

HADSPEN OUTLINE DEVELOPMENT PLAN

A 20 Year Blueprint for Sustainable Development

Prepared by Geografia and David Lock Associates for Meander Valley Council

October 2011



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1.0 Introduction

Hadspen is located in the eastern part of the Meander Valley Municipality, 15 kilometres west of the Launceston CBD (Figure 1). With a current population of approximately 2,000, the township functions as a dormitory commuter suburb for greater Launceston.

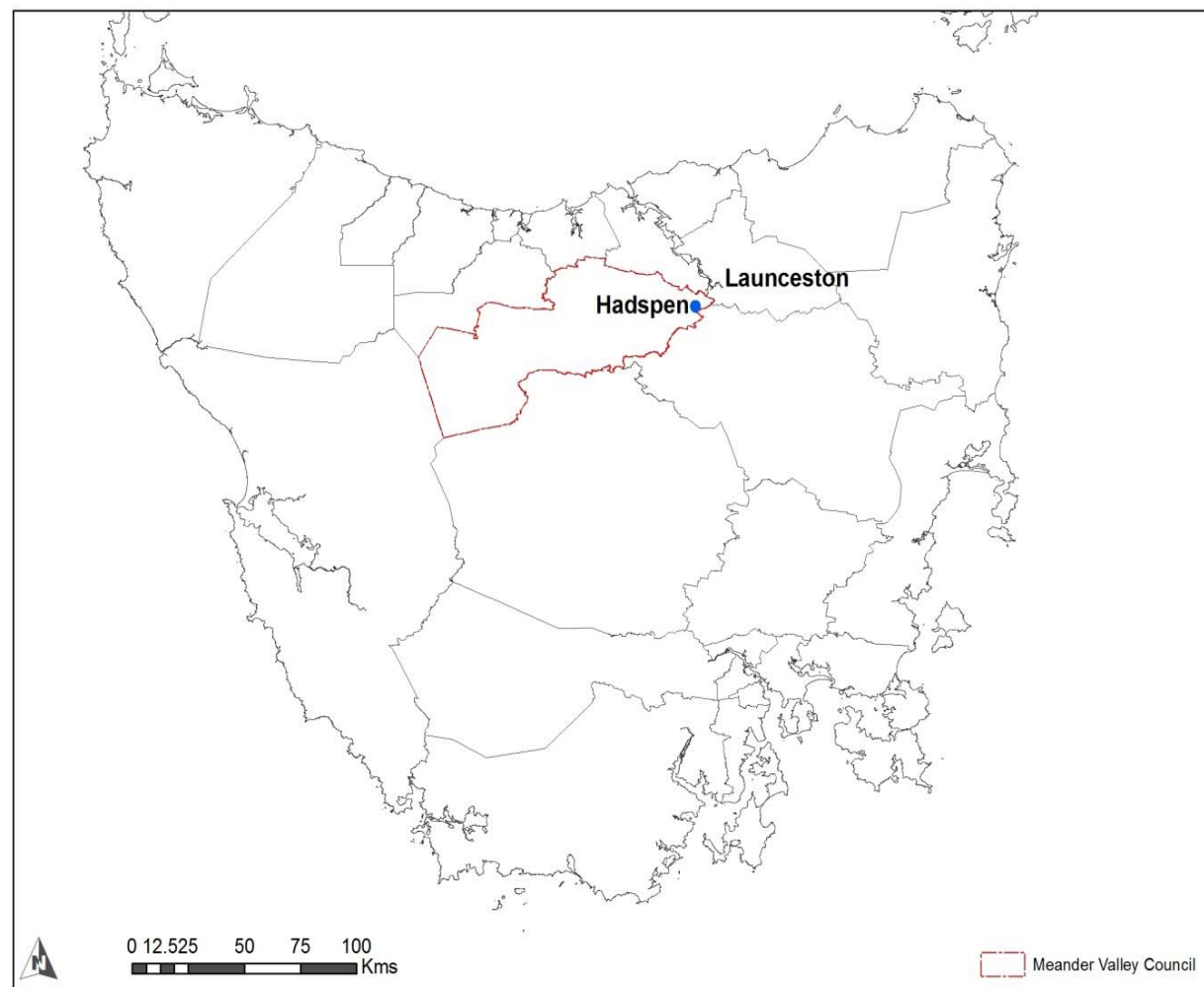


Figure 1: Hadspen Location Map

With historic buildings, accessibility to the Bass Highway, rural backdrop, sense of community and natural amenities such as the South Esk River, the town has numerous positive attributes. There are, however, few facilities or services in the town and it lacks a distinct identity. In addition to infill opportunities in the existing township there is more than 200 hectares of land to the south of the Meander Valley Road that can potentially be developed.

Recognising the need for improved amenities as well as the opportunity for growth, the Meander Valley Council commissioned Geografia and David Lock Associates to work with the community, landowners and other stakeholders to prepare an Outline Development Plan for the township.

1.1 What is an Outline Development Plan?

An Outline Development Plan (ODP) is a document that guides the future development of a town or suburb. It lays the foundation upon which regulatory zoning can be devised and the development or subdivision process begun. It also sets out development exclusion zones (e.g. parks, areas of ecological value, river frontages, drainage sites and areas required for community purposes) and considers broader social, economic and environmental objectives.

1.2 How was the Outline Development Plan prepared?

The first phase of the planning process focused on documenting the physical, social, community, economic and environmental attributes of the study area. In parallel, consultation with the community, landowners, State Government representatives, Council and other stakeholders was undertaken and a project website (www.hadspenplan.com) established. Site constraints and opportunities were identified from which planning options and demographic projections were developed (see Figure 2 overleaf).

Based on additional consultation, a preferred town layout has been prepared (with 2 town centre options) to act as a **Blueprint for Sustainable Development** in Hadspen over the next 20 years.

1.3 Study Area

The Hadspen ODP study area includes the existing town site, Rutherglen, Entally Estate and the land between Meander Valley Road and Bass Highway. The interface with Travellers Rest and river foreshore has also been taken into consideration (Figure 3).

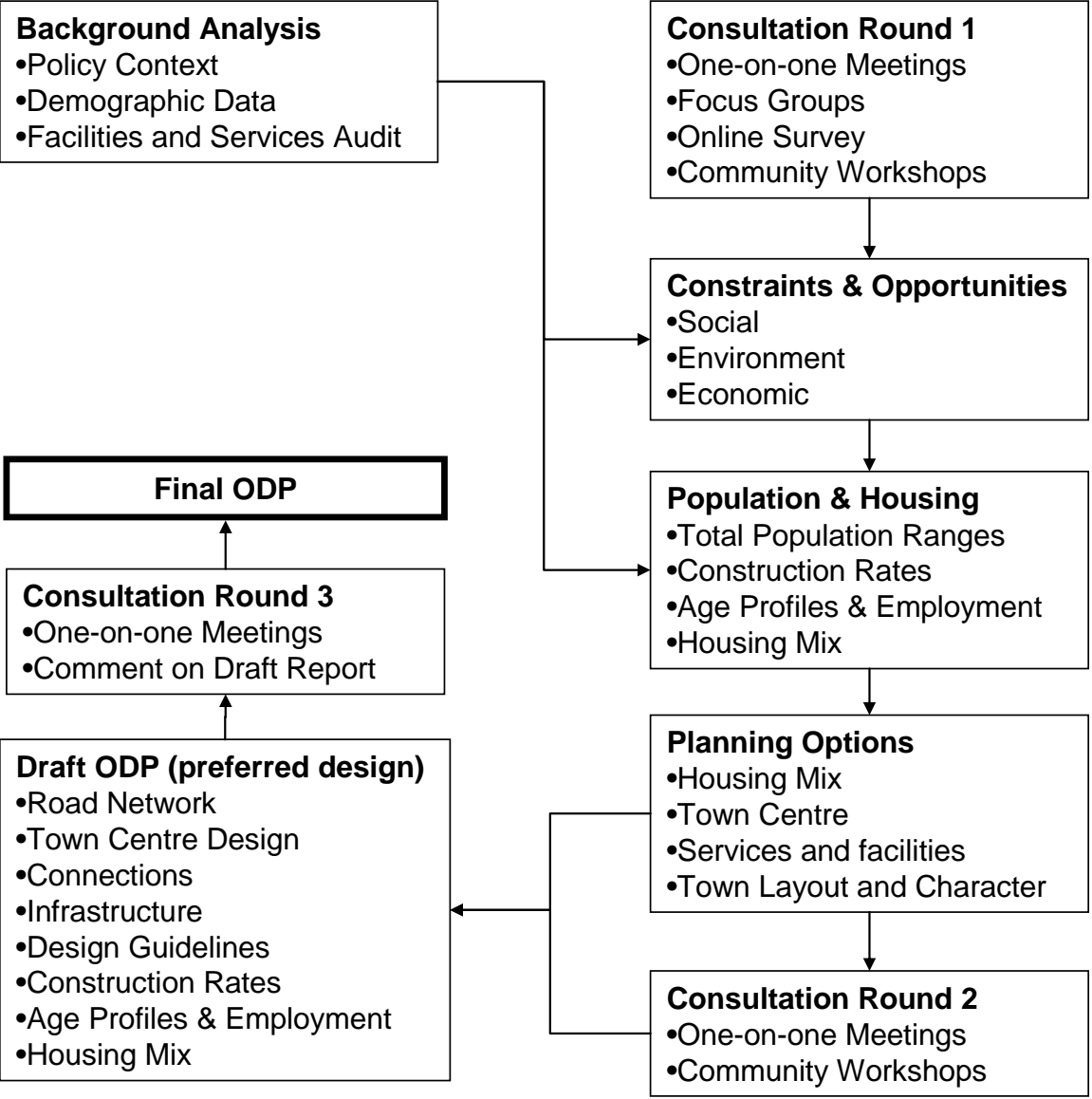


Figure 2: Hadspen ODP Process Diagram

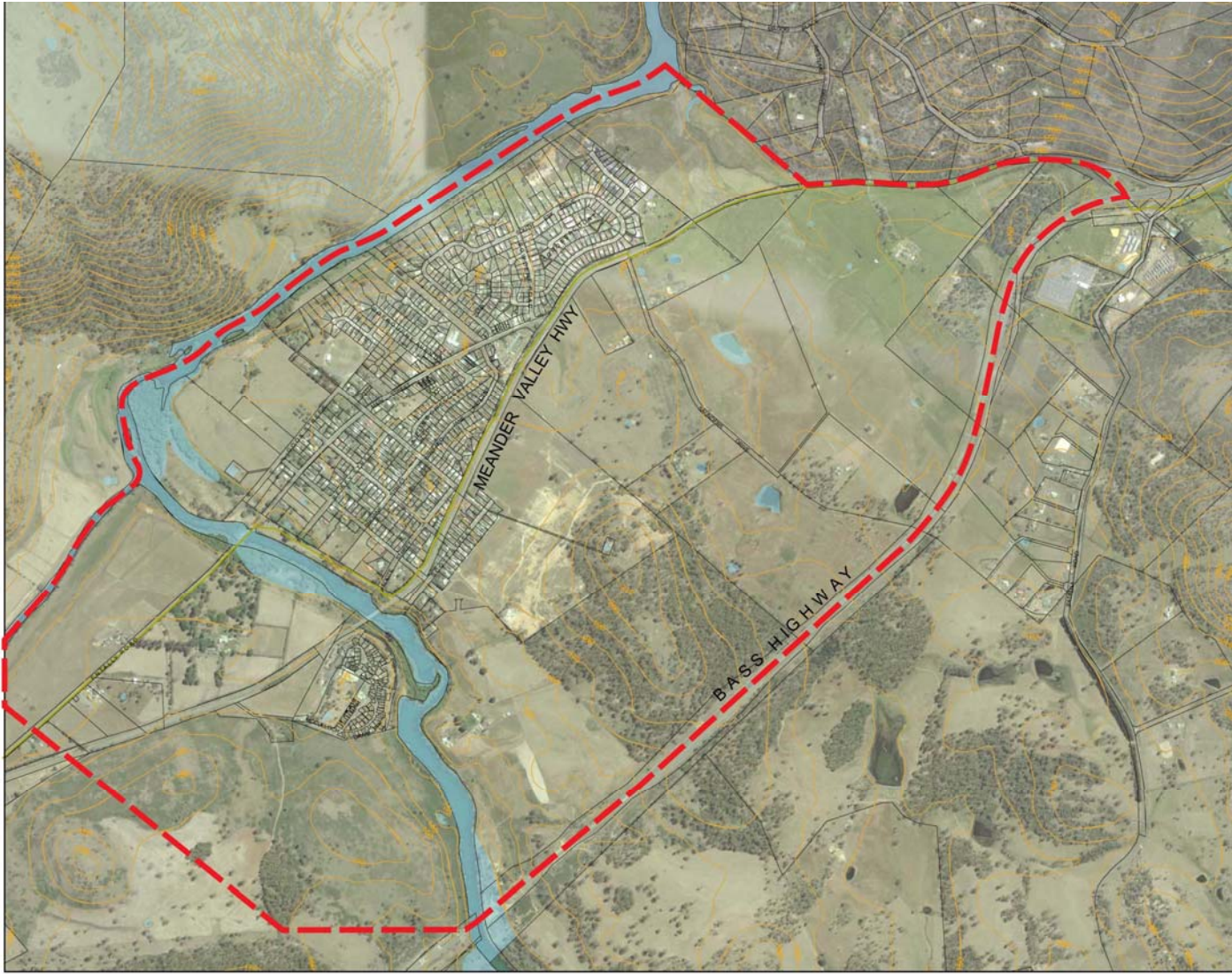
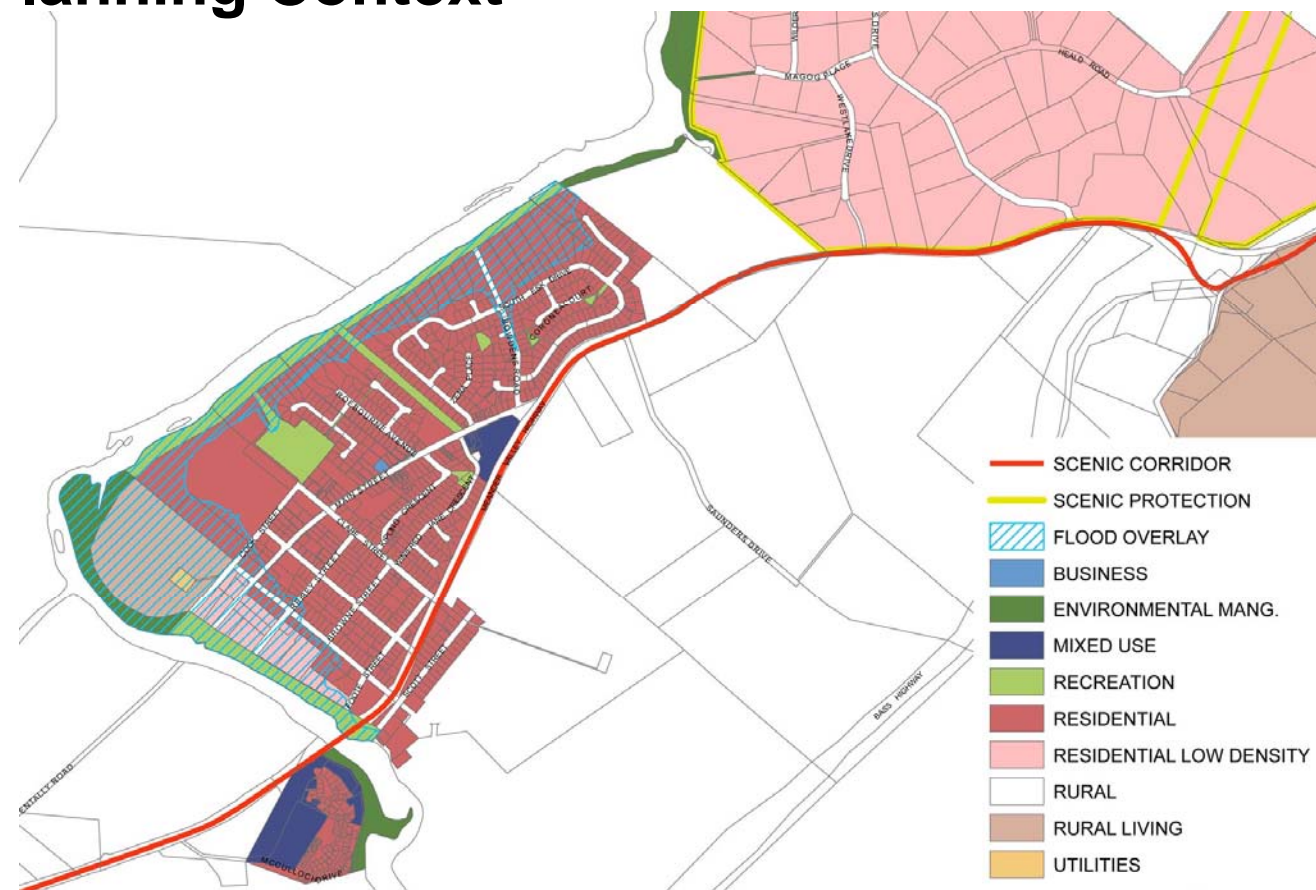


Figure 3: Study Area

2.0 Planning Context



Northern Tasmanian Regional Land Use Planning Project

The Northern Tasmanian Regional Land Use Planning Project is a strategy to identify, state, regional and local priorities around a common planning structure. It involves the preparation of a regional planning strategy and a Regional model planning scheme. The *Northern Tasmania Settlement Strategy (2010)* which has been prepared as part of this process recognises that regions are made up of a hierarchy of networked settlements. While the scale and function of these settlements differ, they are interdependent. Hadspen is identified as an ‘Amenity Centre’ while Prospect Vale is a ‘Suburban Centre’. Carrick and Hagley are identified as ‘Rural Centres’ and Westbury an ‘Economic Enabler’.

Meander Valley Council Strategic Plan

The *Meander Valley Council Strategic Plan 2004-2014* lays out a long term vision for the future of the municipality. Foremost is recognition of the Council’s rural and environmental assets; the need to grow; and a pledge to work in partnership with the community. There is also a commitment to managing the tension between growth and conservation through a new town planning scheme, maintaining the character of townships, and the effective management of essential infrastructure.

Meander Valley Planning Scheme 1995

The Meander Valley Planning Scheme’s overarching objective is to ensure that the municipality “develops and progresses while the amenity, environment, lifestyle and range of products and services available in the area are retained, improved, extended and remain affordable.”

In addition to the efficient provision of infrastructure and services for new development, the Scheme recognises the role of eastern townships as dormitory commuter suburbs to Launceston. There is also an explicit goal to minimise commuting distances and encourage local employment.

Hadspen is recognised in the Scheme as a ‘Neighbourhood Centre’, with development contained within the existing town footprint until a plan for growth has been prepared for land to the south of the Meander Valley Road (Figure 4).

Prospect Vale is to service the Hadspen community’s higher order needs. The Town Planning Scheme was reviewed in 2007 but the process was suspended in 2009 until such time as the State Government finalises its *Regional Planning Project*.

Meander Valley Council’s Land Use and Development Strategy 2005

The Land Use and Development Strategy was prepared to guide the sustainable development of townships and settlements in the Meander Valley, taking into consideration strategic environmental, community and economic issues. Its objective was to inform the revision of the Planning Scheme, which

Figure 4: Draft Meander Valley Planning Scheme 2007

2.1 Planning Context

Tasmanian State Government

There are numerous State Government policies and legislative acts that have a bearing on the future planning of Hadspen. Broadly there is a requirement to develop a plan that is in keeping with the principles of sustainable development and preserves areas of cultural and environmental significance as well as provide opportunities for economic growth. There is also a necessity to ensure that the community is well serviced by an appropriate level of transport, community, sporting/recreation, cycling and pedestrian amenity and that best practice planning principles are adopted.

it states is overly descriptive and out of step with contemporary planning trends and legislation.

The Land Use and Development Strategy states that the main issues for Hadspen are: 1) a lack of distinct identity; and 2) limited investment in services in recent years despite modest growth. The Strategy advocates an interim focus on consolidation of development within the existing townsite followed by expansion to the south of Meander Valley Road. This is to occur once an ODP has been prepared that addresses the following:

- Creating a sense of place for the township;
- Providing for future economic development including retail and community facilities;
- Identifying a school site;
- Identifying housing types and densities;
- Outlining how the expanded area will integrate with the existing settlement and Meander Valley Road;
- Limitations to growth including water storage and sewerage capacity;
- Providing for infrastructure and servicing; and
- Identifying open space needs, traffic movements and pedestrian/cycling routes.

Land to the south of Meander Valley Road including an area in Cook Street and to the north east of Winton Fields Ct/South Esk Drive are identified as likely first stage development areas .

2.2 Demographics, Housing and Employment

At the time of the 2006 Census Hadspen’s population was 1,928, up from 1,842 in 2001. It is currently estimated at 2,120 representing 15% growth over the last decade. The most defining demographic feature of the town is the high proportion of young families (i.e. the proportion of 0-14 year olds and 25-44 year olds) compared with the Tasmanian average (Figure 5). Hadspen is also markedly younger than most of greater Launceston. This spatial pattern is also reflected in the median household size which is higher in Prospect Vale and Hadspen compared to inner Launceston.

The employment profile of Hadspen residents shows a higher than average proportion of people working in the construction, manufacturing and transport sectors. The employment self containment ratio (i.e. the proportion of working residents who are employed locally) is, however, very low, with over 95% percent of the resident workforce commuting to work outside the town.

2.3 Community Facilities and Services

There are limited community services and facilities in Hadspen, with many people required to travel outside to meet their recreation, commercial, retail, health and employment needs. Facilities and services that do exist (Figure 6) are in need of significant investment, expansion or upgrade.

2.4 Housing Market Conditions and Demand

The Australian Bureau of Statistics suggests that Hadspen will grow by 128 from 2011-2016 (ABS, 2004) or an average of 10 new lots per year – this does not however take into account land made available for development as a result of this ODP. Between 2006/7 and 2007/8 the City of Launceston averaged 240 new dwellings and Meander Valley Council near on 100. The whole of northern Tasmania, generated on average 688 sales per annum during the same period.

The Meander Valley Council Land Use and Development Strategy suggests that the eastern portion (Part A) of the Meander Valley Municipality will require an additional 1,251 new households to 2016, comprising of 125 ha of land. As of 2005 there were 102.5 ha of vacant residential land in Prospect Vale. This suggests that prior to 2016 there will be a land shortage in this part of the municipality unless additional land is made available for development.

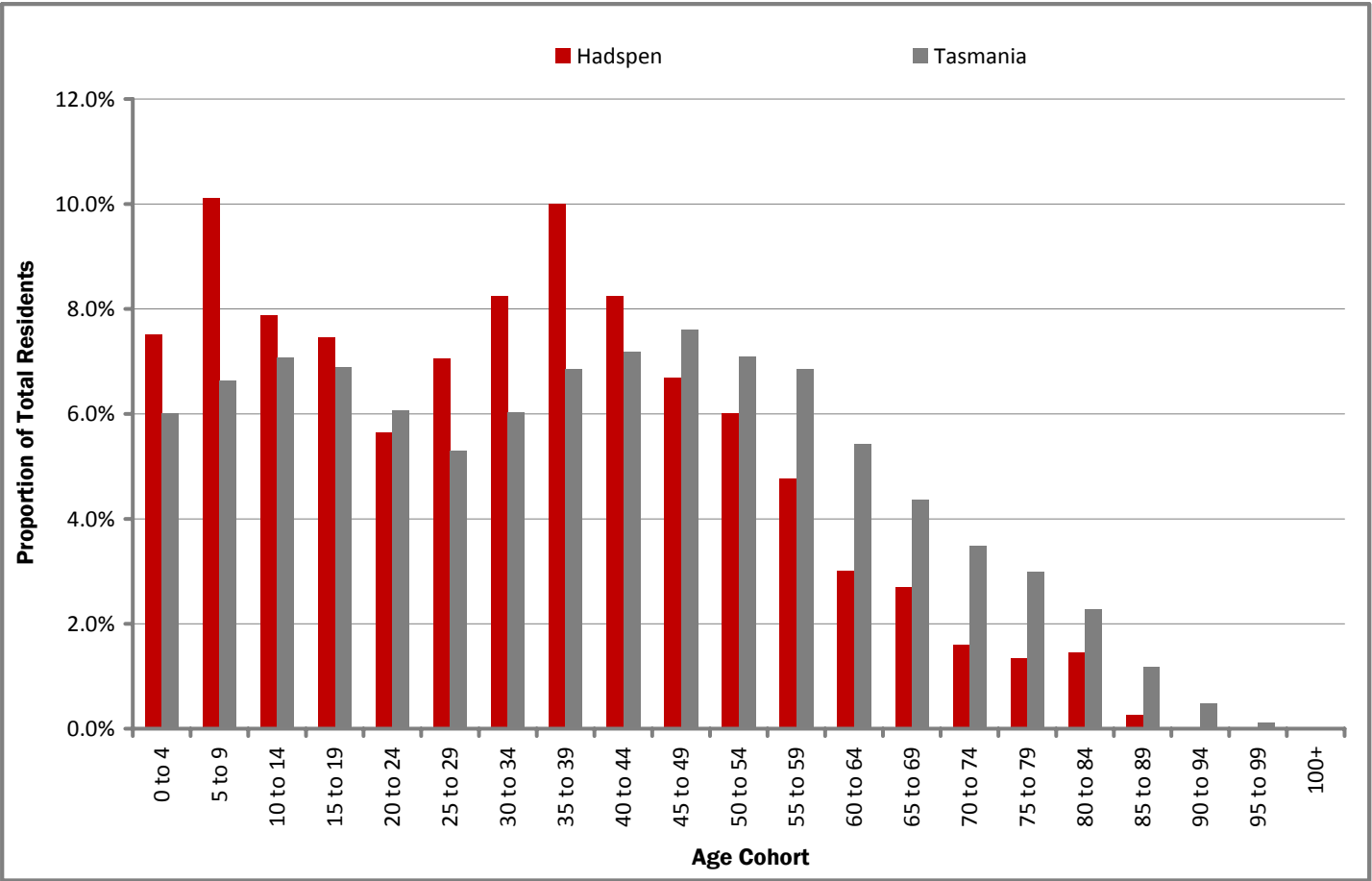
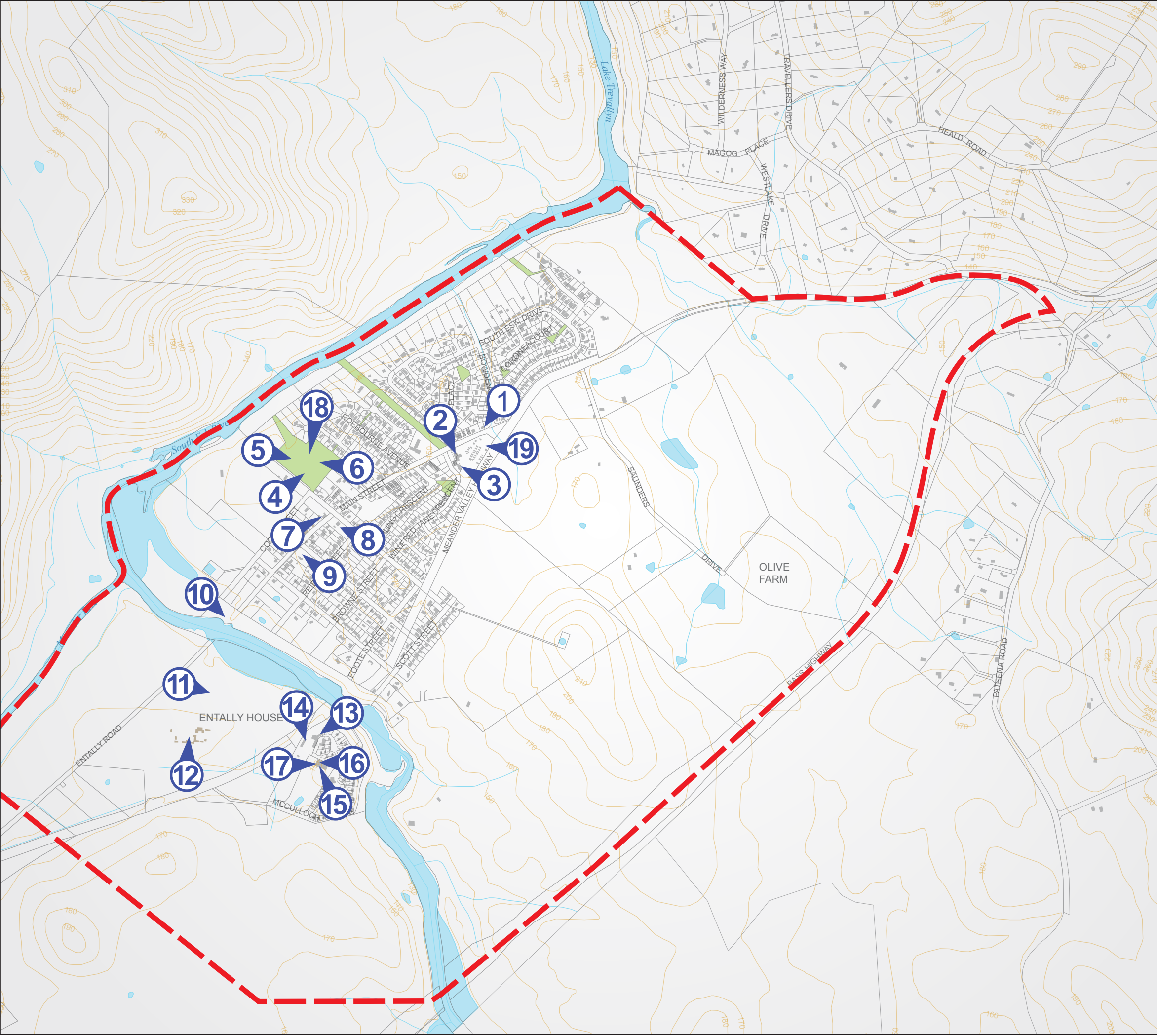


Figure 5: Hadspen Demographic Age Profile (2006)

Figure 6: Hadspen Community Facilities



- STUDY AREA
- CONTOURS (10M)
- BUILDING FOOTPRINTS
- RIVERS / LAKES
- PUBLIC OPEN SPACE

- EXISTING COMMUNITY FACILITIES
- ① Hadspen Volunteer Fire Station
 - ② Hadspen IGA
 - ③ Hadspen Shops
 - ④ Tennis Club
 - ⑤ Hadspen BMX Track
 - ⑥ Hadspen Oval
 - ⑦ Red Feather Inn
 - ⑧ Uniting Church + Cemetery
 - ⑨ Anglican Church + Cemetery
 - ⑩ Lions Park Boat Ramp
 - ⑪ Entally Oval
 - ⑫ Entally House
 - ⑬ Rutherglen Function Rooms
 - ⑭ Rutherglen Accommodation
 - ⑮ Rutherglen Pub
 - ⑯ Rutherglen Bistro / Cafe
 - ⑰ Rutherglen Bottle Shop
 - ⑱ Hadspen Memorial Complex
 - ⑲ Hadspen Caravan Park

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN
CODE : MND001
DATE : MAY 2011
SCALE : 1:15,000 @ A3

0 250 500 750 1,000m

3.0 Constraints and Opportunities

3.1 Constraints

Figure 7 (overleaf) provides a map of the major site constraints. These can be summarised as:

Constraint 1: Floodplain

- At the juncture of the Meander and South Esk Rivers, Hadspen is subject to seasonal flooding.
- While detailed flood modelling is yet to be undertaken, as a proxy measure the 139.5m contour highlights a significant floodplain development constraint.
- Development will need to be constrained in most of this area, though some larger lot development with building controls (location within lot and housing form) may be possible in select areas.

Constraint 2: Topography and Geomorphology

- The topography of the land to the south of the Meander Valley Road is generally well suited to development.
- There are, however, a number of steep declines that restrict development including areas along the South Esk River and the central hill top.

Constraint 3: Water Courses

- The South Esk and Meander Rivers are obvious constraints to development.
- There are also a number of creek lines and dams that are a constraint to development.

Constraint 4: Vegetation

- There are areas of remnant vegetation around the southern hilltop, which contain some threatened species.
- There is riparian vegetation along the South Esk and Meander Rivers that will need to be maintained and enhanced.
- Gorse is prevalent in some riparian areas.

Constraint 5: Heritage

- There are several heritage listed buildings in the town site, including Entally House and a precinct on Main Street comprising the Church of the Good Shepherd & Cemetery, Red Feather Inn, the Old Gaol and several cottage houses.
- There is an indigenous artefacts scatter to the north of the town site, outside the study area.

Constraint 6: Landscape Vistas

- The area to the north of the townsite is well vegetated, steep terrain which is a defining element of the town's character and should be preserved.
- Entally House's heritage values are partially determined by its historical views and the surrounding agricultural landscape. This may impact on development in its immediate vicinity.
- Resident's of Travellers Rest and Rutherglen have views over the town site, including much of the area earmarked for potential development.

Constraint 7: Meander Valley Road

- The speed limit along Meander Valley Road is currently 100km/hr, which creates a significant barrier to potential development to the south. The intersection with Main Street has an accident history.
- The area around Beams Hollow is subject to seasonal flooding and slippery/icy conditions in the colder months.
- The width of the Road reservation (40m) combined with back fences along large parts of its length; provide a poor interface with potential development to the south.

Constraint 8: Power Lines

- Transend has a partial power line easement in the eastern corner of the study area which it is looking to extend.

Constraint 9: Gas Pipeline

- There is a high pressure gas pipeline running along the northern side of the Meander Valley Road as it passes through Hadspen.
- Development within the 20m easement is restricted to low impact uses (landscaping and paths), with no buildings permitted.

Constraint 10: Agriculture

- Tasmania has strict regulations in relation to the use of prime agricultural land for other uses.
- No such restrictions exist for the Hadspen study area with the majority of agriculture land capacity rated Class 4.
- There is an olive farm in the study area, just north of the Bass Highway.

Constraint 11: Town Centre

- The existing commercial town centre is physically restricted due to the location of the Caravan Park.
- The limited parking and the current street layout creates some traffic conflict.

Constraint 12: Water and Sewerage Infrastructure

- There is currently a water reservoir on the hill top with a feeder line to the existing town site.
- Housing can only be serviced 20 metres lower than the water reservoir.
- There is a pump house to the south of Scott Street and a sewerage pump station at the end of Cook Street.
- Both water and sewerage infrastructure is at capacity and will require \$3-4 million in upgrades to service town expansion.

Constraint 13: Town Connectivity

- There are no safe pedestrian linkages between Rutherglen, Entally and the main town site.
- There are no pedestrian connections between the main town site and Traveller's Rest.
- There are missing recreational trails along the river, though the alignment is constrained by flooding and topography.
- There are no formalised crossing points over Meander Valley Road to housing development to the south.

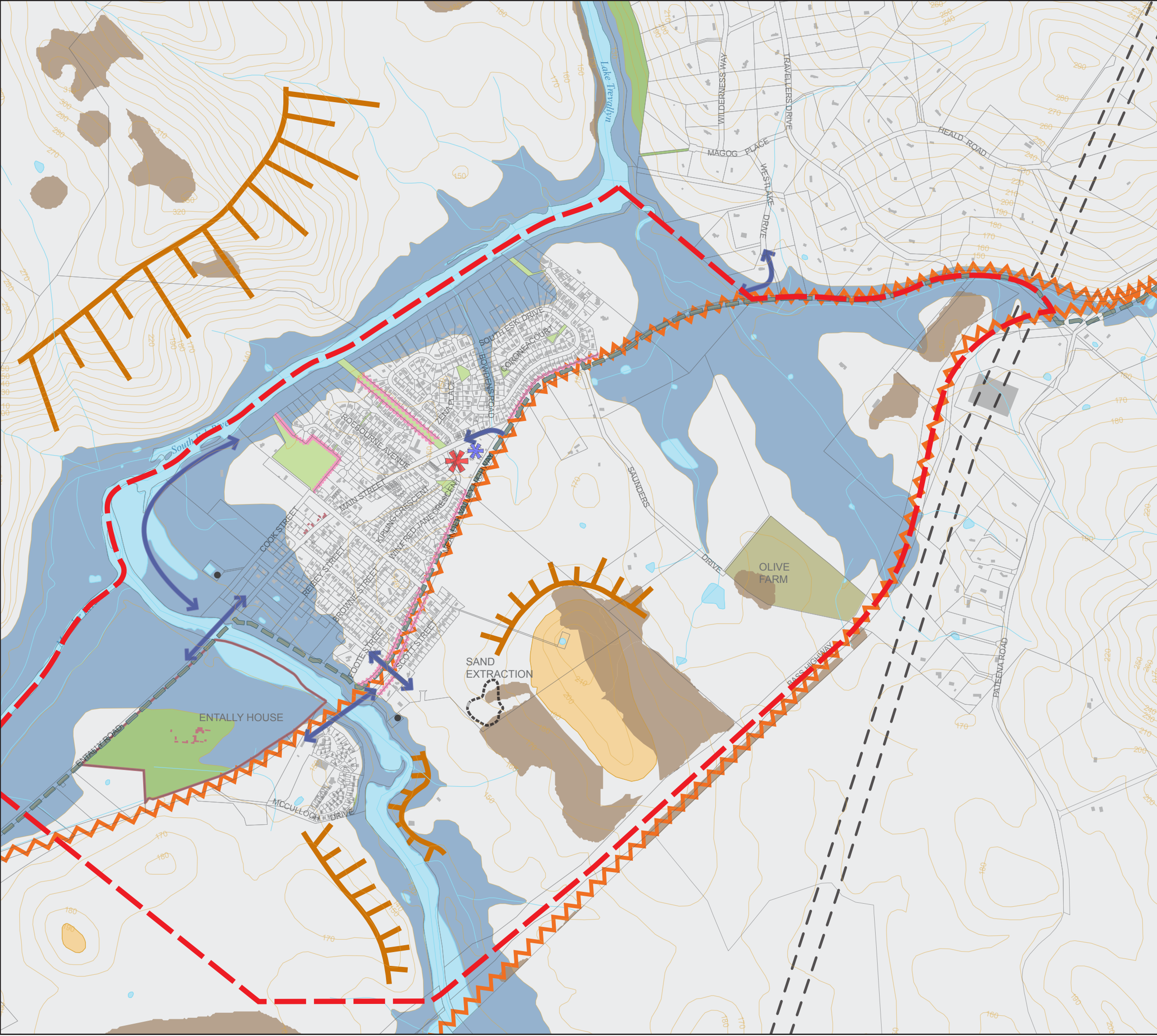
Constraint 14: Passive Surveillance and Safety

- There are a number of places within the town site where rear fences provide the primary interface with the public realm resulting in a lack of surveillance from surrounding residents and reduced levels of perceived safety. These include: the 'bull-run', Meander Valley Road and the Hadspen Memorial Centre recreation grounds.

Constraint: 15: Town Identity

- The existing town entries on the Meander Valley Road at Main Street and Bartley Street are tired or easily missed.
- The town centre is poorly defined as it is not visible from Meander Valley Road nor is there a clear demarcation between commercial, residential and tourism activities.

Figure 7: Constraints



- STUDY AREA
- CONTOURS (10M)
- BUILDING FOOTPRINTS
- RIVERS / LAKES
- PUBLIC OPEN SPACE
- SAND EXTRACTION
- HERITAGE BUILDING/ESTATE
- WATER SUPPLY CONSTRAINED
- OLIVE FARM
- HIGHWAY
- REAR FENCE
- LIMITED CONNECTIONS
- TASGAS PIPELINE EASEMENT
- FLOOD PLAIN
- STEEP TERRAIN
- THREATENED VEGETATION
- POWERLINE EASEMENT
- TOWN CENTRE - PHYSICALLY CONSTRAINED
- CARAVAN PARK
- PUMP STATION

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN
CODE : MND001
DATE : MAY 2011
SCALE : 1:15,000 @ A3

0 250 500 750 1,000m

3.2 Opportunities

Figure 8 (overleaf) provides a map of the major site opportunities. These can be summarised as:

Opportunity 1: Proximity to Launceston

- Close proximity to Launceston and easy access to the Bass Highway make Hadspen ideal for future growth.

Opportunity 2: Adoption of Best Practice Planning Principles

- With greenfield development there is an opportunity for future housing and infrastructure development in Hadspen to showcase best practice urban design and community development principles.

Opportunity 3: Population Growth

- Population growth creates the opportunity for an expanded range of community facilities and services including more retail outlets, primary school, health services and recreation amenity.

Opportunity 4: Town Centre

- With increased demand comes the opportunity to redevelop the existing town centre to create a range of additional commercial and retail outlets.

Opportunity 5: Meander Valley Road

- While the speed limit is currently high along Meander Valley Road, there is an opportunity to reduce the speed and integrate the existing town site with greenfield development to the south. ‘
- The width of the road reserve also creates the opportunity to develop a central ‘spine’ through shared path and low key parklands.

Opportunity 6: Geomorphology

- The sand foundations of the land to the south of the Meander Valley Road are ideal for housing development, limiting the need to import fill and thereby reducing costs.
- This is a unique situation in the greater Launceston area, making Hadspen an ideal candidate for future development.
- There is an existing sand quarry to the south of Meander Valley Road which could be used in the short-medium term for local development, avoiding the necessity to import fill.

Opportunity 7: Land Ownership

- The majority of the land to the south of Meander Valley Road is owned by three landowners which makes integrated subdivision an easier proposition.

Opportunity 8: Infill Development

- In addition to the current subdivision underway at Cook Street, there are several additional infill development opportunities in Main Street including the TasHerd site, former petrol station and a large vacant lot in the heritage precinct.

Opportunity 9: Housing Diversity

- With new development there is an opportunity to create a more diverse mix of housing typologies that cater for a broader demographic.
- Part of the mix may include some cottage lots, lifestyle/retirement villages, independent living units and/or group housing.

Opportunity 10: Heritage

- The heritage precinct in Main Street and Entally Estate create opportunities to further build on the area’s character.
- Entally Estate is also a tourism attraction and ideal location for expanded community events and sporting activities.

Opportunity 11: Town Connectivity

- There is the opportunity to better connect the town through a more integrated path network that includes pedestrian and cycle linkages to Entally Estate and Rutherglen.
- There is an opportunity with population growth to expand the extent and frequency of existing public transport services.

Opportunity 12: River Foreshore

- There is the opportunity to create a more extensive river foreshore parkland that extends around the main South Esk River bend to the traffic bridge, then crossing over to the western side of the river in front of Rutherglen.
- The rivers are a major recreation amenity that is part of the area’s unique character.
- There is a well used existing boat ramp at the end of Cook Street and opportunity for a second ramp further downstream.

Opportunity 13: Rutherglen

- Rutherglen has a number of privately owned community facilities including the former indoor sports hall, café, function rooms, and tennis courts that are being upgraded by the owners.

Opportunity 14: Tourism Precinct

- There is an opportunity to create a tourism precinct around Rutherglen and Entally Estate that includes improved community amenity and the possible relocation of the town centre caravan park.

Opportunity 15: Landscape Vista

- Nestled in the Meander Valley with bushland and rural surrounds the opportunity exists to build on this in the look and feel of new developments.

Opportunity 16: Olive Farm

- The Olive Farm forms part of the town’s rural character and a potential tourism attraction.

Opportunity 17: Linear Parks

- There is an opportunity to create a network of linear parks in the township that builds on the existing river foreshore parklands, ‘buffer zone/bull-run’ and natural creek/drainage lines.

Opportunity 18: Town Entry

- The town entry is currently tired and poorly services the town, however, an opportunity exists to create a new town entry statement, possibly incorporating public art.

Opportunity 19: Bushland / Parklands

- An opportunity exists to create a passive recreation and bushland reserve around the hilltop with trails, tracks and lookout.

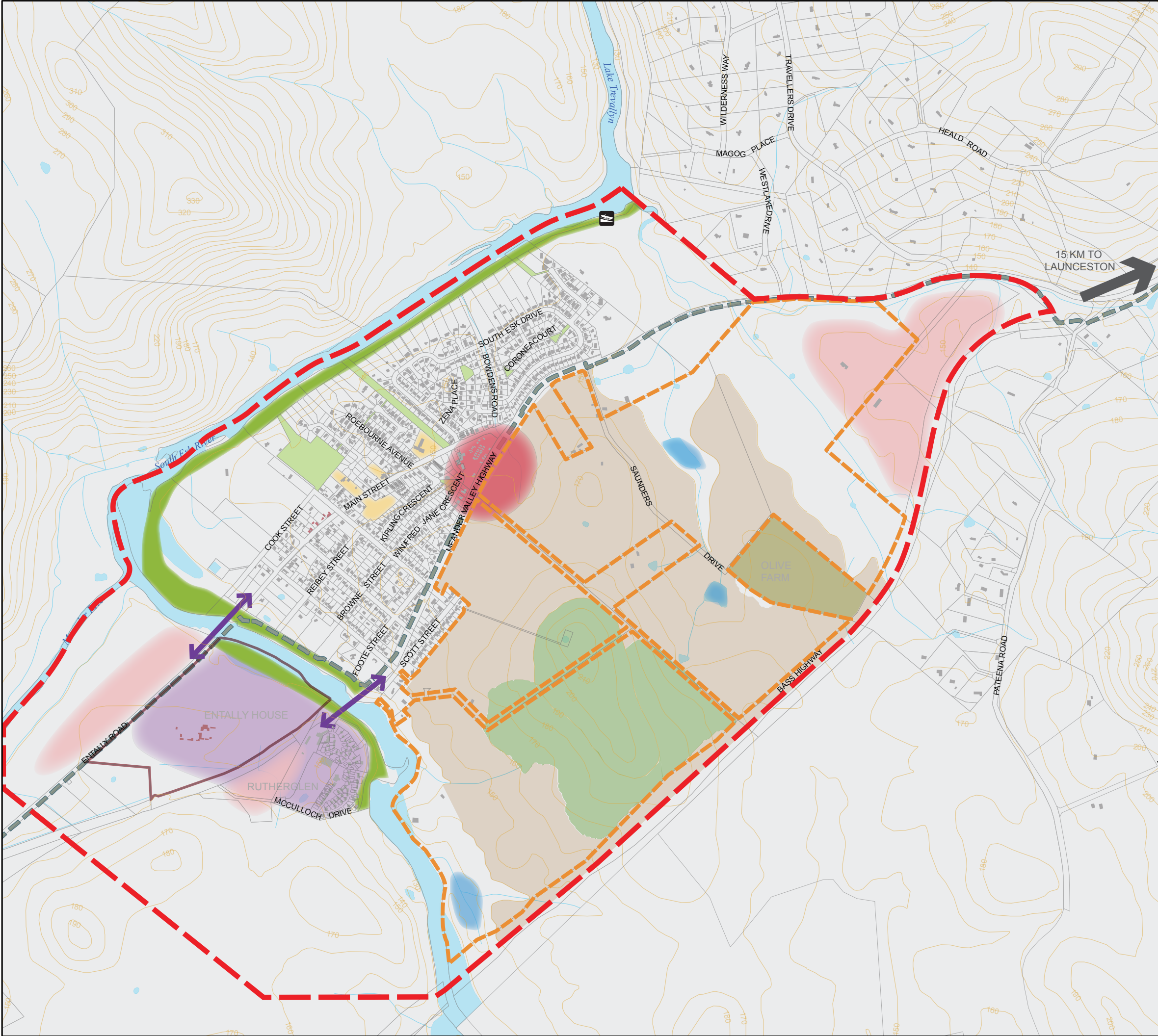
Opportunity 20: Wetlands and Living Streams

- The existing creek lines, dams and wetland area at the juncture of the Bass Highway and South Esk River create an opportunity for the adoption of Water Sensitive Urban Design (WSUD) and living streams principles incorporated into linear parklands.

Opportunity 21: Reticulated Gas

- With the gas easement running through the town site, the opportunity exists to reduce the pressure of the pipeline and deliver reticulated gas to new (and possibly) existing residents.

Figure 8: Opportunities



- STUDY AREA
- CONTOURS (10m)
- BUILDING FOOTPRINTS
- RIVERS / LAKES
- PUBLIC OPEN SPACE
- HERITAGE BUILDING/ESTATE
- OLIVE FARM
- HILLTOP PARKLANDS
- INFILL DEVELOPMENT
- LOW KEY RESIDENTIAL
- DEVELOPABLE AREAS
- ACCESS TO LAUNCESTON VIA BASS HIGHWAY
- LARGE LAND HOLDINGS
- POTENTIAL FUTURE TOWN CENTRE
- POSSIBLE TOURISM PRECINCT
- WETLANDS / LIVING STREAMS
- FORESHORE PARKLANDS
- GAS SUPPLY OPPORTUNITY
- OPPORTUNITIES FOR PEDESTRIAN BRIDGE
- POTENTIAL BOAT RAMP LOCATION

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN
CODE: MND001
DATE: MAY 2011
SCALE: 1:15,000 @A3



0 250 500 1,000 Meters

4.0 Best Practice Planning Principles

In considering the future development of Hadspen, it is critical that best practice planning, urban design and community development principles are adopted. Principles of particular relevance for Hadspen are detailed below.

Principle 1: Evidence Based Planning

- Ensure that planning solutions are underpinned by a well researched evidence-base and rigorous demand-supply analysis.

Principle 2: Create Communities not Housing Estates

- Ensure that urban design and town layout creates nodes of activity and meeting places that help build a sense of community.
- Physical solutions to be supported by events and activities, and sporting, community and club development.

Principle 3: Building Safe Communities

- Focus energies on creating a sense of community and ownership of public spaces.
- Maximise 'eyes on the street' through active street frontages with high levels of passive surveillance (Crime Prevention Through Environmental Design or CPTED).

Principle 4: Creating Diverse Communities

- Minimise the dominance of a single demographic cohort.
- Ensure a variety of dwelling types and services.

Principle 5: Creating Healthy Communities

- Create walkable and pedestrian friendly landscapes.
- Deliver an appropriate level of active recreation amenity.

Principle 6: Water Sensitive Urban Design

- Integrate stormwater treatment into the landscape by creating vegetated 'living streams' and, where appropriate, 'constructed wetlands'.
- Use of natural topography such as creek lines and ponding areas.

Principle 7: Maximise Local Employment

- Where appropriate, encourage local business.
- Encourage home based business and promote supporting IT infrastructure.

Principle 8: Creating Compact and Mixed Use Town and Neighbourhood Centres

- Minimise the sprawl of retail and business activities through concentrated nodal development with rear parking, narrow streets and 'main street' feel.
- Encourage a mix of complementary land uses in town centres including consideration of small lot housing in the immediate surrounds.

Principle 9: Integrating Transport Systems

- Locate public transport nodes within community activity centres (e.g. town centres) and maximise walkability to feeder routes.
- Create a nested hierarchy of local roads with a legible street layout.

Principle 10: Infrastructure Cost Sharing and Multiple Use Facilities

- Maximise infrastructure cost sharing between providers.
- Promote multiple use facilities and shared space between clubs and organisations.

Principle 11: Enhance and Respect Local Landscape and Cultural Values

- Work with, rather than against, the natural landscape, built heritage and environmental assets.
- Create a sense of identity that reflects a town's past and its future aspirations.

Principle 12: Maximising Housing Affordability

- Incorporate affordable housing options into new development that is a combination of pricing, subsidised rentals and housing diversity.
- Consider affordable living options that include lower construction costs, group housing and reduced vulnerability to petrol prices through provision of local services and employment.

Principle 13: Maximise Opportunities for 'Ageing in Place'

- Ensure there are opportunities for 'intergenerational housing', 'downsizing' and 'independent living'.
- Encourage 'ageing in place' through universal design, affordable housing and provision of essential health services.

Principle 14: Create Legible Streets

- Street layout to maximise permeability.
- Prominent buildings to be located at the termination of street vistas.

Principle 15: Solar Passive Design

- Minimise cul-de-sacs to maximise opportunities for solar passive orientation.
- Use materials, insulation, double glazing and other design features to minimise use of heating and cooling appliances.

Principle 16: Create Accessible and Connected Communities

- Ensure buildings and civic spaces are universally accessible to people of all physical abilities, incomes, ages and cultural backgrounds.
- Create a network of cycle and pedestrian paths.

5.0 Community Consultation

As part of the planning process a number of community and stakeholder consultation sessions were undertaken. These included one-on-one meetings (x 20), community workshops (x 4), focus group meetings (x 4) and an online survey (103 responses). Detailed results are documented in the *Hadspen ODP Background Discussion Paper*.

Throughout the consultation period there was a clear message that the community would like to see the township grow. There was, however, a general consensus that they didn’t want it to become too large, and that it must keep its rural/village feel. The most important elements they would like to see in future plans for Hadspen are safety and security, creating a sense of community, better community facilities and services, and making a town that is easier to get around (Table 1). Priority areas were seen as doctor/pharmacy, childcare, river foreshore upgrades and a primary school. See Figure 9 for a summary word cloud of community sentiment.



Table 1: Importance of Planning Features – Online Survey

	Very important	Somewhat important	Not very important
Creating a sense of community	70.8% (68)	26.0% (25)	3.1% (3)
More sporting and community organisations	21.6% (21)	68.0% (66)	10.3% (10)
A central meeting place	18.4% (18)	62.2% (61)	19.4% (19)
Protecting the environment	62.9% (61)	34.0% (33)	3.1% (3)
Making a town that is easy to get around	60.8% (59)	34.0% (33)	5.2% (5)
Slowing down traffic on Meander Valley Highway	32.3% (32)	32.3% (32)	35.4% (35)
Better community services and amenity	70.0% (70)	28.0% (28)	2.0% (2)
Street beautification	31.3% (31)	50.5% (50)	18.2% (18)
Attracting more shops	47.0% (47)	35.0% (35)	18.0% (18)
Sustainable urban design	48.5% (47)	44.3% (43)	7.2% (7)
Safety and security	89.8% (88)	9.2% (9)	1.0% (1)

Figure 9: Community Sentiment Word Cloud

6.0 Hadspen Outline Development Plan

The Hadspen ODP has been prepared so that it reflects Council and State Government policy objectives, best practice planning principles and the views of the local community, landowners and key stakeholders. It also takes into account site constraints and opportunities, and demand for housing in the region.

Broadly, the plan makes provision for:

- A doubling of the existing population;
- New town centre incorporating medical suites, chemist, larger supermarket and specialty shops;
- Reduced speed along Meander Valley Road and making use of the road reserve width to create a central spine with shared used path and low key parklands.
- Primary school and new recreation oval;
- A mix of housing lot sizes;
- Retained hilltop bushland and landscape gradient;
- Linear parklands, water sensitive urban design and extended foreshore reserve;
- Tourism precinct;
- Retirement units and independent living;
- Good pedestrian/cycle linkages – including access to Rutherglen; and

- Encouraging best practice urban design – sense of rurality and village feel, solar orientation, and building energy efficiency.
- (see Figure 11: Hadspen Outline Development Plan, opposite)

Hadspen population will be around 4,000-5,000 people. It will still be young, but move towards the Tasmanian State average over time (Figure 10).

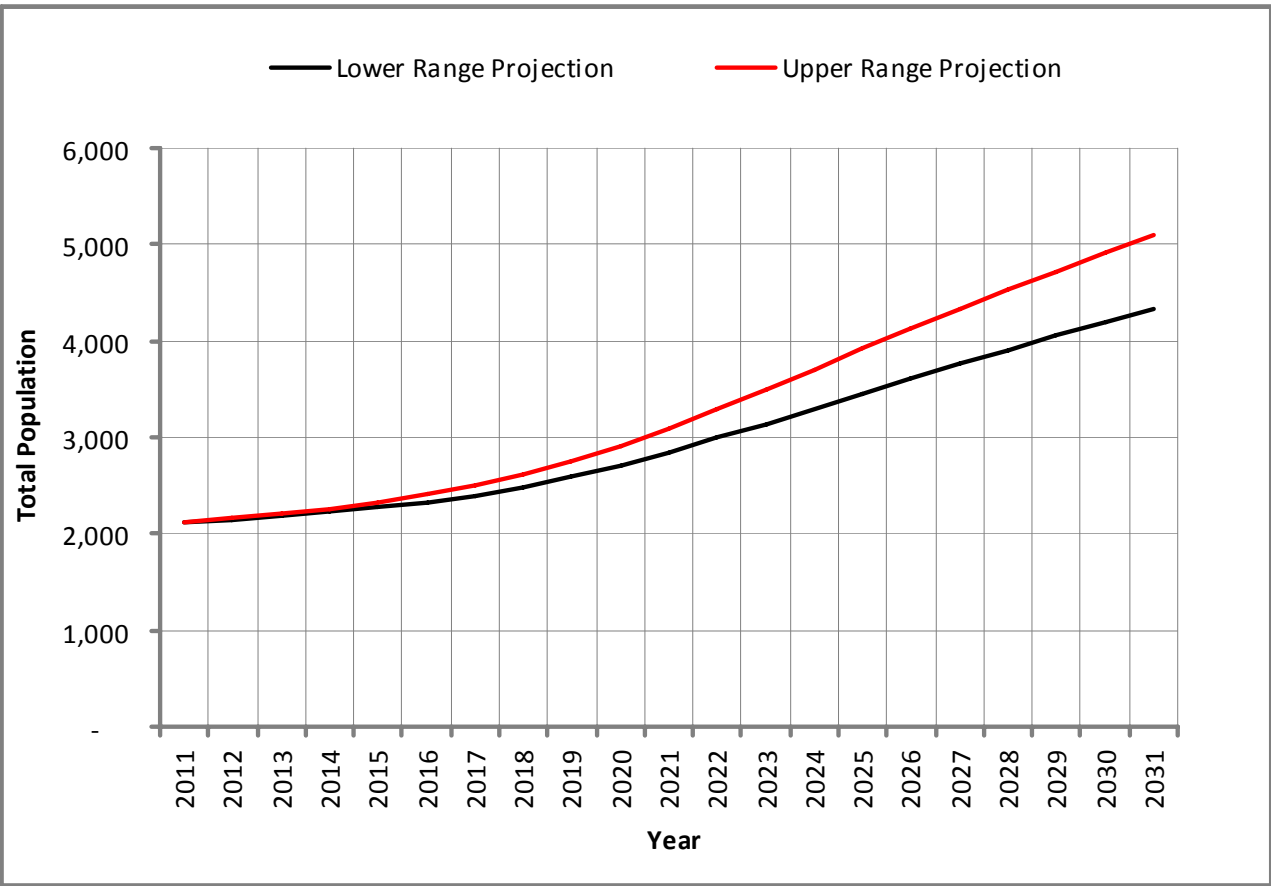


Figure 10: Hadspen Projected Population Growth

6.1 Population

Indicative population projections have been developed based on estimated lot yields against four land use typologies (see Table 2, Section 7, pg 30). Each typology has different density, age mix, take up rates and vacancy assumptions. Based on this modelling, at build out, it is estimated that the

Figure 11: Outline Development Plan



- STUDY AREA
- TOWN CENTRE
- VILLAGE - 500m² lots
- URBAN - 600-1,200m² lots
- LOW DENSITY - 0.5-2ha lots
- BUSH LOTS - sensitive development
- EXISTING TOWN SITE
- INFILL RESIDENTIAL DWELLINGS
- POTENTIAL REDEVELOPMENT - fronting Meander Valley Rd
- PARKLANDS/GREEN LINKS - PLAYGROUND (indicative)
- RURAL FARMING
- BUILDING FOOTPRINTS
- EXISTING ROADS
- KEY FUTURE ROAD CONNECTIONS
- INDICATIVE FUTURE ROAD CONNECTIONS
- EXISTING RECREATION TRAILS
- FUTURE RECREATION TRAILS
- FUTURE OFF-ROAD SHARED USE/CYCLE PATHS
- POTENTIAL BUS ROUTE
- PRIMARY SCHOOL SITE
- TOURIST PRECINCT
- RELOCATED CARAVAN PARK
- BOAT RAMP - Existing and Potential

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN
CODE : MND001
DATE : AUGUST 2011
SCALE : 1:15,000 @ A3

0 250 500 750 1,000m

6.2 Land Use/Built Form

6.2.1 Retail/Commercial

Based on the population projections and consideration of Hadspen's role within the broader regional retail hierarchy (i.e. a neighbourhood centre), it is estimated that the town centre could grow to capture up to 35% of residents' retail spend. The remainder would be serviced by larger centres in Launceston and Prospect Vale. On this basis Hadspen is expected to support up to 3,600m² of retail floorspace.

This may comprise of;

- A small to medium sized supermarket (1500-2,500m²);
- Food service outlets (cafes, restaurants, take-away food, etc);
- Newsagent/post office outlet;
- Chemist/pharmacy;
- Hairdresser;
- Bottle shop; and
- Specialty shops.

It is anticipated that an additional 2,400m² non-retail space would be required and comprise of real estate agents and some professional services – as well as a medical suite and a community health/family centre.

In sum, the total floorspace by build out could be around 6,000m². This would require a similar area for car-parking. In total, approximately one hectare (1ha) of land will be required to be set aside as a town centre.

6.2.2 Town Centre

The existing town centre is constrained and cannot expand in its current configuration. Several options have been considered including the TasHerd site and vacant land opposite the Red Feather Inn. These have been excluded on the grounds that access, size, orientation and retail functionality are not suitable.

Two additional options are considered viable (Figures 12 & 13, pgs 19 & 20). Both options focus on creating a 'main street' precinct that straddles Meander Valley Road. This will require a reduction in speed limits and the extension of Winifred Jane Crescent ('New Street') at the rear of the Caravan Park.

Option 1: Relocation of Caravan Park and Redevelopment of Existing Town Centre

In this scenario the caravan park would be relocated (possibly to a site adjacent to Rutherglen) and the existing town centre redeveloped on the corner of 'New Street' and Meander Valley Road. Retail outlets would front 'New Street' and a slip access lane created along the northern edge of Meander Valley Road. Speed limits would be reduced to 50km/hr. The remainder of the site could be redeveloped as housing.

Pros: Compact, mixed use town centre that is well integrated with the existing and future townsite; creation of a tourism precinct around Rutherglen and Entally Estate via relocation of the Caravan Park.

Cons: Transitional and staging difficulties, business risk for caravan park and current shop owners.

Option 2: Creation of a Town Centre to the Immediate South of Meander Valley Road

In this scenario the caravan park would remain in its current location, though its frontage and entrance may change. The town centre would be constructed in a site to the immediate south of the Meander Valley Road. Retail outlets would front the south east corner of Meander Valley Road/"New Street" opposite a newly constructed primary school. A slip access lane would be created along the northern (or possibly southern) edge of Meander Valley Road. Speed limits would be reduced to 50km/hr. The existing retail component of the town centre could be redeveloped as housing and / or the expansion of the caravan park.

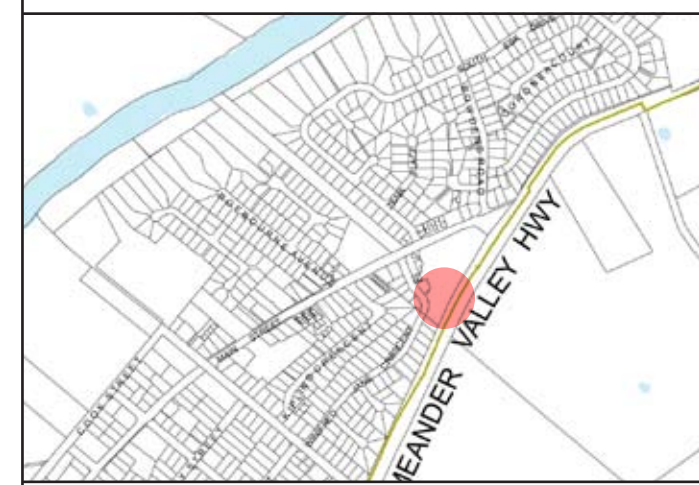
Pros: Compact, mixed use town centre that has more space for expansion; an easier transition for existing businesses; more integrated with proposed school site.

Cons: Slightly further away for existing residents; less opportunity for creation of a tourism precinct around Rutherglen/Entally Estate.

As both options have merit, for the immediate future it is recommended that both sites be preserved until the feasibility of the caravan park relocating is determined and the views of potential shopping centre developers have been fully explored. Further consideration will also be required for staging and transitional arrangements.



Figure 12: Town Centre Option 1



- SUPERMARKET
- RETAIL SHOPS AND SERVICES
- COMMUNITY HEALTH CENTRE
- PRIMARY SCHOOL
- RESIDENTIAL

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN
 CODE: MND001
 DATE: JULY 2011
 SCALE: 1:1,000 @ A3

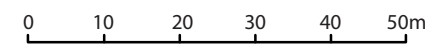




Figure 13: Town Centre Option 2



- SUPERMARKET
- RETAIL SHOPS AND SERVICES
- COMMUNITY HEALTH CENTRE
- PRIMARY SCHOOL
- CARAVAN PARK
- RESIDENTIAL

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN
 CODE: MND001
 DATE: JULY 2011
 SCALE: 1:1,000 @ A3

0 10 20 30 40 50m





Figure 14: Town Centre/'New' Street Perspective

6.2.3 Housing Typologies

In keeping with best practice planning principles a mix of house lot sizes and typologies are envisaged for Hadspen. As a general principle, densities will be higher around the town centre, which transition to standard suburban and then lower densities with a ‘rural outlook’ (see indicative transect images overleaf).

Village Lots

Village lots are to be concentrated in a relatively small precinct around the town centre. Lot sizes are most likely to range from 450-600m². The character is to be in keeping with a village atmosphere, with minimum street setbacks and a housing form resembling traditional Tasmanian cottages.

Infill Lots

There are several vacant sites in the existing township that present infill opportunities, particularly along Main Street. Where possible higher density living, group dwellings and / or independent living units should be encouraged.

Standard Lots

Standard suburban lots will comprise the vast majority of new developments. Likely sizes are to be between 600-850m². Housing setbacks will need to be determined, but where possible limited to the length of a standard car plus clearance. There will be some demand for double storey houses.

Bush Lots

Bush lots will be limited to areas with steep and rocky terrain, and concentrated in an arc around the proposed hilltop parkland reservation. Lots are likely to be between 1-1.5ha, and comprise of a housing form that ‘touches the earth lightly’ (e.g. block mounted or stilt construction). Materials should blend with the surrounding bushland. Due to their size, and the likely demographic of land owners, these lots will have additional opportunities for sustainable design, grey water recycling low embodied energy building materials, solar panels and onsite sewerage.

Low Density Lots

Low density lots with a rural outlook/feel will mostly be developed in areas around the Olive Farm and towards the Bass Highway. It is likely that low density lots will range in size from 0.5-2ha, dependent on market demands. Due to their size, additional environmental design opportunities exist for these lots such as sustainable design, grey water recycling, low embodied energy building materials, solar panels and onsite sewerage.

Farm Lots

Outside the above mentioned housing typologies, it is envisaged that existing farming land (west of Rutherglen) will be retained in its current rural use for the foreseeable future. The land to the east of Beams Hollow and around the Olive Farm will could be zoned for rural living/hobby farm purposes.

6.2.4 Medical and Community Health Centre

There is a clear desire from the community for a doctors’ surgery. General provision standards are one doctor for every 1,200 residents. Assuming a third of residents would still go elsewhere for their primary medical needs, there will be demand for at least two doctors and some allied health services in Hadspen. On that basis, a medical suite comprising 2-3 consulting rooms could be justified. This in turn would support a pharmacy.

As the community is likely to continue to be dominated by young families, consideration should be given to a Community Health and Family Centre. This facility would be in the order of 300-400m² and comprise of 3-4 consulting rooms, preferably located in a central location adjacent the primary school and proposed medical centre.

6.2.5 Childcare

Common childcare provision standards are approximately 1 placement for every 4.5 children aged 0-4 years. There currently 200 0-4 year olds in Hadspen, which is projected to increase to 360-430 by 2031. There is therefore a current demand for approximately 45 childcare placements in Hadspen, which will increase to 80-95 by build out. There are several location options, with the most ideal being within the proposed Community Health and Family Centre.

6.2.6 Primary School

A centrepiece of the Hadspen ODP is the development of a primary school site (3.5-4ha) adjacent to the redeveloped town centre. The proposed site is relatively flat and would comprise a full sized, shared use sports oval with change rooms. School buildings and class rooms would need to be nestled up to the new main street to create a compact town centre (Figure 14, pg 21).

In terms of need, the projected population growth of Hadspen, coupled with the number of young families and the possibility of school rationalisation in the Meander Valley, make a strong case for a shared use primary school with co-located community services.

A government primary school is generally required for every 1,500-1,800 households. For Hadspen there are a number of considerations including the function and student numbers at Hagley Farm Primary School and Summerdale Primary School (Prospect). Generally, the Tasmanian Department of Education considers the minimum school size at 350. There are currently 230 primary school aged children living in Hadspen.

At build out, Hadspen’s primary school age population is projected to be double its current size, reaching between 430 and 530 children. Depending on the final configuration of schools in the district, an additional school to service the local population will be required within 5-10 years. Staging should be considered.

6.2.7 Sports Oval

The existing sports ground will meet community needs in the short term, particularly given that there are currently no winter sports clubs. However, the oval does have some drainage issues that will need to be addressed. Consideration should also be given to use of Entally Estate for training purposes; though upgrades will be required. In the longer term, an additional oval (preferably full sized) will be required, as the nearest sports ovals at Prospect Vale are at capacity. Ideally this facility would be co-located with a primary school. There has been some suggestion from the community that an indoor sports facility be built. As common standards indicate a facility of this nature requires a catchment of 15,000-20,000 people, this cannot be justified. There is, however, the opportunity for an upgraded indoor sports facility at Rutherglen to service this perceived need. Consideration should also be given to an additional tennis court, and 2-3 outdoor netball/basketball courts (preferably co-located with the proposed primary school).

6.2.8 Tourism Precinct

A tourism precinct should be formalised around Rutherglen and Entally Estate. Linkages between the two facilities should be improved. In the event that Town Centre Option 1 is pursued, then the existing caravan park will need to be accommodated.

6.2.9 Retirement/Lifestyle Village

To ensure existing and future residents have the opportunity to ‘age in place’, consideration should be given for a small-medium size retirement and / or lifestyle village with independent living. Possible locations include the TasHerd site, the vacant lot in the heritage precinct or a site to the south of Meander Valley Road within easy walking distance to the town centre.

6.3 Environment

6.3.1 Parklands/River Foreshore

As the population grows, there will be a requirement for additional public open space. The vast majority of these needs are to be met through a network of green linkages connecting the river foreshore to a hilltop nature reserve via a series of linear parks. Linear parks will also form part of the drainage system (WSUD) though adjoining small grassed areas with play equipment should also be constructed to serve as local parks. The “buffer zone/bull run” is an important green space connection and low key fitness equipment could be installed along with a proposed skate amenity.

The existing river foreshore should be completed around to Meander Valley Road Bridge, though due to flooding the foreshore at the bend may need to be narrowed to a simple gravel path. The foreshore should extend from the bridge to the foreshore in front of Rutherglen.

Other considerations are the upgrade of the Lions Park parking and turnaround facilities. Further investigation should be carried out into the feasibility of a second boat ramp near the South Esk River Bend adjacent Travellers Rest (with access from Meander Valley Road, possibly via proposed linear parklands) (refer to Figure 11: Hadspen Outline Development Plan).

6.3.2 Hill Top Reserve

The existing vegetation around the hilltop (with telco tower and water reservoir) should be retained as part of a bushland reserve. A lookout and basic picnic amenities should also be installed. There has been a suggestion that the area could serve as an environmental education camp – a use that should be further investigated.

6.3.3 Wetlands/Living Streams

A network of wetlands and living streams should be established and form part of the linear park system. Existing creek/drainage lines and dams/ponding areas should be retained. As part of this, stormwater drainage should be integrated into the existing landscape where possible using the principles of WSUD, thereby avoiding the necessity of hard engineering solutions.

The existing ‘constructed wetland’ in the low lying area near the juncture of the Bass Highway and South Esk River should be preserved and further rehabilitated.



TOWN CENTRE

VILLAGE LOTS

STANDARD LOTS

LAND USE TYPOLOGY TRANSECT



BUSH LOTS



RURAL LIVING LOTS



WSUD/LIVING STREAMS



LAND USE TYPOLOGY TRANSECT

6.4 Movement

6.4.1 Pedestrian and Cycle Linkages

As cycling, walking and running are the fastest growing recreation activities in Australia, a priority need will be cycle and walking paths. New development should consist of an integrated paths network. Pedestrian linkages to Rutherglen are a priority and preliminary investigations suggest that with some minor modifications a footpath could be installed along the Meander Valley Road Bridge.

6.4.2 Meander Valley Road

Meander Valley Road will need to be downgraded and speed slowed to 60km/hr as it passes through Hadspen, and 40-50km/hr as it passes through the town centre/school precinct. Due to the width of the road reserve, the opportunity exists to create a central ‘town spine’ with shared use path and low key parklands. The existing trees should be retained and extended along Meander Valley Road to Rutherglen/Entally Estate. Over time, existing housing should be encouraged to face Meander Valley Road (Figure 15 below).

6.4.3 Road Network and Traffic Calming

A high permeability road network has been set out for proposed new developments. Cul de sacs should be avoided where possible and streets designed to ensure pedestrian safety. In Low Density zones, soft engineering solutions (e.g. no curbing) should be encouraged to retain a rural feel. To ensure intersections are pedestrian and cycle friendly, roundabouts should be minimised, especially along Meander Valley Road.

6.4.4 Public Transport

Public transport will be essential for the transport disadvantaged and to improve the sustainability of the town. The current bus route will need to be revised as the township grows. An indicative route has been devised based on maximising the number of households within walking distance of stops (Figure 11: Hadspen Outline Development Plan). The frequency of services will also need to increase, including additional weekend services.

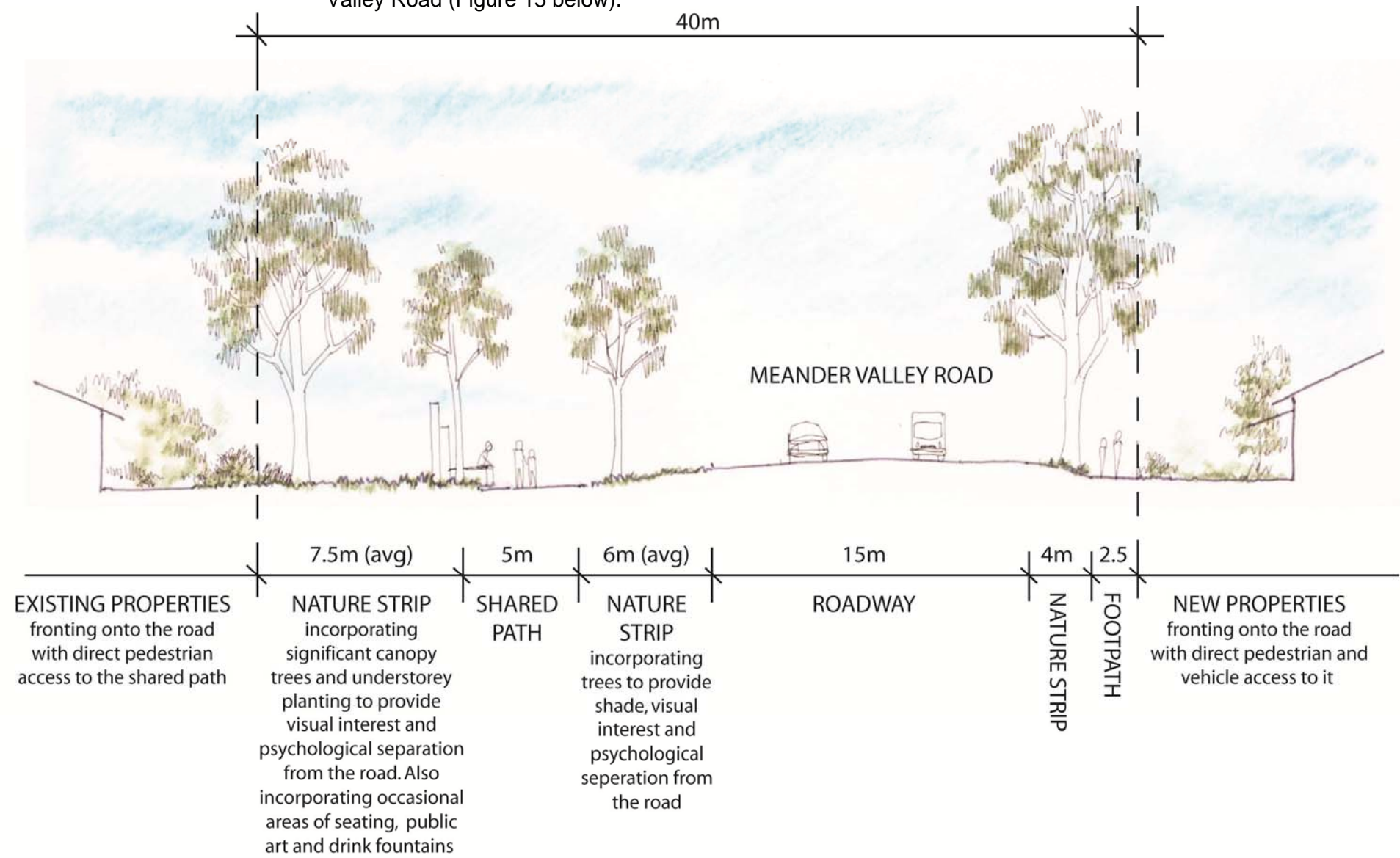


Figure 15: Meander Valley Road Cross Section (looking east towards Launceston)

6.5 Servicing

6.5.1 Utilities

As the population grows there will be a need to upgrade the capacity of the existing water and sewerage system. Ben Lomond Water has indicated that the Carrick Sewerage Pump Station will need to be upgraded, as well as Hadspen's water storage reservoir. To minimise up front costs, these upgrades should be staged where possible. A high pressure gasline passes through Hadspen along the Meander Valley Road, but it isn't reticulated. Efforts should be made to install an "off take" to maximise the potential for reticulated gas.

6.5.2 Emergency Services

Responsible agencies have indicated that a permanent police presence or career fire service is not justified in Hadspen, even taking into account projected growth. The existing Volunteer Fire Services facility on Main Street should suffice, and police will continue to operate from Launceston stations. An ambulance service outpost should, at the least, be given further consideration.

6.6 Employment and Affordability

6.6.1 Local Employment

Based on the total population coupled with an expanded town centre, new school, medical centre, some additional employment in tourism, and taking into account broader trends (such as telecommuting and home based business), it is possible that between 190 and 225 jobs may be based in the town at build out. This includes between 45 and 55 essential service workers (health, education, emergency), and around 100 construction industry workers during the development phase.

6.6.2 Affordable Living

Affordable land and housing will be critical for development take up and to meet broader State and Meander Valley Council objectives. An integrating strategy is required that comprises:

- Minimising development costs through smart design such as use of sand foundations, use of the existing sand quarry, WSUD based drainage, and onsite sewerage in larger lots;
- Making allowance for group dwellings and independent living;
- Enhancing public transport services;
- Maximising solar passive design to minimise energy costs;
- Delivering reticulated gas to as many households as possible; and

- Maximising the local retail, employment, education, health and recreation options to reduce travel costs.

7. Implementation

7.1 Staging

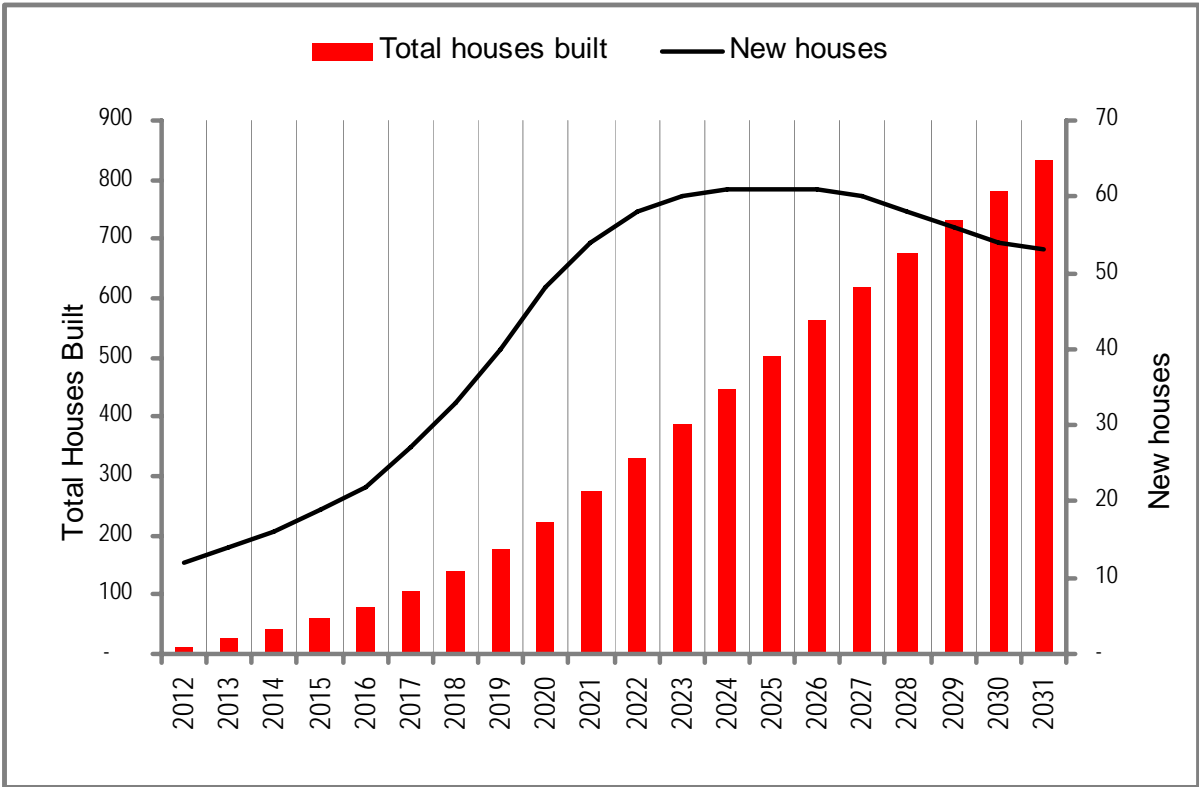
Staging will need to be negotiated between Council and developers. This should be based on overall demand, land prices and equal opportunities for competition between landowners, developers and builders. Initially it is proposed that the land already nominated in the Meander Valley Council's Land Use and Development Strategy (namely land around Scott Street) be the first stage (Figure 17). Low Density and Bush Lots could come on line at any stage. It is likely that it will be at least 5 years before the Town Centre redevelopment is viable, but ultimately this will depend on the commercial decisions of a developer and / or Council's intervention. Demand for new housing will rise gradually, averaging 40-50 lots per year, with a peak of 60-70 in around 2025 (Figure 16).

7.2 Governance

The ODP has a range of complex and time consuming issues to be resolved. Council will need to appoint a dedicated project/place manager (the equivalent of a 0.5 full time position) for at least the next 2-3 years. Their role will be to oversee the necessary town planning scheme amendments, finalise the town centre design, seek commitments from the State Government for the primary school, attract investment, commission design guidelines, negotiate reserve management issues, oversee community development initiatives and keep the community and other stakeholders informed of progress.

To ensure community and stakeholder buy-in there will need to be some form of advisory board or committee of Council.

Figure 16: Indicative Dwelling Construction Rate



7.3 Developer Contributions and Funding

There will be a requirement to negotiate affordable developer contributions and there are a number of possible models and arrangements such as per lot contributions and secured loans. Efforts to secure funding from external sources for essential infrastructure and services will also need to be a focus for Council officers to minimise these costs.

7.4 Design Guidelines

To ensure a quality development in keeping with best practice planning principles, design guidelines should be developed and appropriate covenants considered. These should not be overly descriptive, take account of recent State Government residential building requirements and aim to achieve the following;

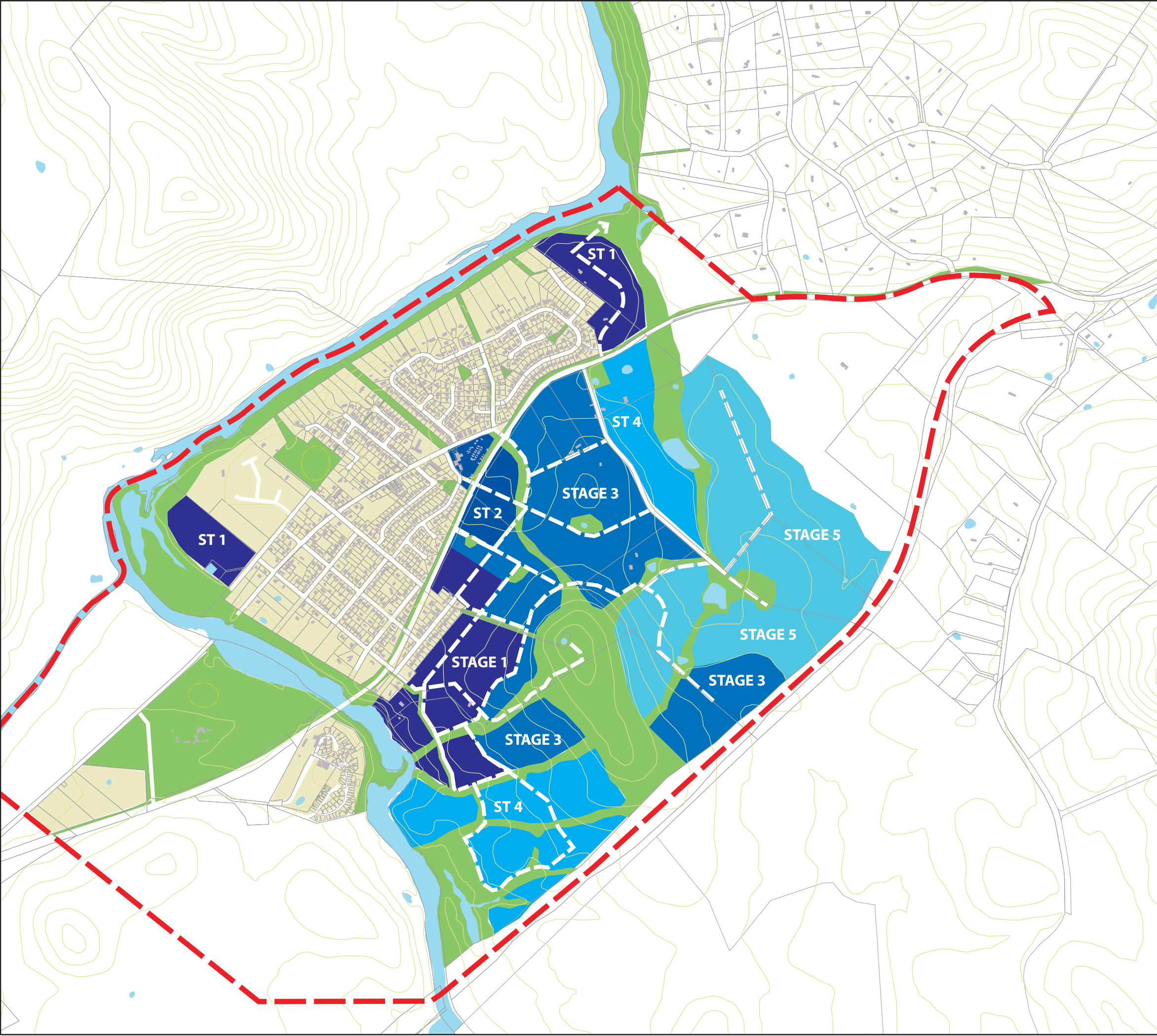
- Designing out crime by maximising opportunities for passive surveillance;
- Encouraging energy efficiency through building materials and solar orientation;
- Creating opportunities for water sensitive urban design;
- Minimising setbacks and maximising street frontage;
- Protecting existing vistas;
- Retaining the area's rural and village character; and
- Minimising the use and height of retaining walls.

7.5 Next Steps

In priority order, the next steps for the realisation of the vision for Hadspen outlined in this ODP document are:

1. Community, State Government and Council endorsement.
2. Town Planning Schemes Amendments.
3. Negotiate cost sharing for major infrastructure upgrades with Ben Lomond Water, TasGas, the landowners and Council.
4. Investigation of the feasibility of the Caravan Park relocating to Rutherglen.
5. Preparation of urban design guidelines and promotion of best practice.
6. State Government commitment to the proposed Hadspen primary school.
7. Securing interest for a town centre shopping centre developer.

Figure 17: Hadspen Development Stages



- STUDY AREA
 - STAGE 1
 - STAGE 2 - Town Centre & School
 - STAGE 3
 - STAGE 4
 - STAGE 5
- * all areas are subject to further detailed flood modelling

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN
CODE : MND001
DATE : SEPTEMBER 2011
SCALE : 1:15,000 @ A3

0 250 500 750 1,000m

Table 2: Hadspen Lot Yields and Population Estimates

	Bush Lot	Low Density Lot	Standard Lot	Urban Village	TOTALS
% Separate House	100%	98%	96%	76%	n.a
% Flat/Unit	0%	1%	2%	12%	n.a
% Semi-Detached	0%	1%	2%	13%	n.a
Dwelling Density Low (Dw/Ha)	0.67	0.5	11.76	16.67	n.a
Dwelling Density High (Dw/ Ha)	1.00	2	16.67	22.22	n.a
Gross New Developable Area	41.83	90.62	102.39	12.99	248
Net New Developable Area	28	60	51	6	145
Total Dwellings (Low)	18	30	602	108	759
Total Dwelling (High)	28	120	853	144	1,145
Vacancy Rate	4%	4%	4%	4%	n.a
Total Occupied Dwellings Low	18	29	578	104	728
Total Occupied Dwellings High	27	115	819	139	1,099
Ave. Household Size (Low)	2.85	2.85	2.82	2.47	n.a
Ave. Household Size (High)	2.92	2.92	2.93	2.61	n.a
Population Low	50	82	1,633	257	2,022
Population High	77	335	2,404	362	3,178

8.0 References

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