



**Meander
Valley
Council**

Draft Carrick Structure Plan 2026-2046

**A comprehensive strategy to land use and
development until 2046 and beyond.**

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Acknowledgement of Country

In recognition of the deep history and culture of Lutruwita/Tasmania, we acknowledge the pallitorre and panninher peoples, the traditional owners of the land upon which we gather. We acknowledge and pay our respects to their Elders, past and present, and to all Tasmanian Aboriginal communities, for they hold the memories, the knowledge, and the culture and hopes of Aboriginal Tasmania.



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1 About the Structure Plan

Purpose

The Carrick Structure Plan ('the Structure Plan') provides a 20 year vision for the settlement of Carrick, through to 2046. The focus of the Structure Plan is to guide sustainable use and development within the area, by identifying land suitable for accommodating future residential growth, acknowledging the character of Carrick, and facilitating provision of supporting infrastructure - such as roads, pathways, open space, and reticulated services - necessary to support current and future use.

What is a Structure Plan?

Structure plans are an important part of the Resource Management Planning System. They provide a framework for the long-term development of our towns and suburbs, often for a period of 20 years or more. They bridge the gap between State legislation, regional policies, and the aspirations of local communities. They are used as platforms to support rezonings, the timely provision of requisite infrastructure, and to actively work towards the local community's vision for the area in an integrated and orderly manner.

How was the Structure Plan developed?

A survey undertaken in mid-2024 was undertaken to better understand the values, priorities and aspirations of the community moving into the future, receiving over 50 responses. Over 60 further stakeholders, including infrastructure providers and State agencies and key landowners, were also approached directly to provide feedback on preliminary land use and development concepts.

The Structure Plan has been prepared to provide a shared vision for the development of the area through to 2046.

This Structure Plan represents the next stage of public consultation.

Structure Plan Area

The Structure Plan encompasses the area outlined in Figure 1 (see right), and includes the existing settlement of Carrick and surrounding rural residential development.



Figure 1: Structure plan area (adapted from The LIST mapping).



2 Land use in Tasmania

2.1 POLICY FRAMEWORK

The Resource Management and Planning System (RMPS) of Tasmania is a framework of legislation, policies and strategies governing use and development of all land within Tasmania.

Overarching policy direction is provided through planning instruments such as the Schedule 1 Objectives of the *Land Use Planning and Approvals Act 1993*, *State Policies of the State Policies and Projects Act 1993*, *Regional Land Use Strategies*, and the *Tasmanian Planning Policies* (see Figure 2).

Local land use planning is regulated through the *Tasmanian Planning Scheme*, which is comprised of the 'State Planning Provisions' and the 'Meander Valley Local Provisions Schedule'. While most standards are state-wide provisions, the *Meander Valley Local Provisions Schedule* provides an opportunity to apply the standard suite of available zones or reflect the unique qualities of the municipality through local provisions, such as specific area plans.

While structure plans are not statutory documents, they nonetheless provide a foundation for pursuing changes to the *Meander Valley Local Provisions Schedule*, coordinating infrastructure investment and clearly expressing the community's vision for their place. At their best, structure plans synthesise the overarching policies and strategies of the Resource Management and Planning System with the aspirations of local communities.

To ensure consistency across policy platforms, the structure plan will need to align with the requirements of the Resource Management and Planning System and its policy framework, including but not limited to:

- The Objectives of the Resource Management and Planning System
- Applicable State Policies
- The *Tasmanian Planning Policies*
- The *Northern Tasmanian Regional Land Use Strategy*
- Council's Strategic Plan

Hierarchy of Tasmanian planning instruments

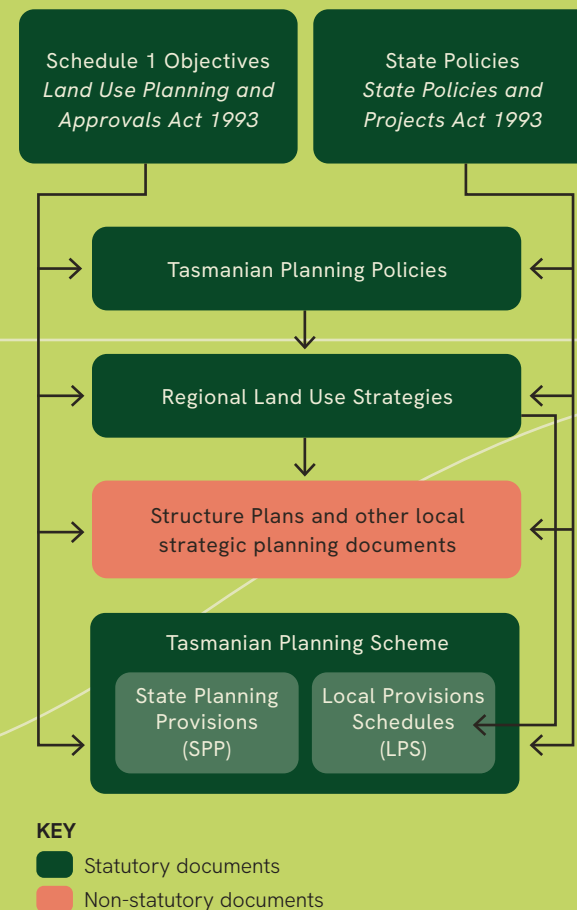


Figure 2: Hierarchy of Tasmanian planning instruments (source: State Planning Office 2023)



2.2 TASMANIAN PLANNING POLICIES

The Tasmanian Planning Policies (TPPs) provide a consistent statewide planning policy framework that is intended to guide planning outcomes through the strategic and regulatory elements of the RMPS. Effective from 1 July 2026, strategic and regulatory planning instruments of the RMPS, including the applicable RLUS and the TPS, are all required to be consistent with the TPPs.

The TPPs articulate the Tasmanian Government's strategic policy direction in relation to seven themes:

1. Settlement
2. Environmental Values
3. Environmental Hazards
4. Sustainable Economic Development
5. Physical Infrastructure
6. Cultural Heritage
7. Planning Processes

This Structure Plan has considered the matters outlined within these Policies, with particular regard to Strategy 1.1.3.6 of the Growth Policy, which seeks to promote the preparation of structure plans that consider:

- a) *the identified values, physical constraints, environmental hazards, and the strategic context of the location;*
- b) *urban or settlement growth boundary;*
- c) *movement networks, including street hierarchy and pedestrian and cycling paths for active transport modes;*
- d) *location of land for the purpose of residential, commercial, open space, recreation and community use and development, the relationship between uses and their positioning to limit or manage land use conflict;*
- e) *any staging or sequencing of development of land;*
- f) *the use of existing physical infrastructure and the logical and efficient provision of additional physical infrastructure; and*
- g) *impacts on broader physical and social infrastructure, including health and education facilities, strategic transport networks, public transport services, stormwater, water and sewerage.*



2.3 NORTHERN TASMANIA REGIONAL LAND USE STRATEGY – URBAN GROWTH AREAS

The Northern Tasmania Regional Land Use Strategy 2021 identifies Urban Growth Areas, where outside the Greater Launceston Area, as land associated with a settlement identified in the Northern Tasmania Regional Settlement Hierarchy (Table E.2). These settlements must also have a local strategy that will deliver the particular land use and development mix to provide for graduation and transition to land use and development outside the settlement, consistent with the policies and actions within the Strategy.

The settlement of Carrick is identified as a ‘Rural Village’* within the Northern Tasmanian Regional Settlement Hierarchy.

Other examples of rural villages within the Northern Region include Bracknell, Cressy, Chudleigh, Meander, Mole Creek, Hagley, Fingal, Scamander and Derby, which range in size from 100 to 700 residents.

Although not explicitly mentioned in the NTRLUS, Carrick functions as ‘Local or Minor Centre’ within the Northern Tasmanian Activity Centre Hierarchy.

This Structure Plan represents the local strategy that seeks to respond to the Key Principles of the Northern Tasmania Regional Land Use Strategy and ensure the strategic and orderly development of Carrick, including a graduation and transition of land uses outside the settlement.

Table 1: Northern Tasmanian Regional Settlement Hierarchy (Table E.1)

| Rural Villages | |
|-------------------------|---|
| Description | Predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs. |
| Utility Infrastructure | May have reticulated water, sewerage and electricity. |
| Facilities and Services | At a minimum may have a local convenience shop, newsagent/post office agency, and community hall |

Table 2: Northern Tasmanian Regional Activity Centre Hierarchy (Table E.2)

| Local or Minor Centres | |
|----------------------------------|---|
| Role | To provide a focus for day-to-day life within an urban community. |
| Employment | Employment opportunities are limited. |
| Land Uses | |
| Commercial and Retail | Offers a range of small specialty shops (including newsagents, pharmacy, and gift store) and a convenience store. |
| Government and Community | Local community services, including Child Health Centre. |
| Residential | May include residential land uses, however interspersed. |
| Arts, Cultural and Entertainment | May include some dining (in the evening) or local bar. |
| Access | Ideally, near public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access. |
| Public Open Spaces | May include minor sporting or community spaces to serve local needs. May be connected to linear parks. |
| Indicative Catchment | Services rural areas not served by regional level activity centres. |

*A clerical error in the 2021 version of the RLUS has Carrick . Correction of this error has been requested.



2.4 MEANDER VALLEY COMMUNITY STRATEGIC PLAN 2024 - 2034

The Meander Valley Community Strategic Plan presents the broad goals and objectives to achieve our local government area's shared vision:

A unified region, brimming with opportunity, Meander Valley is where community, environment, and industry flourish.

The Strategic Plan outlines five Community Strategic Directions (see right) that seek to further the region's vision. Structure Plans are one of many ways in which these Strategic Directions can be advanced.

While Meander Valley is shaped by all of us, the Community Strategic Plan also voices the three key roles that Council plays:

Provider

Council provides resources and plays a lead role in local services and infrastructure.

Facilitator

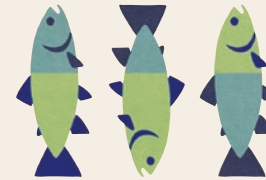
Council works with and assists stakeholders to pursue shared matters of interest, including services.

Advocate

Council advocates on behalf of the community by making representations, providing resources for services, and seeking support from those who can influence local issues.

In implementing the strategies and actions outlined in this Structure Plan, the appropriate role of Council for each will be identified in Section 9.

OUR COMMUNITY STRATEGIC DIRECTIONS



1. Cultivating a diverse, cohesive and empowered community.
2. Valuing and protecting our natural environment.
3. Creating a well-designed, sustainable built environment.
4. Investing in infrastructure that strengthens our connections.
5. Delivering responsible leadership and governance.



3 OUR COMMUNITY

3.1 DEMOGRAPHIC PROFILE

In 2021, there was an estimated resident population of 503 within the urban locality of Carrick (L) (see Figure 4).

Between 2011 and 2021, the population of Carrick (L) grew by about 53, an average of 14 persons per year or 1.14% compound annual growth per year. This included a slight decrease in resident population between 2011 and 2016.

Taking into account recent developments within Carrick (L) and the rural residential area to the south, the Structure Plan Area is likely to have a population of up to about 690 people in 2026 and already represents one of the largest rural villages in the Northern Region (comparable to both Cressy and Scamander).

As shown in Figure 3, about 18% of the area's population is aged 65 and over, with the largest population cohort being Older Workers (aged 50-64). In 2016, only 15.5% of the population were aged 65 and over. With a median age of 44 in 2021, the population of Carrick is, on average, 6 years older than the Tasmanian average.

While the dependency ratio (the ratio between the number of dependents and the working age population) has been relatively stable at 57%, this hides an underlying ageing of the population caused by a reduced proportion of younger persons and an absolute increase in older persons.

Carrick is currently benefitting from an ongoing population redistribution within the broader Northern Region, with new residents primarily comprised of young families, older workers and retirees. The majority of any future population growth is likely to be a result of this population redistribution.

As the population continues to age and households become smaller, new forms of housing, aged and health care services and infrastructure will need to respond to the community's changing needs. Likewise, as the area continues to appeal to younger demographics, the service needs of younger families and youth, such as recreation and educational facilities, also need to be considered in planning for the future of the area.

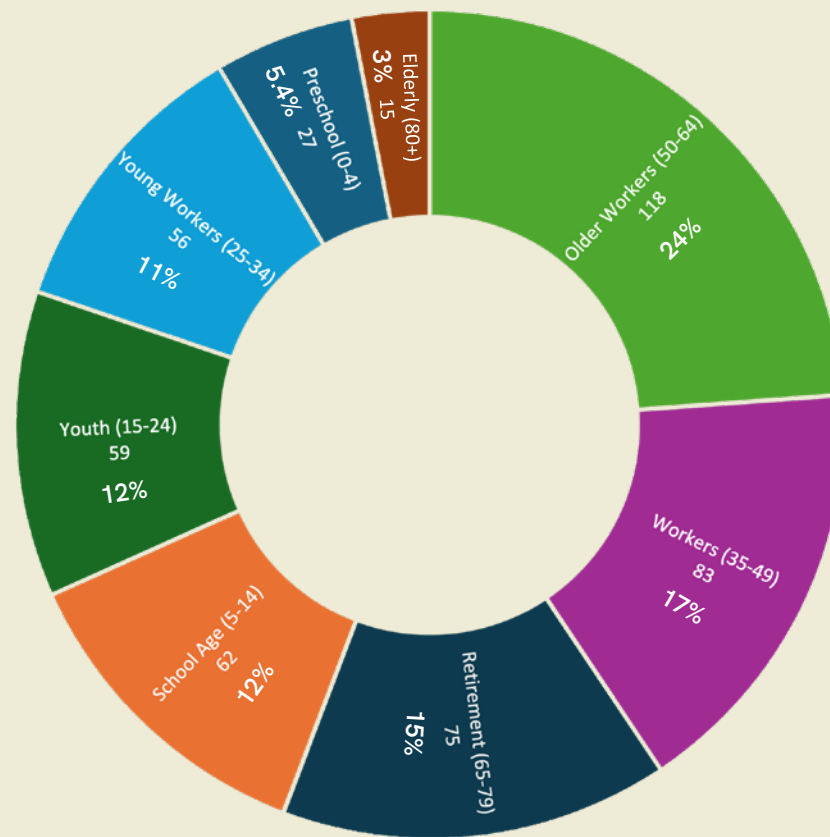


Figure 3: Population in Carrick (Urban Locality) by Life Stage (ABS 2021)



3.2 POPULATION GROWTH AND DEMOGRAPHIC CHANGE

Population scenarios project the potential size and composition of a place’s population, based on predetermined assumptions. Five population projection scenarios, based on the Department of Treasury TASPPOP Projections, REMPLAN Forecasts, and historic growth rates in the recent past, have been used to explore potential futures that the settlement of Carrick may experience (see Figure 4). These scenarios are limited to the Carrick (L) area and do not include the rural residential area to the south.

These projections range from ‘high growth’ of an additional 465 people (19 new residents per year) through to a ‘decline’ by 54 residents (-2.2 residents per year). A projection of the historical compound average growth rate between 2001 and 2021, of 2.3% per annum, is also shown.

Based on recent dwelling completions between 2021 and 2025, the local population is on track to be about 600 within the Carrick (L) in 2026, with population growth potentially at about 19 people per year. This recent trajectory aligns with the high growth scenario.

In all growth scenarios, the majority of this population growth is expected to be driven by local migration to the area, particularly of Older Workers (aged 50-64), Retirees (aged 65-79), Young Workers (aged 25-34 and School Age (5-14) cohorts, if trends during the 2016-2021 period continue. In these scenarios, the population will continue to age but at a reduced rate due to the growth of younger cohorts.

When considering these numbers it is vital to understand that projections are a tool to understand likely futures but are not a predetermined outcome. The way in which all levels of government and the community respond to local and macro trends will alter how our communities grow and flourish. This means that individual and collective decisions on development may mean growth is quicker, slower, or somewhere in-between the identified scenarios.



Figure 4: Carrick Urban Locality (source: adapted from Australian Bureau of Statistics 2016)

Table 3: Key demographic indicators over time (ABS 2011-2021)

| Key Demographic Indicators | Carrick 2011 | Carrick 2016 | Carrick 2021 |
|---|-----------------------------|-----------------------------|-------------------------------------|
| Population | 449 | 432 | 503 |
| Largest age cohort | Workers (aged 35 - 49), 23% | Workers (aged 35-49), 22.3% | Older Workers (aged 50 - 64), 23.7% |
| Aged 65 and over | 15.5% | 15.6% | 18.4% |
| Aged 14 and under | 21.6% | 15.8% | 17.8% |
| Average household size | 2.7 | 2.5 | 2.5 |
| One person households | 20.4% | 23% | 26.3% |
| Aboriginal and Torres Strait Islander born | 0.9% | 0% | 3.4% |
| Born overseas | 5.6% | 4.6% | 4.9% |



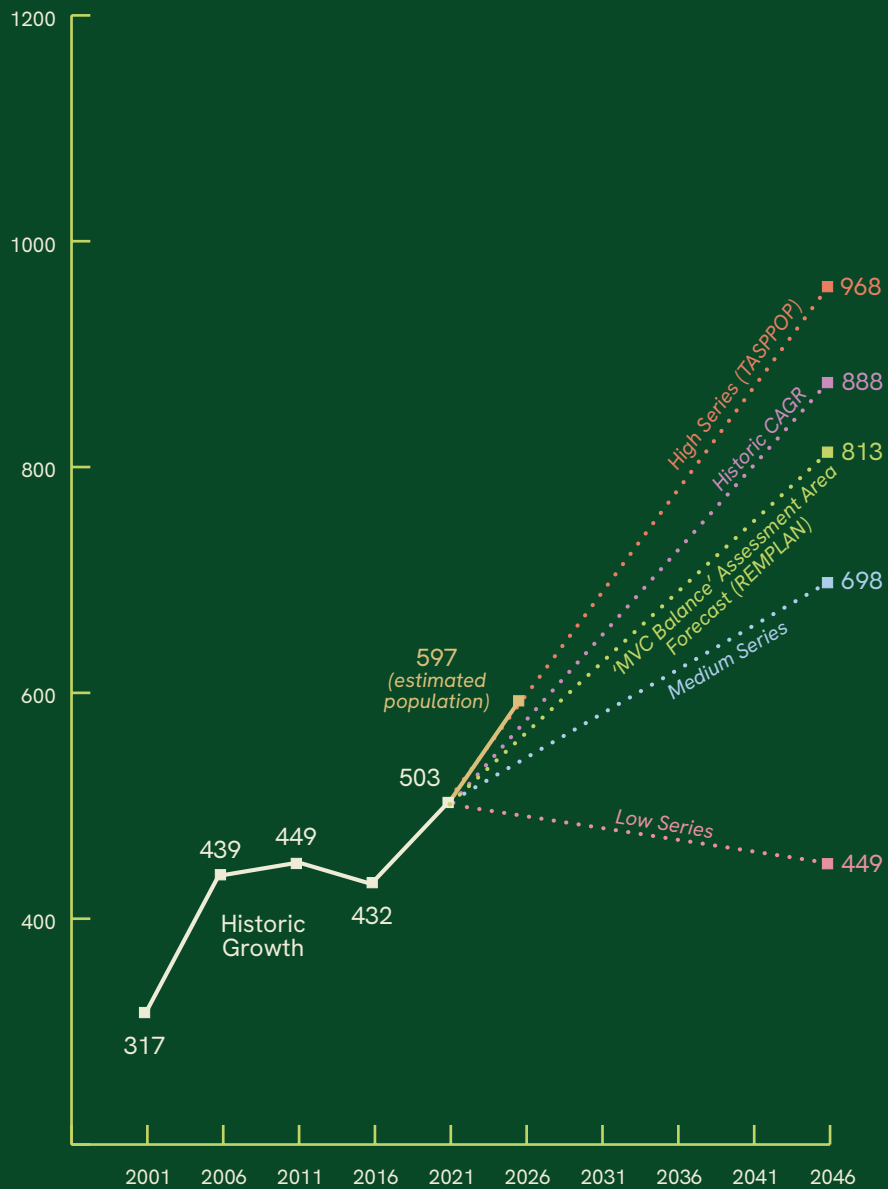


Table 4: Population change by age group, Carrick (Urban Locality), 2016-2021

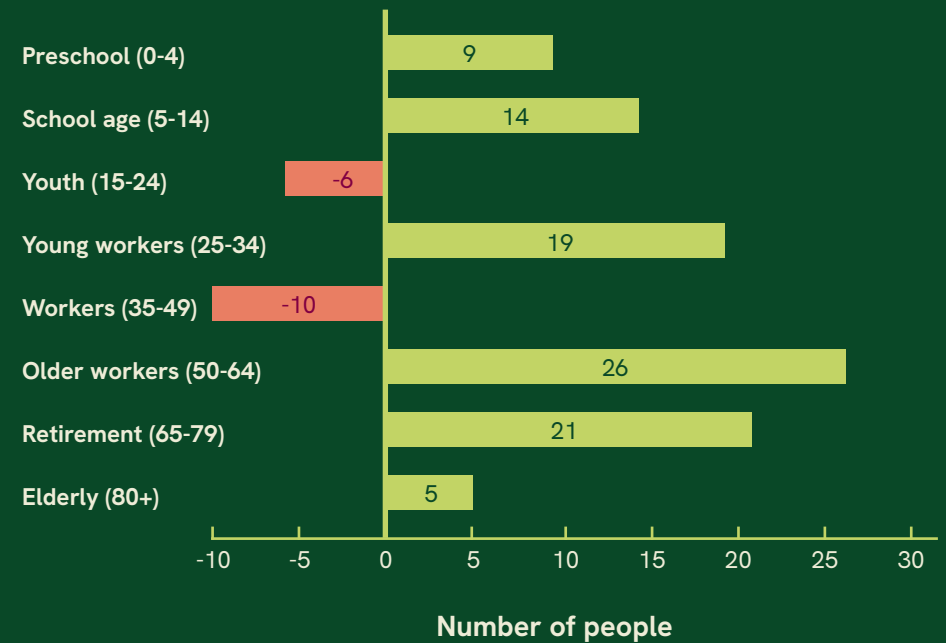


Figure 5: Population projections until 2046 (adapted from ABS Census data - Carrick (Urban Locality) 2001-2021¹, Department of Treasury TASPPPOP Projections, and REMPLAN Forecasts.

¹The 2026 population estimate is based on the number of dwellings constructed between August 2021 and December 2025.



3.3 HOUSING SUPPLY AND DEMAND

CURRENT PROFILE

As of 2021, there were about 260 dwellings within the Structure Plan area.

Between 2021 and 2025, there have been about 34 dwellings constructed within the Carrick (L) and a further 30 dwellings constructed within the southern rural residential area, resulting in a total of about 324 dwellings.

Home ownership is high, with 40% of dwellings owned outright and a further 42% owned with a mortgage. About 16% of dwellings within the village were rented. 3% of private dwellings are recorded as being unoccupied.

Dwellings are almost exclusively separate houses (inclusive of villa units) and about three quarters of households are family households (with 40% of these being couple families with children and another 40% being couples without children). The remaining quarter are single person households.

Average household sizes, while declining, remain about 2.5 persons per household. The average number of bedrooms in a dwelling is 3.2.

While the average number of motor vehicles per dwelling is also about 2.5, almost one fifth of all households only own one registered motor vehicle. This appears to roughly correlate with number of occupants.

AFFORDABILITY

Entry to home ownership is becoming increasingly unaffordable across Tasmania, with Carrick being no exception. Middle-income housing affordability can be rated on a scale from affordable (3.0 and under) up to impossibly unaffordable (9.0 and over), by dividing the median house price by the median annual household income.

For existing residents, purchasing a dwelling in the suburb of Carrick was, on average, severely unaffordable with the median house price in 2021 of \$545,000 being about six times greater than the median annual household income in 2021 (\$82,472). For the median annual household income in Launceston (\$68,744), purchasing a median dwelling was almost eight times greater. With recent median house prices having risen to \$665,000 in August 2025, as shown in Table 2, middle-income housing affordability has continued to decline.

Despite this high rating, only 13% of households with mortgages endured mortgage repayments greater than 30% of household income in 2021, suggesting that Carrick may remain predominantly affordable day to day for most current homeowners.

Renter households are relatively well situated, with only 9% enduring rent payments greater than 30% of household income within the locality.

Table 5: Median house price to median household income ratio, 2021

| Year | Carrick Median House Price | Affordability Rating | |
|------|----------------------------|--|---|
| | | Carrick Median Annual Household Income | Launceston Median Annual Household Income |
| 2021 | \$545,000 | 6.2 : 1 | 7.9 : 1 |
| 2025 | \$665,000 | 7.5 : 1 | 9.7 : 1 |



DWELLING DEMAND AND SUPPLY

The growth scenarios envisage varying levels of housing demand, ranging from as little as 20 and as many as 244 additional homes in the area, by 2046.

Extrapolating the 34 dwelling completions within the Carrick (L) between 2021 and 2025 indicates that, at least in the interim, anticipated demand is sitting between the medium and high growth scenarios, with about 8 dwellings completed per year.

While this growth is numerically small, for Carrick this represents significant growth relative to its size. If sustained, about an additional 148 dwellings will be necessary to meet this anticipated demand between 2026 and 2046. This dwelling construction would drive population growth of an additional 465 residents, to about 968 residents within Carrick.

A recent Residential Demand and Supply Study (REMPAN 2023) for the Northern Region suggests that there was an estimated practical yield of about 75 dwellings, assuming continuation of the recent average dwelling yield of one dwelling per 1200 sqm, within the existing urban zones of Carrick. This yield would provide a dwelling supply of about 10 years (until 2036) in the high growth scenario. If development trends towards an average yield of one dwelling per 800 sqm, then these same sites would potentially have a yield of up to 123 dwellings, resulting in an 17 year land supply (until 2043) through infill alone.

As discussed further in this document, a more moderate rate of development in Carrick is preferred. Aligning this with the REMPLAN Forecast Growth Scenario, Carrick would have exhausted its practicable dwelling supply by 2043 (at an average dwelling yield of one dwelling per 1200 sqm). To ensure sufficient supply to meet the preferred demand until at least 2046, additional land for a further 11 dwellings would need to be identified. Again, if development trends towards an average yield of one dwelling per 600 sqm, all dwellings could theoretically be provided within the existing settlement of Carrick.

However, the vast majority of this practical supply is already developed with a single dwelling and would rely on redevelopment, which is subject to landowner intentions and has greater uncertainty in its delivery. Lack of available land to provide

for these average dwelling yields places pressure on existing areas to be subdivided or developed with higher density multiple dwellings. In addition, impacts of infrastructure constraints and delivery, such as the Carrick wastewater treatment plant, may affect the timing of housing delivery.

In order to successfully meet the housing needs of a varied and growing population, it is necessary to provide for an appropriate degree of greenfield development as well as facilitating character-sensitive infill. As such, and to ensure flexibility in the delivery of suitable housing, an average dwelling yield of 1200 sqm has been adopted.

Table 6: Projected dwelling supply and demand growth scenarios

| Growth Scenarios (2026-2046) | Growth (High TASPPOP) | Historic Compound Average Growth Rate (2001-2021) | REMPAN Forecast Growth | Medium Growth (TASPPOP) |
|---|-----------------------|---|------------------------|-------------------------|
| Estimated total population by 2046 | 968 | 888 | 813 | 698 |
| Additional dwellings required* | 148 | 116 | 86 | 40 |
| New dwellings per year | 7.4 | 5.8 | 4.3 | 2 |
| Estimated years of supply from 2026 | 10 | 13 | 17 | 37 |
| Anticipated dwelling supply shortfall** | 73 | 41 | 11 | No shortfall |

*based on average 2.5 people per dwelling

**based on one dwelling per 1200 sqm



3.4 ECONOMIC ACTIVITY

About 64% of the resident population within the Carrick (L) area, or about 263 residents, reported being in the labour force in 2021. A detailed breakdown of labour participation and employment metrics is provided below.

Table 7: Tertiary education and employment rates (ABS 2021)

| 2021 ABS CENSUS STATISTICS | Carrick (L) |
|----------------------------|-------------|
| University qualification | 11.9% |
| Trade qualification | 8.2% |
| Unemployment rate | 4.2% |
| Population in labour force | 64.1% |

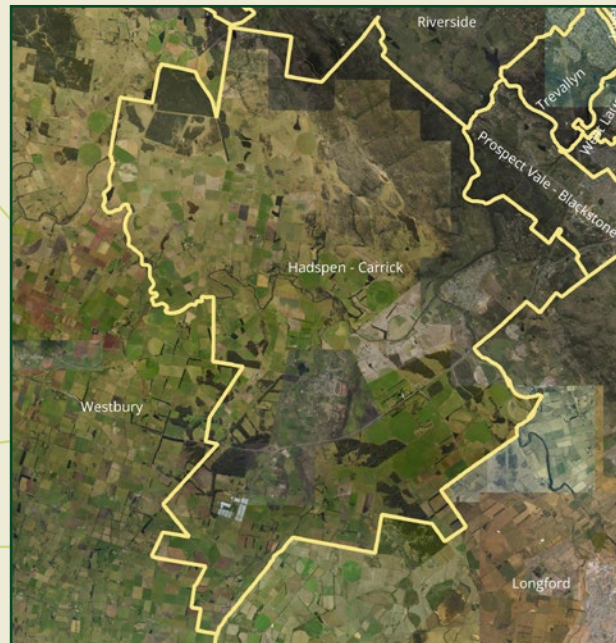


Figure 6: Carrick - Hadspen Destination Zone (source: adapted from ABS 2021)

The top six occupations of the resident working population is shown below. Notably, the Carrick village has a higher proportion of technicians and trades workers, clerical and administrative workers, managers, and machinery operators and drivers than the Tasmanian average.

Table 8: Top six occupations of resident working population (ABS 2021)

| Top Six Occupations | Carrick (L) | Tasmania |
|-------------------------------------|-------------|----------|
| Technicians and Trades Workers | 16.3% | 13.9% |
| Clerical and Administrative Workers | 13.9% | 11.7% |
| Managers | 13.5% | 12.7% |
| Professionals | 13.5% | 20% |
| Labourers | 11.1% | 11.3% |
| Machinery Operators and Drivers | 10.3% | 6.4% |

While it is estimated that there are about 458 jobs located within the Carrick - Hadspen 2021 destination zone, only 16% of the Carrick village labour force actually worked within the destination zone itself. Instead, the majority of working residents travelled elsewhere for work, notably the Launceston CBD and the Greater Launceston area.

Table 9: Resident working population - work locations (ABS 2021)

| Top Six Work Locations | Carrick (L) Resident Working Population |
|---------------------------|---|
| Launceston | 19% |
| Hadspen - Carrick | 16% |
| Invermay | 6% |
| Kings Meadows - Punchbowl | 5% |
| Westbury | 5% |
| No Fixed Address | 5% |

Notable local economic nodes include the village centre at the junction of Meander Valley Road and Liffey Street and the rural industry node next to the Oaks Road interchange.



3.5 COMMUNITY AND RECREATIONAL FACILITIES

Carrick is generally well serviced for its size, particularly for active open space. As the local population grows, there will be greater opportunity for additional community services delivered by the private sector to achieve viability, such as visiting general practitioners and a pharmacist.

COMMUNITY FACILITIES

While there are a small number of community facilities within Carrick, such as Carrick Hall and recreation ground, they adequately respond to the needs of the community. The nearby Hagley School Farm and Prospect High School serves the communities schooling needs and are both accessible by bus. For social infrastructure needs, many residents instead utilise services and facilities provided elsewhere, notably Launceston and Westbury.

PASSIVE RECREATION FACILITIES

Passive open space in Carrick is concentrated in the Arthur Street Park Reserve by the Liffey River (Tilapangka) and the playground within the Carrick Memorial Recreation Ground.

The riparian foreshore of the Liffey River (Tilapangka) is relatively underutilised by the public and instead mostly adjoins private land.

Passive open space is centrally located within the town, co-located with the local active recreation space, and is furnished with a range of play spaces.

ACTIVE RECREATION FACILITIES

Active recreation facilities are available to residents within the town at the Carrick Memorial Recreation Ground.

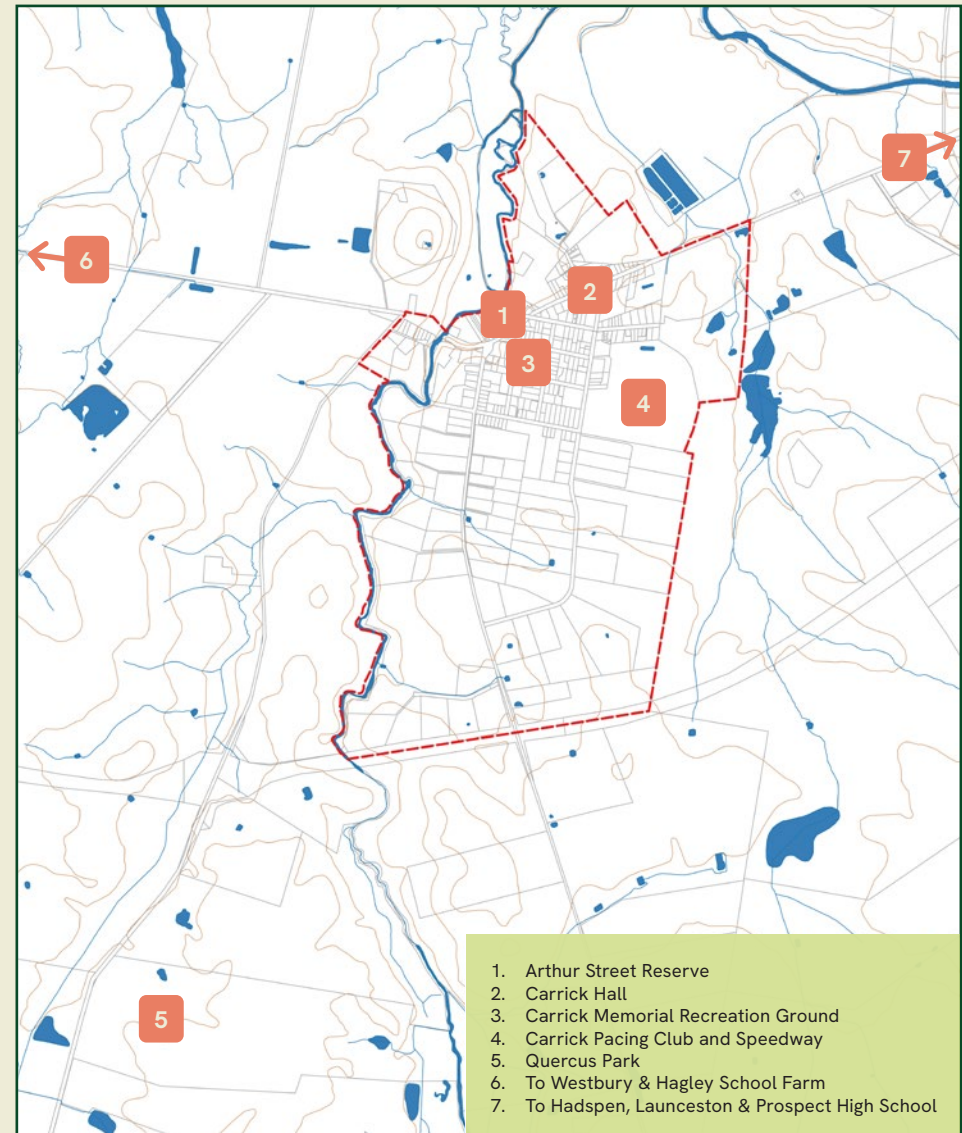


Figure 7: Community and recreational facilities





4 COMMUNITY PRIORITIES

Consultation was undertaken with key stakeholders and the wider community in August 2024. Over 59 people actively participated in surveys and drop-in sessions, highlighting the community priorities below. Priorities respond to both qualities already present within the area that are highly valued and desired to persist as well as qualities that the community aspires towards achieving within the area as a matter of importance.

Community Priorities for Carrick

- Preserve and celebrate Carrick's historic village character and buildings.
- Support improvement to public spaces to support both young families and older people.
- Facilitate upgrades to existing and future infrastructure that are fit for purpose and respond to the needs of the community.
- Cultivate community and provide opportunities for new and existing businesses to prosper and thrive.
- Encourage moderate growth in a way that is compatible with Carrick's historic village character and does not exceed infrastructure capabilities nor result in over-development.



5 HAZARDS AND CONSTRAINTS

Activities with off-site impacts

Activities such as the Carrick Speedway, sand quarries, music events at Quercus Park, and the sewage treatment plant are important activities and infrastructure for Carrick. However, these activities also present difficulties in managing residential amenity.

Surrounded by agricultural land

While agricultural land is a significant asset and contributes to the local character of Carrick, it also limits where residential development can occur and promotes infill over expansion. The interface with agricultural enterprises and residential use also requires careful management.

Low local job base

The Carrick village has limited employment opportunities, with most residents being employed within Greater Launceston. While the rural industry cluster near the Oaks Road interchange and the broader Hadspen-Carrick Destination Zone provides some local employment, the village increasingly functions as a satellite settlement to Launceston.

Limited capacity of reticulated services

The TasWater sewage treatment plant is currently at effective capacity. Upgrades are required to provide for more development within both Hadspen and Carrick. Water pressures also require augmentation along the southern edge of the Carrick settlement.

Increasing demand for multiple dwellings

There has been a recent trend towards multiple dwelling developments within Carrick. Existing infrastructure is unlikely to be able to cater for broad scale development of multiple dwellings without significant upgrades and requires careful design to maintain the character of the village.

Flooding hazards

Low-lying properties near the Liffey River (Tilapangka), particularly near Arthur Street, are prone to flooding. Overland flow paths also provide inundation risks in parts of the village during significant rainfall events.

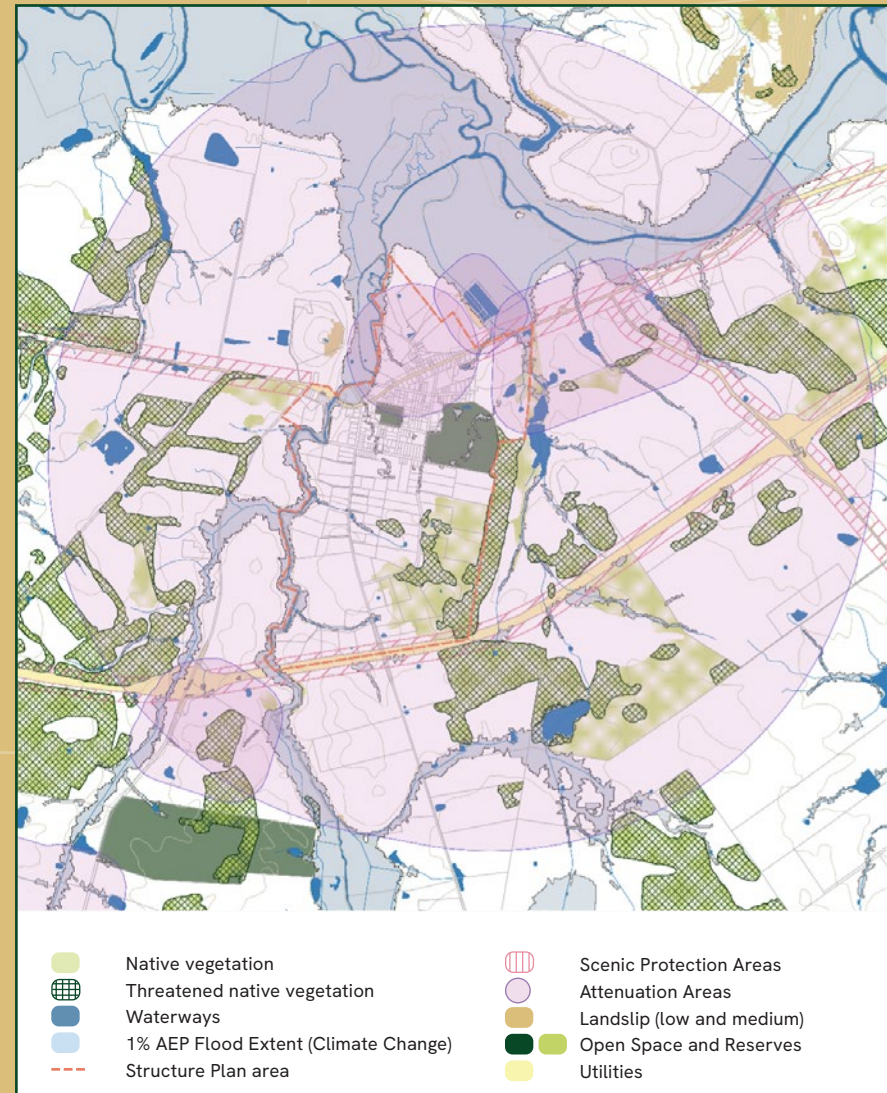


Figure 8: Hazards and constraints



6 OPPORTUNITIES AND ASSETS

Well-designed rural residential living

The area between Carrick and the Bass Highway represents an opportunity for additional rural residential living to divert housing pressure away from more productive agricultural land within Meander Valley and leverage lifestyle motivators.

Unique historic village character

Promotion of Carrick's historic character can support greater visitation, promote greater appreciation of the area's history, and strengthen community identity.

New open spaces tailored to the needs of the community

Creeks and low lying land, such as along the Liffey River (Tilapangka), presents an opportunity to provide open spaces that can manage stormwater naturally and provide direct vistas to nearby agricultural land. Relatively high dog ownership also supports the investigation into a designated dog park.

Spare capacity in the broader road network

The broader State Road network has capacity to cater for anticipated development within Carrick. Targeted improvements to intersections will provide for safety movement between towns.

Well serviced by active recreation spaces

The Carrick Memorial Recreation Ground provides a significant amount of recreation space. The Carrick Speedway, Pacing Club and Quercus Park also provides opportunity for unique rural recreation activities.

Commuting distance to Launceston

Being only 15 minutes' drive to both the Valley Central Industrial Precinct and Launceston CBD, by both the Bass Highway and Meander Valley Road, Carrick is well located to be a desirable lifestyle village.

Larger population base

While requiring careful infrastructure provision, the establishment of a greater local population provides a stronger local customer base to support more local shops and services.

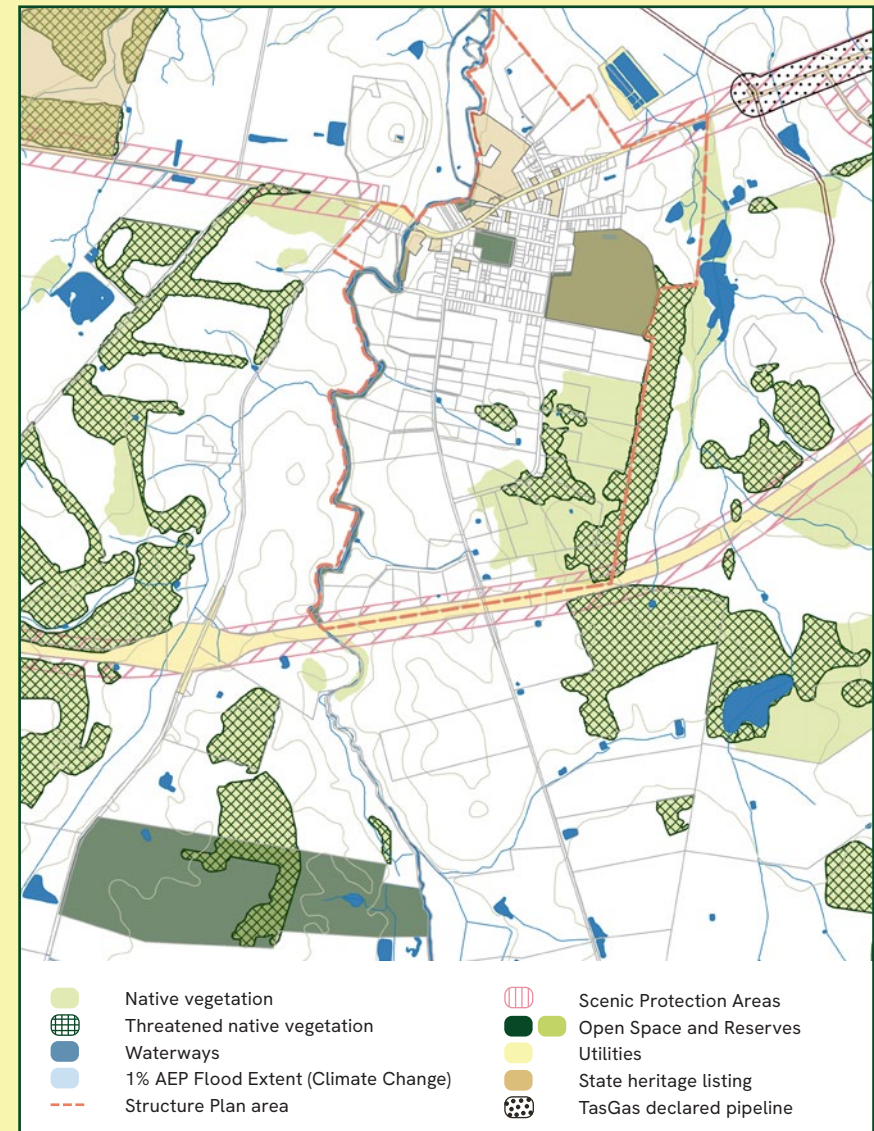


Figure 9: Opportunities and assets



7 OUR SHARED VISION

The visions below describe the desired future for Carrick. It has been informed by consultation with the community, as well as the analysis of planning issues and opportunities detailed in the preceding chapter.

The Vision for Carrick

- Support modest growth and development in a way that protects and promotes Carrick's historic village character and responds to local infrastructure capabilities.
- Cultivate community by incrementally improving public spaces, including roads and footpaths, for people of all ages and abilities.



8 THE STRUCTURE PLAN

This section provides a framework to guide growth within Carrick until the year 2046 and beyond. This section provides a blueprint for growth and infrastructure investment in the area. The recommendations are based on planning and transport analysis, community consultation and vision, and priority areas of focus detailed in this section. The overall Structure Plan is detailed in Figure 8 (see right).

The major elements of the Structure Plan are:

- Long-term provision for a gradated variety of housing types within and surrounding the Carrick village. These types include village housing, low density residential, and rural residential opportunities.
- Recognition of Carrick's historic village character and a framework to protect and enhance its major elements as outlined in the Carrick Character Study 2025.
- Long-term planning for future village growth areas, subject to resolution of known infrastructure capacity limitations.
- Select widening of local roads and upgrades to intersections to balance infill growth with character considerations.
- A network of local pathways to improve pedestrian safety.
- Long-term planning for provision of new passive open space within future growth areas.

Further details regarding these elements and the overall structure plan are provided in the following pages.



Figure 10:
Carrick Structure Plan



8.1 PRIORITY AREAS OF FOCUS

This section provides an overview of the four focus areas that will guide the delivery of our collective vision for the area. Each focus area is arranged thematically and supported by objectives and a description of desired key results. These focus areas will assist in prioritising action and enhancing decision-making.

Celebrate Carrick's historic rural village character

Full of historic rural village charm, new and existing residents alike are attracted to the unique character of Carrick. New development should be responsive to this character to ensure that the appeal of the village is enhanced.

- Encourage the designs of new development, including multiple dwellings, to be compatible with the historic village character.
- Explore opportunities to protect and enhance key elements of this character.

Encourage a diverse mix of lifestyle options supported by enabling infrastructure

With its unique village appeal and proximity to Launceston, housing demand in Carrick is likely to remain high. A diversity of appropriate housing development should be encouraged and supported by essential infrastructure. Plan for the medium growth scenario while considering the infrastructure needs of the medium population growth scenario.

- Provide for a range of rural lifestyle opportunities, from village living to rural residential living.

- Maintain at least 20 years of available land supply and identifying at least an additional further 10 years of reserved residential land at the medium growth rate..
- Advocate for improvements to potable water supply pressures and capacity improvements to the reticulated sewage system.
- Support growth within Hadspen to ease local housing demand in Carrick

Provide a network of multi-purpose and adaptable parks and community facilities

While well supported by community and recreational facilities relative to its size, there are opportunities to further respond to the needs of the community and make better use of our natural assets.

- Plan for establishment of an off-leash dog park.
- Explore opportunities to maximise use of community assets such as Carrick Hall.
- Leverage existing public open space contribution mechanisms to provide and improve public open spaces.

Provide a safe and integrated movement network

An integrated network of local streets and pathways will connect the village and support a healthy community. Opportunities for walking and cycling are especially important for children, youth, the ageing population and those with fewer financial resources.

- Design a street layout that respects the historic grid pattern.
- Plan for most urban households to be within easy walking or cycling distance of bus routes.
- Develop an all ages and abilities local pathway network for walking and cycling.



8.2 DEVELOPMENT FRAMEWORK

This section provides a blueprint for residential growth and infrastructure investment in the area that seeks to further the vision and strategies outlined in Section 8.1.

It does so by establishing plans, based on planning and transport analysis and community consultation, for the delivery of the following elements within the extent of the Structure Plan:

- Housing Types
- Village Character
- Community Services and Facilities
- Road Network Plan
- Pathway Network Plan



8.2.1 HOUSING TYPES

The Structure Plan supports and encourages the development of three different types of housing: village housing, low-density housing, and rural residential living. The variety of housing types reflects the different lifestyles and different needs within the community. The distribution of housing typologies is detailed in Figure 9.

Village Housing areas are suitable for lots at 450-600 sqm and multiple dwellings at densities of at least 600 sqm. These lots will accommodate conventional family homes, at either one or two storeys. These dwellings will provide affordable options for families with children, as well as other demographic groups, while being designed to be compatible with the historic village character of Carrick. This area includes the core activity centre along Meander Valley Road, which will continue to provide for a mix of uses.

Low Density Housing areas are suitable for lots of at least 1200 sqm, depending on the location. These lots will accommodate larger family homes, at either one or two storeys. They will provide a visual transition away from the densities of the village to the periphery of the settlement area where the Liffey River (Tilapangka) and agricultural and rural lifestyle lots predominate. These areas will generally not be fully serviced and may rely on onsite wastewater management.

Rural Residential Housing areas are suitable for lots of at least one ha in size, depending on the location and the environmental context. These areas support sustainable development through diverting pressure away from productive resource areas. These areas will also gradate lot sizes, with the smaller lots closest to the Carrick settlement boundary and transitioning to larger lots towards the Liffey River (Tilapangka), the Bass Highway and nearby agricultural land.

Future Residential Housing areas represent long-term residential supply, potentially as either village or low-density areas. These areas are constrained to varying degrees, including through attenuation and infrastructure, and require further investigation.

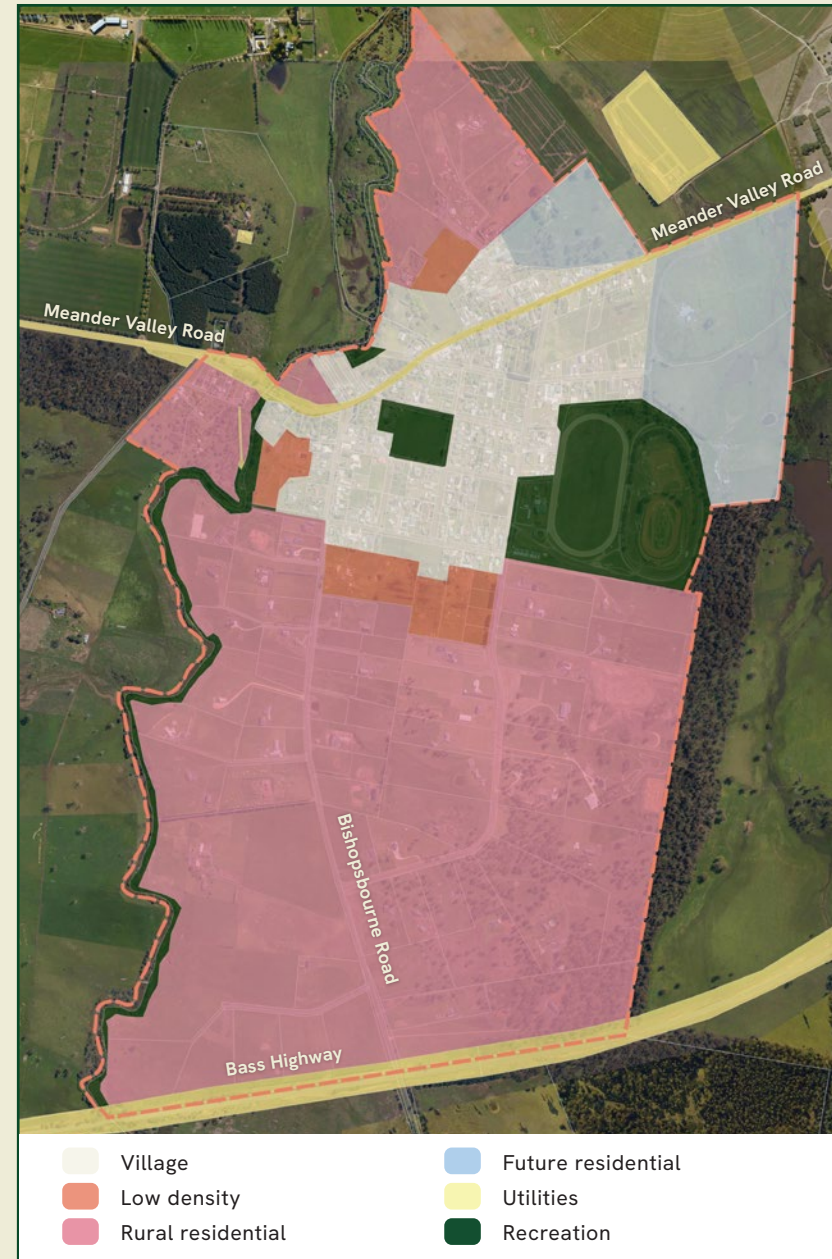


Figure 11: Housing Types within Carrick



8.2.2 VILLAGE CHARACTER

This section provides a summary of the accompanying Character Study which describes the character of Carrick and the actions that can be taken to both protect and continue to foster it. The Character Study will be refined following this consultation period to reflect community feedback.

The Character Study provides the following description of the character of Carrick and how the community have responded to it over time:

Overall, Carrick can be described as a neat, flat, and orderly township within a distinct rural setting. Landowners take great pride and care of their properties and gardens which adds to the rural village character and identity of the township. It is the character and identity of the township which makes it a pleasant place to live and adds to the overall amenity of the place.

The Council and landowners have continued to create and enhance the identity of Carrick through building design, landscaping, streetscape and public works which are consistent with the colonial development patterns of the township. To date, this has occurred without any specific local area objectives under the Planning Scheme or other guideline document.

There is no specific requirement for landowners to maintain the village character of Carrick. However, the community are clearly passionate about the character of the town.

To protect and celebrate this character, the draft Character Study recommends the following key actions be undertaken:

- Develop Specific Area Plan for the Carrick village
- Construct town entry / gateway treatments
- Consider a Significant Trees Register and supporting Significant Trees Policy
- Fencing Design Guidelines

The proposed Specific Area Plan for Carrick, focused on the Village Housing Area shown Village and Low Density Housing Areas outlined in Section 8.2.2, would seek to provide development standards on the following elements:

- **Roads in New Subdivisions** to encourage the existing style of road and streetscaping (see Figure 10).
- **Density for Multiple Dwellings** to be generally limited to a site area per dwelling of at least than 600 sqm and to provide a linear pattern of multiple dwelling development.
- **Dwellings Facing Front Boundaries** to provide a strong edge between the street and the dwelling.
- **Roof Form and Pitch Standards** to require habitable buildings to be hipped or gable roofed with a minimum pitch of 22.5 degrees.

Further detail is provided within the accompanying Character Study.

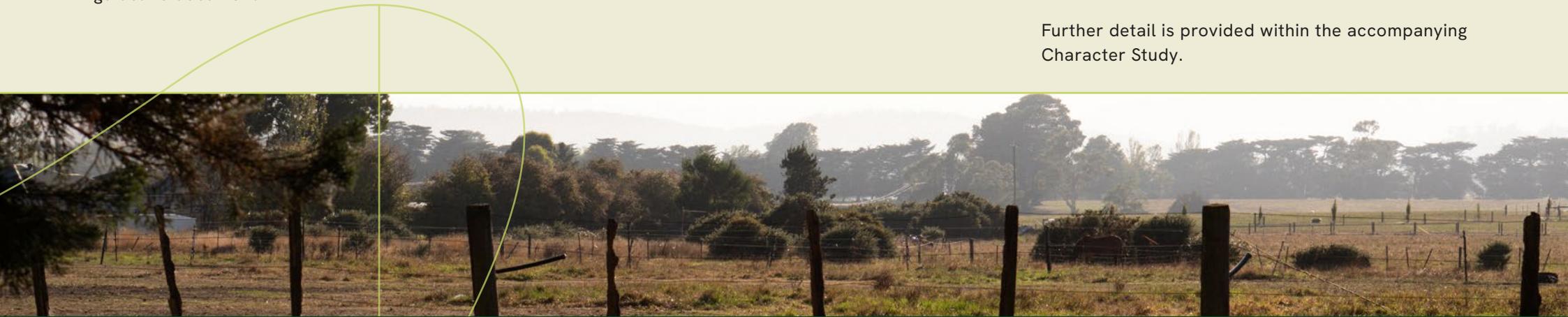




Figure 12: Carrick Streetscape and Road Layout
(Draft Carrick Character Study 2025)



8.2.3 COMMUNITY SERVICES AND FACILITIES

While there will be growing demand for community services and facilities as the local population grows, Carrick is well set up to meet these needs. Public open space is also generally well-catered for and can absorb demand over the next twenty years.

Community Meeting and Activity Spaces

The community is well served by the Carrick Hall for meeting and activity space needs. The nearby Quercus Park also serves the broader rural catchment and provides opportunity for State significant events. These facilities are anticipated to meet the needs of projected population growth over the next twenty years. Consideration should be given to maximising community use of these venues and facilities, such as through seasonal markets and other community events, rather than establishing new facilities.

Schools and Education

The projected growth is unlikely to change existing schooling arrangements, with both Hagley School Farm and Prospect High School capable of absorbing additional demand over the next twenty years.

Medical Services

As the population grows, the provision thresholds for a variety of medical professionals approach viability. At medium growth projections there will be sufficient population base for one general practitioner, one physiotherapist, and one psychologist. At high growth projections, the population base would also be able to support one dental practitioner, one pharmacist, and potentially one occupational therapist. These services, delivered through the private sector, may be permanently located in the village or provided on a weekly basis. Ideally, new medical services will be located along Meander Valley Road, promoting accessibility for both local residents and reinforcing the local activity centre.

Planning for Open Space Reserves

The Structure Plan adopts the provision ratios and design guidelines outlined within *Planning for Community Infrastructure in Growth Areas* (ASR 2008) for open space reserves, which recommends provision ratios of at least:

- 2 ha of active open space per 1,000 people;
- 1 ha of local passive open space per 1,000 people; and
- 4 ha of neighbourhood passive open space per 10,000 people.

Active Open Space

Carrick is well serviced by active open space and can accommodate projected high population growth. No additional active open space areas are required. Focus should instead be placed on improving existing assets.

Passive Open Space

The highest population growth scenario would generate additional demand for about 0.5h of passive open space within Carrick. This demand is met by the abundance of active open space at the Carrick Memorial Recreation Ground and Arthur Street Park Reserve. Further development in future growth areas will require the provision of passive open space (see Section 8.3.3) to reduce reliance on active open space for passive use.

Off-leash Dog Park

With about 200 dogs registered in the Carrick locality, and as the village continues to develop, there is an opportunity and need to provide for an off-leash dog park. Further investigations of suitable sites should be undertaken, having regard to the *Off-Leash Dog Park Design Planning and Management Handbook 2018*, and a preferred site secured.



8.2.4 ROAD NETWORK PLAN

This section provides a detailed plan to guide future development of the road network within Carrick².

Road and Public Transport

A number of key road infrastructure changes are required to both facilitate population growth and maintain the character of the village. These changes will create a more efficient road network, and safely accommodate moderate infill. The changes include:

1. Provision for development of Liffey Street as a residential collector road with associated junction and roundabouts to manage intersections.
2. Recognition of the need for targeted widening of residential collector roads.
3. Recognition of road functions within Carrick and intersection treatments to improve transport efficiency and traffic safety.
4. Recognition of the role that minimising road widths has in maintaining the character of the village.
5. Gateway concepts and speed limit changes to support calmed traffic behaviour and improve overall safety and amenity traffic.

These proposed changes are detailed in Table 11, Figure 11, and Figure 12.

Due to the historic village character of Carrick, many streets currently have a carriageway width less than prescribed by the LGAT Municipal Standard Drawings. Narrow streets reduce vehicle speed and contribute to the overall character of the village.

While additional road width is necessary to facilitate safe and efficient vehicle movements, road widening should be minimised to ensure that the local character is maintained. Further detail on preferred road widths is provided within the accompanying Road Network Plan and Character Study (see Figure 10 above).



² This section is adapted from the Carrick Road Network Plan Report 2026 prepared by Traffic & Civil Services



Table 10: Proposed intersection upgrades within Carrick (adapted from Traffic and Civil Services 2024)

| Priority Road | Side Road | Existing Intersection | Proposed Upgrade | Intervention By* |
|------------------------------|----------------------|-----------------------|------------------|------------------|
| STATE ROAD | | | | |
| Meander Valley Road | | | | |
| | Oaks Road | Simple Junction | BAR | 2035 |
| | Proposed North Road | - | BAR | WD |
| | Liffey Street (East) | - | BAR | WD |
| RURAL COLLECTOR | | | | |
| Church Street | | | | |
| | Charlies Lane | Simple Junction | BAR | 2045 |
| RESIDENTIAL COLLECTOR | | | | |
| Ashburner Street | | | | |
| | South Street | Cross Int. | Cross Int. (PC) | 2026 |
| | Percy Street | Simple Junction | Roundabout | WD |
| East Street | | | | |
| | Liffey Street | Cross Int. | Roundabout | WD |
| | Percy Street | Simple Junction | BAR | 2040 |

LEGEND

BAR = Urban Basic Right Turn Junction

CHR(s) = Urban Channelised Short Junction

Cross Int. (PC) = Priority Change

Roundabout = Typical Urban Collector Road Roundabout

WD = With Development

*based on historic population growth rate of 2.3%, between 2001-2021



Figure 14: Carrick Village Gateway Concept (adapted from Traffic and Civil Services 2026).



8.2.5 PATHWAY NETWORK PLAN

This section identifies preferred routes for local pathways within Carrick to create a convenient, accessible, and safe transport network suitable for ages and abilities. A strategic application of pathways within Carrick will promote local connectivity and improved health and wellbeing of residents³.

To support more people choosing to walk and ride for recreation or to the local store and services, the Pathway Network Plan (see Figure 13) seeks to provide comfortable and safe paths throughout the area.

This Pathway Network Plan does not recommend specific treatments and instead identifies the priority of delivery, focusing on providing footpaths along streets with a collector function and natural desire lines to provide local connectivity. These interventions are categorised into:

High Priority Routes - the spine of the local network which provide mode separation on higher use roads.

Low Priority Routes - which are located on lower traffic local streets.

Desire Lines - crossing points along Meander Valley Road that warrant further investigation for retrofit of pedestrian facilities.

Due to the low amount of vehicle movements within the village, not all streets need pathways. New roads, particularly in the growth areas identified in Section 8.3, will be accompanied with pathways as appropriate. Where pathways are proposed, they will be constructed in accordance with the recommendations of the adopted Character Study.

Further observation studies will be necessary to determine the most appropriate location and design of pedestrian facilities for crossing Meander Valley Road.



Figure 15: Pathway Network Plan

³ This section is adapted from the Carrick Road Network Plan Report 2024 prepared by Traffic & Civil Services

8.3 STRUCTURE PLAN SECTORS

The following sections provide an overview of key areas of land recommended to be further developed through implementation of the Structure Plan. These areas contribute to the delivery of at least 20 years of available land supply and the identification of an additional reserve supply. These areas seek to support consolidation and infill that is compatible with the historic village character of Carrick. Long term future residential reserves for beyond the anticipated planning horizon, in the event that known infrastructure capacity limitations are resolved, are also identified.

It includes a description of the features, constraints and necessary works required to facilitate the proposed growth. This section should be read in conjunction with the preceding 'Priority Areas of Focus' and 'Infrastructure Development Framework' Sections.

This section is not intended to be exhaustive, and other areas may still be considered for rezoning or changes to overlays to further the vision and strategies of this Structure Plan. For example, recommended changes to planning controls within the existing village settlement to protect and enhance Carrick's historic character are detailed in previous sections.

The following growth areas for the village and surrounds are considered in detail:

- Rural Residential South
- Low Density Residential Transitional Areas
- Future Village Growth Areas

It is also important to note that each sector will require further investigation concurrently with future rezonings and development applications.

Specific actions that Council can take to further the development of these areas are described within the Implementation Section.



Figure 16: Village Growth Areas



8.3.1 RURAL RESIDENTIAL SOUTH

This section provides a more detailed plan to guide future development within the rural residential area south of Carrick village, along Charlies Lane and Bishopsbourne Road.

The area shown in Figure 15 is currently located within the Rural Living Zone C and subject to the Carrick Specific Area Plan (MEA.S3.0). The Specific Area Plan provides unique subdivision standards to promote a gradation of lot sizes from the edge of the village settlement out towards the Liffey River (Tilapangka), Bass Highway, agricultural edges and areas of threatened vegetation communities. It does not prescribe a set minimum lot size and instead relies on discretionary considerations. Lot sizes currently range from about 4000 sqm to 32 ha.

This rural residential area supports a diversity of rural lifestyle options within walking and cycling distance to the village centre. Reticulated water and sewerage services are not available without significant and costly upgrades such as pump stations, and the land is not required for urban purposes in the foreseeable future. The road network will have sufficient capacity for the proposed arrangement of lots.

The introduction of set minimum lot sizes through a tiered application of the Rural Living Zone sub-zones, including sub-zone A (1 ha), sub-zone B (2 ha), and sub-zone C (5 ha), as shown in Figure 15, will both provide greater certainty to landowners and the community and will better achieve the intent of the Specific Area Plan. By providing a diversity of rural lifestyle options, the area assists in significantly diverting rural residential housing pressure away from productive agricultural land elsewhere within the municipality. This zoning balances consolidation with natural and scenic values and provides appropriate buffers to existing attenuating activities while reflecting predominant lot sizes in the area.



Figure 17: Preferred Rural Living Zone Sub-Zone Configuration



8.3.2 LOW DENSITY RESIDENTIAL TRANSITION AREAS

This section provides further details to guide future development about the periphery of the Carrick village. These areas will provide for medium-long term greenfield development to support the moderate infill of the village as described in Section 8.2.2.

Three areas, shown in Figure 16, are identified for residential development at lower densities. These areas will provide opportunity for incremental greenfield development about the edge of the Carrick settlement that reflects the characteristics of nearby larger residential lots by applying the Low Density Residential Zone. Minimum lot sizes in each area will reflect the level of reticulated services available and ensure a gradated transition between the inner village and surrounding rural residential and agricultural areas.

The western area is about 3.6 ha and could yield up to 10 dwellings if rezoned. Reticulated sewerage infrastructure is unable to service this area by gravity; however, the area is large enough for multiple lots to manage wastewater onsite. Stormwater can be directed to Council's existing stormwater network and reticulated potable water is available. An extension to Percy Street would likely be required to achieve the greatest dwelling yield.

The northern area is about 5 ha and could yield up to 27 dwellings if rezoned. Over half of the site would likely be capable of reticulated waste water if directed to the Arthur Street pump station. Upgrades to Simmons Street and a road link directly onto Meander Valley Road would improve local connectivity.

The southern area is about 8.8 ha and could yield up to 35 dwellings if rezoned. This area is capable of being serviced by reticulated wastewater but would likely require improvements to the reticulated potable water network to achieve the requisite water pressures. Stormwater would mostly be directed to existing infrastructure in Percy Street and Horsepower Lane, with onsite detention in areas of poor drainage to reduce downstream flows. New roads would need to be coordinated to achieve access from both Percy Street and Bishopsbourne Road.

Together, these areas provide an appropriate balance between infill and greenfield development within Carrick and ensures sufficient residential land is available over the next twenty years if medium population growth is experienced.



Figure 18: Low Density Residential Transition Area



8.3.3 FUTURE VILLAGE GROWTH AREAS

This section provides a more detailed plan to guide future long term residential development along the eastern edge of the Carrick village.

Located along the eastern edge of Carrick, this sector represents a long term residential supply for the village and provides a feasible alternative to intensification of other rural residential areas to the north, west, and south of the Carrick village. With the potential to cumulatively yield up to about 184 low density dwellings (at average lot sizes of 1,500 sqm), these areas represent significant future land supply subject to resolution of known infrastructure capacity limitations.

Land within this sector, including the area currently within the Agriculture Zone, is used as rural residential lifestyle lots and provides limited agricultural value. The area is capable of being serviced by reticulated sewer, water, and stormwater, subject to capacity improvements of the sewage treatment system. New roads onto Meander Valley Road, including an extension to Liffey Street, would provide safe and efficient movement through the sector. The existing section of Liffey Street would likely need to be upgraded to accommodate this through movement. An additional road connection to Simmons Street would also be necessary to facilitate the northern site.

Waterways running along its easternmost edge provides an opportunity for open space that can manage stormwater naturally and provide direct vistas to nearby agricultural land.

Parts of the area are currently constrained by a sand quarry to the east and, to a lesser extent, the sewage treatment plant to the north and the Carrick Speedway to the south. Further investigation will be required to determine staging of residential development to maintain appropriate buffers to these uses. Proximity to agricultural land to the north and east will also require further investigation to determine appropriate buffers and a gradation to lower densities along this edge.

While nearby agricultural land and attenuating activities currently represent constraints to further development within this growth area, these areas are a logical expansion area of the Carrick village over time particularly where these constraints can be appropriately managed.



Figure 19: Future Village Growth Area



9 IMPLEMENTATION

This section outlines the specific actions recommended to progress the Structure Plan. It is important, however, to note that the Structure Plan does not commit Council to implementing all of the recommended actions. The Structure Plan will be used as a guide to achieve the vision for the Growth Area through the identified strategies and to better service the community as resources become available, and alternative actions will be considered and progressed on a case by case basis.

Amendments to the Meander Valley Local Provisions Schedule will be required to implement the blueprint defined in this Structure Plan. Amendments to progress greenfield developments should be undertaken in partnership with landowners and any rezoning can potentially be undertaken in stages, depending on the readiness of landowners for development or land-use changes. For some growth areas further investigations or nearby land use changes are required, as detailed in Table 12 and 13, to guide future development.

TasNetworks have indicated that infrastructure will be able to respond additional residents. In the case of TasWater, there will be a need for investment in new or improved sewerage and water infrastructure to cater to new development. This Structure Plan will provide these utilities with greater certainty about the level of growth, and the pattern of development in the area. The Structure Plan will be critical to planning for infrastructure investment in the area.

Improved road and pathway infrastructure will be essential to delivering adequate capacity and promoting safety for residents in Carrick. Council and major landowners in the area will be jointly responsible for the timing and delivery of these improvements as development progresses.



Table 11: Development Framework - Proposed Actions

| # | Action | Council Role | Priority |
|--|---|------------------------|----------|
| Housing Types | | | |
| 1 | Adopt the Carrick Character Study and implement the recommended Specific Area Plan to limit multiple dwelling developments. | Provider | High |
| 2 | Advocate for improvements to sewage treatment capacities and potable water pressures. | Advocate | High |
| 3 | Undertake the rezonings outlined within Table 13. | Various | Ongoing |
| Village Character | | | |
| 1 | Adopt the Carrick Character Study and implement the recommendations. | Provider | High |
| Community Services and Facilities | | | |
| 1 | Explore opportunities for a suitable site for a dog park. | Provider | High |
| 2 | Support establishment of local medical services by the private sector as the population grows. | Advocate | Medium |
| 3 | Collaborate with the community to identify opportunities to make better use of community facilities, such as a seasonal market at Carrick Hall. | Facilitator | Medium |
| Road Network Plan | | | |
| 1 | Adopt the Road Network Plan and implement the recommendations. | Provider / Facilitator | Ongoing |
| Pathway Network Plan | | | |
| 1 | Develop the pathway network in accordance with the Road Network Plan and designated priorities. | Provider | Various |

Table 12: Growth Area Sectors - Proposed Actions

| # | Action | Council Role | Priority |
|---|--|--------------|----------|
| Rural Residential South | | | |
| 1 | Apply the proposed reconfiguration of Rural Living subzones and amend the Carrick Specific Area Plan. | Provider | High |
| Low Density Residential Transition Areas | | | |
| 2 | Collaborate with landowners to rezone the identified areas, including further detailed investigations and development of masterplans where co-ordination of reticulated infrastructure and road links is necessary for equitable delivery. | Facilitator | Medium |
| 3 | Rezone the land to the Low Density Residential Zone on an as needs basis. | Provider | Medium |
| Future Village Growth Areas | | | |
| 1 | Apply bespoke attenuation buffers to known attenuating activities, particularly the Carrick Speedway, where off-site impacts are less than the prescribed buffer distance. | Provider | High |
| 2 | Rezone the sites to the Future Urban Zone. | Provider | Medium |
| 3 | Collaborate with landowners to develop masterplans that provides for co-ordinated delivery of reticulated infrastructure, road links and passive public open space. | Facilitator | Low |
| 4 | During future reviews of the Carrick Structure Plan, consider rezoning to the General Residential Zone or Low Density Residential Zone as available land supply becomes utilised. | Provider | Low |



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