

Planning Together for the Future of Relbia

mesh



City of
LAUNCESTON

CONSULTATION
DRAFT

OCTOBER 2020

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Planning Together for the Future of Relbia

Launceston City Council


November 2020

CONSULTATION DRAFT

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*Assess whether Relbia
contains the necessary
pre-conditions to support
additional growth with
no pre-determined
position from the outset.*

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INTRODUCTION

Located within relatively close proximity to the Launceston Central Business District (CBD) and other planned growth areas such as St Leonards and South Prospect, Relbia has been identified as a 'future strategic investigation area' in the Greater Launceston Plan (GLP).

More specifically, the GLP required this project to canvass community views of the overall benefits and costs of restructuring part of the Relbia rural residential area to provide;

- » a broader diversity of lifestyle living opportunities;
- » a village environment and living opportunities; and
- » a range of accessible amenities and facilities for current and future residents.

In this context, it is important to recognise that Council commissioned this project in order to assess whether Relbia contains the necessary pre-conditions to support additional growth with no pre-determined position.

In terms of methodology, assessment of whether Relbia contains the necessary preconditions to support redevelopment to achieve the objectives of the GLP is based on two primary sources. Firstly, **community consultation** and secondly, an **evidence based assessment** of whether Relbia contains the necessary pre-conditions to support progressive redevelopment.

This report sets out a summary of the community consultation findings and the findings of the evidence based assessment and responds to the key question as to whether Relbia has the necessary conditions to support redevelopment.

It is important to explain 'overall benefits and costs' that are referenced within the GLP. Whilst some projects define 'costs' purely as financial considerations, in this project context, 'costs' and 'overall benefits' are more complex concepts.

For this reason, the project methodology focuses on community consultation and the evidence based assessment to establish whether Relbia has the necessary pre-conditions to support progressive redevelopment for urban purposes and / or delivery of the outcomes that are described in the GLP.

In addition to establishing an evidence base in response to the key question, the findings and recommendations that are contained within this report will also be used to fulfil two other important roles:

- » To define a vision or role for Relbia within the broader Launceston housing supply; and
- » As a basis to respond to proposals for subdivision and development in Relbia.

The key finding of the project is that Relbia does not contain the necessary pre-conditions to support redevelopment for urban purposes and that the 'cost' of supporting rezoning of land to allow significantly increased subdivision would be a combination of;

- » Negative impact on the character, quality and composition of Relbia; and
- » Inability to deliver new or upgraded transport and other infrastructure to service the potential growth in a cost effective and co-ordinated way.

Notwithstanding this general finding, Relbia does have potential to accommodate a limited change scenario in accordance with some of the objectives of the GLP, such that the point of difference of Relbia is maintained and enhanced into the future.

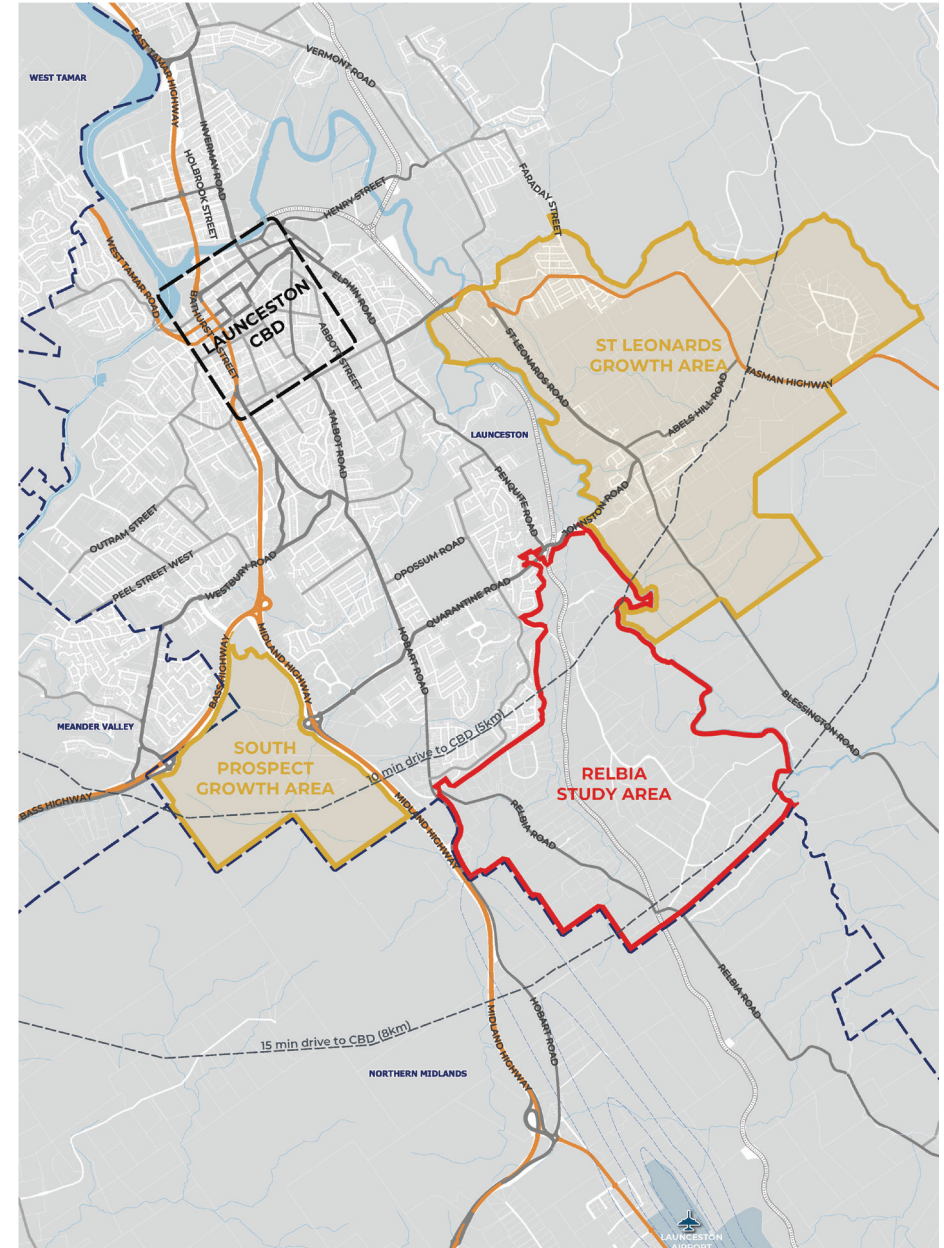


Fig 1. Regional Context Plan

RELbia STRATEGIC CONTEXT

Relbia, as defined in the project brief, at its nearest point, lies approximately 5 kms to the south-east of the Launceston CBD (See Figure 1).

Relbia is also located in close proximity to the Launceston Airport which is located to the south-west of Relbia. A high order network of roads surround and in part provide access to Relbia however the existing road network is widely spaced and there are few routes that provide access into and across Relbia.

The primary road network that surrounds and in part provides access to Relbia includes:

- ✦ The Midland Highway
- ✦ Hobart Road
- ✦ Relbia Road
- ✦ Quarantine Road
- ✦ Blessington Road.

The higher order road network is supported by

Glenwood Road and Poplar Parade which, along with Relbia Road, are connected to form a loop that provides internal access within Relba. The Bell Bay railway line is a freight line that bisects Relbia generally on a north-south alignment.

Youngtown is the nearest urban area that adjoins Relbia to the north-west. Youngtown includes a range of services and facilities that are accessed by the Relbia community (see Figure 2).

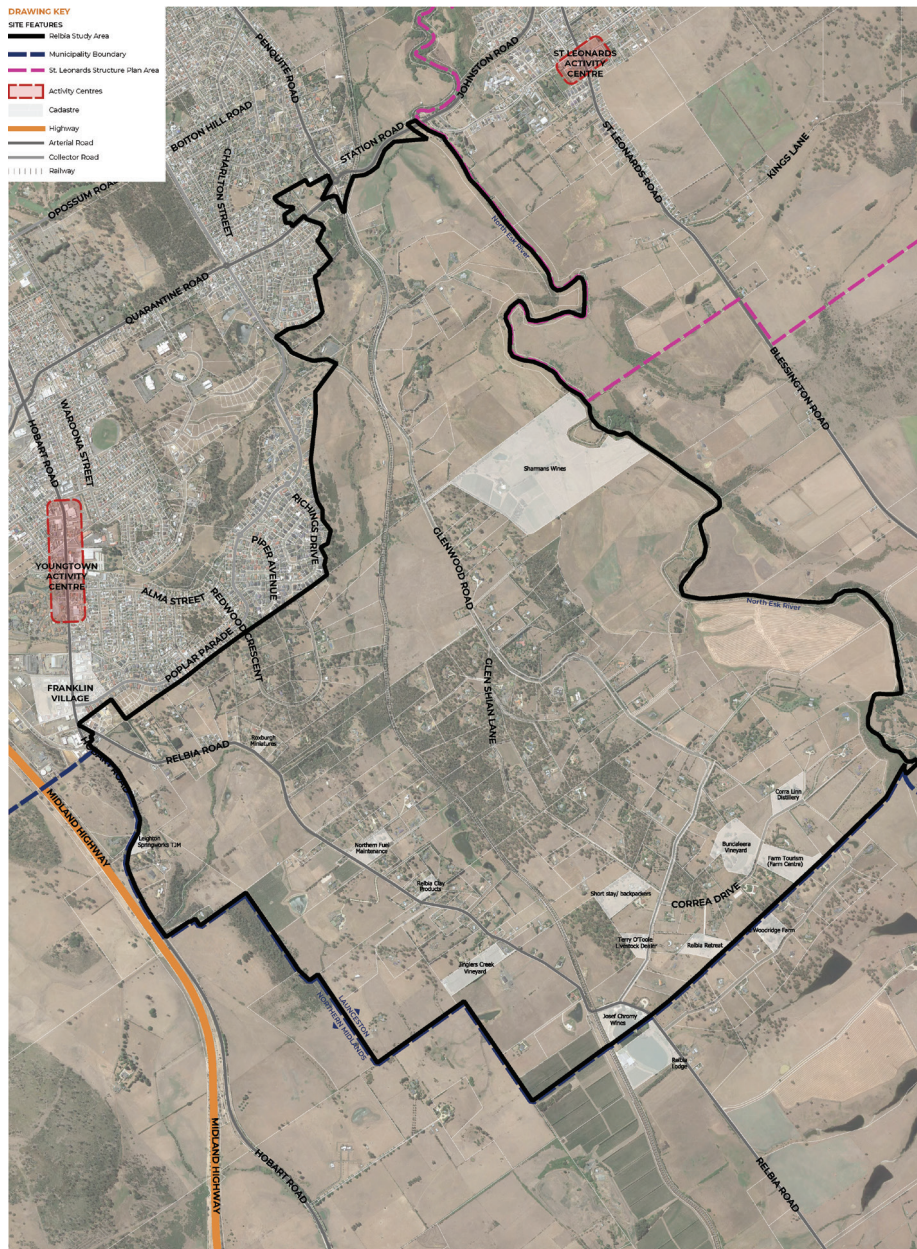


Fig 2. Local Context Plan

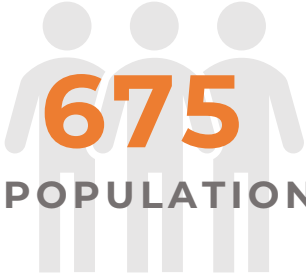


THE RELBIA COMMUNITY

Relbia is currently home to a community of 675 persons, with approximately 50 percent of Relbia's residents in the labour force. Within the study area, Relbia currently accommodates 268 households, with an average of 2.5 people per dwelling.

Relbia is home to 201 families. In terms of composition of the community, Relbia's is primarily comprised of older, established or maturing couples and families making up 70 percent of the community. This is supported by the median age of Relbia residents being 46 years of age. The composition and form of a suburb is often influenced by the residents who live there. The semi-rural lifestyle of Relbia that has a mix of agriculture, viticulture and tourism based non residential land uses is valued by the community and attracts well established, older families.

Relbia is considered to be in a prime high amenity location, with as little as a 15min drive into town. And with a median house price in excess of \$1 million, Relbia can be identified as a relatively affluent outer suburb of Launceston where family home ownership is high.




675
POPULATION



395
WORKING
POPULATION



1160ha
LAND
WITHIN THE
STUDY AREA



15-20min
TO CBD

TOURISM
HOME TO VINEYARDS,
WINERIES, DISTILLERIES
& VISITOR
ACCOMMODATIONS

COMMUNITY CONSULTATION

At the beginning of the project, the Relbia community was invited to attend facilitated community consultation sessions. During the course of the consultation sessions the Relbia community participated in a number of activities that focussed on the following key questions:

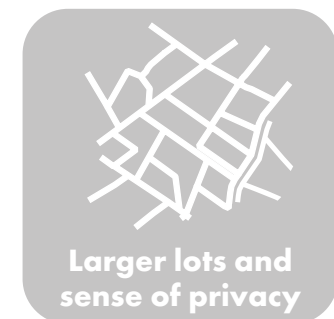
» *WHAT DO YOU LOVE ABOUT RELBIA?*

» *WHAT IS YOUR VISION FOR RELBIA NOW AND INTO THE FUTURE?*

» *WHAT IS RELBIA'S ABILITY TO ACCOMMODATE CHANGE?*

Over the initial three workshops there were 145 attendees and in response to a request from a number of residents who could not attend the initial sessions, a further consultation session was arranged.

In response to the question, **What do you love about Relbia?** participants identified the following themes.



COMMUNITY VISION

When asked about a **Vision for Relbia Now and into the Future**, responses were generally consistent and well-articulated, focussing on the desire to maintain each of the elements that represent what residents love about Relbia. Notwithstanding the desire to maintain what residents love about Relbia, when asked about subdivision potential there was strong opposition to 'urban' subdivision of Relbia and the perception that the underlying values of Relbia would be lost however there was some support for limited subdivision for retirement and other purposes.

Whilst the workshops did not produce a defined vision statement for Relbia now and into the future, the consistent feedback was that there was a desire to **preserve the rural character and lifestyle of Relbia now and into the future** and that this would be achieved through the following actions.

Preserve the rural character and lifestyle of Relbia now and into the future.



Protect natural features, flora and fauna.



Protect roads & land uses to ensure scenic and rural character are maintained.



Manage the number of homes visible along Relbia Road + Glenwood Road.



Maintain larger lots and setbacks to ensure appropriate separation of dwellings.



Protect vehicle travel speeds along key routes to and from the CBD and airport.



Protect ability to farm land appropriate for agriculture and vineyards.



Maintain larger lots along Relbia Road and Hobart Road to protect the scenic character and long views to undulating hills and vineyards.



Maintain quiet roads by not generating more traffic.



Improve connectivity for pedestrians, cyclists and equestrian riders.



Improve public access to North Esk River, water holes and other recreation areas.



Maintain the rural setting and natural values, contributing to a child and family-friendly lifestyle.



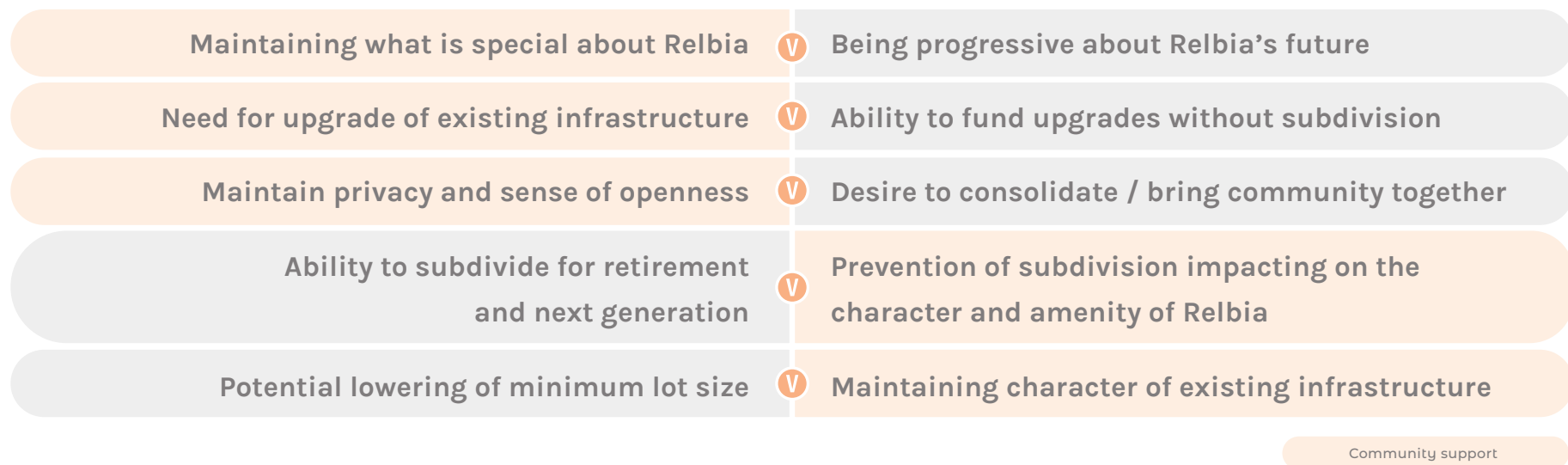
Maintain ability to subdivide lots for retirement / next generation.



Support low-impact and sympathetic tourism-based enterprises.

KEY CHALLENGES

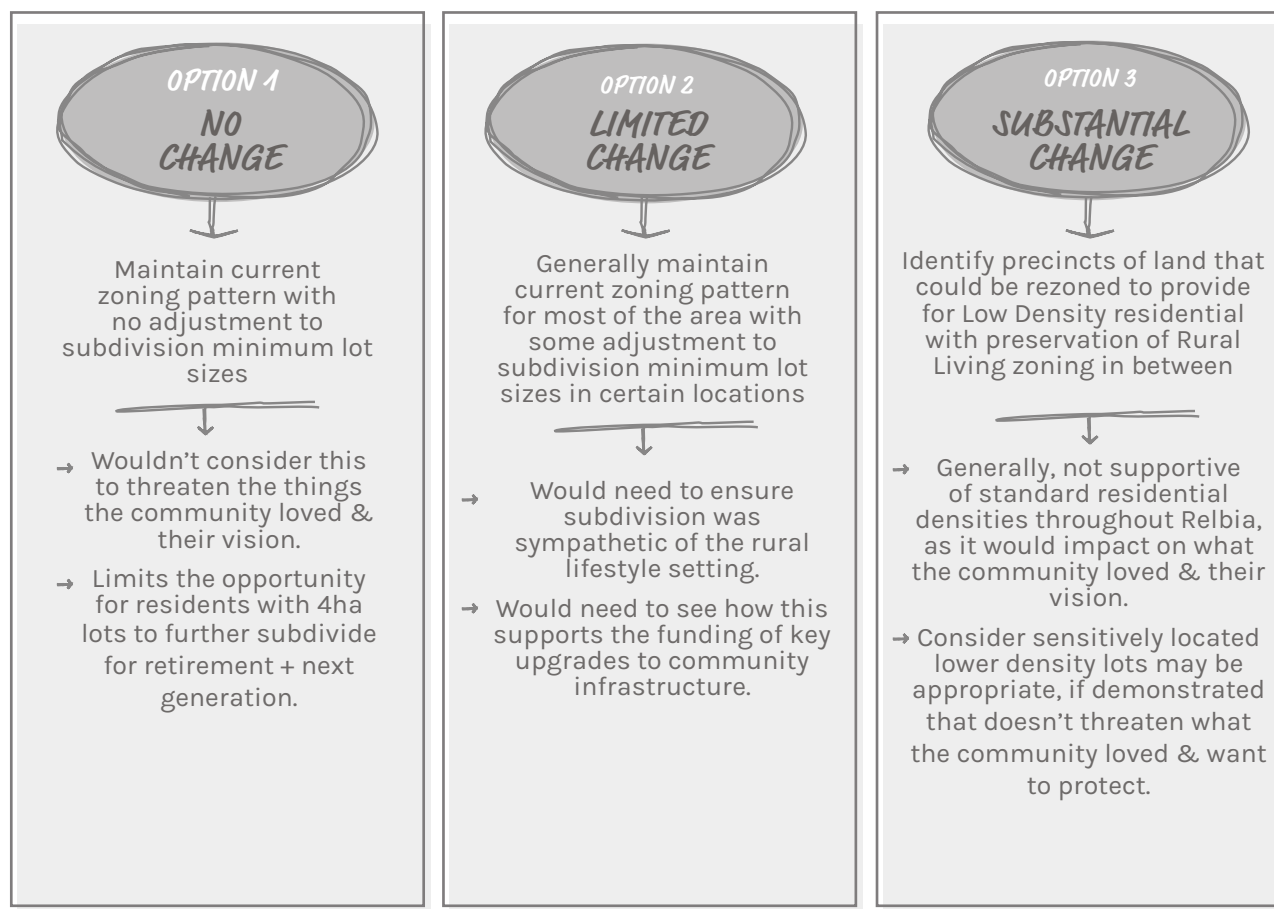
The workshops focussed on a vision for Relbia now and into the future, and identified the key actions that need to be pursued in order to achieve the vision. During the process, inherent challenges associated with some of the actions and how they relate to the future of Relbia as a whole, were identified. The graphic below illustrates these key challenges:



EMERGING OPTIONS

When asked about Relbia's ability to accommodate change, there was a general understanding that Relbia has some subdivision potential under the current planning controls but that infrastructure upgrades are already required and that they should be delivered before there is any further subdivision.

When asked whether Relbia has the capacity to accommodate change in the form of standard density, low density or maintaining/adjusting the current Rural Living Zone subdivision minimum lot sizes, there was little to no support for standard urban densities throughout Relbia. Differing opinions were also expressed about Relbia's overall capacity to support change in any form. Through the workshops, three potential options emerged.



At the conclusion of the workshops, the attendees expressed their thanks for being provided with the opportunity to attend the workshops but the participants were also anxious to understand what would happen next and how the information that was gathered would be used.

In response, it was confirmed that the technical assessment would be completed including an assessment of the likely impacts of the three scenarios.



.....there's a general understanding that Relbia has some subdivision potential under the current planning controls...

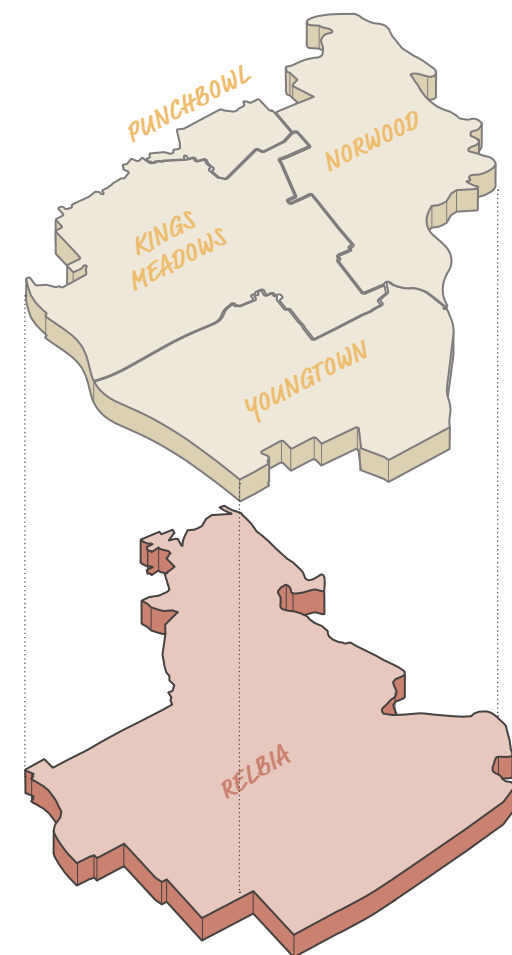
STRUCTURAL CONDITIONS TO SUPPORT REDEVELOPMENT

If the Relbia study area was unconstrained it has sufficient physical area to accommodate a population similar in scale to the existing suburbs of Youngtown and Kings Meadows combined – with a population in the order of 8,000 – 9,000 people.

A community of approximately 8,000 – 9,000 persons requires a broad range of infrastructure, services and facilities to support the population. Fully serviced urban areas have some consistent defining structural conditions or characteristics.

The key structural conditions that are necessary to support fully serviced urban areas include a well developed:

- **MOVEMENT NETWORK;**
- **OPEN SPACE NETWORK; AND**
- **ACTIVITY CENTRES NETWORK.**



MOVEMENT NETWORK

Well serviced urban environments have a connected and integrated movement network that is typically comprised of:

- A finely spaced, connected local street network that is supported by a well spaced, connected higher order road network;
- High levels of internal connectivity in all directions;
- A fixed rail and/or road based public transport network;
- A highly connected network of pedestrian and bicycle pathways; and
- Variable road reserve widths that correspond with density of development, traffic demand and urban design objectives.



Glenrowan, VIC



Ballan, VIC



St Leonards, TAS

OPEN SPACE NETWORK

Well serviced urban environments have a connected, multi purpose open space network that is typically comprised of:

- A variety of types and sizes of active open space;
- A variety of types and sizes of passive open space;
- Links along waterways and through other open spaces;
- Retained sites of environmental and cultural importance;
- Public places including street tree planting and other forms of landscaping; and
- 'Borrowed' open space context that is offered by adjoining undeveloped land.



Glenrowan, VIC



Ballan, VIC



St Leonards, TAS

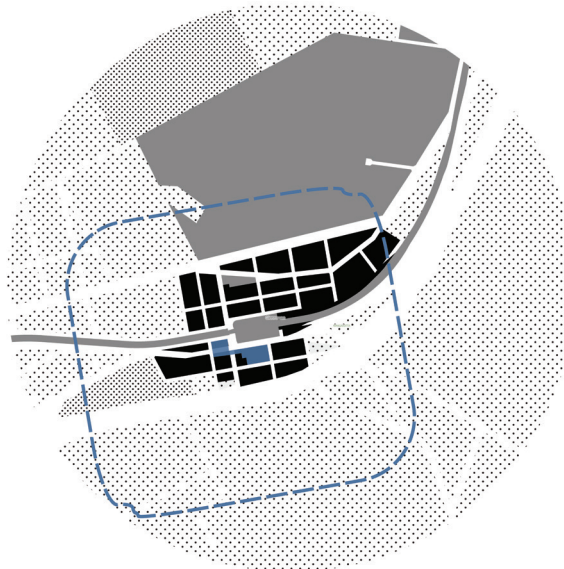
ACTIVITY CENTRES NETWORK

Well serviced urban environments have activity centre networks that are typically comprised of:

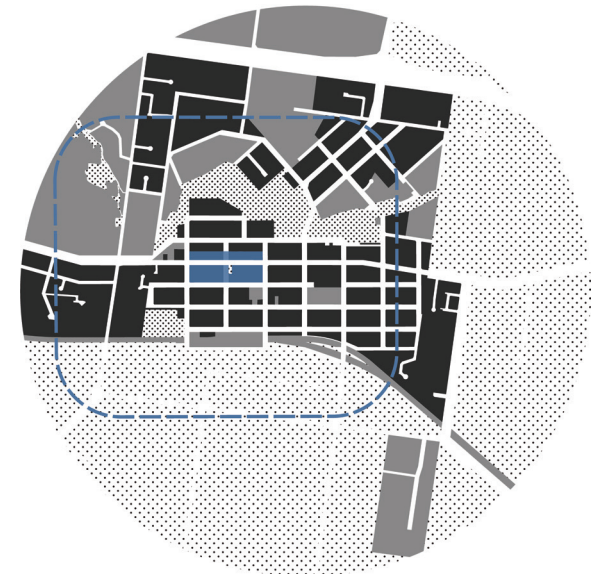
- Well spaced local, neighbourhood and higher order activity centres;
- A central, multi purpose activity centre or town centre that is highly accessible; and
- A diverse range of land uses including local and higher order community facilities.

In addition to these important structural conditions, fully serviced urban areas have reticulated services (electricity, gas, water and sewer) and provisional land for employment purposes.

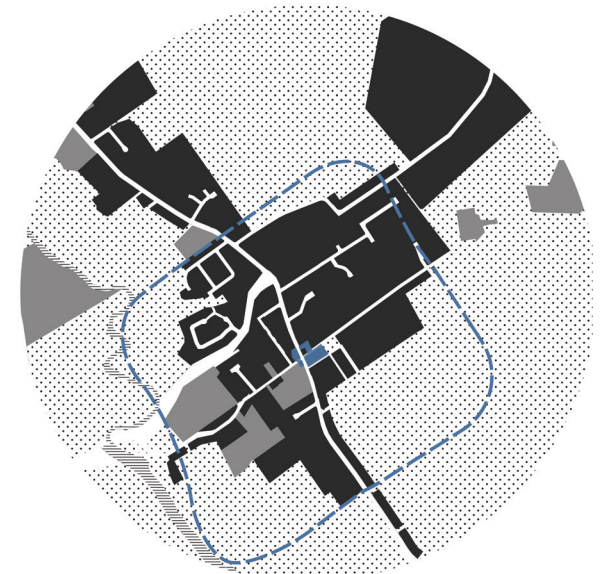
The next section will examine whether Relbia already contains the important structural conditions or if they are not present whether the important structural conditions could be delivered over time.



Glenrowan, VIC



Ballan, VIC



St Leonards, TAS

RELBIA STRUCTURAL ANALYSIS

This section will assess whether Relbia has the important structural conditions to support redevelopment and if they are not present, it will assess whether there is potential to progressively deliver the necessary structural conditions.

The important structural conditions include a well developed:

- + **MOVEMENT NETWORK;**
- + **OPEN SPACE NETWORK; AND**
- + **ACTIVITY CENTRES NETWORK.**

RELBIA MOVEMENT NETWORK

The Relbia movement network can be described as a widely spaced internal 'loop' road that is comprised of Relbia Road and Glenwood Road with a number of disconnected short courts that provide property access. Relbia Road follows a contour responsive, meandering alignment through the western part of Relbia and intersects with Hobart Road in the north-western corner of the study area. The intersection of Relbia Road and Hobart Road is recognised as an intersection that has existing capacity constraints and safety issues.



Relbia, TAS

Relbia Road is a rural standard road that is comprised of a 20m cross section with an undivided two way pavement of approximately 6m. There is generally no constructed kerb or limited sections of kerb, open swale drains and no formal street tree planting. Relbia Road accommodates direct property access where houses are typically well set back from the road reserve boundary. Relbia Road continues to the south beyond the southern boundary of Relbia. Before it crosses the southern boundary of Relbia, Relbia Road crosses the railway line after which it intersects with Glenwood Road.

Relbia Road provides a primary connection between the study area and surrounding suburbs including Evandale, Youngstown, Kings Meadows and Launceston and is estimated to carry approximately 1,407 vehicles a day.

Glenwood Road also follows a meandering, contour responsive alignment through the eastern part of Relbia and has a very similar cross section to that of Relbia Road. Glenwood Road continues beyond the northern boundary of Relbia offering connectivity to the Launceston CBD. Glenwood Road does not cross the railway line but Oppossum Road crosses the railway line and intersects with Glenwood Road in the northern part of Relbia.

The railway line has had a significant impact on the road based movement network such that there is no road based connectivity between Relbia Road and Glenwood Road other than where Relbia Road and Glenwood Road intersect. In this regard the railway line effectively bisects Relbia. Despite carrying an estimated 1,131 vehicles a day and having a posted speed limit of 80km/h the community has expressed a desire to preserve Glenwood Road as a low traffic rural road.

120 Glenwood Road, Relbia



250 Glenwood Road, Relbia



345 Glenwood Road, Relbia



73 Relbia Road, Relbia



213 Relbia Road, Relbia



269 Relbia Road, Relbia



Footpaths follow the alignment of Relbia Road and Glenwood Drive partially on one side only and there is a recreational trail that follows part of the alignment of Glenwood Road and beyond. Whilst both Relbia Road and Glenwood Road provide local property access and form part of a broader movement network that extends beyond the study area, neither route has been designed to carry significantly higher traffic volumes and they fall well short of a typical collector or sub-arterial route both in traffic volumes and cross section details.

An additional defining characteristic of the movement network is that it typically does not include well defined, regular street tree planting which is in keeping with the informal, softer semi-rural character of Relbia.

Recreational Trails along Glenwood Road



Further information regarding the existing road network is set out in a Traffic Impact Assessment (TIA) that has been prepared by Pitt & Sherry.¹

The TIA provides detailed information in relation to the existing transport network including the existing intersection and confirms that the network has been designed to rural standards and that there are capacity constraints of some of the existing intersections.

According to the TIA, notable external surrounding destinations include;

- Shopping destinations
 - › Youngtown commercial area
 - › Kings Meadows commercial area
 - › Norwood commercial area
 - › Bunnings Kings Meadows
- Educational facilities
 - › Youngtown Primary School
 - › One School Launceston Campus
 - › Goodstart Early Learning
 - › St Leonards Primary School
 - › Norwood Primary School
 - › Queecy High School
- Recreational facilities
 - › St Leonards Dog Park
 - › Youngtown Regional Park
 - › South Launceston Football Club
 - › Carr Villa Memorial Park; and
 - › Charlton Street Reserve.

¹ Relbia Feasibility Study Traffic Impact Assessment, Pitt & Sherry Sept 2020

KEY IMPLICATIONS

The key implications associated with the existing movement network in Relbia and its ability to support redevelopment for urban purposes are:

- The road network is very widely spaced and there is very limited internal connectivity;
- There are capacity constraints in the existing pavements in Relbia Road and Glenwood Road;
- There are existing capacity constraints at key intersections such as the intersection of Relbia Road and Hobart Road;
- Drainage has not been constructed to an urban standard;
- Potential to deliver increased internal road based connectivity is severely limited by the railway line;
- Upgrade and/or duplication of Relbia Road and Glenwood Drive would have a significant impact on the character of Relbia; and
- Public transport is limited to Poplar Parade only, and limitations in alignment and pavement width of Relbia Road and Glenwood Drive are likely to impact on the ability to deliver an extended bus route;

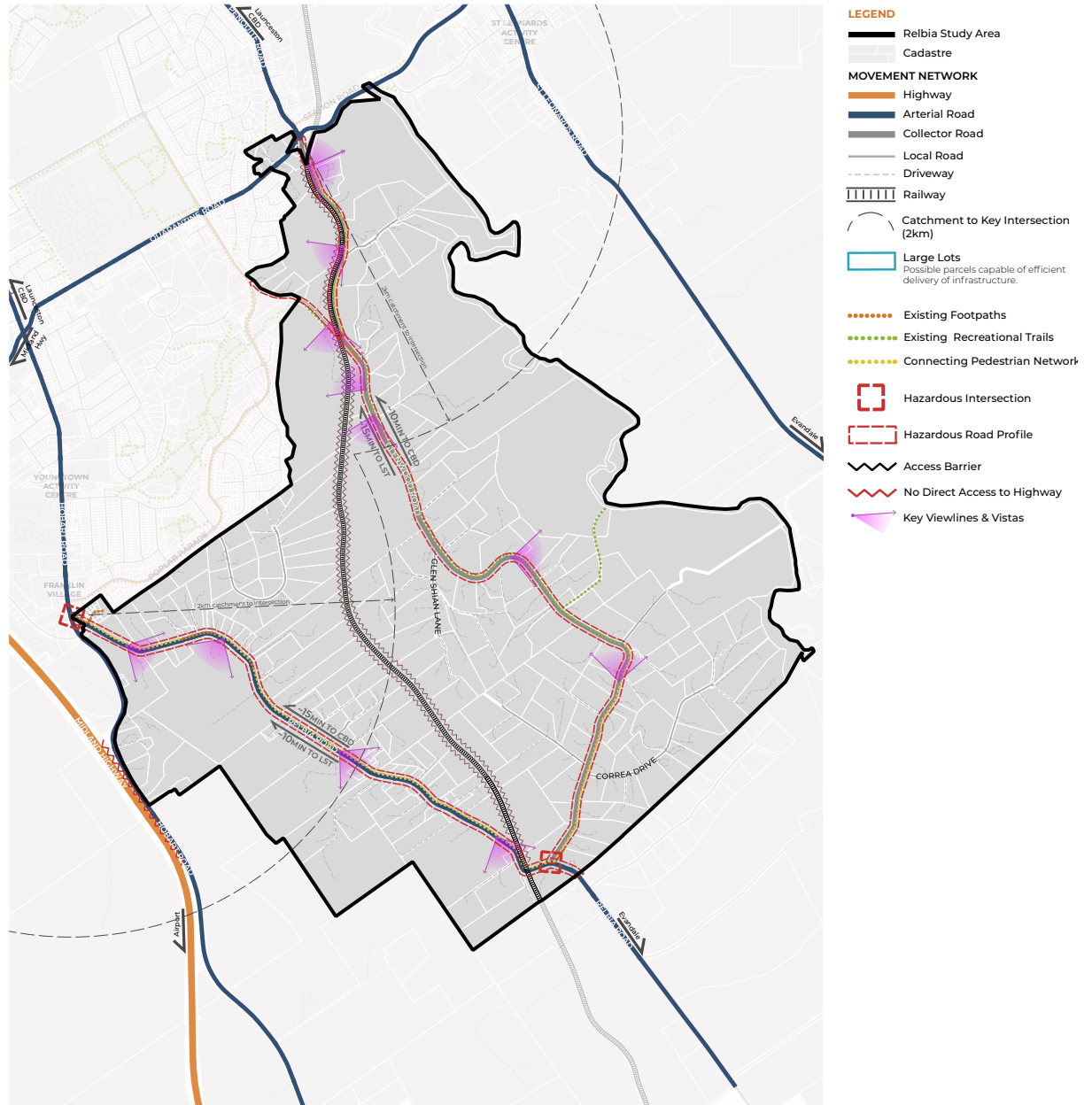


Fig 3. Movement Network Plan

RELbia OPEN SPACE NETWORK

The Relbia open space network is significantly under developed. In keeping with a rural living/low density residential subdivision approach there is very little land that has been set aside and reserved for public open space purposes. Despite having very little designated or reserved land for public open space purposes, Relbia has a very open, green soft feel where the existing houses sit comfortably within the landscape.

The green, soft feel of Relbia is aided by the presence of the surrounding open rural landscape and the existing vegetation that is scattered throughout the study area but with the highest concentrations in the mid part of Relbia. The lack of uniformity in the placement of dwellings and the separation between the existing dwellings is also a significant factor that contributes to the sense of openness.



Relbia, TAS

KEY IMPLICATIONS

The key implications associated with the existing open space network in Relbia and its ability to support redevelopment for urban purposes are:

- The open space network is significantly under developed with very little land that has been reserved for open space purposes;
- The ability to gather future open space is significantly restricted by the existing pattern of subdivided land and the location of the existing dwellings;
- Uncontrolled subdivision is likely to have a negative impact on the sense of openness due to loss of vegetation and delivery of increased densities of development;
- The green, open feel is the result of 'borrowed' open space value that is comprised of surrounding rural land and open spaces between existing dwellings;
- Land for active open space purposes and/or for higher order passive open space would need to be acquired; and
- Internal connectivity along waterways could be enhanced however internal open space connectivity is likely to be constrained by the railway line.

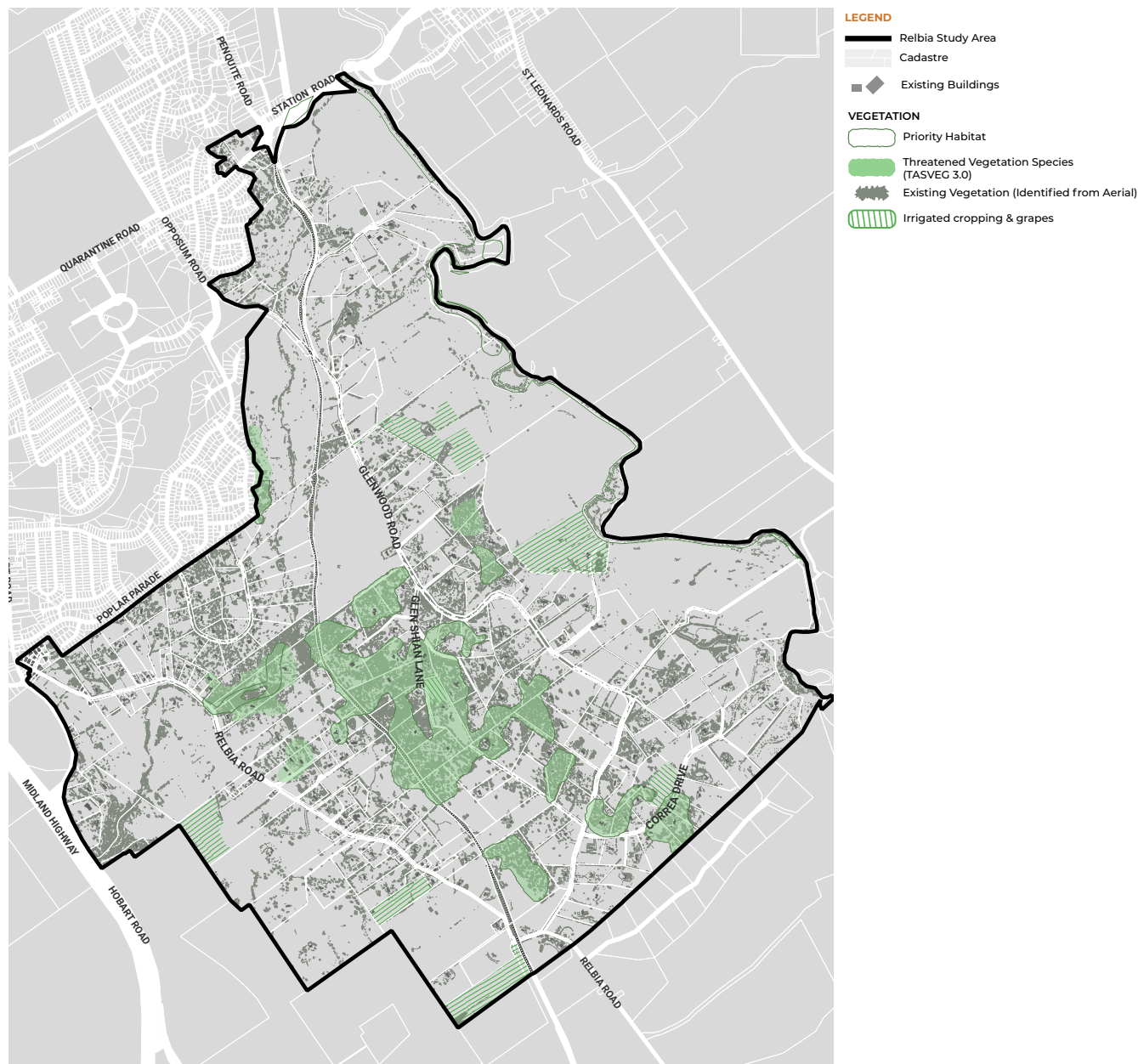


Fig 4. Open Space Plan

RELbia ACTIVITY CENTRES NETWORK

The Relbia activity centres network is significantly under developed. In keeping with a rural living/low density residential subdivision that is accessed via a widely spaced transport network, there is no central activity centre or town centre. Based on a review of the surrounding/nearby land use framework it is evident that the nearest small scale retail/commercial area is located in Youngtown. What is offered in Youngtown is however quite limited and the individual uses are not arranged around a traditional town centre.

As a consequence residents of Relbia and other nearby suburbs are dependent upon supermarkets and other shops in places such as Prospect, St Leonards and Norwood.



Relbia, TAS

KEY IMPLICATIONS

The key implications associated with the existing activity centres network in Relbia and its ability to support redevelopment for urban purposes are:

- The widely spaced movement network and separation caused by the railway line along with the existing pattern of development do not define an obvious central, town centre location;
- Residents in Relbia are dependent upon external locations for goods and services;
- Establishment of convenience/neighbourhood level shops would require a site to be identified and rezoned but such a site may suffer from lack of sufficient catchment and passing trade opportunities; and
- The absence of a well developed town centre in Relbia or adjacent suburbs may contribute catchment and rationale for a planned centre to be delivered in St Leonards.

KEY FINDINGS

The key findings in relation to the movement network, open space network and activity centre network in Relbia are that:

- ✦ Relbia does not possess a well developed movement, open space or activity centre network that could support broadscale redevelopment of Relbia for urban purposes;
- ✦ The absence of a well developed movement, open space and activity centre network is a reflection of the character and composition of a low density/rural living environment;
- ✦ Due to the absence of these key structural conditions, residents of Relbia are dependent upon external locations for goods and services, education and recreation;
- ✦ There are a range of character, catchment, accessibility, capacity and land acquisition issues and constraints that are likely to be associated with any proposal to further develop the movement, open space and activity centre network in Relbia.
- ✦ The absence of underlying conditions to support redevelopment for urban purposes suggests that limited redevelopment may be a more feasible option.

The next section of this report will assess in more detail whether there is potential to progressively deliver the necessary structural conditions to enable Relbia to transition into a fully serviced urban community.

POTENTIAL TO SUPPORT REDEVELOPMENT

Based on the findings contained within the previous section, it is clear that Relbia does not have the key structural conditions currently in place to support broadscale redevelopment for urban purposes.

Unlike other towns that were once prosperous but fell into decline and have been able to be redeveloped over time by taking advantage of an older town grid (with associated open space and designated sites for a range of public purposes), it is clear that Relbia has only ever been designed and constructed with the intention of delivering an unserviced low density/rural living environment. What is equally clear is that key site constraints, such as the alignment of the railway line for example have directly influenced the balance of the movement network and the pattern of development.

In this context, it is apparent that the limitations associated with the absence of a well-developed movement network, open space network and activity centres network would need to be overcome in order to support broadscale redevelopment of Relbia for urban purposes.

The key strategic questions that arise however are:

- + Whether Relbia has constraints that are likely to compromise the ability to overcome these limitations; and
- + What is likely to be the impact on the character and quality of Relbia, if the limitations were to be progressively overcome.

Before answering these questions, with reference to the specific conditions that are found within Relbia, it is relevant to highlight that favourable development conditions for broadscale greenfield development include:

- › Large unconstrained sites;
- › Flat to gently undulating topography;
- › Close proximity to existing access (with ability to upgrade as required);
- › Close proximity to existing services including sewer, water and drainage outfall;
- › Existing market/ability to attract market.



*.... Relbia has only
ever been designed and
constructed with the
intention of delivering
an unserviced low
density/rural living
environment...*

CONTRIBUTING FACTORS

TOPOGRAPHY & WATERCOURSES

Relbia has a diverse topographic pattern that is comprised of a series of linked highpoints that generally follow the alignment of the railway line approximately through the middle of Relbia. The topography falls down on either side of the highpoints toward the floodplain of the North Esk River and toward the Jinglers Creek. The Jinglers Creek crosses Relbia Road following low points in the topography and flows beyond the boundary of the study area.

A tributary of the Jinglers Creek continues to the south once it leaves the main alignment of the creek and encumbers the rear section of a number of parcels that back on to the railway line. The dissected topography and the alignment of the various waterways and smaller tributaries have had a significant impact on the pattern of subdivision and the location of dwellings and other structures.

IMPLICATIONS

A key defining characteristic of Relbia is the diverse topographic terrain that has influenced the pattern of subdivision and resulted in the irregular placement of dwellings throughout this landscape. Whilst steeper land may have some limited subdivision potential, it is likely to be unsuitable for intensive subdivision for urban purposes due to landslip risk, construction costs and due to the visual impact of dwellings. Further, whilst the watercourses offer some potential for establishment of linear open space links, the broad floodplain of the North Esk River and the encumbrance of Jinglers Creek and associated tributaries across multiple properties, is a definite constraint to development potential.

In summary, the diverse topography including the presence of the North Esk River, the Jinglers Creek and the associated tributaries are likely to act as constraints to intensive redevelopment of Relbia for urban purposes. Whilst the presence of the diverse topography and waterways is likely to act as a constraint to intensive redevelopment, the diverse, dissected topography and the alignment of the various waterways and smaller tributaries have had a significant impact on the pattern of subdivision and the location of dwellings and other structures and as such their presence is a key defining character element of Relbia that would be threatened if intensive redevelopment were to be supported.

The dissected topography and the alignment of the various waterways and smaller tributaries have had a significant impact on the pattern of subdivision and the location of dwellings and other structures.

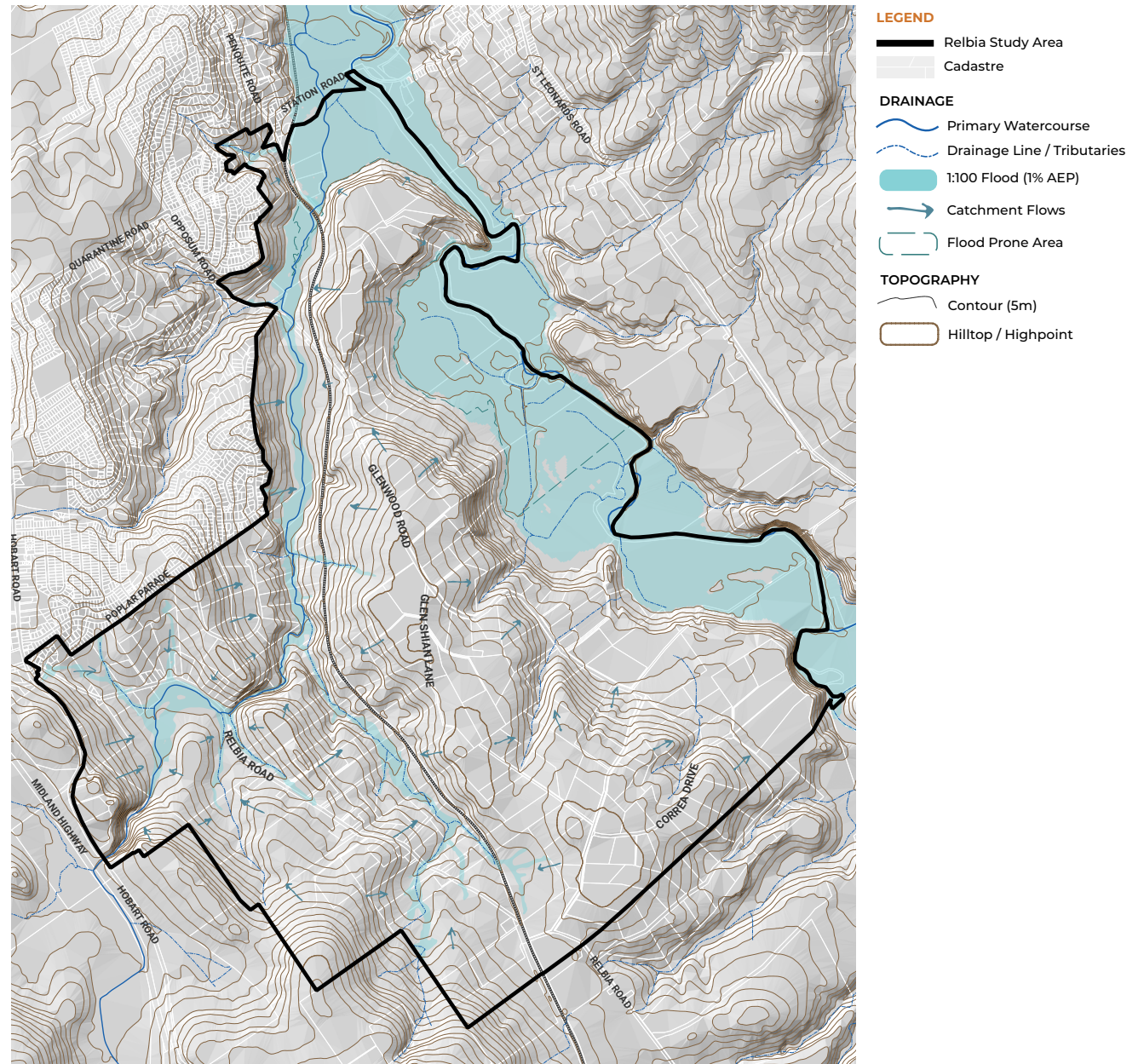


Fig 5. Topography & Watercourses

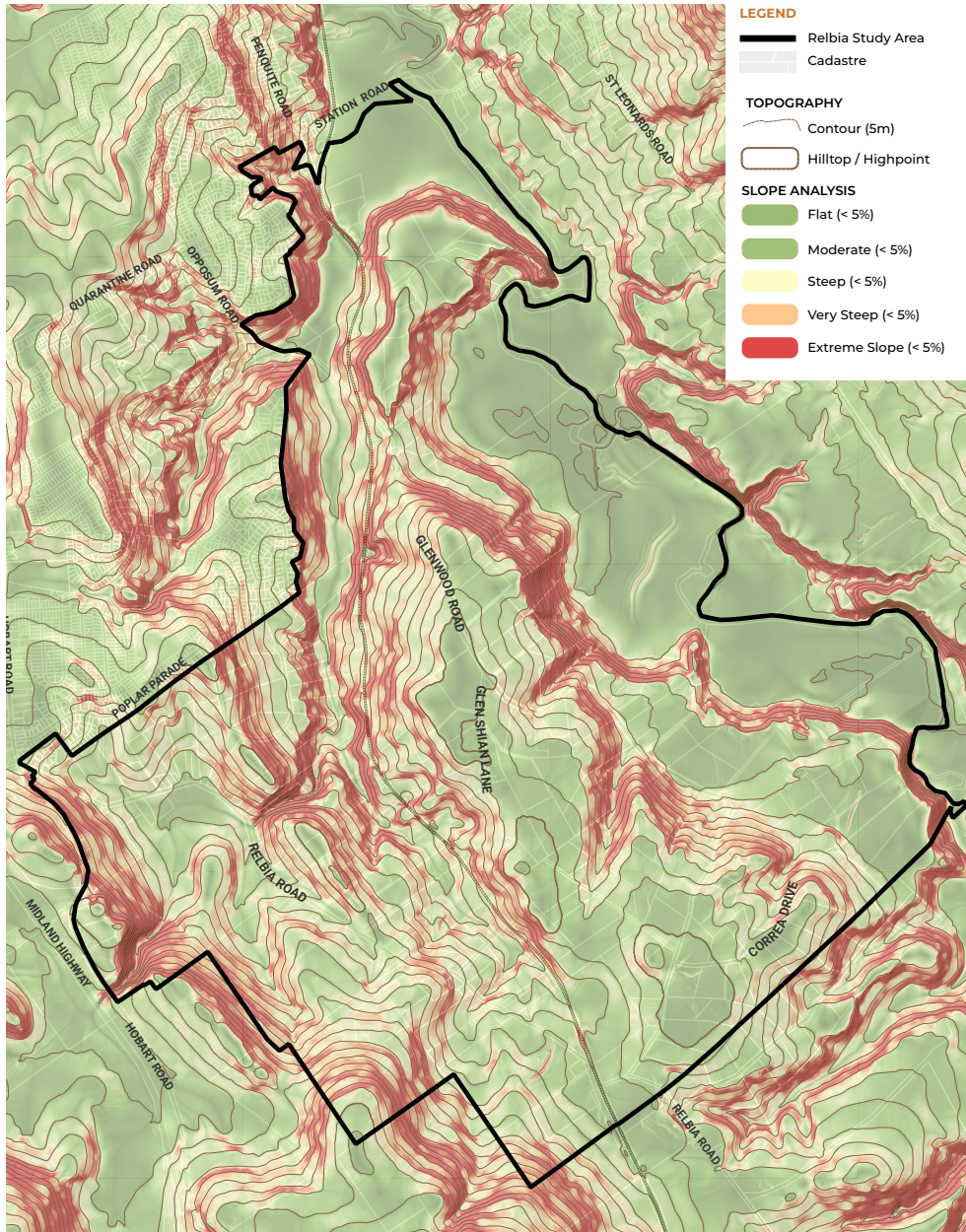


Fig 6. Topography & Slope

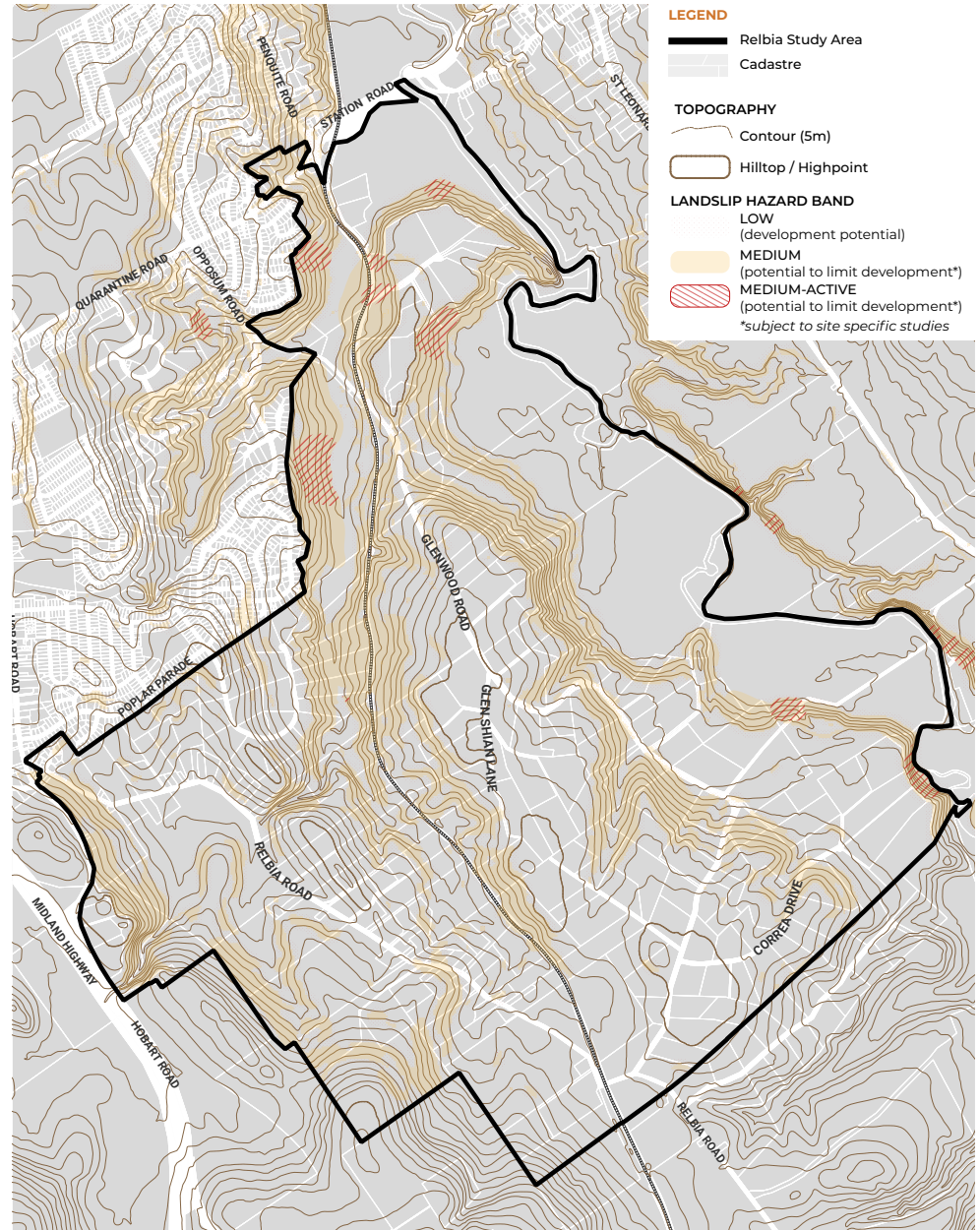


Fig 7. Landslip Hazard

VEGETATION

Native and other vegetation is scattered throughout Relbia. The most dense patches of vegetation are found within the mid part of Relbia, generally between the railway line and Glenwood Road. Other vegetation has been planted and commonly follows property boundaries in addition to trees within lots. The Jingle Creek alignment is partially occupied by native and other vegetation.

The presence of dense and scattered vegetation throughout the central and surrounding part of Relbia and its role in supporting native and other fauna and the extent to which it screens built form is a key defining character element of Relbia.

IMPLICATIONS

The presence of dense and scattered vegetation is a key defining character element of Relbia and is likely to be a constraint to redevelopment of Relbia for urban purposes. The constraint to redevelopment of Relbia for urban purposes is due to the presence of vegetation that could be significant from an ecological and/or habitat perspective and taking into account the character impacts if a significant proportion of the vegetation were to be removed.

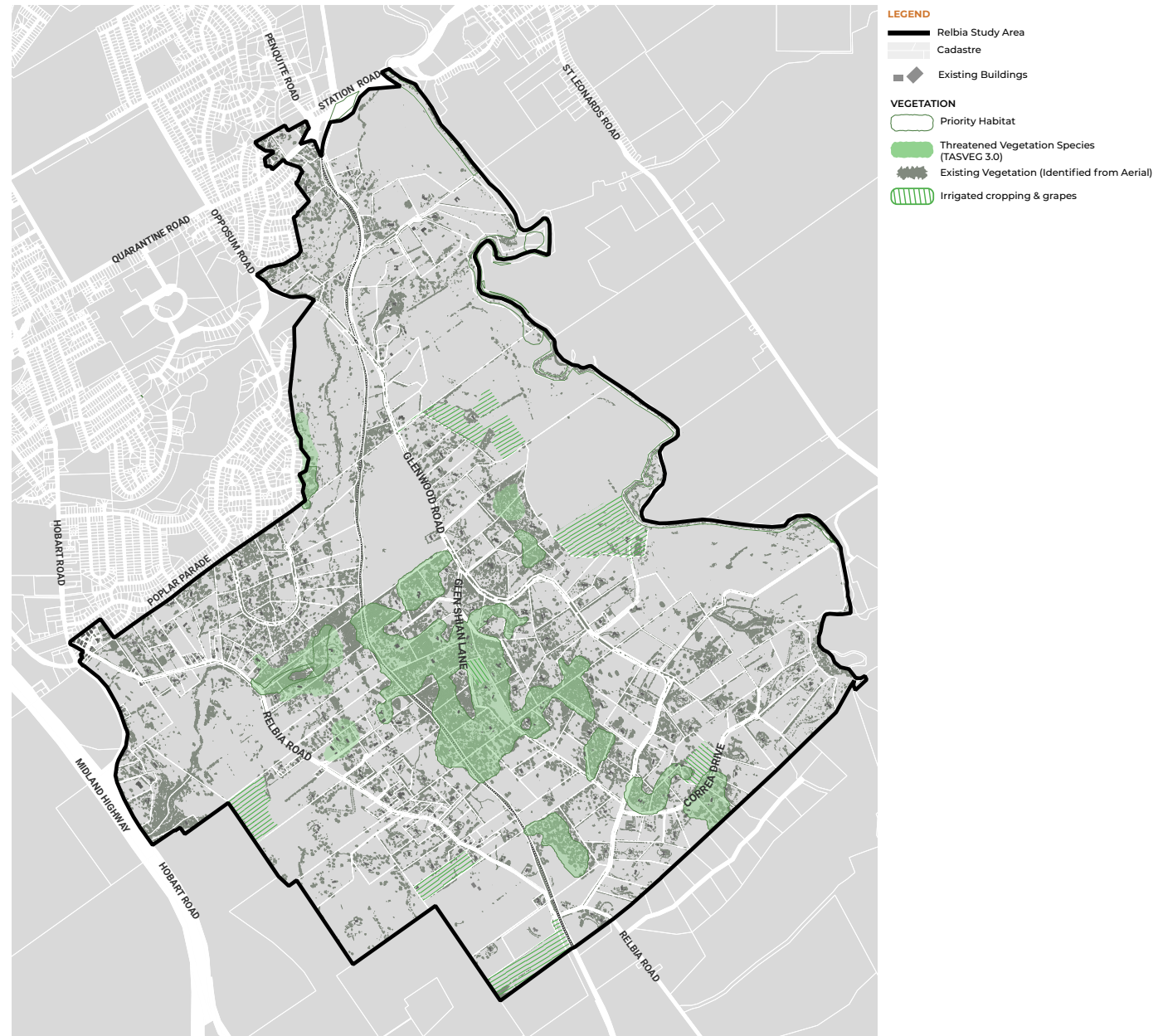


Fig 8. Biodiversity & Vegetation

LOT SIZES/EXISTING DWELLINGS

Existing lot sizes in Relbia are generally comprised of the following:

- < 1500m²
- 1500m² – 2ha
- 2ha – 4ha
- 4ha – 8ha
- 8ha – 16ha
- 16ha- 32ha
- 32ha – 64ha
- > 64ha

The smaller subdivided lots of 2ha - 4ha are generally located between Relbia Road and Glenwood Road and some larger unsubdivided lots that range in size from 16ha though to greater than 64ha in size are located around the periphery of the study area.

The smaller, low density/rural living lots typically contain an existing dwelling and or associated sheds and other structures. Where land has been subdivided for low density/rural living purposes it is evident that such subdivision has taken

place on a site by site, unco-ordinated basis. This has resulted in construction of a series of short disconnected courts where larger properties have been subdivided and/or battleaxe lots that are serviced via shared driveways. This pattern of subdivision is particularly prevalent between Relbia Road and the railway line.

Of the remaining larger lots that are large enough to accommodate subdivision within the current subdivision controls (4Ha minimum lot size), or with revised controls that accommodate a reduced subdivision minimum, the larger lots to the east of Glenwood Road are substantially affected by the floodplain of the North Esk River. The remaining larger lots are also affected by various constraints including limited access, unfavourable topography and/or existing vegetation or other site constraints.

IMPLICATIONS

To be considered for urban purposes; Relbia would require significant assembly of properties to enable a co-ordinated resubdivision of land. This is likely to be a significant challenge due to the highly fragmented, irregular pattern of subdivision and the presence of disconnected court bowls and shared driveways. Where larger lots are available generally around the perimeter of Relbia (generally to the west of Relbia Road and to the east of Glenwood Road) there are a range of site constraints that will need to be considered in order to determine whether further subdivision will be possible.

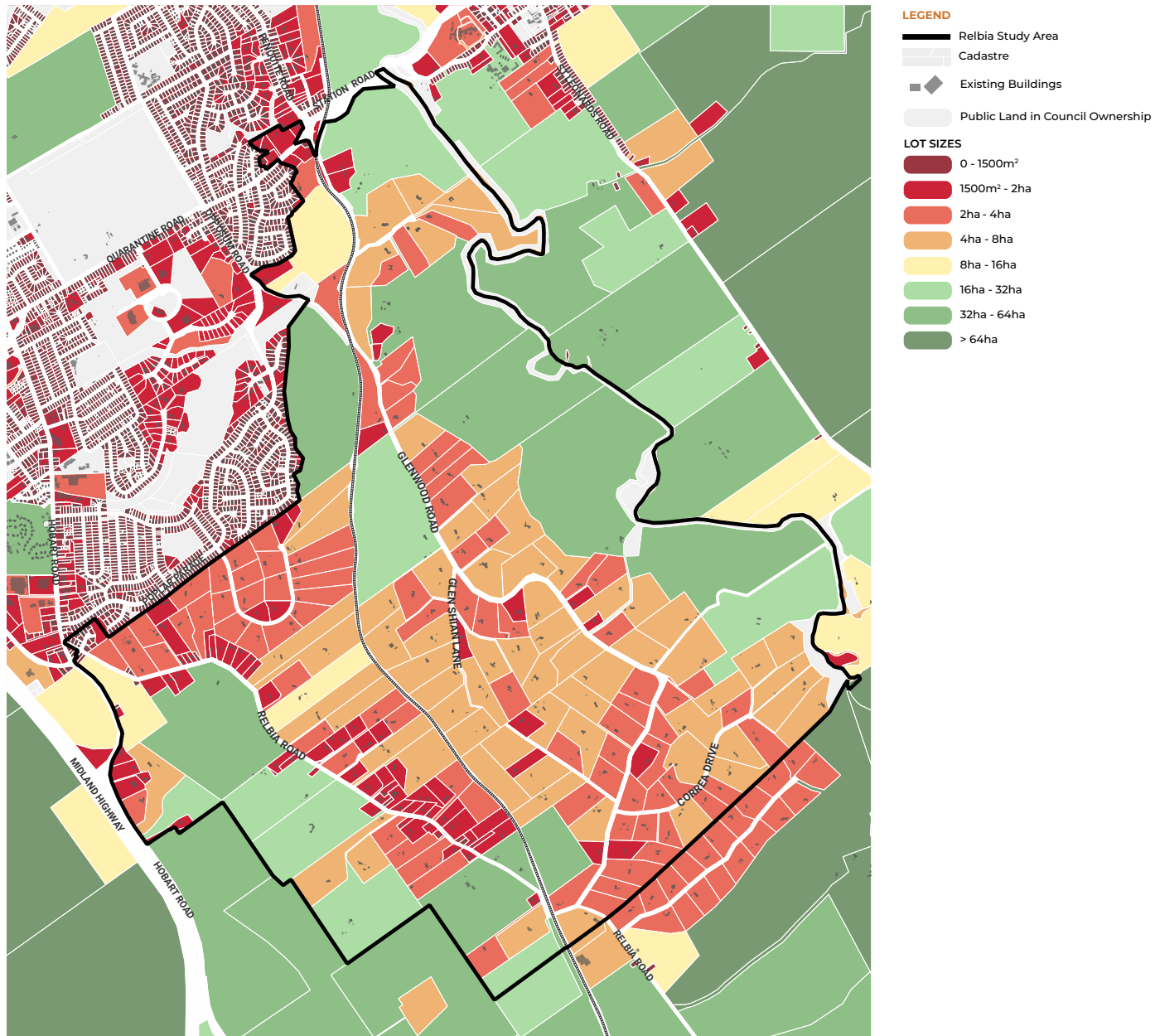


Fig 9. Existing Lot Sizes & Density

NON-RESIDENTIAL LAND USES

Unlike most other typical suburbs, Relbia is home to a number of important non-residential land uses, including:

- Josef Chromy Wines/Relbia Lodge
- Jinglers Creek Vineyard
- Bundaleera Vineyard
- Sharmans Wines
- Corra Linn Distillery
- Relbia Retreat
- Terry O'Toole Livestock Dealer
- Short stay back packers
- Relbia Clay Products
- Morthorn Fuel Maintenance
- Roxburgh Miniatures
- Leighton Springworks

The presence of these non-residential land uses is in keeping with the lower density/semi rural character of Relbia and their employment and tourism potential is important to the future of Relbia.

In addition to the presence of the non-residential land uses, the study area is also affected by buffers from an existing extractive industry area and a smaller buffer around the electricity

IMPLICATIONS

The presence of non residential land uses is an important defining characteristic of Relbia. The presence of the non residential land uses differentiates Relbia from other suburbs that do not typically contain such uses. The presence of uses such as Josef Cromy Wines undoubtedly benefit from the low density/semi rural character of Relbia and the ease of access to the airport and the Launceston CBD. Intensive subdivision of Relbia for urban purposes would affect the low density/semi rural character of Relbia as discussed previously. Intensive redevelopment for urban purposes on a broadscale basis within Relbia could also result in land uses conflicts between new housing and the existing non residential land uses.

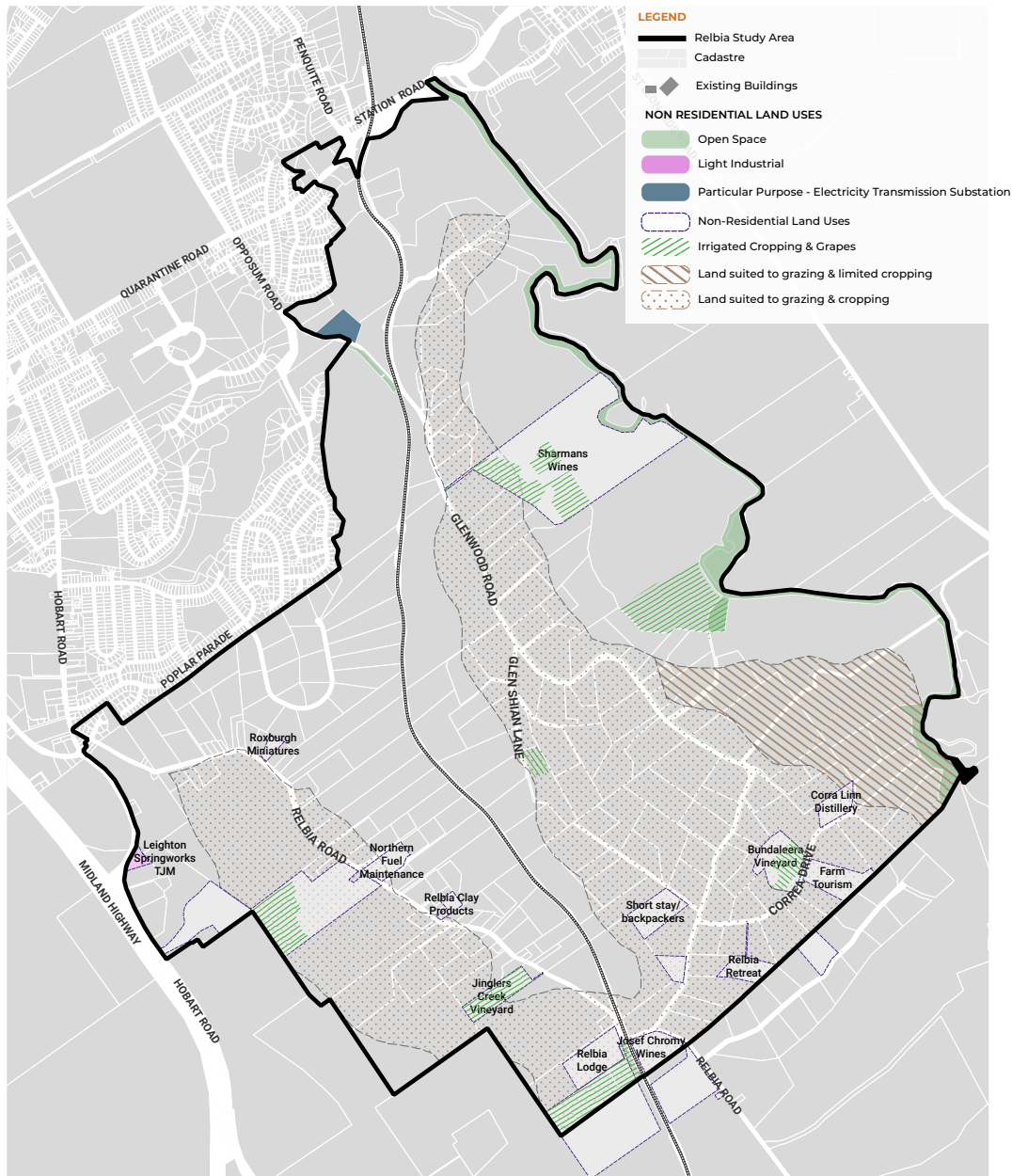


Fig 10. Land Capabilities & Non Residential Land Uses

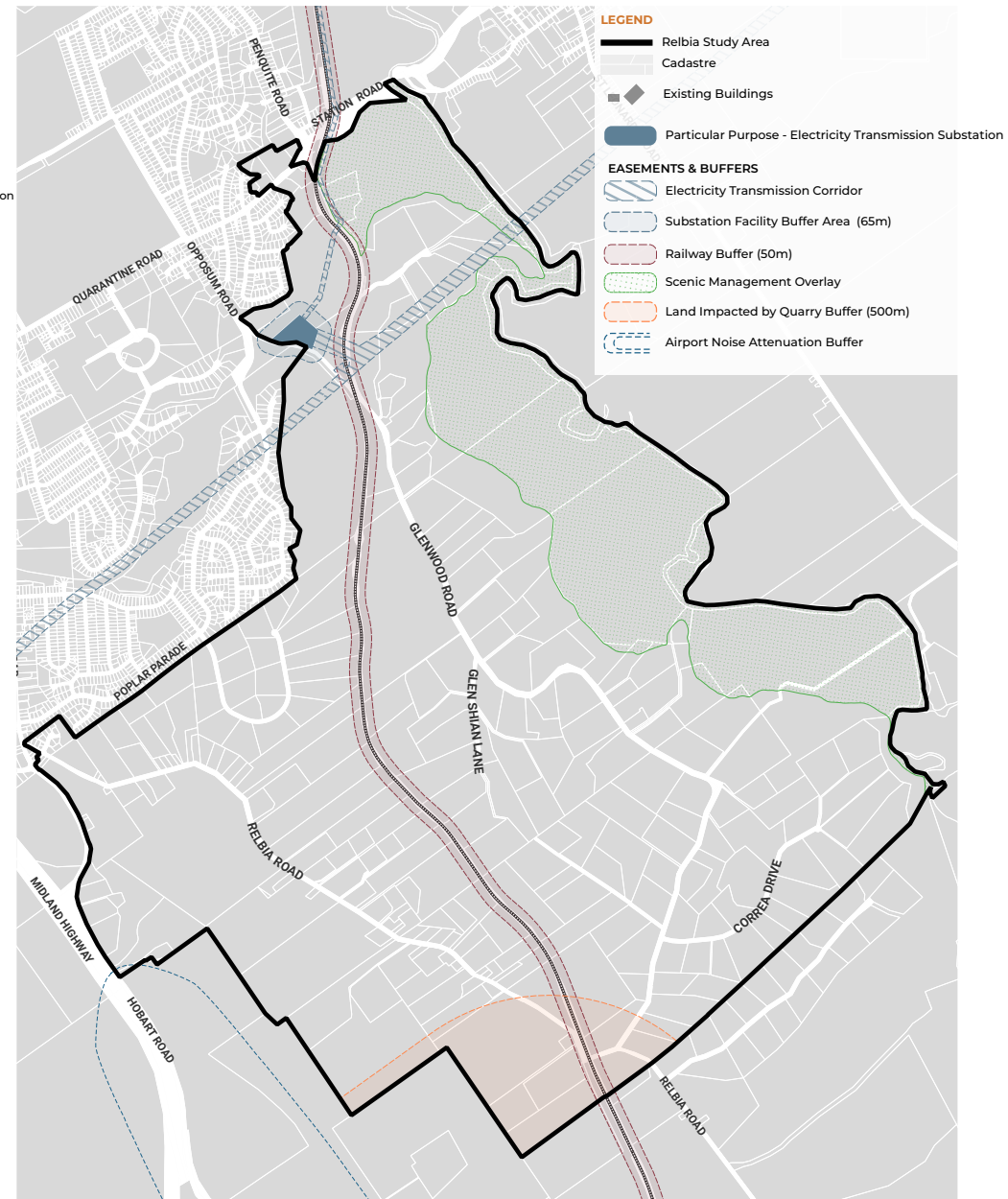


Fig 11. Buffers & Easements

EXISTING ZONING

The existing zoning pattern in Relbia is relatively simple in as much as the core part of Relbia is zoned Rural Living Zone (4ha subdivision minimum) and with peripheral land included within the Rural Resource Zone. Other small almost site specific zones include:

- ✦ The General Residential Zone to the north west;
- ✦ The Low Density Residential Zone to the north;
- ✦ The Particular Purpose Zone to the north;
- ✦ The Environmental Management Zone along sections of the North Esk River; and
- ✦ The Open Space Zone along sections of the North Esk River and connecting to the North Esk River

IMPLICATIONS

Inclusion of the core part of Relbia within the Rural Living Zone is consistent with the current subdivision pattern and use of the land for predominantly unserviced, rural living purposes. The presence of the non residential land uses does not conflict with the current zoning of the land as such uses are permissible within the Rural Living Zone and their presence adds to the character and quality of Relbia as a housing destination. If intensive redevelopment of Relbia for urban purposes were to be contemplated it would be necessary to rezone the land to the Low Density Residential Zone and/or the General Residential Zone.

The presence of the Rural Resource Zone is important. The general extent of the this zone to the north west of Relbia coincides with the floodplain of the North Esk River and is undevelopable for urban purposes. Land that is zoned Rural Resource Zone in the north of Relbia to the west of the railway line is partially affected by the Jingle Creek which bisects the land. The ongoing use of this land requires clarification noting that it is constrained in terms of access and slope.

The other area that is zoned Rural Resource is located to the west of Relbia Road. This land is zoned Rural Resource in order to protect the existing quarry buffer. It is noted however that part of the land is already fragmented and the on-going use of this land requires clarification.

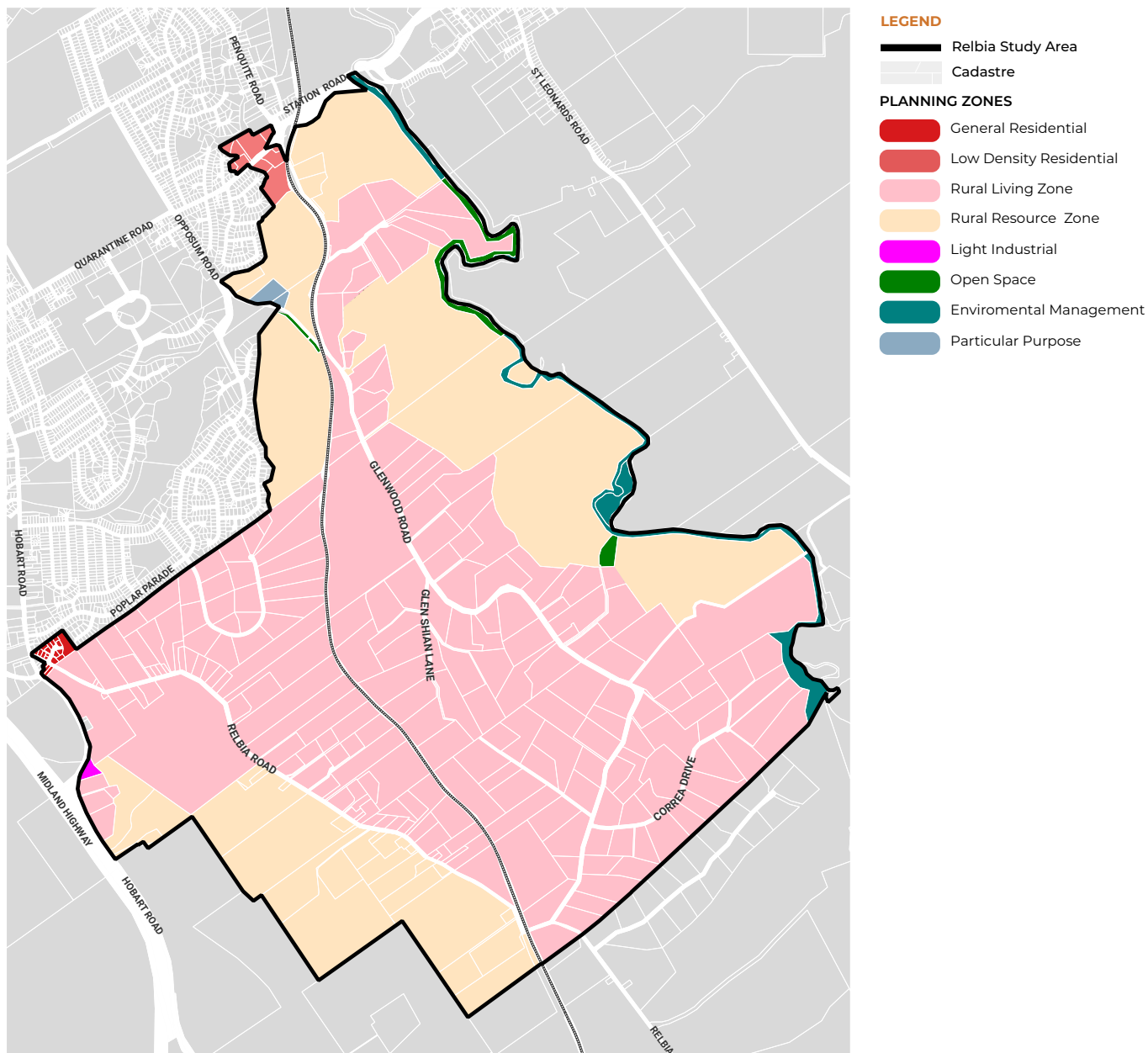


Fig 12. Planning Zones

SEWER AND WATER

Relbia is for the main part an unserviced low density/rural living area that has access to reticulated 'town' water but is not provided with access to a reticulated sewer system. As a consequence existing lots rely on on-site septic and other systems.

The nearest points of access to reticulated sewer systems are adjacent to the northern and north-western boundaries of the study area in Youngtown and to the north-east in St Leonards.

IMPLICATIONS

Access to town water throughout Relbia is an advantage however lack of access to an existing reticulated sewer is a key constraint to development. Whilst proximity to existing services is one issue, the capacity of the existing networks to cope with additional demand may also be a prohibitive constraint with or without the need for pumping.

Potential access to reticulated sewer is not the only consideration that is relevant when determining appropriate lot sizes on land that may be capable of accommodating further subdivision.

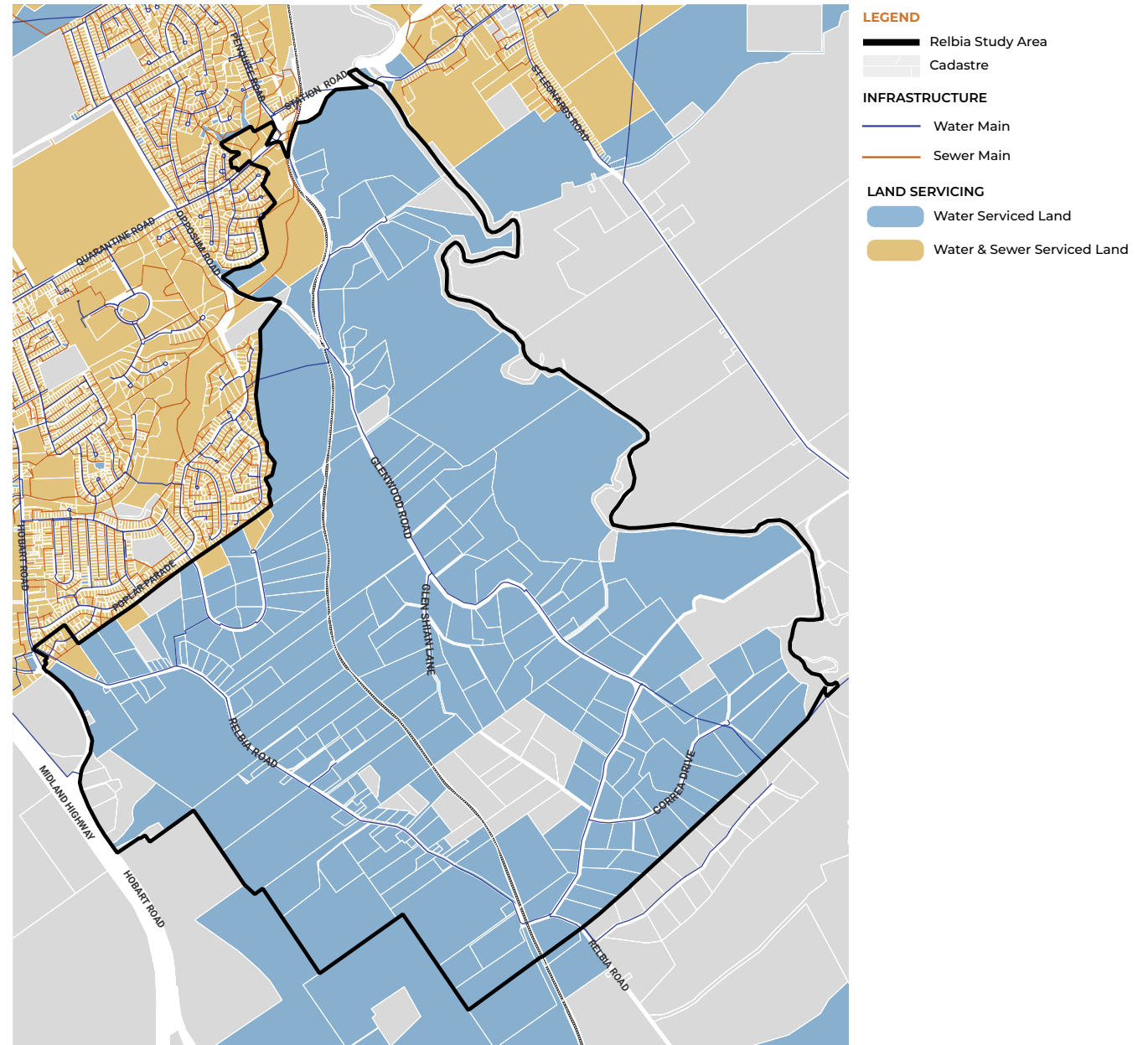


Fig 13. Sewer & Water Infrastructure



Source: Harcourts.com.au

Planning together for the future

COMBINED SITE ANALYSIS

The combined site analysis plan depicts the extent to which Relbia is comprised of a series of complex, interrelated site conditions. Key factors such as the topography, watercourses and the associated floodplains, vegetation and the alignment of the railway line have directly influenced the alignment of the key access routes and the irregular pattern of subdivision.

The presence of the complex, interrelated site conditions along with the placement of the dwellings and other structures are the key defining characteristics of Relbia and their presence differentiates Relbia from the adjoining and nearby urban areas such as Youngtown.

When lots that are greater than 8ha in area are overlayed onto the site analysis plan it is significant that the majority of the lots are located:

- » on the western side of Relbia Road (including land that is currently zoned Rural Resource Zone);
- » to the east of Glenwood Road along the North Esk River;
- » to the east of Youngtown between the railway line and the developed edge of Youngtown (to the north west of the Relbia study area); and
- » one parcel to the west of Glenwood Road (extending to the railway line) and one parcel to the south of the study area adjoining the railway line to the north of the intersection of Relbia Road and Glenwood Road and one parcel on the east side of Relbia Road which has a rear abuttal to the railway line.

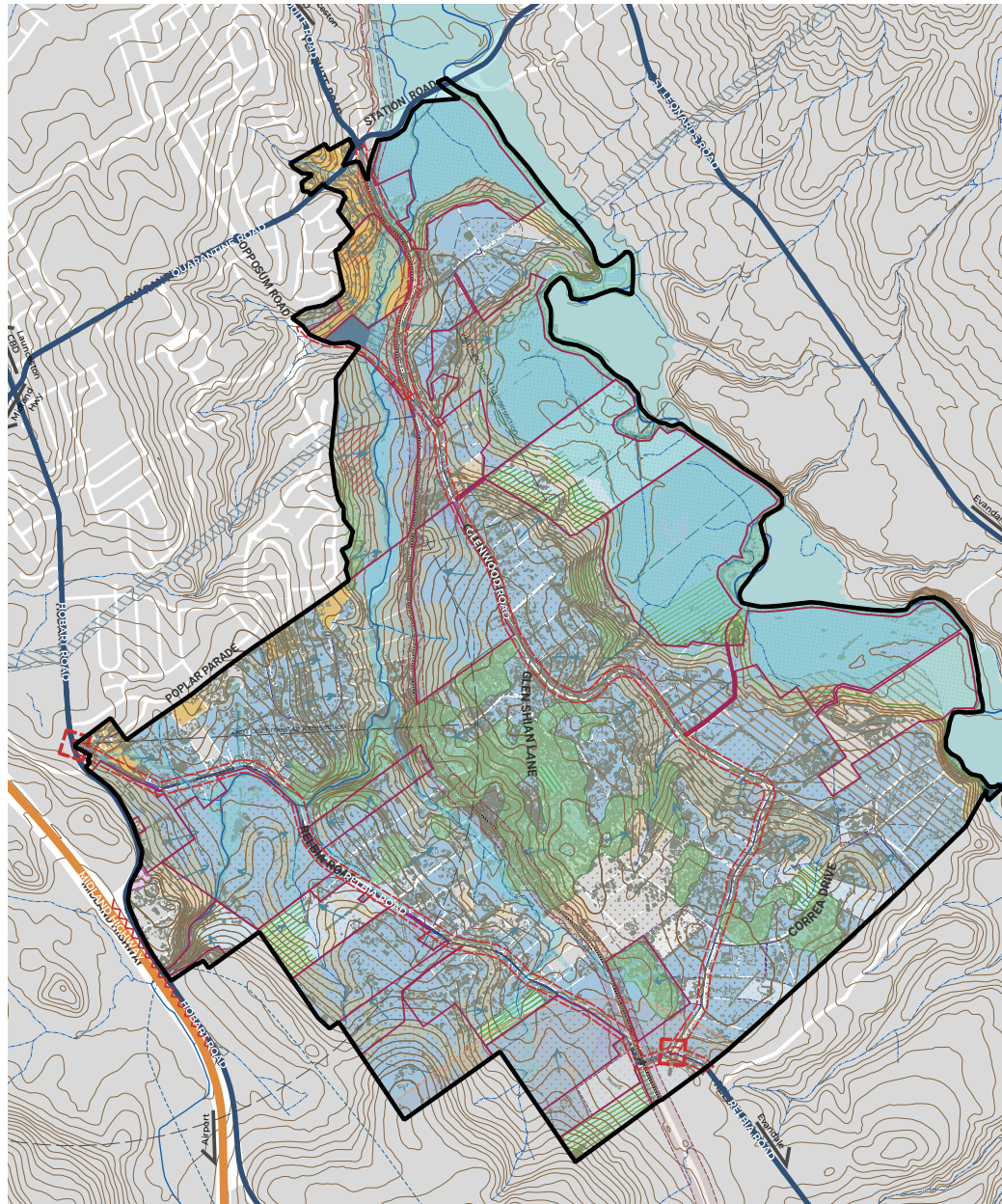


Fig 14. Combined Site Analysis

LEGEND

- Relbia Study Area**
- Cadastral**
- MOVEMENT NETWORK**
 - Highway
 - Arterial Road
 - Collector Road
 - Local Road
 - Driveway
 - Railway
 - Catchment to Key Intersection (2km)
 - Existing Footpaths
 - Existing Recreational Trails
 - Connecting Pedestrian Network
- Hazardous Intersection**
- Hazardous Road Profile**
- Access Barrier**
- No Direct Access to Highway**
- NON RESIDENTIAL LAND USES**
 - Open Space
 - Light Industrial
 - Particular Purpose - Electricity Transmission Substation
 - Non-Residential Land Uses
 - Irrigated Cropping & Grapes
 - Land suited to grazing & limited cropping
 - Land suited to grazing & cropping
- EASEMENTS & BUFFERS**
 - Electricity Transmission Corridor
 - Substation Facility Buffer Area (65m)
 - Railway Buffer (50m)
 - Scenic Management Overlay
 - Land Impacted by Quarry Buffer (500m)
 - Airport Noise Attenuation Buffer
- DRAINAGE**
 - Primary Watercourse
 - Drainage Line / Tributaries
 - 1:100 Flood (1% AEP)
 - Catchment Flows
 - Flood Prone Area

TOPOGRAPHY

- Contour (5m)
- Hilltop / Highpoint

LANDSLIP HAZARD BAND

- LOW** (development potential)
- MEDIUM** (limited development potential)
- MEDIUM-ACTIVE** (limited development potential)

VEGETATION

- Priority Habitat
- Threatened Vegetation Species (TASVEG 3.0)
- Existing Vegetation (Identified from Aerial)
- Irrigated cropping & grapes

INFRASTRUCTURE

- Water Main
- Sewer Main

LAND SERVICING

- Water Serviced Land
- Water & Sewer Serviced Land

CURRENT SUBDIVISION POTENTIAL

- Lots > 8ha

IMPLICATIONS

The location of the lots that are greater than 8ha in area and therefore are theoretically capable of being further subdivided (subject to assessment of site constraints etc) within the current planning controls (4ha subdivision minimum) provide a good indication of where co-ordinated subdivision outcomes could be achieved. With reference to the combined site analysis however it is apparent that:

- ✦ Land on the west side of Relbia Road is somewhat constrained by topography/slope, the alignment of the Jinglers Creek, some scattered vegetation and some of the land is zoned for Rural Resource purposes;
- ✦ Land to the west of Glenwood Road along the North Esk River is heavily constrained by the floodplain of the river and/or slope and most of the land is zoned Rural Resource Zone;
- ✦ Land to the west of Youngtown (extending to the railway line) is affected by slope, landslip risk, the alignment of the Jinglers Creek, has no or highly constrained access potential and is zoned Rural Resource Zone;
- ✦ The parcel to the east side of Glenwood Road is affected by slope and the alignment of a tributary of the Jinglers Creek;
- ✦ The parcel to the east of the railway line, to the north of the intersection of Glenwood Road and Relbia Road is affected by vegetation and has access constraints; and
- ✦ The parcel on the east side of Relbia Road extending to the railway line is narrow in width, is somewhat affected by topography and the rear part of the land is affected by the alignment of the Jinglers Creek.

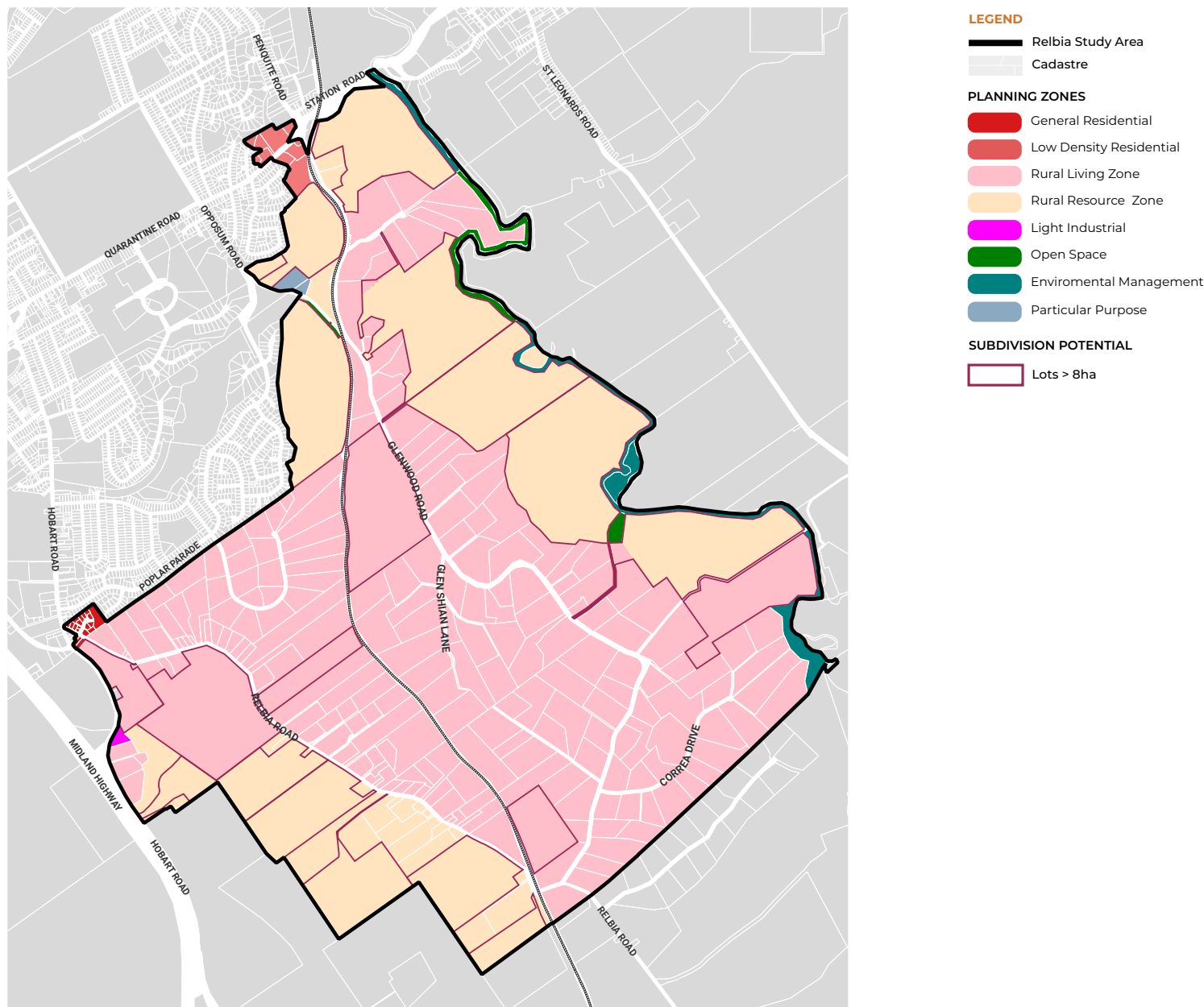


Fig 15. Existing Lots Greater than 8ha

The location of the larger parcels and the influence by the various site analysis conditions suggests that there are three precincts that can be used for analysis purposes. The three precincts comprise:

- ✦ The WESTERN Precinct;
- ✦ The CENTRAL Precinct; and
- ✦ The EASTERN Precinct.

These precincts will be used for analysis purposes in the following section that will assess the implications of the growth scenarios that were subject of community consultation.

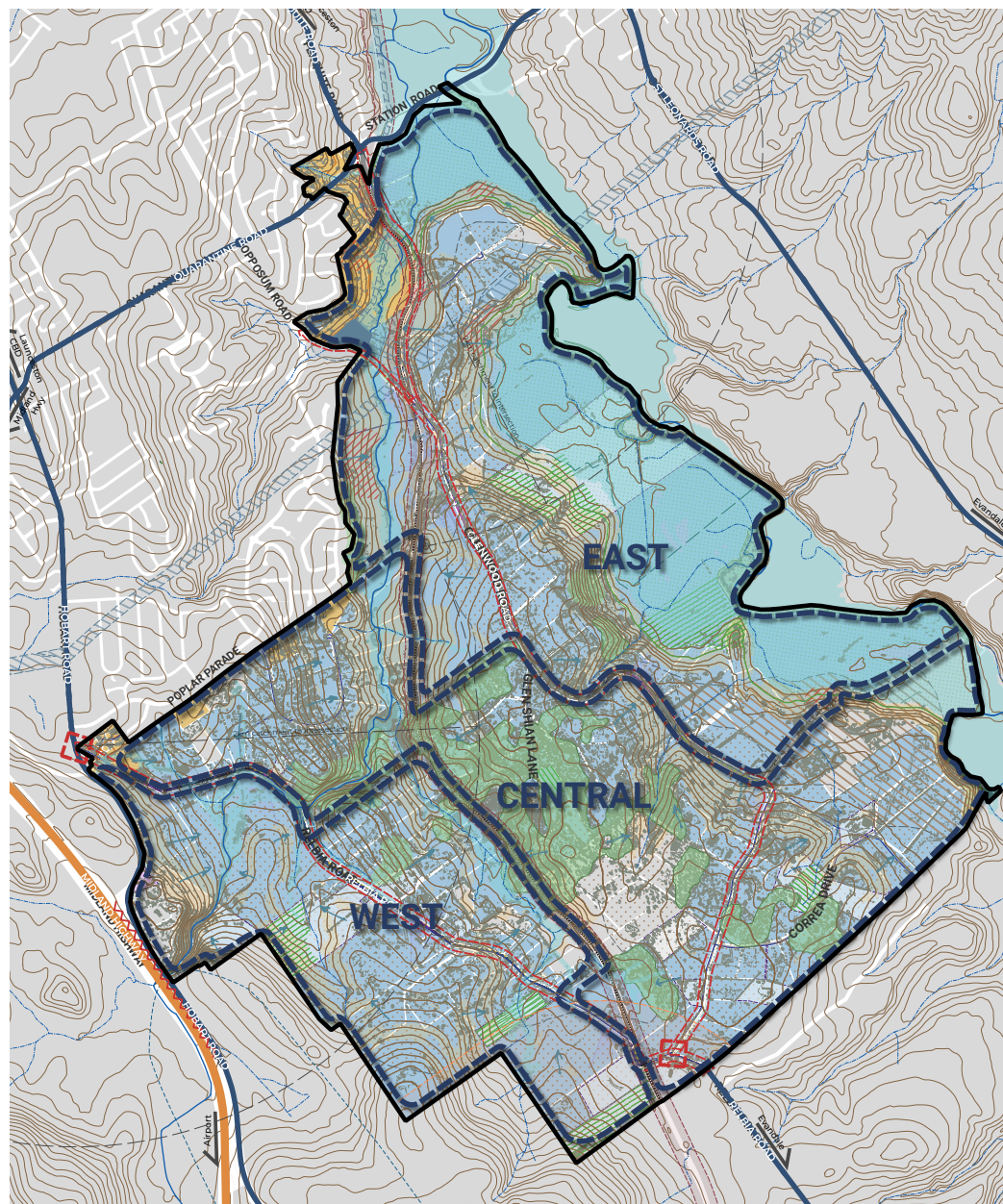


Fig 16. Combined Site Analysis

PROPERTY VALUES

Another important factor that needs to be taken into account when assessing suitability of land for redevelopment is underlying property value. The underlying property values will influence the ability of developers to assemble land and it will also in turn influence the price of the subdivided land (along with servicing and other costs).

At a suburb level Relbia has a significantly different demographic composition and also a significantly different median land value.

A summary of the key statistics are:

	RELbia	YOUNGTOWN	ST LEONARDS
Older Couples and Families	39.9%	20.6%	29.9%
Established Couples and Families	22.7%	16.7%	20.0%
Maturing Couples and Families	9.9%	15.3%	16.0%
Median Property Price	\$1,010,000	\$375,000	\$337,500

Source: realestate.com.au

IMPLICATIONS

Accepting that the average lot size in Relbia is significantly larger than in Youngtown or St Leonards, the underlying property values and key demographic conditions confirm that Relbia is generally comprised of older couples and families and established couples and families who have actively sought out Relbia as a strategically located low density/rural living community and that these couples and families have invested in large, higher quality housing.

As was raised during the community consultation the age profile of the residents may raise the need to consider whether it is appropriate to actively plan for retirement in terms of ability to age in place and/or whether to allow some further subdivision of existing lots.

Returning to the ability to assemble and subdivide land, it is important to recognise that Relbia currently possesses a significant point of difference in terms of price and size of lots and that inappropriate subdivision could compromise this point of difference.

At a suburb level Relbia has a significantly different demographic composition and also a significantly different median land value.

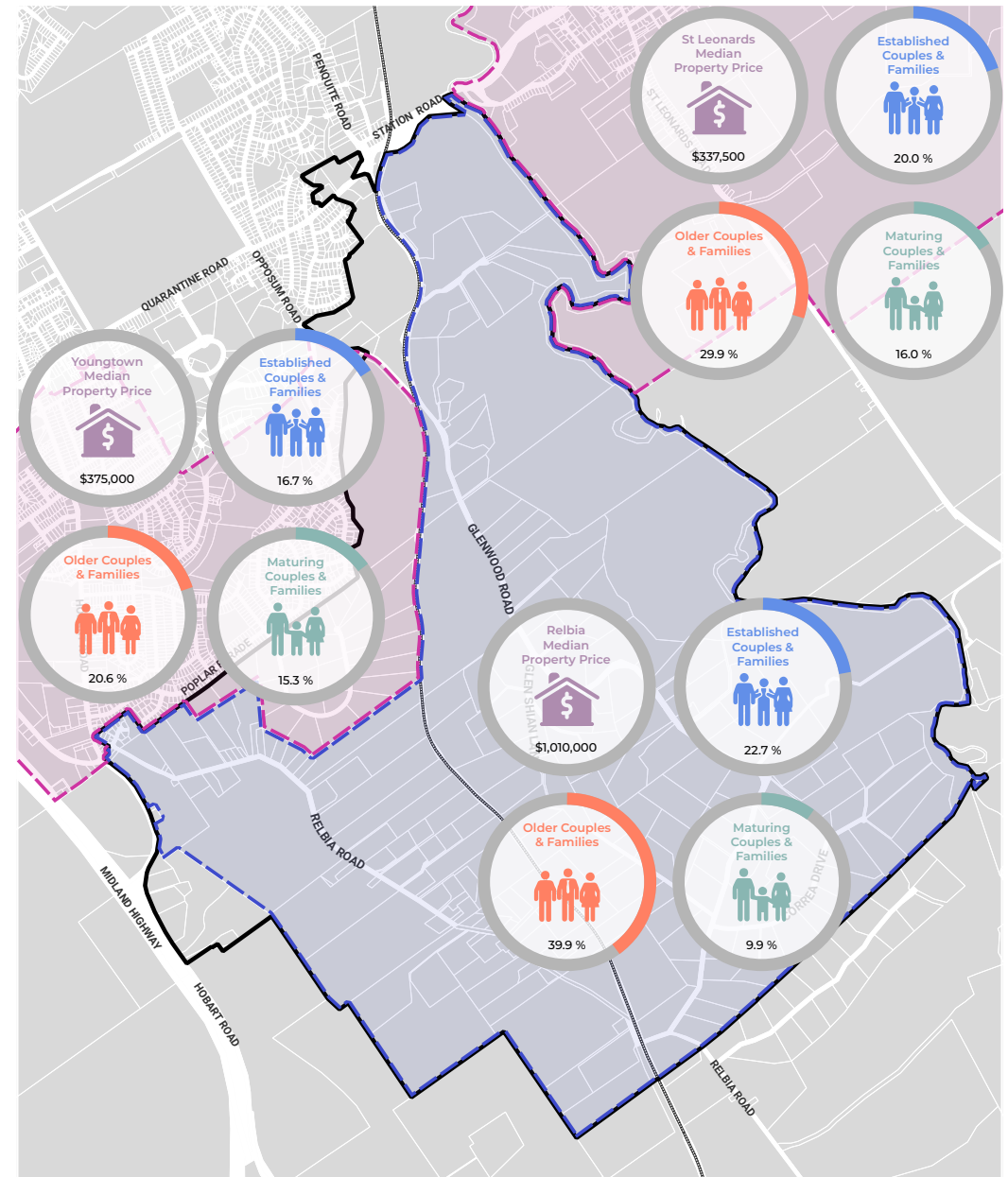


Fig 17. Suburb Profile

SUMMARY OF FINDINGS

This section of the report has sought to assess whether, in the absence of a well-developed movement network, open space network and activity centres network, Relbia has constraints that are likely to compromise the ability to overcome these limitations; and if the limitations were to be progressively overcome, what is likely to be the impact on the character and quality of Relbia.

The general findings are that Relbia is comprised of a series of complex, interrelated site conditions. Key factors such as the topography, watercourses and the associated floodplains, vegetation and the alignment of the railway line have directly influenced the alignment and capacity of the key access routes and the irregular pattern of subdivision.

The presence of the complex, interrelated site conditions along with the placement of the dwellings and other structures are the key defining characteristics of Relbia and their presence differentiates Relbia from the adjoining and nearby urban areas such as Youngtown.

The presence of these key defining elements are likely to compromise or have a direct influence on the ability to progressively overcome the limitations associated with the absence of a well-developed movement network, open space network and activity centres network. It is also likely that broadscale subdivision in Relbia would compromise the character and composition of Relbia such that it would lose its positive point of difference when compared the adjoining and nearby suburbs. Maintenance of positive points of difference in relation to price and sense of place is considered to be a desirable aspect of any municipal housing framework.

In terms of those properties that theoretically have some potential to accommodate further subdivision, it is evident that there are a range of site specific and broader whole of Relbia considerations that need to be taken into account before allowing land to be subdivided under the existing controls and/or changing controls to allow more intensive subdivision of land.

The next section of the report will assess the implications of the growth scenarios that were identified during the consultation phase and recommend a preferred option.



CHANGE SCENARIOS

As outlined in the previous section, detailed analysis of the various site conditions and consolidated site analysis has enabled identification of three precincts:

- ✦ The EAST precinct;
- ✦ The CENTRAL Precinct; and
- ✦ The WEST Precinct.

For the purpose of assessing the options that were identified in the consultation process, the three precincts have been further divided into sub-precincts (see Figure 18).

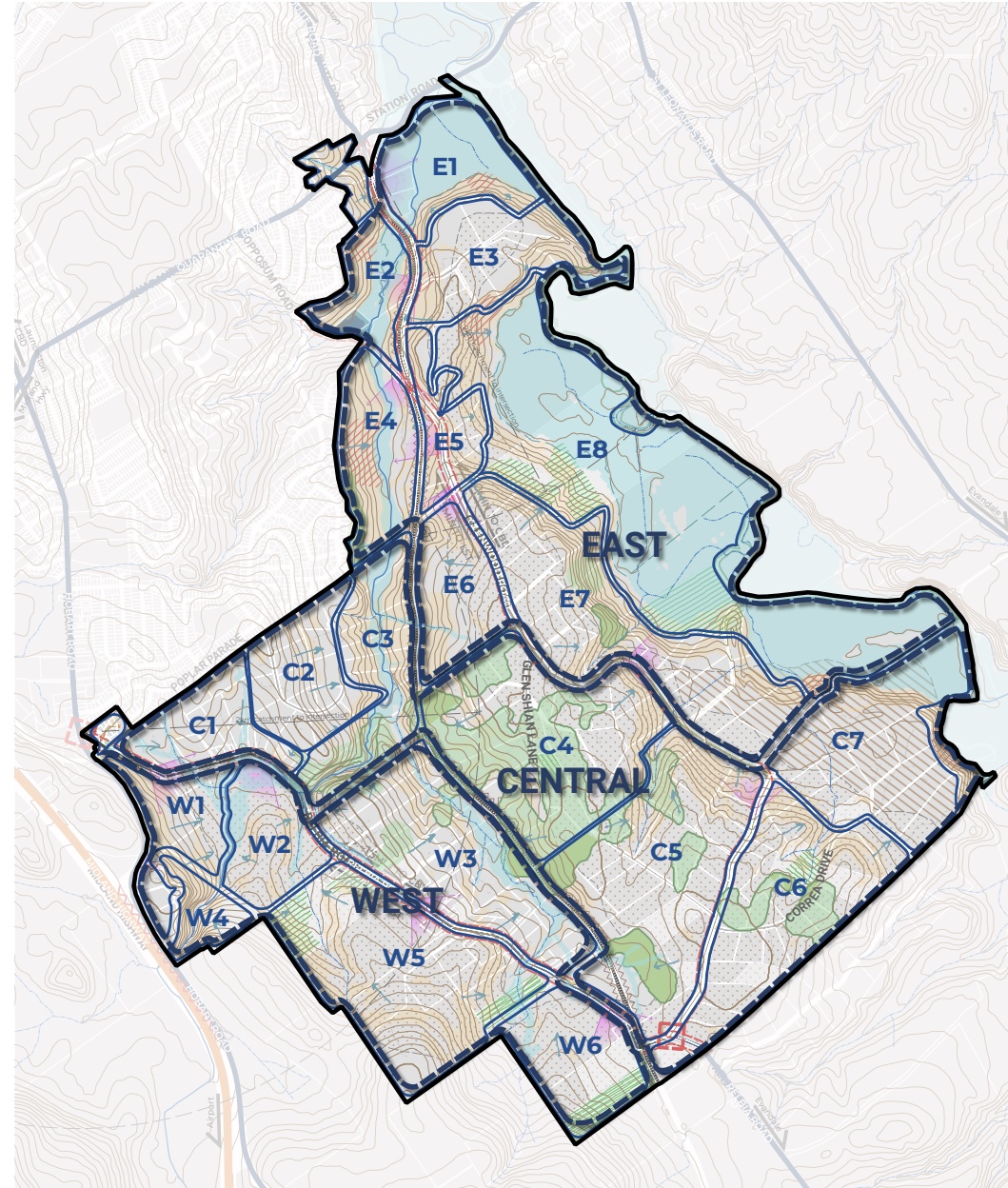


Fig 18. Sub-Precinct Plan

During the consultation process three broad growth scenarios were identified including:

OPTION 1

NO CHANGE SCENARIO

Maintain current zoning pattern and subdivision minimum of 4ha within the Rural Living Zone and 35ha within the Rural Resource Zone.

OPTION 2

LIMITED CHANGE SCENARIO

Maintain current zoning pattern but with some adjustment to the subdivision minimums in certain locations.

OPTION 3

SUBSTANTIAL CHANGE SCENARIO

Identify precincts of land that could be rezoned to low density residential zone with maintenance of rural living land in between.

Before assessing the implications associated with the three options, it is important to reiterate that the analysis in the previous sections arrived at five key findings:

1. Relbia does not currently have the necessary structural conditions to support broadscale redevelopment for urban purposes;
2. Relbia is comprised of a series of complex, interrelated site conditions and that the presence of these site conditions is likely to compromise or have a direct influence on the ability to progressively deliver the necessary conditions to support broadscale redevelopment of Relbia for urban purposes;
3. The presence of the complex, interrelated site conditions and the semi-rural character of Relbia is a desirable point of difference; and
4. It is likely that broadscale subdivision in Relbia would compromise the character and composition of Relbia such that it would lose its positive point of difference when compared the adjoining and nearby suburbs.
5. Having regard to these key findings, the 3 precincts and the sub-precincts therein were analysed to define a potential lot yield and the related impacts of the three scenarios. A summary of the implications of each of the scenarios is set out following.

OPTION 1:

NO CHANGE SCENARIO

Maintain current zoning pattern and subdivision minimum of 4ha within the Rural Living Zone and 35ha within the Rural Resource Zone.

ISSUES

- + Assumes incremental subdivision of remaining parcels that have greater than 8ha. i.e. ability to subdivide into two 4ha parcels.
- + Future applications would be subject to site specific assessment
- + Assumes no additional provision of community infrastructure including open space.
- + Transport network will require on-going maintenance by Council.

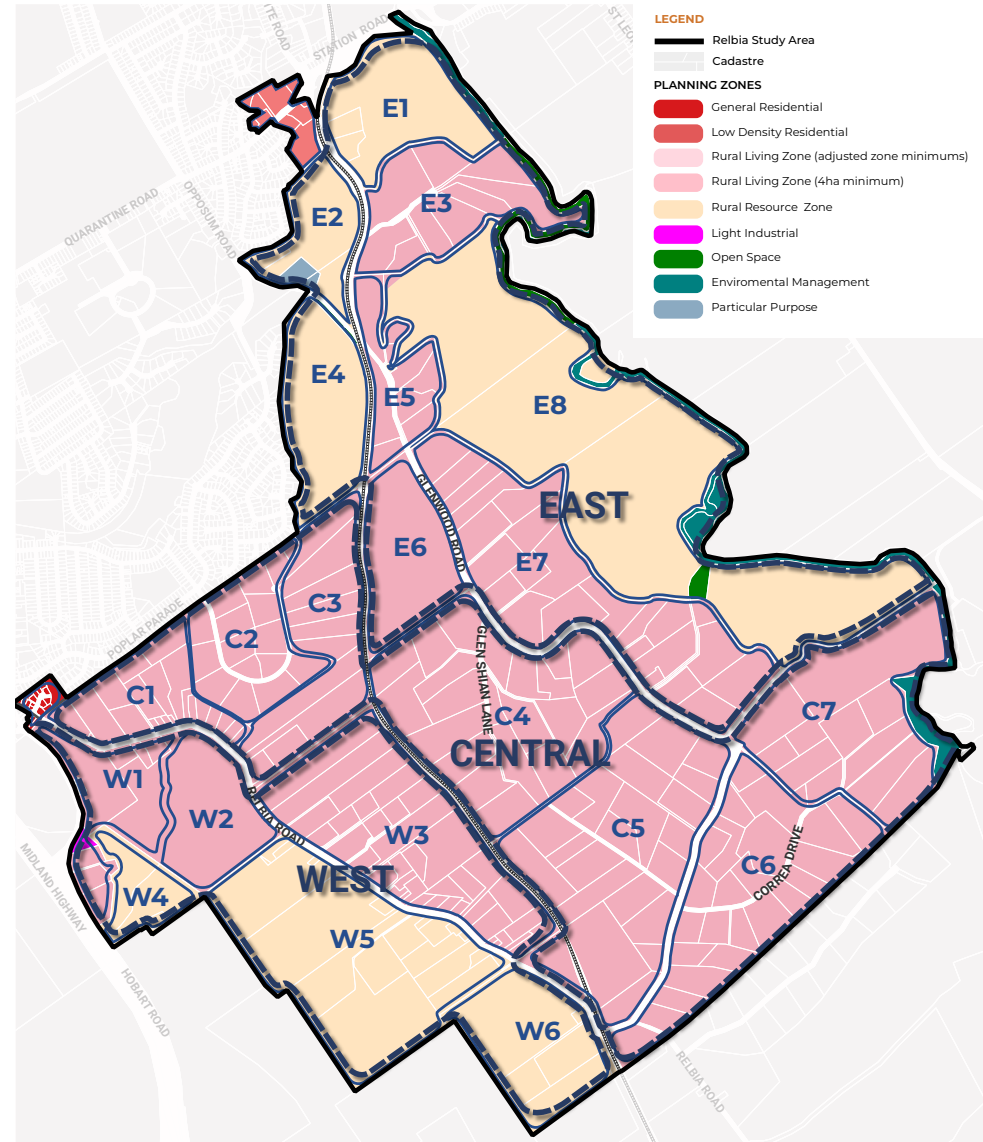
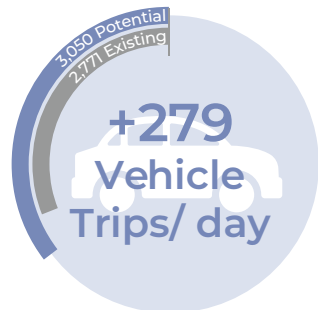


Fig 19. Planning Zones - No Change Scenario

OPTION 2:

LIMITED CHANGE SCENARIO

Maintain current zoning pattern but with some adjustment to the subdivision minimums in certain locations.

ISSUES

- + Limited change approach applied to partially constrained precincts only.
- + Location of partially constrained precincts would offer transition between urban land to the north and remainder of Relbia.
- + Some land is already fragmented but other land is in relatively large landholdings.

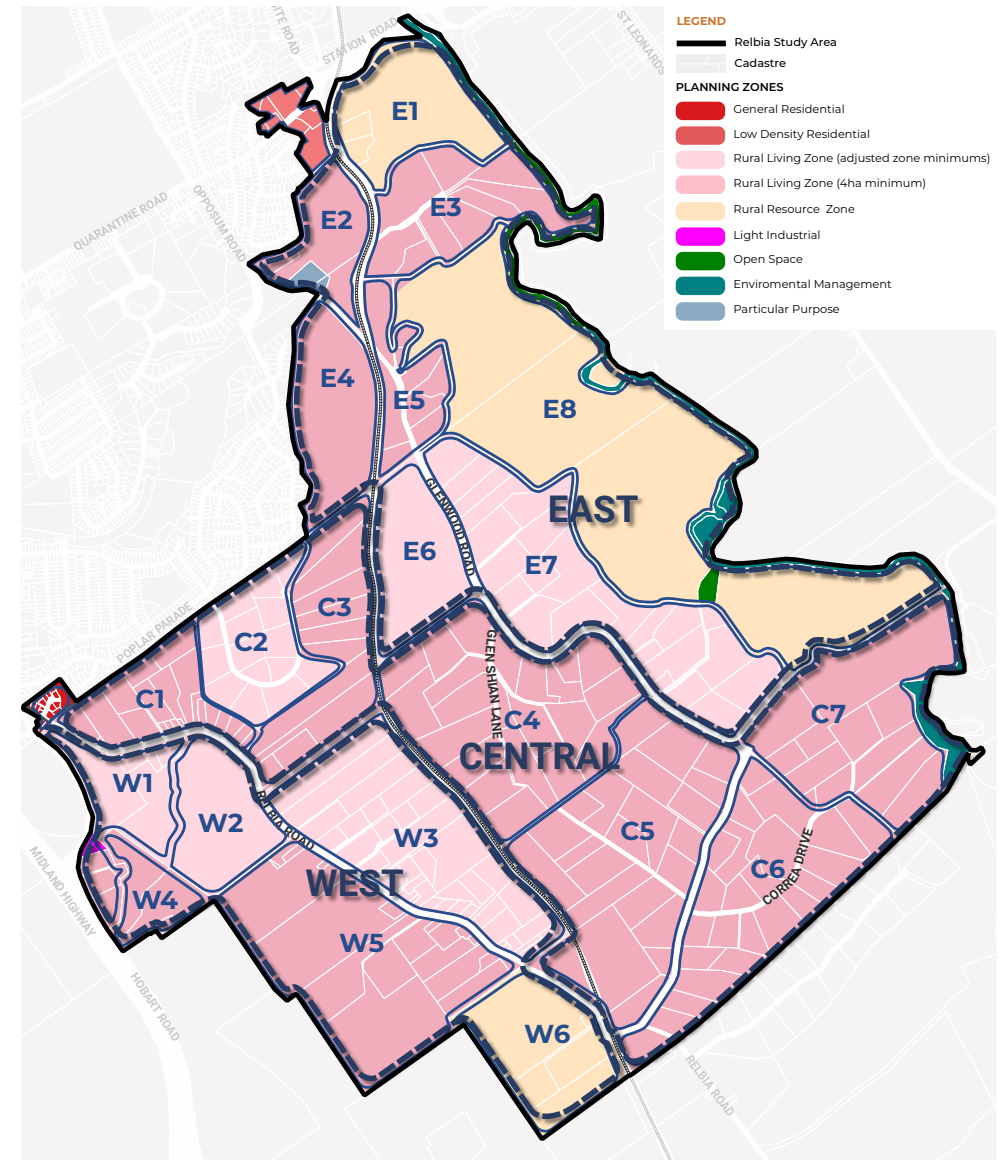
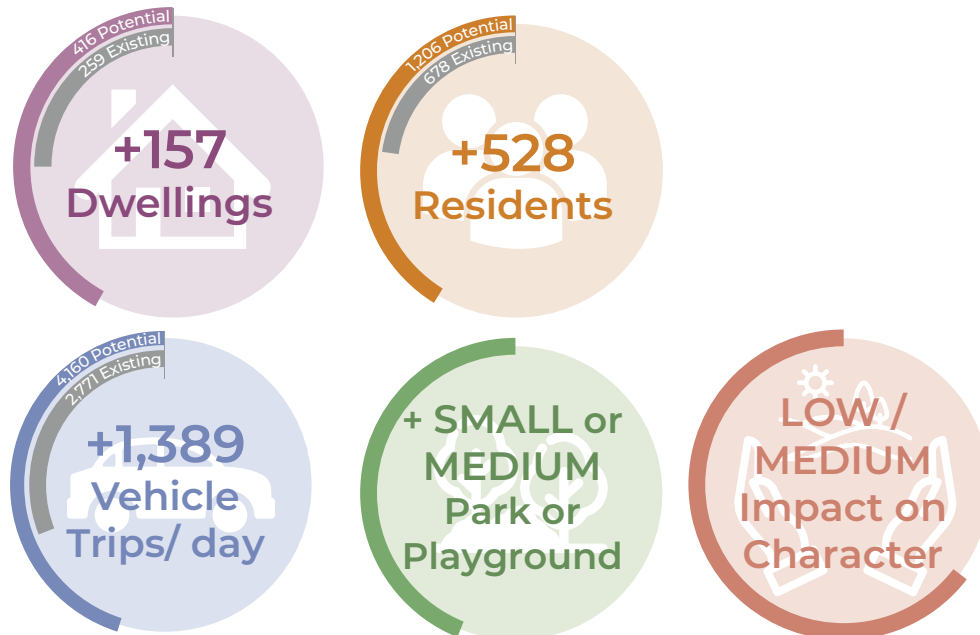


Fig 20. Planning Zones - Limited Change Scenario

OPTION 3:

SIGNIFICANT CHANGE SCENARIO

Identify precincts of land that could be rezoned to low density residential zone with maintenance of rural living land in between.

ISSUES

- + Overall yield getting close to requiring community infrastructure.
- + More significant impact on road network.
- + Impact on existing character likely to be more noticeably impacted.
- + Some ability to achieve co-ordinated and connected outcomes but all new development reliant on existing transport network.

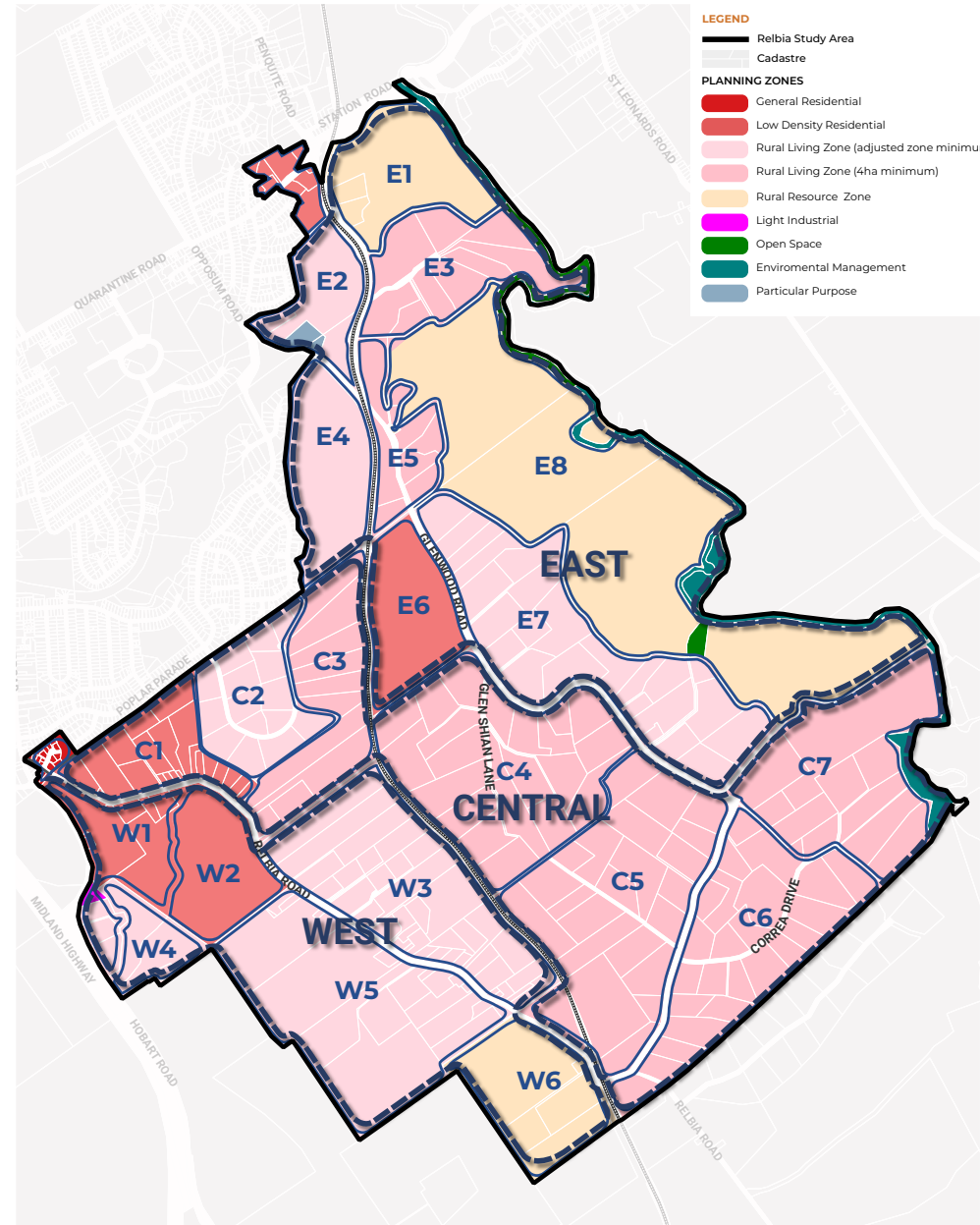


Fig 21. Planning Zones - Significant Change Scenario

SUMMARY

Noting that Relbia has a current lot yield of 259 lots and a population of 678 persons, the implications associated with the three scenarios is set out in Table 2.

Whilst the no change scenario produces the lowest impact, a limited change scenario is preferred particularly taking into account the need to provide direction in relation to land that is currently zoned Rural Resource Zone.

Table 2 Summary of Impacts of Scenarios

	ADDITIONAL LOTS/ DWELLINGS	ADDITIONAL RESIDENTS	ADDITIONAL VEHICLE TRIPS PER DAY	IMPACT ON EXISTING ROAD CAPACITY	COMMUNITY SERVICES DEMAND	IMPACT ON CHARACTER
<i>NO CHANGE</i>	Low	Low	Low	Low	Low	Low
<i>LIMITED CHANGE</i>	Low	Low	Moderate	Moderate	Low	Low/ Moderate
<i>SIGNIFICANT CHANGE</i>	High	High	High	High	High	High

A particularly important potential impact of the three scenarios is the impact on the existing transport network including the existing intersections.

According to the TIA, the following findings are important;

- ✦ Based on the traffic modelling, it has been determined that all modelled intersections are expected to operate at an acceptable level of service post development and 10 years post development under the no change, limited change and recommended limited change scenario;
- ✦ Under the significant change scenario, the Quarantine Road/ Hobart Road/ Kings Meadows Connector and Opossum Road/ Quarantine Road roundabout are expected to operate at an unacceptable level of service immediately post development

and 10 years post development;

- ✦ The road network based on its function determined as per the Tasmania Local Government Road Hierarchy has sufficient mid-block capacity to accommodate the different development scenarios however the road network doesn't have sufficient capacity based on the LGAT guidance metrics for road widths to accommodate the different development scenarios;
- ✦ In order to accommodate the different development scenarios including the no change option, a range of shoulder and road widenings would be required on a number of existing roads including the entire length of Relbia Road and Glenwood Road;
- ✦ Various turn lane improvements are required in all scenarios for various intersections, and
- ✦ There are some localised sight line issues.

The findings of the TIA confirm the limitations associated with the existing transport network and confirm that some works are required in all scenarios but that the significant change option would require the most upgrade works to be undertaken and that such works would need to be funded and that there would be character and other impacts.

Taking into account all of the implications of the three scenarios, a modified version of the Limited Change Scenario is recommended as it will offer an appropriate balance between allowing for some subdivision potential whilst not threatening the character of Relbia or triggering the need for funding of additional services and infrastructure except for on-going management and potentially upgrade the road network.

A modified version of the Limited Change Scenario will also allow for retention of the non-residential land uses (unless they chose to relocate) and allow for some existing residents to age in place in Relbia whilst enabling some limited subdivision potential into the future.

The modified Limited Change Scenario also accords with the expectation of the Greater Launceston Plan (GLP) to the extent that the modified Limited Change Scenario provides for some subdivision potential that will contribute, to rather than detract from, Relbia as a lower density, lifestyle based community.

The significant change scenario where it relies on some land being rezoned to the Low Density Residential Zone is not supported as it will introduce a development outcome that is inconsistent with the general character and composition of Relbia, will require additional services and could lead to additional pressure for rezoning of land in adjacent/ nearby locations such as along Relbia Road.

The next section defines the vision and preferred scenario for Relbia.

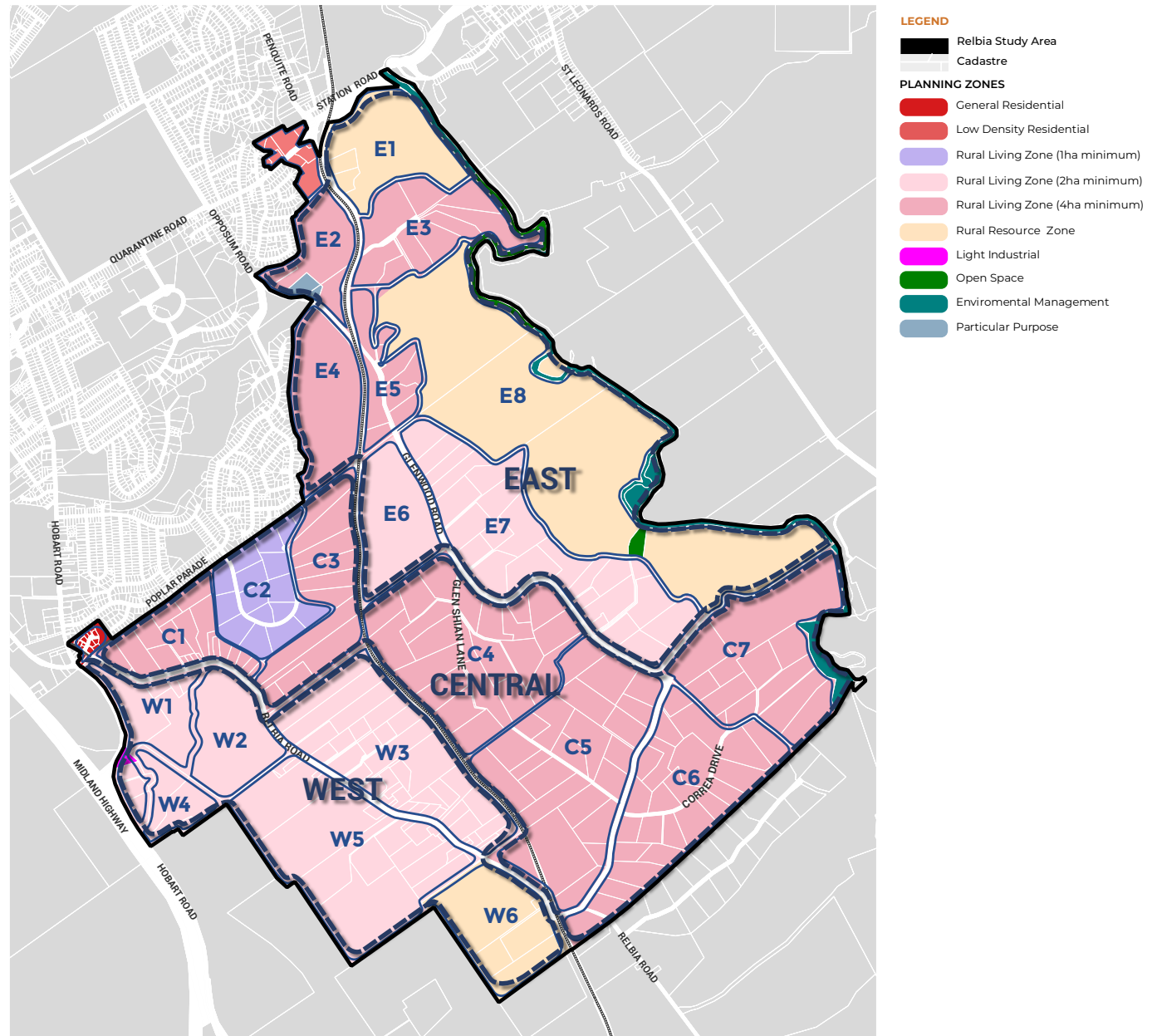


Fig 22. Preferred Limited Change Scenario - Recommended Planning Zones

RECOMMENDATIONS

RELbia ROLE AND VISION

During the community consultation process elements of a vision for Relbia were defined by the community (see Community Consultation section of this report - p.g. 4). When the community was asked about what they love about, and the potential threats to Relbia, there was strong opposition to 'urban' subdivision and the perception that underlying values of Relbia would be lost if urban standard subdivision were to be allowed in Relbia. Notwithstanding that fear, there was some support for limited subdivision in unconstrained locations and provided that lot sizes still maintained the sense of 'openness' in Relbia.

According to the analysis that has been conducted there is significant alignment between the views of the Relbia community and the capacity of Relbia to accommodate change. It is clear based on the analysis that Relbia does not have the structural conditions to support broadscale redevelopment for urban purposes and that even the significant change scenario poses a significant threat to the character and composition of Relbia.

Whilst the analysis has sought to assess the capacity of Relbia to accommodate change and the principal finding is that the capacity to support change is 'limited', the analysis has also identified that maintenance of the low density/rural living character of Relbia now and into the future offers an important positive point of difference for Relbia. This positive point of difference is recognised by the existing residents and business owners and Relbia is likely to be increasingly sought after in the future given its location relative to the CBD, airport and key transport routes.

Accordingly, the vision for Relbia is that:

Relbia will be retained into the future as a rural living, lifestyle community. Relbia will be differentiated from other parts of the Launceston housing supply due to the presence of natural vegetation and wildlife, scenic character and views, larger lots and a sense of privacy. Existing and new non-residential land uses such as wineries will be encouraged to remain and new tourism and related uses will be supported where they contribute to the character and sense of place in Relbia. Where subdivision is supported it will be site responsive and new housing will be encouraged to incorporate excellence in design and environmental sustainability.

PREFERRED LIMITED CHANGE SCENARIO PRECINCT ANALYSIS

At the time of identification of the three growth scenarios during the consultation phase of the project, the detailed technical analysis had not been completed, however the scenarios and the subsequent analysis served to confirm that broadscale subdivision and/or significant change is not supported and that a limited change scenario is preferred.

With a limited change scenario in mind as the most appropriate balance between the no change and significant change options, each of the precincts and the sub-precincts were revisited and assessed in terms of ability to accommodate 'limited change'. This process included the existing Rural Living Zoned land and the existing Rural Resource Zoned land. The results of this analysis and the preferred limited change growth scenario are set out following.

WEST

The west precinct is defined as the land to the east and west of Relbia Road, south of Jingers Creek. The land can be generally characterised as rolling hills with moderate tree cover and dispersed irrigated cropping fields. Whilst the land is relatively free from severe constraints, the Rural Resource Zoned land to the south of this precinct is impeded by a quarry extraction buffer and there are a range of other influences on the ability of the precinct to accommodate limited change.

ANALYSIS

According to the analysis contained in Table 3 and Figure 23, the precinct is rated as having some potential to accommodate limited change. This potential, particularly for precincts W1 and W2 is moderated by the visual significance of the land and the alignment of the Jingers Creek.

Land to the south within precinct W5 is partially constrained by slope and visual significance but currently accommodates non-residential land uses and is zoned for Rural Resource purposes. Retention of the Rural Resource Zone is recommended unless the non-residential land uses relocate in which case precinct W5 could be considered for rezoning to the Rural Living Zone.

Retention of the Rural Resource Zone is recommended for precinct W6 due to the presence of the existing quarry buffer. Land within precinct W3 is highly fragmented and is waterway affected and has moderate tree cover.

Table 3 West Analysis Matrix

	W1	W2	W3	W4	W5	W6
VISUALLY PROMINENT	HIGH	HIGH	MEDIUM	HIGH	MEDIUM	MEDIUM
FRAGMENTED/IRREGULAR LOT BOUNDARIES	MEDIUM	LOW	HIGH	HIGH	MEDIUM	LOW
FLOOD/WATERWAY AFFECTED	MEDIUM	MEDIUM	HIGH	HIGH	MEDIUM	LOW
SLOPE GREATER THAN 20%	HIGH	LOW	MEDIUM	HIGH	MEDIUM	LOW
HIGH TREE COVER (INC. THREATENED VEG)	LOW	LOW	MEDIUM	HIGH	MEDIUM	LOW
LAND SLIP RISK	MEDIUM	LOW	LOW	HIGH	MEDIUM	LOW
NON RESIDENTIAL LAND USES PRESENT	LOW	LOW	LOW	LOW	HIGH	HIGH
AFFECTED BY LAND USE BUFFERS / OVERLAYS	LOW	LOW	LOW	LOW	LOW	HIGH
LAND SUITABILITY FOR AGRICULTURAL PURPOSES	LOW	MEDIUM	LOW	HIGH	HIGH	HIGH

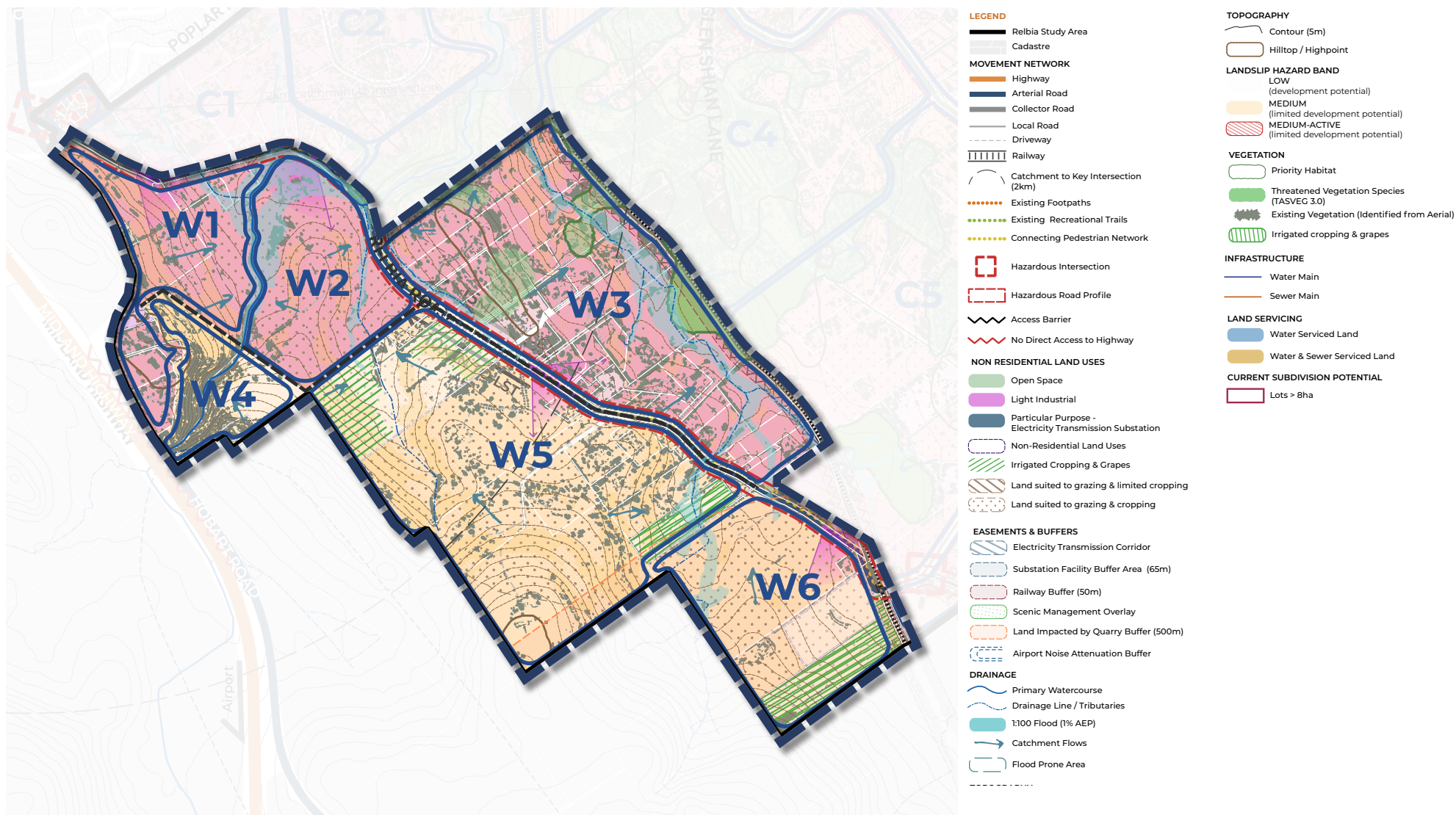


Fig 23. WEST - Site Analysis

RECOMMENDATION

The role of the West Precinct is the north-western gateway to Relbia. Overall the West Precinct is assessed as having some ability to accommodate limited change. Limited change in the West Precinct is recommended in the form of:

- Reduction of the current subdivision minimum from 4ha to 2ha (Rural Living B);
- Introduction of an averaging provision to encourage site responsive subdivision design; *(Note; two requirements are recommended. Firstly, the number of lots must not exceed the number of lots that is possible in accordance with the recommended subdivision minimum and secondly, a minimum lot size of 1ha will apply when the averaging provision is used. By way of example, if a 6ha parcel can accommodate three lots only under the averaging provision, then none of the lots can be smaller than 1ha)*
- Potential consideration of rezoning of precinct W5 but only if the current non-residential land uses were to be relocated and all land owners are supportive of the rezoning and subject to demonstrated need for additional land supply. If the land within precinct W5 is considered for rezoning a 2ha subdivision minimum is recommended;
- Site responsive subdivision and placement of additional dwellings to maintain a minimum of 50m separation between dwellings;
- Construction of contour responsive, rural standard internal streets and driveways; and
- Introduction of design guidelines for dwellings that promotes excellence in architecture and environmental sustainability.

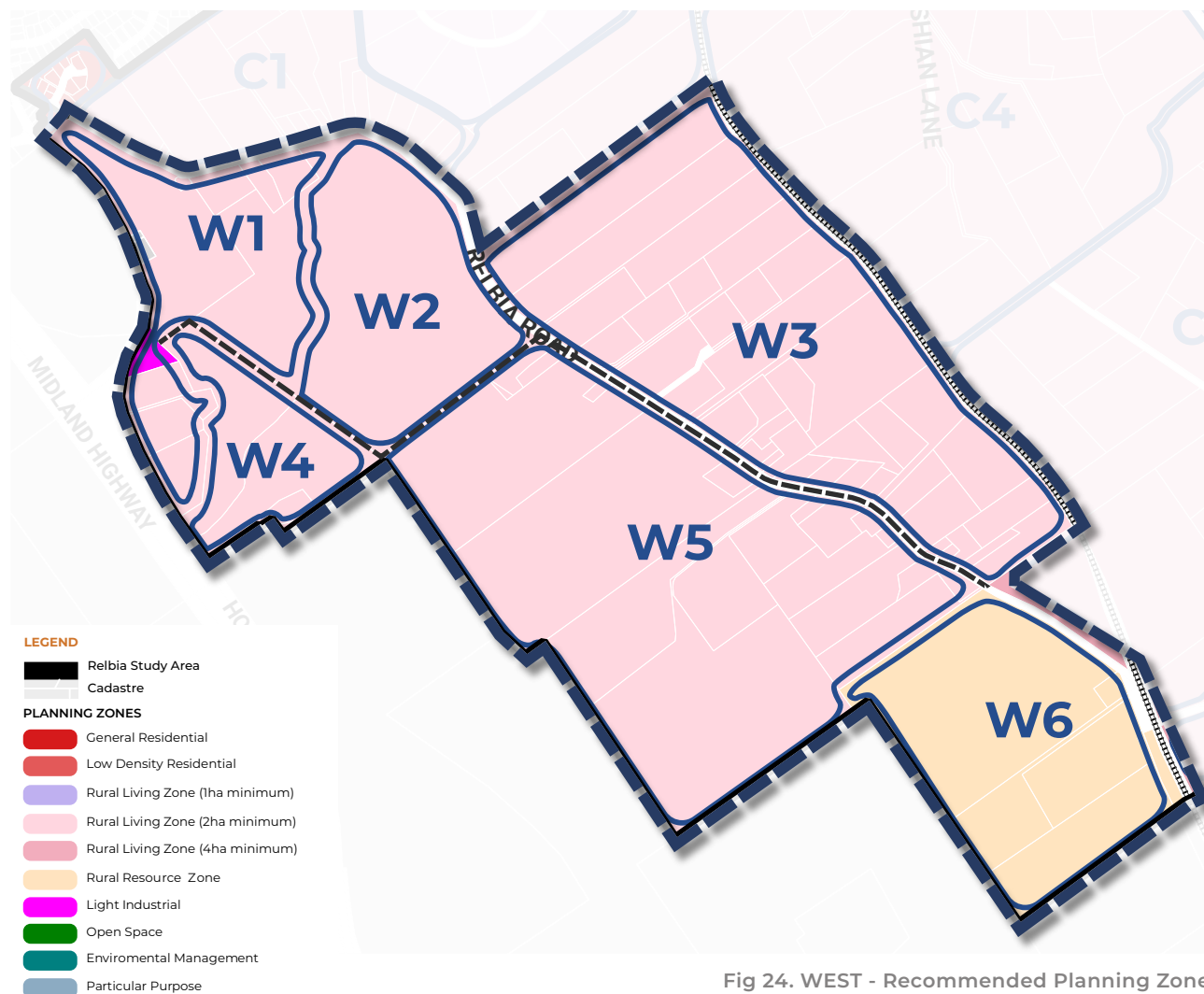


Fig 24. WEST - Recommended Planning Zones



Fig 25. WEST - Potential Development Outcome

CENTRAL

The central precinct is defined as the land in the core part of Relbia. The land can be generally characterised as rolling hills with moderate to very high tree cover. Part of the Jinglers Creek is located in the north west part of the precinct and the railway line separates the central precinct from the west precinct. The defining characteristic is the remnant vegetation and irregular, pattern of subdivision but with generally consistent existing lot sizes.

ANALYSIS

According to the analysis contained in Table 4 and Figure 26 the precinct is rated as having very limited potential to accommodate change. The limited potential which is restricted to land in precinct C2 is constrained in other parts of the precinct due to the presence of the existing remnant and planted vegetation, the alignment of the railway line and the alignment of the Jinglers Creek.

Table 4 Central Analysis Matrix

	C1	C2	C3	C4	C5	C6	C7
VISUALLY PROMINENT	MEDIUM	LOW	HIGH	LOW	MEDIUM	MEDIUM	MEDIUM
FRAGMENTED/IRREGULAR LOT BOUNDARIES	HIGH	HIGH	HIGH	MEDIUM	MEDIUM	MEDIUM	MEDIUM
FLOOD/WATERWAY AFFECTED	MEDIUM	LOW	HIGH	LOW	LOW	LOW	MEDIUM
SLOPE GREATER THAN 20%	LOW	MEDIUM	HIGH	MEDIUM	LOW	LOW	MEDIUM
HIGH TREE COVER (INC. THREATENED VEG)	LOW	MEDIUM	MEDIUM	HIGH	MEDIUM	MEDIUM	LOW
LAND SLIP RISK	LOW	MEDIUM	HIGH	MEDIUM	MEDIUM	MEDIUM	LOW
NON RESIDENTIAL LAND USES PRESENT	LOW	LOW	LOW	LOW	MEDIUM	HIGH	LOW
AFFECTED BY LAND USE BUFFERS / OVERLAYS	LOW	LOW	LOW	LOW	LOW	LOW	MEDIUM
LAND SUITABILITY FOR AGRICULTURAL PURPOSES	LOW	LOW	LOW	MEDIUM	MEDIUM	MEDIUM	HIGH

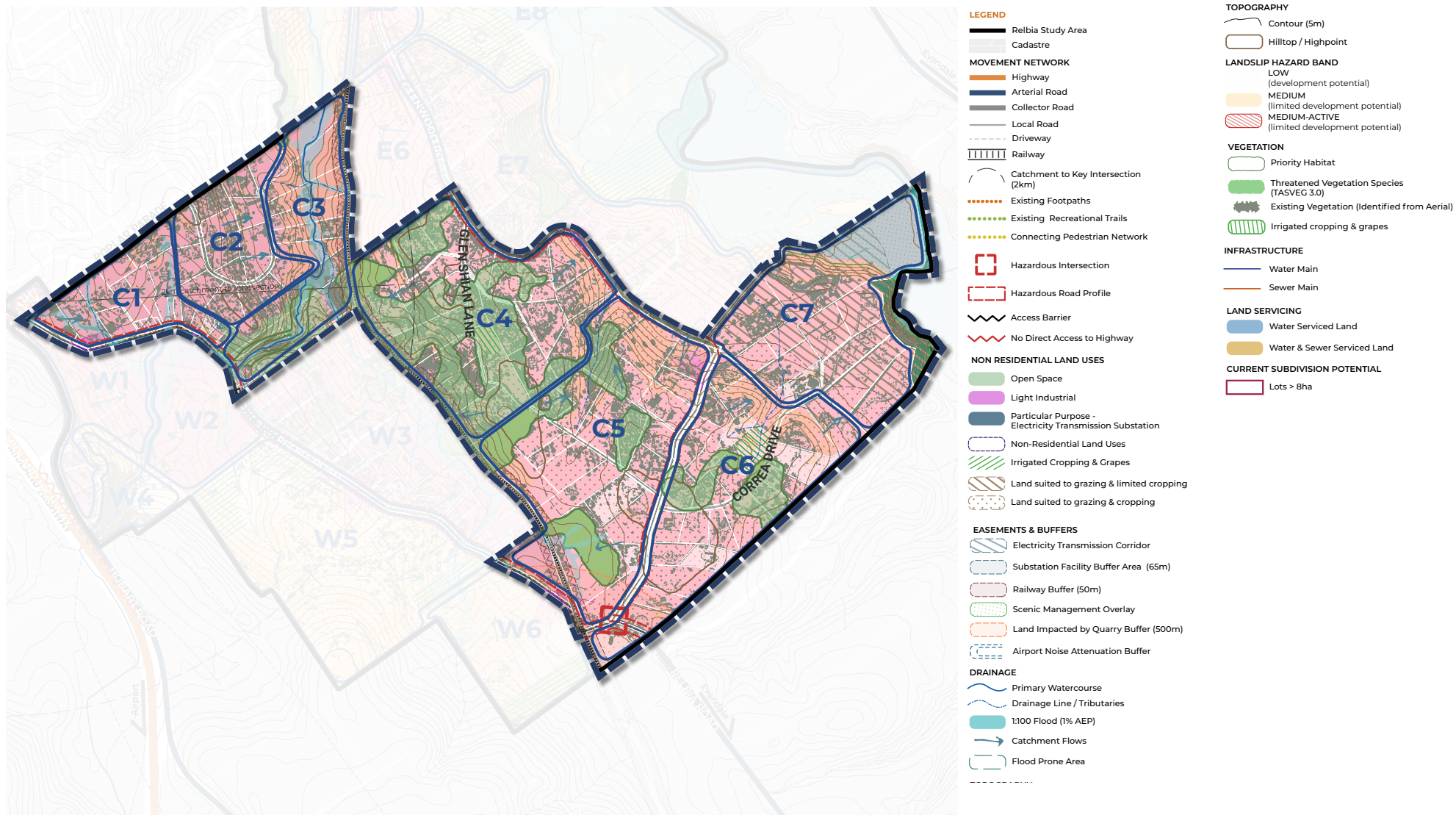


Fig 26. CENTRAL - Site Analysis

RECOMMENDATION

The role of the Central Precinct is the core of Relbia. Overall, the Central Precinct is assessed as having very limited ability to accommodate change. Very limited change in the Central Precinct is recommended in the form of:

- Reduction of the current subdivision minimum from 4ha to 1ha for Precinct C2 only (Rural Living A);
- Retention of the 4ha subdivision minimum for the balance of the precinct;
- Introduction of an averaging provision to encourage site responsive subdivision design; *(Note; two requirements are recommended. Firstly, the number of lots must not exceed the number of lots that is possible in accordance with the recommended subdivision minimum and secondly, a minimum lot size of 1ha will apply when the averaging provision is used. By way of example, if a 6ha parcel can accommodate three lots only under the averaging provision, then none of the lots can be smaller than 1ha)*
- Site responsive subdivision and placement of additional dwellings to maintain a minimum of 50m separation between dwellings;
- Construction of contour responsive, rural standard internal streets and driveways; and
- Introduction of design guidelines for dwellings that promotes excellence in architecture and environmental sustainability.

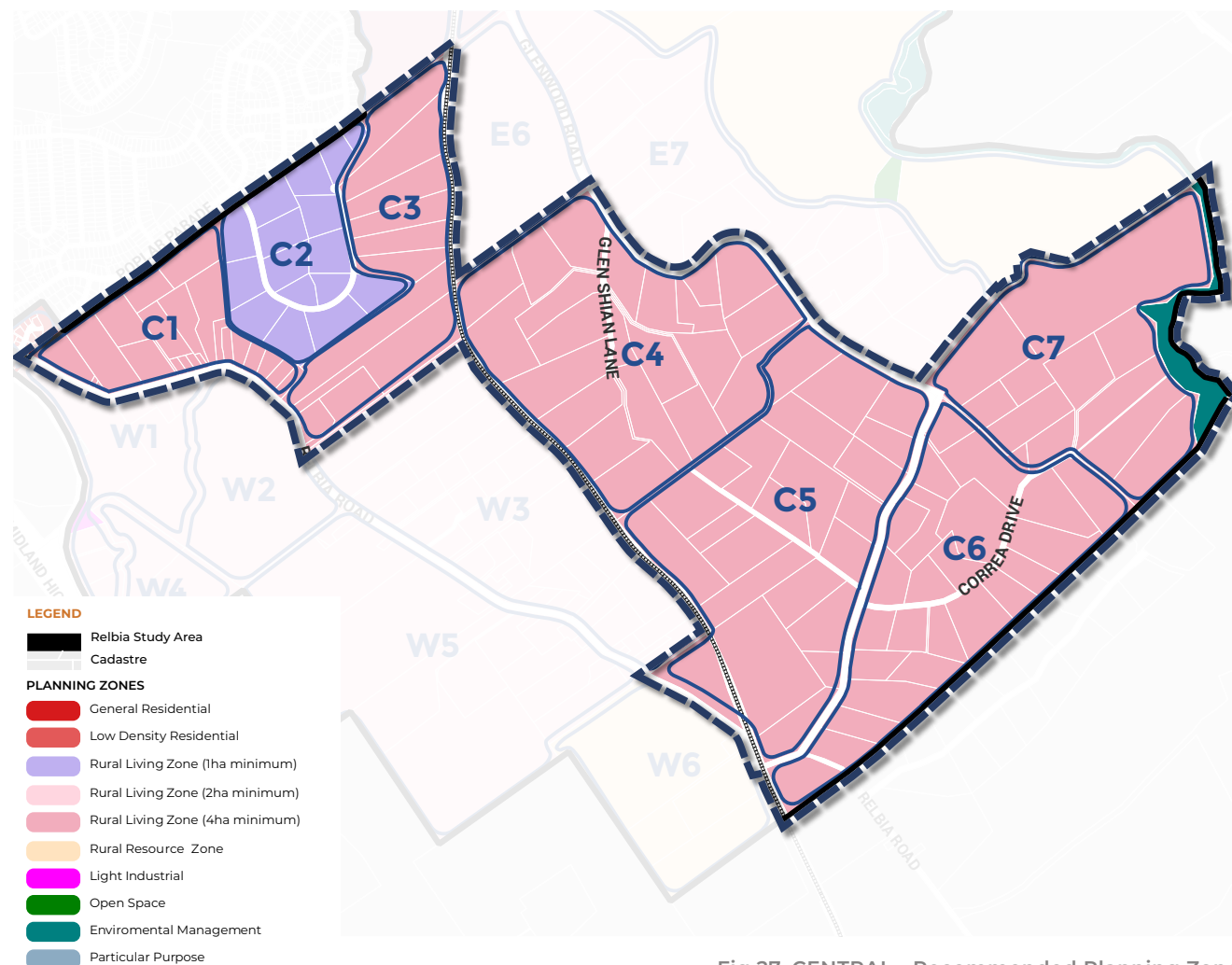


Fig 27. CENTRAL - Recommended Planning Zones

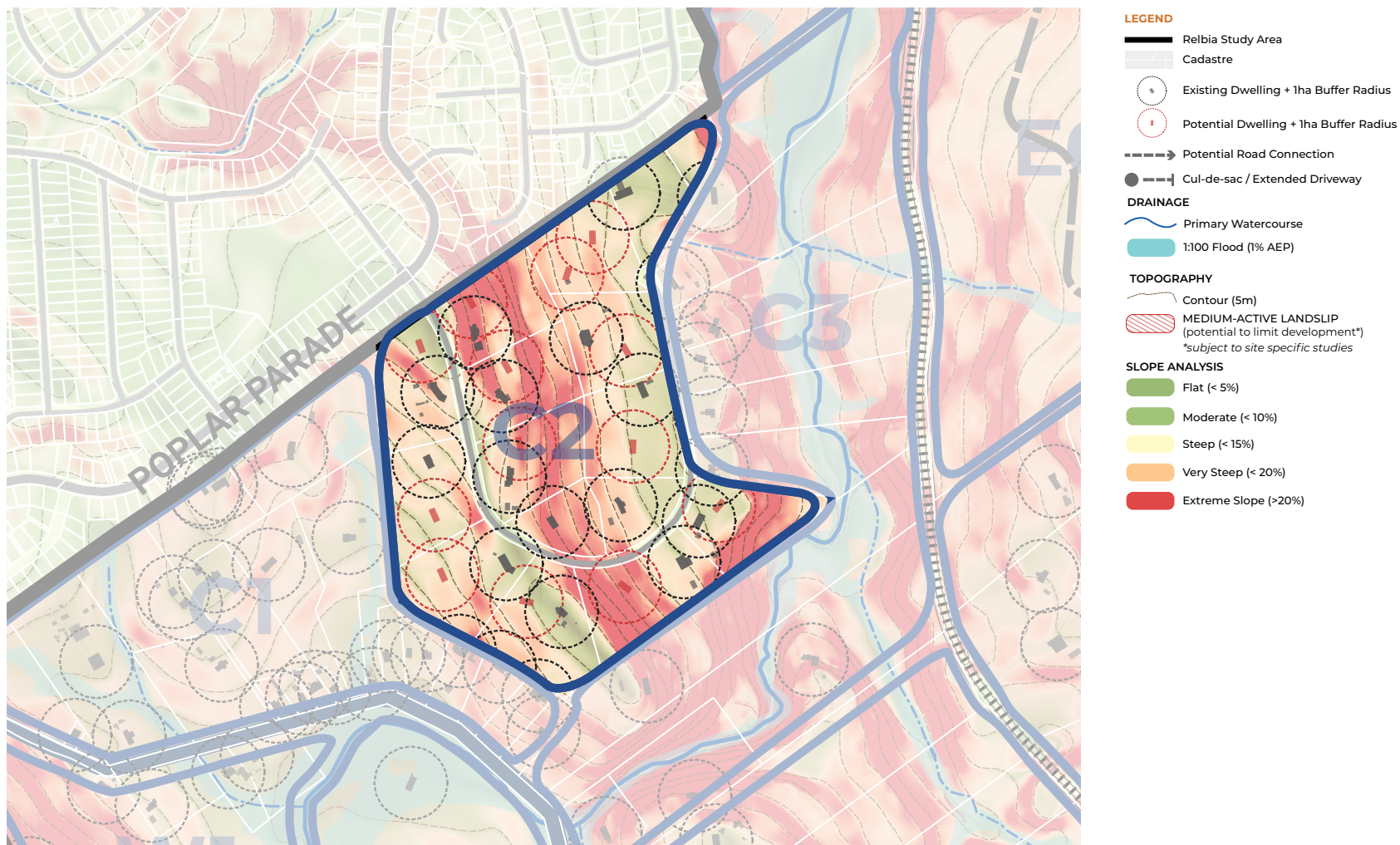


Fig 28. CENTRAL - C2 (RLZ - 1ha) - Potential Development Outcome

EAST

The east precinct is defined as the land in the eastern part of Relbia. The land can be generally characterised as the interface between the central precinct and the floodplain of the North Esk River. The transition between the floodplain of the North Esk River and Glenwood Road is comprised of some relatively steep land that falls to the east beyond the land that fronts onto Glenwood Road. The broad floodplain of the North Esk River adds to the open semi-rural character of Relbia River.

The northern section of the Jinglers Creek bisects the north western part of the precinct and eventually intersects with the North Esk River. The railway line meanders through the north western part of the precinct and separates some land that is currently zoned for Rural Resource purposes from the balance of the precinct. Land west of the railway line has exposed slopes, is steep in parts and is subject to landslip risk.

ANALYSIS

According to the analysis contained in Table 5 and Figure 29 the precinct is rated as having limited some potential to accommodate limited change. This potential, particularly for precincts E1 and E8 is moderated by the presence of the floodplain of the North Esk River.

Land along the east side of Glenwood Road is partially constrained by a mix of lot sizes, slope and moderate tree cover. Precinct E6 is less constrained however it has visually exposed slopes.

Existing Rural Resource Zoned land in precincts E4 and E2 is heavily affected by slope, a transmission easement, the alignment of the Jinglers Creek, a power station and associated buffer and has very limited access potential. Notwithstanding these encumbrances retention for Rural Resources purposes is not recommended.

Table 5 Central Analysis Matrix

	E1	E2	E3	E4	E5	E6	E7	E8
VISUALLY PROMINENT	HIGH	MEDIUM	LOW	HIGH	MEDIUM	HIGH	MEDIUM	HIGH
FRAGMENTED/IRREGULAR LOT BOUNDARIES	LOW	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW
FLOOD/WATERWAY AFFECTED	HIGH	HIGH	LOW	MEDIUM	LOW	LOW	LOW	HIGH
SLOPE GREATER THAN 20%	MEDIUM	HIGH	MEDIUM	HIGH	HIGH	MEDIUM	MEDIUM	MEDIUM
HIGH TREE COVER (INC. THREATENED VEG)	LOW	MEDIUM	MEDIUM	MEDIUM	MEDIUM	LOW	MEDIUM	LOW
LAND SLIP RISK	MEDIUM	HIGH	HIGH	HIGH	MEDIUM	MEDIUM	MEDIUM	LOW
NON RESIDENTIAL LAND USES PRESENT	LOW	HIGH	LOW	LOW	LOW	LOW	LOW	HIGH
AFFECTED BY LAND USE BUFFERS / OVERLAYS	HIGH	HIGH	HIGH	MEDIUM	LOW	LOW	LOW	HIGH
LAND SUITABILITY FOR AGRICULTURAL PURPOSES	LOW	LOW	MEDIUM	LOW	MEDIUM	MEDIUM	HIGH	MEDIUM

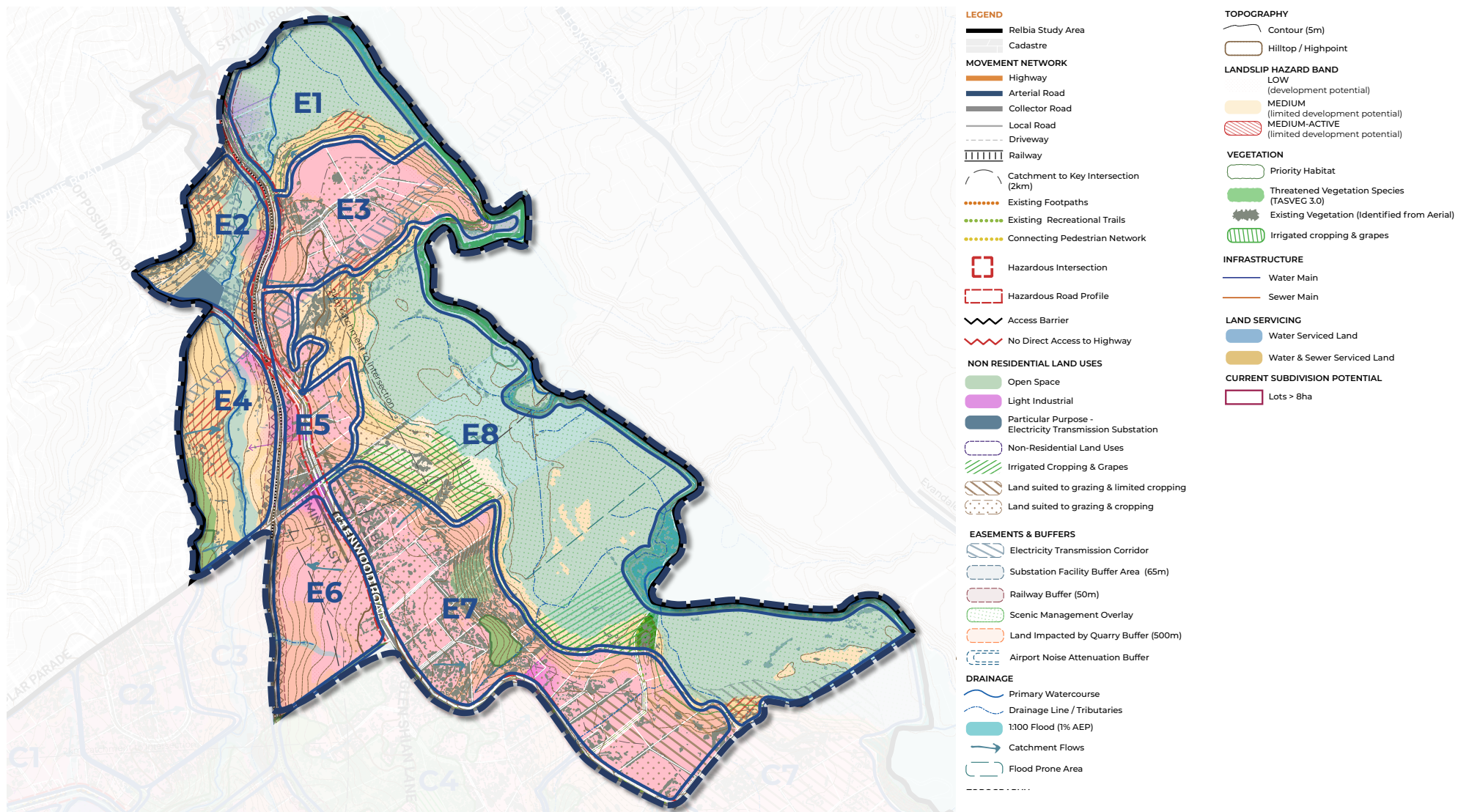


Fig 29 . EAST - Site Analysis

RECOMMENDATION

The role of the East Precinct is the eastern gateway of Relbia. Overall, the Eastern Precinct is assessed as having some potential to accommodate limited change. Limited change in the East Precinct is recommended in the form of:

- Reduction of the current subdivision minimum from 4ha to 2ha for Precincts E6 and E7 only (Rural Living B);
- Retention of the 4ha subdivision minimum for precincts E2, E3, E4 and E5;
- Rezoning of precincts E2 and E4 to the Rural Living Zone with a 4ha subdivision minimum, subject to;
 - › Demonstration that access can be achieved,
 - › Management of the water way
 - › Response to land slip risk and;
 - › Subject to demonstrated need.
- Introduction of an averaging provision to encourage site responsive subdivision design;

(Note; two requirements are recommended. Firstly, the number of lots must not exceed the number of lots that is possible in accordance with the recommended subdivision minimum and secondly, a minimum lot size of 1ha will apply when the averaging provision is used. By way of example, if a 6ha parcel can accommodate three lots only under the averaging provision, then none of the lots can be smaller than 1ha)
- Site responsive subdivision and placement of additional dwellings to maintain a minimum of 50m separation between dwellings;
- Construction of contour responsive, rural standard internal streets and driveways; and
- Introduction of design guidelines for dwellings that promotes excellence in architecture and environmental sustainability.

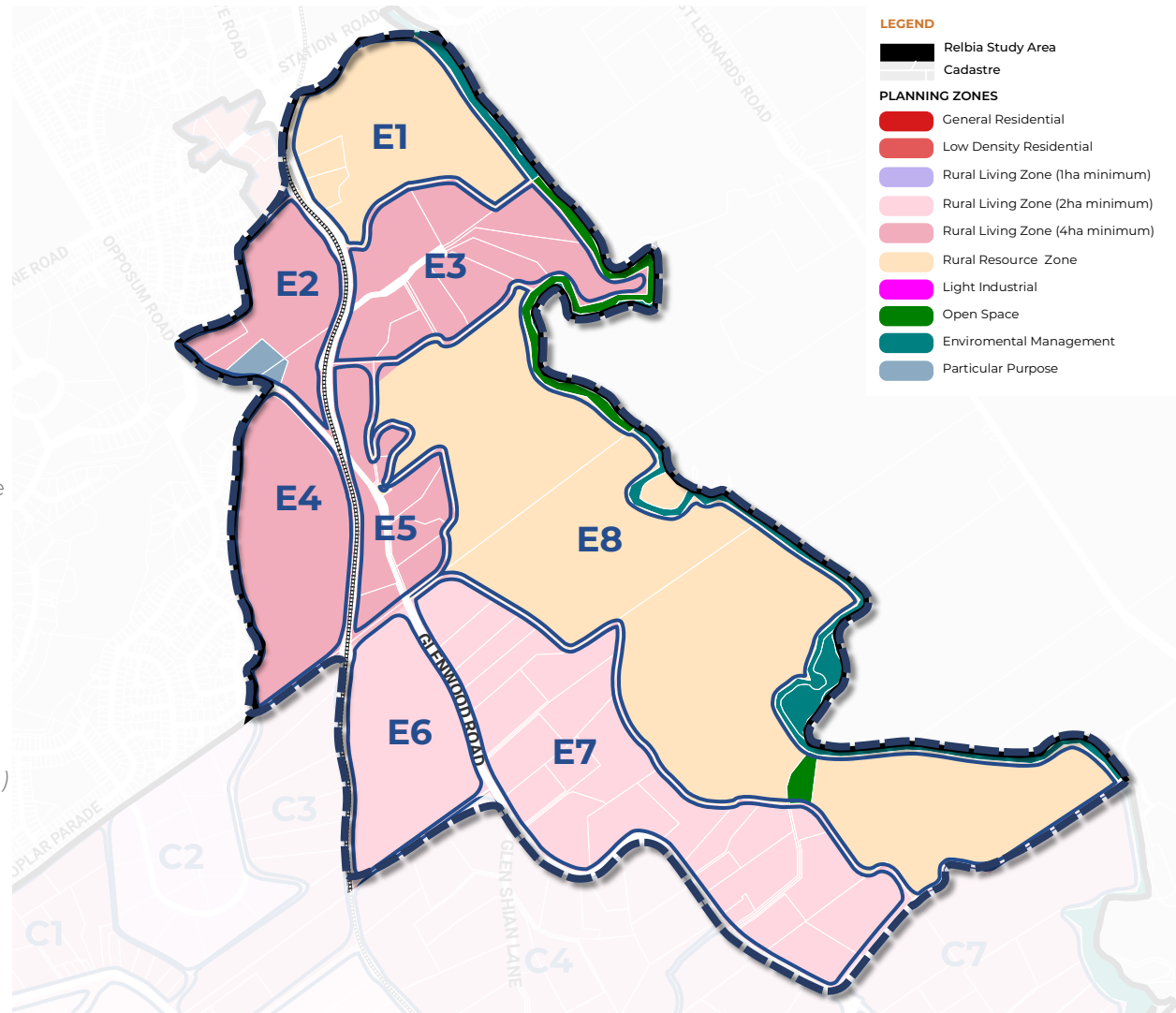


Fig 30. EAST - Recommended Planning Zones

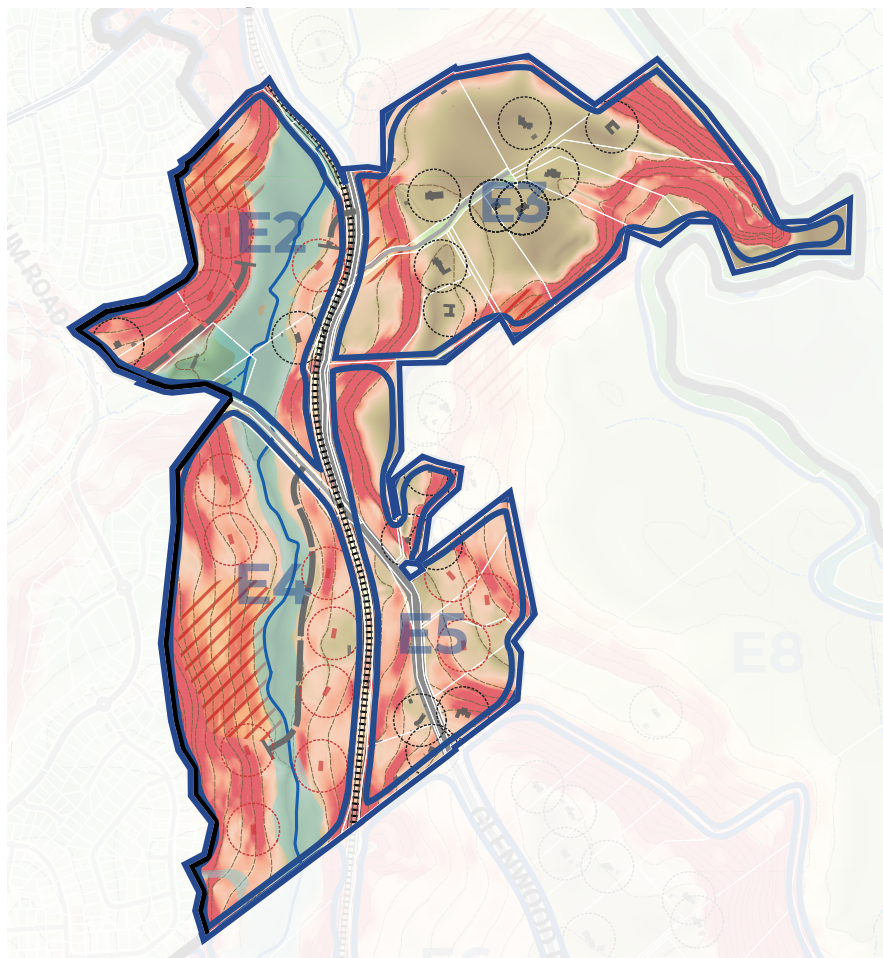


Fig 31. EAST - E2 - E5 (RLZ - 4h minimum) - Potential Development Outcome

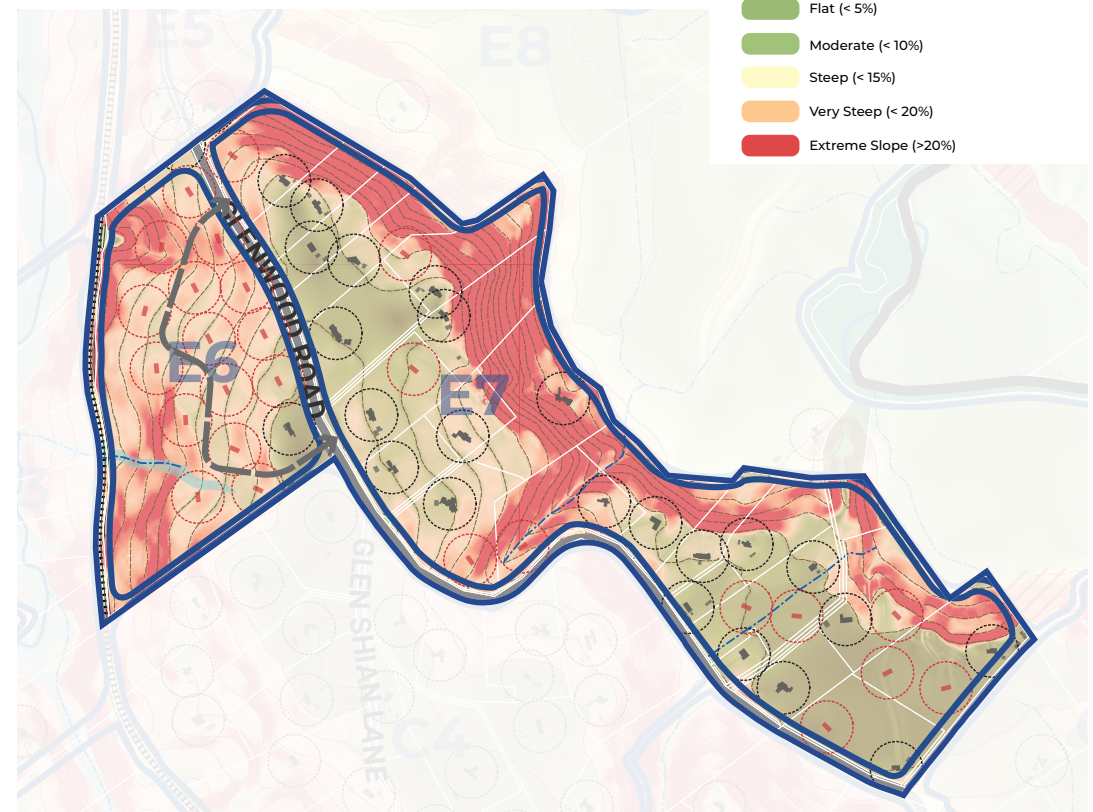
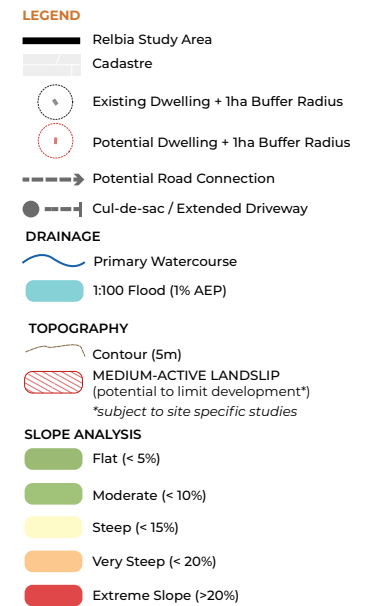


Fig 32. EAST (RLZ - 2h minimum) - Potential Development Outcome



PREFERRED LIMITED CHANGE SCENARIO SUMMARY

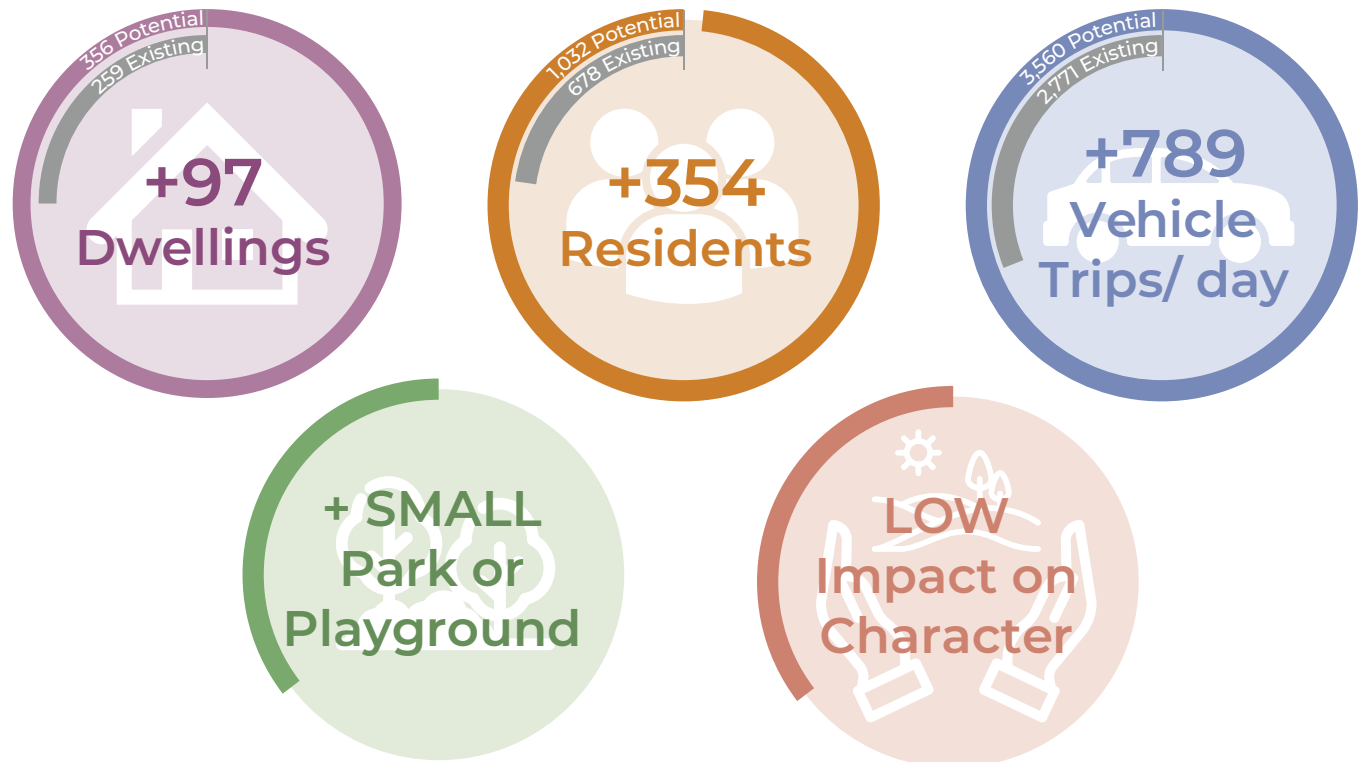
The recommended preferred limited change scenario for Relbia, See Figures 33, comprises an outcome that will achieve an appropriate balance between enabling limited change in suitable locations whilst at the same time retaining the unique character and quality of Relbia as a Rural Living, lifestyle based housing destination. Importantly, the recommended limited change scenario will also ensure that existing infrastructure, such as the road network, is not overwhelmed with additional demand and demand is not created for new infrastructure as Relbia will remain as an unserviced Rural Living community.

In terms of next stages of the process including review by land owners and the broader community, it is likely that some land owners will seek change to enable greater subdivision potential. It is recommended that such submissions be carefully considered not only in terms of the site conditions but also the impact on the broader character and quality of Relbia.

IMPLEMENTATION

In order to implement the recommendations to revised subdivision minimums, the averaging provision and introduction of design guidelines, it will be necessary to prepare a specific Area Plan (SAP).

In preparation of the SAP, it will be important to specify a minimum lot size of 1ha and a requirement that the total number of lots cannot exceed the maximum number of lots in accordance with the specified subdivision minimums.



The recommended preferred limited change scenario for Relbia, comprises an outcome that will achieve an appropriate balance between enabling limited change in suitable locations whilst at the same time retaining the unique character and quality of Relbia as a Rural Living, lifestyle based housing destination.

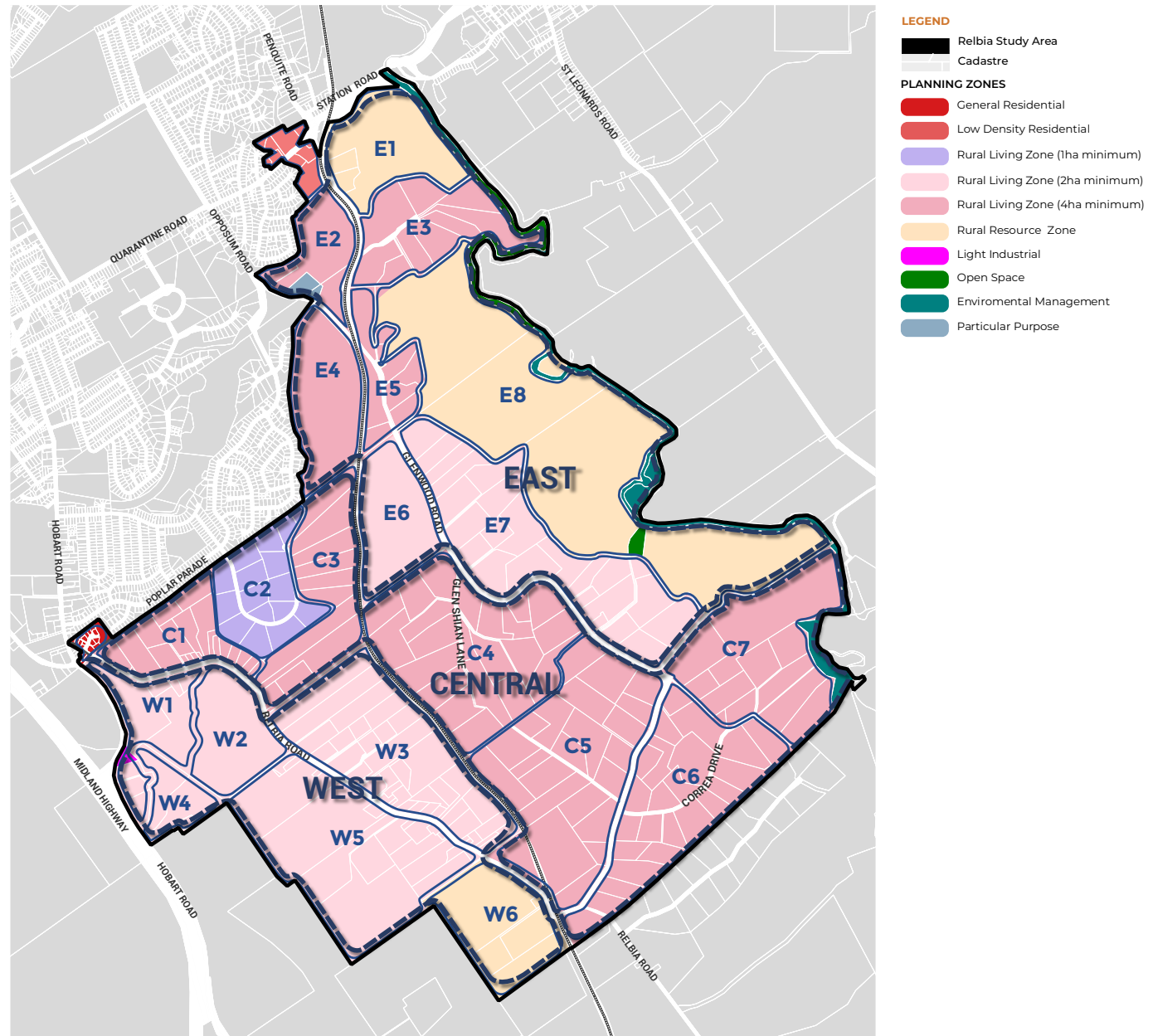


Fig 33. Preferred Limited Change Scenario - Recommended Planning Zones

Appendices



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