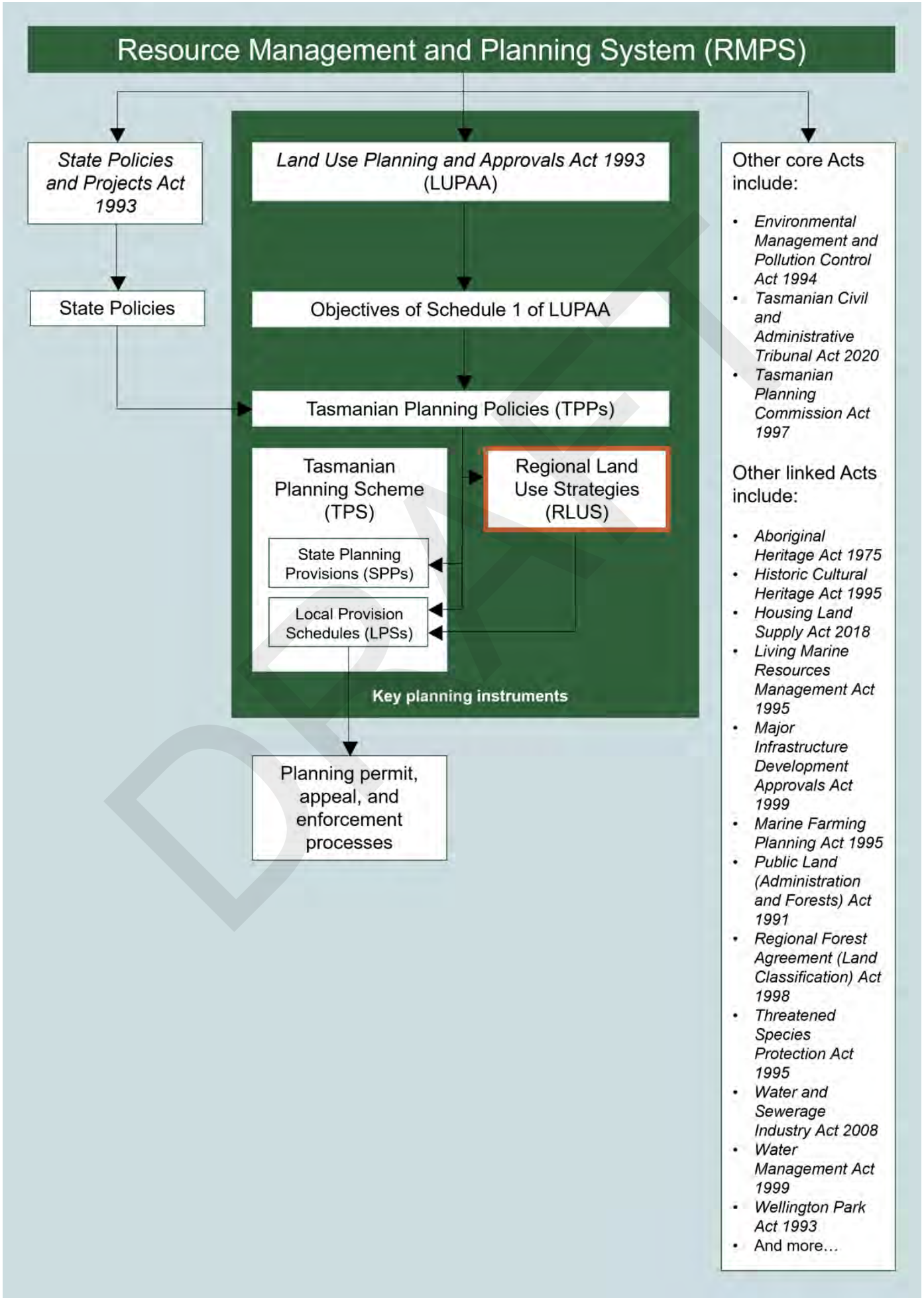
The TPPs are the highest level of land use planning policy. They inform the content and scope of the RLUSs and TPS, providing direction on:

- Growth management
- Environmental values
- Environmental hazards
- Sustainable economic growth
- Physical infrastructure
- Cultural heritage
- Planning processes

The RLUSs play a critical role in spatially applying the TPPs through mapping matters such as where growth for houses, business or industry may occur into the future, areas of natural value or agricultural land that need to be protected going forward. The Minister for Planning can declare RLUSs under the Act, which also sets out how they should be prepared and amended. The Minister is required to consult with the Tasmanian Planning Commission, planning authorities and relevant State agencies and authorities before declaring or amending a RLUS. The Act also requires Local Provisions Schedules (LPSs) under the TPS to be consistent with the relevant RLUS.

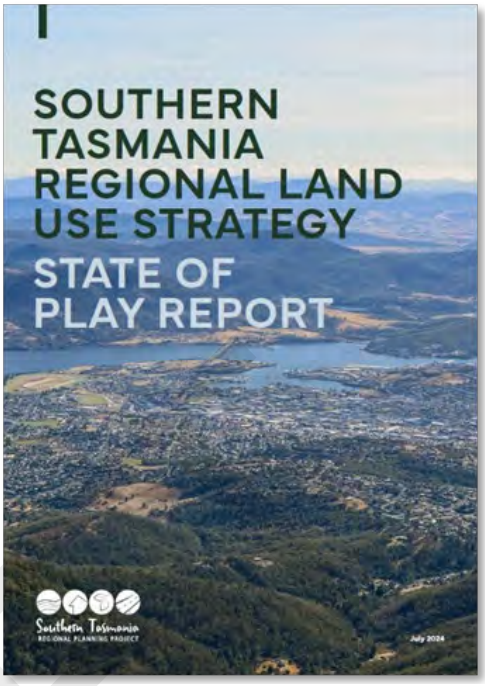
The TPS is a regulatory tool. It contains planning controls that regulate how land may be used and developed in each Council area. These controls, applied through zones and overlays in LPSs, must be consistent with the RLUS for the region.

Figure 3 – The Resource Management and Planning System



1.5. Consultation

1.5.1. State of Play Report



As part of the research process to support the STRLUS, a State of Play Report was prepared to provide an evidence base for the final document. The State of Play Report summarises available data and information on a range of topics to understand the key issues and influences in the region and the causes of growth and change. It addresses what has been learnt from past experience, what is currently happening and, for some issues, projections of what may occur over the next 25 years.

Southern Tasmania is unique, complex, and diverse. Through a process of desktop analysis and stakeholder engagement, the State of Play Report documents the things that make the region unique, that the community values, and that are important to address for the benefit of people, the economy, the climate and landscape that shapes the region.

1.5.2. Phase one consultation

The phase one consultation used a variety of engagement methods to ensure broad participation and capture diverse perspectives. A community survey collected quantitative data and direct feedback, while conversation toolkits allowed community members and organisations to host their own discussions. Pop-up events provided access to the survey and information, and ideas boards online and in council offices encouraged spontaneous input.

A dedicated website was set up for the project. The State of Play and background information along with engagement materials, including the survey, ideas board and toolkit, were available on the website.

Phase one consultation generated:

- 319 survey respondents
- 20 submission and conversation tool kits
- 25 online ideas
- 410 Council board and pop-up ideas.

Further information on this consultation phase is available in Background Report 3: Phase One Consultation Report and Background Report 2: Response to STRLUS Phase One Consultation Feedback.

1.6. The STRLUS and climate change

The Intergovernmental Panel on Climate change predicts the following changes for Tasmania[2]:

- significant change in rainfall patterns

[2] ReCFIT, What are the projected climate change impacts for Tasmania? recfit.tas.gov.au/what_is_recfit/climate_change/adapting/projected_impacts#:~:text=Tasmanian%20temperatures%20are%20projected%20to,influence%20of%20the%20Southern%20Ocean. Accessed 23 April 2025

- increase in storms creating coastal erosion
- rise in annual average temperatures
- more hot days and heatwaves
- longer fires seasons and more days of high fire danger
- rise in sea levels

Addressing the impacts of and responding to climate change requires a multi-pronged approach across many sectors including agriculture, forestry, transport, industry, energy and waste. However, land use strategies are a powerful tool in reducing emissions and increasing resilience to climate change. Strategies to reduce greenhouse gas emissions and increase resilience have been integrated throughout the STRLUS include:

- promoting compact settlements to decrease reliance on private transport, increase active transport opportunities and reduce greenhouse gases
- reducing urban sprawl and greenfield development to protect our environmental values which can act as carbon sinks and support increased resilience to climate change
- incorporating climate-responsive design such as urban greening and water sensitive urban design into our cities, towns and villages, minimising the impacts of heat
- avoiding urban development on land impacted by natural hazards to reduce risk from climate change impacts such as flooding
- supporting renewable energy in the region to diversify the economy and reduce reliance of fossil fuels
- ensuring new infrastructure is planned to be resilient to extreme weather and projected climate change impacts

These matters are addressed and given effect under the Region Strategies under Chapter 3.

2. The Vision and Outcomes for Southern Tasmania

2.1. A Vision for Southern Tasmania

The Vision for the next 25 years for land use, growth and change in Southern Tasmania is:

> Land use growth and change across Southern Tasmania will be grounded in respect for our cultural heritage and history with a deep connection to Country. The Region is committed to sustainably preserving its unique natural environment and ensuring communities are resilient to natural hazards and climate change.
>
> Inclusive, equitable, and diverse communities will thrive, supported by robust social services and infrastructure. Efficient transport networks connect key employment and economic hubs to facilitate the movement of people and goods.
>
> A strong economy leverages the competitive advantages of the Region and provides stable and diverse employment opportunities. The Region's reputation nationally and internationally as a unique destination for visitors, and a producer of local goods, services and experiences is underpinned by its natural environment and respect for culture and community. Cultural respect, environmental stewardship, community resilience, inclusivity, support, connectivity, and economic vitality come together to create a sustainable and prosperous future.

The Vision is represented in Figure 4 and Figure 5.

Figure 4 – Southern Tasmania in 2050

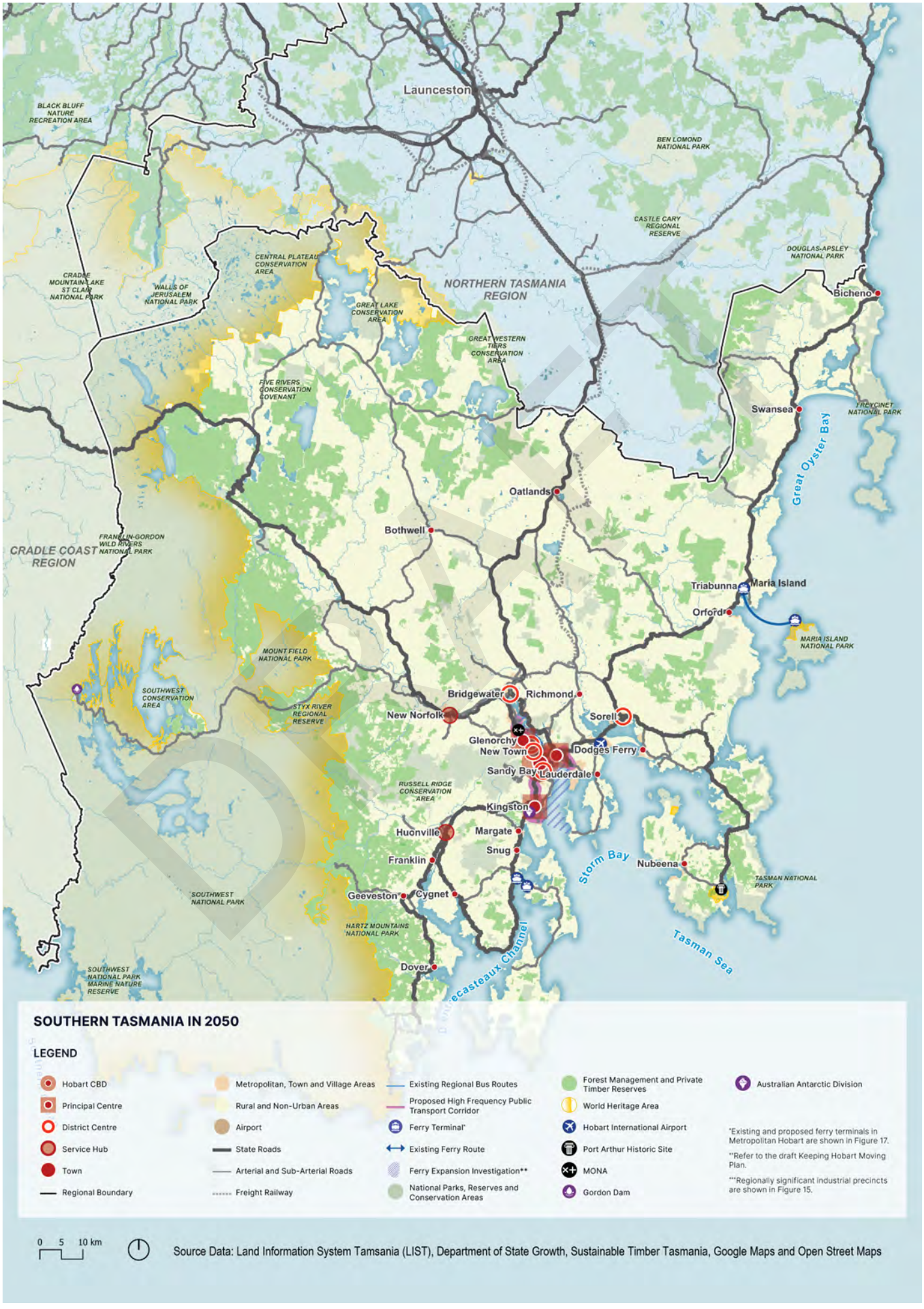


Figure 5 – Metropolitan Hobart in 2050

2.2. Operation of Statements of Intent, Outcomes and Regional Strategies

The Regional Strategies outline the matters that planning should address for the STRLUS Vision, Statements of Intent and Outcomes to be achieved.

Chapter 3 is organised into sections that are consistent with the themes of the Tasmanian Planning Policies. Each section outlines an overarching Statement of Intent that is articulated through its relevant Regional Strategies. When implemented, the Regional Strategies should deliver the Outcomes associated with each Statement of Intent and therefore the STRLUS Vision. The Overview within each section provides context to the Regional Strategies outlined. A Regional Strategies Summary is provided in Table 1.

The Statements of Intent and Outcomes have been informed by the State of Play Report and its Region Shapers and through the outcomes of phase one consultation.

The Regional Strategies that are relevant to a particular matter should be considered and applied in the context of the relevant Statement of Intent and Outcomes. Notwithstanding, the Regional Strategies should be read in full across the themed sections in Chapter three and considered and applied as relevant to the particular a matter. It is not intended that greater weight be given to consideration of one Regional Strategy over another. Where there is a conflict between Regional Strategies in relation to a matter, regard must be had to the STRLUS' Outcomes, Statements of Intent and Vision, as well as the TPPs, State Policies and the objectives of Schedule 1 of the Act.

The STRLUS and its Regional Strategies should also be considered and applied in conjunction with the TPPs, having regard to the General Application of the TPPs.

Table 1 - Regional Strategies Statements of Intent and Outcomes

	Regional Strategies - Statement of Intent	Outcomes
	1. Growth Management Cities, towns and villages grow sustainably and efficiently. Our communities are supported as they grow and change, and are diverse, connected and productive.	1.1. Housing is accessible, affordable and suitable for diverse and changing needs. 1.2. There is capacity for housing in the region to meet demand. 1.3. Housing is suitable, affordable and well-located for key workers particularly in health care, education, emergency services, or for demand generated by other industries or sectors. 1.4. New housing is located to prioritise access to employment and services and to take advantage of active transport, linear open space and public transport networks. 1.5. Land use planning incorporates measures to promote community health and wellbeing. 1.6. Planning for new or expanded social infrastructure and services is aligned with where population growth is strategically planned across the region and considers the costs of and ability to deliver infrastructure and services that residents need. 1.7. Social services and infrastructure meet the changing needs of the community and their different age profiles in different parts of the region.

	Regional Strategies - Statement of Intent	Outcomes
	2. Environmental Values Land use and economic activity respect and respond sustainably to the region's unique natural environment and biodiversity, waterways, geodiversity, scenic character and coasts is protected.	2.1 Growth and diversification of the region's economy, including creating more jobs and innovative industries, supports the long-term health of the natural environment while building on the opportunities it creates for the region. 2.2 Patterns of land use change respond to climate change impacts on the environment and provide for sustainable outcomes that reduce the impacts of land use. 2.3 Development is well located and responsive to topography, natural systems and hazards. 2.4 Housing provision for a growing and changing population is balanced against the need to maintain the landscape and natural assets of the region.
	3. Environmental Hazards The community is protected from and resilient to potential environmental hazards and changes to natural systems resulting from climate change and human activity.	3.1. Planning responds to and mitigates risks from environmental hazards and climate change when consideration locations for growth and land use change. 3.2. Planning recognises the impacts of environmental hazards on infrastructure, access to services and facilities, and the movement of goods and people around the region.

	Regional Strategies - Statement of Intent	Outcomes
	4. Sustainable Economic Growth Planning facilitates investment and supports a diverse, sustainable, and resilient economy underpinned by the region's unique environment, qualified and skilled workforces, infrastructure capacity, and accessible employment and economic precincts.	4.1. Hobart's role as Tasmania's capital city, largest and most diverse economic and employment hub is reinforced. 4.2. Growth and diversification of the region's economy uses natural assets sustainably. 4.3. The region's economy capitalises on education, training, research, innovation and collaboration in fields that are unique to the region and its particular strengths. 4.4. Centres, towns and villages across the region provide equitable and viable access to employment, shopping, entertainment, and social services. 4.5. New ways of production and combinations of activities that add value are embraced. 4.6. The region embraces digital technologies to support innovation and connectedness.
	5. Physical Infrastructure Southern Tasmania invests in and prioritises infrastructure in its existing settlements, while new infrastructure is delivered in logical and sequential ways, supporting the equitable sharing of costs to provide for communities to prosper economically and socially.	5.1. Compact urban form, encouraging infill and densification, provides for efficient use of all infrastructure and services to improve social, environmental and economic outcomes. 5.2. Transport networks are integrated with where people live and work, and with the services and facilities that support their daily lives. 5.3. Activity is prioritised in growth areas and to improve access to activity centres, employment hubs and other modes of transport. 5.4. Freight movement networks provide access to key industry sites, industrial areas, ports and distribution hubs.

	Regional Strategies - Statement of Intent	Outcomes
	6. Cultural Heritage Cultural heritage underpins the character of Southern Tasmania and connections between its people and the natural environment, particularly for Aboriginal people. Recognising, protecting, celebrating and sharing natural and built cultural heritage values is central to maintaining the region's environment, for thriving communities and the regional economy	6.1. Planning respects the significance of cultural landscape values to the identity and character of Southern Tasmania, their influence on growth and economic activity, and their value to Southern Tasmania's people 6.2. Pre- and post-colonisation history and cultural values of both Aboriginal and non-Aboriginal people are acknowledged.

3. Regional Strategies

3.1. Growth Management

Cities, towns and villages grow sustainably and efficiently. Our communities are supported as they grow and change, and are diverse, connected and productive.

3.1.1. Overview

The Southern Tasmania region is home to diverse communities ranging from the capital city of Hobart and the surrounding metropolitan area to regional centres such as Nubeena, Bicheno and New Norfolk with many smaller rural and coastal settlements. Supporting the sustainability of cities, towns and villages is critical to a prosperous and vibrant region.

Population growth and the growth and diversification of Southern Tasmania's economy are inter-related. They are also highly variable with periods of higher population growth linked to strong economic performance. Population growth across the region is largely influenced by migration from other States and Territories, and overseas. Historically there has been strong growth in parts of the region that have capacity for new homes. Some locations have experienced growth through migration to coastal or rural areas, or into Metropolitan Hobart. In parts of the region approximately 50 per cent of housing is used as holiday and short stay accommodation, placing pressure on local housing markets.[3] Metropolitan Hobart's strong influence on the region is also changing, as urban areas expand and people commute from surrounding towns to Hobart CBD and other employment hubs and to access health care, education and entertainment.

The population of Southern Tasmania is changing, and these changes influence demand for housing and the locations and types of homes that will meet peoples' needs. Over the next 25 years, the population is anticipated to get older, and household sizes are expected to get smaller. Some parts of the region are likely to experience strong growth as people are attracted by work and education opportunities, or for lifestyle reasons. In some areas, the economic drivers that influence growth are changing as some industries decline and others strengthen.

The region has typically seen an extended pattern of low-density residential development. This places significant pressure on the natural environment and the cost and provision of infrastructure and services. Dispersed development mixed with a growing population is causing congestion particularly on key roads in Metropolitan Hobart. Transport costs and distances travelled are likely to be higher, and these costs can disproportionately affect households or individuals already experiencing social or economic disadvantage. Established patterns of land use across the region can be reinforced to assist growth that is sustainable, efficient, affordable and contributes to quality of life and access to opportunities. Concentrating housing, industrial and commercial growth predominantly within existing urban areas and towns that have established infrastructure and services will more effectively

[3] REMPLAN (2024) Southern Tasmania Residential Demand and Supply Study: Demand and Supply Report, p2.

address demand, make better use of existing infrastructure and reduce the costs of expanding or augmenting infrastructure and services.

Most houses across the region are single dwellings, and most new homes built between 2012 and 2023 were single dwellings built in new subdivisions on the fringes of Metropolitan Hobart. This pattern of growth means there are limited options for people who want to live closer to work, or in a smaller house, townhouse or apartment. It is expensive to continue expanding Metropolitan Hobart, towns, and villages outwards, and means that more people must travel further to access schools, work, shops and other services. It is less cost effective and often impracticable to extend or improve public transport services, leading to more car use, poor access to public transport, and less walking and cycling. Continued expansion also impacts on our natural environment and may increase exposure to natural hazards such as bushfire.

Pressures on housing affordability are likely to continue, but can be addressed at least in part, by ensuring capacity for new homes is maintained and variety of housing types and sizes are provided in locations where people can access work, education and social services. Using existing capacity in physical and social infrastructure and cost-effective integration of land use planning, infrastructure planning and delivery will also mean growth is managed more efficiently and ensure communities across Southern Tasmania have equitable access to social infrastructure and other services to enjoy a high quality of life.

More compact and diverse land use within the Metropolitan Urban Boundary, towns and villages will support decisions to invest in transport infrastructure, social infrastructure and service improvements. Equally, the cost and feasibility of development is influenced by balancing outward expansion of urban areas, towns and villages with infill and urban consolidation. While geographic scales and the quantum of growth are different between Metropolitan Hobart and the towns and villages across other parts of the region, the economic, social and environmental benefits of consolidating growth relative to low density outward expansion are common.

Source: State of Play Report.

Figure 6 – Housing types in the region

Metropolitan Hobart will continue to evolve, creating a bustling urban heart that benefits the whole region and strengthens its profile. Growth within the Metropolitan Urban Boundary will occur through well-designed density, with more diverse and consolidated housing in and around major centres, employment areas and high frequency public transport corridors. Towns and villages outside the Metropolitan Urban Boundary will continue to contribute to what is uniquely Southern Tasmania, providing lifestyle options and critical services to residents and workers in rural and coastal areas and underpinning the region's tourist industry.

While population growth across the region may differ, all areas of the region will need to consider changing demographics like an ageing population, smaller household sizes and lifestyle trends. Overall, a 'live local' ethos is encouraged, where people live close to where they work, schools are close to home, parks and nature are within easy reach, people can shop locally and other essential services are relatively close by.

The Growth Management Regional Strategies include mechanisms to facilitate more compact urban form, better use of infrastructure and access to jobs, services, shopping, entertainment and recreation. The Regional Strategies for growth should be read in conjunction with those for activity centres (Section 3.4.3.) to understand how the role and function of activity centres forms an important consideration of how and where the region grows.

Source: State of Play Report.

Figure 7 – Housing forecasts for Southern Tasmania

Establishing boundaries for Hobart's Metropolitan Urban Area and for regionally significant towns across the region limits outward expansion, protecting the natural environment and agricultural land, and the need to extend infrastructure. Not all towns and villages have a mapped boundary, and in these locations, the boundary represented by the existing urban zoning. Growth in places may still occur over the lifetime of the STRLUS and should be contained within the existing urban zoned land or be coordinated through Structure Plans that set a framework for growth that considers equity, accessibility, housing need, infrastructure availability, capacity and costs and strengthens the role of town centres.

Where significant areas of growth are proposed, they should be supported and coordinated by Structure Plans that set the framework for growth, consistent with STRLUS Regional Strategies as relevant to the particular growth area.

3.1.1.1. Growth management targets

A range of growth management targets are provided to assist in directing growth in line with the Regional Strategies, but to also achieve the desired liveability and sustainability outcomes. The growth management targets are aspirational. Specific requirements around urban consolidation and housing typology is often beyond the capacity of the planning system to deliver, with other factors, including development sector preferences, housing market conditions, land economics, broader economic conditions and other factors influencing outcomes on the ground.

Local government planning, however, can ensure local strategy and planning enables the necessary land use change to occur. Structure Plans and LPS amendments should demonstrate how appropriate planning tools are incorporated to provide adequate

opportunities for targets to be met, other than where it can be demonstrated practical constraints preclude such outcomes being achieved. Notwithstanding, any targets indicated as mandatory targets must be adhered to without variation.

Figure 8 – Growth management targets

Metropolitan Urban Boundary targets:

- A minimum of 50% of new dwellings in the Metropolitan Urban Boundary are apartments, town houses, terraces or other multiple dwelling typologies.
- A maximum of 50% of new dwellings in the Metropolitan Urban Boundary are in greenfield growth areas.
- A maximum of 30% of new homes across the City of Hobart, Glenorchy, Clarence and Kingborough councils are in greenfield growth areas.

Liveability, accessibility and social infrastructure targets:

- Public open space is accessible within 400 metres of residential development in priority growth areas.
- Enable increased density and housing diversity within 200m of metres of schools, shopping strips, and public open space in all areas (except priority growth areas).
- Adequate provision of public open space is provided within 400 metres of all land zoned for residential purposes in greenfield growth areas.
- Active transport is prioritised within 400m for District Centres and Service Hubs and 800m of Principal Centres.
- Consolidation and mixed use is provided around existing and planned ferry stops along the Derwent Estuary

Consolidation areas and density targets - Priority Growth Areas, Hobart CBD and HFTCs:

Growth Area	Distance from[4]	Net dwelling density
Priority Growth Areas:		
Principle Centres	~ 800+ metres	40+ dwellings/ha
District Centres	~ 400+ metres	25+ dwellings/ha
Hobart CBD	~ 800+ metres	50+ dwellings/ha
High Frequency Public Transport Corridors (Figure 18)	~ 400 metres ~ 800 metres	35+ dwellings/ha 25+ dwellings/ha
Greenfield		15+ dwellings/ha*

*Mandatory target.

[4] Distance from taken from the centre of the relevant Activity Centre business or commercial area.

3.1.2. Regional Strategies – growth management

3.1.2.1. Growth management strategy

(a) Urban growth in Metropolitan Hobart is contained within the Metropolitan Urban Boundary (Figure 9 and Appendix 2)**.**

(b) Urban growth within the Metropolitan Urban Boundary is to achieve the following:

i. efficient use of land recognising it is a finite resource;

ii. rezoning that is:

a. sequenced consistently with any sequencing or timeframes outlined in the implementation plan; and

b. is integrated with infrastructure and service delivery for Greenfield Growth Areas;

iii. infrastructure costs and programming that maximises cost efficiencies and ensures equitable access;

iv. prioritising the use of existing infrastructure capacity through consolidation, infill and renewal, particularly growth in Priority Growth Areas that respects heritage and urban character;

v. a supply of land for residential development meets demand; and

vi. achieving any relevant growth management targets (Figure 8) and Structure Plan requirements (Appendix 1).

(c) Urban growth within the Metropolitan Urban Boundary that provides for additional residential land (i.e. land that is currently zoned Rural, Future Urban or for other non-urban purposes, including Greenfield Growth Areas) is to demonstrate:

i. the proposed zoning is the most appropriate to deliver housing diversity in relation to lot sizes, dwelling types and sizes;

ii. convenient access to education, health care and other social infrastructure regularly required by the community; and

iii. capacity of transport networks to support the anticipated population through existing services or the ability to demonstrate demand for a logical extension of existing networks and measures to encourage more public transport and active transport use.

(d) Provide for urban consolidation, including higher density residential development, around Priority Growth Areas (Figure 10), Hobart CBD (Figure 10), and the High Frequency Public Transport Network (Figure 18), where:

i. high levels of amenity, access to infrastructure and services and accessibility through various public and active transport modes is achieved;

ii. bulk, scale and form contributes positively to the desired character of the locality while appropriate capacity for growth is achieved;

iii. consideration of existing heritage character and design responses ensures new development contributes positively to established and desired future character; and

the relevant Growth Management Targets (Figure 8) are incorporated, with planning at the local level determining the most appropriate density form and distribution of development with consideration for the relevant Activity Centre role and function (Table 3)

3.1.2.2. Growth Management in towns and villages

(a) The role and function of towns and villages is defined in Table 2.

(b) Residential development to support population growth outside Metropolitan Hobart is to be prioritised in towns that have a nominated growth boundary (Figure 11 and Appendix 3).

(c) Where no growth boundary is nominated in the STRLUS, growth is to be prioritised on land already zoned for urban purposes.

(d) Rezoning for growth is to be consistent with any sequencing or timeframes outlined in the Implementation Plan.

(e) Any rezoning to increase the capacity for residential development is to:

i. consider housing demand generated by local workforce requirements, particularly where new or growing industries underpin the local economy; and the need to provide housing for workers who are essential to the local economy or to supporting the needs of the local community (e.g. hospitality and visitor services, health or aged care, emergency services and education workers); and

ii. facilitate housing diversity in locations that have access to existing social infrastructure and services including schools, community centres and health care.

(f) For tourist destinations towns and villages, proposed growth addresses the needs of permanent residents and accommodation for visitors, primarily within town or village boundaries or within existing residential or village zoned land.

(g) Any proposal for growth outside a Town or Village Boundary demonstrates:

i. residential growth should be prioritised within existing rural residential zoned land where it is adjacent to a Town or Village Boundary; and

ii. growth of satellites avoids adverse impacts on growth management and growth management targets for Metropolitan Hobart or towns and villages that have nominated growth boundaries (Figure 11).

(h) Planning for towns and villages is to incorporate relevant growth management targets (Figure 8) and Structure Plan requirements (Appendix 1).

3.1.3. Town and village roles and functions

Table *2* summarises the role and function of the towns and villages across Southern Tasmania. Some considerations when reviewing the role and functions table:

- The classification of each town and village:
  - has considered a range of functions that each place either currently serves or are planned to serve over the next 25 years; and
  - relates to those places that are outside the Metropolitan Urban Boundary.
- Many of the towns and villages across the region serve multiple roles reflecting the complexity of inter-relationships between places in the region.
- While some elements of role and function relate to the size of the town or village, others are not directly related to size. The Activity Centre classification (Section 3.4.3) associated with the town or village will be relevant to its role and function.
- More detailed analysis including data sources that has informed the town and village roles and functions is available Appendix 4.

Table 2 – Town and village roles and functions

	Classification			Role and Function			
	Hamlet	Village	Town	Service Hub	Satellite	Tourist destination	Transforming
Adventure Bay		✓				✓	
Alonnah		✓				✓	
Bagdad		✓			✓		
Bicheno			✓			✓	
Bothwell			✓			✓	
Buckland	✓				✓		
Campania		✓			✓		
Carlton Beach		✓			✓	✓	✓
Clifton		✓			✓		
Colebrook		✓				✓	
Coles Bay		✓				✓	
Collinsvale		✓			✓		
Cremorne		✓			✓		
Cygnet			✓		✓	✓	✓
Dodges Ferry			✓		✓	✓	✓
Dover			✓			✓	
Dunalley		✓					
Teralina/ Eaglehawk Neck	✓					✓	
Electrona[1]	✓				✓		

	Classification			Role and Function			
Ellendale Gretna	✓						
Fern Tree		✓			✓		
Franklin			✓		✓	✓	
Geeveston[2]			✓			✓	
Grove	✓				✓		
Hamilton		✓					
Huonville[3]				✓	✓		
Kempton		✓			✓	✓	
Kettering		✓			✓	✓	
Lewisham		✓			✓		
Margate			✓				
Maydena	✓					✓	✓
Miena	✓					✓	
Murdunna	✓				✓		
New Norfolk				✓	✓	✓	✓
Nubeena[4]			✓			✓	✓
Oatlands			✓			✓	
Opossum Bay	✓				✓		
Orford			✓			✓	
Ouse		✓					
Pontville		✓			✓		
Port Arthur		✓				✓	

	Classification			Role and Function			
Port Huon[2]		✓					
Primrose Sands		✓				✓	✓
Ranelagh[3]		✓			✓	✓	
Richmond			✓		✓	✓	
Seven Mile Beach		✓			✓		
Snug[1]		✓					
South Arm		✓			✓		
Southport	✓					✓	
Swansea			✓			✓	
Taranna	✓					✓	
Tarraleah	✓						
Triabunna			✓			✓	
Westerway		✓					
White Beach[4]	✓					✓	
Woodbridge		✓			✓		

[1, 2, 3, 4] Denotes a hamlet, village or town that effectively functions as a satellite of, or is collocated with, another hamlet, village or town.

Figure 9 – The Metropolitan Urban Boundary

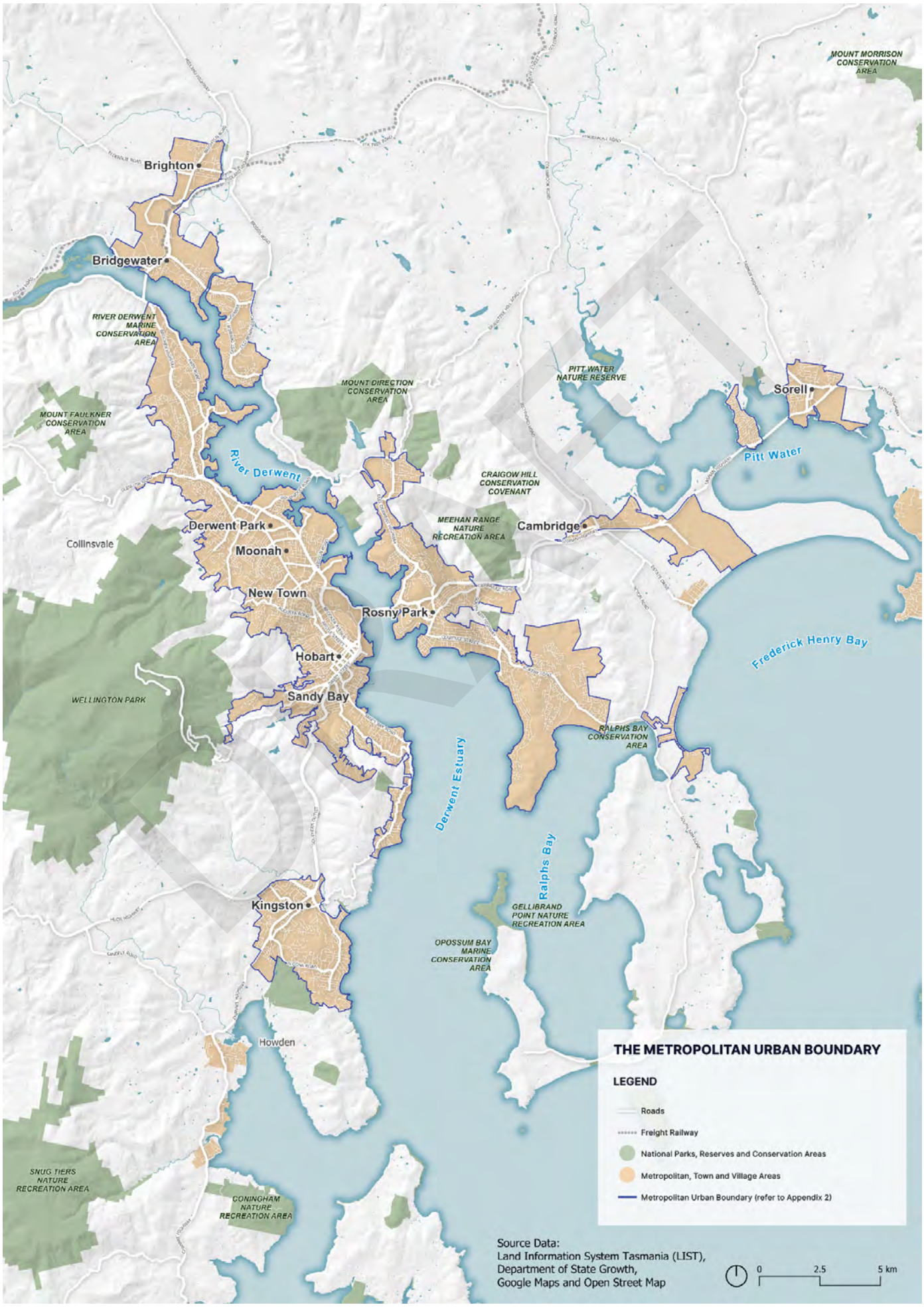


Figure 10 – Urban growth in Metropolitan Hobart

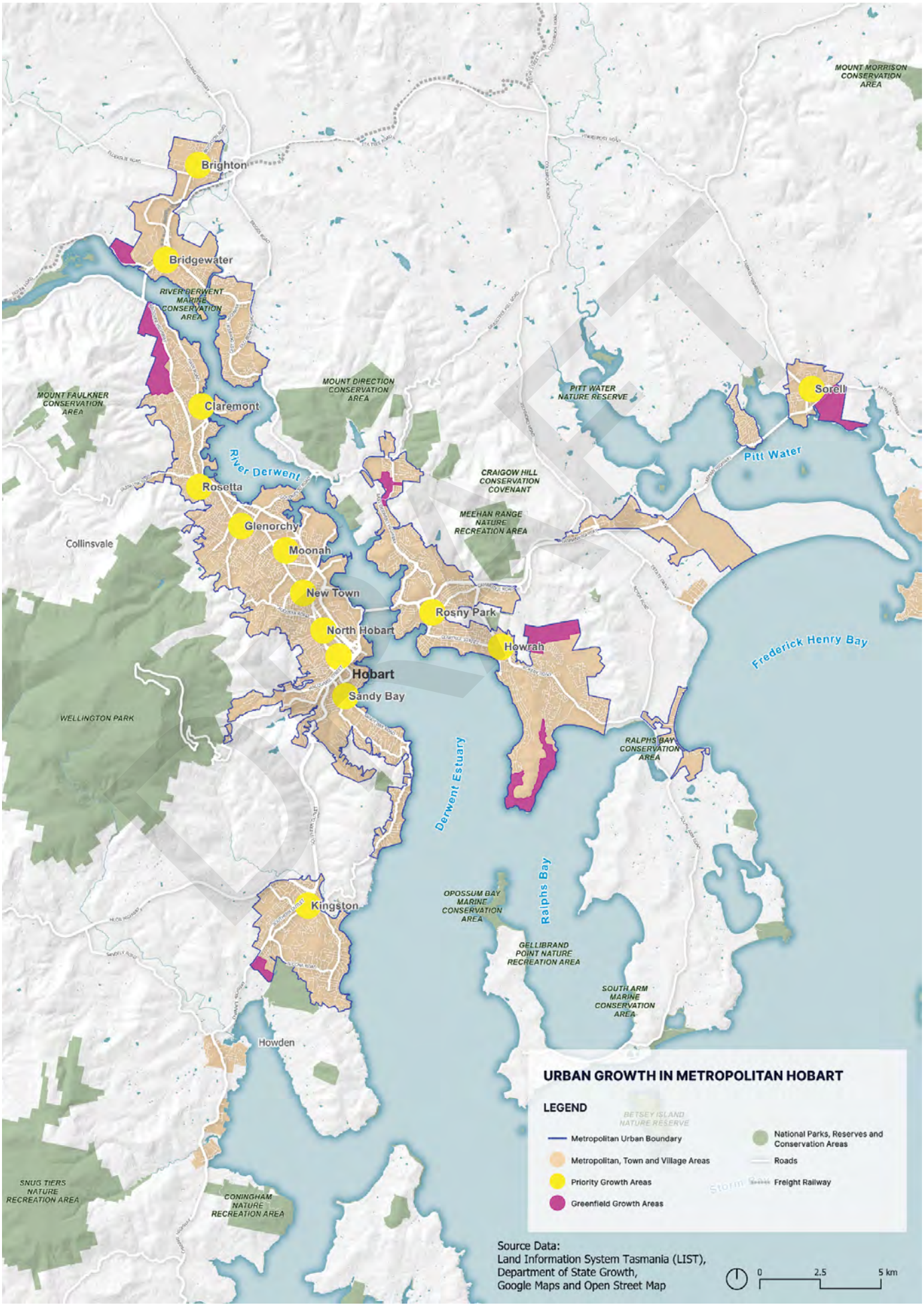
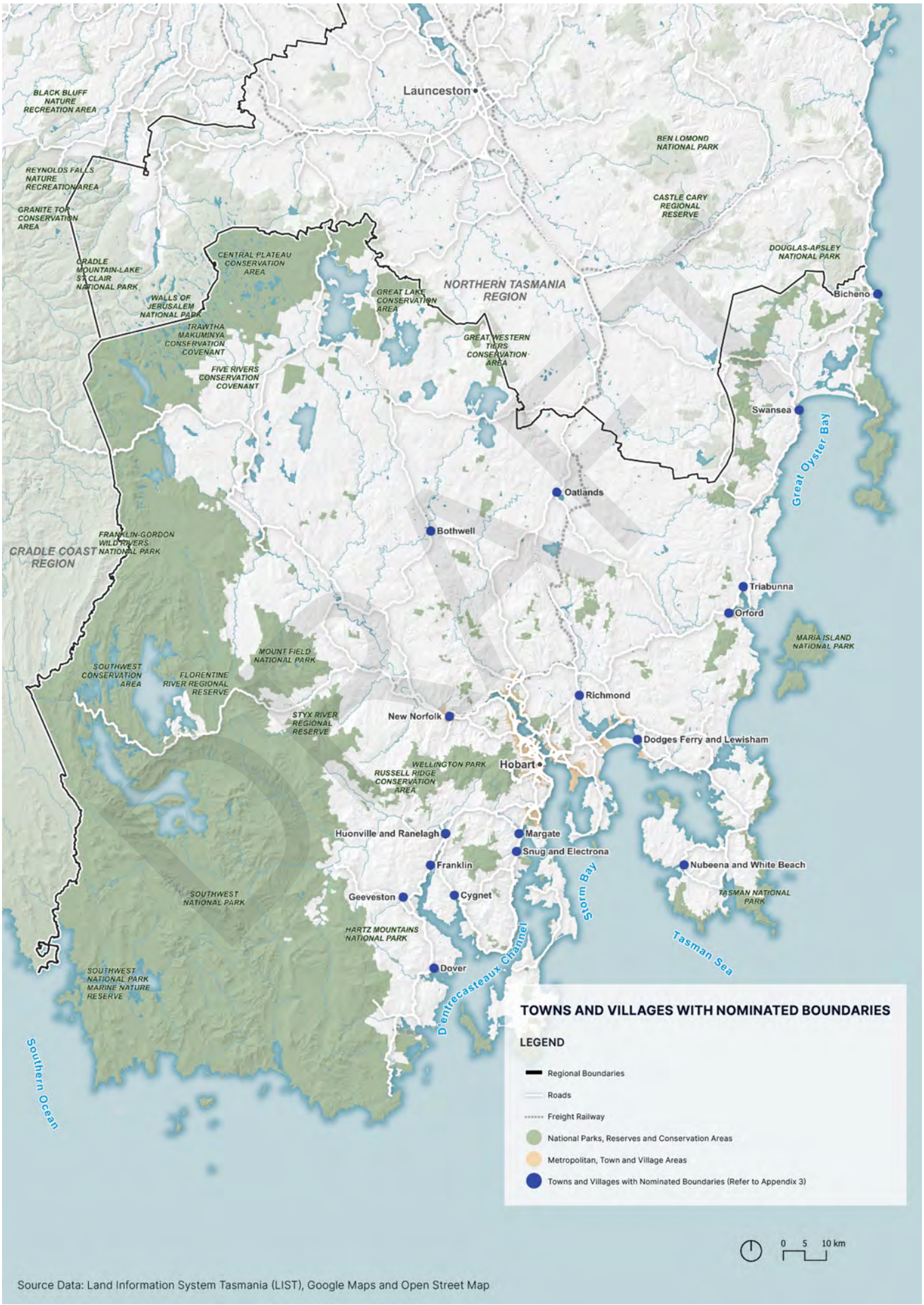


Figure 11 – Towns and villages with nominated boundaries



3.2. Environmental Values

> Land use and economic activity respect and respond sustainably to the region's unique natural environment and biodiversity, waterways, geodiversity, scenic character and coasts are protected.

3.2.1. Overview

Southern Tasmania's natural landscapes and rich biodiversity are central to the region's unique identity, appealing to residents and visitors. Large swathes of land are dedicated to National Parks and reserves such as the UNESCO-heritage listed Tasmanian Wilderness in the west of the region, Bruny Island, Turrakana/Tasman Peninsula, and Freycinet and Maria Island National Parks along the eastern coastline (Figure 12). These protected areas contribute to a significant portion of the region's native vegetation cover and strengthen the region's reputation as a place of outstanding landscape and environmental values. Native vegetation, habitats and ecological communities outside these protected areas have historically been, and continue to be, impacted by human activity including agriculture, natural resource extraction, and urbanisation. Legacy impacts of contamination from heavy industry on land, water and air quality also need to be managed to protect environmental quality and avoid human health impacts.

Southern Tasmania's geodiversity and geo-heritage is defined by its mountains, caves, beaches, rivers, oceans and weather patterns. Human activity including land use change is a potential threat to natural systems and values including water quality, hydrology, soil stability and quality, and local wind patterns. Ineffective management can lead to subsidence, groundwater contamination and subtle impacts on the region's rich biodiversity and geodiversity.

The waterways and wetlands of Southern Tasmania (Figure 12) play a crucial role in supporting biodiversity across terrestrial, estuarine and marine environments and are vital to the region's social and economic well-being. Southern Tasmania features 13 major water catchments, with three key river and estuarine systems - the Derwent, Gordon-Franklin, and Huon Rivers. Most rivers in the region originate in the Central Highlands or the South-West wilderness. The River Derwent, the most significant river in Southern Tasmania, drains much of the Central Highlands before merging with the Derwent Estuary and flowing through Metropolitan Hobart into the Southern Ocean. The region has three Ramsar-listed wetlands: Pitt Water/Orielton Lagoon, Interlaken, and Moulting Lagoon. Significant foreshore and saltmarsh habitats along the east coast support both resident and migratory birds on the East Australian Flyway.

Southern Tasmania's coast is vast and intricate, with 3,263 km of shoreline and numerous offshore islands. This coastal zone encompasses various shoreline types, ecological systems, and coastal processes. Although large sections of the coastline are protected or difficult to develop, the coastal zone contains the highest concentration of urbanised land in the region and numerous culturally significant heritage sites. The coastal zone is also important habitat for native wildlife, including several listed threatened species. Coastal native vegetation plays a critical role in stabilising the coast from erosion. It provides a buffer against coastal hazards such as wind erosion, wave overtopping and tidal inundation.

Maintaining coastal areas in a natural state helps to protect the natural and built environment. The region has fifteen Marine Reserves, which extend from Governor Island at Bicheno to Port Davey in the Southwest.

Landscape values are critical the region's sense of place. In Southern Tasmania, many of the landscape values that are significant to the region and the State are protected under the Reserves Estate, while local values can be protected under the Tasmanian Planning Scheme's overlays and zones. Identifying significant landscapes is an abstract concept that requires further development within the planning system and for landscape protection tools within the Tasmanian Planning Scheme to be applied at the local level.

The Derwent Estuary is surrounded by Greater Hobart and supports activities including ports and marinas, water dependent industries, tourism and recreation on and off the water[5]. The Derwent Estuary is also home to several iconic species including Little Penguin colonies and the endangered spotted handfish.

Biodiversity, waterways, geodiversity, coastal environments and landscape character are extremely important to the economic and social prosperity of the region. Nearly half of all tourists who visit Tasmania cite the natural environment as their primary reason for visiting[6]. Nature also underpins much of the success of the agriculture and aquaculture producers that contribute significantly to the region's exports. Tourism, agriculture and industry can conflict with each other. However, there are also opportunities for agriculture and tourism to co-exist and benefit each other particularly through value-added agricultural industries like viticulture, distilleries and artisan production that rely on the region's environmental values for their reputation and market differentiation. Land use planning needs to reconcile both the competing and complementary aspects of the diverse economic activities that rely on the natural environment, while conserving natural areas, processes and systems for their intrinsic value.

Like many parts of Australia, the region will continue to face environmental pressures. The 2024 State of the Environment report notes aspects of Tasmania's natural environment are in decline and the maintenance of ecological processes and genetic diversity are increasingly under pressure. While the protection of environmental values can sometimes sit outside the planning system, the STRLUS contributes to the preservation of these values through:

- prioritising of regional environmental values
- balancing population and economic growth with protecting the environment that supports much of the region's economic activity and
- broadening community awareness and appreciation of natural systems.

[5] Derwent Estuary Program (DEP), 2020, State of the Derwent estuary — 2020 update. An update and review of environmental data and activities, U. Taylor, S. Whitehead, I. Visby, A. Weller-Wong and B. Proemse, Derwent Estuary Program (Hobart, Australia)
[6] Tourism Industry Council Tasmania, Tasmania Government, 2023, Tasmania's 2030 Visitor Economy, Key Directions Paper for Community Consultation, 2023

3.2.2. Regional Strategies – environmental values

3.2.2.1. Biodiversity and geodiversity

(a) Avoid impacts on regional biodiversity values, geoconservation sites and the natural environment; where avoidance cannot be achieved, minimise and mitigate impacts.

(b) Protect and enhance the biodiversity and ecological integrity of regional biodiversity values to protect and support biodiversity conservation, and habitat and ecosystem connectivity.

(c) Identify, maintain and enhance the biodiversity value and connectivity of regional biodiversity corridors including the identification of opportunities for regeneration.

(d) Avoid bushfire hazard management within regional biodiversity corridors and areas of regional biodiversity value.

(e) Where biodiversity impacts are not able to be avoided, minimised or mitigated, biodiversity offsets should be used to balance impacts and conservation outcomes where an offset policy or strategy is in place.

(f) Enhance urban biodiversity, while balancing the needs for bushfire protection, in Metropolitan Hobart, and in towns and villages by:

  i. maintaining and rehabilitating existing greenways and increasing tree canopy cover;

  ii. integrating urban habitat through green corridors that protect, complete or connect regional biodiversity corridors, and along transit routes, pedestrian and cycle paths, and waterways; and

  iii. providing green corridors along transit routes, pedestrian and cycle paths, and waterways.

(g) Consider climate-induced changes to habitats and ecological systems when planning for the protection, improvement and connection of biodiversity areas, to provide for the ongoing resilience of natural systems.

3.2.2.2. Waterways, wetlands and estuaries

(a) New use and development avoids impacts on lakes, waterways, wetlands, estuaries and natural hydrological functions.

(b) Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning to better manage expected water flows including from climate-related storm events.

(c) Planning for Greenfield Growth Areas, and where feasible for Priority Growth Areas, and Town and Village Growth Areas includes measures to protect existing native riparian vegetation, incorporate riparian buffers, water cycle management infrastructure and rehabilitation strategies to retain or re-create natural habitats, water balance and flow in watercourses and riparian areas.

(d) Maximise the efficient use of land for environmental infrastructure (particularly water cycle management), recreational uses, and nature conservation by designing green spaces and waterway corridors that integrate multiple complementary uses.

3.2.2.3. Landscape values

(a) Mitigation of urban heat island effects is to be considered in Structure Plans for Priority Growth Areas, Greenfield Growth Areas and Town and Village Growth Areas through:

  i. landscaping and planting strategies in the public domain;

ii. retaining and rehabilitating green corridors that link natural areas and conservation areas, and break up the urban environment; and

iii. maintaining and rehabilitating watercourses to retain or restore natural systems of water movement in the landscape.

(b) Identify and protect regionally significant scenic landscapes and vistas by avoiding use and development that fragments land holdings, involves significant modification of native vegetation, or changes to landform.

(c) Protect regionally significant and local natural landscapes values and functions to provide social, environmental, cultural and economic benefits through sustainable land use planning and management.

(d) Improve the landscape character of cleared or under-vegetated land by integrating landscape buffers, revegetation zones and rehabilitation of natural watercourses and riparian zones in urban areas.

(e) Enable complementary land uses including recreation and community use where they do not degrade scenic landscape values and facilitate peoples' appreciation of the region's natural assets.

(f) Protect existing identified key skylines and ridgelines around Greater Hobart, through:

i. appropriate controls on land use within the identified landscape value areas; and

ii. assessing the impacts of development on views of key skylines and ridgelines from within Metropolitan Hobart and other key vantage points.

3.2.2.4. Coasts

(a) Avoid clearing native vegetation in areas that are subject to coastal processes including tides, wave action, mobile landforms and coastal estuaries (including areas subject to sea level rise, coastal erosion and coastal refugia areas impacted by climate change - **Section 3.3**); where avoidance cannot be achieved minimise and mitigate impacts.

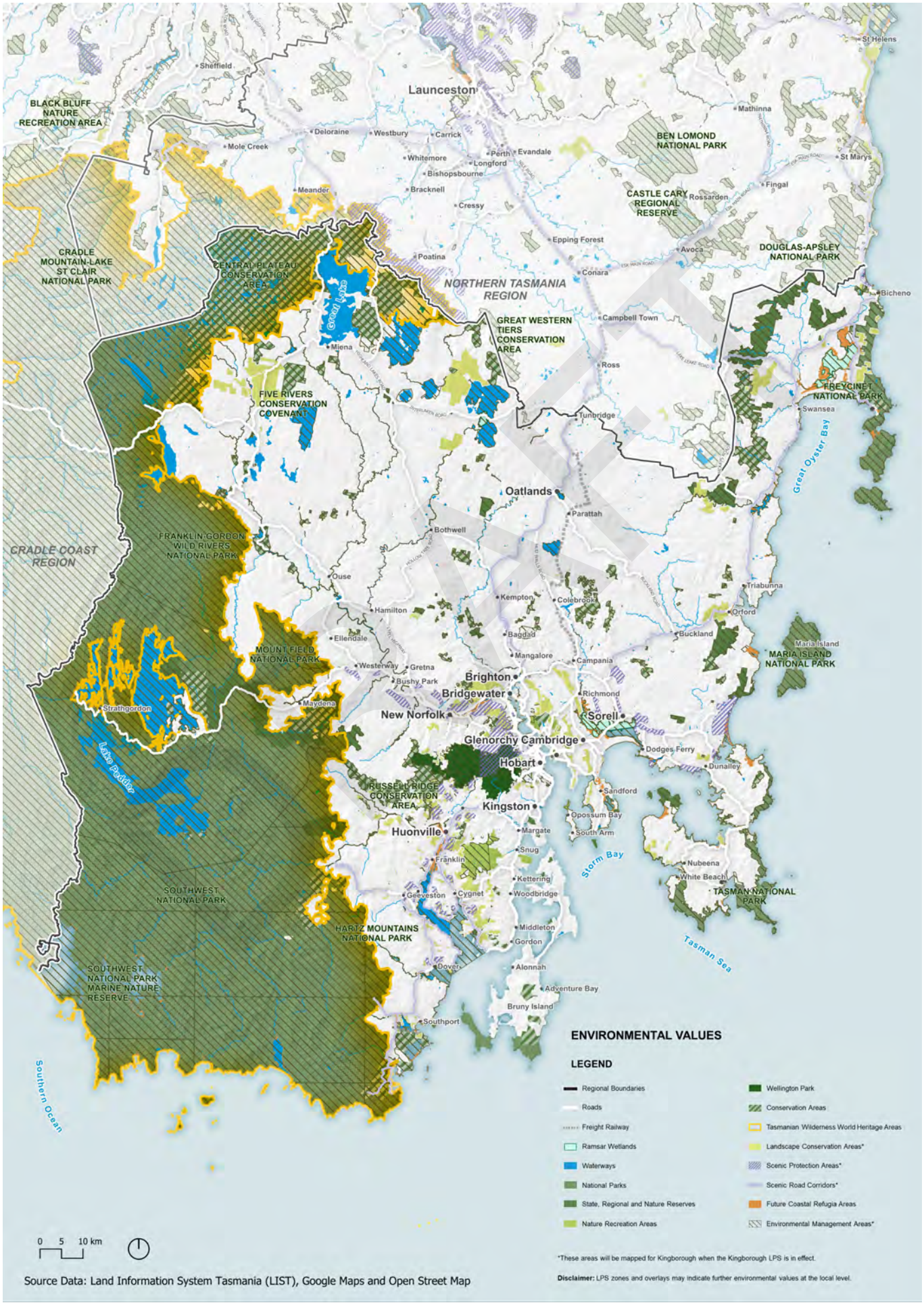
(b) Significant biodiversity, landscape, scenic and cultural values of the region's coast are recognised and protected.

(c) Limit growth in coastal areas to within town and village boundaries or existing urban zoned land to avoid ribbon development.

Planning should avoid the introduction of urban or other uses that may adversely impact natural values on land mapped as a future coastal refugia area (Figure 12).

(d) Encourage planning controls that protect environmental values associated with future coastal refugia areas on land mapped as a future coastal refugia area (Figure 12). or in the Tasmanian Planning Scheme.

Figure 12 – Environmental values



3.3. Environmental hazards

The community is protected from and, resilient to, potential environmental hazards and changes to natural systems resulting climate change and human activity.

3.3.1. Overview

Land use planning contributes to managing risks associated with the community's exposure to natural hazards such as bushfire, landslip, flooding, coastal processes, and contaminated air, land, and water, along with other local, state, and national strategies, policies, and legislation. Land use planning can avoid, mitigate or manage risks by locating new development in lower risk locations, separating potentially conflicting land uses, consolidating urbanisation and utilising existing infrastructure to slow the rate of land use change and minimise interfaces with areas of high natural hazards.

Available hazard mapping for the region identifies existing environmental hazards and considers the potential for climate change which increases the frequency, severity or range of some natural hazards. The region's towns and villages are highly interspersed with natural areas, steep topography, and the extensive coastline. This means that many existing communities are currently exposed to a range of natural hazards, and modelling anticipates that predicted climate change will increase the severity and frequency of the impacts of natural hazards on land use such as:

- The region's comparatively dry climate is predicted to worsen, leading to prolonged and more intense droughts, impacting water security for agriculture, industry, hydropower generation and human consumption.
- Changes in rainfall are likely to result in more frequent and intense rainfall and flood events.
- Increased runoff from changes in rainfall and evapotranspiration is likely to impact agricultural production including the suitability of some crops, soil structure and fertility.
- Historically, the region has experienced the most extreme fire conditions in the state. Over time, outward expansion of urban areas, towns and villages has increasingly exposed communities to significant bushfire hazards. The prevalence of dangerous fire conditions is predicted to increase in the coming decades with increased risk for urban areas, towns, villages and agriculture.
- The region's topography and geology mean that many areas are prone to landslip risks. More intense rainfall events will increase landslip risk in some locations.
- More severe storm surges and rising sea levels will increase land use risks from coastal inundation and erosion, impacting vulnerable coastal shorelines and some coastal towns and villages.

Natural hazards can and do have significant social, economic and environmental costs. Emergency response, recovery, and risk mitigation costs can be costly for governments. Natural hazards are an important consideration when planning for patterns of population growth and housing, and for land uses that contribute to the region's economy. Because regional land use strategies take a long-term view of planning for growth and change, considering changes over decades to risk profiles from natural hazards is important to ensure communities and businesses are resilient to a changing climate now and into the

future. Strategies to make more efficient use of land for development, protecting areas of natural value and maintaining natural processes and systems, and minimising interfaces and interactions between inappropriate land use and development and natural hazards will contribute to a more resilient region and improved ability to manage and respond to the risks posed by a changing climate.

3.3.2. Regional Strategies – environmental hazards

(a) The Tasmanian Government and councils may consider the future need for retreat or relocation in response to climate change impacts and environmental hazards when planning for growth.

(b) Damage to infrastructure and services and interruptions to service and transport provision resulting from climate change impacts and environmental hazards should be considered when planning locations for new infrastructure and services.

3.3.2.1. Bushfire

(a) New urban areas and infrastructure are located to avoid unacceptable bushfire risk.

(c) Risks of loss of life and property from extreme bushfires are reduced by establishing buffers to bushfire-prone vegetation, proportional to the risk exposure, when planning for urban areas, towns, villages, vulnerable or hazardous uses.

(d) Areas of high biodiversity value are not impacted by bushfire buffers.

(e) Support intensification of land uses that are vulnerable or hazardous to bushfire only where bushfire risk is low or can be appropriately mitigated without adversely impacting on biodiversity.

(f) Plan for new urban areas, and hazardous and vulnerable uses to have appropriate access and egress, including alternative egress routes, for emergency services, residents, workers and visitors.

3.3.2.2. Coastal hazards

(a) Utilise the most up to date coastal erosion and coastal inundation mapping produced and maintained by the Tasmanian Government to consider coastal erosion and coastal inundation hazard risk levels when planning for new urban areas and future vulnerable, critical and hazardous uses.

(b) Native vegetation and coastal foredunes are to be retained on land that is mapped as a high risk of coastal erosion as shown in Figure 13 or on other applicable mapping produced by the Tasmanian Government, unless clearing is required for essential infrastructure.

(c) Avoid where possible land subject to acid sulfate soils or dispersive soils when planning for new or intensified urban areas.

3.3.2.3. Landslip

(a) Utilise the most up to landslip planning map hazard bands produced and maintained by the Tasmanian Government to consider landslip hazard risk levels.

(b) Planning in areas mapped within High or Medium-Active landslip hazard bands is to account for landslip risk and avoid the introduction of new or intensified urban areas.

(c) Planning for areas providing for vulnerable, critical and hazardous use on land mapped in any landslip hazard band is to account for landslip risk.

3.3.2.4. Flooding and water cycle management

(a) Utilise the most up to date flood mapping produced and maintained by the Tasmanian Government when considering the appropriate location of new urban areas, infrastructure and future vulnerable, critical and hazardous use and development in relation to flood hazards.

(b) New urban areas and areas providing for vulnerable, critical and hazardous use are to be located outside the 1% AEP Climate Change flood extent (mapped in Figure 13 or regional flood mapping as amended/updated from time to time).

(c) Where land within the Metropolitan Urban Boundary or existing zoned land for urban purposes is within the 1% AEP Climate Change, consider flood risk and apply planning controls to mitigate risks to life and property associated with land use change or intensification.

(d) Greenfield Growth Areas and Priority Growth Areas (Figure 10) are to integrate flood mitigation infrastructure within multi-purpose green corridors, particularly along and adjacent to watercourses.

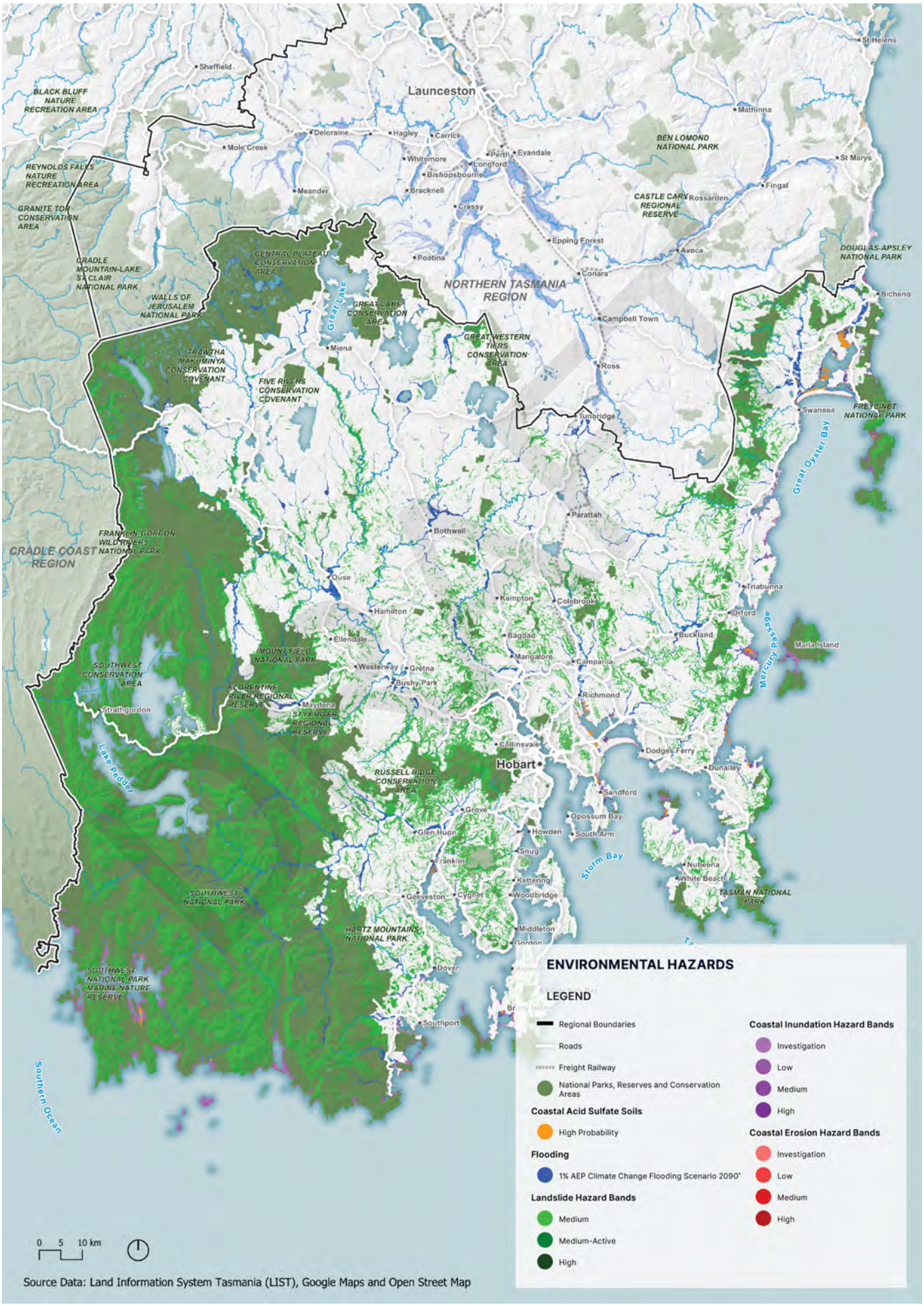
3.3.2.5. Contaminated air and land

(a) Consider the potential for air pollution and the existence of land or groundwater contamination and the potential impacts to human health and the environment that could arise from changes to land use within impacted areas.

(b) Buffers to potential sources of air, land or groundwater pollution are to be considered in relation to any proposal that may provide for sensitive land uses including residential, community facilities, health facilities, educational uses, child care or aged care.

(c) Non-sensitive land uses including industrial activities, transport and logistics may be appropriate on land that was formerly used for contaminating activities or within buffers to polluting activities.

Figure 13 – Environmental hazards



3.4. Sustainable Economic Growth

Planning facilitates investment and supports a diverse, sustainable, and resilient economy underpinned by the region's unique environment, qualified and skilled workforces, infrastructure capacity and accessible employment and economic precincts.

3.4.1. Overview

Southern Tasmania's economy is diverse. It is closely linked to region's natural assets and the growth and wellbeing of its communities. Historically, much of the region's economy relied on agriculture and natural resources including forestry and mining. These resources were also the basis of a strong manufacturing sector, including mineral processing, timber processing and paper products, and food processing (including from horticulture, viticulture, fishing and aquaculture).

The regional economy has changed in recent years and will continue to change in response to global, national and societal shifts. New technologies such as artificial intelligence, electrification, demographic shifts and consumer preferences are some of the factors that will influence economic activity, and its associated successes and challenges. For an island economy with structural disadvantages not felt by other Australian states, a dynamic and diversified regional economy that builds on the region's competitive advantages is needed to maximise the benefits and minimise impacts of inevitable change.

Renewable energy supply is a critical input to sustainable economic growth in Southern Tasmania, providing low-cost, reliable power to meet demand and support energy security, and position Tasmania as a competitive low-carbon economy as the State works towards the Tasmanian 200% Renewable Energy Target. Electricity from the Central Highlands supplies Hobart and the surrounding areas, including regionally significant industrial precincts. Protecting the existing electricity system and strategically planning for renewable energy generation growth and future transmission corridors will be essential to maintaining the region's competitiveness and meeting the electrification needs of the state. Renewable energy development will also contribute to employment growth, particularly during construction phases of proposed projects in the region.

Economic activities in sectors like tourism and recreation, health, aged care, education, public administration and professional services, are some of the largest employers in Southern Tasmania. Metropolitan Hobart has the greatest concentrations of economic activity in these sectors, reflecting the relatively large population of Metropolitan Hobart, and its role as Tasmania's capital city.

Tourism is an important part of the region's economy and is strongly linked to the unique and diverse natural environment and cultural assets. Hobart International Airport carries Tasmania's highest passenger volumes, and it is anticipated this will increase over time as additional flight destinations are added. Tourism is also increasingly aligned with the rural economy, with farm gate and other agricultural value-add industries emerging across different areas. The dispersed nature of visitor attractions across the region places pressure on housing supply and affordability, local infrastructure and transport networks.

Other sectors depend on the natural environment to sustain production and their position in the market. Fishing and marine farming depend on the region's waterways, estuaries, ocean, and land-based interfaces for processing and transport to markets.

The distribution of economic activity within Southern Tasmania has diverse spatial characteristics:

- **Agriculture,** including broad-acre farming and irrigation zones. These areas support a diversity of agricultural production from grazing to crops and horticulture which often come with on-site or cooperative processing facilities to add value to or ready products for market. Such facilities are mainly concentrated in the more fertile river valleys including the Derwent and Coal River Valleys, and the coastal hinterland.
- **Aquaculture,** which is typically concentrated in the bays and estuaries along the region's vast coastline and often have associated land-based facilities including hatcheries and processing facilities in or near adjacent towns.
- **Natural resources,** including forestry, mining and quarries, and hydro-electricity generators, are dispersed throughout the region, but often in more elevated or remote locations.
- **Tourism, arts and culture,** which occurs in different forms based on the region's diverse attractions. Key attractions include the Hobart waterfront, the Museum of Old and New Art (MONA), the Port Arthur Historic Site, Kunanyi/Mt Wellington, Bruny Island and Mt Field National Park, the many coastal villages and beaches, and the region's vast national parks and wilderness areas.
- **Renewable energy zone (REZ),** identified by the Australian Energy Market Operator's (AEMO) Integrated System Plan (ISP) for the Central Highlands and extending into the Northern region. The AEMO's candidate REZ are highly prospective areas for renewables, with modelling and analysis indicating the Central Highlands REZ as having excellent wind resources, access to existing transmission infrastructure and suitability for co-location with solar and storage, whilst being close to major load centres at Hobart.
- **Regionally significant industrial precincts (RSIP),** are strategically located precincts (by road, rail or port) that support a concentration of industrial activities, including specialist industries such as export-oriented industries, transport and warehousing, incorporate a significant cluster of occupied and/or vacant industrial-zoned land, and generate a significant level of freight activity, with well-developed supply chains. RSIPs are located at Brighton, Glenorchy, Prince of Wales Bay and Cambridge.
- **Industrial land,** including manufacturing, local service industries, freight and logistics facilities including ports, airports and rail/road intermodal terminals. Industrial areas are clustered around the Derwent Estuary for historical reasons or for access to water for the transport of materials or as an input to processing, or at key nodes on the transport network like rail heads and Hobart International Airport.
- **Activity centres,** within Metropolitan Hobart and towns and villages across the region, have concentrations of retail, commercial offices, community and civic services, and entertainment. These can range in scale, from Hobart CBD to main streets of the region's rural towns.
- **Specialist precincts,** such as universities, government offices and research facilities like the Australian Antarctic Division, generally within Metropolitan Hobart but not always within an Activity Centre.

- **Construction,** is a large employer and is concentrated where growth in housing, commercial or industrial development occurs, or where major infrastructure projects are being delivered. Over the last ten years construction has been a strong sector, driven by relatively high population growth that has generated demand for more housing. Activity has been largely directed towards Greenfield Growth Areas on the fringes of Metropolitan Hobart.

Some types of economic activity benefit from co-location with other complementary uses. Clustering commercial offices, research and education, retail and entertainment and cultural facilities helps to make some areas more active and attractive for people and for investment. These uses benefit from people having a variety of experiences, and the different uses often collaborate or provide inputs for each other.

Together, the STRLUS Growth Management and Sustainable Economic Growth strategies support consolidation of population around activity centres and high frequency public transport corridors to support the economic performance of those centres as well as the viability of the public transport infrastructure required to service them and the broader community. The STRLUS Growth Management section should therefore be read closely with the Regional Strategies for Activity Centres.

Other land uses that contribute to the economy of the region require separation to manage impacts on communities or the environment. Heavy industries often require buffers to residential areas to avoid causing health or amenity impacts, although in some locations residential development has grown around industrial areas bringing residents closer to long-established industrial uses. Buffers to mines and quarries are a consideration in planning for growth to ensure these uses can continue to operate without impacting their neighbours.

Transport networks are key to growing and sustaining the region's economy, to enable people to access work, education, shops and services, and for the movement of goods produced in or imported to the region. Road transport is the key mode for the movement of people and goods. Rail coverage is limited to freight rail connections from Boyer to the northern ports that access national and international destinations. Continued outward growth of Metropolitan Hobart will place pressure on the delivery of infrastructure, and the need to maintain access to dispersed economic nodes requires transport infrastructure to connect the wider region.

The spread of tourist attractions across the region also requires access to support visitation and inputs to local economies. Buses are the primary public transport mode with ferries utilising the Derwent Estuary.

Ports provide critical access for productive industries including forestry, mineral processing and fisheries as well as for tourism (cruise ships and tours), the Australian Antarctic Division's marine base and for Hobart's Antarctic Gateway.

3.4.2. Regional Strategies – sustainable economic growth

3.4.2.1. Agriculture and aquaculture

(a) Prime and significant agricultural land is protected from encroachment and land use conflicts with urban areas and other non-compatible and fettering uses through planning controls that identify productive agricultural land and appropriate buffers.

(b) Avoid conversion of prime and significant agricultural land to uses that do not contribute to the ongoing sustainability and growth of the agricultural economy of the region.

(c) Value-adding industries, processing, commercial, retail, and tourist-related uses associated with primary agricultural production are co-located where those uses contribute to the ongoing sustainability and growth of the region's agricultural economy.

(d) Support opportunities for down-stream processing of agricultural products in appropriate locations where there is available supporting infrastructure and off-site impacts can be minimised or managed.

(e) Opportunities are provided for shore-based aquaculture facilities on land in coastal areas to support marine industries in Marine Farming Zones (Figure 14).

(f) Recognise the industrialised nature of marine farming and the need for land based marine farming infrastructure in locations close to farming operations and balance with the potential impacts to landscape values.

3.4.2.2. Natural resources

(a) Consider interfaces between land used for primary industries activities (such as mining and forestry operations) and tourism, National Parks, reserves and landscape conservation areas, while recognising that forestry in existing State Forests and Private Timber Reserves will alter landscape character and visual amenity.

(b) Plan for the adaption and transition of local towns where forestry and other extractive industries are in decline, and zone land to enable new industries and economic activity, including tourism, to establish while supporting continued operation of natural resource activities.

(c) Identify extractive industries early in local strategic planning and include appropriate buffers to sensitive land uses (particularly residential areas) to avoid land use conflicts and facilitate the continued operation of existing extractive industries or the establishment of new extractive industry operations.

(d) Enable worker housing in appropriate locations that are accessible to places of work in natural resource industries while avoiding amenity and health impacts associated with living close to potentially impacting activities.

3.4.2.3. Tourism

(a) Support the status and conservation of cultural heritage and natural environment areas in recognition of their significant contribution to the region’s economy.

(b) Land use and development does not negatively impact the amenity, scenic or cultural values of natural or cultural tourism attractions.

(c) Planning for towns and villages that are identified as tourist destinations (Table 3) provide sufficient capacity to accommodate projected demand for short stay tourist accommodation and for permanent residents and seasonal workforce requirements, particularly in locations without access to reticulated water and sewer (where larger tourist accommodation facilities may be constrained).

(d) Planning controls provide flexibility for mixed use developments incorporating tourism related use and development in strategic locations in Metropolitan Hobart, towns and villages.

3.4.2.4. Renewable energy

(a) Recognise that land within renewable energy zones (REZ) (Figure 15)has been strategically identified for investment in renewable energy projects and balance the intent of REZs with the need to provide for other land uses.

(b) Protect the network of hydro-electricity generation and transmission throughout the region.

(c) Identify and protect transmission corridors and minimise the impacts of new transmission connections to REZs by utilising existing transmission corridors to the greatest practical extent.

(d) Account for temporary and ongoing workforce demand when planning for housing and accommodation in and near REZs and implement measures to enable transition of temporary worker accommodation to permanent uses (for example tourist accommodation, housing for other key workers, affordable housing or crisis accommodation), particularly in towns and villages outside Metropolitan Hobart.

3.4.2.5. Industry, freight and logistics

(a) Protect the following key sites and areas (Figure 16) from use and development which would compromise their strategic economic potential:

   i. regionally significant industrial precincts at Glenorchy, Prince of Wales Bay, Cambridge Park and the Brighton Hub;

   ii. Hobart Port (including Sullivans Cove and Princes Wharves);

   iii. major manufacturing sites at Lutana, Boyer and Claremont; and

   iv. Hobart International Airport.

(b) Strategically plan across regionally significant industrial precincts (RSIPs) to focus the future growth and expansion of industrial land supply within existing major precincts, considering the competitive advantages of individual RSIPs, infrastructure and service upgrades, lot size requirements, and the needs of existing and emerging industrial uses.

(c) Provide sufficient, appropriately zoned land for local service industries.

(d) Protect rail-side and port-side land for uses that have a specific need to locate near these facilities.

(e) Protect key freight corridors and ports to support the efficient movement of goods to and from the region.

(f) Improve freight connectivity, access and supply chain relationships between RSIPs at Glenorchy, Prince of Wales Bay, Cambridge Park and the Brighton Hub.

3.4.2.6. Activity Centres

(a) Plan for growth and consolidation to facilitate economic activity in Activity Centres based on the categorisation in Table 3**,** the relevant growth management strategies under Sections 3.1.2. and 3.1.3. and Structure Plan requirements (Appendix 1).

(b) The future roles of activity centres is based on strategic analysis of the capacity to provide the necessary services and infrastructure and relationships between Activity Centres within the activity centre hierarchy.

(c) Strengthen Hobart CBD's role as the capital city, main government administrative and commercial centre for the region and for Tasmania.

(d) Grow the role of Principal Centres as key employment hubs and locations for population-serving land uses by maintaining a commercial core that may also permit residential or

other accommodation related uses without detracting from the primary employment and service delivery functions of the centre.

(e) Support the diversification and growth of District Centres and Service Hubs to meet the needs of surrounding communities for shopping, employment, local services, entertainment and recreation.

(f) Support increased densities in and around District Centres, Principal Centres and Hobart CBD (Figure 17) to support the provision of prioritised High Frequency Public Transport Network and active transport corridors.

(g) Planning for District Centres and Service Hubs is to:

i. achieve activation through mixed uses including residential development, while ensuring sufficient commercial and retail capacity is maintained to meet demand; and

ii. improve people's capacity to benefit from access to retail, employment, services and regional bus routes.

(h) Plan for the continued viability or strengthening of Neighbourhood and Rural Centres by enabling more residential development within walking catchments, including mixed retail, commercial, community and residential developments, while preserving primary centre functions.

(i) Active transport is to be prioritised within Activity Centres and their surrounding areas based on the growth management targets (Figure 17) and on strategic active transport corridors.

(j) Car parking requirements within Activity Centres are to balance the needs of access to retail and services with increased prioritisation of active transport and public transport.

3.4.2.7. 3.4.2.7. Innovation and research

(a) Strengthen and support the role of tertiary education and vocational training institutions including co-location with related government and private sector land uses to foster collaboration and integration of teaching, research and innovation between tertiary and vocational institutions, government and the private sector.

(b) Support and leverage the presence of the Australian Antarctic Division within the region and its interactions with tertiary education institutions.

(c) Maintain working port functions that support the Australian Antarctic Division's primary access to the Antarctic through Hobart.

(d) Support innovation and evolution of industrial activities, natural resource industries, agricultural and aquaculture activities including value-adding opportunities by encouraging new methods of production, productive natural assets and co-location of compatible economic activities.

(e) Accommodate circular economy land uses within agriculture and aquaculture areas, industrial areas, business parks and other employment precincts where they can benefit from research and investment partnerships and access to input materials and markets for their products.

(f) Support and facilitate cultural institutions that contribute to understanding of the region's history and culture and that embed the arts and culture as key elements of the region's vibrancy, attraction to visitors, and for the amenity and enjoyment of its people.

Figure 14 – Agriculture and marine farming areas

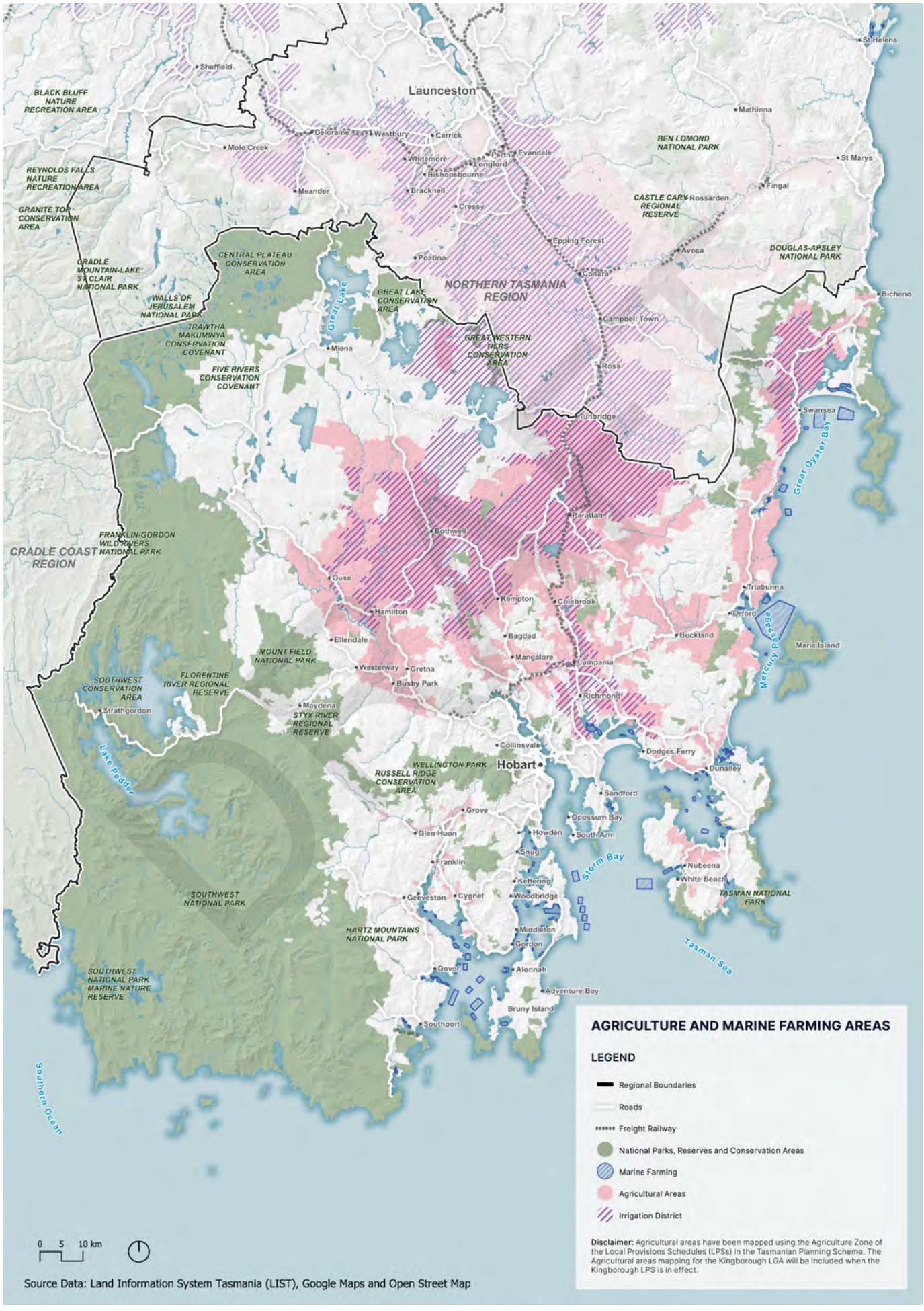


Figure 15 – Renewable Energy Zone

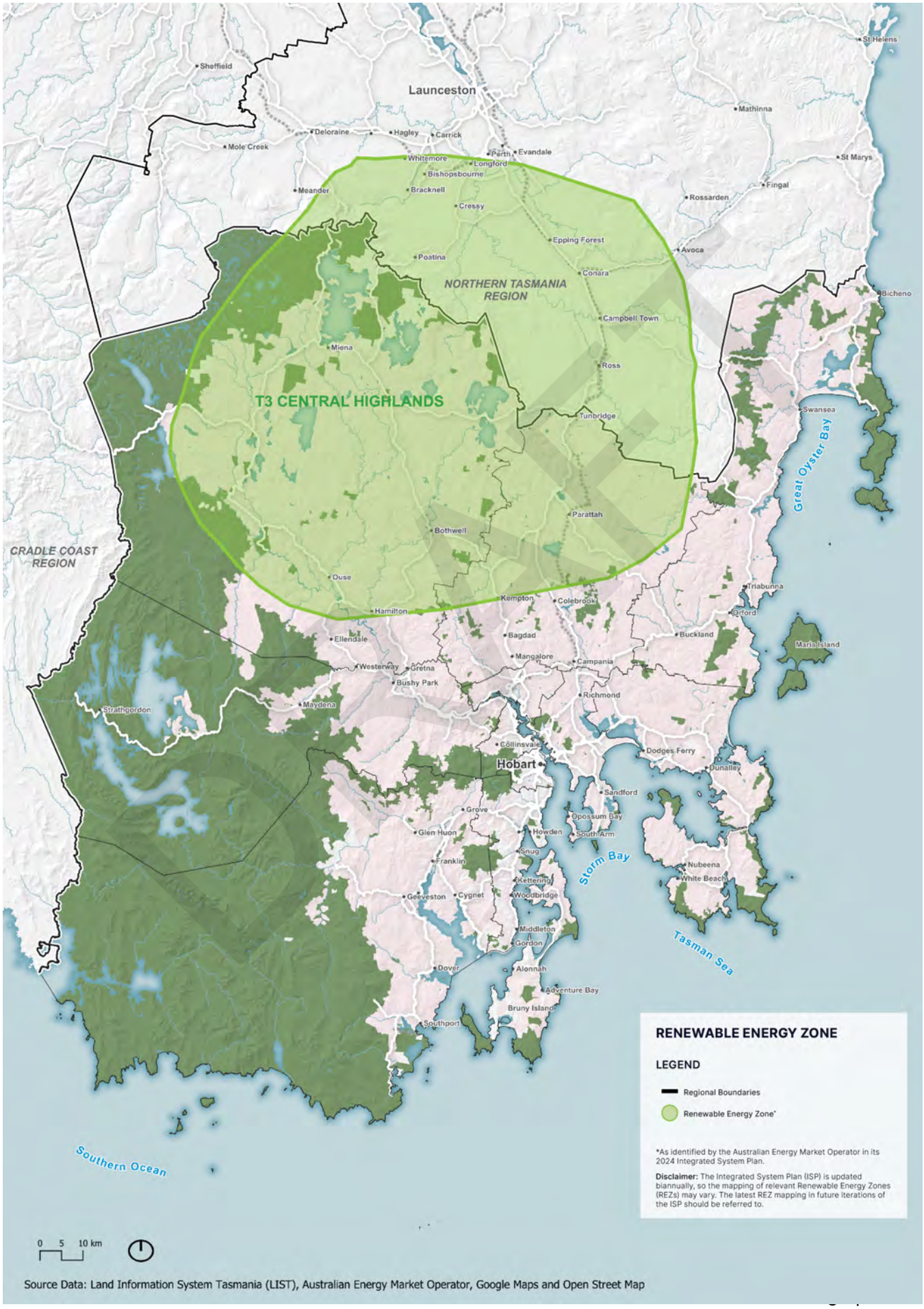
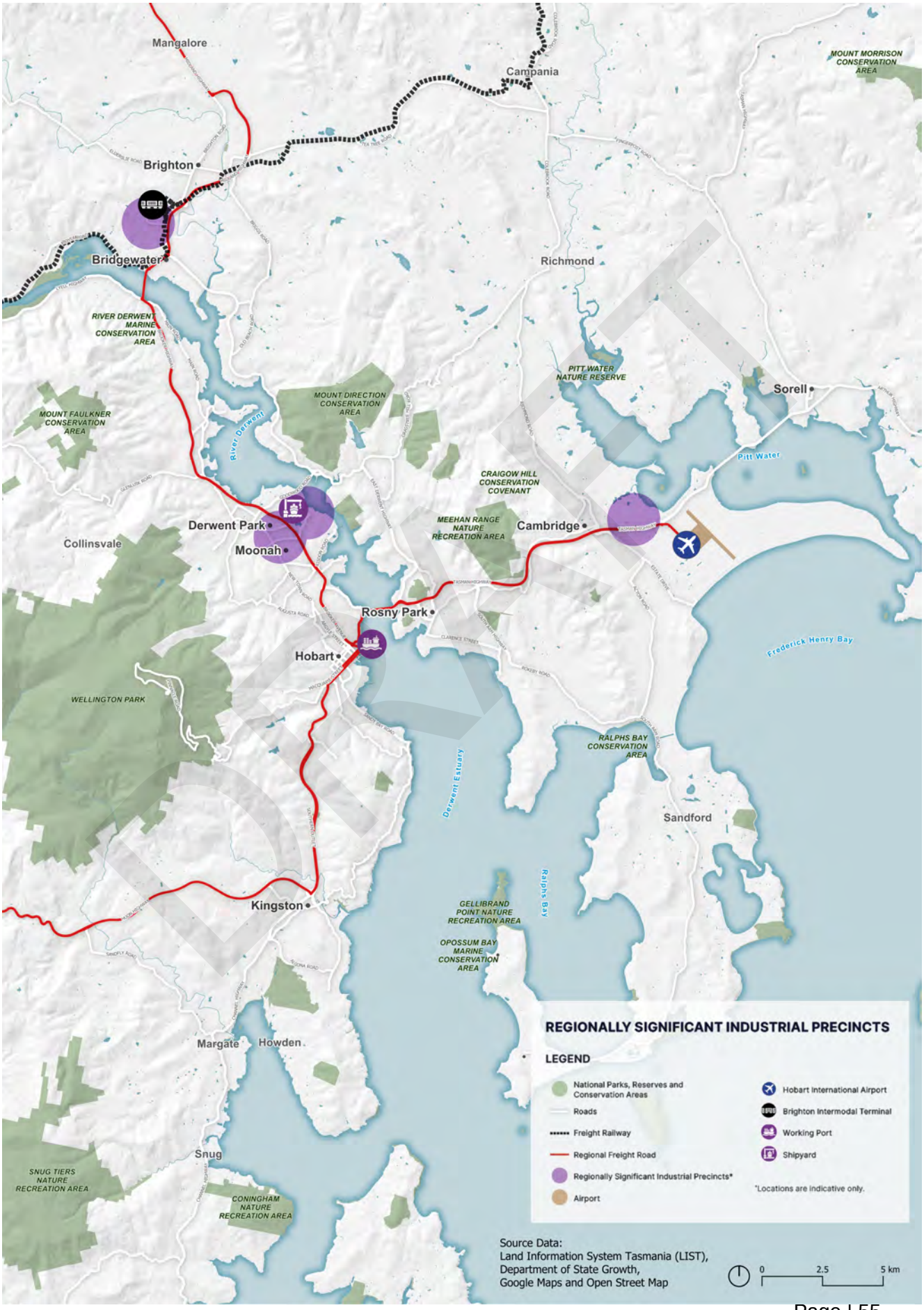


Figure 16 – Regionally significant industrial precincts



3.4.3. Activity Centre categorisation

Activity centres are diverse in relative size and function. The following categorisation of activity centres relates to their size, the geographic range and size of populations they serve, and the diversity of functions they contain. Relationships to surrounding land uses, and opportunities and constraints to growth related to transport and other infrastructure are also considered. Some activity centres within the Metropolitan Urban Boundary also perform roles and functions related to surrounding rural and coastal areas.

In Table 3 below, the activity centres categorised as Hobart CBD, Principal Centres, District Centres and Service Hubs are described, whilst example locations are provided for smaller activity centres.

Table 3 – Activity Centre categorisation

Characteristic	Description	Location/ Examples
Hobart CBD	The primary hub for Tasmania, the region and Metropolitan Hobart, providing a comprehensive range of services and facilities in terms of business, government administration, leisure, entertainment, tourism facilities and services and public transport. It concentrates a significant proportion of employment opportunities within the region, particularly in the business and professional services, government and administration sectors in the CBD centre. There are a number of precincts that concentrate similar or compatible uses. The CBD provides a high level of public amenity and high-quality urban design. Hobart CBD identified as a Priority Growth Area (Figure 10).	
Employment	Major location for higher order employment including government administration, business and professional services, health and medical care, tertiary institution, vocational education and training, retail, hotel industry and food services.	Hobart CBD
Commercial and retail activity	Highest order business and professional services and retail.	
Community facilities and social infrastructure	Highest order public and private health services, tertiary institutions, vocational education and training, campuses, libraries, museums, cultural facilities, government and non-government social services and justice.	
Residential	High density residential often mixed with business or retail uses. Historic housing forms including terraces and heritage cottages on the fringe of the CBD.	

Characteristic	Description	Location/ Examples
Entertainment and recreation	Major sports facilities, cinemas, concert halls/theatres, visitor accommodation, major tourist attractions, regional or State-level outdoor recreation and parks (e.g. Botanic Gardens, Domain).	
Catchment and access	All of Tasmania, and all the southern region. Major destination for local, intra-state, interstate and international visitors. Primary concentration of public transport connections across Metropolitan Hobart and extending across the broader region.	
Principal Centre	Principal Centres offer a broad range of services and facilities including business and government offices, to serve the surrounding sub-region or region with a focus on retail and commercial sectors. Usually a key destination for public transport with an interchange with frequent services linking to other major activity centres and surrounding residential areas, with express services connecting to Hobart CBD. Principal Centres are identified as Priority Growth Areas (Figure 10). May service rural communities where located near the fringe of the Metropolitan Urban Boundary.	
Employment	A range of office and administration employment catering to small to medium enterprises. Major location for employment including government administration, business and professional services, retail and food services.	o Glenorchy o Rosny Park o Kingston
Commercial and retail activity	Major supermarkets, department stores and a range of speciality shops. Local and larger scale commercial offices and some government services either with regional offices or head offices (where not located in Hobart CBD).	
Community facilities and social infrastructure	Primary location for local government services for relevant council, secondary location for Tasmanian and Australian Government community infrastructure or services. Supports district facilities (such as Service Tasmania, Centrelink Customer Service Centre, Medicare/Family Assistance Office, State Library branch, etc). Health care facilities and services including integrated medical centres and allied health services. Urban and public open spaces	

Characteristic	Description	Location/ Examples
	act as the focus for community facilities and events. Principal Centres include a range of educational facilities, including schools, vocational education and training and childcare centres.	
Residential	Shop top or stand-alone residential development within the centre or around the fringes complemented by infill and consolidation of surrounding residential area to achieve higher densities and more diverse housing. Residential consolidation and diversification leverages access to regional bus routes and the proposed Rapid Bus Network, and active transport infrastructure within 800 metres of the centre and key transport stops.	
Entertainment and recreation	A variety of dining, entertainment options, including nightlife activities and significant cultural and/or sporting venues for the region.	
Catchment	Catchment of regional significance across at least two local government areas	
District Centre	The District Centre will primarily offer convenience goods, services, and some community facilities to the surrounding districts. It should be well-connected by high-quality bus services and, if feasible, integrated with other public transport modes. District Centres are identified as Priority Growth Areas (Figure 10). May service rural communities where located near the fringe of the Metropolitan Urban Boundary.	
Employment	Serves as an employment hub for the local government area, primarily in retail, supported by a variety of office-based jobs, mainly in professional and personal services	o Moonah o Bridgewater o Sorell o North Hobart o New Town o Sandy Bay
Commercial and retail activity	Includes at least one major supermarket, a variety of specialty shops, and secondary retail outlets. It may also feature a small department store. Office spaces are limited to small-scale professional services such as finance, banking, insurance, and real estate.	

Characteristic	Description	Location/ Examples
Community facilities and social infrastructure	Small-scale community facilities such as a community hall and public open space. Health care services, including medical centres and allied health care consulting rooms. Some Tasmanian or Australian Government social services such as Service Tasmania or Centrelink may be available. The activity centre should serve as the hub for services within the local government area if there is no primary or principal centre.	
Residential	Shop-top housing, medium density and more diverse residential are facilitated within approximately 400 metres of the centre.	
Entertainment and recreation	Includes some night-time activities, primarily centred around dining, and may be some venues for cultural activities for the catchment area, such as public art galleries or public hall and theatres.	
Catchment	Supports Hobart CBD and Principal Centres. Generally, an local government area wide catchment, although may attract people from adjacent local government areas.	
Service Hub	Service Hubs are similar to District Centres but are located outside of the Metropolitan Urban Boundary and generally service rural areas. They primarily offer convenience goods, services, and some community facilities to the surrounding areas. Public transport services that access surrounding areas and higher order activity centres should be available. Service Hubs are an identified category under Towns and Village Roles and Functions (Table *2*).	
Employment	Serves as an employment hub for the local government area and surrounding rural area, primarily in retail, supported by a variety of office-based jobs, mainly in professional and personal services	o Huonville o New Norfolk
Commercial and retail activity	Includes at least one major supermarket, a variety of specialty shops, and secondary retail outlets. It may also feature a small discount department store. Office spaces are limited to	

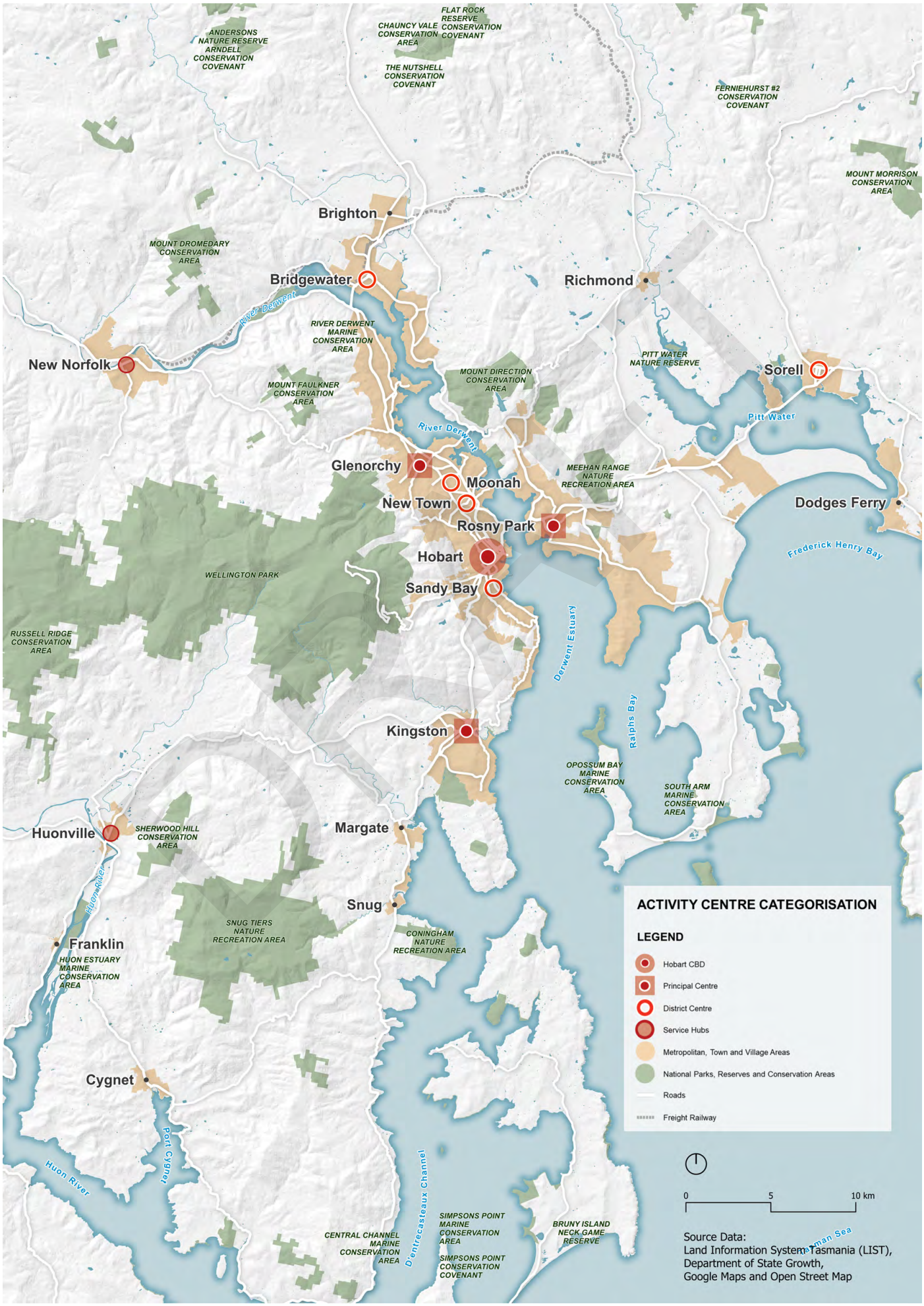
Characteristic	Description	Location/ Examples
	small-scale professional services such as finance, banking, insurance, and real estate.	
Community facilities and social infrastructure	Small-scale community facilities such as a community hall and public open space. Health care services, including medical centres and allied health care consulting rooms. Some Tasmanian or Australian Government social services such as Service Tasmania or Centrelink may be available. The activity centre should serve as the hub for local government services if there is no primary or principal centre.	
Residential	Medium density and diversity in housing types are facilitated within approximately 400 metres of the centre.	
Entertainment and recreation	Includes some night-time activities, primarily centred around dining. There may be some venues for cultural activities for the catchment area, such as public art galleries or public hall and theatres.	
Catchment	Supports surrounding rural areas, local government area wide catchment, although may attract people from adjacent local government areas.	
Neighbourhood Centre	Neighbourhood Centres cater to the immediate and surrounding suburb's daily needs and services. Within the Metropolitan Urban Boundary, Neighbourhood Centres should ideally be situated along a public transport corridor with strong bus connections. They should be easily accessible by cycling or walking to enhance local access. Some Neighbourhood Centres are identified as Priority Growth Areas (Figure 10).	
Employment	Mix of smaller retail, community, and health services (such as GPs), along with small-scale office-based jobs that serve the local area	As determined by local government, examples include: o South Hobart o Blackmans Bay o Bellerive
Commercial and retail activity	Should provide at least one supermarket and a variety of specialty shops. Offers both convenience and variety and may include a small department store.	

Characteristic	Description	Location/ Examples
Community facilities and social infrastructure	Local community services, including community health facilities, community centre, schools, emergency services, and sport facilities/infrastructure.	o Brighton o Lindisfarne o Howrah o Glebe Hill o Claremont
Residential	Focus for residential consolidation and diversification within 200-400 metres of main commercial centre and public transport routes, at a scale and bulk that is appropriate to local character.	
Entertainment and recreation	Some nighttime activities primarily focussed on dining at a local restaurant or hotel. May include local scale or community based performing arts venues.	
Catchment	Serves a number of suburbs but may attract people from a wider local government area catchment on an occasional basis, particularly with a concentration of restaurants or entertainment venues.	
Rural Centre	Rural Centres cater to their surrounding rural communities and may often be associated with a Tourist Destination towns or village function. Rural Centres may be of a similar scale to Neighbourhood Centres but will have a reduced public transport service.	
Employment	Mix of smaller retail, community, and health services (such as GPs), along with small-scale office-based jobs that serve the local area	As determined by local government examples include: o Swansea o Bicheno o Triabunna o Cygnet o Franklin o Geeveston o Nubeena o Margate
Commercial and retail activity	Should provide at least one supermarket and some specialty shops. Rural Centres often feature tourism-related businesses, such as private galleries, and may be characterised by increased seasonal activity.	
Community facilities and social infrastructure	Local community services, including community health facilities, community centre, emergency services, and sport facilities/infrastructure.	
Residential	Increased dwelling density and housing diversity in proximity to the centre should be encouraged.	

Characteristic	Description	Location/ Examples
Entertainment and recreation	Some nighttime activities primarily focussed on dining at a local restaurant or hotel.	
Catchment	Supports the surrounding rural community.	
Local Centre	Local Centres provide access to some basic goods and services to support the community in its immediate area or a broader rural context. Highly accessible by walking and cycling networks, particularly within the Metropolitan Growth Boundary.	
Commercial and retail activity	Local centres offer at least one grocery/convenience store they may also contain small specialty shops (i.e. newsagents, pharmacy, gift store). May include limited food services or business and professional services.	As determined by local government
Community facilities and social infrastructure	May contain some small-scale community facilities, public open space or recreation facilities.	
Residential	Residential uses are supported.	
Entertainment	May include a local restaurant or bar, residential amenity must be preserved.	
Catchment	Serve the immediate community within a suburb, town or village.	
Specialist Centre	The Specialist Centre is focused on specific activities. They are ideally situated along or adjacent to a public transport corridor and positioned between existing activity hubs.	
Employment	Dependent upon specialist role and function.	o Cambridge Park
Commercial and retail activity	Any retail should primarily reflect the specialist purpose of the centre or defined character. Other broader food services (take-aways, cafes etc) should be limited to servicing employment precincts. Office spaces should be concentrated around employment precincts affiliated with the centre's predefined purpose or character.	

Characteristic	Description	Location/ Examples
Community facilities and social infrastructure	Limited, unless predefined purpose or character details a specific need or supports worker's needs.	
Residential	Limited to specialised accommodation relating to centre's role and function.	
Entertainment and recreation	None, unless related to the key function of the centre or activities to cater to worker needs.	
Catchment	Regional or local, dependent upon specialisation.	

Figure 17 – Activity Centre categorisation



3.5. Physical Infrastructure

Southern Tasmania invests in and prioritises infrastructure in its existing settlements, while new infrastructure is delivered in logical and sequential ways, supporting the equitable sharing of costs to provide for communities to prosper economically and socially.

3.5.1. Overview

Physical infrastructure includes roads and rail, stormwater, water, sewerage, energy and telecommunications networks. Physical infrastructure ensures our communities are supported with access to essential services to support a prosperous, resilient and liveable region. Physical infrastructure is also fundamental to a sustainable regional economy providing energy and resources for business, transporting goods to market and to people accessing employment and activity centres.

Regional Strategies for physical infrastructure planning are inextricably linked to Growth Management (Section 3.1) and Sustainable Economic Growth (Section 3.4). Coordinating land use and infrastructure assists with meeting the region's housing, employment, community and industry needs, while ensuring we make the best use of the region's existing infrastructure assets. The facilitation of a developer contributions scheme to service new land use and development would support equitable and timely delivery of infrastructure.

Increasing severity and frequency of environmental hazards and extreme weather events requires climate-resilient infrastructure networks and assets to maintain functionality under increased stress, including the capacity to endure and recover from natural hazards exacerbated by climate change. More compact and efficient urban areas, towns and villages will minimise the costs of infrastructure delivery, make the best use of existing infrastructure and capacity, and minimise the exposure of infrastructure to natural hazards.

3.5.1.1. Energy

TasNetworks has a well-established network of transmission and distribution lines for the region. Most of Tasmania's electricity generation is from renewable sources, largely hydro-generation and wind farms. Tasmania will need more electricity to supply population growth, support electrification of transport and industry, future proof jobs and attract new industries. The region is well placed to support further large-scale renewable energy projects for an affordable, reliable and secure future energy supply while contributing to emissions reduction[7].

3.5.1.2. Water, sewer and waste

TasWater provides the region with water and sewer services. Most urban areas have access to secure reticulated water; however outside of these areas many homes and business rely on tank water. The unpredictability of rainfall due to climate change has the potential to create challenges. Sewerage reticulation and treatment infrastructure is available in many urban areas however, many towns and villages and rural areas rely on on-site sewage

[7] Department of Natural Resources and Environment Tasmania - Tasmanian Waste and Resource Recovery Board, 2023, Tasmanian Waste and Resource Recovery Strategy 2023-2026

treatment and disposal which is a constraint to achieving higher densities, land use mix and more diverse and compact housing.

The management of stormwater by Councils requires significant investment.

There is an irrigation network in the region which supports the productivity of our agricultural lands and contributes to diversification of the region's economy. The Tasmanian Waste and Recovery Strategy sets out a plan to reduce the generation of waste, boost recycling and resource recovery to support Tasmania's move to a circular economy[8]. TasWaste South, a joint authority established by the 12 Councils of Southern Tasmania, strategically coordinates waste management and resource recovery in the region. The Climate Change Office identifies the potential of the waste sector to support the maintenance of the State's net zero status.[9]

3.5.1.3. Transport

A key challenge for the region's transport network is the dispersed population, combined with reliance on access to Hobart for jobs and services. Low population densities mean it is difficult to support public transport services and coverage of bus routes is limited. This has resulted in a heavy reliance on private vehicles with only 6 per cent of work trips in the region being undertaken by public transport[10]. While many in the region will continue to rely on private vehicles, increased use of public transport and more active transport will reduce congestion and support public health, improved social outcomes, such as access to jobs, along with improved amenity.

Integrating land use and transport is essential for reducing reliance on private vehicles, especially as the region grows and changes, making it increasingly important to concentrate housing and employment opportunities around key transport nodes and corridors, such as the Northern Suburbs Transit Corridor. Our regional centres will support self-containment and reduce trip length through measures that support the delivery of local goods and services. While most urban areas have more transport options than rural or remote towns, enhanced opportunities for active transport within our communities combined with improved public transport can all help reduce the region's reliance on private vehicles. Even a slight shift to public and active transport can result in large reductions in road congestion and infrastructure costs.

Opportunities to cost effectively expand the State Road network to cater for future growth are limited, considering geographic, environmental, and adjacent development constraints. The expansion of public transport services requires minimum economies of scale, that are primarily determined by population size and density.

Freight rail connects the region to ports in Northern Tasmania (Bell Bay, Burnie and Devonport), which process 86 per cent of imports to the region. Intra-state freight rail services operate to the paper mill at New Norfolk and the intermodal terminal at Brighton. The Brooker Highway is the region's most significant freight route, with the Midland Highway

[8] Department of Natural Resources and Environment Tasmania - Tasmanian Waste and Resource Recovery Board, 2023, Tasmanian Waste and Resource Recovery Strategy 2023-2026

[9] Renewables, Climate and Future Industries Tasmania Department of State Growth - Climate Change Office, November 2023, State of Play Report: Tasmania's waste sector

[10] Department of Natural Resources and Environment Tasmania - Tasmanian Waste and Resource Recovery Board, 2023, Tasmanian Waste and Resource Recovery Strategy 2023-2026

a significant inter-regional freight route. Ensuring the ongoing protection of these key routes supports the economic vitality of the region.

3.5.1.4. Digital

The National Broadband Network (NBN) provides high-speed internet infrastructure to Southern Tasmania, allowing our communities to work from home, study, access telehealth, shop and run businesses. However, many parts of the region do not enjoy the same access to digital services as Metropolitan Hobart.[11] Capitalising on digital infrastructure will support the delivery of economic and social services to more remote communities and enhance local economies, including tourism.

3.5.2. Regional Strategies – physical infrastructure

3.5.2.1. Physical infrastructure

(a) Maximise the efficient use of existing infrastructure by prioritising growth in areas where there is underutilised capacity and within identified growth areas.
(b) Strategically align and integrate infrastructure across the Region to meet the needs of a growing and changing population while supporting a more productive economy.
(c) Identify and protect strategic infrastructure sites and corridors from unsuitable development to preserve the functionality of the services they deliver.
(d) Collaborate with infrastructure providers to plan for growth that is supported by appropriate infrastructure.

3.5.2.2. Water, wastewater and waste infrastructure

(a) Establish sufficient buffers around water and wastewater treatment plants and identify complementary activities within these areas that offer economic or community benefits
(b) Align water and wastewater capacity and planning with planning for the areas of future growth, including whether there is existing or potential to provide reticulated systems.
(c) Facilitate resource recovery, recycling and waste management including opportunities for circular economies.

3.5.2.3. Energy infrastructure

(a) Maintain operational requirements of electricity generators and transmission networks to ensure secure energy supply to support growth and industries.
(b) Support renewable energy projects within emerging REZs to ensure sustainable growth in energy supply, while protecting environmental, cultural and social values.

3.5.2.4. Roads

(a) Identify and promote the protection of the following key road corridors from encroachment by incompatible land use and development:
    i. Midland and Brooker Highways as part of the Burnie to Hobart transport corridor, Tasmania's premier passenger and freight corridor, facilitating the movement of high volumes of people and heavy freight between major ports, intermodal hubs, population and industrial centres;
    ii. key urban passenger transport corridors, including the Tasman Highway (Hobart to Sorell), South Arm Highway (Mornington to Rokeby), East Derwent Highway (Rose

[11] Department of State Growth, Regional Telecommunications Review 2021 – Tasmanian Government submission

Bay to Geilston Bay), Southern Outlet (Hobart to Margate) and Main Road (Moonah to Glenorchy); and

iii. last mile urban freight routes, including Derwent Park Road, Risdon Road and Lampton Avenue.

(b) Identify and protect future road corridors, including the Bagdad bypass, Rokeby bypass and future duplication of the South Arm Highway to Lauderdale.

(c) Assess the impact of land use on the road network, including from major developments, incremental growth and changes to regional employment and commercial activities.

(d) Optimise road connectivity by integrating new roads in subdivision design with existing and future road networks.

3.5.2.5. Passenger transport modes

(a) Facilitate strategic active transport networks with All Ages and Abilities routes to better connect cities, towns, and Activity Centres while collaborating with councils to plan and implement local networks.

(b) Encourage active commuting to work by incorporating for end-of-trip facilities, particularly in employment-generating land uses in Hobart CBD, Principle Centres, District Centres and Specialist Activity Centres.

(c) Protect ferry infrastructure points along the Derwent Estuary, and for existing and future ferry stop sites:

i. protect land around the sites and plan for consolidation and mixed use consistent with the growth management strategies in Section 3.1; and

ii. integrate land-based active transport and public transport to enable connections to key destinations.

(d) Plan for consolidation consistent with the growth management strategies (Section 3.1) around High Frequency Public Transport Corridors (Figure 18) and mixed-use precincts and developments in strategic locations along other priority public transport corridors and major stops on the Regional Bus Network.

(e) Provide car parking requirements that align with the goal of boosting public transport usage.

3.5.2.6. Ports and strategic transport networks

(a) Safeguard key economic infrastructure, including airports, ports, and intermodal hubs, from encroachment by incompatible developments, and support growth and diversification of economic activity in these areas.

(b) Enhance freight opportunities for transporting goods to new and existing local, national, and international markets to maintain the region’s efficiency, productivity, and competitiveness.

Figure 18 – High Frequency Public Transport Corridors

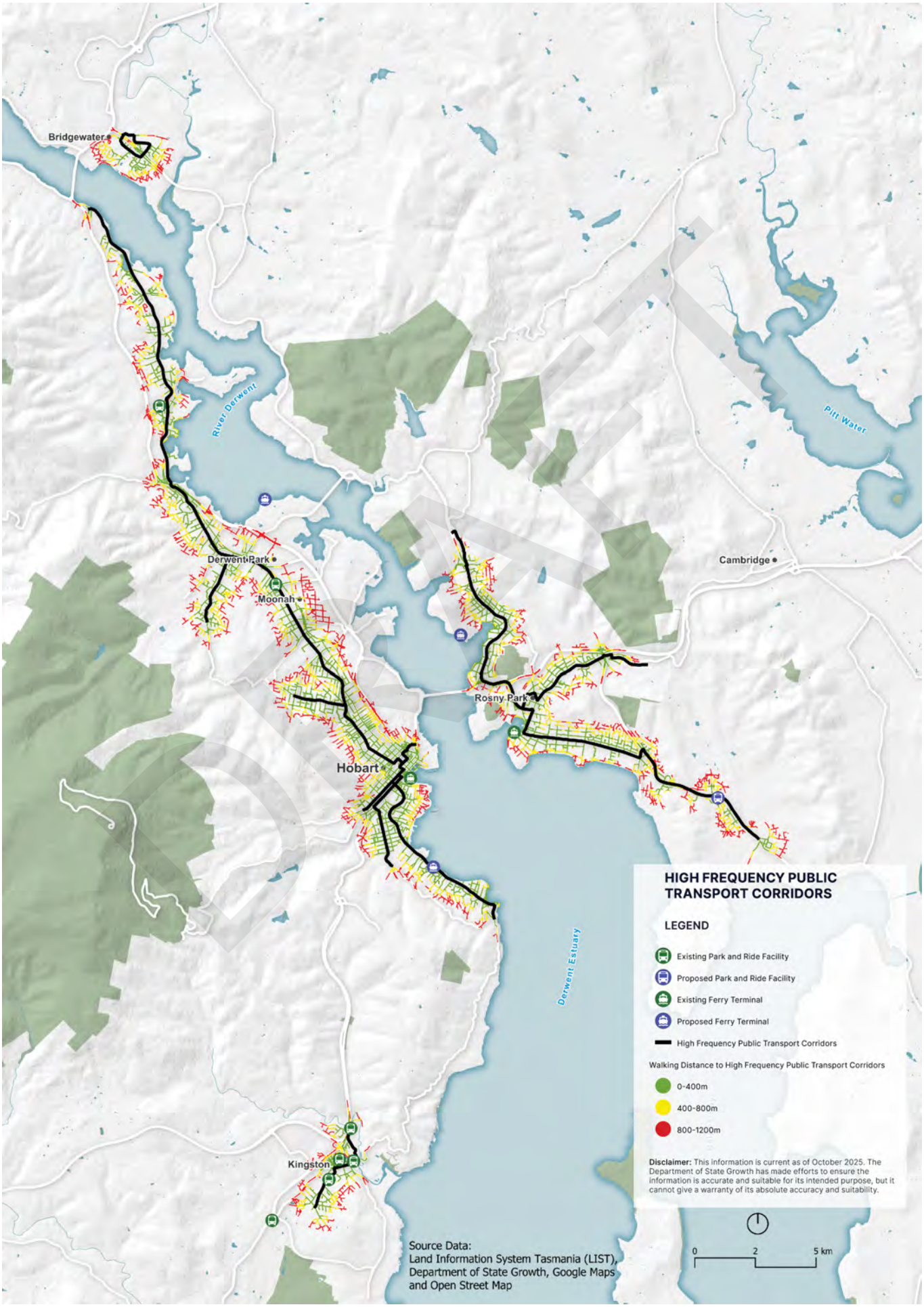
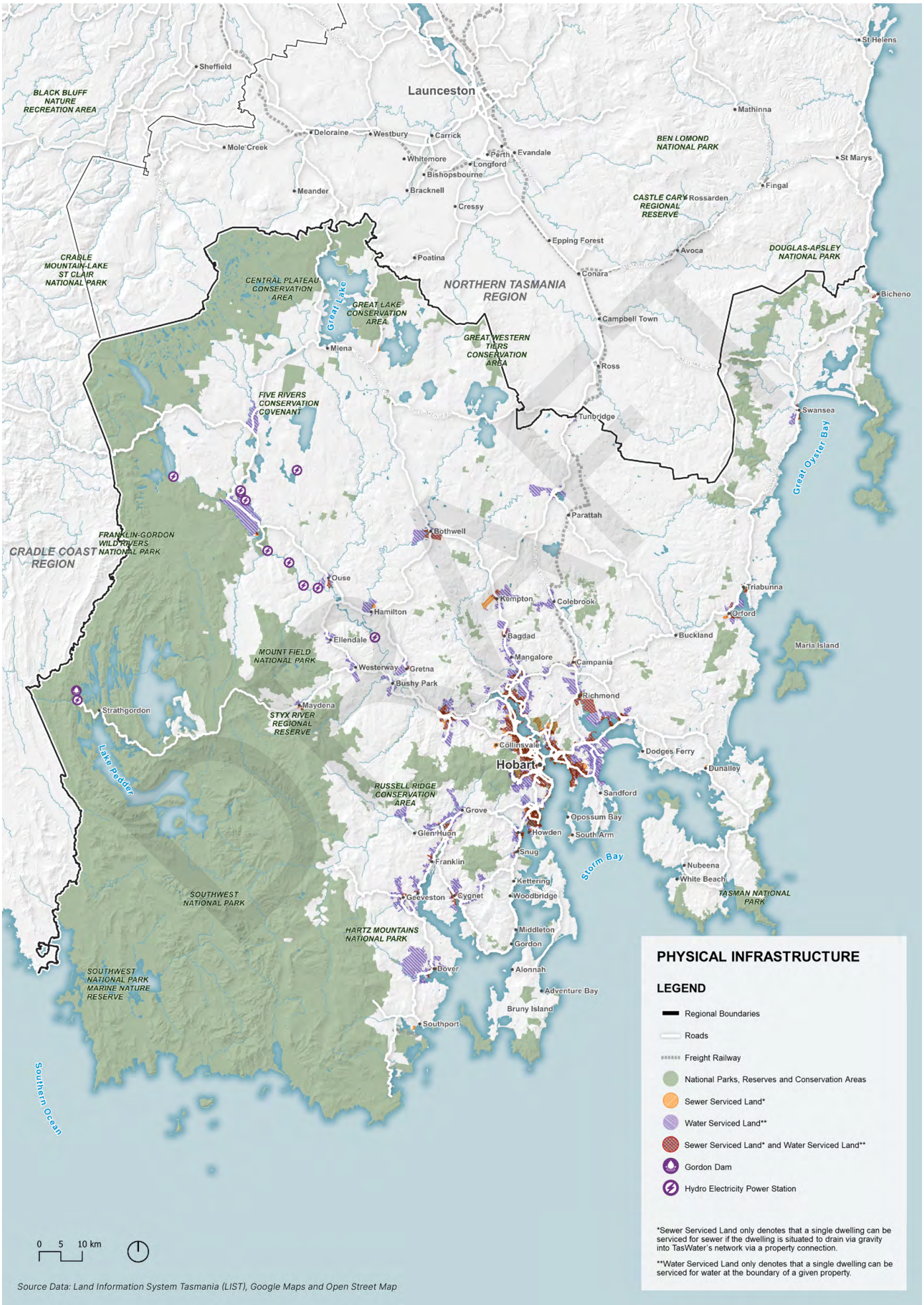


Figure 19 – Physical infrastructure



3.6. Cultural Heritage

Cultural heritage underpins the character of Southern Tasmania and connections between its people and the natural environment, particularly for Aboriginal people. Recognising, protecting, celebrating and sharing cultural heritage values is central to maintaining the region's environment, and for thriving communities and the regional economy.

3.6.1. Overview

The historic character of Southern Tasmania is an important part of the region's identity, both in terms of Aboriginal and historic cultural heritage' assets. The STRLUS recognises the fundamental differences between how Aboriginal cultural heritage and historic cultural heritage are understood, managed and interpreted.

Aboriginal cultural heritage can be areas significant to Aboriginal people, objects or evidence of historical significance to Aboriginal occupation in the area and often requires being rediscovered to be formally recognised. Land use planning should respond sensitively to Aboriginal cultural heritage and require a duty of care to ensure activity does not harm that which has been identified. The approach to land management and caring for Country such as cultural burning to maintain the health of landscapes and protect against unplanned bushfires and hunting to manage animal populations is also of great relevance to supporting a sustainable and resilient region. Therefore, facilitating greater access and connection to Country should also be a consideration for future growth and development.

The region's cities and town centres are where historic heritage is most concentrated and are also the best locations for urban consolidation. Land use planning plays a vital role in balancing the need to develop and renew towns and cities with maintaining historic character and tangible links to the past. The STRLUS guides urban renewal to respect heritage, cultural connections, and rehabilitate natural systems like watercourses and vegetation corridors.

Historic cultural heritage in Southern Tasmania ranges from whole islands, colonial farms, homes of significant historic people, gaols, whaling stations, racecourses and penal settlements. The Tasmanian Heritage Register, along with local heritage schedules are a valuable and accessible bank of knowledge of the historic assets of the region. Heritage registers are essential for informing strategic land use planning decisions to ensure the region retains its character and identity.

The quality and number of historic buildings across the region are major draw cards to both visitors and people looking to relocate to Tasmania. Heritage contributes significantly to the region's economy, with one in every four visitors to Tasmania including built heritage on their itinerary. Many visitors to Tasmania are drawn to the region's world heritage attractions including Port Arthur Historic Site and the Tasmanian Wilderness World Heritage Area. A wide range of tourism-related businesses including tour companies, guides and accommodation rely on these attractions. Visitation generates demands on land use and infrastructure including accommodation and the need for high quality transport connections around the region.

Maintenance and adaptive reuse of built heritage supports jobs in the construction industry while keeping historic building practices alive through specialist trades and artisans.

Similarly, employment opportunities for Aboriginal communities and cultural knowledge holders will emerge as the community and development professionals continue to grow and share knowledge and understanding of Aboriginal cultural interpretation and develop stronger connection to Country practices in urban development and natural environment management. The STRLUS is well placed to facilitate integration of connection with Country practices into land use planning and facilitate consideration of Aboriginal cultural heritage and interpretation in local strategic planning.

3.6.2. Regional Strategies – cultural heritage

3.6.2.1. Aboriginal Cultural Heritage

(a) Protect known Aboriginal cultural heritage sites from urban development, infrastructure and impacts from other land uses, including agriculture and extractive industries.

(b) Collaborate with Aboriginal people to understand Country, record the significance of landscape and mechanisms to protect Country from the impacts of development, and embed these findings in planning for growth.

(c) Mitigate reactive responses to protecting Aboriginal cultural heritage values late in the development process by proactively and strategically identifying, recording and, where culturally appropriate, communicating those values; and responding in strategic plans at the local and regional scale.

(d) Enable land uses that facilitate Aboriginal people caring for Country, sharing knowledge of Country, and embedding cultural practices to care for the landscape and environment, including commercially viable land uses that support self-sufficiency and self-determination for Aboriginal people.

(e) Engage with Aboriginal people to apply traditional knowledge and practices to avoiding natural hazards like bushfire, flooding and coastal erosion in planning for growth and land use change.

(f) Collaborate with Aboriginal people to incorporate opportunities Aboriginal cultural interpretation when planning for land use change.

(g) Visual and physical connections to Kunanyi/Mt Wellington, the Derwent Estuary and other highly significant landscape features are respected, retained or rehabilitated and enhanced when planning for growth and urban renewal.

3.6.2.2. Historic Cultural Heritage

(a) Map and protect items of heritage significance to the region, including natural and built heritage sites, precincts and areas that reflect the distinctive cultural and natural heritage values of the Region, shown in Figure 20**.**

(b) Structure Plans for priority growth areas are to identify historic cultural heritage items and include urban design responses that facilitate sensitively designed urban renewal that conserves the cultural heritage values of the area.

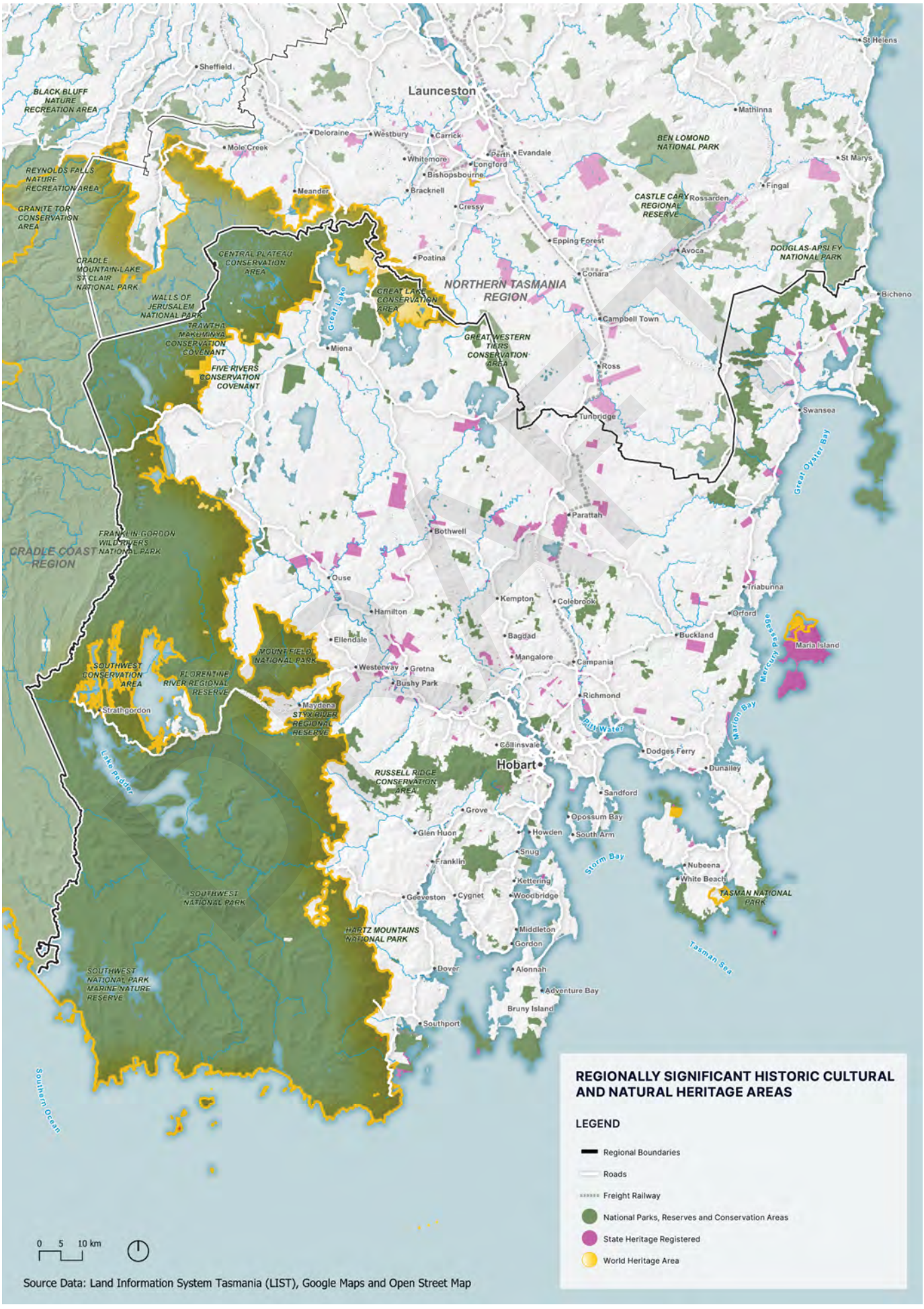
(c) The settings and landscape context of highly significant historic cultural heritage sites are to be respected and protected when planning for growth and development, particularly for World Heritage sites, and items listed on the National Heritage Register.

(d) Historic urban patterns including road networks, landmark buildings, features and other public places, such as parks and gardens, are to be retained and interpreted when planning for urban renewal.

(e) Planning for growth and land use change in towns that contain significant historic cultural heritage features is to include appropriate design responses and identify land uses that support the retention, active or adaptive use of heritage items and reflect their value to local economies including as tourist attractions.

(f) Plan for predicted climate change impacts, including bushfire, sea level rise and coastal erosion, that may impact on historically significant cultural heritage places and integrate mitigation measures to protect the place and surrounding area.

Figure 20 – Regionally significant historic cultural and natural heritage areas



4. Implementing, monitoring and reviewing the STRLUS

4.1. Roles and responsibilities

Land use planning at a regional scale is imperative to setting a coordinated direction for land use change, growth and development across the region. Implementing the STRLUS will require sustained coordination of action by all levels of government, the private sector and the community.

The Australian Government is responsible for national level policy such as housing, infrastructure, environment, climate change and migration, all of which impact on urban spaces. It advises on and funds large scale infrastructure projects and provides programs to support urban change.

The Tasmanian Government sets policies, develops strategies and establishes a framework for decision-making. Planning provides a forum for our aspirations: what we want our society, our settlements, and our infrastructure, our landscapes to look like, and how we want them to function.

The Tasmanian Government is also responsible for State infrastructure such as State roads, schools and hospitals. By providing direction on land use growth and change across the region, the STRLUS is one input to State-led planning for and delivery of infrastructure needed to support Southern Tasmania's communities and economic activity.

Local governments plan for their local area and assess applications for development against the Tasmanian Planning Scheme. They also deliver local infrastructure to support the area such as local roads, footpaths, parks and community centres. Planning by local councils for their local areas needs to consider the regional context of growth and change, and the STRLUS provides guidance so that local planning decisions account for regional issues.

Utility providers like TasWater, TasNetworks and NBNCo plan and deliver water, energy, waste and telecommunications networks. These networks support land use by delivering essential services to homes and businesses. Utility providers can refer to the STRLUS to understand where and what types of growth are planned across the region when planning for upgrades or extensions to utilities networks.

Businesses invest in the growth of the region through establishment or expansion of industries that provide jobs and produce goods or offer services within the region or exported interstate or overseas. The development industry leads the delivery of our built environment by constructing homes, shops, offices, and often new infrastructure like local streets and parks. They play a vital role in creating high quality design, delivering diversity of housing and creating sustainable and liveable towns and cities. The STRLUS guides the development industry by setting expectations for where and what types of growth are anticipated, how communities are changing, and what types of housing, jobs and services are needed by communities across the region. The STRLUS also provides regional scale guidance on environmental sustainability, natural hazards and other land use conflicts to assist businesses including the development industry to make sustainable investment decisions.

Community also plays a role in delivering the STRLUS through its choice to live and work in the region, engaging with the Tasmanian Government on the strategy and its performance and advocating for their community both now and for future generations.

4.2. Implementation

The Tasmanian Government is primarily responsible for coordinating implementation of the STRLUS, including coordination of State government departments and infrastructure providers, liaison and integration with councils. Whole-of-government coordination will be critical to effectively implement many of the Regional Strategies, and engagement with communities, industries, employers and developers will assist with local planning decisions about their priorities.

4.2.1. Implementing the STRLUS through local planning

The STRLUS has been designed to implement the Tasmanian Planning Policies at a regional scale, and in ways that are appropriate to the Southern Tasmania Region. The STRLUS will guide local strategic planning and the preparation of Local Provisions Schedules under the Tasmanian Planning Scheme. Local Provisions Schedules, Structure Plans and other local strategic plans must be consistent with the STRLUS.

The councils across Southern Tasmania are responsible for managing land use growth and change in their local areas with consideration of regional and State-wide implications. The Southern Tasmanian councils face diverse pressures and opportunities, often balancing the demand for growth with the need to preserve what makes their part of the region unique, special and sensitive. The STRLUS enables local planning processes to address local issues in the context of the region, so that decisions about how to plan for population growth and change, investment in the local economy, and protection of the natural environment balance local needs with regional perspectives.

The Tasmanian Planning Commission plays an important role, including considering and approving draft planning scheme amendments, reporting and advising on State Policies and the Tasmanian Planning Policies. The Tasmanian Planning Commission will assess Local Provisions Schedule amendments against the STRLUS to determine whether they have appropriately considered regional strategic planning issues.

4.2.2. The Implementation Plan

An Implementation Plan will be prepared to support the delivery of the Regional Strategies in Chapter 3 of the STRLUS. The Implementation Plan guides investment decisions and infrastructure delivery across the Region. It also provides a basis for monitoring performance of the STRLUS in achieving regional planning outcomes and applying the Tasmania Planning Policies.

The Implementation Plan will specify actions, performance measures and outcomes to deliver on the Regional Strategies. It also nominates organisations with primary responsibility for actions, including councils, State departments and infrastructure providers.

The Implementation Plan nominates timeframes for actions to be started and completed. It focuses on actions over the first ten years following declaration of this updated STRLUS. Many actions will carry on beyond the ten year timeframe but are important to start on early to address issues and achieve outcomes that are critical for the region.

Implementation oversight is primarily the responsibility of the Tasmanian Government however implementation actions may involve councils, infrastructure and service providers and the wider community. Where an implementation action requires involvement from more than one stakeholder, the Implementation Plan identifies partner organisations and their roles in contributing to or collaborating on actions. Implementation priorities will be updated by the Tasmanian Government as required.

The STRLUS does not direct actions of others and does not set budgets or works programs of the Tasmanian Government or councils. It specifies Regional Strategies to achieve land use outcomes for the region, and the Implementation Plan outlines actions to deliver on the Regional Strategies. It is intended to guide and coordinate planning and funding decisions made by State Government departments and Councils in relation to land use matters that are important to the region. Collaboration is critical to the successful implementation of the STRLUS.

4.3. Monitoring and Review

The monitoring of the performance of the STRLUS is the responsibility of the Tasmanian Government. The requirements for review are contained within the Land Use Planning and Approvals Act 1993 which requires the Minister to keep all regional land use strategies under regular and periodic review. The Minister must also review all regional land use strategies as soon as practicable after making or amending the Tasmanian Planning Policies so as to provide for the regional land use strategies consistency with them.

5. Abbreviations and acronyms

Abbreviation or Acronym	Term
AEMO	Australian Energy Market Operator
ISP	Integrated System Plan
LPS	Local Provisions Schedule
REZ	Renewable Energy Zone
RLUS	regional land use strategy
RMPS	Resource Management and Planning System
SPP	State Planning Provision
STRLUS	Southern Tasmania Regional Land Use Strategy
TPP	Tasmanian Planning Policies
TPS	Tasmanian Planning Scheme

6. Glossary

Term	Definition
Aboriginal cultural heritage	means the tangible and intangible legacy of Tasmania's Aboriginal people, including objects, places and practices.
active transport	means as defined in the Tasmanian Planning Policies.
activity centre	means as defined in the Tasmanian Planning Policies.
affordable housing	means as defined in the Tasmanian Planning Policies.
amenity	means as defined in the Tasmanian Planning Policies.
aquaculture	means as defined in the State Planning Provisions.
circular economy	means as defined in the Tasmanian Planning Policies.
community	means as defined in the Tasmanian Planning Policies.
consolidation	means as defined in the Tasmanian Planning Policies.
council	means as defined in the Local Government Act 1993.
density	means the number of habitable buildings per hectare.
environmental hazard	means as defined in the Tasmanian Planning Policies.
environmental values	means the specific attributes or qualities of the natural environment that are considered important for ecological, cultural, social, or economic reasons. These may include biodiversity, coasts, estuaries, geodiversity, landscapes, waterways and wetlands.
future coastal refugia	means as defined in the State Planning Provisions.
future coastal refugia area	means as defined in the State Planning Provisions.
geodiversity	means as defined in the Tasmanian Planning Policies.
green corridor	means a linear area or network of vegetation.
green space	means a vegetated area of land.
Greenfield Growth Areas	means greenfield sites as defined in the Tasmanian Planning Policies.
groundwater	means as defined in the Tasmanian Planning Policies.
habitable building	means as defined in the State Planning Provisions.
Hamlet	means a small, usually residential, cluster with little to no services or commercial activity.

Term	Definition
High Frequency Public Transport Corridors	means part of an existing or proposed public transport network where existing or future service levels reach a service frequency of 10-to-15-minute intervals during the day.
historic cultural heritage	means buildings, places, precincts, infrastructure, art, relics, objects, and landscape features that are representative of the history of non-Aboriginal society and culture.
housing diversity	means the range of dwelling types and sizes within a particular area, usually delivered through providing a range of lot sizes and promoting a variety of building forms.
industrial land	means land designated for industrial activity.
infill	means as defined in the Tasmanian Planning Policies.
key workers	means an employee who provides a service that is essential to a community's or industry's functioning and whose work role requires physical presence at a site.
landscape values	means the aesthetic, cultural or natural features of a place that contribute to its scenic appeal, identity or character
liveability	means as defined in the Tasmanian Planning Policies.
Metropolitan Hobart	means areas of Hobart City, Glenorchy City, Clarence City, Sorell, Brighton and Kingborough councils that contain urban land uses (or planned urban land uses) or are functionally connected to the metropolitan area. This includes areas such as parks, reserves and conservation areas and waterways that are not urban, but which contribute to Hobart's greater urban area.
Metropolitan Urban Boundary	means the Urban Growth Boundary, as defined in the Tasmanian Planning Policies, as it applies to Metropolitan Hobart.
multi-purpose green corridor	means a green corridor that has multiple functions. For example, active transport, recreation, wildlife habitat, etc.
natural resources	means Tasmania's natural assets which are used for economic, social, and environmental well-being which include land, water, soil, plants, and animals and the natural the natural systems they form. They also include minerals and energy sources such as wind and solar.
net residential density	means the number of dwellings per hectare on land devoted solely to residential development. It includes private driveways and private open space but does not include public infrastructure such as roads, streets and public open space.

Term	Definition
physical infrastructure	means as defined in the Tasmanian Planning Policies.
planning controls	means a zone, overlay, specific area plan, including their associated mapping, general provision, or site-specific qualification contained within the State Planning Provisions or a Local Provisions Schedule.
prime agricultural land	means as defined in the State Policy on the Protection of Agricultural Land 2009.
Priority Growth Areas	means locations within the Metropolitan Urban Boundary, other than Hobart CBD, where growth and consolidation, including increased net residential density, should be prioritised.
public open space	means as defined in the Tasmanian Planning Scheme.
regional area	As defined in the Act.
regional biodiversity corridor	means areas that connect or improve connectivity through targeted rehabilitation of natural values across local government areas. They enable the movement of flora and fauna, maintain natural processes such as pollination, seed dispersal and genetic exchange.
regional biodiversity values	means biodiversity values that are regionally or sub regionally significant, including threatened native vegetation communities, threatened flora species, threatened fauna species, potential or significant habitat for a threatened flora or fauna species, and biodiversity corridors.
Renewable Energy Zones (REZ)	means a geographic area in one or more participating jurisdictions that is the proposed location for the efficient development of renewable energy sources and associated electricity infrastructure[12], but not a zone as provided for under the Tasmanian Planning Scheme.
regionally significant industrial precincts (RSIPs)	means strategically located precincts (by road, rail or port) that support a concentration of industrial activities, including specialist industries such as export-oriented industries, transport and warehousing, incorporate a significant cluster of occupied and/or vacant industrial-zoned land, and generate a significant level of freight activity, with well-developed supply chains.
resilience	means as defined in the Tasmanian Planning Policies.

[12] Australian Electricity Market Commission - National Energy Rules, 2025 - https://www.aemc.gov.au/regulation/energy-rules/national-electricity-rules

Term	Definition
satellite	means a town or village outside of Hobart's Metropolitan Urban Boundary that is located approximately 45 minutes or less drive from the Hobart CBD during low peak traffic.
the Act	Land Use Planning and Approvals Act 1993
town	means a centre characterised by a main/high street of local shops and services that primarily supports the surrounding agricultural communities. Predominately residential, a rural town will often rely on the nearest rural service hubs for additional services.
town and village	means centres in other council areas in Southern Tasmania, and in parts of the region outside Hobart's Metropolitan Urban Boundary.
town and village boundary	means a Settlement growth boundary as indicated by: - a nominated growth boundary spatially depicted on a map around a Town or Village; or - the extent of a Town or Village's Existing urban zoning where there is no separation by non-urban zones.
Town and Village Growth Areas	means land identified for growth within a nominated growth boundary spatially depicted on a map around a Town or Village that is not currently subject to urban zoning.
transforming town	means a town or village that's role and function is transforming due to shifting land uses, economic role, population demographics, visitor numbers or other drivers of change.
urban growth	means the expansion and development, including expansion or consolidation of urban built form, residential, commercial, industrial, community and recreational land uses, and infrastructure and economic activity in cities, towns or villages.
urban growth boundary	means as defined in the Tasmanian Planning Policies.

Term	Definition
urban area	means an area of land typically zoned, and used for uses associated with, the following zones: ▪ Central Business ▪ Commercial ▪ Community Purpose ▪ General Business ▪ General Residential ▪ Inner Residential ▪ Local Business ▪ Urban Mixed Use ▪ Light Industrial ▪ Industrial ▪ Port and Marine ▪ Village Other zones may be captured on a case by case basis.
urban zoning	means one, or multiple of, the following zones: ▪ Central Business ▪ Commercial ▪ Community Purpose ▪ General Business ▪ General Residential ▪ Inner Residential ▪ Local Business ▪ Urban Mixed Use ▪ Light Industrial ▪ Industrial ▪ Port and Marine ▪ Village
village	means a centre predominantly residential with a small centre or some small-scale retail and commercial activity, and a limited range of social services and infrastructure, such as a community hall or a school.
water-sensitive urban design	means as defined in the Tasmanian Planning Policies.
working forest	means a forest that is in continual harvesting and managed production to supply a steady (continual) renewable supply of timber and is the subject of a Forest Practices Plan.

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Appendix 1 – Structure Plans for growth management and Activity Centres

Sections 3.1.2 and 3.4.2 outline the Regional Strategies for growth management and Activity Centres. Due to the overlap between priority growth areas and Activity Centres strategies, both should inform the preparation of the structure plans as relevant to the planning area and the issues to be addressed.

Structure plans are to be prepared for the following areas and are to address the matters specified below:

(a) Planning for Greenfield Growth Areas shown in Figure 10 is to demonstrate:

i. how incorporation of the relevant growth management targets (Figure 8) have been achieved;

ii. provision of appropriate zoning or other planning instruments to enable a mix of dwelling types and sizes that reflect projected demographics and household sizes and structures

iii. adequate provision of public open space and access to amenities including public and active transport networks, local retail and social services

iv. capacity of infrastructure including water, sewer, power and telecommunications, or the cost-effective augmentation of utilities

v. incorporation of total water cycle management and water sensitive urban design principles that manage expected water flows including from climate-related storm events

vi. integration of flood mitigation infrastructure within multi-purpose green corridors, particularly along and adjacent to watercourses and

vii. measures to mitigate urban heat island effects.

(b) Planning for Priority Growth Areas shown in Figure 10 is to demonstrate:

i. how the relevant growth management targets (Figure 8) have been achieved

ii. testing of residential densities to determine the most desirable form and distribution

iii. capacity to accommodate diverse housing types and/or sizes that meet the needs of projected households

iv. capacity of infrastructure and services including water, sewer, power, roads, stormwater and telecommunications, or their cost-effective augmentation

v. where feasible, integrate flood mitigation infrastructure within multi-purpose green corridors, particularly along and adjacent to watercourses

vi. measures to encourage more public and active transport use including maximum car parking rates for residential development

vii. the function, and any relevant Structure Plan requirements, of the associated activity centre (Table 3)

viii. consideration of existing heritage character and design responses to ensure new development contributes positively to established and desired future character and

ix. measures to mitigate urban heat island effects.

(c) Planning for Principal Centres, District Centres, Service Hubs and Neighbourhood Centres and Rural Centres is to demonstrate:

i. how the relevant growth management targets (Figure 8) have been acheived;

ii. the defined role and function of the centre with reference to the Activity Centre categorisation (Table 3) and the unique local character of each centre

iii. pedestrian and active transport networks with prioritisation of pedestrians and active transport over cars

iv. active street frontages as the key focus for retail, commercial, food and beverage and entertainment-focused uses

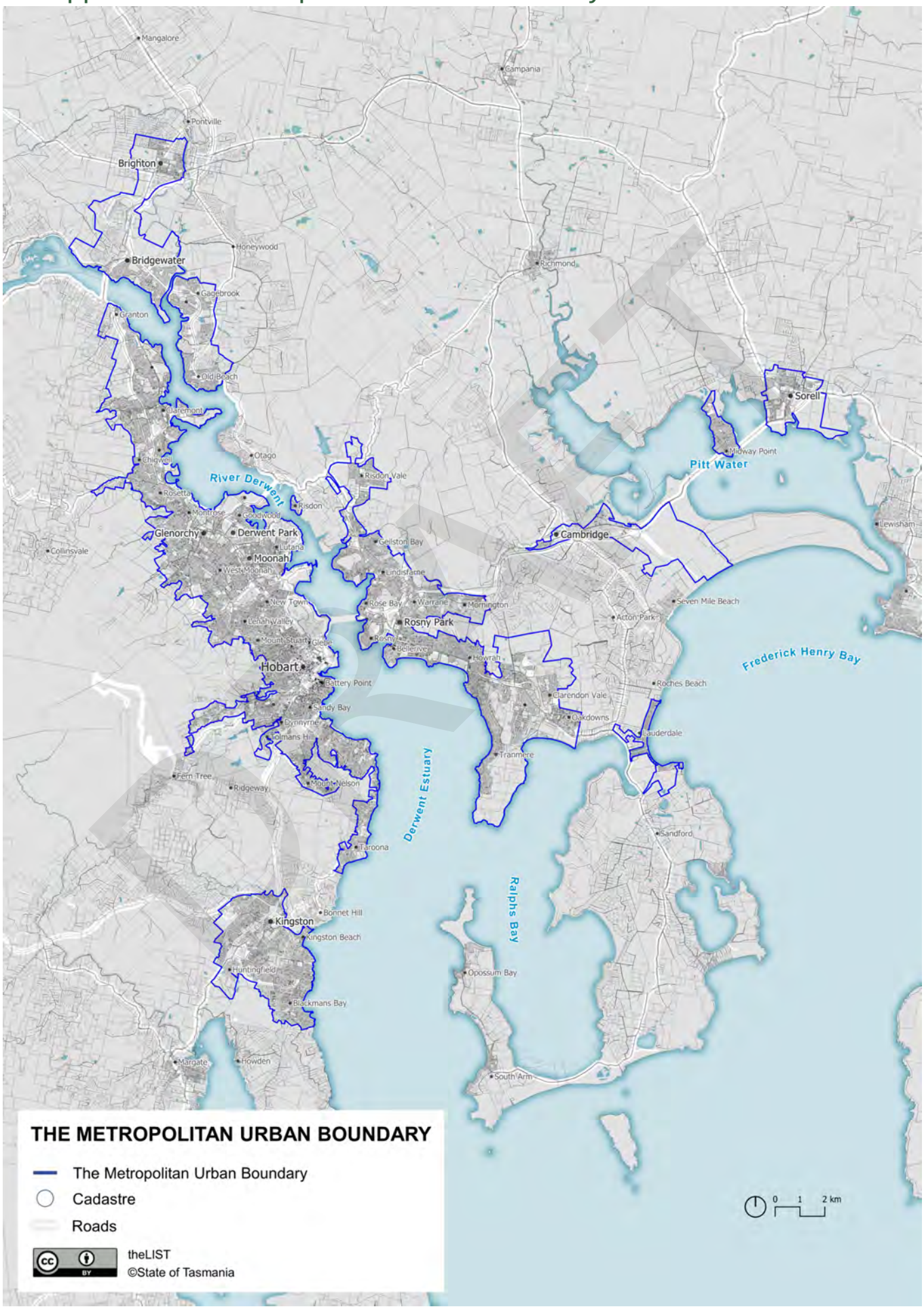
v. the nomination of key vehicular routes including service and delivery vehicles and circulation routes to access parking

vi. landscaping and street furniture that provide amenity and emphasise centres as places for people to congregate

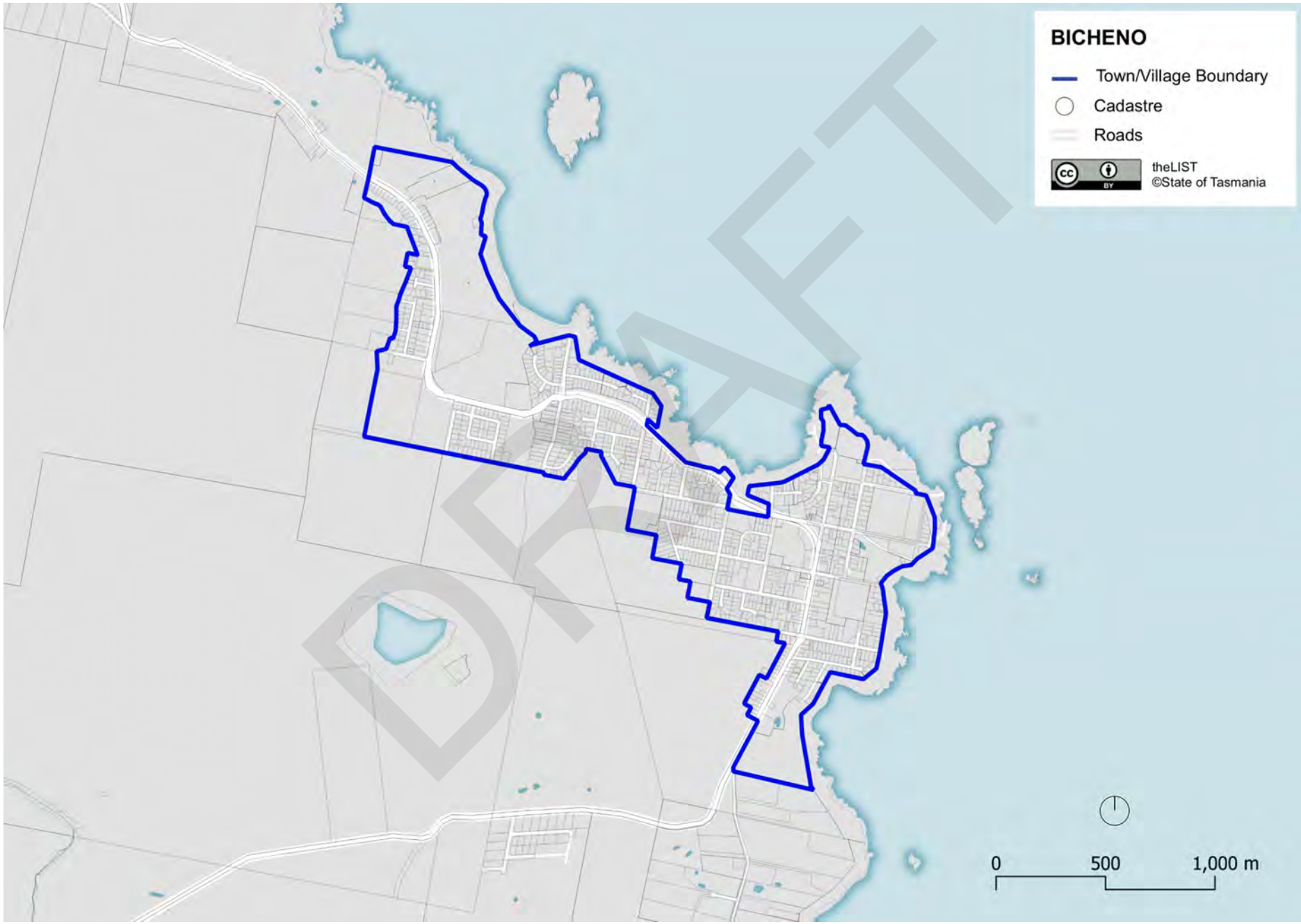
vii. consideration of existing heritage character and design responses to ensure new development contributes positively to established and desired future character and

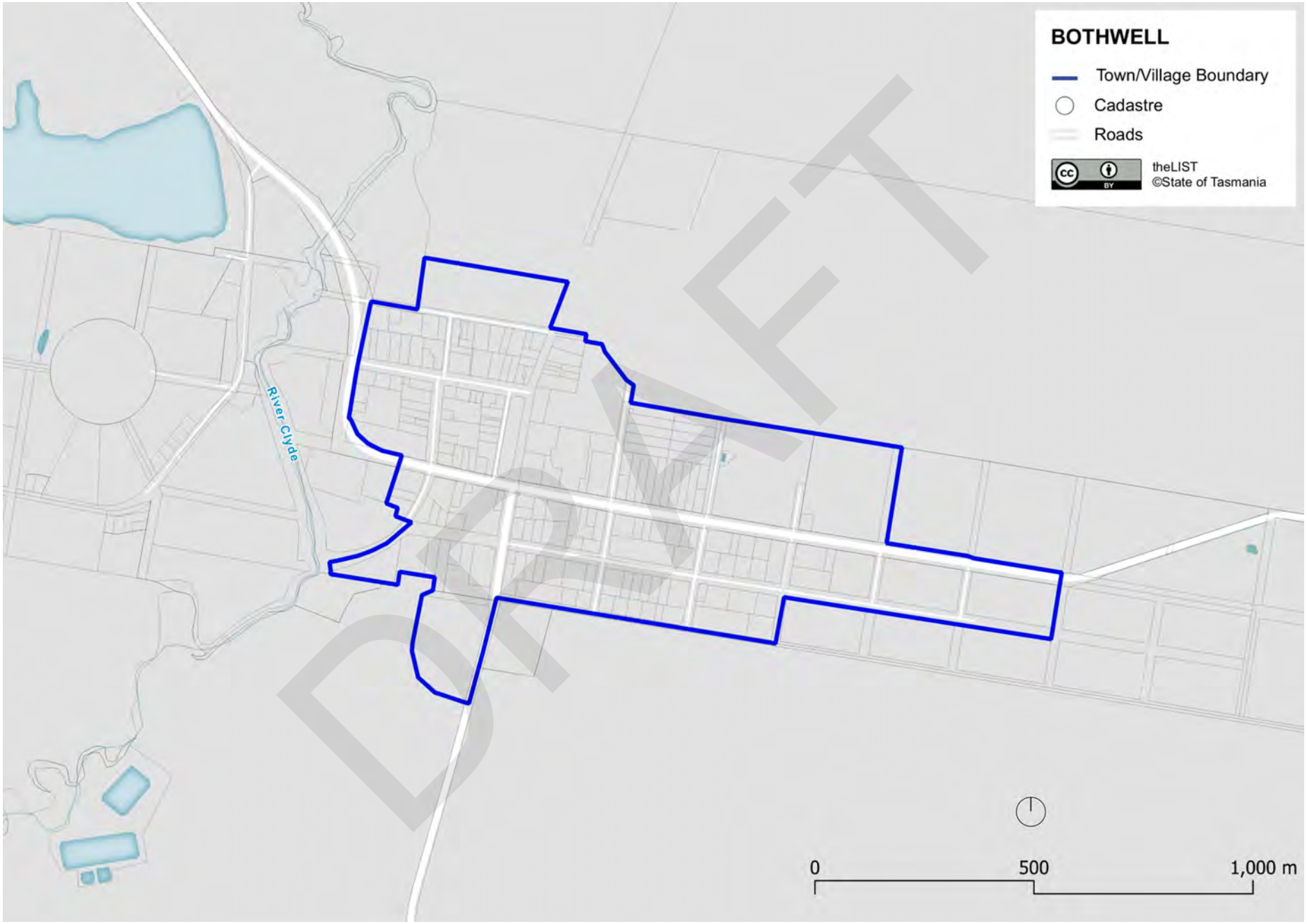
viii. measures to mitigate urban heat island effects.

Appendix 2 – Metropolitan Urban Boundary



Appendix 3 – Towns and villages with nominated boundaries

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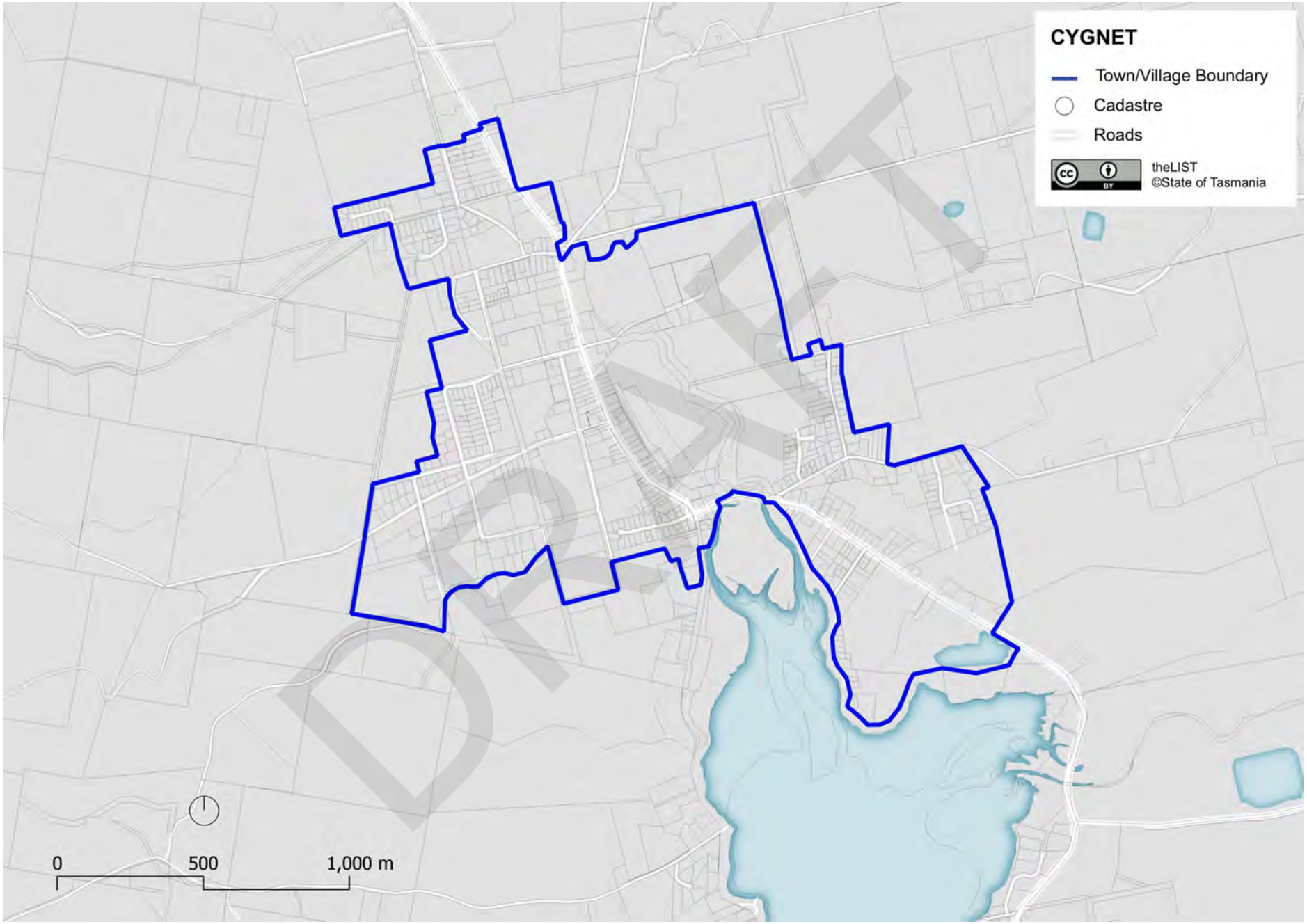
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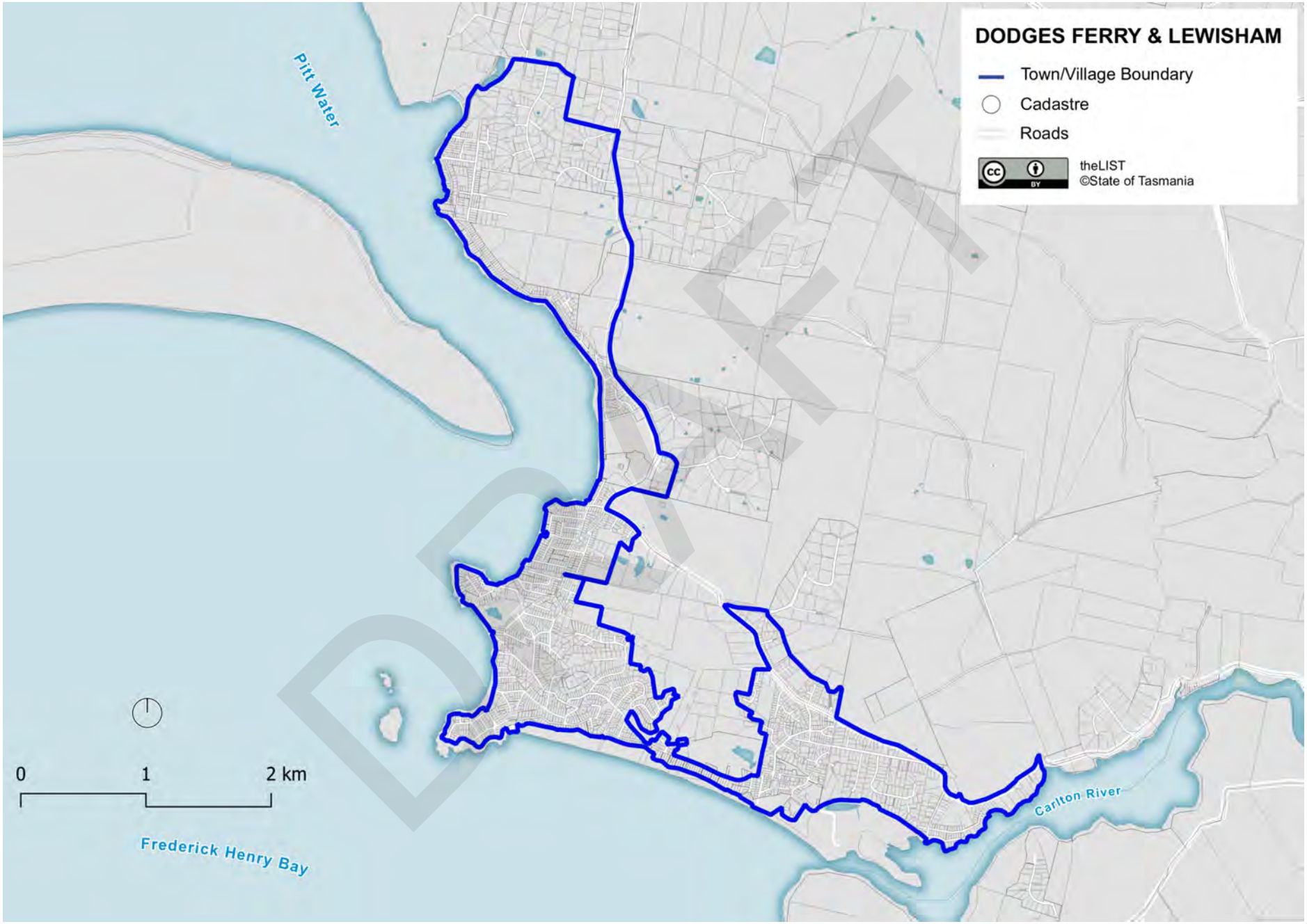
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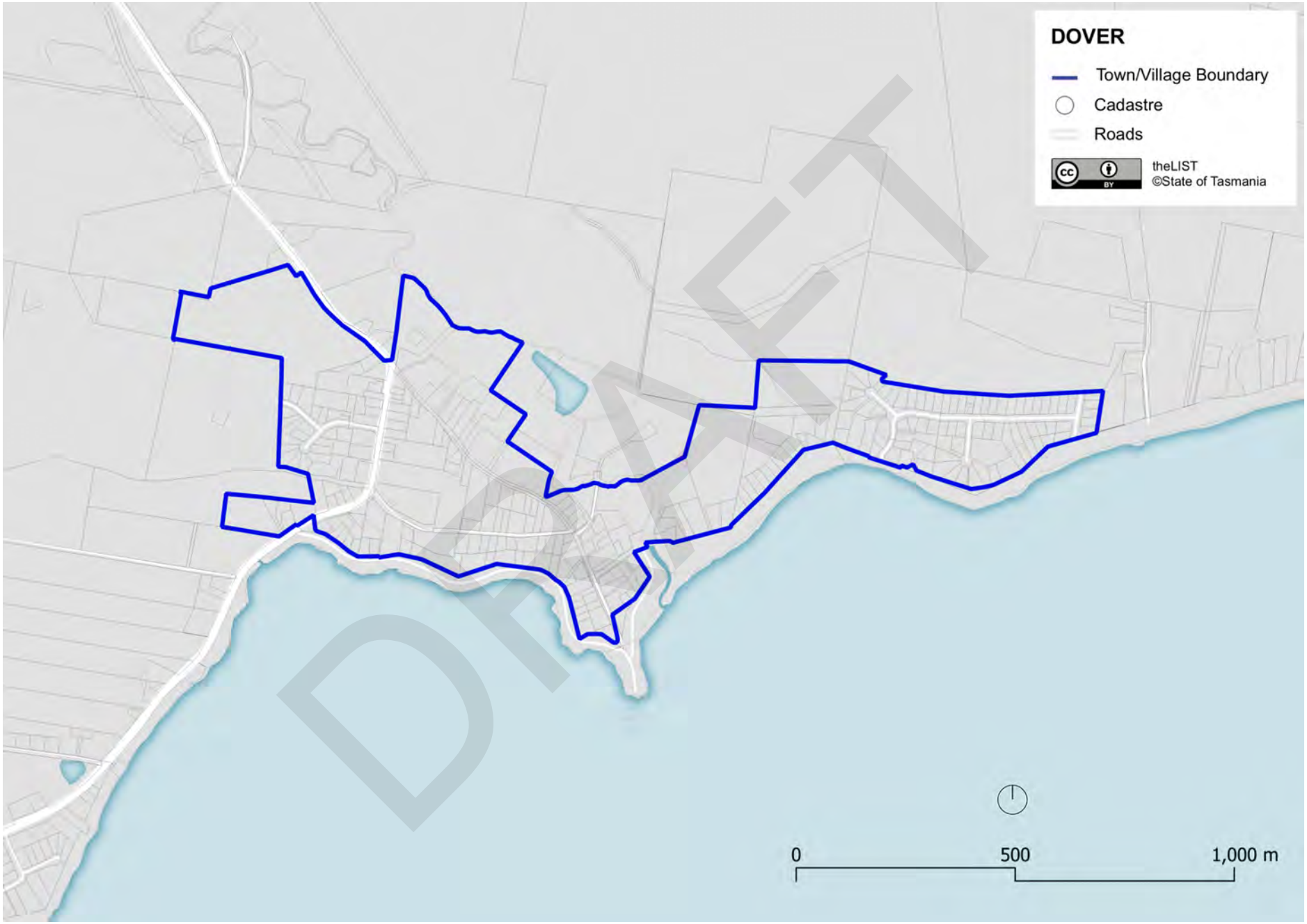
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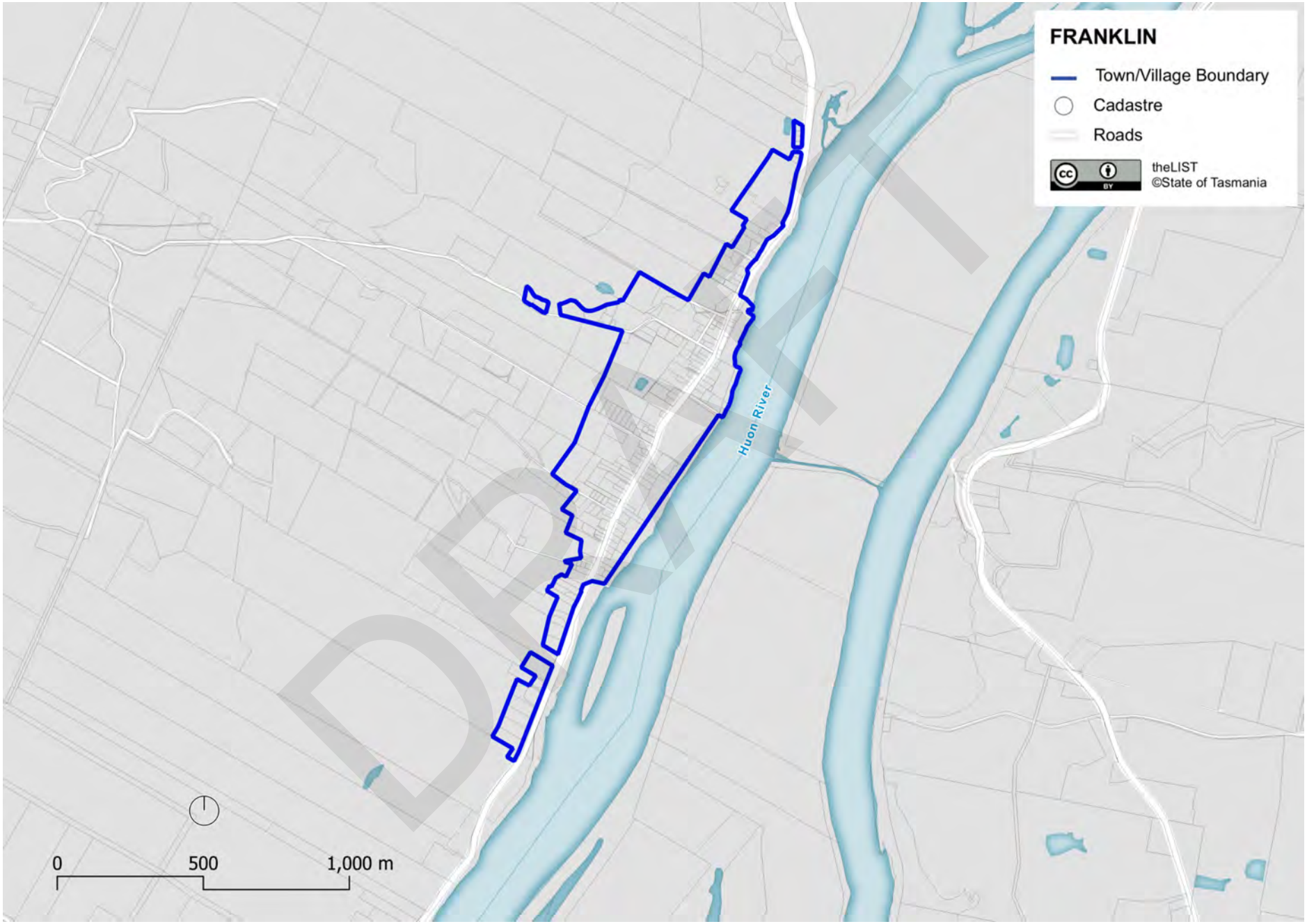
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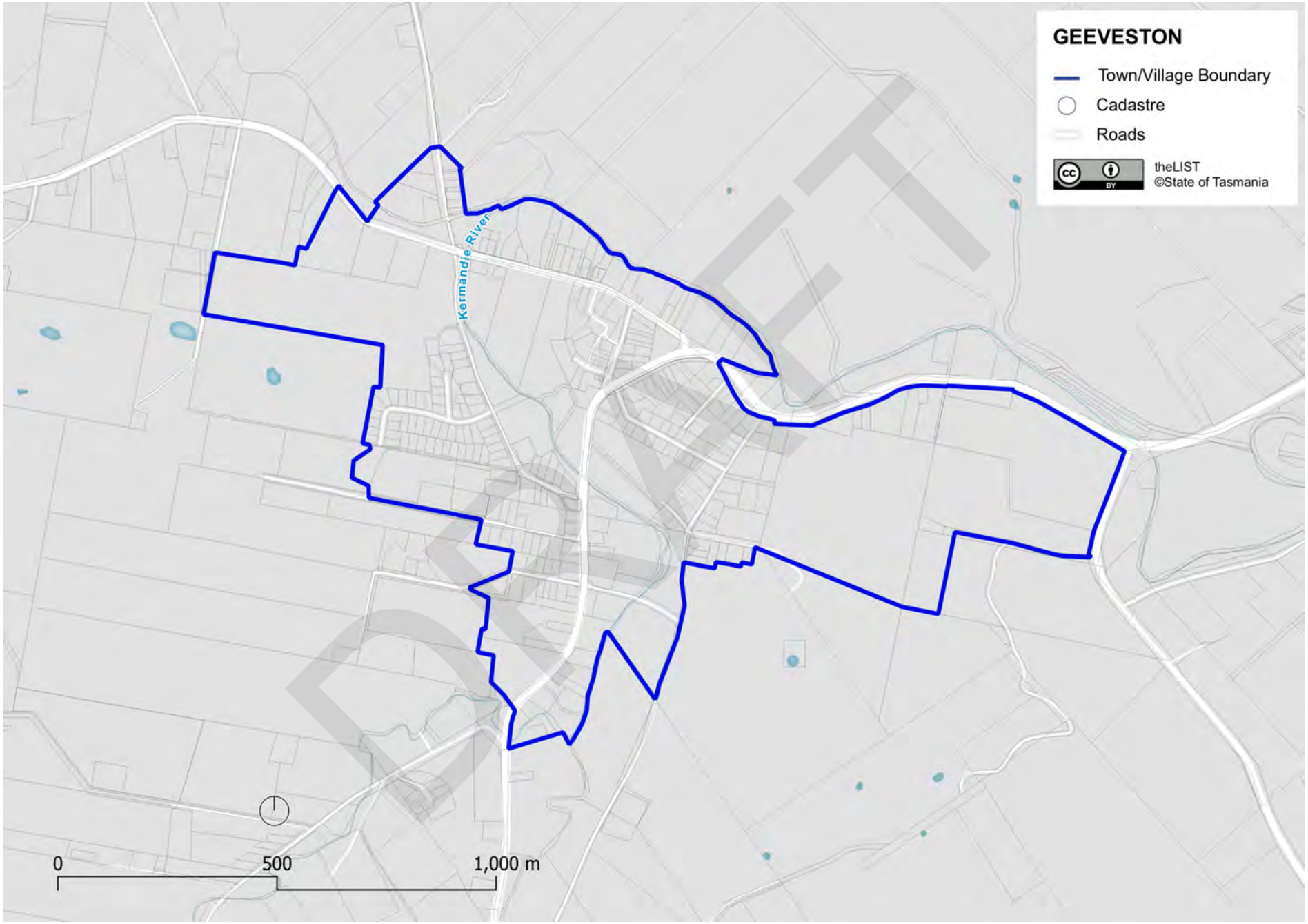
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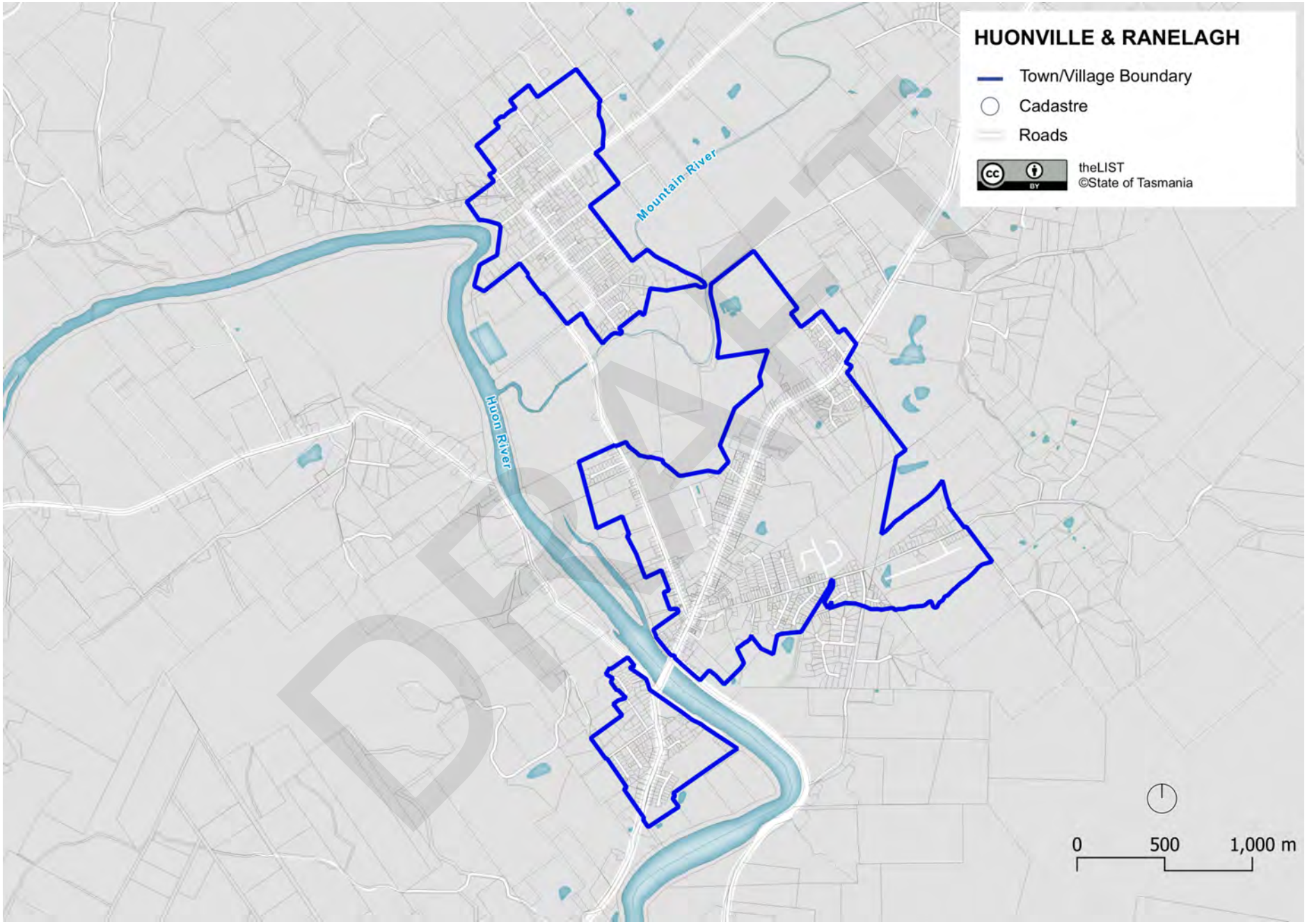
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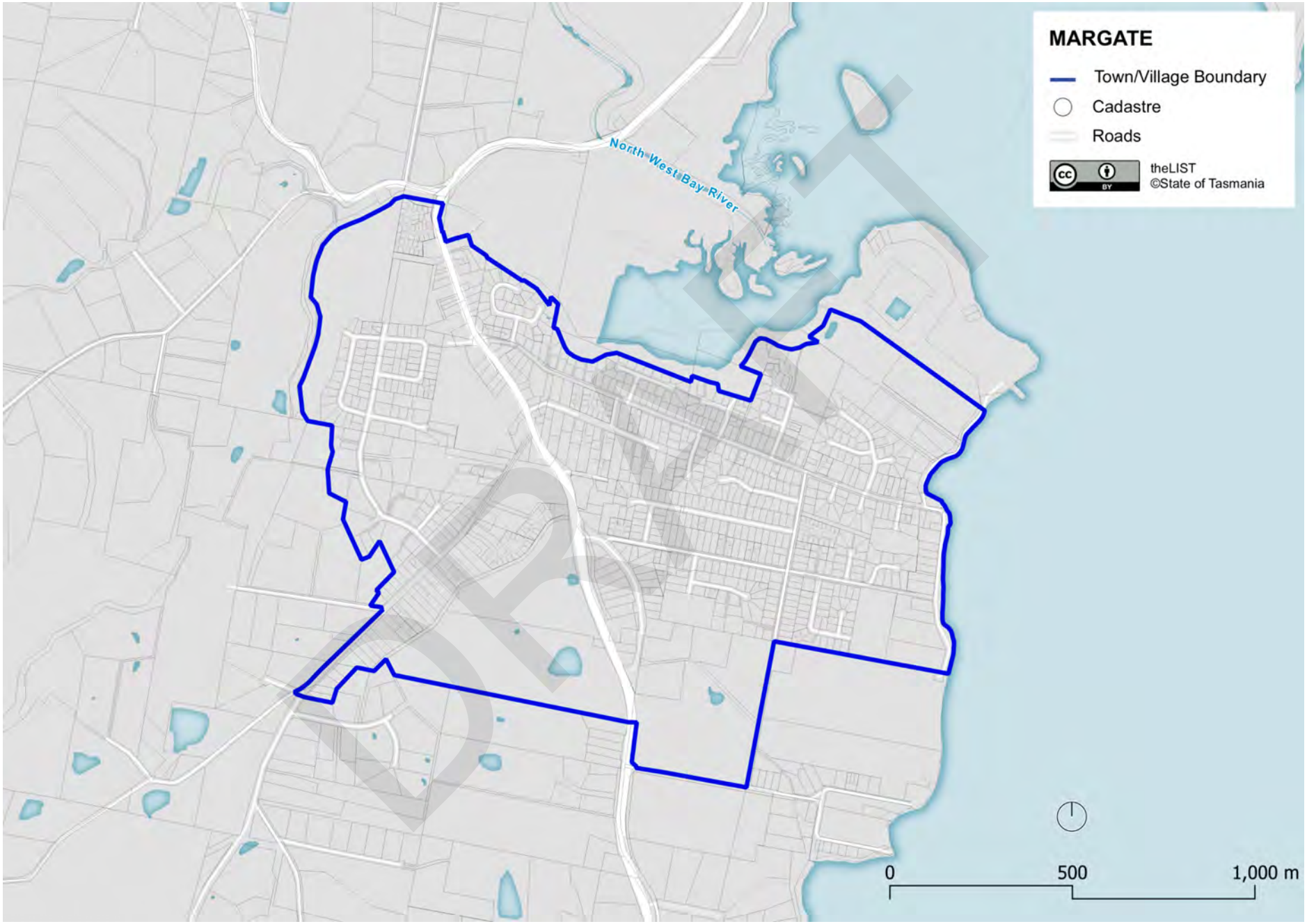
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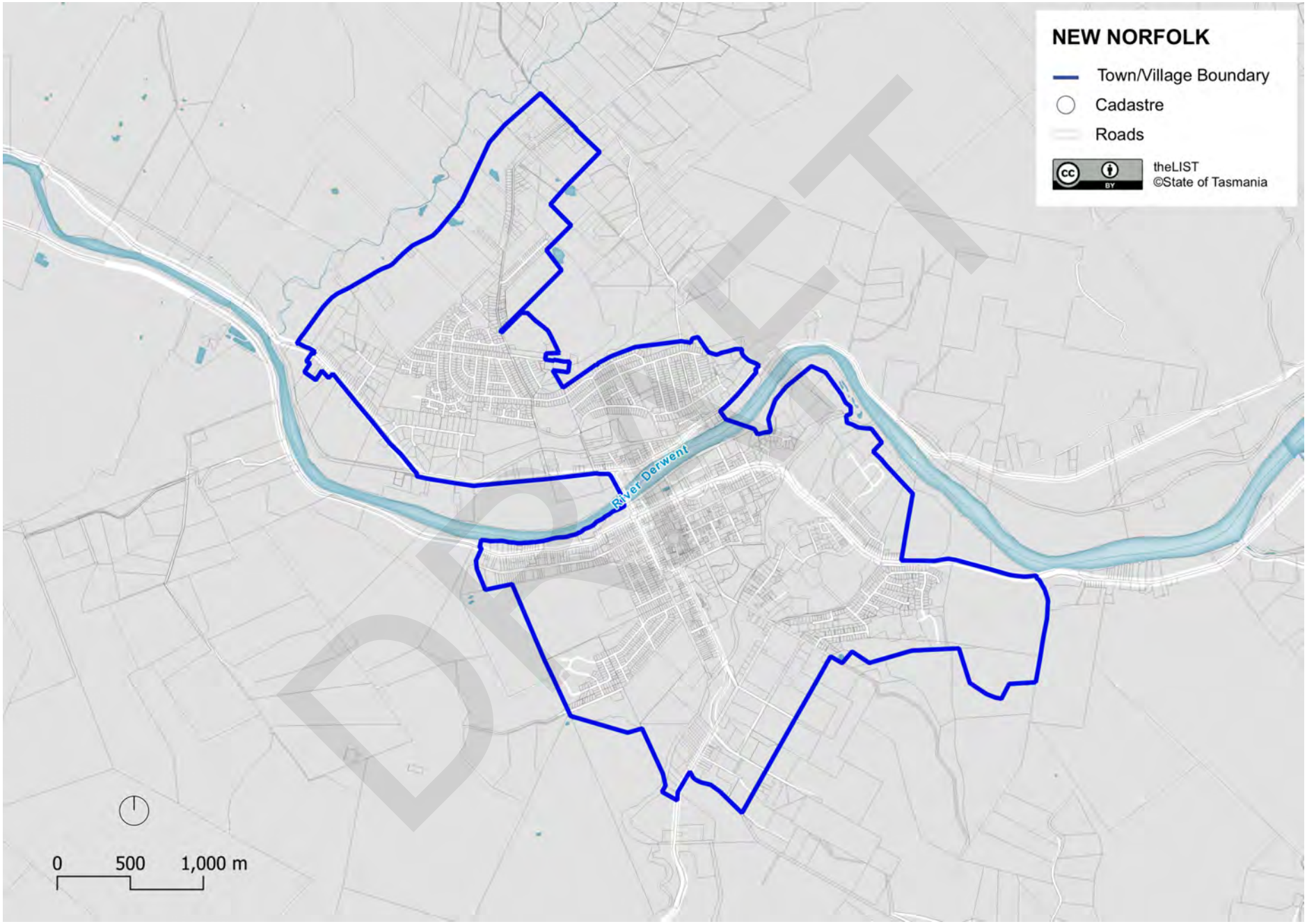
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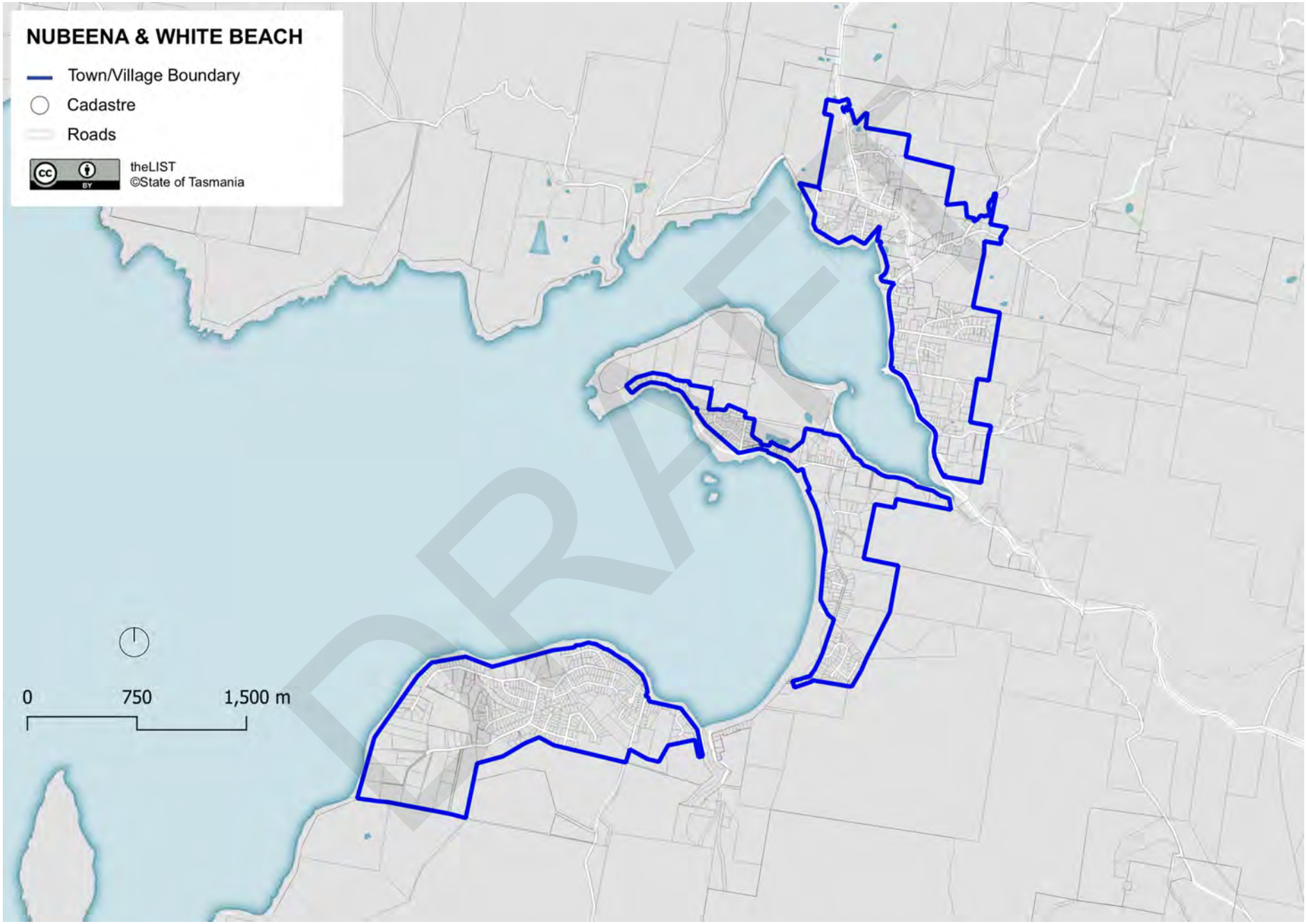
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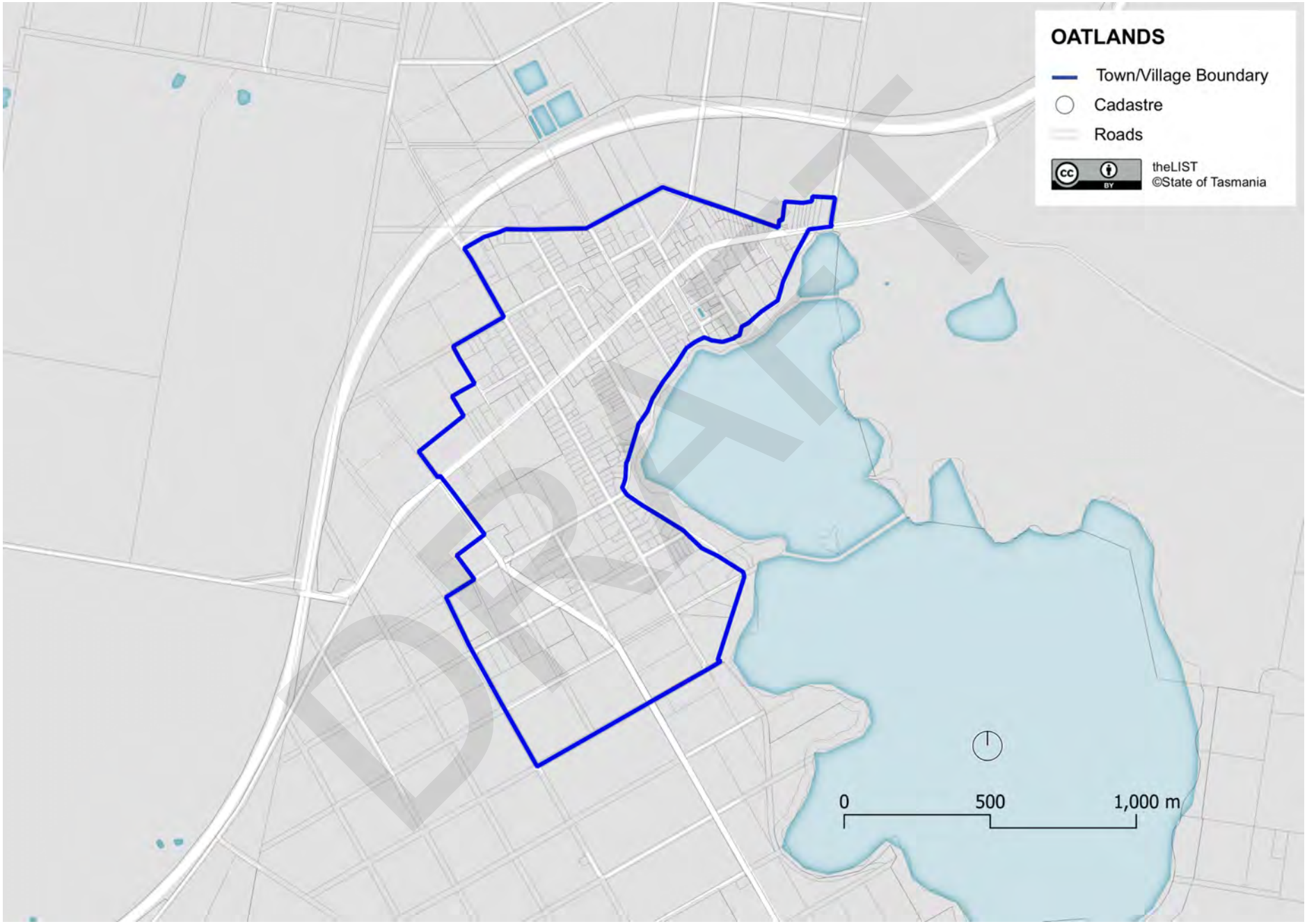
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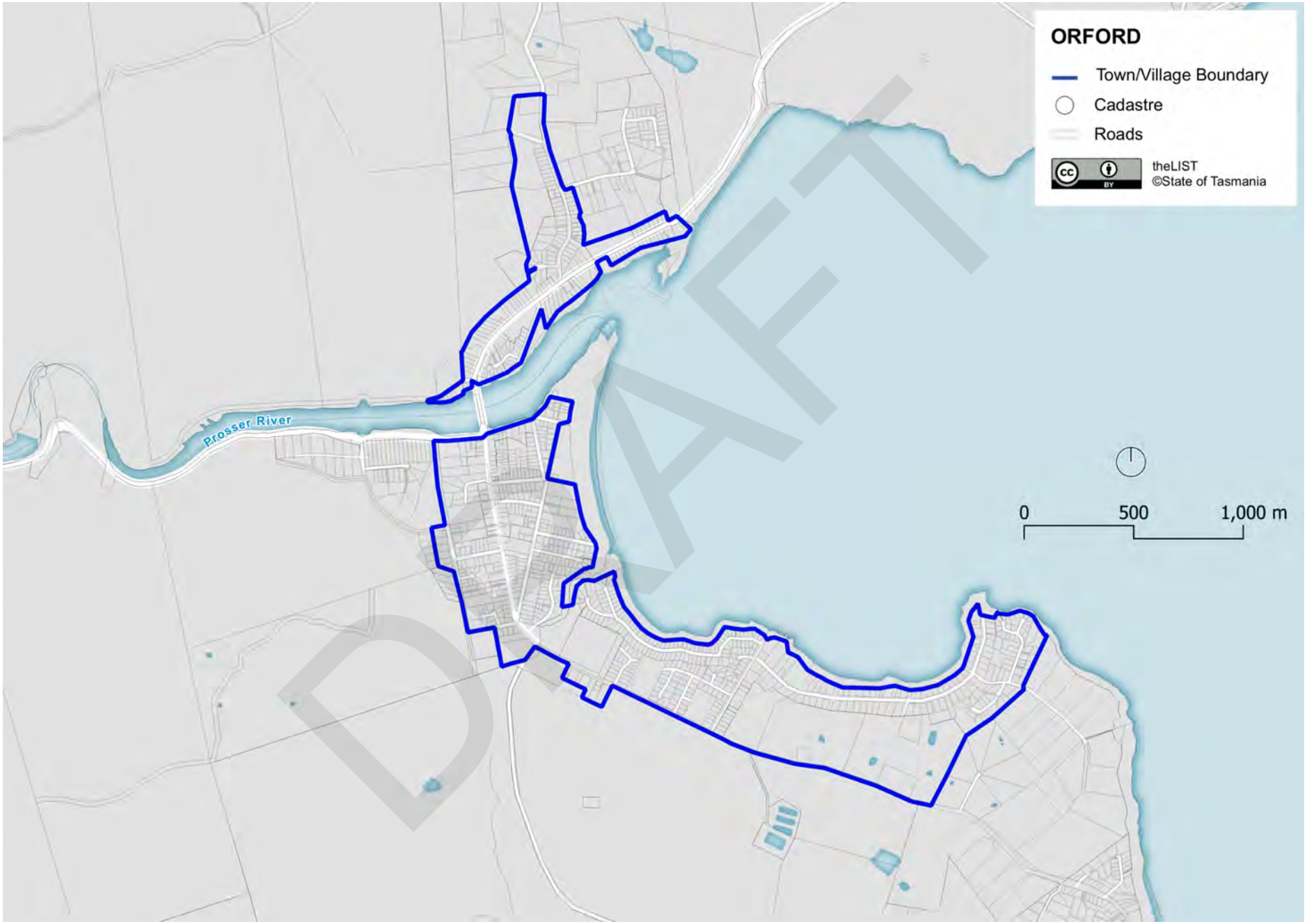
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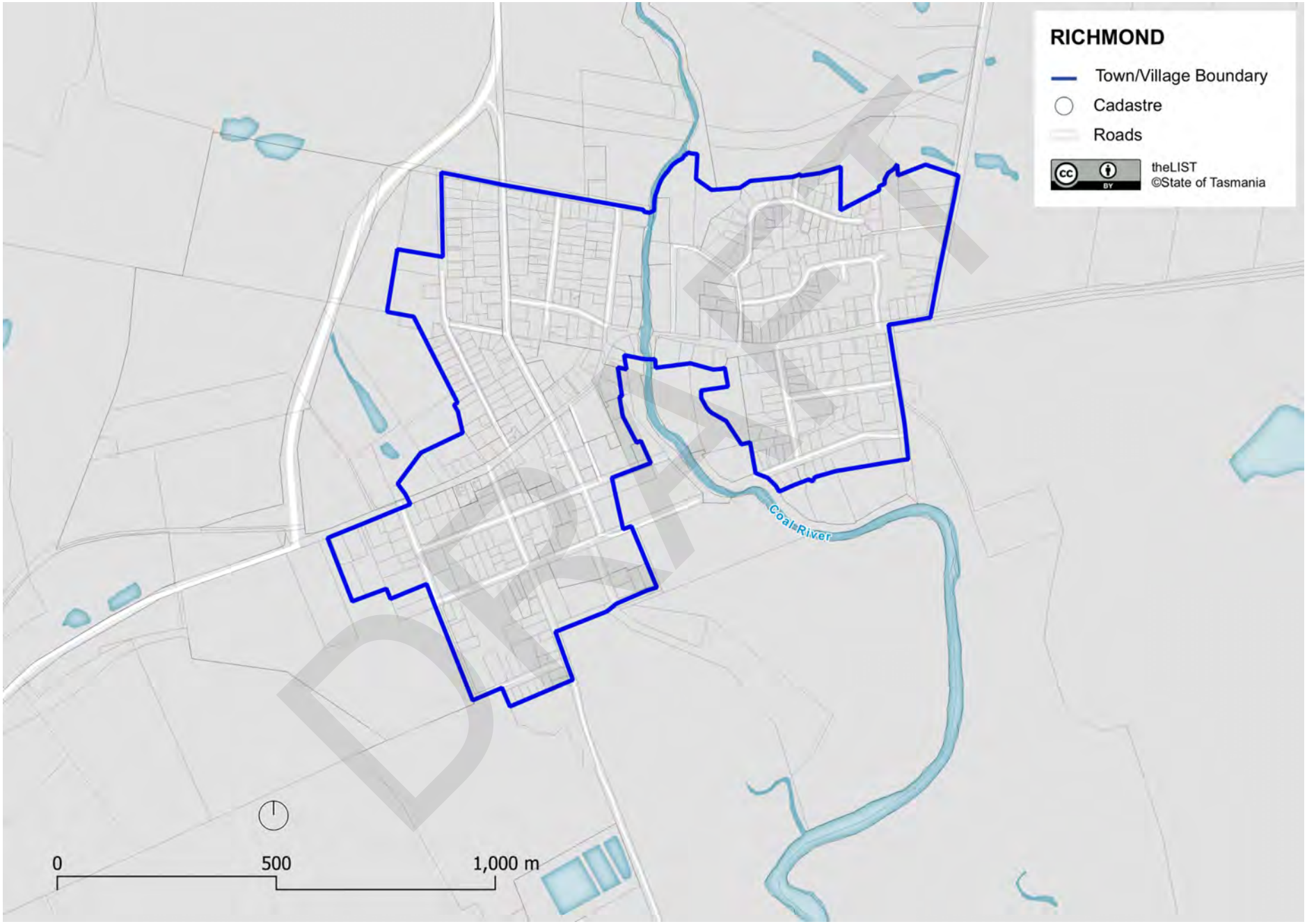
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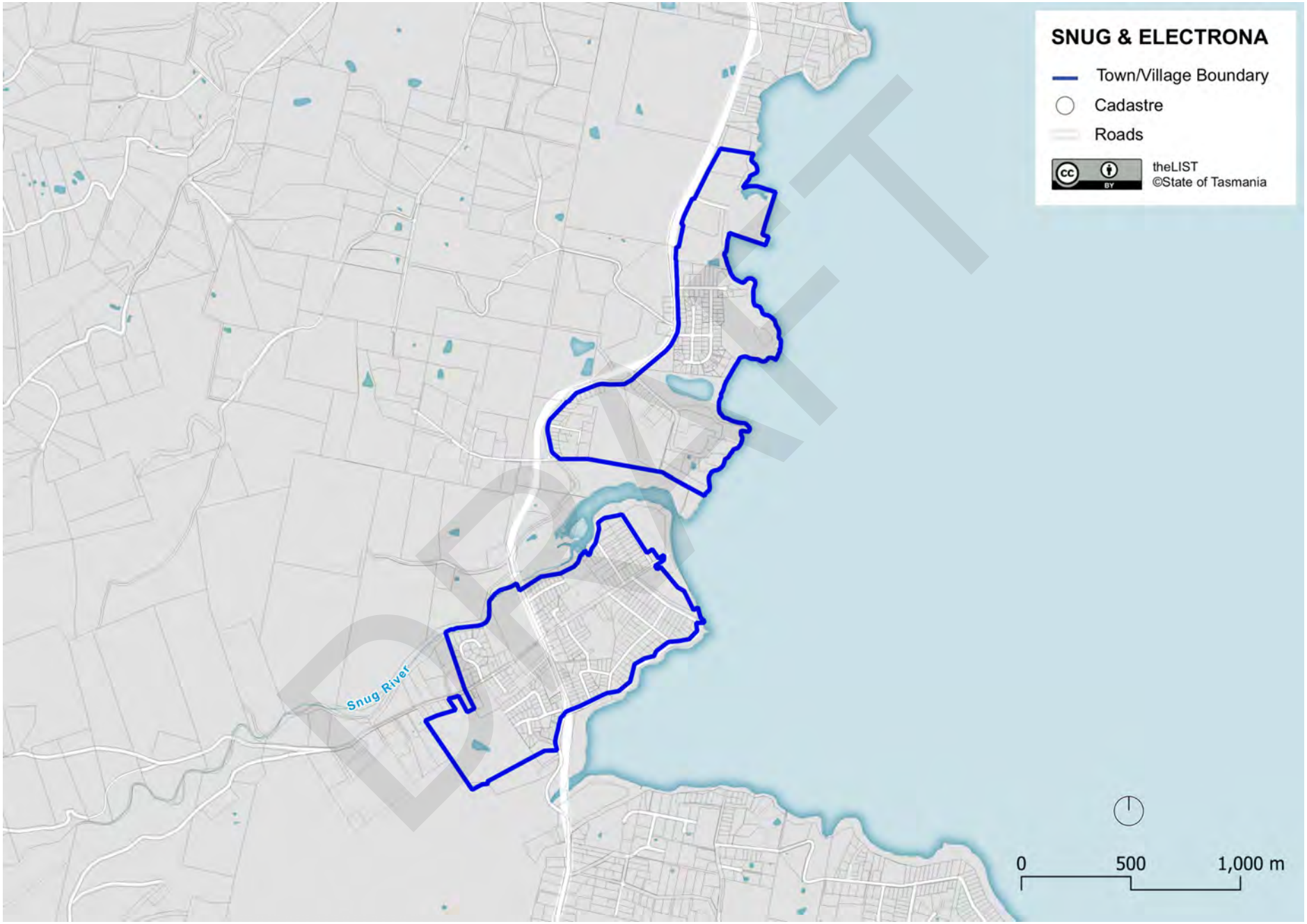
SNUG & ELECTRONA
Town/Village Boundary
Cadastre
Roads
theLIST
©State of Tasmania
Snug River
0
500
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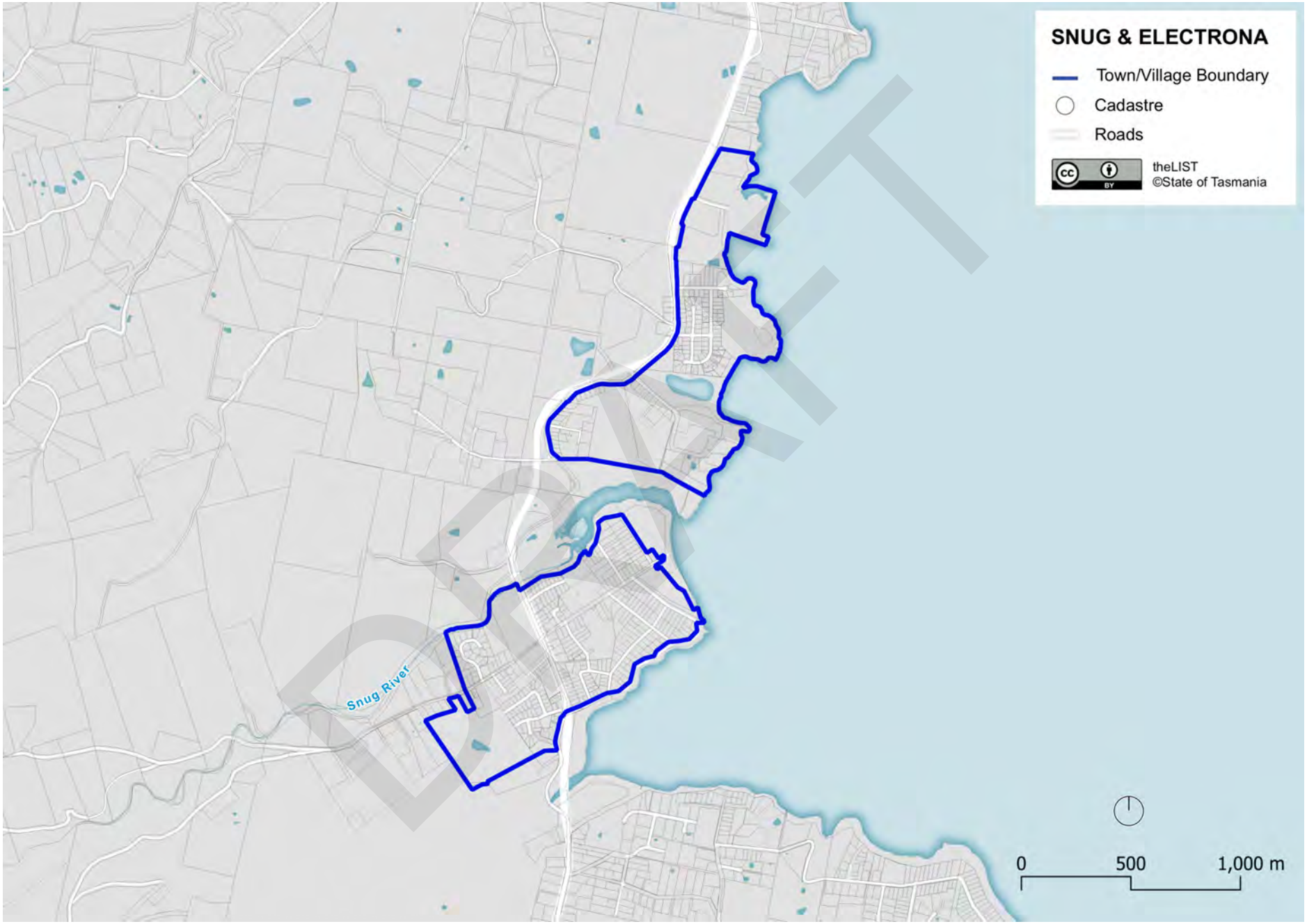
SNUG & ELECTRONA
Town/Village Boundary
Cadastre
Roads
theLIST
©State of Tasmania
Snug River
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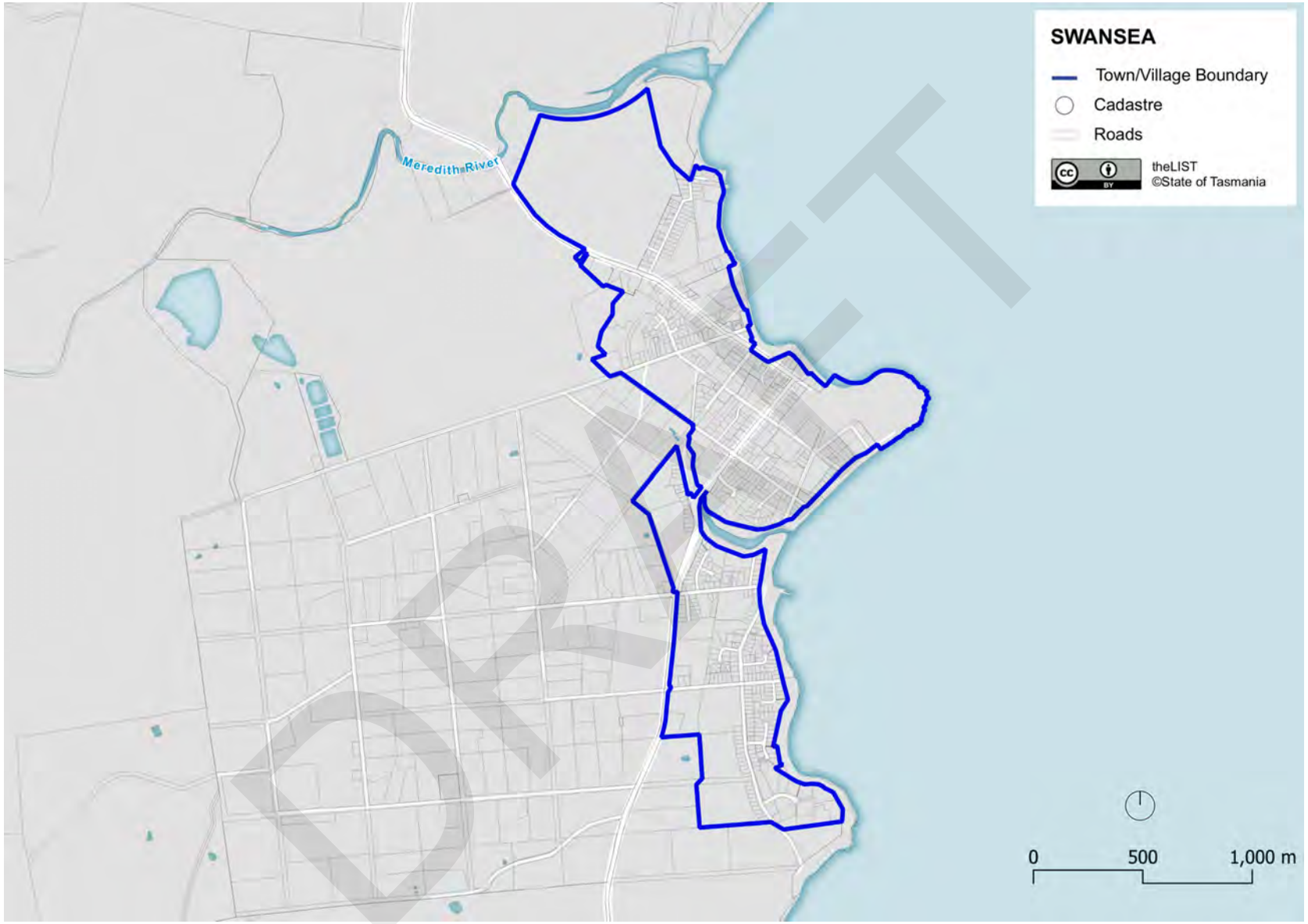
SWANSEA
Town/Village Boundary
Cadastre
Roads
theLIST
©State of Tasmania
Meredith River
0
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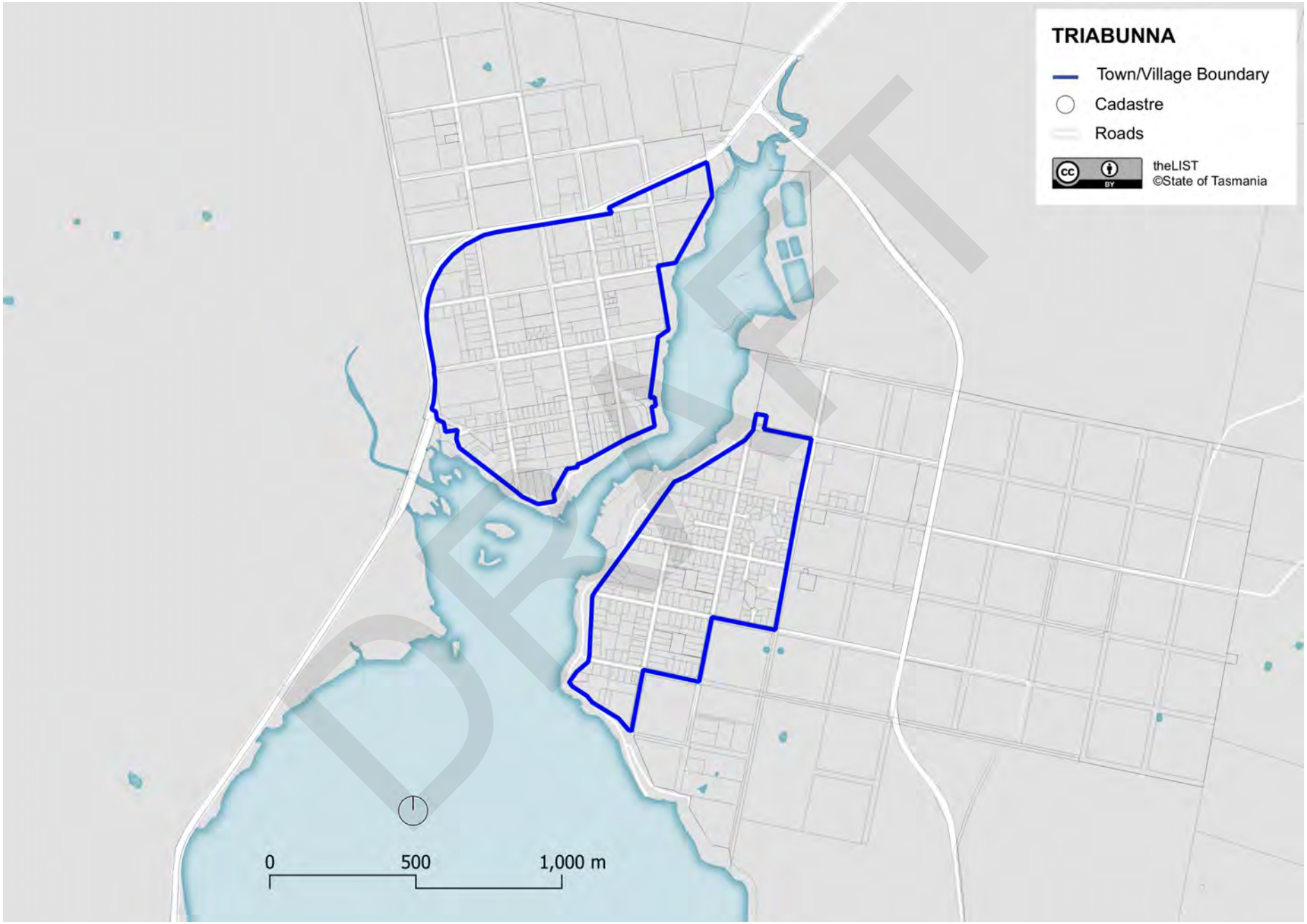
1,000 m


TRIABUNNA
Town/Village Boundary
Cadastre
Roads
theLIST
©State of Tasmania
0
500
1,000 m

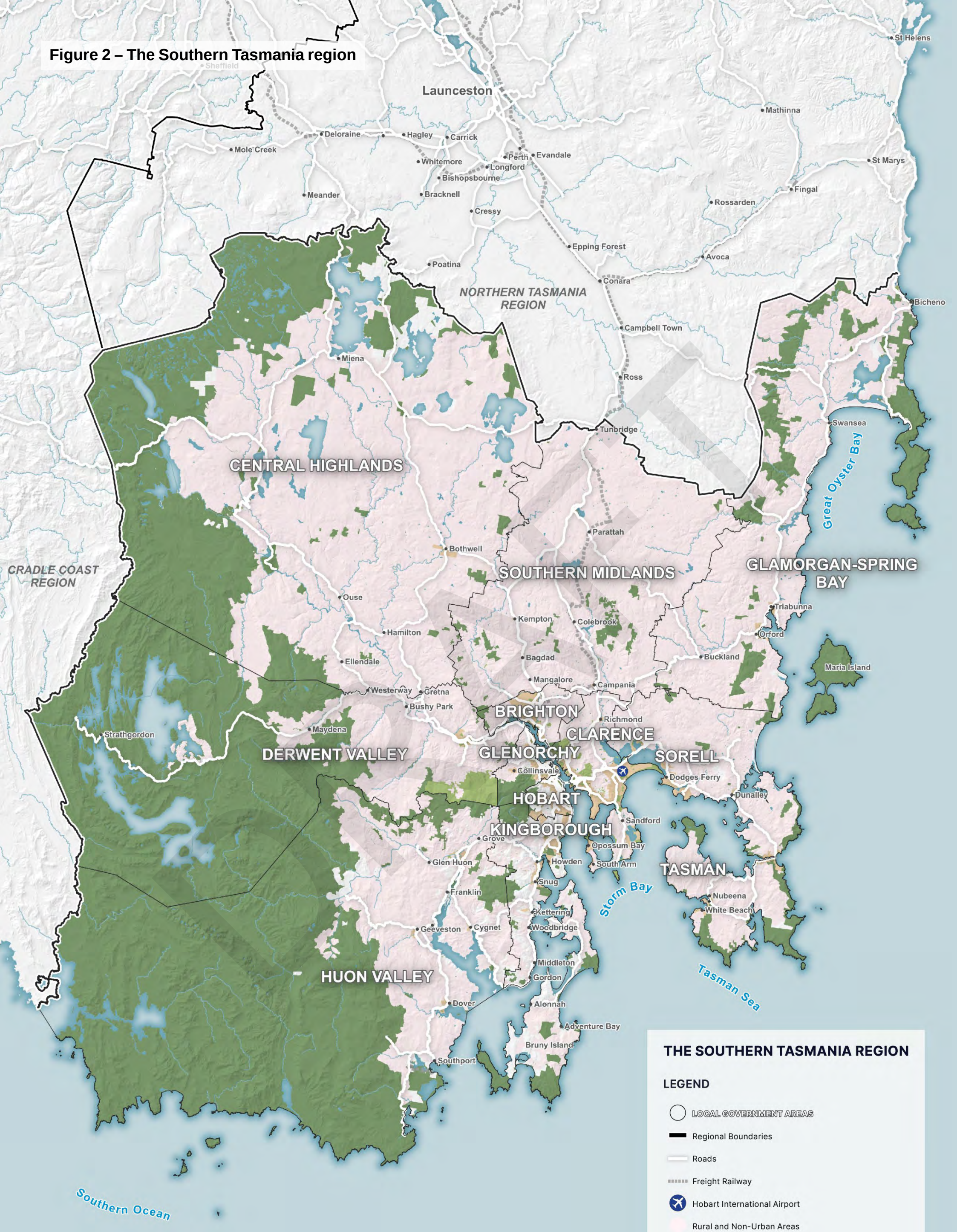
Appendix 4 – Towns and Villages Matrix

1. Place name	LGA	Population 2011 (ERP)	Population 2021 (ERP)	Population change (last 10 yrs)	Population Status	Nearest Employment Hub	Retail offering	Social infrastructure	Locality	Village	Town	Service hub	Satellite	Public transport service to (Hobart) town centres	Vacancy Rate (%)	Tourist Attractions/ Infrastructure	Tourist desti.	Commercial zoned land (Y/N)	Total Commercial Zoned Land (sqm)	Industrial zoned land (Y/N)	Total Industrial Zoned Land (sqm)	Transform town
Brighton	Brighton	3533	5007	1474	Growth	Hobart City	Local Shop	High - 4-5/5				✓	✓	Yes - Public Operator	2.70%			Yes	69947	Yes	67502	
Pontville	Brighton	528	612	84	Growth	Brighton	Commute to Nearest Shops	High - 4-5/5		✓			✓	Yes - Private Operator	5.30%			No	0	No	0	
Bothwell	Central Highlands	406	389	-17	Decline	Brighton	Local Shop	High - 4-5/5			✓			No	15.20%			No	0	No	0	
Ellendale Gretna	Central Highlands	406	403	-3	Decline	New Norfolk	Commute to Nearest Shops	Low - 0-1/5	✓				✓	No	15.10%			No	0	No	0	
Hamilton	Central Highlands	494	566	72	Growth	Brighton	Commute to Nearest Shops	Low - 0-1/5		✓				No	21.70%			No	0	No	0	
Miena	Central Highlands	303	127	-176	Decline	Deloraine (Northern Tas Region)	Commute to Nearest Shops	Low - 0-1/5	✓					No	84.60%		✓	Yes	102824	No	0	
Ouse	Central Highlands	386	355	-31	Decline	New Norfolk	Local Shop	Medium - 2-3/5		✓				No	21.50%			No	0	No	0	
Tarraleah	Central Highlands	N/A	4	4	Stable	New Norfolk	Commute to Nearest Shops	Low - 0-1/5	✓					No	44.40%			No	0	No	0	
Westerway	Central Highlands	374	341	-33	Decline	New Norfolk	Commute to Nearest Shops	Medium - 2-3/5		✓				No	11.70%			No	0	No	0	
Clifton	Clarence	568	624	56	Growth	Rosny/Clarence	Local Shop	Low - 0-1/5		✓			✓	Yes - Public Operator	10.60%			No	0	No	0	
Cremorne	Clarence	469	583	114	Growth	Rosny/Clarence	Local Shop	Low - 0-1/5		✓			✓	Yes - Public Operator	15.80%			No	0	No	0	
Lauderdale	Clarence	2334	2,535	201	Growth	Sorrell	Supermarket	High - 4-5/5			✓		✓	Yes - Public Operator	5.70%			Yes	103445	No	0	
Opossum Bay	Clarence	336	386	50	Growth	Clarence Rosny	Commute to Nearest Shops	Low - 0-1/5	✓				✓	Yes - Public Operator	38.10%			No	0	No	0	
Richmond	Clarence	1624	1,760	136	Growth	Brighton	Local Shop	Medium - 2-3/5			✓		✓	Yes - Private Operator	9.20%	Richmond Gaol and bridge/historic town	✓	Yes	63962	No	0	
Seven Mile Beach	Clarence	1159	1,295	136	Growth	Sorrell	Local Shop	Low - 0-1/5		✓			✓	Yes - Public Operator	3.50%			Yes	2721	Yes	692874	
South Arm	Clarence	1202	1283	81	Growth	Hobart City	Commute to Nearest Shops	Medium - 2-3/5		✓			✓	Yes - Public Operator	15.20%			No	0	No	0	
Maydena	Derwent Valley	235	182	-53	Decline	Gretna/New Norfolk	Commute to Nearest Shops	Low - 0-1/5	✓					No	39.30%	mountain bike park - gateway to southwest	✓	Yes	5558	Yes	288800	✓
New Norfolk	Derwent Valley	5176	6013	837	Growth	Brighton	Supermarket	High - 4-5/5				✓	✓	Yes - Private Operator	5.60%			Yes	198364	Yes	154713	✓
Bicheno	Glamorgan Spring Bay	901	1,107	206	Growth	Sorell	Supermarket	High - 4-5/5				✓		Yes - Private Operator	47.70%	Several airbnbs, motels, caravan park, beaches, distillery, fishing, Gulch redevelopment (tourism, food, accomodation)	✓	Yes	205624	Yes	576025	
Buckland	Glamorgan Spring Bay	367	447	80	Growth	Sorell	Local Shop	Medium - 2-3/5		✓			✓	Yes - Private Operator	29.20%			Yes	28478	Yes	14071	
Coles Bay	Glamorgan Spring Bay	307	515	208	Growth	Swansea	Local Shop	Medium - 2-3/5		✓				Yes - Private Operator	67.50%	Freycinet National Park and Wineglass Bay	✓	Yes	74684	No	0	
Orford	Glamorgan Spring Bay	552	638	86	Growth	Sorrell	Supermarket	Medium - 2-3/5			✓			Yes - Private Operator	63.80%	accomodation, walking tracks, local cafe & food, signifcant AirBnB operations	✓	Yes	49737	No	0	
Swansea	Glamorgan Spring Bay	1103	1275	172	Growth	Sorell	Supermarket	High - 4-5/5				✓		Yes - Private Operator	36.40%	accomodation, walking tracks, multiple cafe & food venues, tour operators, distilleries, heritage, significant Air BnB operations, fishing, surfing, beaches	✓	Yes	88955	Yes	318211	✓
Triabunna	Glamorgan Spring Bay	947	883	-64	Decline	Sorrell	Supermarket	High - 4-5/5				✓		Yes - Private Operator	26.50%	Wharf and operators for exploring Maria Island National Park & connection via maria island ferry, Wineries & Distilleries, proximity to Spring Bay Mill site	✓	Yes	95321	Yes	503015	✓
Fern Tree	Hobart City	680	774	94	Growth	Hobart City/Kingston	Commute to Nearest Shops	Low - 0-1/5		✓			✓	Yes - Public Operator	5.90%			Yes	22861	No	0	
Cygnet	Huon Valley	1536	1,785	249	Growth	Sorell	Local Shop	High - 4-5/5			✓		✓	Yes - Private	10.90%			Yes	67811	Yes	89270	✓

1. Place name	LGA	Population 2011 (ERP)	Population 2021 (ERP)	Population change (last 10 yrs)	Population Status	Nearest Employment Hub	Retail offering	Social infrastructure	Locality	Village	Town	Service hub	Satellite	Public transport service to (Hobart) town centres	Vacancy Rate (%)	Tourist Attractions/ Infrastructure	Tourist desti.	Commercial zoned land (Y/N)	Total Commercial Zoned Land (sqm)	Industrial zoned land (Y/N)	Total Industrial Zoned Land (sqm)	Transform town
Dover	Huon Valley	796	939	143	Growth	Huonville	Local Shop	High - 4-5/5			✓			Yes - Private Operator	26.20%			Yes	33943	Yes	179638	
Franklin	Huon Valley	1161	1,349	188	Growth	Huonville	Local Shop	Medium - 2-3/5			✓		✓	Yes - Private Operator	11.00%			No	0	No	0	
Geeveston	Huon Valley	1492	1,623	131	Growth	Huonville	Local Shop	Low - 0-1/5			✓			No	8.30%			Yes	52175	Yes	200436	
Huonville	Huon Valley	2661	3,104	443	Growth	Hobart City	Supermarket	High - 4-5/5				✓	✓	Yes - Private Operator	6.90%			Yes	211799	Yes	425171	
Margate	Huon Valley	3,694	4,303	609	Growth	Kingston	Local Shop	Medium - 2-3/5			✓		✓	Yes - Public Operator	3.80%			Yes	86861	Yes	261250	
Adventure Bay	Kingborough	534	218	-316	Growth	Kingston	Local Shop	Low - 0-1/5		✓				No	63.10%	holiday parks and homes	✓	No	0	No	0	
Alonnah	Kingborough	116	164	48	Growth	Huonville	Commute to Nearest Shops	High - 4-5/5	✓				✓	No	59.60%	Accommodates visitors to Bruny Island	✓	No	0	No	0	
Collinsvale	Kingborough	622	601	-21	Decline	Hobart City/New Norfolk	Local Shop	Medium - 2-3/5		✓			✓	No	16.30%			No	0	No	0	
Kettering	Kingborough	1042	1200	158	Growth	Kingston	Commute to Nearest Shops	Low - 0-1/5		✓			✓	Yes - Public Operator	10.50%	Access to Bruny Island Ferry	✓	No	0	No	0	
Snug	Kingborough	1361	1,916	555	Growth	Huonville	Local Shop	Medium - 2-3/5			✓		✓	Yes - Public Operator	3.60%			No	0	No	0	
Woodbridge	Kingborough	473	556	83	Growth	Sorrell	Local Shop	Medium - 2-3/5		✓			✓	Yes - Public Operator	6.80%			No	0	No	0	
Carlton Beach	Sorell	975	1,299	324	Growth	Sorrell	Local Shop	Low - 0-1/5		✓			✓	Yes - Private Operator	14.00%		✓	No	0	No	0	✓
Dodges Ferry	Sorell	2633	2,901	268	Growth	Sorrell	Local Shop	Medium - 2-3/5			✓		✓	Yes - Private Operator	19.90%	holiday parks and homes	✓	Yes	57939	No	0	✓
Dunalley	Sorell	456	591	135	Growth	Sorrell	Commute to Nearest Shops	Medium - 2-3/5		✓			✓	Yes - Private Operator	21.30%			Yes	35136	No	0	
Lewisham	Sorell	387	454	67	Growth	Sorell	Local Shop	Low - 0-1/5		✓			✓	Yes - Private Operator	12.50%			Yes	4574	No	0	
Primrose Sands	Sorell	943	1,228	285	Growth	Sorell	Local Shop	Low - 0-1/5		✓			✓	No	41.50%	holiday shacks, beach	✓	Yes	8079	No	0	✓
Sorell	Sorell	2501	3,646	1145	Growth	Hobart City	Supermarket	High - 4-5/5				✓	✓	Yes - Private Operator								
Bagdad	Southern Midlands	1314	1,517	203	Growth	Brighton	Commute to Nearest Shops	Low - 0-1/5		✓			✓	Yes - Private Operator	7.40%			No	0	No	0	
Campania	Southern Midlands	881	1,134	253	Growth	Brighton/ Sorell/Clarence	Commute to Nearest Shops	Medium - 2-3/5		✓			✓	Yes - Private Operator	5.90%	Coal River Valley wine trail, whisky distillery and olive oil press (proposed)	x	No	0	No	0	
Colebrook	Southern Midlands	373	372	-1	Decline	Brighton	Commute to Nearest Shops	Medium - 2-3/5		✓			✓	No	9.60%		✓	No	0	No	0	
Kempton	Southern Midlands	700	756	56	Growth	Brighton	Commute to Nearest Shops	Low - 0-1/5		✓			✓	Yes - Private Operator	12.40%	Old Kempton Distillery	✓	No	0	No	0	
Oatlands	Southern Midlands	576	576	0	Stable	Brighton	Local Shop	High - 4-5/5				✓		Yes - Private Operator	15.90%	Callington Mill Distillery	x	Yes	156346	Yes	253448	x
Eaglehawk Neck	Tasman	351	397	46	Growth	Sorrell	Commute to Nearest Shops	Low - 0-1/5	✓					Yes - Private Operator	52.50%	Lookouts and entrance point to Tasman Park	✓	Yes	21564	No	0	
Murdunna	Tasman	370	365	-5	Decline	Sorrell	Commute to Nearest Shops	Low - 0-1/5	✓					Yes - Private Operator	49.00%			No	0	No	0	
Nubeena	Tasman	502	589	87	Growth	Sorrell	Local Shop	High - 4-5/5			✓			Yes - Private	24.40%	holiday shacks	✓	Yes	42995	Yes	67787	✓
Port Arthur	Tasman	261	251	-10	Decline	Sorrell	Commute to Nearest Shops	Low - 0-1/5	✓					Yes - Private Operator	58.70%	Historical significant site	✓	Yes	17277	No	0	
Taranna	Tasman	277	167	-110	Growth	Sorrell	Commute to Nearest Shops	Low - 0-1/5	✓					Yes - Private Operator	31.30%	Tasmania Devil Conservation Park and connections to Port Arthur	✓	Yes	49310	No	0	
Southport*	Huon Valley	N/A	149		-	Huonville	Commute to Nearest Shops	Low - 0-1/5	✓					No	67.90%			No	0	No	0	
White Beach*	Tasman	294	309	5	Growth	Sorrell	Local Shop	Medium - 2-3/5	✓					No	71.00%	White Beach	✓	No	0	No	0	
Ranelagh*	Huon Valley	1075	1528	43	Growth	Huonville	Local Shop	Low - 0-1/5		✓			✓	No	4.70%	Hidden Falls	✓	Yes	0	No	0	
Grove*	Huon Valley	519	552	6	Growth	Huonville	Local Shop	Medium - 2-3/5		✓			✓	Yes	6.80%			No	0	No	0	
Electrona*	Kingborough	474	601	127	Growth	Kingston	Commute to Nearest Shops	Low - 0-1/5	✓				✓	Yes	6.90%			No	0	Yes	209552	
Port Huon*	Huon Valley	603	676	12	Growth	Huonville	Commute to Nearest Shops	Low - 0-1/5		✓			✓	Yes	12.50%			No	0	Yes	243226	

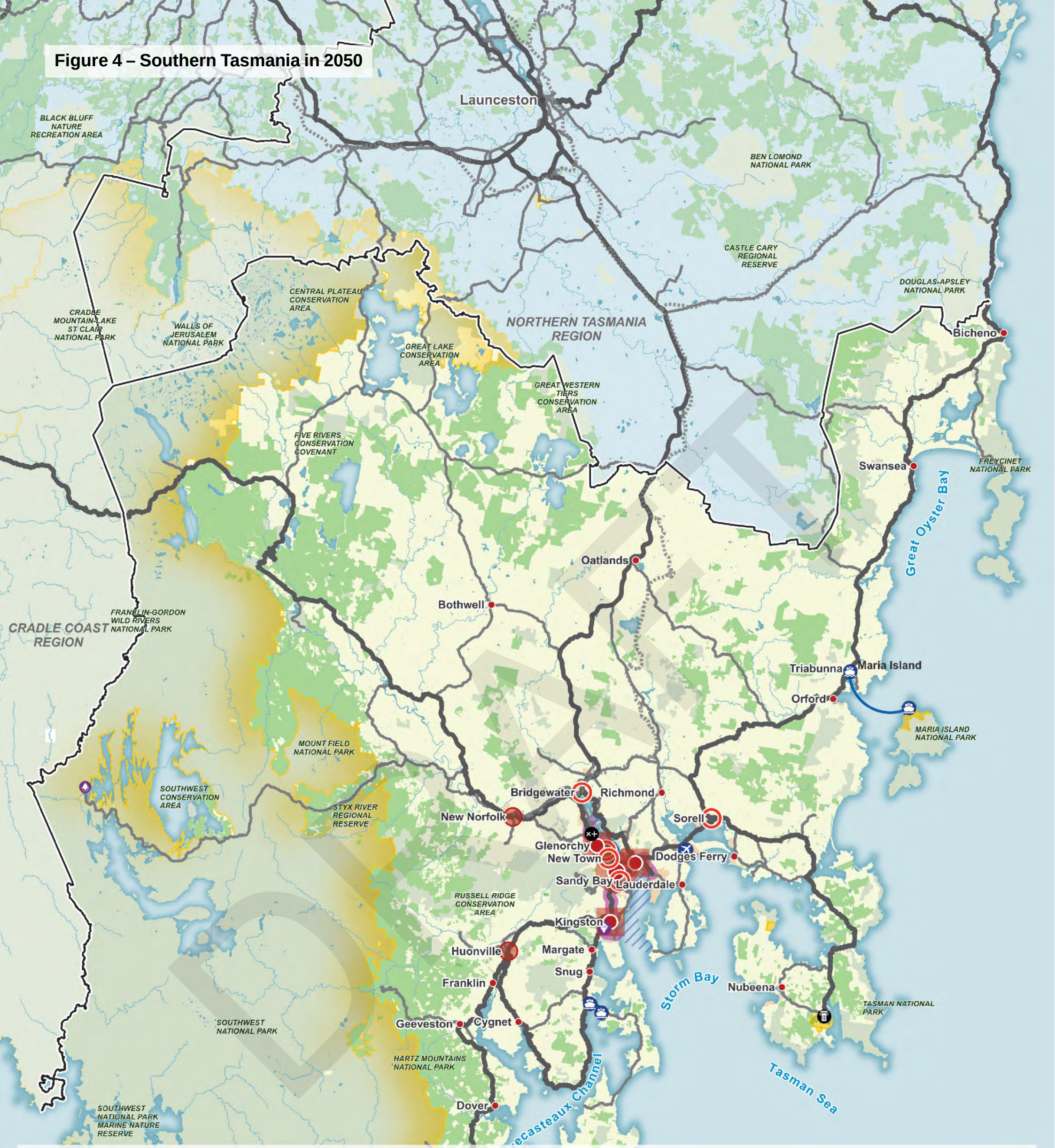
Appendix 5 – STRLUS figures - scalable

Figure 2 – The Southern Tasmania region



Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Figure 4 – Southern Tasmania in 2050



SOUTHERN TASMANIA IN 2050

LEGEND

- Hobart CBD
- Principal Centre
- District Centre
- Service Hub
- Town
- Regional Boundary
- Metropolitan, Town and Village Areas
- Rural and Non-Urban Areas
- Airport
- State Roads
- Arterial and Sub-Arterial Roads
- Freight Railway
- Existing Regional Bus Routes
- Proposed High Frequency Public Transport Corridor
- Ferry Terminal*
- Existing Ferry Route
- Ferry Expansion Investigation**
- National Parks, Reserves and Conservation Areas
- Forest Management and Private Timber Reserves
- World Heritage Area
- Hobart International Airport
- Port Arthur Historic Site
- MONA
- Gordon Dam
- Australian Antarctic Division

*Existing and proposed ferry terminals in Metropolitan Hobart are shown in Figure 17.

**Refer to the draft Keeping Hobart Moving Plan.

***Regionally significant industrial precincts are shown in Figure 15.

0 5 10 km

Source Data: Land Information System Tamsania (LIST), Department of State Growth, Sustainable Timber Tasmania, Google Maps and Open Street Maps

Figure 5 – Metropolitan Hobart in 2050

METROPOLITAN HOBART IN 2050

Refer to Legend for Figure 5 - Southern Tasmania in 2050

Source Data:
Land Information System Tasmania (LIST),
Department of State Growth,
Google Maps and Open Street Map

0 2.5 5 km

Figure 9 – The Metropolitan Urban Boundary

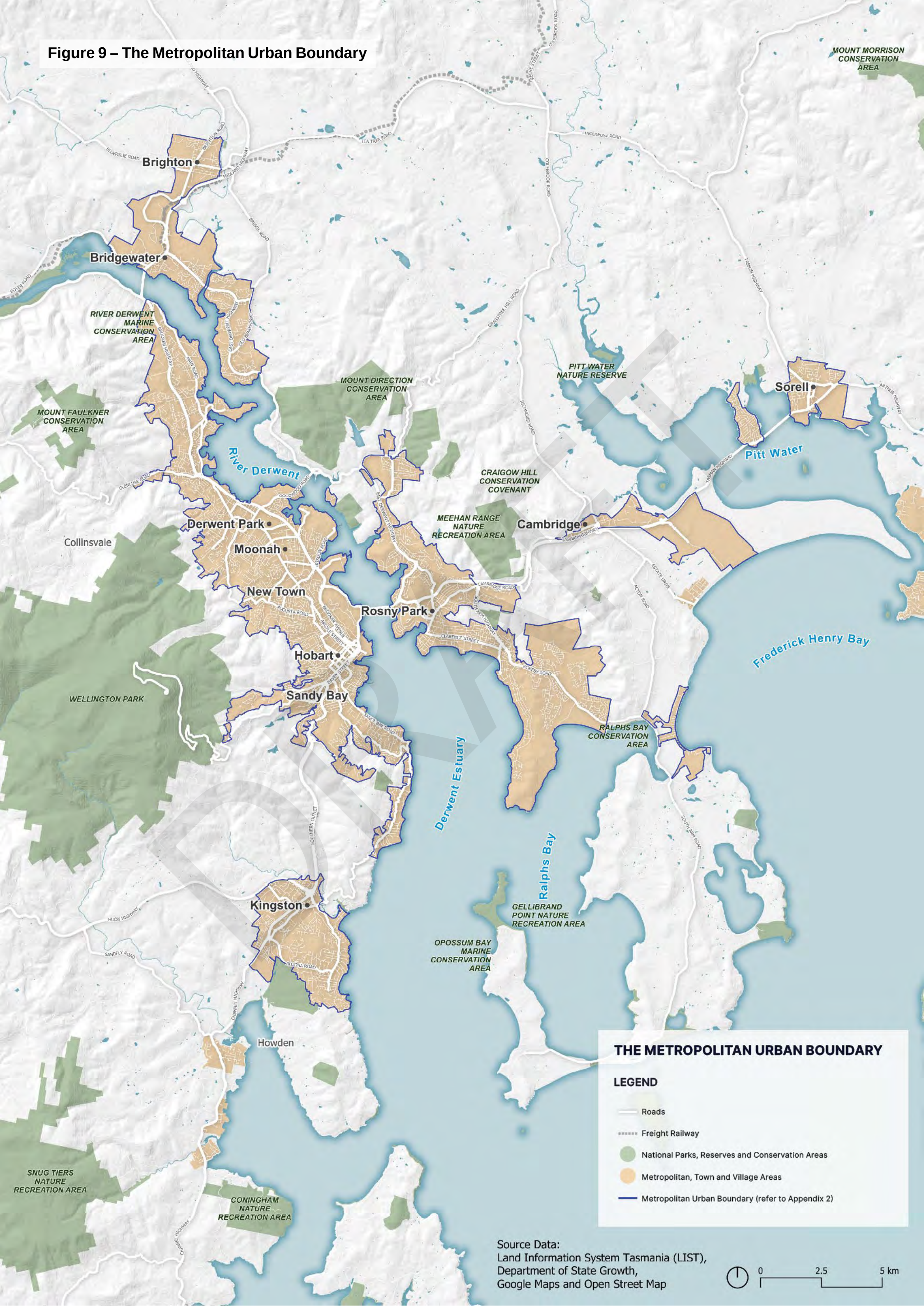


Figure 10 – Urban growth in Metropolitan Hobart

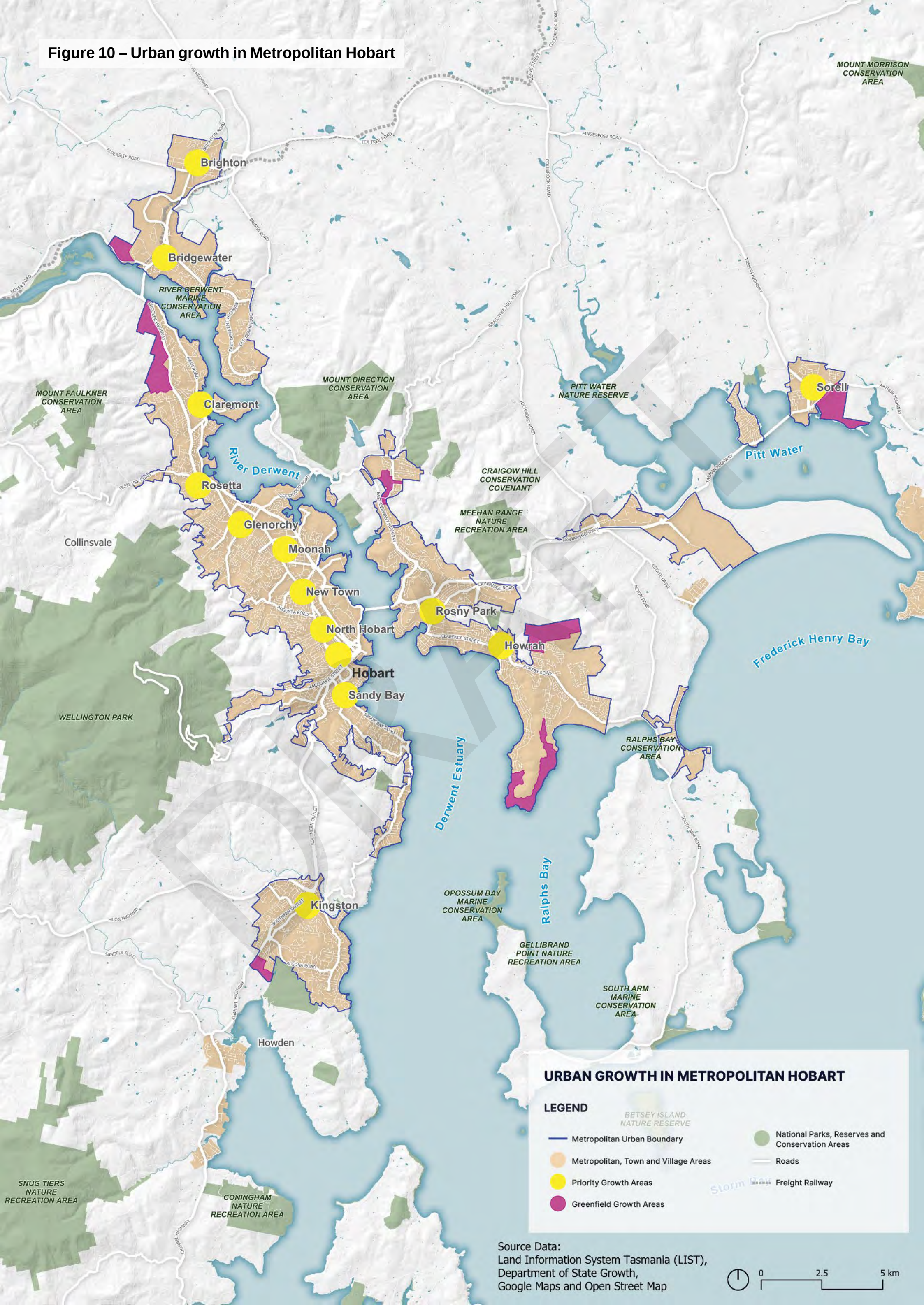
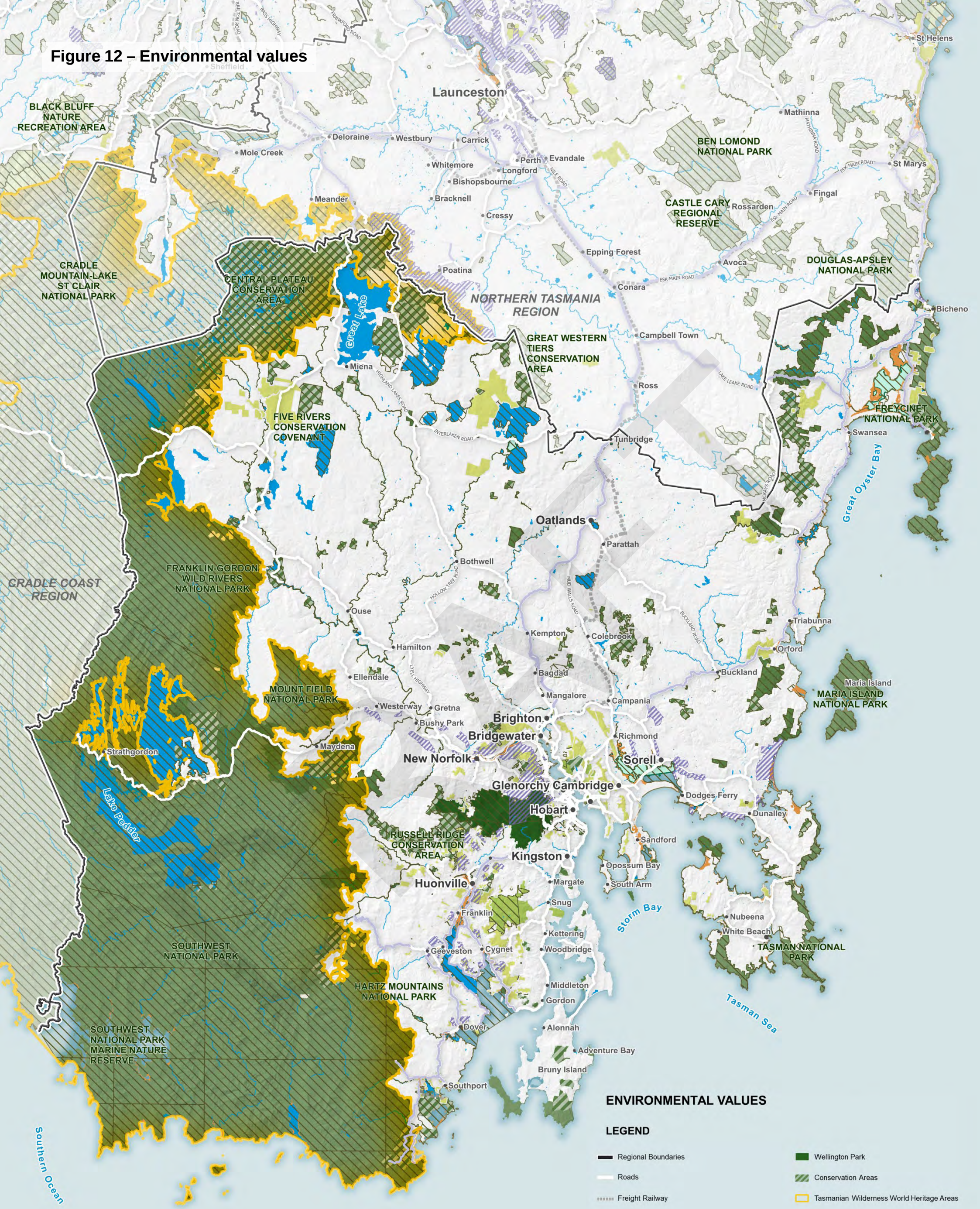


Figure 11 – Towns and villages with nominated boundaries

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Figure 12 – Environmental values



ENVIRONMENTAL VALUES

LEGEND

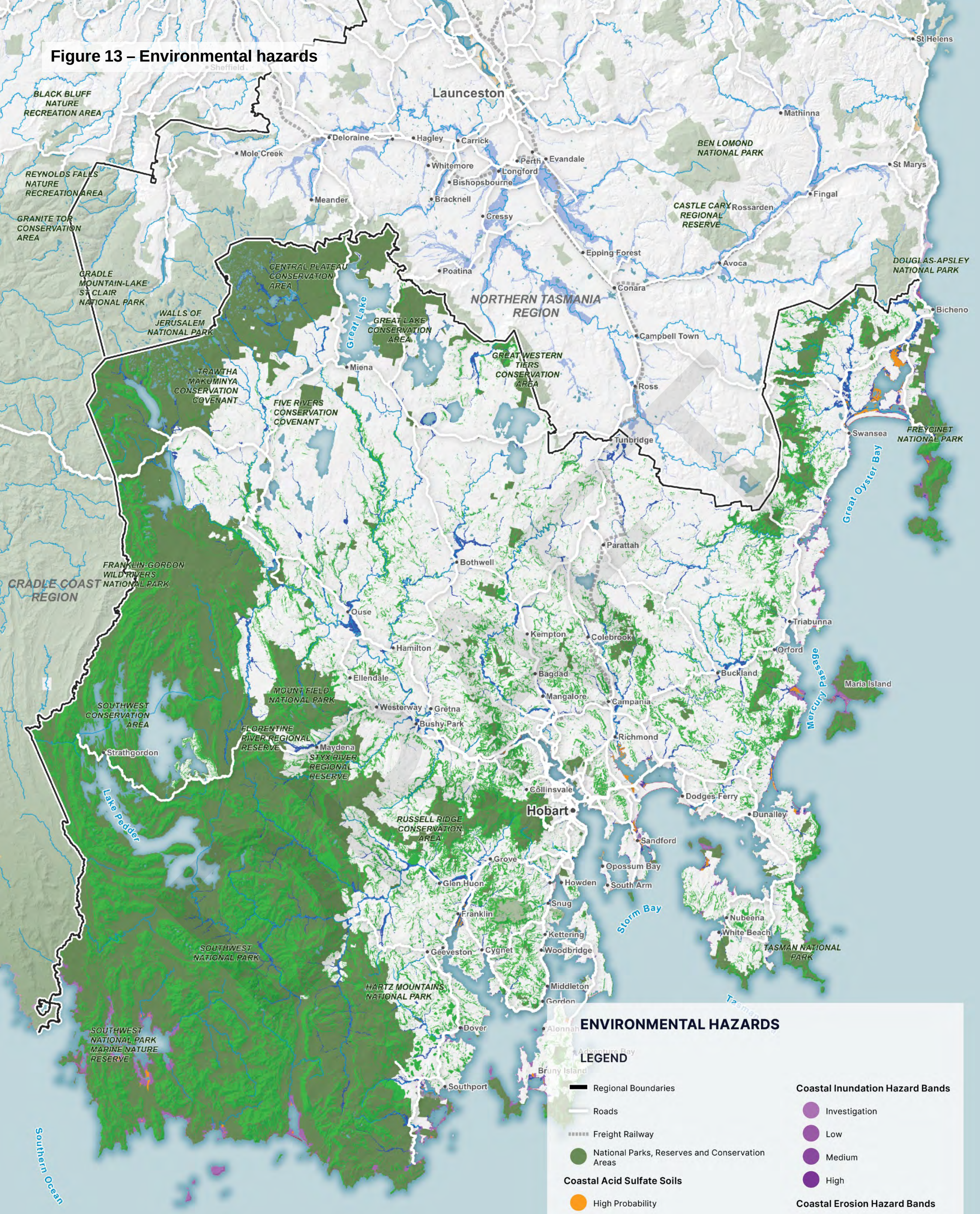
- Regional Boundaries
- Roads
- Freight Railway
- Ramsar Wetlands
- Waterways
- National Parks
- State, Regional and Nature Reserves
- Nature Recreation Areas
- Wellington Park
- Conservation Areas
- Tasmanian Wilderness World Heritage Areas
- Landscape Conservation Areas*
- Scenic Protection Areas*
- Scenic Road Corridors*
- Future Coastal Refugia Areas
- Environmental Management Areas*

*These areas will be mapped for Kingborough when the Kingborough LPS is in effect.

Disclaimer: LPS zones and overlays may indicate further environmental values at the local level.

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Figure 13 – Environmental hazards



ENVIRONMENTAL HAZARDS

LEGEND

- Regional Boundaries
- Roads
- Freight Railway
- National Parks, Reserves and Conservation Areas

Coastal Acid Sulfate Soils

- High Probability

Flooding

- 1% AEP Climate Change Flooding Scenario 2090*

Landslide Hazard Bands

- Medium
- Medium-Active
- High

Coastal Inundation Hazard Bands

- Investigation
- Low
- Medium
- High

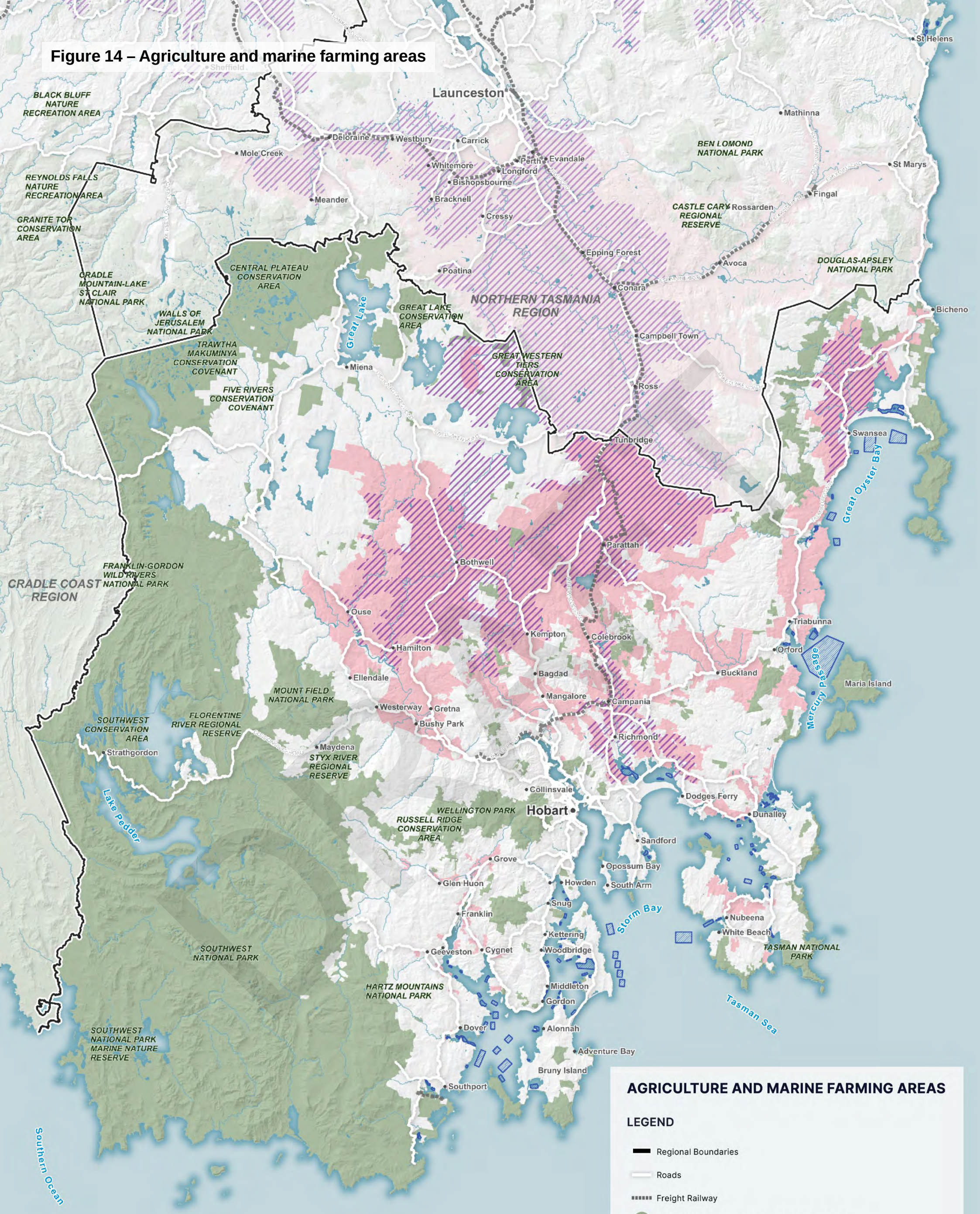
Coastal Erosion Hazard Bands

- Investigation
- Low
- Medium
- High

0 5 10 km

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Figure 14 – Agriculture and marine farming areas



AGRICULTURE AND MARINE FARMING AREAS

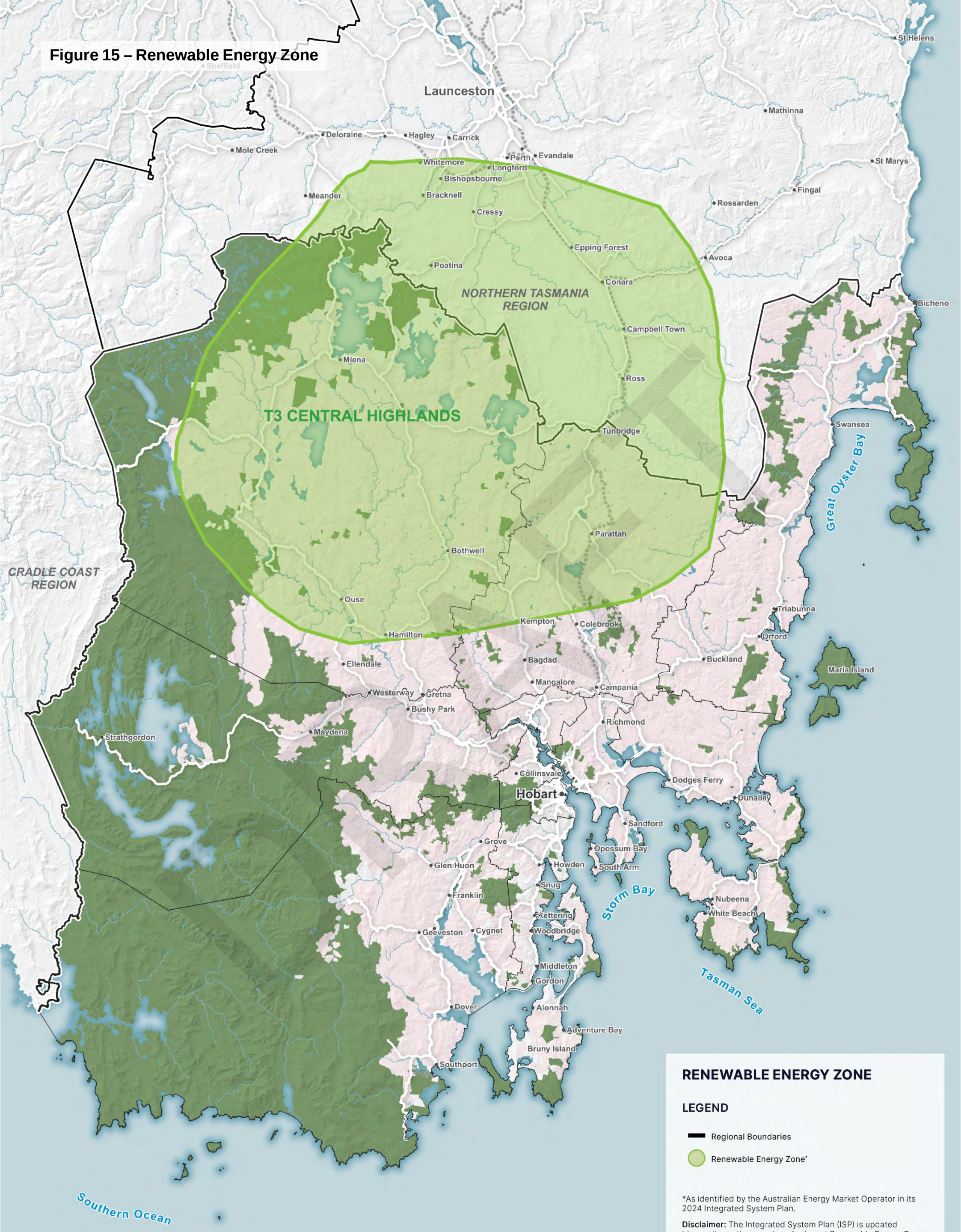
LEGEND

- Regional Boundaries
- Roads
- Freight Railway
- National Parks, Reserves and Conservation Areas
- Marine Farming
- Agricultural Areas
- Irrigation District

Disclaimer: Agricultural areas have been mapped using the Agriculture Zone of the Local Provisions Schedules (LPSs) in the Tasmanian Planning Scheme. The Agricultural areas mapping for the Kingborough LGA will be included when the Kingborough LPS is in effect.

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Figure 15 – Renewable Energy Zone



RENEWABLE ENERGY ZONE

LEGEND

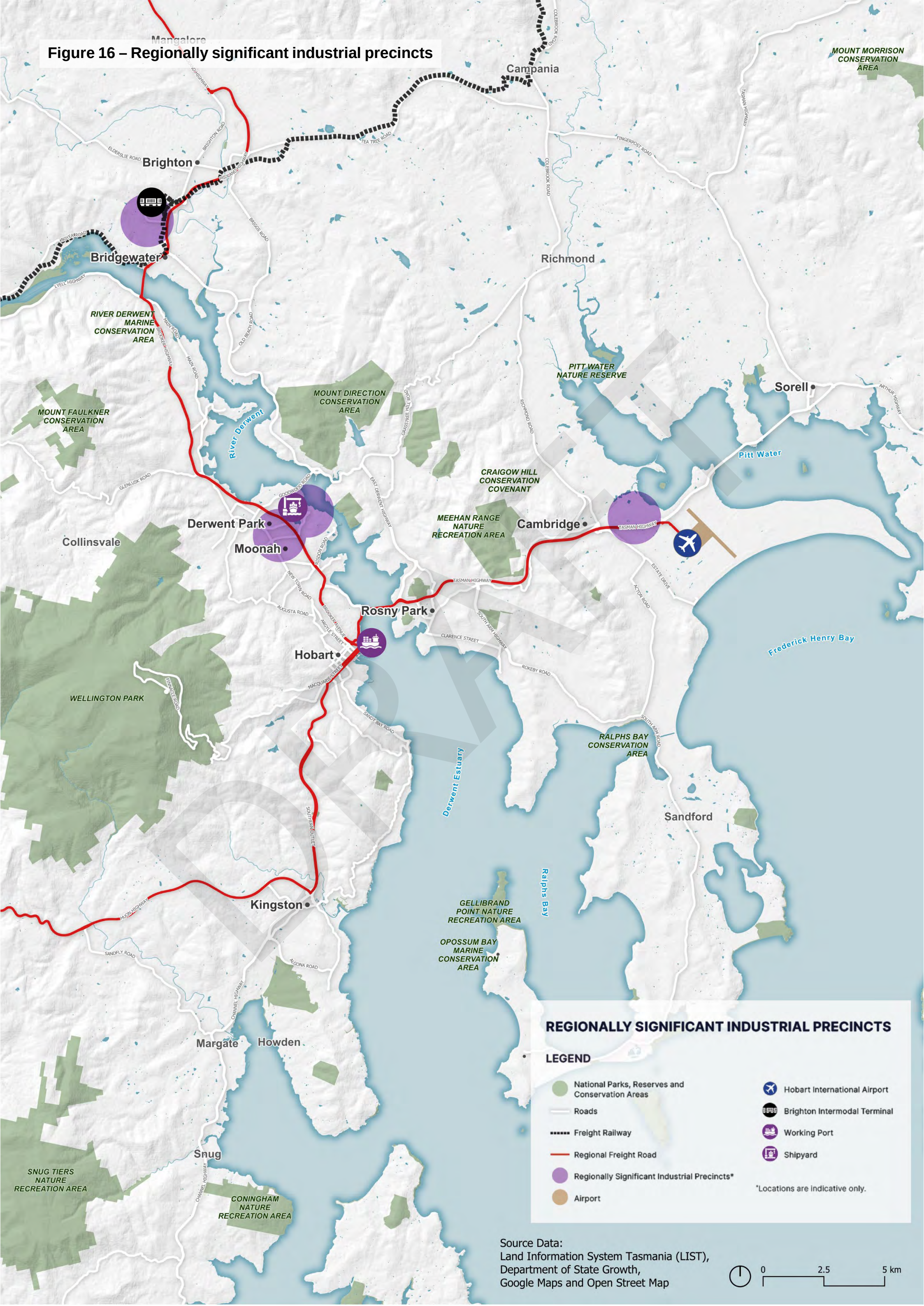
- Regional Boundaries
- Renewable Energy Zone*

*As identified by the Australian Energy Market Operator in its 2024 Integrated System Plan.

Disclaimer: The Integrated System Plan (ISP) is updated biannually, so the mapping of relevant Renewable Energy Zones (REZs) may vary. The latest REZ mapping in future iterations of the ISP should be referred to.

Source Data: Land Information System Tasmania (LIST), Australian Energy Market Operator, Google Maps and Open Street Map

Figure 16 – Regionally significant industrial precincts



REGIONALLY SIGNIFICANT INDUSTRIAL PRECINCTS

LEGEND

- National Parks, Reserves and Conservation Areas
- Roads
- Freight Railway
- Regional Freight Road
- Regionally Significant Industrial Precincts*
- Airport
- Hobart International Airport
- Brighton Intermodal Terminal
- Working Port
- Shipyard

*Locations are indicative only.

Source Data:
Land Information System Tasmania (LIST),
Department of State Growth,
Google Maps and Open Street Map

0 2.5 5 km

ANDERSONS NATURE RESERVE ARNDELL CONSERVATION COVENANT
CHAUNCY VALE CONSERVATION AREA
FLAT ROCK RESERVE CONSERVATION COVENANT
THE NUTSHELL CONSERVATION COVENANT
FERNIEHURST #2 CONSERVATION COVENANT
MOUNT MORRISON CONSERVATION AREA
Brighton
MOUNT DROMEDARY CONSERVATION AREA
Bridgewater
Richmond
River Derwent
RIVER DERWENT MARINE CONSERVATION AREA
New Norfolk
PITT WATER NATURE RESERVE
Sorell
MOUNT FAULKNER CONSERVATION AREA
MOUNT DIRECTION CONSERVATION AREA
Pitt Water
River Derwent
Glenorchy
MEEHAN RANGE NATURE RECREATION AREA
Moonah
New Town
Rosny Park
Dodges Ferry
Hobart
Frederick Henry Bay
WELLINGTON PARK
Sandy Bay
RUSSELL RIDGE CONSERVATION AREA
Derwent Estuary
Ralphs Bay
Kingston
OPOSSUM BAY MARINE CONSERVATION AREA
SOUTH ARM MARINE CONSERVATION AREA
Huonville
SHERWOOD HILL CONSERVATION AREA
Margate
Huon River
Snug
SNUG TIERS NATURE RECREATION AREA
CONINGHAM NATURE RECREATION AREA
Franklin
HUON ESTUARY MARINE CONSERVATION AREA
Cygnet
Port Cygnet
Huon River
CENTRAL CHANNEL MARINE CONSERVATION AREA
D'entrecasteaux Channel
SIMPSONS POINT MARINE CONSERVATION AREA
SIMPSONS POINT CONSERVATION COVENANT
BRUNY ISLAND NECK GAME RESERVE
Tasman Sea

ACTIVITY CENTRE CATEGORISATION

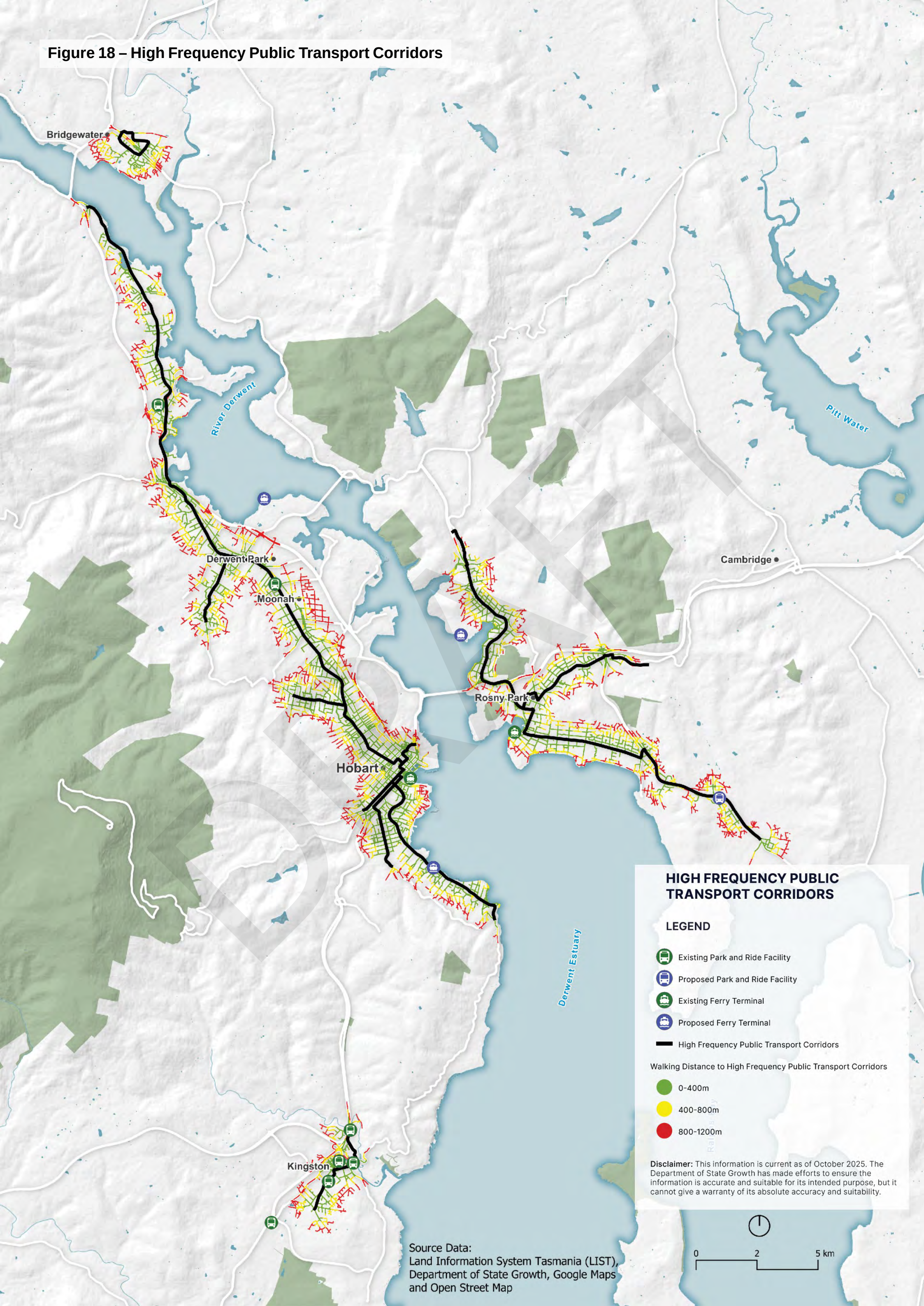
LEGEND

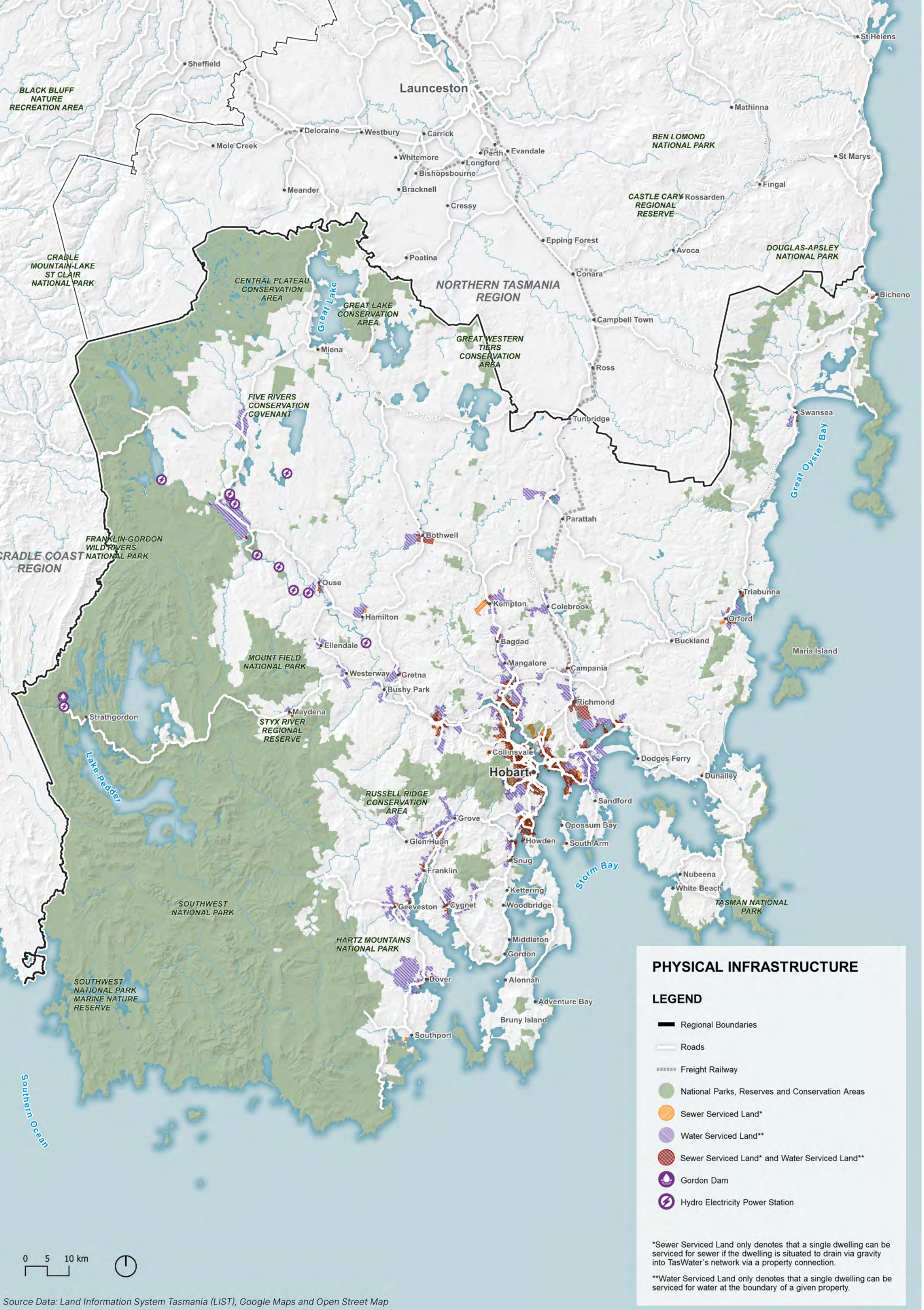
- Hobart CBD
- Principal Centre
- District Centre
- Service Hubs
- Metropolitan, Town and Village Areas
- National Parks, Reserves and Conservation Areas
- Roads
- Freight Railway

0 5 10 km

Source Data:
Land Information System Tasmania (LIST),
Department of State Growth,
Google Maps and Open Street Map

Figure 18 – High Frequency Public Transport Corridors





PHYSICAL INFRASTRUCTURE

LEGEND

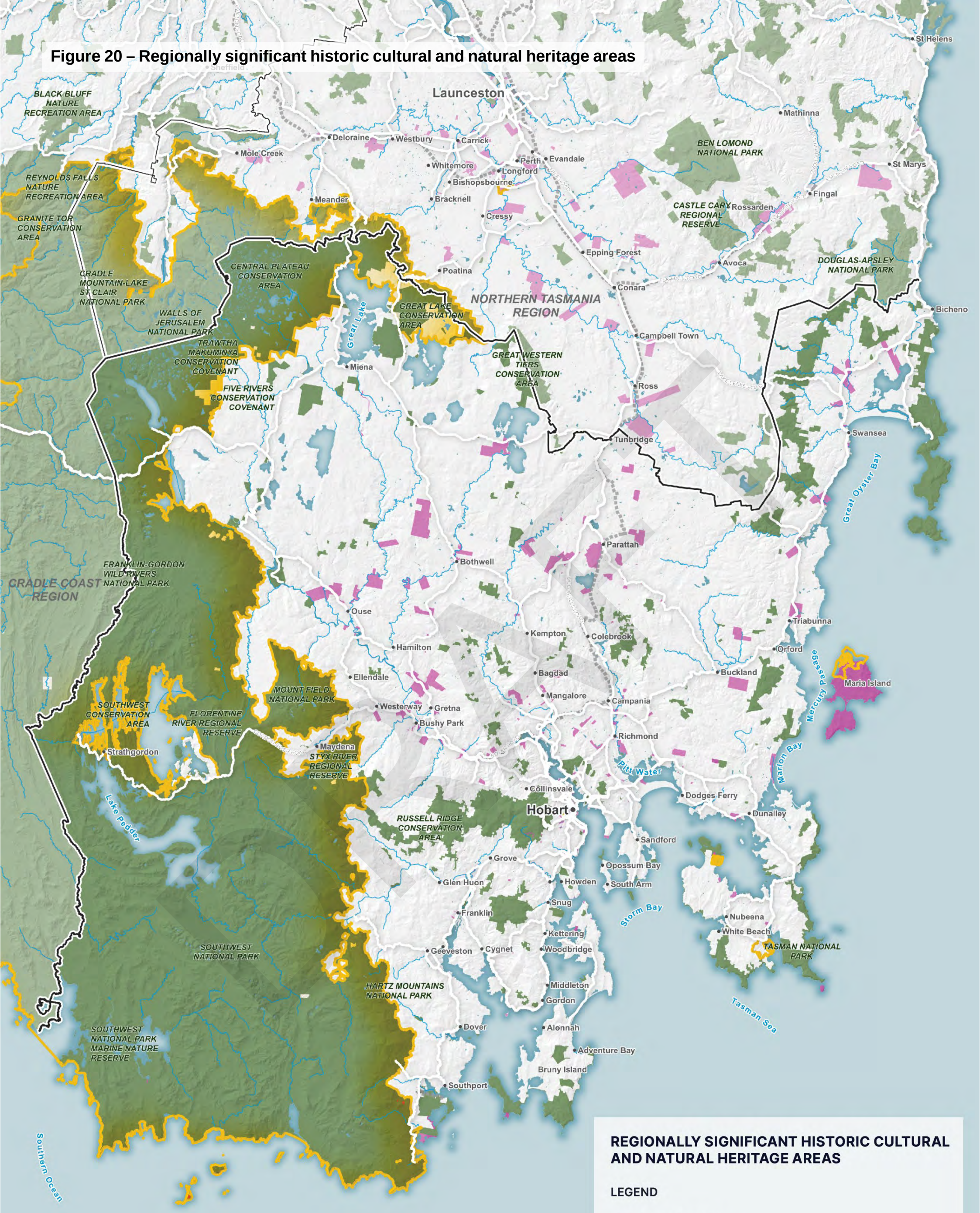
- Regional Boundaries
- Roads
- Freight Railway
- National Parks, Reserves and Conservation Areas
- Sewer Serviced Land*
- Water Serviced Land**
- Sewer Serviced Land* and Water Serviced Land**
- Gordon Dam
- Hydro Electricity Power Station

*Sewer Serviced Land only denotes that a single dwelling can be serviced for sewer if the dwelling is situated to drain via gravity into TasWater's network via a property connection.

**Water Serviced Land only denotes that a single dwelling can be serviced for water at the boundary of a given property.

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map

Figure 20 – Regionally significant historic cultural and natural heritage areas



REGIONALLY SIGNIFICANT HISTORIC CULTURAL AND NATURAL HERITAGE AREAS

LEGEND

- Regional Boundaries
- Roads
- Freight Railway
- National Parks, Reserves and Conservation Areas
- State Heritage Registered
- World Heritage Area

Source Data: Land Information System Tasmania (LIST), Google Maps and Open Street Map