

Further submission Ireneinc Planning & Urban Design + attachments, 8 March 2019

Attachments:

- Cambria Green Economic Analysis, SGS Economics & Planning, 8 March 2019
- Traffic Assessment, Milan Prodanovic, March 2019
- Heritage Response, Sam Nichols, 7 March 2019
- Agricultural Development Potential Supplementary Report, Ag Logic, 4 March 2019

CAMBRIA TPC SUMMARY



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Planning Submission to TPC

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1. INTRODUCTION

Planning Tas trading as Ireneinc Planning and Urban Design have prepared the following response on behalf of Cambria Green Agricultural and Tourism Management Pty. Ltd. 623 representations were received by Council relating to the proposed scheme amendment which applies to the 12 titles which form 'Cambria' estate. This report will address and expand on the key planning concerns raised by the public representations and Council.

1.1.1 CONSULTATION & REPORTS

Throughout the process Ireneinc Planning and Urban Design have consulted with experts regarding certain aspects of the proposal. Areas which have been addressed in these reports include:

- Planning
- Ecology
- Inundation
- Aboriginal heritage
- European heritage
- Traffic
- Visual impact
- Agriculture
- Conservation
- Water management
- Policy

In addition to the original submission, the following supplementary reports prepared by the relevant experts are attached:

Cambria Green Economic Analysis, SGS March 2019

Traffic Assessment, Milan Prodanovic, March 2019

Heritage Response, Sam Nichols, March 2019

Agricultural Development Potential Supplementary Report, Ag Logic, March 2019

1.1.2 REPRESENTATIONS

623 representations were made to Council regarding the proposed scheme amendment. The primary concerns raised by representation related to natural values management, the potential scale of development and water supply. Furthermore, following the directions hearing on 14th December 2018, several further concerns were verbally raised by the Tasmanian Planning Commission (TPC) regarding infrastructure, planning controls and the proposal ability to respond to State policy. Whilst many of these areas have been discussed in the original reports, the following seeks to clarify and expand on any issues which the representations felt could be more adequately addressed.

1.1.3 SUMMARY OF RELEVANT MATTERS

- Policy; further response to the STRLUS, Coastal policy, PAL
- Economic Hierarchy and Swansea Township Structure Plan
- Scale and intensity of development
- Use fettering: Agricultural, environmental and residential
- Specific Area Plan: summary, structure and scope and, performance and restrictions
- Infrastructure: water and waste management
- Transport and Traffic
- Clarification of titles and heritage listings

2. AGRICULTURE & PROTECTION OF AGRICULTURAL LAND

2.1.1 CHANGE OF UNDERLYING ZONE

This proposed amendment seeks to maintain the status of the majority of the land as significant agricultural zone and protects agricultural land as an inherent value of this zone. The proposal, however, also seeks to partially rezone a segment of the Significant Agricultural zone to a Rural Resource zone. Both zones support agriculture as their primary function, however the Rural Resource zone allows for greater acknowledgement of the heritage values of the site.

In relation to this, the original submission states:

The Special Provisions of the scheme places use that 'facilitates the restoration, conservation and future maintenance of a heritage place' (GBSBIPS 2015 clause 9.5.2) as of greater importance than any other underlying zone requirement. It is proposed to rezone the land that forms part of the Cambria Homestead from the Significant Agricultural Zone to Rural Resource Zone so that the agricultural values of the land do not overshadow the continued focus on the importance of Cambria within the region as a focal point for its cultural heritage values. (Ireneinc Planning & Urban Design, 2018, p. 67)

Heritage and agricultural values were investigated in the Aglogic report, the Cultural Management Plan and Ireneinc's planning report.

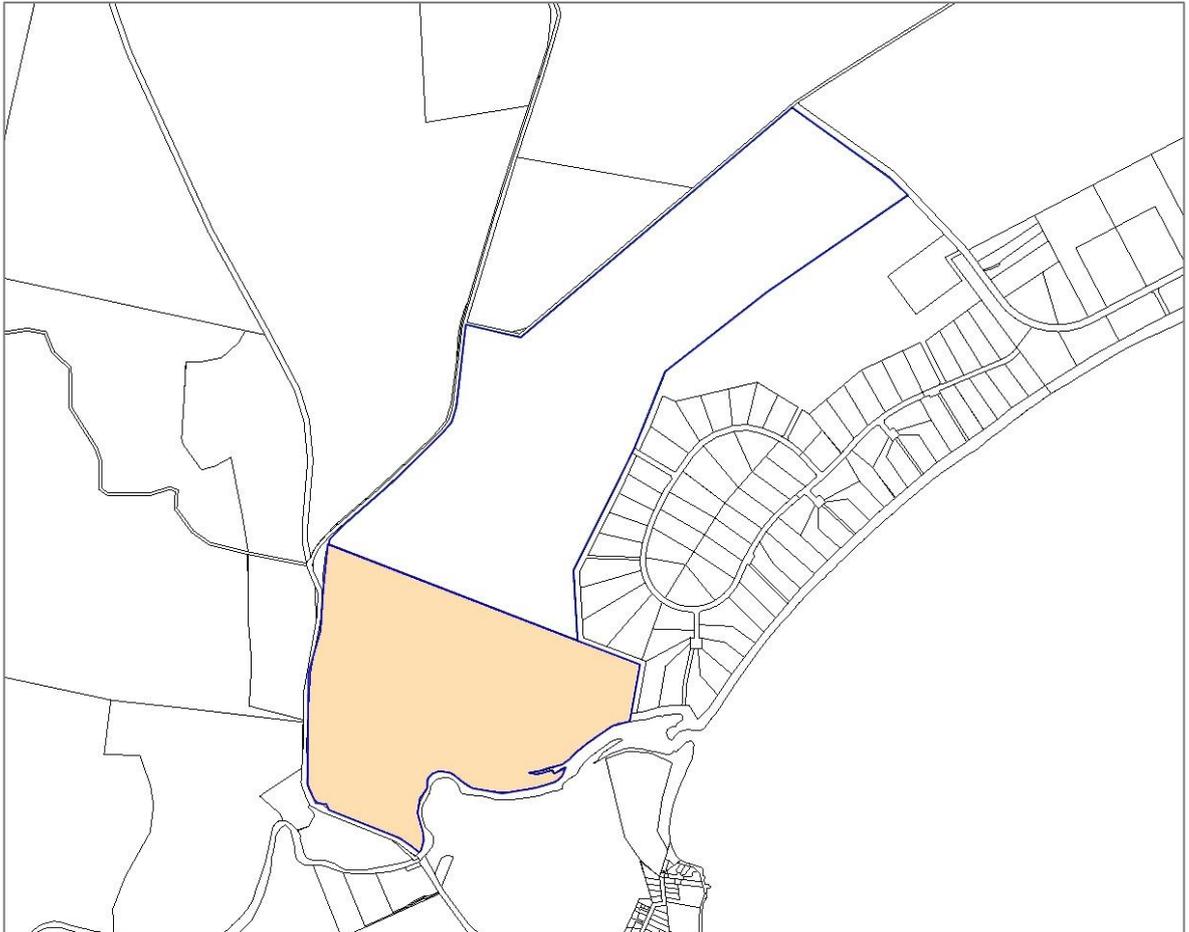


Figure 1 Extent of proposed rezoning (Ireneinc Planning & Urban Design, 2018, p. 70)

The preservation of agricultural land was a prominent concern amongst representors. A summary of the nature of the prevailing concerns are as follows:

- The change of underlying zone may negate or alienate any future agricultural use in precinct 1;
- The extent of the change of the underlying zone was excessive and the methodology for the achieving the prescribed area of the zone change was unclear;
- The impact on non-agricultural uses and the scale of development associated with them would impede on the agricultural viability of the site.

Aglogic's Supplement Report suggests that a large proportion of the plan is classed level 4, which means it does not meet the definition of 'prime agricultural land' and therefore, should not be considered prime agricultural land (Ag Logic Pty Ltd, 2019). Council's Section 39 report proposes a Gross Floor Area (GFA) site coverage standard in order to reduce the impact of development on agriculture. Furthermore, Ireneinc has recommended changes to the gross site coverage in all precincts to manage the potential impact of development on agriculture.

Regarding the extent of the change of the underlying zone in precinct 1, it was acknowledged in Ireneinc's further information there was potential for greater refinement and investigation of the

precinct/ zone boundary. Sam Nichols (formerly of Trethowan Architecture) has readdressed the exact curtilage of the heritage place following the discovery of mapping of the heritage place from Heritage Tasmania (Sam Nichols, 2019). The response affirmed the curtilage of the heritage place and it is consistent with his original recommendations. The proposed area of precinct 1 and the zone change is consistent with original documentation. Therefore, the change of underlying zone is an accurate reflection of the heritage place.

In relation to the change of underlying zone Council states “The proposed rezoning around the homestead is not supported. It is not necessary and would be inconsistent with the agricultural potential of that land” (Galmorgan Spring Bay Council, 2018, p. 22).

It can be understood the Significant Agricultural zone appears to award the land the highest level of protection. However, this parcel of land’s history and cultural narrative is complex. It hosts significant heritage value to both the region and State, as reiterated in the Conservation Management Plan. Due to the hierarchy of the planning scheme, the heritage is given precedence in the form of special provisions, over the agricultural use of the land. This is further explained in the Ireneinc report (Ireneinc Planning & Urban Design, 2018, p. 55).

There are also many wider contradictions at play here due to both the agricultural and heritage value of the Precinct 1 for example the land is covered under the *Protection of Agricultural Land Policy 2009*, as well as the *Historical Heritage Act 1995*, creating somewhat of a stalemate. This is also further analysed in Sam Nichols response to representation 64.

The rezoning of the area is an attempt to marry the values of the site to ensure the continued protection of the agricultural land through both its heritage and agricultural value. We argue the Significant Agricultural zone cannot achieve this as it fails to acknowledge heritage values. Therefore, the agricultural and heritage values are isolated from and competing against one another. However, the Rural Resource zone can achieve equilibrium between the agricultural values and use of the site, and its heritage.

The Rural Resource zone’s purpose is to facilitate agricultural and resource activities; however, it provides scope for greater acknowledgement of the site’s heritage values through use and subdivision standards. This is the fundamental and only difference between the two zones. By formally embedding the agricultural value within the heritage of the site such as the view lines, the agricultural identity of the property and the role of the historic homestead as a farming homestead, the proposal remains consistent with both the *Protection of Agricultural Land 2009*; other heritage controls such as the *Heritage Act* and special provisions.

The Homestead Precinct already hosts significant value to the region as a result of its historical and agricultural importance. The proposal endeavours to tease out these values using certified planning controls to ensure the site can actively benefit the region socially, environmentally and economically. Therefore, the change of underlying zone of the Homestead Precinct from Significant Agricultural to Rural Resource is consistent with the *Protection of Agricultural Land Policy 2009*.

Notwithstanding this, the applicant is prepared to accept the Council's recommendation should this prove to be a point of contention.

2.1.2 LAND CONVERSION AND MANAGEMENT OF NON-PRIME AGRICULTURAL LAND

The proposal looks to divide the site into precincts based on the functions and ability of each of the precincts. The Hills Resort Precinct is currently zoned Rural Resource. The Hills Resort Precinct has been identified in the Aglogic report as an area with low agricultural potential in which the soil is not a growth medium (Aglogic, 2017, pp. 10,12,14). This area has been chosen to be partially converted to non-agricultural use, as its agricultural use is not feasible. This is consistent with the Protection of Agricultural Land Policy 2009, and articulated in the Ireneinc Planning report on page 85 (Ireneinc Planning & Urban Design, 2018, p. 85).

As discussed previously the representations raised many general concerns regarding the loss of agricultural land, including Representation 153 whose position is despite the precinct's low agricultural viability, it should be awarded the same level of protection under the PAL as areas within the site which have high agricultural viability (ERA Planning Pty Ltd, 2018, p. 6).

In Council's Section 39 Report, Council directly address Representation 153's concerns. Council acknowledges the change of focus of the precinct from agricultural (although the land is not currently nor has ever been intensely used for agricultural purposes to non-agricultural uses). Council further articulates the original stance which argues the mapping of this precinct represents the low agricultural potential of the area (Galmorgan Spring Bay Council, 2018, pp. 39-40). This is further supported by Aglogic's Supplement Report which reiterates the low agricultural rating of the Hills Resort precinct due to limited irrigation potential, topography and soil (Ag Logic Pty Ltd, 2019, pp. 2-3).

Council argues that modification of planning provisions to better reflect the potential future of the site increases agricultural output. Tourism related uses, notwithstanding their scale, support agricultural uses in this case. Council states the land conversion is minor and an investment in increased agricultural output (Galmorgan Spring Bay Council, 2018, pp. 39-40). Furthermore, the Council recommends setbacks be increased in order to remove any potential fettering. This aligns with the Southern Tasmania Regional Land use Strategy (STRLUS) which is detailed below.

- The STRLUS states in regard to productive resources:
"Provide flexibility for commercial and tourism uses provided that long-term agricultural potential is not lost and it does not further fetter surrounding agricultural land." (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 64)
- And in regard to tourism:
"Allow for tourism use in the rural and significant agriculture zones where it supports the use of the land for primary production." (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 56)

2.1.3 RESIDENTIAL DEVELOPMENT

The proposed amendment does not promote residential development on the site. Despite this, representations have raised significant concern for the potential of residential development on agricultural land.

Residential uses have always been a component of the applicable zones. The SAP has designated discretionary use status to residential use in precinct 3 with qualification that it is for a single

dwelling necessary to support the agricultural status of this area. This was sufficiently articulated in Ireneinc's further information statement (Ireneinc Pty Ltd, 2018, p. 8). Furthermore, Council addresses this in the Section 39 Report and suggests the removal of the subdivision standard as a precautionary act, and their working draft creates more comprehensive use standards regarding residential use (Galmorgan Spring Bay Council, 2018). This is further kept in check by the proposed use standard 1.6.1 objective which states "To ensure that Use is consistent with the Plan Purpose" (Ireneinc Planning and Urban Design, 2018, p. 6). The Plan Purpose is to provide for use and development of the site that utilises the agricultural, natural and historic heritage assets as the basis for regionally significant economic tourism development (Ireneinc Planning and Urban Design, 2018, p. 2). The amendment does not intend to promote residential development.

2.1.4 LOT SIZE AND SUBDIVISION

The initial proposal has subdivision standards primarily to accommodate for possible adjustment of boundaries, consolidations of lots and possible subdivision in the future (Ireneinc Planning & Urban Design, 2018, p. 68). For example, to establish a new lot boundary to better identify and manage the heritage place. The subdivision standard prioritises long term productive capacity for the land and the preservation of Cambria homestead.

However, significant concern was raised for the potential development intensity specifically the possibility of excessive subdivision resulting in land fragmentation and loss of agricultural land.

Given subdivision is not necessary for the realisation of the proposal both Ireneinc and Council have recommended the removal of the subdivision standard from the SAP, and any application for subdivision would be subject to the underlying zones; which if the homestead precinct is rezoned to Rural Resource still gives scope for clearer boundaries of the heritage place. This further aligns the proposal with Protection of Agricultural Land Policy.

2.1.5 SCALE OF DEVELOPMENT

Representation has significant concern about the potential scale of the development, in regard to both planning controls such as height and subdivision, and the development in its entirety. Following these concerns, Ireneinc and Council have recommended the removal of the subdivision standards from the SAP, and default to the underlying zones (Galmorgan Spring Bay Council, 2018). Both the underlying zones' subdivision objectives are to prevent the fragmentation and fettering of Significant Agricultural or Rural Resource land. The standards limit what type and intensity of subdivision can occur.

Furthermore, Ireneinc has recommended in their further information referral to limit site coverage in response to each precinct and its objectives, and there is scope for site coverage to be blanketed across the precincts even if subdivision were to occur (Ireneinc Pty Ltd, 2018, p. 3). Council have recommended their own site coverage recommendations and given a blanket development footprint for each precinct (Galmorgan Spring Bay Council, 2018).

Building height remains consistent across the proposal and within the underlying zone, however, design standards have been recommended by Council and Ireneinc in their further information which ensures consistency with the rural landscape (Galmorgan Spring Bay Council, 2018, p. 9). This will mitigate any development which is inconsistent or unresponsive to its rural context and therefore constraining the potential scale of development.

Council have also recommended a gross floor area standard which provides greater certainty of scale and “addresses the built form elements that are considered more relevant than use alone in maintain rural character” (Galmorgan Spring Bay Council, 2018, p. 28; Ireneinc Pty Ltd, 2018, p. 5) All of these planning mechanisms will also contribute to management of the visual impact of the project, along with the Scenic Landscapes Code and heritage provisions and protection.

2.1.6 LAND USE CONFLICT AND FETTERING

The amendment assures adjoining land use conflicts are minimised or integrated with agricultural activities. The creation of precincts, informed by the knowledge and expertise of different consultants, based on the fundamental strengths and functions of each precinct has allowed for fine grain planning. This addresses land use conflict by firstly looking at the strategic direction of the site and each precincts’ compatibility and secondly ensuring there are correct planning tools in place to minimise the risk of conflict. This include large setbacks from sensitive uses.

Some concern was raised regarding the potential to fetter surrounding use. In response to community concerns raised during the community consultation regarding land use conflict and fettering, the Ireneinc ‘Cambria’ report version 2, proposes a use standard which ensures use is consistent with the Plan Purpose (Ireneinc Planning and Urban Design, 2018). This included a performance criterion which states “a discretionary non-agricultural use must not conflict with or fetter agricultural use on the site or adjoining land (having regard to...)” (Ireneinc Planning and Urban Design, 2018, p. 6) Furthermore, the scale of development is recommended to be more greatly regulated including site coverage limitations which in turn will reduce the impact of development on agricultural land and sensitive uses (See above discussion 2.1.5).

Council has recommended an absolute minimum setback, removing any potential for sensitive use in proximity in their draft (Galmorgan Spring Bay Council, 2018, p. 7). Ireneinc does not agree with these recommendations, which are greater restrictions than the underlying zone. The acceptable solution setback for buildings bordering the Environmental Management, Rural Resource and Significant Agricultural zone is 200m with a minimum under the performance criteria of 100m. These setbacks would constrain and in some cases prohibit development which would be necessary for the realisation of the masterplan or at minimum day to day use of site. The major issues of concern include:

- Title 9: It would curtail almost all development in the northern block of title 9 which is the location of the homestead for that title. This would include the restriction of development such as sheds etc which support the agricultural future of this precinct; or extension or alteration to the current dwelling on the site.
- Any extension or alteration to the heritage buildings in Precinct 1 would be prohibited as they are well within the setback from the Environmental Management Zone.
- It would constrain development on the South-eastern and North Eastern end of the Hills Resort Precinct. Both areas have been identified for potential development.

Ireneinc propose the underlying setbacks of the zones are carried through to the SAP. The proposal would still address the Land Use Planning and Approvals Act 1993 provisions regarding land use conflict and Ireneinc recommends much of relevant zone rules apply regarding fettering, sensitive uses and setbacks.

3. PROTECTION OF THE COASTAL ZONE

3.1 TASMANIAN STATE COASTAL POLICY 1996

The Tasmanian State Coastal Policy 1996 has been addressed in the original ‘Cambria’ report (Ireneinc Planning & Urban Design, 2018, pp. 80-84). This section details the relevant clauses which apply to the area; provides further analysis of how the proposal responds to the policy; and explores precedents in the Glamorgan-Spring Bay Municipality such as the Bicheno Golf Club. The following map highlights where the Coastal Policy applies to the Specific Area Plan.

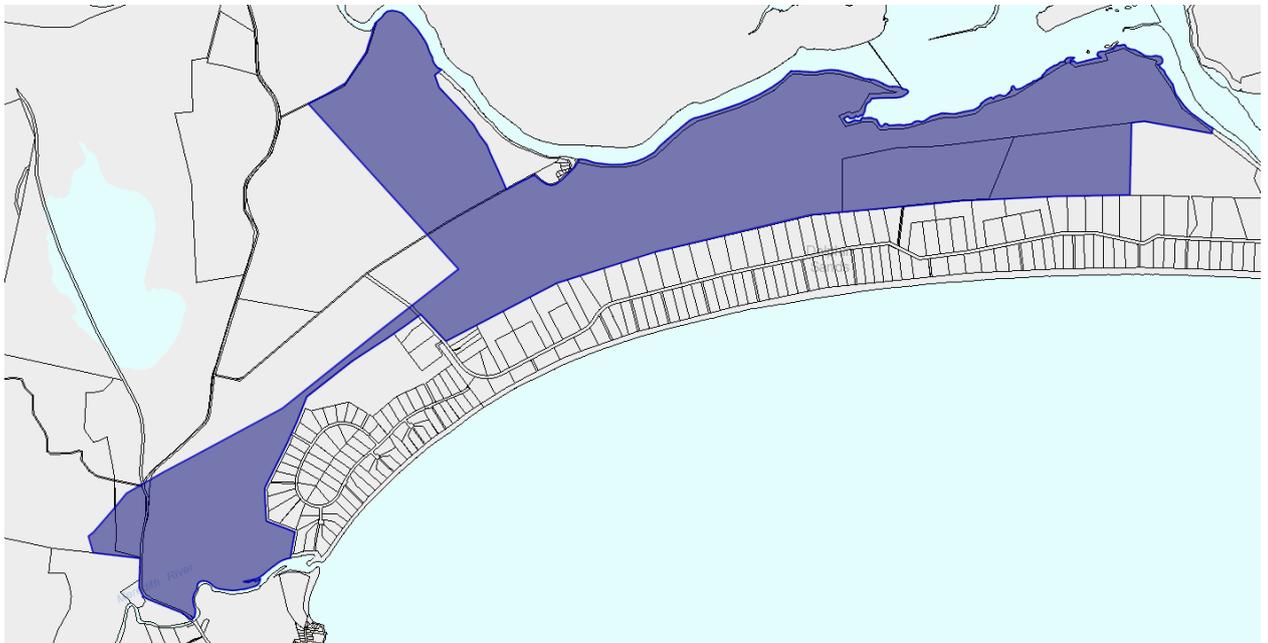


Figure 1: Area of SAP in which the Coastal zone applies (the List, 2019)

3.1.1 ENVIRONMENTAL PROTECTION

The original proposal has several accompanying reports which detail the environmental values of the site which related to flora and fauna, ecosystems and geomorphology. These expert reports were imperative to the creation of the SAP, and further assisted in identifying the precincts. The decision to designate precinct 2 as a conservation and golf course precinct was informed by this analysis.

One of the greatest concerns amongst representations was the conservation and protection of important ecosystems including moulting lagoon, and flora and fauna with almost two thirds of the representations made to council expressing concern over these topics.

Considering almost all of precinct 1 and 2 are within the land in which the coastal policy applies, much of the same planning regulations which were built into the scheme because of the Policy still apply. This includes the following codes and covenants:

- *Biodiversity Protection Code*
- *Waterway and Coastal Protection Area Code*
- *Coastal Inundation Hazard Area Code*
- *Heritage Area Code*
- *Potential Acid Sulfate Soils Overlay (further investigation required)*
- *Conservation covenants under the Nature Conservation Act*

The SAP does not look to alter any of the codes. Therefore, it can be understood that the current planning regulations already meet the requirements of the Coastal Policy as illustrated by the following prelude in the Coastal Policy:

To avoid any inconsistencies the State's peak planning body, the Land Use Planning Review Panel, is required to remove inconsistencies between a State Policy and planning schemes and interim orders" (State Coastal Policy, 1996, p. iii)

In effect the SAP is consistent with Coastal Policy. However, due the large concern from representations, Ireneinc have proposed alterations to enforce further regulations to protect the environment. This included:

- a proposed development setback from identified nests of the White Bellied Sea-eagle of 200 metres (Ireneinc Planning and Urban Design, 2018, p. 9);
- Total site coverage in Precinct 2 of 5,000 m² (Ireneinc Planning and Urban Design, 2018, p. 10).

In Council's Section 39 report, they further propose changes to F5.2.1 of the *Application of the Plan* to include:

- An application for a golf course with the SAP must include a golf course management plan on matters relating to the construction and operation of a golf course that may impact the environment including any impact on water quality.
- Any standard of any code in this planning scheme that expressly regulates impacts on biodiversity values applies to use and development within this Specific Area Plan that involves the clearance and conversion and or disturbance of native vegetation (Galmorgan Spring Bay Council, 2018, p. 1)
- Council also agree with Ireneinc in proposing a setback from the White-Bellied Sea-Eagle of 200 metres. They also propose a reduced development footprint in precinct of 2,000 m² (Galmorgan Spring Bay Council, 2018, p. 8). Furthermore, any development application would require an Environmental Protection Assessment. It can be understood the relevant planning responses to the Coastal Policy currently are applied to the site and will carry through to the SAP. The Council and Ireneinc have proposed even greater restrictions to ensure the protection of the ecosystems within the coastal zone as discussed above.

3.1.2 WATER QUALITY

Water quality has been addressed in the original Ireneinc Planning Report. This includes addressing the State Policy on Water Quality Management 1997 and discussion of the Coastal Policy (Ireneinc Planning & Urban Design, 2018). It concluded the amendment sufficiently met the clauses of both policies similarly to the above argument on protection of ecosystems, through codes and covenants. Furthermore, Ireneinc references successful approval and management of the Bicheno

Golf Club as an example, and sites the compatibility of recreation such as golf course and ecological values as highlighted in the Southern Tasmanian Regional Land Use Strategy (STRLUS) and Coastal Policy (Ireneinc Planning & Urban Design, 2018, p. 82).

However, significant concern has been raised on the potential pollutive effects of the Golf course, particularly in relation to contamination of the Wetlands and Swan River. There is concern around pesticides and other chemical maintenance products leaching into these waterways, especially if the titles were to transfer ownership. To reiterate, the planning controls apply irrespective of who owns the land.

Council's Section 39 Report we believe adequately addresses these concerns by imposing a standard of application which states:

- An application for a golf course with the SAP must include a golf course management plan on matters relating to the construction and operation of a golf course that may impact the environment including any impact on water quality (Galmorgan Spring Bay Council, 2018, p. 1).

Ireneinc and Council, as discussed above, have also proposed a maximum site coverage in part to decrease runoff.

4. LAND USE STRATEGY

4.1.1 SPECIFIC AREA PLAN STRATEGY

The original proposal has put forward an amendment in the form of SAP for the 12 titles of 'Cambria'. Following a Feasibility Study of the site commissioned by the proponent, it was deduced the amendment was the best strategy to facilitate the best use of the natural and built resources of the land, in an integrated and more fine-grained manner. This was elaborated on in the 'background' and 'executive summary' of Ireneinc's planning report (Ireneinc Planning & Urban Design, 2018).

Although this was articulated, it can be understood it was communicated in technical terminology which the public expressed was difficult to understand the weight of. A question arose as to why it was necessary for a Specific Area Plan to be put forward. In short, as already articulated the current planning scheme does not allow for the outcomes desired. This is best summarised in the STRLUS which states:

- "Recognise, planning schemes may not always be able to accommodate the proposed tourism use and development due to its innovative and responsive nature" (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 56)

The Section 39 report further supports this premise and due to the innovative nature of the proposal the correct planning outcome can only be 'tested and resolved before the planning commission' (Galmorgan Spring Bay Council, 2018, p. 39). The growth of tourism in Tasmania is unprecedented, and the SAP endeavours to be responsive to the future of tourism in Tasmania.

4.2 TOURISM

4.2.1 AGRITOURISM

The primary purpose of the SAP is to "provide for use and development of the site that utilises the agricultural, natural, and historic heritage assets as the basis for regionally significant economic tourism development (Ireneinc Planning and Urban Design, 2018) The role of tourism, especially along the East Coast, has comprehensively been explored by Ireneinc in the planning report, especially in reference to the STRLUS and the Coastal Policy. The reports and policy acknowledge the economic and social values of tourism and agriculture in the coastal zone (State Coastal Policy, 1996, p. 6).

The site hosts a plethora of economic and social values relating to tourism and agriculture. This further supports the basis of this proposal which fundamentally, is about the compatibility of tourism and agriculture, and tourism's adaptive abilities to be able to support agriculture. This is further articulated in policies such as the STRLUS which states:

- Allow for tourism use in the rural and significant agriculture zones where it supports the use of the land for primary production (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 56).
- Allow for ancillary and/or subservient non-agricultural uses that assist in providing income to support ongoing agricultural production (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 63)
- Provide flexibility for commercial and tourism uses provided that long-term agricultural potential is not lost and it does not further fetter surrounding agricultural land (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 64).

However, representation has raised questions regarding this compatibility. The Section 39 report further responds to these queries. The report reiterates the proposal's primary focus on agricultural use. Furthermore, they argue that the conversion of some agricultural for non-agricultural use is an investment to increase agricultural outputs in net terms (Galmorgan Spring Bay Council, 2018, p. 40). This is further supported by the Protection of Agricultural Land which states:

- Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits (Protection of Agricultural Land, 2009, p. 3).

The investment in agritourism, and the relevant planning amendment to achieve such a vision is imperative for the future of the prime agricultural land on this site, and the economic sustainability and viability of this land.

4.2.2 ECONOMIC IMPACT

Naturally, an introduction of a tourism development within the region will have economic impacts. It was addressed in the original planning report section *2.4 Activity centres and Economic Development*, and again in the representation made by Ireneinc (Ireneinc Planning & Urban Design, 2018, p. 22; Ireneinc Planning and Urban Design, 2018, p. 2). The proponent envisioned a development which would support the surrounding local communities by way of:

- Retaining people in the area of Swansea;
- Assisting in dispersing major tourism around the East Coast to relieve population pressures in locations such as Coles Bay;
- Complimenting existing services in Swansea so as to support, not take away from, local activities;
- Providing accommodation which promotes longer stays (2 days +) to give visitors time to explore local areas and potentially facilitate economic growth external to the scope of the development;
- Employing people from surrounding areas.

The vision was consistent with the STRLUS which promotes “trip generating activity” and tourism which supports agriculture and regional tourism (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 51). However, the proposal has been met with a level of anxiety regarding both the potential for negative economic impacts on the neighbouring township of Swansea; and the potential success of the proposal. There was an array of concerns ranging from employment

security, the perceived creation of a gated community, increased intensification of the East Coast, and the potential for Swansea to be bypassed or not reap benefit from the success of the proposal.

Following these concerns, the proponent commissioned an economic impact assessment accompanies this report. The SAP also propose a use standard which ensures that discretionary General Retail and Hire or Food Services must be of a scale and intensity appropriate to its location, and protect the retail hierarchy of existing retail functions within Swansea (Ireneinc Planning and Urban Design, 2018, p. 6).

The Section 39 Report briefly addresses these concerns citing no relevant regional plan guide as to how to approach the planning from an economic development perspective (Galmorgan Spring Bay Council, 2018, p. 32). The report also ruminates over the multitude of market and social conditions which would need to be considered when looking at the economic impact of the project. The working draft proposes the use standard: “That retail uses do not compromise or distort the activity centre hierarchy” with greater criteria to be met (Galmorgan Spring Bay Council, 2018, p. 4).

4.3 INFRASTRUCTURE

4.3.1 IRRIGATION DISTRICT & WATER SUPPLY

As discussed previously ‘Cambria’ is largely an agricultural site and is afforded protections through policy and planning schemes. Furthermore, the amendment and the Section 39 propose restrictions on development intensity and infringement of non-agricultural uses on agricultural land, in order to maintain the agricultural identity.

However, due to the multifaceted nature of the proposal, representations asked for further clarification of whether the proposed development would be utilising the Tasmanian Irrigation Swan Valley Scheme, and if so the ethics of having access to and using the Swan Valley Irrigation Scheme for tourism.

The 12 titles which make up ‘Cambria’ are within the Irrigation District and have irrigation right OC-SW-007 (AK Consultants, 2018). Therefore, they are entitled to use their share of irrigation; however, there are regulations in accordance with the *Irrigation Clauses Act 1973* surrounding how water supplied by the Irrigation Scheme is used. Primarily water is to be used for irrigation of agricultural land. As a large part of the property will remain agricultural, this land will be serviced by the irrigation scheme. The nuances of this are illustrated in AK Consultants Report attached to Ireneinc’s representation (no. 216). Furthermore Council support the use of the irrigation scheme based on the proposed public benefit of the project (Galmorgan Spring Bay Council, 2018, p. 22) .

The current owners have purchased water licenses for the property, which allow them to draw from water resources such as Swan River and Meredith River during the winter. As stated in the Ireneinc representation, the water security and management of this development will not rely on the aquifer (AK Consultants, 2018). Furthermore, Ireneinc has proposed a development standard to ensure the security of the aquifer; council has not included this in their working draft (Ireneinc Planning and Urban Design, 2018, p. 9). Based on the water agreements the owners have entered into, and as illustrated by AK Consultants report, the development in relation to water security is viable and within their rights.

4.3.2 MANAGEMENT OF SERVICES

The original planning report briefly discusses services such as sewerage, stormwater, and wastewater and provided a traffic impact analysis report was included. Whilst services and public

infrastructure are an important planning issue, the particulars in terms of cost, ownership and management is outside of the scope of the SAP other than the clarification it is possible for the area to be serviced. Much of the concerns raised by representation regarding this issue are around who will pay for these amenities and services. These concerns would be addressed during the development application stage. Council in their Section 39 report highlight that the full extent of infrastructure needs is not known yet, however, they indicate the costs will be with the developer and verified by various departments of government (Galmorgan Spring Bay Council, 2018, p. 33).

4.4 NATURAL HAZARDS

The site is potentially subject to various natural hazards including landslip, bushfire, sea level rise and inundation, and coastal erosion. The planning report covers this, and the relevant codes continue to apply to the site as stated on page 28 of the planning report (Ireneinc Planning & Urban Design, 2018, p. 28).

However, representation was concerned for increased risk of bushfires and the potential strain the increase number of people in the area will put on emergency services. Whilst this is a relevant concern, the SAP can only provide a platform for risk mitigation and management and largely risk management would be considered during the development application stage. Following this concern however, the Section 39 report and Ireneinc have also proposed the removal of the subdivision clause, which further assist in bushfire mitigation in “the earliest possible stage of the land use planning process” (Southern Tasmania Regional Land Use Strategy 2010-2035, 2011, p. 31)

4.5 HERITAGE

4.5.1 INDIGENOUS HERITAGE

As per the original report, there are a confirmed 19 aboriginal heritage sites within the boundaries of ‘Cambria’ and a possibility of more sites (Ireneinc Planning & Urban Design, 2018, p. 31). Representations were concerned Aboriginal heritage recognition was not great enough. Due to the sensitivities of the identified sites the Aboriginal Assessment does not form part of this application. Sam Nichols also addresses this concern in his response to Representation 64 and Council’s Section 39 report also addresses this and has attached communication with Aboriginal Heritage Tasmania (see referral 5).

4.5.2 EUROPEAN HERITAGE

Concerns regarding the underlying zone change, and the heritage place curtilage have been addressed in 2.1.1 of this response. Furthermore, the Tasmanian Planning Commission requested the validation of the Cultural Management Plan following the discovery of new information from Heritage Tasmania. Ireneinc referred this to Sam Nichols, formally of Trethowan Architecture. Sam Nichols Supplement report indicates the new development does not impact his original findings in the Cultural Management Plan (Sam Nichols, 2019). Please see attached report from Sam Nichols.

5. TRANSPORT

5.1.1 TRAFFIC IMPACT ASSESSMENT

The original proposal has analysed the movement network associated with the site and included the proposal a Traffic Impact Assessment (TIA) undertaken by Milan Traffic Engineering and Road Safety which assessed the impact of potential development. Furthermore, the original report states the Road and Rail Asset Code applies to the site, and upon a submission of an application this code will be triggered giving Council and the Department of State Growth the ability to assess traffic impacts (Ireneinc Planning & Urban Design, 2018, p. 59)

Representation raised concern regarding the potential intensification of the East Coast as a whole, and with the validity of the data used in the TIA as some data dated back to 2012 and the report was undertaken in 2016. Other concerns included the increased risk of car accidents and the road kill due to increased number of drivers and potential increase of foreign drivers.

In response to these concerns, the proponent has commissioned a response from Milan Traffic Engineering and Road Safety. The following up report is attached.

The section 39 report has responded to these concerns stating it is unclear whether visitation numbers will directly increase as a result of this development or capture already existing visitors, therefore the impact of traffic is uncertain. Furthermore, they highlight the TIA provides information, and is not the final position on any traffic matters. They suggest upgrades to the local road network may be necessary (Galmorgan Spring Bay Council, 2018, p. 30).

In Ireneinc's referral, they respond to State Growth's representation stating the amendment application does not seek to include roads in the application area, and again highlight issues concerning use and intensity of future development of the roads are addressed in the Road and Railway Asset Code (Ireneinc Pty Ltd, 2018).

5.1.2 AIRSTRIP

There is an existing airstrip located in Precinct 3. The original proposal explores use standards around this airstrip relating to emergency services and the air strip being utilised as an ancillary tourist use. Upon further consultation, the community expressed concerns regarding noise pollution, the proximity of airstrip to neighbouring residents, the intensification of the airstrip, impact on wildlife and the potential safety issues which may arise such as crashes.

Following this, Ireneinc proposed a use standard which seeks to regulate and minimise any impact it may have on residential amenity. It permits emergency services and use of airstrip if it does not result in an increase in number of flights, or hours of operation of flights. Any intensification of the airstrip would be discretionary, and subject to the performance criteria (Ireneinc Planning and Urban Design, 2018, p. 6).

The Section 39 Report agrees modification of airstrip use standards in necessary in relation to noise and residential amenity. Council propose that use of an airstrip within 500 metres of the

sensitive use outside of the plan area is for emergency services or resource development; and operation of the airstrip must not cause unreasonable loss of amenity to residential areas adjoining the plan. Anything not conforming to these use standards will be subject to discretionary application during the development application stage (Galmorgan Spring Bay Council, 2018, p. 5).

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CAMBRIA GREEN ECONOMIC ANALYSIS



cadence|economics

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EXECUTIVE SUMMARY

Cambria Green Agriculture & Tourism Management intends to seek consent for the development of an integrated tourist destination at Dolphin Sands, which lies north of the Township of Swansea. The resort complex intends to attract a tourism market segment which is not currently serviced for within the region, attracting affluent travellers from overseas and across Australia. Once complete, it will offer a set of integrated services, including:

- Luxury hotel accommodation (Sky Resort), with 120 rooms
- 200 luxury villas and units for visitor accommodation
- A restored homestead and surrounding English gardens, to be used as a wedding venue which is expected to host 50 events a year
- A world class golf course with practice facilities and luxury club house, expected to support 30,000 rounds of golf per annum
- An international conference centre expected to host 26 events, of 100 attendees each, annually
- Units of health retreat and temporary retirement facilities

These facilities are envisaged to be built between 2021 and 2025, with a total construction cost of almost \$140 million.

CONSTRUCTION COSTS AND TIMING SUMMARY

Resort Facility	Commencement	Completion	Nominal Construction Cost
Wedding venue (includes restored homestead)	2020	2021	\$10,000,000
Hotel (Sky Resort)	2020	2021	\$35,000,000
International Conference Centre	2020	2021	\$5,000,000
Golf Course and Clubhouse	2020	2021	\$8,000,000
Retirement Facilities	2021	2023	\$20,000,000
Villas	2022	2025	\$60,000,000
Total			\$138,000,000

This report, prepared by SGS Economics & Planning (SGS), presents a high level of socio-economic analysis of the proposal and the socio-economic benefits the development may generate for the East Coast region of Tasmania, particularly the surrounding towns and communities. The analysis consists of an economic impact assessment and a high-level qualitative cost benefit analysis¹.

Economic Impact Assessment

An Economic Impact Assessment (EIA) generates an estimate of the level of economic activity associated with project implementation by tracing how the economic stimuli accumulate in an economy through multiple rounds of economic transactions. This analysis has been conducted using the Cadence Economics General Equilibrium Model (CEGEM), which is Cadence Economics' in-house Computable General Equilibrium model, and is a multi-region, multi-sector representation of both the East Coast and the Tasmanian economies. The timeframe for the analysis extends from 2020 to 2035.

¹ Key economic modelling inputs on construction and operational costs, and resort visitation were supplied by the proponent.

The results of the economic impact assessment indicate that the development (summarised in the tables below) will result in:

- Increased investment with a net present value of \$95 million across Tasmania, of which \$80 million will be within the East Coast region. This represents both the direct construction stimulus of the development, as well as additional investment induced by its operation
- Increased gross regional product (GRP) (i.e. value-added) with a net present value of \$116 million across Tasmania. For the East Coast region, this represents an additional \$5.63 million per annum from 2020 to 2021 (construction phase) and an additional \$10.8 million per annum (on average) from 2022 to 2035 (operational phase)
- Increased gross regional income (GRI) with a net present value of \$238 million across Tasmania (payments to labour, capital and taxes collected). For the East Coast region, this represents an additional \$6.67 million per annum from 2020 to 2021 and an additional \$19.5 million per annum (on average) from 2022 to 2035
- An average of 44 *additional* full time equivalent (FTE) jobs across Tasmania. This will be associated with a 3.2 per cent increase in real wages in the East Coast region. The remainder of the jobs required for construction and operation are estimated to be transferred from elsewhere in the economy

ECONOMIC IMPACTS – CONSTRUCTION PHASE (ANNUAL AVERAGE FROM 2020 – 2021)

Source of Stimulus	East Coast	Rest of Tasmania	Total Tasmania
Gross Regional Product (\$m)	5.63	0.31	5.9
Gross Regional Income (\$m)	6.67	2.19	8.9
Employment (FTE)	15.33	2.10	17.4
Real wage deviation (%)	1.33	0.01	-
Investment (\$m)	17.95	(0.20)	17.7

ECONOMIC IMPACTS – OPERATIONAL PHASE (ANNUAL AVERAGE FROM 2022 – 2035)

Source of Stimulus	East Coast	Rest of Tasmania	Total Tasmania
Gross Regional Product (\$m)	10.80	3.08	13.9
Gross Regional Income (\$m)	19.50	10.20	29.7
Employment (FTE)	42.73	5.07	47.8
Real wage deviation (%)	3.43	0.01	3.4
Investment (\$m)	5.05	1.89	6.9

Cost Benefit Analysis

A Cost Benefit Analysis (CBA) assesses the merit of investing in a project, i.e. it assesses if it is worth doing when a broad societal perspective is taken. A CBA contrasts the project's economic, social and environmental benefits with its costs, to establish if the benefits outweigh the costs. If this is the case, the project is considered worth doing from a broad community welfare (or economic efficiency) perspective.

The cost benefit analysis was conducted qualitatively and at a high level to consider the economic benefits in tandem with a consideration of any other economic, social and environmental benefits and costs involved with the proposed development. These are summarised in the table below.

The results of the high-level cost-benefit analysis highlight that:

- The development will generate a range of benefits for the community of Dolphin Sands and Swansea, including significant visitor and new resident spending, skills development,

improved business confidence and population increases which support services. This is of significance given the declining and ageing population trends of the region and high dwelling vacancy rates

- In addition to construction and operating costs, the development may also impose costs on the community including loss of agricultural land (minor), and environmental costs (minor if properly managed, moderate to significant if poorly managed)
- Because the resort targets an underdeveloped tourism market segment, the majority of the visitor spending is additional to existing tourism spending. It will generate flow-on spending in the local community of Swansea, rather than competition with existing operators

Although the analysis is at too high a level to make a definitive judgement of whether the proposal is beneficial from a community welfare perspective. If the economic benefits can be realised, and the social and environmental factors are appropriately managed, then the proposal would be overall beneficial.

Moreover, the costs identified are mostly born by the investors, while the benefits accrue to both the investors and the community.

IDENTIFIED COMMUNITY COSTS AND BENEFITS OF THE PROPOSAL

Costs	Scale
Construction and operating costs	Significant - in comparison to developments that typically occur in the region.
Loss of agricultural land	Minor
Environmental costs - runoff	Minor if well managed. Moderate to significant, if poorly managed
Benefits	
Visitor spending benefits – at the resort	Significant. Profits accrue to investors, while significant economic impacts are captured by the local region due to the investment and operational activities of the resort ²
Visitor spending benefits – rest of the region	Significant, if demand is realised
Positive contribution to the high-end tourism brand of the region	Significant, if demand is realised
Skills development and jobs	Significant, if demand is realised
Improved business confidence and enhanced recreational benefits for the local population	Significant, if demand is realised
Population growth and demographic change	Significant, if the development attracts new residents to the region.
Improvement of landscape values	Significant
Restoration of historic values	Significant

Qualified assessment

SGS has relied on data and resourcing provided by the project proponent, *Cambria Green Agriculture & Tourism Management*, and has not undertaken a detailed review of these estimates or checked their veracity.

² Note that financial profits only constitute a small share of the overall impacts generated. Chapter 3 of this report measures the impacts (i.e. value added and employment creation) captured by the local region and remainder of Tasmania, which are stimulated by the large investment and operational activities of the resort, and their flow-on impacts

1. INTRODUCTION

SGS Economics and Planning was commissioned to undertake an economic analysis of an integrated tourism development at Dolphin Sands, on Tasmania's east coast. This report presents an economic impact assessment and a high-level cost benefit analyses of the proposed development.

1.1 Development Proposal

Cambria Green Agriculture & Tourism Management intends to seek consent for the development of an integrated tourist destination at Dolphin Sands, which lies north of the township of Swansea.

This report provides an assessment of the economic impacts, costs and benefits of a potential development scenario for the site as envisaged by the proponent. The resort complex intends to attract a market segment which is not currently serviced within the region, attracting extremely affluent travellers from overseas and across Australia. When complete, it will offer a set of integrated services, including:

- Luxury hotel accommodation (Sky Resort)
- Luxury villas and units for visitor accommodation
- A restored homestead and surrounding English gardens, to be used as a wedding venue
- A world class golf course with practice facilities and luxury club house
- An international conference centre
- Units of health retreat and temporary retirement facilities

1.2 Tourism Trends

Tourism is an important contributor to the sustainable development of regional areas around Australia. It is often advocated as a means to diversify economic conditions in rural and regional areas by providing alternative sources of employment and income generation in times of downturn in traditional industries such as agriculture and forestry.³

The Tasmanian Government released T21, The Tasmanian Visitor Economy Strategy 2015-2020 to grow Tasmania's tourism industry with a partnership between the public and private sectors, with the goals of attracting 1.5 million visitors and \$2.47 billion in visitor spending annually. The Tasmanian Government's Access 2020 Strategy aims to increase domestic air and sea capacity and frequency, improve seasonal demand, and increase international visitation, as well as introducing a small number of direct international flights⁴.

Tasmania has a well-established and recognised 'tourism brand' and the Australian Innovation Research Centre (AIRC) recently prepared a report for the Commonwealth Department of Infrastructure and Regional Development that identified six main areas of opportunity for Tasmania, including tourism generally, and more specifically 'experiential' tourism, i.e. tourism related to the island's wilderness and consumption of gourmet products.

³ Carmen Cox & Meredith Wray (2011), Best Practice Marketing for Regional Tourism Destinations, Journal of Travel & Tourism Marketing, 28:5, 524-540

⁴ Tourism Australia (2017), Tourism Tasmania Annual Report 2016-2017, accessible at <https://www.tourismtasmania.com.au/_data/assets/pdf_file/0010/59833/TTAS-Annual-Report-2016-17.pdf>.

The Saffire Resort, the Museum of Old and New Art and the development of new trails including a new iconic wilderness walk on the Tasman Peninsula, lend weight to the sector's growth prospects.⁵

The Chinese Tourism Industry

The booming Chinese tourism industry is the fastest growing source of travellers, due to a combination of factors such as urbanisation, the growth of the middle class and their level of disposable income, and a relaxation on foreign travel. The Asian market saw strong growth in general, with increased visitors from India, Korea, Thailand, Taiwan, and Malaysia visitors.

Both Chinese visitor numbers and trip spend increased in Australia in 2017 by 10% to 1.2 million and \$9.8 billion respectively⁶; 31,400 Chinese visitors came to Tasmania (2.7% of all Chinese visitors in Australia); this is a 30% increase from 2016 figures⁷. This is reflected in the growing Chinese visitor market for Tasmania, which has grown at an annual rate of 29% over the past 5 years, with 46% of this figure being holidaymakers⁸. The key decision factors for holidays in Tasmania were a safe and secure destination, world class beauty and natural environments, and good food, local cuisine, and produce. World class coastlines, beaches, and marine life and interesting attractions to visit also rated highly.

The largest group of visitors from China are above the age of 50, with a secondary but growing market in the 25-29 young couples' group. The most popular regions were Hobart and the South of Tasmania, followed by Launceston, Tamar and the North, and the East Coast (20%)⁹. Tourism Research Australia (TRA) forecast a national growth in 2018-2019 in inbound Chinese visitors to increase by 26.4%, and visitor nights in Tasmania specifically to be 3.0%¹⁰.

There are several developments progressing in Tasmania that improve access to the State from China, enabling opportunities for further expansion of the Chinese tourist market in Tasmania, including the attraction of golfers.

The Federal Government grant deed to extend Hobart's runway to 2,750 metres now enables the Tasmanian Government and Hobart International Airport to pursue direct air access with international airlines based in key visitor markets. The Hobart Airport runway extension project remains on track for completion in March 2018¹¹.

Tourism Tasmania has partnered with Chinese East Coast distributors (including Shanghai Eastern Air International Travel Service, the CITS Group Shanghai, VTour and online with Tunlu) to promote Tasmania through the Qantas-China Eastern codeshare network. The code-sharing deal was authorised by the ACCC in 2015 for the five-year period of 2015-2020, and along with increased frequencies will mean direct China-Hobart flights (from Shanghai Pudong International Airport)¹². This venture has the potential to significantly facilitate the development of this proposal. Tourism Tasmania additionally led a pan-Asian tourism mission accompanied by 14 Tasmanian operators visiting Malaysia, Singapore, Hong Kong, and China, and engaged with more than 150 travel agents and product managers to raise destination awareness.

⁵ RDA (2015), Tasmania Regional Plan.

⁶ Austrade (2017), International Visitors to Australia, accessible at https://www.tra.gov.au/ArticleDocuments/250/IVS_one_pager_June2017.pdf.aspx?Embed=Y.

⁷ Tourism Tasmania (2017), Tasmanian Tourism Snapshot accessible at https://tourismtasmania.com.au/_data/assets/pdf_file/0008/53756/snapshot-jun17.pdf.

⁸ Tourism Tasmania (2017), Chinese Visitor Snapshot, accessible at https://tourismtasmania.com.au/_data/assets/pdf_file/0020/39251/chinese-snapshot.pdf.

⁹ Ibid.

¹⁰ Tourism Research Australia (2017), Tourism Forecasts, accessible at <https://www.tra.gov.au/ArticleDocuments/257/Tourism%20Forecasts.pdf.aspx?Embed=Y>.

¹¹ Tourism Tasmania (2017), Annual Report 2016-2017, accessible at https://www.tourismtasmania.com.au/_data/assets/pdf_file/0010/59833/TTAS-Annual-Report-2016-17.pdf.

¹² ACCC (2015), ACCC Authorises Qantas/China Eastern Coordination Agreement, accessible at <https://www.accc.gov.au/media-release/accc-authorises-qantas-china-eastern-coordination-agreement>.

1.3 Golf Tourism in Tasmania and Australia

Australia is internationally recognised as a mature golf market with a wide array of golf courses available. Australia's top four public golf courses are all located in Tasmania. The courses are comprised of two world class golf courses on King Island (Cape Wickham and Ocean Dunes), and two courses at Barnbougle and Bridport in north-eastern Tasmania¹³. This is supported by Tasmania's climate and landscape, which ensures that golf is a year-round sport, and allows for more diverse and challenging golf courses. For example, the Barnbougle Dunes and Lost Farm courses feature dramatic dunes in 'true links-course style'. In 2015, over 200 of the world's leading golf travel journalists named Tasmania the 'undiscovered golf destination of the year'¹⁴.

GOLF TOURISM

Golf tourism is defined as a holiday centred around the sport. The International Association of Golfing Tour Operators (IAGTO) estimates the international golf tourism market to be worth US\$17 billion, with 5-10% of players taking overseas trips every year for the sole purpose of playing golf. The Asian, Middle Eastern, and Mexican markets are growing markets.

Tasmania's golf tourism sector is growing rapidly as the leading state for luring interstate and international golfers, with at least five world-class golf courses currently being developed, including in Derwent Estuary region, Claremont, Barilla Bay, and St Helens and Orford on the east coast. This has been largely fuelled by demand from golfers from Melbourne and Sydney seeking challenging new coastal courses; Tourism Tasmania found in 2017 that golf tourism grew more than 19 per cent in the year to March, with 28,600 visitors¹⁵.

A 2014 report by Australian Golf Industry Council (AGIC) found that 1.575 million golf trips were taken in Australia in 2013, with Tasmania identified as the leading Australian state in terms of luring visitors for the purpose of golf tourism. The largest gain in visitor frequentation was recorded by Northern Tasmania, increasing ten places to be the 4th most frequently visited golf destination in Australia¹⁶. The number of overnight trips and visitor nights have increased by 1% and 2% respectively, however the length of stay has decreased by 5%. The visitor spending per night increased by 6% over 2008-2013¹⁷. International visitation has increased, with an annual 5% growth rate achieved since 2011. Average spending levels are also trending upward, growing by an average of 5% per year¹⁸.

Private golf club memberships are in the decline, however the growth in golf tourism shows an increasing preference to eschew expensive club memberships, and instead spending on travelling to different golf courses in friendship or family groups. The two most important features sought by golf tourists are the ability to play premium courses, and course variety; this is reflected in the operating nature of Tasmanian golf courses, which are destination oriented, pay-for play, and public access.

The Chinese tourist market is rapidly growing, replacing Japan and Korea in the top 5 inbound golf markets. Demand from Chinese tourists grew by 73% from 2008-2013. In 2013, the Chinese market accounted for 9% of total golf visitor nights, however accounted for 17% of total golf visitor spending¹⁹. Out of the top 5 inbound golf markets (United Kingdom, New

¹³ Gold Digest (2016), World's 100 Greatest Gold Courses, accessible at <<https://www.golfdigest.com/story/worlds-100-greatest-golf-courses-2016-ranking>>.

¹⁴ IAGTO (2015), The World's Undiscovered Golf Destination of the Year is...Tasmania, accessible at <<http://www.iagto.com/pressrelease/details/68caaa32-f032-48a4-a6fe-99ca67386763>>.

¹⁵ The Australian (2016), Tasmania Tees off as the Next Big Golf Destination, accessible at <<http://www.theaustralian.com.au/news/tasmania-tees-off-as-the-next-big-golf-destination/news-story/317b2f3a984c9f9be16b5858ca0148b98>>.

¹⁶ Australian Golf Industry Council (2014), The Value of Golf Tourism to Australia, accessible at <http://golfnetworkadmin.gamznhosting.com/site/_content/document/00021963-source.pdf>.

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Australian Golf Industry Council (2014), The Value of Golf Tourism Australia, accessible at <http://www.golf.org.au/site/_content/document/00021963-source.pdf>.

Zealand, China, Other Europe, and USA), Chinese tourists spend the highest average amount; average spend of Chinese tourists is almost double that of other international tourists.

2. ECONOMIC IMPACT ASSESSMENT

An Economic Impact Assessment (EIA) generates an estimate of the level of economic activity associated with project implementation by tracing how the economic stimuli accumulate in an economy through multiple rounds of economic transactions.

2.1 Modelling Framework

Computable General Equilibrium models are the framework of choice for measuring the impact of development scenarios involving large scale investments, such as that discussed here.

The assessed development scenario is for the East Coast and Tasmanian economy. This involves the construction and operations of the range of facilities, and the wider tourism spending impact. The model used to assess the economic impacts of this development scenario is the Cadence Economics General Equilibrium Model (CEGEM), which is Cadence Economics' in-house Computable General Equilibrium model, and is a multi-region, multi-sector representation of both the East Coast and the Tasmanian economies. The CEGEM has considerable flexibility in terms of its regional detail which makes it ideally suited to assessing the economic impacts of a tourism investment.

The model allows analysis of large-scale investments in a single, robust, integrated economic framework. This model projects changes in macroeconomic aggregates such as gross regional product (GRP), gross regional income (GRI), investment, employment, and real wages induced by the development. For additional detail on the CEGEM model see Appendix 2.

The timeframe for the analysis extends from 2020 to 2035, a period of fifteen years, and assumptions in the baseline of the CEGEM model such as GDP, population and employment growth have been harmonised to Tasmanian Government projections where possible and revert to trend estimates in the long run. The proposed investment is assumed to be funded privately. Specifically, it is assumed that foreign investment will fund the construction of the wedding venue, hotel (sky resort), conference centre, and golf course. This will then result in operating profits from these facilities flowing overseas, which is captured in the modelling framework.

East Coast in the modelling refers to the Glamorgan/Spring Bay and Break O'Day councils. The EIA in this section captures the economic impacts, and gives no consideration to other economic, social or environmental costs or benefits that the project may generate.

2.2 Impacts Considered for Assessment

The Cambria Green development will impact the East Coast and Tasmanian economies through several channels. Economic activity stimulated through the construction and operation of the resort facilities, along with increased tourist expenditure in the region, will increase demand for goods and services compared to a business as usual scenario (under which the development does not take place). This, in turn, will generate additional employment. Another important outcome of this economic stimulus and increased demand for labour (i.e. higher employment) is an upward pressure on wages, benefitting all workers across the region.

These outcomes are measured by changes in real gross regional product (GRP) and real gross regional income (GRI). Gross domestic product (GDP) is a commonly used measure of the net output of an economy (i.e. total output minus business inputs), while GRI captures the total income in a region through payments to labour, capital and taxes. The increase in employment is articulated via new full-time equivalent (FTE) jobs and consists of ‘new’ employment only. Jobs that are transferred from elsewhere in the economy are excluded from the impact assessment.

The economic impacts of the resort are considered in two stages; the construction phase, and the operational phase. The impacts are also considered at different geographies, initially at the East Coast, and then at a total Tasmania level, which captures economic spill over effects out of the region.

As noted above, the development will induce economic impacts due to the construction of facilities, their operation, and additional tourist expenditure. An overview of these key economic stimuli is provided below, with detailed assumptions presented in Appendix 1.

First Construction Phase

The construction phase is assumed to span from 2020 to 2025, with staggered completion of the resort facilities. This represents a direct economic impact (construction costs) of \$138 million, which is mostly realised in 2020 and 2021. A summary of the construction stimuli is presented in Table 1.

TABLE 1: CONSTRUCTION COSTS AND TIMING SUMMARY

Resort Facility	Commencement	Completion	Nominal Construction Cost
Wedding venue (includes restored homestead)	2020	2021	\$10,000,000
Hotel (Sky Resort)	2020	2021	\$35,000,000
International Conference Centre	2020	2021	\$5,000,000
Golf Course and Clubhouse	2020	2021	\$8,000,000
Retirement Facilities	2021	2023	\$20,000,000
Villas	2022	2025	\$60,000,000
Total			\$138,000,000

Note: Land acquisition costs have been excluded

Source: SGS Economics & Planning

The construction of resort facilities, with the assumed costs and timing as described above, will result in annual impacts as detailed in Table 2. These results indicate that the first two years of the development will:

- Result in increased investment of \$17.95 million across the East Coast each year. This is lower than the capital expenditure for this period (\$68 million). Constraints in the economy, such as the finite supply of labour, along with the large-scale nature of the development means that some investment that would have occurred under the base case is not realised. Note that *total investment* is still greater than the base case
- Add \$5.63 million to gross regional product in the East Coast (\$5.9 million across Tasmania) each year
- Add \$6.67 million to gross regional income in the East Coast each year, and \$8.9 million across Tasmania. This consists of payments to labour, capital, and taxes collected
- Create an additional 15 full time equivalent (FTE) jobs per year in the East Coast, and 17.4 across Tasmania. Note that the remainder of the jobs required for construction are estimated to be transferred from elsewhere in the economy – i.e. the construction jobs would have existed under the base case scenario of no development
- The employment impacts will increase real wages in the East Coast by 1.33 per cent per annum during construction, benefitting all workers in the region

TABLE 2: ECONOMIC IMPACTS – CONSTRUCTION PHASE (ANNUAL AVERAGE FROM 2020 – 2021)

Source of Stimulus	East Coast	Rest of Tasmania	Total Tasmania
Gross Regional Product (\$m)	5.63	0.31	5.9
Gross Regional Income (\$m)	6.67	2.19	8.9
Employment (FTE)	15.33	2.10	17.4
Real wage deviation (%)	1.33	0.01	-
Investment (\$m)	17.95	(0.20)	17.7

Source: SGS Economics & Planning, Cadence Economics, 2019

Operational Phase and Second Construction Phase

Operating Stimuli

Once the primary facilities are built, their operation will stimulate economic activity within the local region. The second construction phase (2021 – 2025), which develops the retirement facilities and villas, will take place alongside the operation of the existing facilities. The magnitudes of the operating expenditures for each facility, once fully developed, are presented in Table 3. This shows that the hotel accommodation is the largest contributor, due to its supporting role to the other facilities (i.e. weddings and conferences).

TABLE 3: OPERATIONAL EXPENDITURE SUMMARY

Resort Facility	Annual operating expenditure (at 2030)	Percentage of total
Wedding venue (includes restored homestead)	\$9,068,571	18%
Hotel (Sky Resort)	\$32,828,256	67%
International Conference Centre	\$2,461,875	5%
Golf Course and Clubhouse	\$1,500,000	3%
Retirement Facilities and Villas	\$3,200,000	7%
Total	\$49,058,702	100%

Note: Hotel operating expenditure includes demand induced by wedding guests and conference attendees

Source: SGS Economics & Planning

Wider Stimuli

Visitor spending in the township of Swansea and surrounding region will also stimulate economic activity in the region. Guests at the hotel and villas (who are not attending a wedding or conference), day-trip golfers, and temporary residents at the retirement village will all contribute to this additional food/beverage and retail expenditure in the region. The additional spending is estimated to reach up to \$39 million per annum once the development is fully developed and operational. While guests at the hotel (who also comprise a large share of golfers) are assumed to primarily dine at the resort, the guests of the villas and retirement facilities are assumed spend more in the surrounding region.

For the regional tourism expenditure component, spending outside of the resort was allocated to industries based on Tasmanian Visitor Survey (TVS) data. As the temporary residents of the retirement facilities will be of retirement age, data from the Association of Superannuation Funds of Australia on spending patterns in retirement has been utilised to allocate the additional expenditure to the relevant industry. According to the data²⁰, retiree households who are financially comfortable per annum, on average, spend:

- \$14,800 on food and beverage services, groceries and alcohol
- \$5,900 on retail goods such as clothing and household supplies

²⁰ As published in Australian Centre for Financial Studies (2016) - Expenditure Patterns in Retirement.

- \$4,100 on personal services including haircuts, car servicing, home repairs, recreational pursuits and so on.
- \$7,000 on health services such as chemists, health insurance, co-payments and out-of-pocket expenses.
- Expenses such as utility bills and home and contents insurance have been excluded as this expenditure is likely to leave the region.

TABLE 4: ADDITIONAL TOURISM IMPACTS (SPENDING ON THE EAST COAST) SUMMARY

Year	Estimated tourism spending in the region (in \$M)
2022	\$13.1
2023	\$22.0
2024	\$30.4
2025	\$38.5
2026 and onwards	\$38.7

Source: SGS Economics & Planning

Economic Impacts

The average annual (nominal) impacts of the remaining construction tasks, operation of the development, and wider stimuli are shown in Table 6. These will include:

- Increased average annual investment of \$5.05 million in the East Coast, and \$6.9 million across Tasmania
- An added \$10.8 million to GRP in the East Coast, and \$13.9 million across Tasmania each year on average
- An added \$19.5 million to GRI in the East Coast, and \$29.7 million across Tasmania each year on average
- An average of 43 additional jobs in the East Coast, and 48 across Tasmania. This will be associated with a 3.4 per cent increase in real wages in the East Coast region. Note that the remainder of the jobs required for operation are estimated to be transferred from elsewhere in the economy – i.e. these jobs would have existed under the base case scenario of no development

TABLE 5: ECONOMIC IMPACTS – OPERATIONAL PHASE (ANNUAL AVERAGE FROM 2022 – 2035)

Source of Stimulus	East Coast	Rest of Tasmania	Total Tasmania
Gross Regional Product (\$m)	10.80	3.08	13.9
Gross Regional Income (\$m)	19.50	10.20	29.7
Employment (FTE)	42.73	5.07	47.8
Real wage deviation (%)	3.43	0.01	3.4
Investment (\$m)	5.05	1.89	6.9

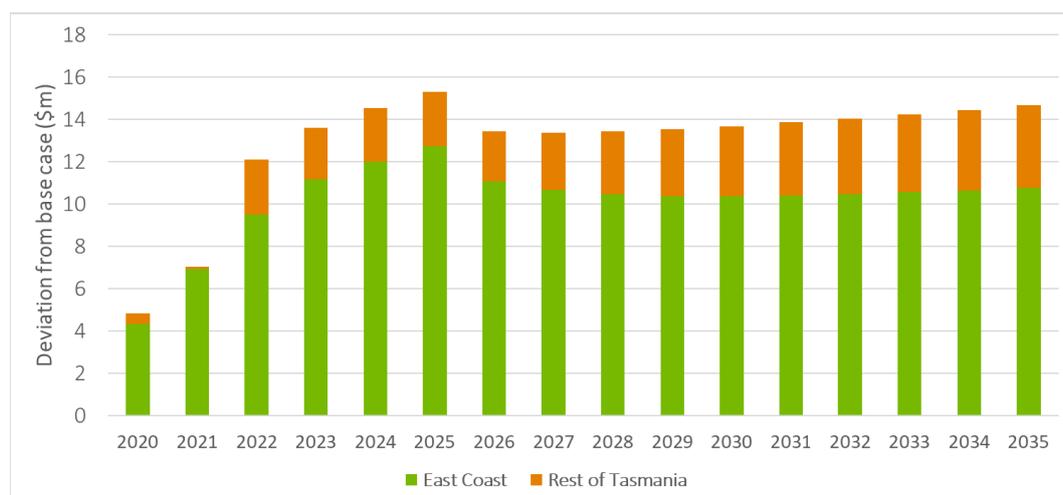
Source: SGS Economics & Planning, Cadence Economics, 2019

Figure 1 and Figure 2 show the annual impact of the development to GRP and GRI. For the 15 year period, and using a discount rate of 7 per cent, the development represents:

- Increased investment with a net present value of \$95 million across Tasmania
- Increased GRP with a net present value of \$116 million across Tasmania
- Increased GRI with a net present value of \$238 million across Tasmania

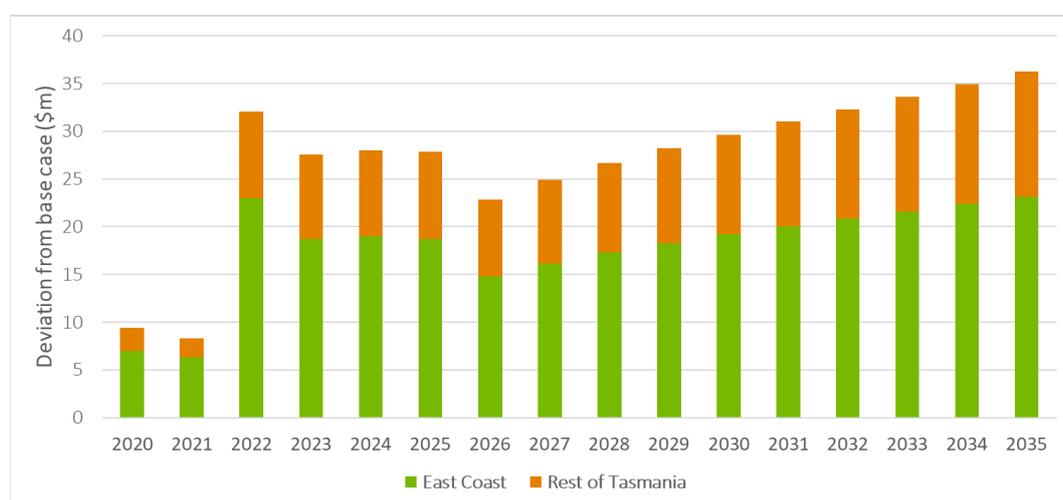
Table 6 then provides the full set of results by year generated by the CEGEM.

FIGURE 1: ECONOMIC IMPACT OVER TIME - GRP (\$ MILLIONS)



Source: SGS Economics & Planning, Cadence Economics, 2019

FIGURE 2: ECONOMIC IMPACT OVER TIME - GRI (\$ MILLIONS)



Source: SGS Economics & Planning, Cadence Economics, 2019

TABLE 6: ANNUAL ECONOMIC IMPACTS

		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Gross Regional Product (\$m)	East Coast	4.3	6.9	9.5	11.2	12.0	12.7	11.1	10.7	10.5	10.4	10.4	10.4	10.5	10.6	10.7	10.8
	Rest of Tas	0.5	0.1	2.6	2.4	2.5	2.6	2.4	2.7	3.0	3.2	3.3	3.5	3.6	3.7	3.8	3.9
	Total	4.8	7.0	12.1	13.6	14.5	15.3	13.4	13.4	13.4	13.4	13.5	13.7	13.9	14.0	14.2	14.5
Gross Regional Income (\$m)	East Coast	7.0	6.3	23.0	18.7	19.0	18.7	14.8	16.1	17.3	18.3	19.2	20.0	20.8	21.6	22.4	23.1
	Rest of Tas	2.4	1.9	9.1	8.8	9.0	9.2	8.1	8.7	9.4	9.9	10.5	11.0	11.5	12.0	12.6	13.1
	Total	9.4	8.3	32.1	27.5	28.0	27.9	22.8	24.9	26.7	28.2	29.6	31.0	32.3	33.6	34.9	36.2
Employment (FTE)	East Coast	15.6	15.0	51.7	49.5	49.5	48.2	39.4	40.2	40.6	40.7	40.6	40.3	40.0	39.6	39.2	38.7
	Rest of Tas	2.1	2.1	5.4	5.2	5.2	5.2	4.2	4.4	4.6	4.8	5.0	5.1	5.2	5.4	5.5	5.6
	Total	17.7	17.2	57.1	54.7	54.7	53.4	43.6	44.7	45.3	45.5	45.5	45.4	45.2	45.0	44.7	44.3
Real wage deviation (%)	East Coast	1.4	1.3	4.5	4.2	4.2	4.0	3.2	3.3	3.3	3.2	3.2	3.1	3.1	3.0	2.9	2.9
	Rest of Tas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1.4	1.3	4.5	4.2	4.2	4.0	3.2	3.3	3.3	3.2	3.2	3.1	3.1	3.0	2.9	2.9
Investment (\$m)	East Coast	18.5	17.4	21.3	15.6	10.2	8.2	-2.5	-0.6	0.7	1.5	2.1	2.5	2.7	2.9	3.0	3.1
	Rest of Tas	-0.5	0.1	1.4	2.0	2.4	2.4	2.5	2.1	1.9	1.7	1.7	1.6	1.6	1.7	1.7	1.7
	Total	18.1	17.4	22.7	17.6	12.6	10.6	0.0	1.5	2.6	3.3	3.8	4.1	4.4	4.6	4.7	4.8

Source: SGS Economics & Planning, Cadence Economics, 2019

3. COST BENEFIT ANALYSIS

A Cost Benefit Analysis (CBA) assesses the merit of investing in a project, i.e. it assesses if it is worth doing when a broad societal perspective is taken. A CBA contrasts the project’s economic, social and environmental benefits with its costs, to establish if the benefits outweigh the costs. If this is the case, the project is considered worth doing from a broad community welfare (or economic efficiency) perspective. This section provides a high level qualitative CBA.

3.1 The CBA Analysis

Under this framework, the merit of the proposed initiative to construct and operate the proposal was evaluated on an incremental basis (i.e. the outcomes are tested in comparison to the outcomes that would occur under a business as usual (BAU) scenario).

The project has been considered at a high-level. SGS has focussed on assessing the most significant social, economic, and environmental costs and benefits.

3.2 Costs and Benefits

The following analysis has been conducted at high level.

TABLE 7: IDENTIFIED COMMUNITY COSTS AND BENEFITS OF THE PROPOSAL

Costs	Scale
Construction and operating costs	Significant - in comparison to developments that typically occur in the region.
Loss of agricultural land	Minor
Environmental costs - runoff	Minor if well managed. Moderate to significant, if poorly managed
Benefits	
Visitor spending benefits – at the resort	Significant. Profits accrue to investors, while significant economic impacts are captured by the local region due to the investment and operational activities of the resort ²¹
Visitor spending benefits – rest of the region	Significant, if demand is realised
Positive contribution to the high-end tourism brand of the region	Significant, if demand is realised
Skills development and jobs	Significant, if demand is realised
Improved business confidence and enhanced recreational benefits for the local population	Significant, if demand is realised
Population growth and demographic change	Significant, if the development attracts new residents to the region.
Improvement of landscape values	Significant
Restoration of historic values	Significant

²¹ Note that financial profits only constitute a small share of the overall impacts generated. Chapter 3 of this report measures the impacts (i.e. value added and employment creation) captured by the local region and remainder of Tasmania, which are stimulated by the large investment and operational activities of the resort, and their flow-on impacts

Costs

Construction costs

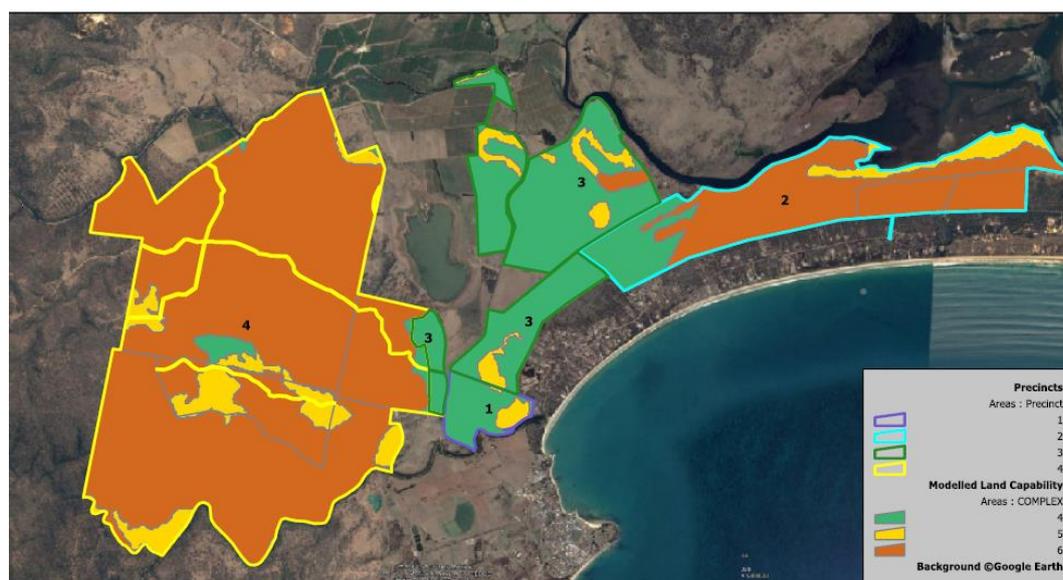
If all components of the proposal are built, construction costs will total almost \$140 million dollars (in nominal terms), which is significant in comparison to developments that typically occur in the region. The high-end nature of services provided mean that operating costs will also be high – almost \$50 million per annum once the development is fully operational.

Loss of agricultural land

The agricultural land on the site is mainly over lowland areas of the property immediately east and west of the Tasman Highway and adjacent to Swan River Road. The land is currently being used for some primary production (e.g. grazing) and rural living. The land is currently not intensively used for agriculture.

To gauge the suitability of the land for agricultural purposes, an agricultural potential report was completed by Ag Logic. To summarise, the areas suitable for any agricultural development are within Precincts 1 and 3 in the figure below. There is limited or no areas suitable for meaningful development in Precincts 2 and 4, and irrigation will not assist in making these areas more productive due to severe limitations from topography, geology and resulting soils. Although there are some areas suitable for extensive grazing of native pastures, this is of minimal profitability to most operations, suggesting that the loss of agricultural land at Cambria Green will be a minor cost for the community.

FIGURE 3: AGRICULTURAL DEVELOPMENT POTENTIAL



Source: Ag Logic, 2019

Environmental costs – runoff

Another risk to take into consideration is pesticide and fertiliser runoff. Golf courses use significant amounts of pesticides to maintain their amenity and aesthetic. Pesticide use and safety and the environmental risks are of major concerns for the public, golfers, and golf course managers, and the storage, application, disposal, and management of pesticide must be administered diligently. Although golf courses are permeable, poor pesticide handling and application can pollute ground and surface waters, harm wildlife, and create occupational and public health and safety risks.

Given that the proposed golf courses are within close proximity of waterways, runoff may be a threat to the health of marine life. Fertilisers contain high levels of nitrogen, phosphorous and potassium, which when used in excess can contribute to environmental challenges such

as eutrophication, where the addition of nutrients to an aquatic system can increase algal growth and decreased dissolved oxygen – these can degrade ecosystems. The East Coast of Tasmania possesses extensive endemic marine life and kelp forests which may be at risk of disturbance if pesticide and fertiliser runoff is not managed appropriately.

Run-off will only become a cost to society if not properly managed by the course superintendents. Further, the proponents of the proposal have a strong incentive to maintain or enhance the natural environment surrounding the courses as the natural values of the area will be a key selling point to attract visitors and residents.

As part of referrals to the section 39 report the document 'PCAB advice to Glamorgan Spring-Bay Council re proposed Cambria Green Specific Area Plan' recommends a Management Plan including details of input regime and regular water quality monitoring to manage the use of fertilisers, pesticides, herbicides on the golf course.

Benefits

Visitor spending benefits – captured at the site

The proposal is expected to attract additional visitors to the region that will spend money at the resort. Although financial returns accrue to investors, some of whom may be foreign, significant *benefits* are captured by the local region due to the investment and operational activities of the resort as well as their flow-on impacts. Chapter 2 of this report measures these benefits (i.e. value added and employment creation) captured by the local region and remainder of Tasmania.

Visitor spending benefits – in Swansea and surrounds

As mentioned in the economic impact section (Chapter 2 of this report), the surrounding region will also benefit from increased tourism spending, as well as the attraction of new residents who will bring money into the community. It has been assumed that 100% of the guests staying at the resort are from out of the immediate region, either traveling from overseas, interstate or from elsewhere in Tasmania, and would not have otherwise visited the region. Guests of the resort will also travel to sites and towns on day trips. This results in increased spending on tourism related industries including retail, transport hire, automotive fuel retailing, tour operator services, sport and recreation activities, cultural services including local art and crafts, also clubs, pubs, taverns and bars, and restaurants, cafes and takeaway food services.

Once fully operational, the resort would increase visitor spending on the East Coast by up to \$39 million (including transport, guided tours, food, beverages and other tourist related spending).

Positive contribution to the luxury tourism brand of the region

The State Government has a bold strategy to be a world leading destination of choice.²²

Developments such as the award winning golf courses in Northern Tasmania (the Dunes and Lost Farm links), and luxury accommodation developments such as Saffire Freycinet and Edge of the Bay resort are a clear indication that Tasmania is in the market to attract high-value visitors looking for distinctive experiences as well as a demonstration of the ability of luxury tourism to draw visitors to regional Australia.

Given the price for a standard room at the resort starts at \$600 a night, it is apparent that the proposed development is catered for high-value visitors, similarly to the developments mentioned above.

If demand is realised, the resort is expected to attract a significant number of high-value guests to the region. For example, the wedding venue is expected to attract 150 guests per event, all of which will likely be staying for the night at the event. Assuming approximately 50

²² https://www.cg.tas.gov.au/home/investment_attraction/investment_opportunities/investment_opportunities2/tourism

weddings in the year, this adds to approximately 7500 visitor nights from the wedding venue alone.

Population and workforce attraction

The combined population at Dolphin Sands and Swansea has been declining (875 people in 2011 to 771 people in 2016) and ageing (median age of 56 years in 2011 to 63 years in 2016).

The increased supply of jobs that the proposed development would offer would likely attract new residents to the region, resulting in increased demand for dwellings in and around Swansea. The proposed development itself may bring up to 40 households to the region.

The Tasmanian Tourism and Hospitality Workforce Development Plan (State Growth, 2016) states there is “a lack of suitable affordable housing <which> is limiting the ability of regional areas, particularly the East Coast, to attract workers.” While approximately a third of private dwellings in Swansea were listed vacant in 2016²³ during Census nights, many of these dwellings are used for visitor accommodation, i.e. holiday rentals.

To illustrate this, there were zero listings of residential rental dwellings as of 8 March 2019 in Swansea, Dolphin Sands and Coles Bay. There was one rental in Bicheno. In addition, there were 18 short stay accommodation rentals available in Swansea and Dolphin Sands on 8 March 2018.

The proponent of the development has indicated that housing for workers can be provided on-site, thereby enabling population growth in the community. It is also envisaged that some accommodation available for short-term rental may be converted to permanent rental, due to increased demand. A 2018 SGS report into the impacts of Airbnb on the housing market suggests the economic returns are often lower than permanent rental. This is confirmed by anecdotal evidence from the real estate sector in Hobart that suggests that some dwellings are converted back into permanent rental due to economic returns of short stay accommodation falling behind expectations.

Skills development and jobs

A declining and ageing population (current situation) means there are fewer working-age residents.

As detailed in the economic impact section, the development, by attracting greater tourist expenditure, will enable the expansion of the employment market in both depth and scope through the availability of a greater variety of occupations such as accommodation managers, chefs, waiters, retail workers, and tour operators. Ancillary population serving employment (e.g. accountants, healthcare workers, education industry workers) will also be attracted.

Given the relatively small and ageing population at Dolphin Sands and Swansea, the wider variety of skills and jobs will bring much needed human capital resources to the region.

Improved business confidence and enhanced recreational benefits for the local population

The project will foster greater town vibrancy attracting a larger pool of customers (both guests and employees of the resort) to businesses. This will lead to increased spending and business confidence and enables increased investment in the region.

The local population would also benefit from an extended offer of things to do and places to visit such as on site eating establishments, recreational, cultural, and leisure facilities.

Improvement of landscape values

Currently, the homestead and surrounding 300 hectares is used for grazing and suffers land degradation due to weeds, flooding drought and grazing. The landscape risks are identified, and management options are proposed in the landscape conservation management plan

²³ ABS Census 2016

(Trethowan Architecture, September 2016). The proposed development aims to halt the deterioration and restore the cultivated and natural landscape values of the estate.

Restoration of historic values

The estate is rich with historic cultural values as identified in the conservation management plan Cambria Estate Swansea (Trethowan Architecture, August 2017). The estate has always been for private use and was not open to the public. The proposed development aims to restore these values, and enable interpretation, exposure and education of these values to a wider public.

3.3 Summary and Recommendations

The high-level cost-benefit analysis was undertaken to consider the possible costs and benefits from an east coast regional community perspective.

Although the analysis is at too high a level to make a definitive judgement of whether the proposal is beneficial from a community welfare perspective. If the economic benefits can be realised, and the social and environmental costs managed and limited, then the proposal would be overall beneficial. Moreover, the costs identified are mostly born by the investors, while the benefits accrue to both the investors and the community.

APPENDIX 1 – ASSUMPTIONS

The tables below provide an overview of the assumptions made when costing the proposal and the source of the information. The costings are at a high, indicative level and should not be relied upon for absolute accuracy. The staging of the works is also preliminary and subject to change (e.g. market demand).

TABLE 8: WEDDING VENUE - KEY ASSUMPTIONS

Assumption	Source
Construction costs of \$5m per year over 2020 and 2021	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
50 wedding events in 2022, 75 events in 2023, and 100 events per year thereafter	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
150 guests per wedding event	<ul style="list-style-type: none"> ▪ Cambria Green
Cost of \$150,000 per event, inclusive of guest accommodation at the resort hotel	<ul style="list-style-type: none"> ▪ Cambria Green
An average of 1.75 guests per room (i.e. 75 per cent couples, 25 per cent singles)	<ul style="list-style-type: none"> ▪ SGS

TABLE 9: HOTEL (SKY RESORT) - KEY ASSUMPTIONS

Assumption	Source
Construction costs of \$17.5m per year over 2020 and 2021, with operations commencing in 2022	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
110 standard and deluxe rooms, with an average price of \$720 per night	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
10 deluxe and presidential suites, with an average price of \$1,600 per night	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
An occupancy rate (excluding wedding and conference guests) of 60 per cent	<ul style="list-style-type: none"> ▪ East Coast Destination Management Plan ▪ SGS
An average of 1.6 guests per room	<ul style="list-style-type: none"> ▪ East Coast Destination Management Plan
\$200 of additional expenditure per person per day at the bar and restaurant	<ul style="list-style-type: none"> ▪ SGS
Tourism expenditure in Swansea informed by data obtained from the Tasmanian Visitors Survey. A 50% inflation is assumed to reflect the high-end tourist market	<ul style="list-style-type: none"> ▪ Tasmanian Visitors Survey ▪ SGS

TABLE 10: INTERNATIONAL CONFERENCE CENTRE - KEY ASSUMPTIONS

Assumption	Source
Construction costs of \$2.5m per year over 2020 and 2021, with operations commencing in 2022	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
One conference every two weeks (26 per year)	<ul style="list-style-type: none"> ▪ SGS
Average conference duration of 3 days, and an average of 100 attendees	<ul style="list-style-type: none"> ▪ SGS
25 staff per event with an average wage rate of \$35/hour	<ul style="list-style-type: none"> ▪ SGS
\$250 of non-labour costs per conference attendee per day	<ul style="list-style-type: none"> ▪ SGS
An average of 1.2 guests per room (guests stay in the sky resort)	<ul style="list-style-type: none"> ▪ SGS

TABLE 11: GOLF COURSE AND CLUBHOUSE - KEY ASSUMPTIONS

Assumption	Source
Construction costs of \$4m per year over 2020 and 2021, with operations commencing in 2022	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
Operating costs of \$1.5m per year	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
30,000 golfers per year (100 rounds per day over 300 days)	<ul style="list-style-type: none"> ▪ Cambria Green
Pricing of \$100 per round of golf	<ul style="list-style-type: none"> ▪ Cambria Green
5 per cent of golfers are not guests at the resort, and 50 per cent of these have partners	<ul style="list-style-type: none"> ▪ SGS
Average non-guest tourism expenditure in Swansea of \$50 per person	<ul style="list-style-type: none"> ▪ SGS

TABLE 12: RETIREMENT FACILITIES - KEY ASSUMPTIONS

Assumption	Source
Construction costs of \$10m in 2021 and \$5m per year over 2022 and 2023. This translates to 50 available units in 2022 and 100 available units from 2023	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
Occupancy rate of 20 per cent in 2022, 40 per cent in 2023, 60 per cent in 2024, 75 per cent in 2025, and 80 per cent thereafter	<ul style="list-style-type: none"> ▪ SGS
An average of 1.5 occupants per unit	<ul style="list-style-type: none"> ▪ SGS
Spending by occupants on food, groceries, retail, services, and health care in Swansea informed by ' <i>Expenditure patterns in retirement; using ASFA data</i> '	<ul style="list-style-type: none"> ▪ Australian centre for financial studies (2016)

TABLE 13: VILLAS - KEY ASSUMPTIONS

Assumption	Source
50 villas built each year from 2022 to 2025 at a cost of \$300,000 each	<ul style="list-style-type: none"> ▪ Cambria Green ▪ SGS
Operating cost equal to 4 per cent of the capital value of both the villas and retirement facilities jointly (i.e. body corporate, management, and marketing fees)	<ul style="list-style-type: none"> ▪ SGS
An average of 2.5 occupants per unit	<ul style="list-style-type: none"> ▪ SGS
An average stay duration of 3 days	<ul style="list-style-type: none"> ▪ SGS
Tourism expenditure in Swansea informed by data obtained from the Tasmanian Visitors Survey. A 50% inflation is assumed to reflect the high-end tourist market	<ul style="list-style-type: none"> ▪ Tasmanian Visitors Survey ▪ SGS

Due to the availability of only revenue estimates for components of the proposal, the operating costs of these have been assessed using assumed operating surplus'. These have been calculated by analysing the ABS tourism satellite accounts and dividing the direct tourism output by the gross operating surplus and money spent on wages to find the profit margin of different tourism related industries and the share of revenue spent on wages.

Specifically, the quantities used are:

- An operating surplus of 8 per cent for the wedding venue and conference centre, and on food and beverage services
- An operating surplus of 16 per cent for the hotel accommodation

TABLE 14 GROSS OPERATING SUPLUS AND WORKER COMPENSATION BY DIFFERENT TOURISM RELATED INDUSTRIES (%)

Tourism related industries	Operating surplus	Compensation of workers
Accommodation	16%	31%
Ownership of dwellings	70%	0%
Cafes, restaurants and takeaway food services	8%	35%
Clubs, pubs, taverns and bars	27%	25%
Rail transport	17%	28%
Taxi transport	27%	16%
Other road transport	16%	26%
Air, water and other transport	11%	20%
Transport equipment rental	41%	16%
Travel agency and tour operator services	23%	38%
Cultural services	16%	35%
Casinos and other gambling services	40%	14%
Sports and recreation activities	7%	16%
Automotive fuel retailing	18%	13%
Other retail trade	18%	41%
Education and training	8%	66%
Other	28%	41%
GRAND TOTAL	19%	29%

Source: SGS Economics and Planning 2016, ABS Tourism Satellite Accounts 2016.

APPENDIX 2 - CEGEM

CEGEM is a multi-commodity, multi-region, dynamic model of the world economy. Like all economic models, CEGEM is based on a range of assumptions, parameters and data that constitute an approximation to the working structure of an economy. Its construction has drawn on the key features of other economic models such as the global economic framework underpinning models such as GTAP and GTEM, with state and regional modelling frameworks such as Monash-MMRF and TERM.

Labour, capital, land and a natural resources comprise the four factors of production. On a year-by-year basis, capital and labour are mobile between sectors, while land is mobile across agriculture. The natural resource is specific to mining and is not mobile. A representative household in each region owns all factors of production. This representative household receives all factor payments, tax revenue and interregional transfers. The household also determines the allocation of income between household consumption, government consumption and savings.

Capital in each region of the model accumulates by investment less depreciation in each period. Capital is mobile internationally in CEGEM where global investment equals global savings. Global savings are made available to invest across regions. Rates of return can differ to reflect region specific differences in risk premiums.

The model assumes regional labour markets operate in a model where employment and wages adjust in each year so that, for example, in the case of an increase in the demand for labour, the real wage rate increases in proportion to the increase in employment from its base case forecast level. The coefficient of adjustment is chosen so that the employment effects of a shock are largely eliminated after about ten years. Labour supply is determined by demographic factors.

CEGEM determines regional supplies and demands of commodities through optimising behaviour of agents in perfectly competitive markets using constant returns to scale technologies. Under these assumptions, prices are set to cover costs and firms earn zero pure profits, with all returns paid to primary factors. This implies that changes in output prices are determined by changes in input prices of materials and primary factors.

The advantage of a global model such as CEGEM is that it accounts for bilateral trade flows of all commodities between regions. Goods are imperfect substitutes, implemented through the Armington assumption. The model does not require the regional current account to be in balance as the capital account can adjust to maintain balance of payments equilibrium.

Base data

The starting point for the base data in CEGEM is the global database produced by the Global Trade Analysis Project (GTAP). This database is comprised of 140 country and regional groups and 57 production sectors. The Australian component of this database was supplied by the Productivity Commission and is based on Australian input-output tables produced by the Australian Bureau of Statistics (ABS).

For the purposes of this exercise, the database has been aggregated to the 18 sectors shown in Table 15. The Australian economy is split into the East Coast, the remainder of Tasmania and the rest of Australia.

TABLE 15 SECTORS AND REGIONS IN CEGEM

Number	Sector	Number	Region
1	Agriculture	1	Greater Launceston
2	Coal	2	Rest of Tasmania
3	Oil	3	Rest of Australia
4	Gas	4	Rest of the world
5	Other Mining		
6	Manufacturing		
7	Electricity		
8	Water		
9	Construction		
10	Trade		
11	Land transport		
12	Water transport		
13	Air transport		
14	Communications		
15	Finance and Insurance		
16	Other Business Services		
17	Recreational Services		
18	Other Services and Government		

Source: Cadence Economics, 2017

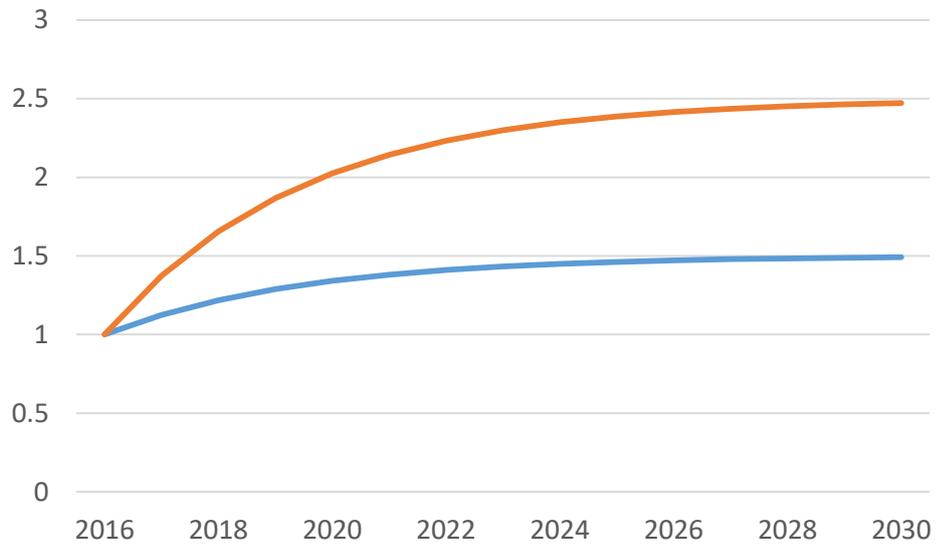
Dynamics

CEGEM is a recursive dynamic model that solves year-on-year over a specified timeframe. The model is then used to project the relationship between variables under different scenarios, or states, over a predefined period. This is illustrated in Figure 4. This shows the reference case scenario forms the basis of the analysis. The model is solved year-by-year from time 0, which reflects the base year of the model, to a predetermined end year (in this case 2035).

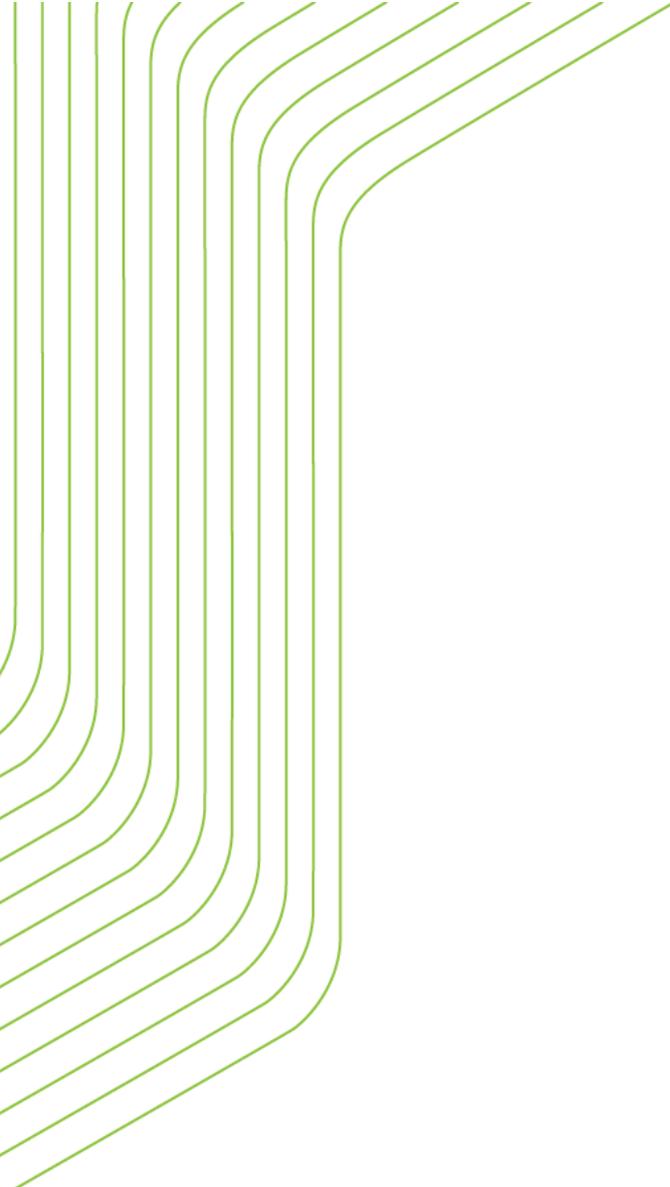
The variable represented on the vertical axis in Figure 4 could be one of the hundreds of thousands represented in the model ranging from macroeconomic indicators such as real GDP to sectoral variables such as the exports of thermal coal. In the figure, the percentage changes in the variables have been converted to an index (= 1.0 in 2005) and are projected to increase by 2030.

Set against the reference case scenario is a 'scenario projection'. This scenario represents the impacts of imposing a policy shock. That results in a new projection of the path of the variable over the simulation time period. The impacts of the policy change are reflected in the differences in the variable at time T. It is important to note that the differences between the reference case and policy intervention scenario are tracked over the entire timeframe of the simulation

FIGURE 4: DYNAMIC SIMULATION USING CEGEM



Source: Cadence Economics, 2017



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TRAFFIC ASSESSMENT

PROPOSED

CAMBRIA PROJECT

TOURIST ACCOMMODATION, EVENTS CENTRE
AND RELATED RECREATIONAL
DEVELOPMENTS

TASMAN HIGHWAY AND ADJOINING ROADS
SWANSEA

MARCH 2019

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SWANSEA

MARCH 2019

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ATTACHMENTS

Attachment A: Concept Master Plan - Plan of proposed land activities

REFERENCES:

- Australian Standard AS 1742.2-2009 – Manual of uniform traffic control devices Part 2: Traffic control devices for general use
- AUSTRROADS – Guide to Road Safety Part 6: Road Safety Audit
- AUSTRROADS – Guide to Road Design Part 4: Intersections and Crossings General (2017)
- AUSTRROADS – Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2017)
- AUSTRROADS – Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings
- AUSTRROADS – Guide to Road Design Part 3: Geometric Design (2009)
- Glamorgan Spring Bay Interim Planning Scheme 2015
- Road Traffic Authority NSW – Guide to Traffic Generating Developments, 2002
- Road and Maritime Services (Transport) - Guide to Traffic Generating Developments; Updated traffic surveys (August 2013)

1. INTRODUCTION

Cambria Green Agriculture Development Pty. Ltd. is considering the potential to develop various properties located around 1-5km north of Swansea based around the historic Cambria property.

In order to allow the completion of the Master Plan for the development, traffic engineering advice is required regarding the road network that will be affected by the proposed *Cambria Project*. This is to ensure developments proposed by the Master Plan do not create any adverse safety or operational outcomes.

This traffic report outlines the finding from on-site investigations along roads and at intersections expected to be affected by the possible developments, supported by traffic volume and crash data.

The report describes the current road and traffic conditions along the roads and at intersections that are likely to be used to access the proposed development sites.

Some determinations are made of the traffic that potential land use activities will generate and the impact of this traffic on access junctions and public road intersections. Consideration is given to available sight distances and required access and intersection management.

The techniques used in the investigation and assessment incorporate best practice road safety and traffic management principles.

2. SITE DESCRIPTION

The area under consideration for the Cambria Project development is located generally on both sides of the Tasman Highway around 1-5km to the north of Swansea, with the southern limits being the Cambria Homestead.

The area has a relatively short length of frontage to the Tasman Highway and more extensive frontages to both McNeills Road and Swan River Road – Dolphin Sands Road.

The land along these roads is predominantly farming with some bushland and the holiday resort development at Dolphin Sands.

The general location of the proposed development is highlighted on the extract from the map for this area, seen as Figure 2.1.

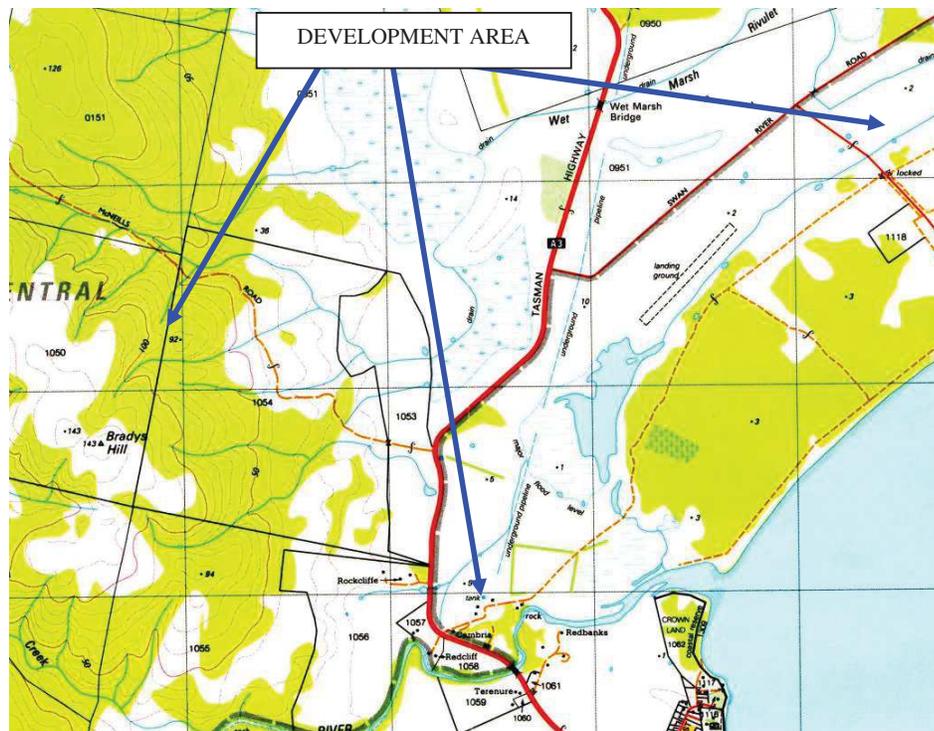


Figure 2.1: Extract from area map showing area of proposed development

3. DEVELOPMENT PROPOSAL

The land under consideration for various land use developments consists of multiple lots which have a total area of approximately 3,440m².

These lots can be accessed at some 14 locations including Tasman Highway (4 accesses), McNeills Road (4 accesses), Swan River Road (1 access), Dolphin Sands Road (2 accesses), Yellow Sandbanks Road (1 access), and two accesses through another lot (148001/1).

With respect to the Tasman Highway, the development will extend each side of the highway for a distance of around 2km, effectively between the Cambria Homestead access road at the southern end and Swan River Road at the northern end.

Various land use activities are under consideration for the lots including:

- Agriculture (Organic Farming) – orchards, crops, grazing and hay production, and vineyards;
- Tourism Development - resort, motel, single and multiple dwellings;
- Health Retreats – recuperation holiday accommodation, palliative care;
- Retail / Commercial - shops, restaurants, recreation centre, service station, clinics and consulting rooms;
- Golf course – including club rooms;
- Light Aircraft Landing Strip – scenic flight facilities, Royal Flying Doctors Service facilities.

The current draft master plan groups development into a number of precincts. It provides the following detail:

CAMBRIA HOMESTEAD & SURROUNDS

The Cambria Homestead and Surrounds precinct, located on the eastern side of the Tasman Highway and around one kilometre to the north of Swansea, proposes to centre development around both the agricultural use of the land and the restoration of the heritage buildings as a focal point for the wider development.

The heritage restoration is proposed to include a dwelling for staff and administration, restaurant/bar facility (also associated with winery), tourist accommodation, a function/event centre, recreational facilities such as a pool, tennis courts, etc, and a tourist operation.

The tourist accommodation is proposed to be up to 30 villas/cabins, with a number of rooms accommodated within the homestead and stables buildings.

THE HILLS RESORT

The development of the hills to the west of Tasman Highway and predominantly to the south of McNeills Road, but also areas to the north of the road, utilises both the views provided by the hills over the surrounding area, and the seclusion and sense of wilderness west of the ridgeline. A number of accommodation units are proposed, in six to seven clusters.

The Hills Resort precinct would also include tourist facilities that are centred around a trail network through the bushland of the hills off the back of the ridgeline. This involves walking and mountain bike trails throughout selected areas, and the designation of large areas for conservation and management. It is also proposed to connect this trail network to the town of Swansea, and to provide a hut type cabin/shelter for trail users.

In the longer term, it is proposed to include more facilities in this precinct, such as arrangements to provide palliative care in some of the accommodation, area for functions or events, and small retail operations for visitors and staff.

GOLF COURSE & RECREATION

This would include a golf course that provides for 18 holes, a clubhouse and car-parking, and practice greens and fairways along Swan River Road.

The precinct also proposes a tourist facility such as kayak / small boat hire facilities and a bird-hide area at the end of the golf course, with connection via an interpretive boardwalk to the road at lot 15917/5.

Twelve dwellings are proposed on the higher ground south of the eastern end of the golf course, as part of a strata development.

A drawing showing the overall layout of the proposed land activities, extracted from the Ireneinc Concept Master Plan report is included with this report as Attachment A.

4. EXISTING ROAD AND TRAFFIC ENVIRONMENT

The proposed areas of development that are likely to form part of the Cambria Project development will be accessed from the Tasman Highway, McNeills Road and Swan River Road – Dolphin Sands Road.

The road and traffic characteristics of each road are discussed below.

4.1 Tasman Highway

The Tasman Highway is the responsibility of the state government. To the north of Swansea, the Tasman Highway is classified as a Category 4 –Feeder Road. Such roads are intended to provide safe passenger vehicle and tourist movement within the regions of Tasmania.

The highway has two standards of construction between the Cambria Homestead access road junction and the Swan River Road junction.

North of the Cambria Homestead access road junction to just south of the McNeills Road junction, the highway is sealed to a width of around 5.8m. It is effectively a two-lane two-way highway with a marked centreline but no edgelines and no sealed shoulders.

From just south of McNeills Road junction northwards, the highway has been upgraded and has a width of up to 7.0m with the two traffic lanes and 1.0m wide sealed shoulders both sides of the highway, together with a painted centreline and edgeline markings.

There are no special treatments at any of the road junctions or property access junctions along the highway within the 2.0km length relevant to the proposed development, other than at the Swan River Road junction where right turn lane was installed on the highway at the end of March 2016.

Traffic Activity

Enquiries made with the Department of State Growth (DSG) resulted in traffic volume data being obtained for the Tasman Highway. The most recent available traffic data are from a survey undertaken in November 2016 at a point 295m to the south of Lake Leake Main Road, which is around 5.5km to the north of Swan River Road junction. The traffic volume at this site would be representative of the traffic on the highway from the Swan River Road junction through to the Cambria Homestead access road.

The data show the following:

- Average Annual Daily Traffic (2016): - 1,495 vehicles/day
- Average Weekday Traffic (November 2016): - 1,600 vehicles/day
- Weekday Morning Peak Hour Traffic (11-12noon): - 85 vehicles to north
- 65 vehicles to south
- Weekday Afternoon Peak Hour Traffic (3-4pm): - 77 vehicles to north
- 74 vehicles to south

The two-way total traffic volume on Saturday had the hourly peak of 224 vehicles/hour at 11:00am – 12:00noon and on Sunday the peak hour occurred at 12:00noon – 1:00pm with 257 vehicles/hour. The total daily traffic volume on Saturday and on Sunday was around 13.5% higher and 32% higher, respectively than the average weekday traffic volume over the 10 day period of this survey.

The hourly traffic volumes for the average weekday as well as Saturday and Sunday in November 2016 have been graphically presented in Figures 4.1 to 4.3.

The seasonal traffic variation over the year at the survey site is consistent with seasonal group P52. There has been a 2.1% p.a. compound growth in the traffic at this point over the last 18 years.

The general rural speed limit of 100km/h applies to this section of the Tasman Highway.

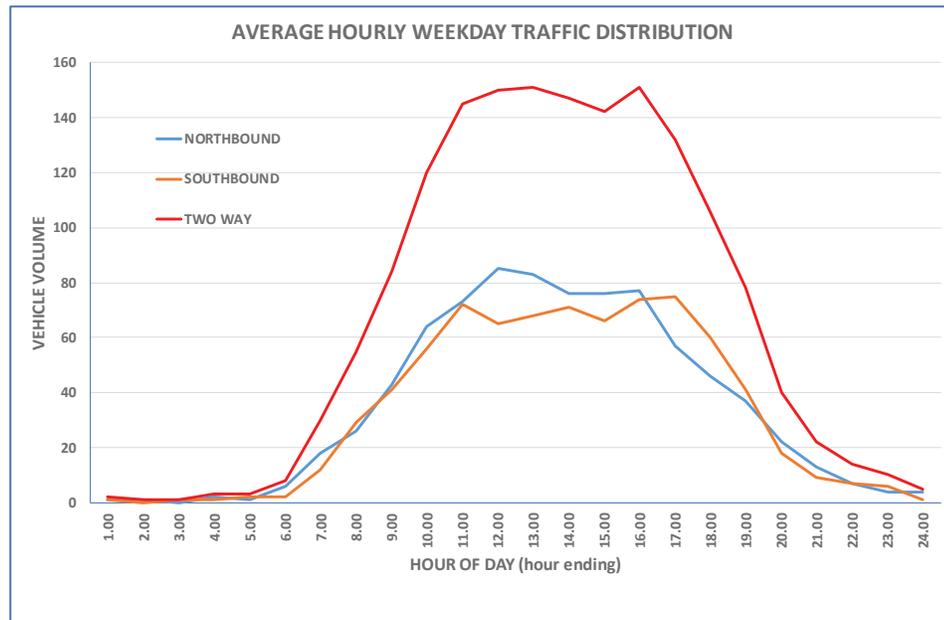


Figure 4.1: Average Hourly Weekday Traffic Distribution along Tasman Highway

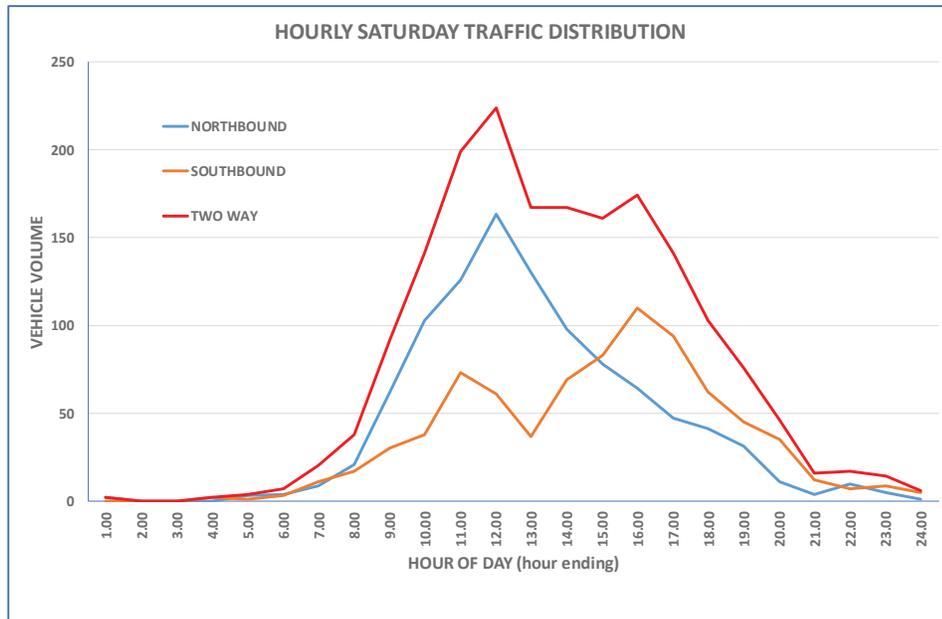


Figure 4.2: Average Hourly Saturday Traffic Distribution along Tasman Highway

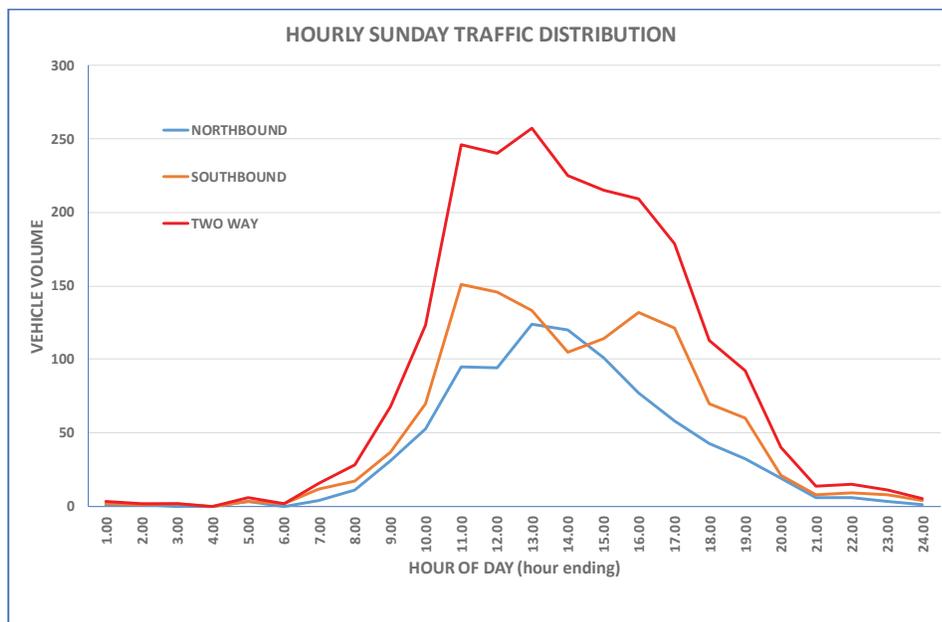


Figure 4.3: Average Hourly Sunday Traffic Distribution along Tasman Highway

Crash Record

Information was requested from the DSG about any reported crashes along the Tasman Highway between Shaw Street in Swansea and Lake Leake Main Road, a distance of some nine kilometres.

Advice was received that there have been 18 reported crashes along this section of the highway over the past five years since January 2014. Of these crashes, 15 have been link crashes, away from any road junction, with seven occurring in 2017. There has been nearly the same number of crashes to the north of Swan River Road junction as there has been to the south (seven to north and eight to the south). Eight have been loss of control crashes and two of these resulted in serious injury.

Of the eight crashes between the Cambria Homestead access road and Swan River Road six have occurred at three locations (two crashes at three locations on different days and years).

Of the other three junction crashes, two occurred at the Swan River Road junction in 2015 and 2016, before the right turn lane was installed.

The other junction crash was a minor angle collision that occurred in 2015 at the Lake Leake Main Road junction.

4.2 McNeills Road

McNeills Road is a local government road which services access to adjoining farmland. The only visible development along the road is a large shed on the property on the northern side of the road just to the west of the Tasman Highway and a dwelling on the property around 6.5km to the west of the highway.

The road has a gravel surface with a variable trafficable road width. Over the initial 1.7km (approx) from the Tasman Highway it has a width of around 4m and trafficable width including shoulders of around 5m. Over the next half kilometre (approx) the trafficable road width narrows to around 3.5 - 4.0m and the surface is more uneven. Beyond this the road again has a similar standard of construction and width to the initial section for the next four kilometres (approx).

The general rural speed limit for gravel roads of 80km/h applies to McNeills Road.

Traffic Activity

The Glamorgan Spring Bay Council does not have any traffic volume data for McNeills Road.

It is estimated the road would carry less than 20 vehicles/day to and from the Tasman Highway.

Crash Record

Information was requested from the DSG about any reported crashes along the McNeills Road.

Advice was received that there has been one loss of control crash on the road over the past five years. This occurred in 2017 some seven kilometres to the west of the Tasman Highway and resulted in minor injury.

4.3 Swan River Road

Swan River Road is a local government road which services access to adjoining farmland over its approximate 3.2km length from the Tasman Highway to its end at the Swan River. However, its main function nowadays is to provide access to the holiday home and shack area of Dolphin Sands, which lies along Dolphin Sands Road.

Apart from a 40-degree bend to the northeast around 200m to the east of the Tasman Highway, Swan River Road has a virtually straight horizontal alignment on a fairly flat grade.

The road is sealed to a width of 5.8m for a distance of around 300m from the Tasman Highway and then tapers down to a width of around 5.4m, remaining at this width to the Dolphin Sands Road junction. To the east of this junction, Swan River Road is sealed to a width of around 5.0m for a distance just over 100m to the Marsh Rivulet Bridge and around 4.5m beyond this to the end of the road.

An 80km/h speed limit applies to Swan River Road.

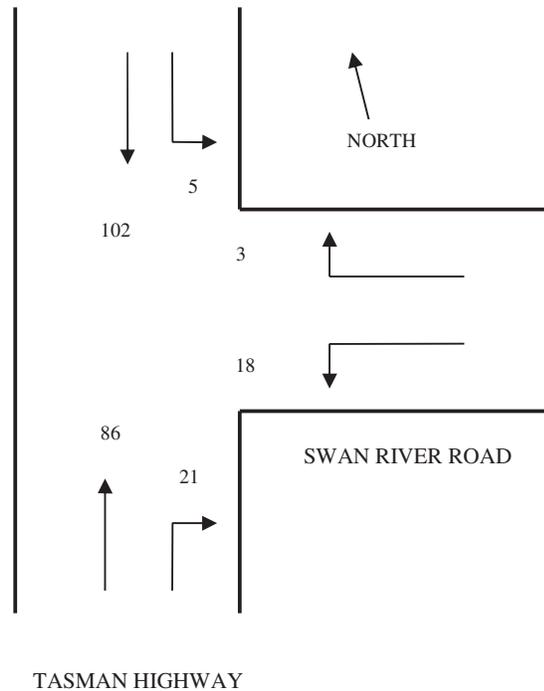
Traffic Activity

The Glamorgan Spring Bay Council has advised it does not have any traffic volume data for Swan River Road.

As a result, a turning movement survey was carried out at the junction of Swan River Road with the Tasman Highway to gain some knowledge of the traffic activity along this road. The survey was undertaken between 3:00pm and 4:00pm on Wednesday 30 March 2016. The survey findings have been summarised in Figure 4.4.

It can be seen the traffic volume on Swan River Road during this period was 48 vehicles/hour with 227 vehicles/hour on the Tasman Highway to the south of the junction.

It is expected the traffic volume along Swan River Road would have a seasonal variation, similar to that for the Tasman Highway and the expected Annual Average Daily Traffic would therefore be around 400 vehicles/day with peak season traffic on a weekend being possibly up to 700 vehicles/day.



**Figure 4.4: Turning traffic at Tasman Highway/Swan River Road
3:00pm to 4:00pm – weekday March 2016**

Crash Record

Information was requested from the DSG about any reported crashes along the Swan River Road.

Advice was received that apart from the two rear end crashes at the junction with the Tasman Highway, there have been no reported crashes along the road over the past five years.

Notwithstanding this, the bend in the road to the east of the Tasman Highway does not have adequate warning signs to advise approaching motorists of the safe speed to negotiate the bend. In addition, there are no guide posts along the road.

4.4 Dolphin Sands Road

Dolphin Sands Road is a local government road which provides frontage access to the holiday home and shack development along its approximate full 13.5km length, apart from the initial one kilometre from Swan River Road.

The road follows a fairly straight horizontal alignment on a flat grade apart from a right-angled bend in the road around 1.2km from Swan River Road and a few slight curves spaced along the road to the east.

The road has an initial sealed width of 6.8m from Swan River Road, reducing to a width of around 5.8m by the start of the frontage development and continuing at this standard virtually to its eastern end.

An 80km/h speed limit applies to Dolphin Sands Road.

Traffic Activity

The traffic activity along Dolphin Sands Road would be the same as indicated above for Swan River Road. The traffic volume eastwards along the road would obviously reduce as the number of dwellings/shacks reduce.

Crash Record

Information was requested from the DSG about any reported crashes along the Dolphin Sands Road.

Advice was received that there have been no reported crashes along the road over the past five years.

Again, the road is lacking in guide post delineation along the road.

5. TRAFFIC GENERATION BY PROPOSED DEVELOPMENT

Based on the discussion in section 3 of this report about the possible overall development in the area as part of the Cambria Project, consideration has been given below to the potential traffic that the areas of development are likely to generate.

In order to determine the traffic activity that the proposed development will generate, guidance has been sought from the New South Wales Road Traffic Authority (RTA) document – Guide to Traffic Generating Developments. The Guide discusses traffic generation characteristics and parking requirements for various developments.

The type of development being considered and likely traffic activity for each area is detailed below.

CAMBRIA HOMESTEAD & SURROUNDS

- tourist accommodation with up to 30 villas/cabins and a number of rooms within the homestead and stables buildings.
- a function/event centre;
- restaurant/bar facility.

Tourist accommodation traffic

The proposed tourist accommodation rooms and units would have much the same traffic generation rates as motels.

The Guide states that for motels the daily vehicle trip rate is 3 vehicles/day/room with afternoon peak hour trips being 0.4 vehicles/hour/room. The Guide also suggests that trip generation rates for such a development should be based on 85 percent occupancy on peak days of the year.

Adopting these recommended traffic generation rates and assuming there will be up to 40 accommodation rooms, the expected traffic is:

- 102 vehicles/day; and
- 14 vehicle/hour during the peak hour.

Event centre traffic

It is assumed the events centre will have the capacity to accommodate up to 75 people. Possible scenarios with the use of the events centre are either for a conference or for a function e.g. a wedding reception.

It is considered events held at this venue would have the following traffic generation scenarios:

- around 40% of all participants stay at the tourist accommodation on the site and others arrive/depart by car. The guests arriving and departing a function would generate some 18 car movements each way;
- when functions are held at the event centre with up to 75 guests, there would be round 8 staff/employees based on a 9.7 seats/staff (as recommended in the RTA Guide). These employees would generate a total of say 6 vehicle trips each way, mostly occurring at different times to most of the function centre guest vehicle movements.

Restaurant/bar traffic

Assuming the events centre is a separate facility on the site, it would be expected the restaurant and bar would predominantly cater for the tourist accommodation guests with some additional diners from passing traffic and from Swansea.

Assuming a 70-seat restaurant with an 85% occupancy and around 60% of guests are from the tourist accommodation on site, the visiting diners from elsewhere would arrive and depart in around 12 cars (24 vehicle movements).

There would also be a similar number of employees at the restaurant as for the events centre generating the same number of vehicle trips (6 vehicle trips each way).

Total future traffic activity

The above activities will mostly generate traffic movements at different times of the day. As a worst-case situation, if the events centre function guest arrival or departure times overlap with arrival and departure of other tourist accommodation guests as well as some employees, there could be up to 42 vehicles/hour arriving and departing at different times of the afternoon/evening (total of around 200 vehicles/day).

THE HILLS RESORT

- a number of accommodation units in six to seven clusters;
- a trail network through the bushland with walking and mountain bike trails throughout selected areas;
- in the longer term more facilities such as arrangements to provide palliative care in some of the accommodation, area for functions or events and small retail operations for visitors and staff.

Accommodation unit traffic

The proposed accommodation units would again have much the same traffic generation rates as above.

Adopting these recommended traffic generation rates and assuming there will be up to 35 accommodation units (five per cluster), the expected traffic generation is:

- 90 vehicles/day; and
- 13 vehicle/hour during the peak hour.

Longer term facilities traffic

At this stage what may eventually be included in this development is undefined. For the purpose of this assessment it will be assumed the traffic generation by this additional development will be around the same as for the accommodation units.

GOLF COURSE & RECREATION

- a golf course that provides for 18 holes, a clubhouse and car-parking, and practice greens and fairways along Swan River Road;
- twelve dwellings on the higher ground south of the eastern end of the golf course, as part of a strata development;
- a tourist facility such as kayak/small boat hire facilities and a bird-hide area.

Golf course traffic

It is difficult to predict the likely participation at the golf course in this location.

From traffic investigations undertaken at golf facilities some time ago in the greater Hobart area, it is understood that Saturday is the busiest day of the week. With respect to seasonal variations in traffic flows:

- Saturday is typically the busiest day of the week;
- Seasonal variation in the total daily number of golfers is minimal; the seasonal variation occurs with respect to the morning start time – earlier in summer, later in winter;
- Occasional tournaments may increase the number of golfers slightly on that for Saturdays; tournaments can also be held on weekdays;
- There is a movement of golfers to and from the golf club over the day; morning golfers gone by lunch time; afternoon golfers may stay on for a while to around 5.30pm.

Basing the traffic generation on these investigations the golf course could generate up to 200 vehicles/day (to and from the course) with hourly movements of up to around 25 vehicles/hour.

Dwelling traffic

Dwellings in this area of Tasmania would generate much less traffic than in metropolitan areas.

It is reasonable to assume the trip generation would be around 4 vehicles/dwelling/hour. On this basis, the traffic generation by the twelve dwellings would be 48 vehicles/day and around 5 vehicles/hour.

Tourist attraction

Again, the likely level of traffic activity to such an attraction is difficult to specify. It will be assumed there will be up to 15 vehicle movements per hour at peak times.

6. ASSESSMENT AND IMPACT OF POTENTIAL DEVELOPMENT

This section of the report considers the impact that the traffic expected to be generated by the proposed development will have on affected roads, in particular at the intersections and junctions of the development site access roads and public roads.

This includes the operational impact as well as safety considerations such as the intersection or junction management and available sight distances along the through road.

While there are potentially 14 access locations to the lots under consideration for the Cambria Project master plan, detailed consideration has been given to the few accesses that have most likelihood of being used as well as the affected public road junctions.

It is recommended from the outset that the lots should be developed around having the minimum number of access points onto public roads. This in particular applies to the Tasman Highway. While the lots forming part of the Cambria Project have four access points to the Tasman Highway, apart from the Cambria Homestead access, the development needs to aim at having accesses on to the local council roads but still minimising the number of local roads accesses where possible.

6.1 Junction of Cambria Homestead access road with Tasman Highway

Operational impact of increased traffic activity at junction

As detailed in Section 5 of this report it is estimated the proposed development at this location is expected to generate up to around 42 vehicles/hour. Based on this, as a worst case, the possible turning and passing traffic volumes during a Sunday early afternoon period in January 2029 would be as seen in Figure 6.1, which is based on Figure 4.3 and associated information in Section 4.1 of this report.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volumes in this case will be less than 30% of this maximum volume. The junction will therefore operate efficiently at a Level of Service A-B with a very low degree of saturation and there will be negligible queuing or traffic delay.

Therefore, no operational or capacity issues will arise at Tasman Highway/ Cambria Homestead access road junction as a result of this proposed development for decades to come.

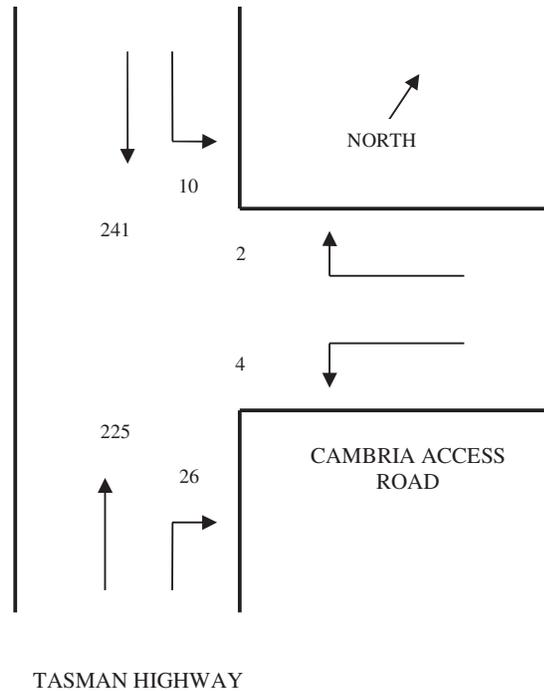


Figure 6.1: Turning traffic at Tasman Highway/Cambria Homestead Access Road – weekend afternoon, January 2029

Layout of Tasman Highway/Cambria access road junction

As can be seen from Photographs 6.1 and 6.2, the junction layout consists simply of the 5.8m wide sealed Tasman Highway with narrow gravel shoulders in places. The Cambria Homestead access road has a gravel surface up to the seal of the highway carriageway.

There is a need to determine the form of junction treatment required on Tasman Highway to accommodate the safe movement of conflicting through and turning vehicles and if there is a need for passing or auxiliary lanes. Such an assessment is based on the traffic conflict at the busiest times of the year between the traffic that the development will regularly generate and the passing traffic volume on the Tasman Highway.



Photograph 6.1: View to south along Tasman Highway with Cambria access road on left



Photograph 6.2: View along Cambria access road from Tasman Highway

As indicated above, the peak hour traffic activity at the Tasman Highway/Cambria Homestead access road junction in year 2029 is expected to be as shown in Figure 6.1.

In order to determine what junction treatment is required with the expected future level of traffic activity, consideration has been given to the advice given in the Austroads Guide to Road Design – Part A: Unsignalised and Signalised Intersections. Reference is made to Figure 6.2 which is an extract from the Guide that gives advice on the turn lane requirements at sign controlled road intersections and junctions.

Applying the expected future traffic volumes at the junction, as presented in Figure 6.1, to the graphs in Figure 6.2, indicates there would be a need for the installation of a CHR(S) treatment to allow northbound through vehicles to pass to the left of a vehicle turning right into the access road. This is based on a worst case situation on the Saturday or Sunday, when this level of traffic conflict would occur a few weekends a year; therefore, a BAR treatment may be sufficient in this case (subject to a final assessment in a TIA as part of a development application).

There will also be a need to seal the access road for a distance of at least 20m back from the edge of the Tasman Highway seal.

The access road is quite flared as it meets the Tasman Highway, sufficient to allow simultaneous passing of an entering and exiting vehicle, without the need for any widening.

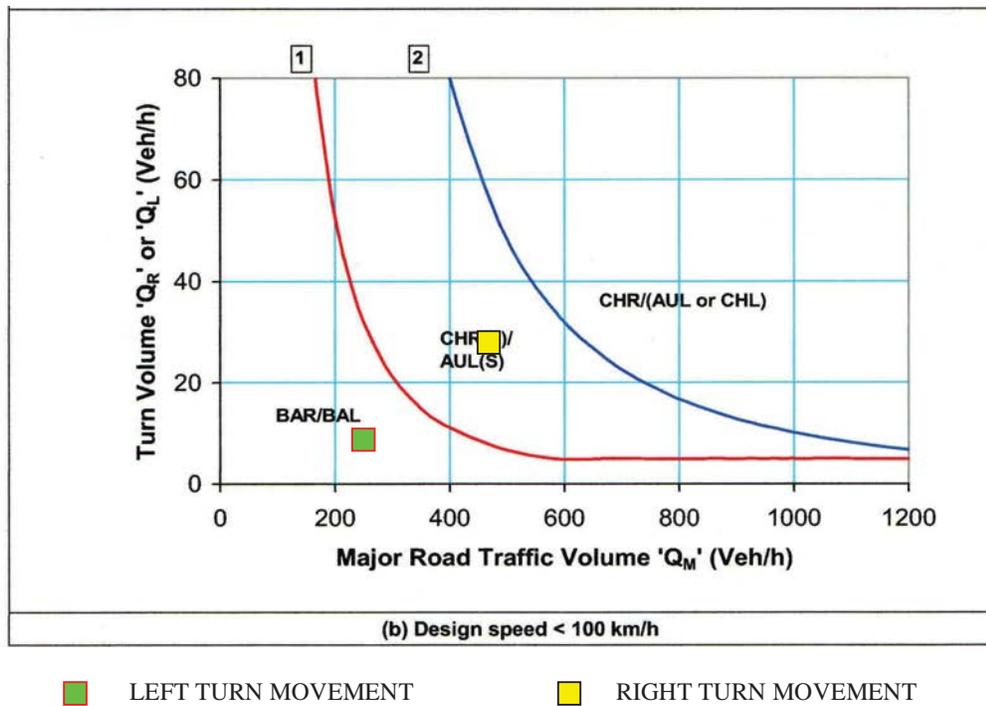


Figure 6.2: Warrant for turn treatments at sign controlled junctions

Sight distances along Tasman Highway at Cambria Homestead access road junction

Measurement of the available sight distances along Tasman Highway to and from the Cambria Homestead access road has found there is a deficiency in the available sight lines.

The sight distances were measured from a point at least 3m back from the edge of the through road and from an eye height of 1.1m to approaching vehicles at 1.25m height, as required by Austroads guidelines.

Views of the sight lines are seen in Photographs 6.3 to 6.6.

A speed survey was undertaken of a sample of approaching vehicles on Tasman Highway from each direction. This speed survey found that the 85th percentile speed of vehicles from the north is 68.5km/h and from the south is 78km/h.

The required safe intersection sight distance for these approach speeds based on Austroads Guidelines is 147m to the north and 175m to the south.

Measurements of the available sight distances along the Tasman Highway to and from a vehicle exiting the site has found the sight distances to be around 135m to the north and around 200m to the south.

Measurements of the available sight distances along Tasman Highway to and from a vehicle turning right at the access road have found the sight distances to be around 165m to the north and over 300m to the south.

The available sight distances at the Cambria Homestead access road to and from all turning vehicles will be in accordance with Austroads guidelines, except for the sight distance to the north for an exiting vehicle. The available sight distance for this exiting vehicle is also marginally less than required by the Glamorgan Spring Bay Interim Planning Scheme (required sight distance of 137m). Notwithstanding this, the tree with its side branches, as seen in Photograph 6.2, creates a blind spot because the required line of sight passes to the right of the tree.

Therefore, the tree will require removal and there will be a need for some slight sight benching works along the fence line some 130m to 150m to the north of the access road junction.



Photograph 6.3: View to south along Tasman Highway from Cambria access road



Photograph 6.4: View to north along Tasman Highway from Cambria access road



Photograph 6.5: View to north along Tasman Highway from right turn vehicle into Cambria access road



Photograph 6.6: View to south along Tasman Highway from rear of right turn vehicle into Cambria access road

6.2 Junction of property access with Tasman Highway - 570m south of McNeills Road

As noted at the start of this section of the report, it is preferred that accesses such as this is not used for potential development on this side of the Tasman Highway. In this case it is recommended that any access to this land be via an access off McNeills Road.

However, if it is considered essential to use this access, the following advice is provided about its junction with the Tasman Highway.

Operational impact of increased traffic activity at junction

Based on detail in Section 5 of this report it is possible the proposed development along this access road could generate up to around 5-10 vehicles/hour.

The conflicting traffic volumes in this case will be less than 15% of the maximum junction capacity (in year 2029). The traffic will therefore operate efficiently at a Level of Service A with a very low degree of saturation and there will be negligible queueing or traffic delay.

Therefore, no operational or capacity issues will arise at this access road junction as a result of this proposed development.

Layout of Tasman Highway/ access road junction

As can be seen from Photographs 6.7 and 6.8, the junction layout consists simply of the 5.8m wide sealed Tasman Highway with narrow gravel shoulders and the access road with a gravel surface up to the sealed highway carriageway.

Based on a similar assessment to above, there is a possibility that a BAR treatment will be required to allow southbound through vehicles to pass to the left of a vehicle turning right into the access road if the number of such turning vehicles is more than say 2 vehicles/hour.

There will also be a need to widen the access road for a distance of around 10m back from the edge of highway, if not beyond this, to allow simultaneous passing of an entering and exiting vehicle and the sealing of the access road for a distance of around 20m back from the edge of the Tasman Highway carriageway.



Photograph 6.7: View of property access road (at parked car) from Tasman Highway



Photograph 6.8: View to south along Tasman Highway with property access road on right (at parked car)

Sight distances along Tasman Highway at access road junction

Views of the sight lines are seen in Photographs 6.9 to 6.12.

Measurement of the available sight distances along Tasman Highway to and from turning vehicles at the junction has found these to be around 230m to the north and around 250m to the south.

The required sight distance would be 250m based on the 85th percentile approach vehicle speed being around the 100km/h speed limit.

Therefore, there would be a need to remove some vegetation growing inside private property some 220m to 250m to the north of the access road junction.

The need for removal of vegetation within private property is always a concern to road authorities as there is a need to ensure the property owner maintains the cleared vegetation, which often is problematic.



Photograph 6.9: View to north along Tasman Highway from property access road



Photograph 6.10: View to south along Tasman Highway from property access road



Photograph 6.11: View to south along Tasman Highway from right turn vehicle into property access road



Photograph 6.12: View to north along Tasman Highway from rear of right turn vehicle into property access road

6.3 Junction of McNeills Road with Tasman Highway

Operational impact of increased traffic activity at junction

Based on detail in Section 5 of this report it is possible the proposed development along McNeills Road could generate up to around 10-20 vehicles/hour.

The conflicting traffic volumes in this case will be no more than 30% of the maximum capacity of the junction. The traffic will therefore operate efficiently at a Level of Service A with a very low degree of saturation and there will be negligible queuing or traffic delay.

Therefore, no operational or capacity issues will arise at this access road junction as a result of this proposed development.

Layout of Tasman Highway/ McNeills Road junction

As can be appreciated from the views in Photographs 6.13 to 6.15, the junction layout consists of an approximate 7.0m wide sealed Tasman Highway carriageway with around 1.0m wide sealed shoulders. McNeills Road is sealed for a distance of around 12m back from the Tasman Highway.

Based on the assessment in Section 5 of this report, it is expected there will be a need to construct a BAR treatment to allow southbound through vehicles to pass to the left of a vehicle turning right into the access road.



Photograph 6.13: View to north along Tasman Highway with McNeills Road junction on left



Photograph 6.14: View to south along Tasman Highway with McNeills Road junction on right



Photograph 6.15: View of McNeills Road junction with Tasman Highway

Sight distances along Tasman Highway at McNeills Road junction

Views of the sight lines at this junction are seen in Photographs 6.16 to 6.19.

A speed survey was undertaken of a sample of approaching vehicles on the Tasman Highway from each direction. This speed survey found that the 85th percentile speed of vehicles from the north is 85km/h and from the south is 91km/h.

The required safe intersection sight distance for these approach speeds based on Austroads is 198m to the north and 217m to the south.

Measurements of the available sight distances along Tasman Highway to and from turning vehicles at the junction has found the available sight distances to the south are over 250m which is more than sufficient. However, the sight distance to the north from a vehicle turning right into McNeills road is around 140m.

Therefore, there will be a need to remove trees growing in private property to provide adequate sight distances for this public road junction on the Tasman Highway.



Photograph 6.16: View to north along Tasman Highway from McNeills Road



Photograph 6.17: View to south along Tasman Highway from McNeills Road



Photograph 6.18: View to south along Tasman Highway from right turn vehicle into McNeills Road



Photograph 6.19: View to north along Tasman Highway from rear of right turn vehicle into McNeills Road

6.4 Potential development site accesses along McNeills Road

It is preferred this road provide access to all developments proposed in the property adjoining both sides of the road.

There are many possible locations for accesses to the retreats and associated use activities to be located along the road over a distance of some 7km from the Tasman Highway. The only consideration in locating the access points is to ensure that there are sufficient sight distances to and from all turning vehicles.

Photographs 6.20 to 6.22 provide views of three different sections of McNeills Road.

As indicated earlier in this report, McNeills Road has a gravel surface with a variable trafficable road width and one section with a poor road surface.

It was determined in Section 5 of this report that the Hills Resort area could generate up to some 20 vehicles/hour.

If this is the case (subject to detailed assessment of the final master plan) there will be a need to upgrade the road between the development site accesses or western most access and the Tasman Highway, possibly to a width of 6.0m.

The road and cattle grids/creek crossings between around 1.7km and 2.2km from the Tasman Highway will in particular require upgrading if accesses to development sites are located to the west of this section of McNeills Road.



Photograph 6.20: View to east along McNeills Road around 3.9km west of Tasman Highway



Photograph 6.21: View to east along McNeills Road around 2.1km west of Tasman Highway



Photograph 6.22: View to east along McNeills Road around 300m west of Tasman Highway

6.5 Junction of Swan River Road with Tasman Highway

This junction has just been upgraded with the installation of a right turn lane (CHR treatment) on the Tasman Highway.

There were a few concerns (found during site inspections in 2016 at the site with the completion of these works including:

- through and right turn traffic lane widths are only 2.9m;
- left turn radius very tight on both corners;
- missing guide posts;
- loose gravel on sealed surface.

These are matters that DSG should be concerned about.

The available sight distances along the highway to and from the junction are over 300m which is more than required for the highway speed environment.

Photographs 6.23 to 6.25 provide views of the right turn lane and the sight distances along the highway from Swan River Road.



Photograph 6.23: View to north along Tasman Highway with Swan River Road ahead on right



**Photograph 6.24: View to north along Tasman Highway
from Swan River Road**



**Photograph 6.25 View to south along Tasman Highway
from Swan River Road**

6.6 Junction of property access with Swan River Road 200m east of Tasman Highway

Operational impact of increased traffic activity at junction

The draft master plan indicates a possible new road connection to Swan River Road from the Cambria Homestead area around 200m to the east of the Tasman Highway which is seen in Photograph 6.26. It is located on the bend in the road.



Photograph 6.26: View of existing farm access onto Swan River Road

Such a road link can be expected to generate a vehicle movement consisting predominantly of right turning traffic from the new access road and left turn into the access road (to and from Dolphin Sands).

The level of traffic activity and conflict will not create any operational problems.

Layout of Swan River Road/Access Road junction

Apart from sealing the area between the property boundary and the Swan River Road seal to define the junction, there should not be a need to carry out any additional road works. The occasional right turning vehicle from Swan River Road into the access road would not require any road widening.

As mentioned earlier, there is a need to upgrade the curve warning signs on both approaches as well as guidepost delineation on the bend in the road at this

location. Views of the Swan River Road approaches to the bend are seen in Photograph 6.27 and 6.28.



Photograph 6.27: View to west along Swan River Road towards proposed access on left at bend



Photograph 6.28: View to east along Swan River Road towards proposed access on right at bend

Sight distances along Swan River Road/Access Road junction

Views of the sight lines at this junction are seen in Photographs 6.29 to 6.32.

The speed limit along Swan River Road is 80km/h, which would be around the 85th percentile speed of traffic from the east but reduce to around 50km/h at the bend.

The available sight distance along Swan River Road to the east from a vehicle entering Swan River Road is over 300m. However, the sight distance to the east for a vehicle turning right into the access road is only around 100m due to shrubs growing along the northern fence line, as seen in Photographs 6.31 and 6.27. These shrubs will need to be removed.

As the junction of Swan River Road/Tasman Highway can be seen from the proposed access road junction, approach speeds from the west would be around 25km/h. The sight distances to the west are therefore more than required.



**Photograph 6.29: View to west along Swan River Road
from access road**



**Photograph 6.30: View to east along Swan River Road
from access road**



**Photograph 6.31: View to east along Swan River Road
from vehicle turning right into access road**



**Photograph 6.32: View to west along Swan River Road
from rear of vehicle turning right into access road**

6.7 Access to Golf Course - Swan River Road / Dolphin Sands Road

While a golf course, dwelling development and tourist attraction is proposed on land to the south of Swan River Road and east of Dolphin Sands Road, a preferred location for the access to the development site has not been identified.

The development is expected to generate up to 40 vehicles/hour at the busiest times of the day.

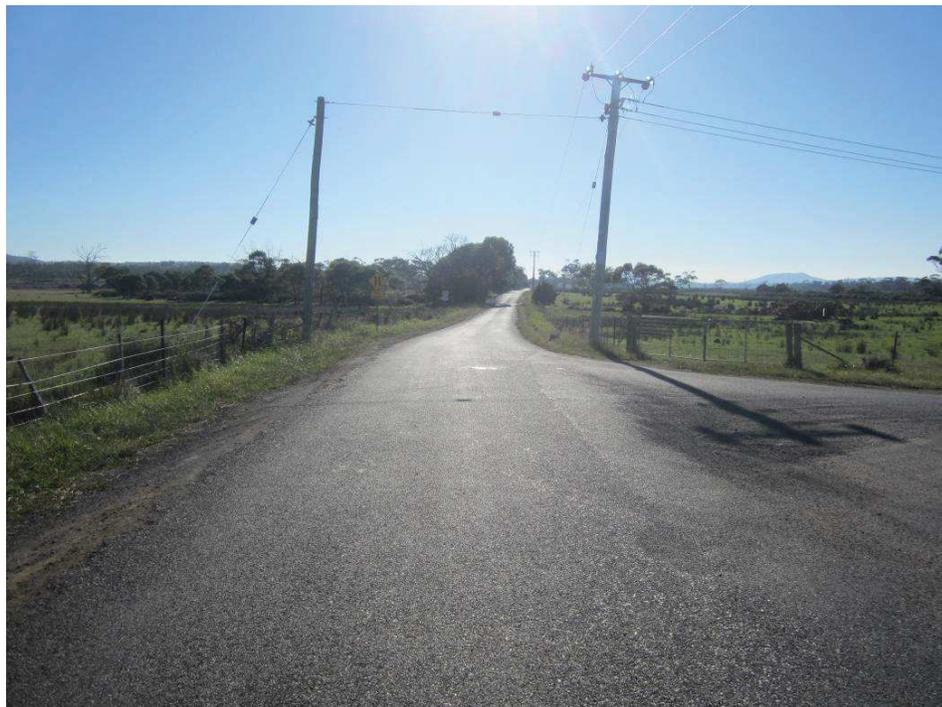
The sections of both roads in the area of proposed site for this development have a straight and flat alignment, as seen in Photographs 6.33 to 6.35.

Therefore, a new access could be located on either road as there would be no sight distance deficiencies.

Unless there are other on-site issues that make an access off Dolphin Sands Road more preferable, it is recommended the access be located off Swan River Road to generate some through traffic on the continuing road at the Swan River Road/Dolphin Sands Road junction.



Photograph 6.33: View to south along Dolphin Sands Road from Swan River Road



Photograph 6.34: View to east along Swan River Road from junction of Dolphin Sands Road



Photograph 6.35: View to west along Swan River Road towards junction of Dolphin Sands Road 200m ahead

6.8 Further overall observations

The total development will include a variety of activities, each located some distance from one another.

The development at the Cambria Homestead and the Golf Course/Recreational area is expected to generate a significant daily traffic volume on busy days (up to 200-250 vehicles/day), the Hills Resort up to 90 vehicles/day.

While the Tasman Highway will provide the connecting transport link between these development areas, the overall increase in traffic activity along the highway will be equivalent to around one third of the expected seasonal variation in traffic volume in year 2029.

The Average Annual Daily Traffic volume in 2016 was 1,495 vehicles/day. At a growth rate of 2.1% p.a., it will be 1,960 vehicles/day in year 2029. Due to the seasonal variation (month to month) in the traffic volume, it will vary from a low of 1,236 vehicles/day in June 2029 to 3,250 vehicles/day in January 2029.

The above traffic growth as well as the seasonal variation in the traffic volume allows not only for future increased visitor numbers to this area of Tasmania but also for visitors to new attractions and hence new traffic generating developments such as under consideration in this report.

Therefore, while the proposed development, as defined at present, could generate up to some 550 vehicles/day during the peak traffic months of the year, it is expected the above annual traffic growth and the year 2029 traffic volumes along the Tasman Highway would include much of this traffic generated by the proposed development.

Notwithstanding this, if the development does eventuate to the scale that has been addressed in this report, it is possible for the owners of the development to provide a shuttle bus service to and from this region and each of the precincts of the developments.

7. SUMMARY AND CONCLUSIONS

A detailed consideration has been given to the potential impact of various land use activities as part of the Cambria Project.

This has included consideration of potential traffic generation by the development, the impact of this traffic on affected public roads and intersections and property access junctions from an operational view point. Assessments have also been made of safety improvements that would be necessary at these locations.

Generally, it has been concluded that the development will not create any significant operational issues at any of these locations.

In order to address required safety considerations, several locations will require road widening to provide CHR or BAR junction treatments to allow vehicles to pass to the left of vehicles turning right into side roads or access roads. In addition, there will be a need to remove vegetation or undertake sight benching at a number of junctions to provide improved sight distances to and from turning vehicles. There will also be a need to improve signing and delineation on some local roads.

While the proposed development as a whole could generate up to some 550 vehicles/day during the peak traffic months of the year, the additional traffic will not greatly vary the expected future traffic volume along the Tasman Highway as the historic seasonal variation and annual growth rate is based on in part the increase in attractions and developments along this transport corridor.

Once a detailed plan of the proposed development is finalised, the content and findings in this report can be reviewed to address the detail of the proposed development. This report would be modified into a Traffic Impact Assessment to support a development application to the Glamorgan Spring Bay Council.



- KEY - Colours Correspond to Staging Matrix**
- ① Potential Connection to Nature Reserve
 - ② Hikers Hut / Shelter
 - ③ Walking Trail Network
 - ④ Tourist Operation for Walkers and Mountain Bikers
 - ⑤ Mountain Bike Trail Network
 - ⑥ Cluster of Villas
 - ⑦ Palliative Care Facilities
 - ⑧ Resort Facilities & Minor Retail
 - ⑨ Landmark Winery or Orchard
 - ⑩ Cambria Homestead Heritage Area
 - ⑪ Homestead Resort
 - ⑫ Revegetation Works
 - ⑬ New Road Connection
 - ⑭ Tourist Flight Facilities
 - ⑮ Educational Establishment with Associated Accommodation
 - ⑯ Agriculture - Crops
 - ⑰ Links Style 18 Hole Golf Course
 - ⑱ Bird-Hide Wetland Area
 - ⑲ Water-craft: Tourist Operation
 - ⑳ Interpretive Boardwalk Connection

- LEGEND**
- Agriculture - Pasture / Grazing
 - Agriculture - Crops
 - Agriculture - Vineyard / Orchards
 - Existing Vegetation / Revegetation
 - New Road
 - Walking Trail
 - Mountain Bike Trail
 - Wetland / Grassland

**CAMBRIA, SWANSEA
Concept Master Plan**



DATE: 15/03/18
PAGE: 1 OF 1
SCALE: 1:40,000 @ A3 (DIMENSIONS TAKE PRECEDENCE OVER SCALE)



7 March 2019

Ms. Ann Cunningham
Commissioner
Tasmanian Planning Commission
GPO Box 1691
Hobart TAS 7001

**RESPONSE TO THE TASMANIAN PLANNING COMMISSION TO THE REQUEST
FOR AN AMENDMENT TO THE GLAMORGAN SPRING BAY INTERIM PLANNING
SCHEME 2015**

Dear Commissioner,

1.0 INTRODUCTION

1. This statement was prepared under instruction from Ireneinc Planning and Urban Design on behalf of the owners of the property Cambria at 13566 Tasman Highway, Swansea. It concerns clarification regarding the provision of an alternate Statement of Heritage Interest for Rural Property Owners, also known as a Rural Exclusion Agreement, to that submitted as part of a request for an amendment to the Glamorgan Spring Bay Interim Planning Scheme 2015 under the former Section 33 provisions of the Land Use Planning and Approvals Act 1993.
2. The Director of Heritage Tasmania has provided correspondence to the Acting Manager, Development and Compliance of Glamorgan Spring Bay Council (13 December 2018) advising that the Rural Exclusion Agreement (REA) submitted by Ireneinc Planning and Urban Design as part of the application for a planning amendment application is not the Statement of Heritage Interest (SHI) which the Tasmanian Heritage Council negotiated with the former owners of Cambria, Mr and Mrs N.D. Burbury, but rather an example used to demonstrate the typical format of such an agreement. The Director requested that the Acting Manager pass the Statement of Heritage Interest onto the Tasmanian Planning Commission.
3. This statement has been prepared to assist the Tasmanian Planning Commission in their consideration of the Statement of Heritage Interest provided by Heritage Tasmania for the heritage place THR1559 (Cambria) included on the Tasmanian Heritage Register (THR); hereafter referred to as the heritage place. I have been asked to comment whether, in my view, the Statement of Heritage Interest provided alters the findings of the respective heritage reports I have prepared that accompany the requested amendment.
4. By way of background, I was engaged in my capacity as a heritage consultant and architectural historian (formerly of Trethowan Architecture) to prepare the reports *Conservation Management Plan* and *Heritage Design Guidelines* for the heritage place. The heritage place REA and datasheet submitted as part of the application for a planning amendment were supplied by Heritage Tasmania on 24 May 2015, following a request for the documents in preparation for the development of the *Conservation Management Plan*.
5. I have prepared this statement with the views expressed within my own.

2.0 SOURCES OF INFORMATION

6. This report has been informed by inspections of the site and a review of the reports *Conservation Management Plan – Cambria Estate, Swansea, Tasmania* (Trethowan Architecture, 1 August 2017) and *Heritage Design Guidelines – Cambria Estate, Swansea, Tasmania* (Trethowan Architecture, 28 November 2017). The document Statement of Heritage Interest, prepared by Heritage Tasmania (undated) has also been reviewed in conjunction with accompanying correspondence from Pete Smith, Director, of Heritage Tasmania to Shane Wells, Acting Manager, Development and Compliance, of the Glamorgan Spring Bay Council (13 December 2018).

3.0 AUTHOR QUALIFICATIONS

7. A statement of my qualifications and experience with respect to heritage issues is appended to this report.

4.0 DECLARATION

8. I have made all the enquiries that I believe are desirable and appropriate. No matters of significance that I regard as relevant have to my knowledge been withheld from the Planning Commission.



Sam Nichols B.Arch M.ICOMOS
Sam Nichols Design | Heritage | Conservation

5.0 STATEMENT OF VIEWS

9. The wider Cambria property comprises a consolidation of multiple property titles (refer Figure 1).
10. Following a request to Heritage Tasmania, Mr Stephan Harberer of that office provided the datasheet and accompanying Rural Exclusion Agreement (REA) for the heritage place via email on 24 February 2015. At the time, the heritage precinct included in the REA was noted as not corresponding with the layout of the various outbuildings constituting the heritage place Cambria.
11. In light of the feedback received from Heritage Tasmania, the reports *Conservation Management Plan* and *Heritage Design Guidelines* were developed with the understanding that the extent of heritage place THR1559 (Cambria), relating to Title Ref. 148001/1, was that indicated in Figure 2. Considering this, it was understood that the following works within the registered area were exempt from assessment by Heritage Tasmania:
 - i. Primary Production
 - ii. Fencing activities; and
 - iii. Standard maintenance of all buildings and structures.
12. In the absence of an identified heritage precinct in the REA, it was presumed that any other works within the registered area, including subdivision, new buildings, new works and internal works would require a permit from Heritage Tasmania.



Figure 1 Aerial view of the extent of the Cambria estate, shown dark blue.
(Source: Land Information System Tasmania (The LIST))

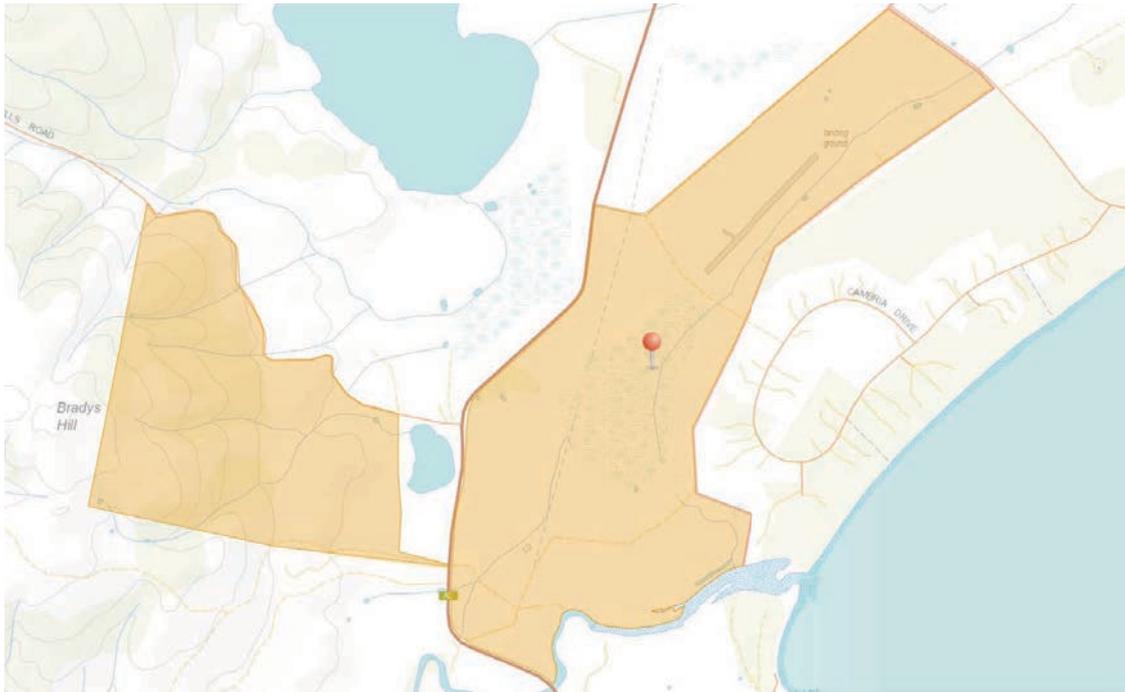


Figure 2 Extent of the heritage place THR ID 1559 – Cambria, shown in orange.
 (Source: Land Information System Tasmania (The LIST))

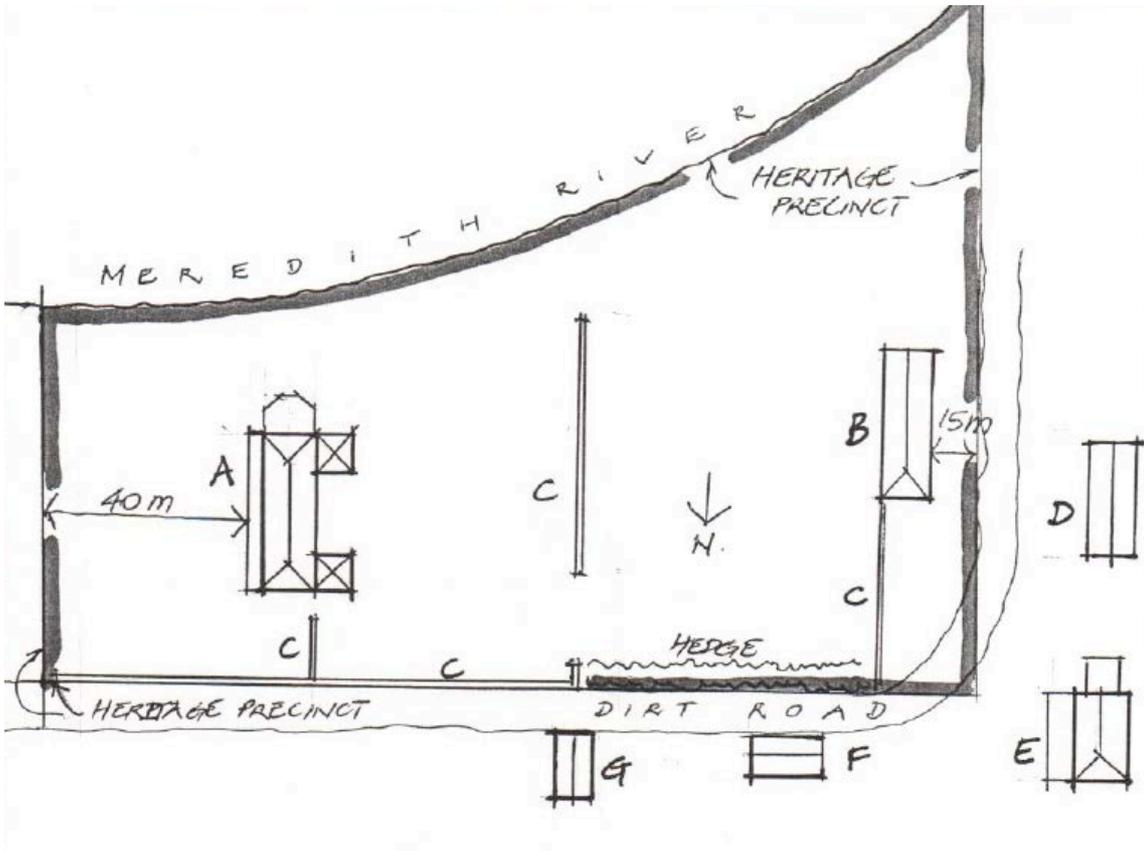


Figure 3 Indicative extent of the heritage precinct relating to THR ID 1559 – Cambria. The building identified as 'D' is identified as part of the heritage precinct; the other buildings identified (E, F & G) do not form part of the heritage precinct.
 (Source: Heritage Tasmania)



Figure 4 Location plan of the recommended 'Homestead Precinct' at Cambria, Swansea. The extent of the recommended curtilage is outlined in red.
(Source: Trethowan Architecture, 2017)

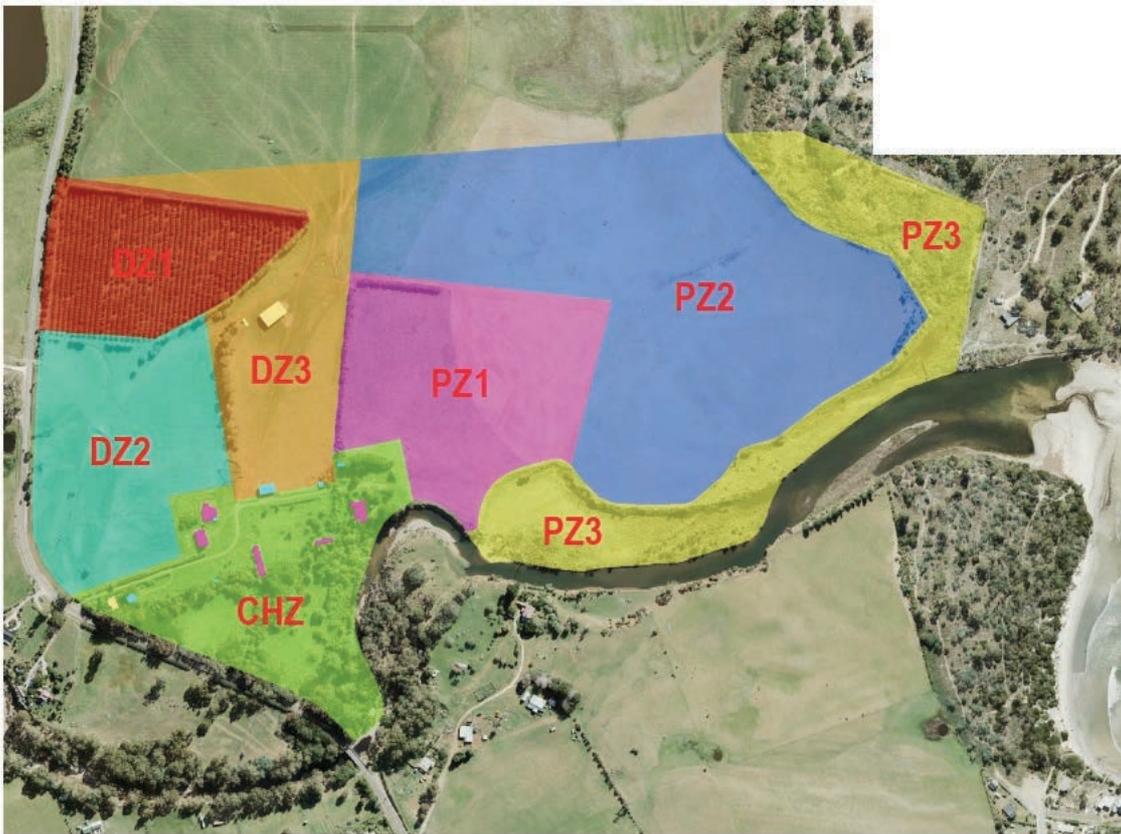


Figure 5 Aerial of the 'Homestead Precinct', illustrating the extent of proposed development and conservation zones, overlaid across the study area.
(Source: Trethowan Architecture, 2017)

13. The reports *Conservation Management Plan* and *Heritage Design Guidelines* were developed with the understanding that the extent of the heritage place THR1559 (Cambria), relating to Title Ref. 148001/1, was that indicated in Figure 2. Considering this, it was understood that the following works within the registered area were exempt from assessment by Heritage Tasmania:

- i. Primary production
- ii. Fencing activities; and
- iii. Standard maintenance of all buildings and structures.

In the absence of an identified heritage precinct, it was presumed that any other works within the registered area, including subdivision, new buildings, new works and internal works would require a permit from Heritage Tasmania.

14. Following historical, physical and comparative analyses undertaken in the *Conservation Management Plan*, a comprehensive Statement of Significance was developed. It was the intent that this Statement of Significance was applied to an alternative registered area, identified in drawing no. TP-100 (Extent of Existing and Recommended Heritage Overlay, Cambria Estate, Swansea, Tasmania [Trethowan Architecture, 2016]) as the 'Homestead Precinct' (refer Figure 4). The intent of this work, amongst other policies, was:

- i. The reduction of the registered area curtilage currently conforming with the cadastral boundaries of the property at 13566 Tasman Highway, Swansea (Title Ref. 148001/1)
- ii. The endorsement of the alternative curtilage, identified as the 'Homestead Precinct', in drawing no. TP-100, as the registered area for the heritage place; by Heritage Tasmania; and
- iii. The endorsement of the new Statement of Significance, for the new registered area, by Heritage Tasmania.

15. It was envisioned that the development of a curtilage for the heritage place, based on its significance rather than cadastral boundaries, would achieve better management of the heritage place specifically without impacting on day-to-day farming operations of the wider Cambria estate generally.

16. The *Heritage Design Guidelines* broadened these policies, with the division of the 'Homestead Precinct' into a series of eight conservation and development zones (refer Figure 5), including:

- i. Core Heritage Zone (CHZ)
- ii. Pastoral Zone 1 (PZ1)
- iii. Pastoral Zone 2 (PZ2)
- iv. Pastoral Zone 3 (PZ3)
- v. Natural Landscape Zone (NLZ)
- vi. Development Zone 1 (DZ1)
- vii. Development Zone 2 (DZ2); and
- viii. Development Zone 3 (DZ3).

Each of these zones had individual management guidelines developed, based on their contribution to the ascribed significance of the heritage place.

17. In summary:

- i. The *Conservation Management Plan* provided evidence for the development of a registered area curtilage, identified as the 'Homestead Precinct' in the report *Heritage Design Guidelines*.
- ii. The 'Homestead Precinct' is essentially that which is referred to as a 'Heritage Precinct' in a Statement of Heritage Interest.
- iii. The policies and guidelines contained in the reports *Conservation Management Plan* and *Heritage Design Guidelines* provided foundation on which specific

'Exclusions' and 'Inclusions' (per the Statement of Heritage Interest) could be developed.

18. Considering the Statement of Heritage Interest (SHI) held on file by Heritage Tasmania, amendments to sections of the reports *Conservation Management Plan* and *Heritage Design Guidelines* were identified. The findings of the reports were not altered in light of the SHI.
19. Revisions to the *Conservation Management Plan* related to statutory requirements and associated policies, including:
 - i. Section 1.2.2 – State – Tasmanian Heritage Register; and
 - ii. Section 8.1.2 – Constraints and Statutory Requirements.
20. Section 1.2.2 of the *Conservation Management Plan* required clarification that a Statement of Heritage Interest with heritage precinct accompanied the registration for the heritage place. Details including what the heritage precinct included and how it was defined were also necessary.
21. Section 8.1.2 of the *Conservation Management Plan* required clarification that the presence of the heritage precinct necessitated permits from Heritage Tasmania within the precinct extent.
22. Section 8.1.2 of the *Conservation Management Plan* required an additional policy (policy 1.2) recommending the endorsement, by Heritage Tasmania, of the 'Homestead Precinct' as the recommended registered area of the heritage place.
23. Section 2.1.2 of the *Heritage Design Guidelines* required clarification that a Statement of Heritage Interest accompanied the registration for the heritage place.
24. Both reports required amendments to reflect reference to the new document as a Statement of Heritage Interest rather than a Rural Exclusion Agreement.

6.0 SUMMARY

25. In summary, we believe the supply of the Statement of Heritage Interest by Heritage Tasmania does not alter the findings of the reports *Conservation Management Plan* and *Heritage Design Guidelines*.
26. In what was perceived to be the absence of a prescribed heritage precinct, one of the outcomes of the reports was to identify a heritage curtilage with a suite of 'exemptions' and 'inclusions' like those contained in the Statement of Heritage Interest.
27. In the absence of the Statement of Heritage Interest at the time of authoring of the reports, additional commentary was necessary to provide adequate understanding of this document and its implications. These revisions have been undertaken where necessary.

SAM NICHOLS

STATEMENT OF EXPERIENCE

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SAM NICHOLS

Professional Status:	Heritage Consultant and Architectural Historian
Current Positions:	Senior Heritage Architect to the City of Brisbane
Organisation Membership:	Australian Institute of Architects (AIA) International Council on Monuments and Sites (ICOMOS) Association of Preservation Technology (APT)
Professional Experience:	<p>Independent practice as heritage consultant and architectural historian from May 2012 (ongoing). Services include: identification and assessment of the significance of sites and complexes; preparation of guidelines regarding the safeguarding of significant sites; provision of technical, design and planning advice to architects, owners and government on issues relating to the conservation of sites of cultural significance</p> <p>Heritage Advisor to the City of Boroondara, Melbourne (2016-2018)</p> <p>Heritage Consultant at Trethowan Architecture, Melbourne (2015-2018); Context, heritage consultants, Melbourne (2013-2014)</p>
Studies:	<p>Certificate of Participation, APT International (Association of Preservation Technology) Advanced Conservation Techniques, 2011</p> <p>B. Architecture, University of Tasmania, 2007</p> <p>B. Environmental Design, University of Tasmania, 2004</p>
Committee Membership:	Heritage Committee, Australian Institute of Architects (Victoria), 2016-2018

1.2.2 State – Tasmanian Heritage Register

The property is identified on the Tasmanian Heritage Register (THR) as THR ID 1559 – Cambria. The property address is 13566 Tasman Highway, Swansea. The property was 'permanently registered' on 21 November 2001.

The registration for the property includes the following Statement of Significance:

'Cambria' is of historic heritage significance because of its ability to demonstrate the principal characteristics of a stone Old Colonial Georgian rural homestead with its associated outbuildings.⁴

The accompanying datasheet for the registration is included at Section 10.1 (Appendix A).

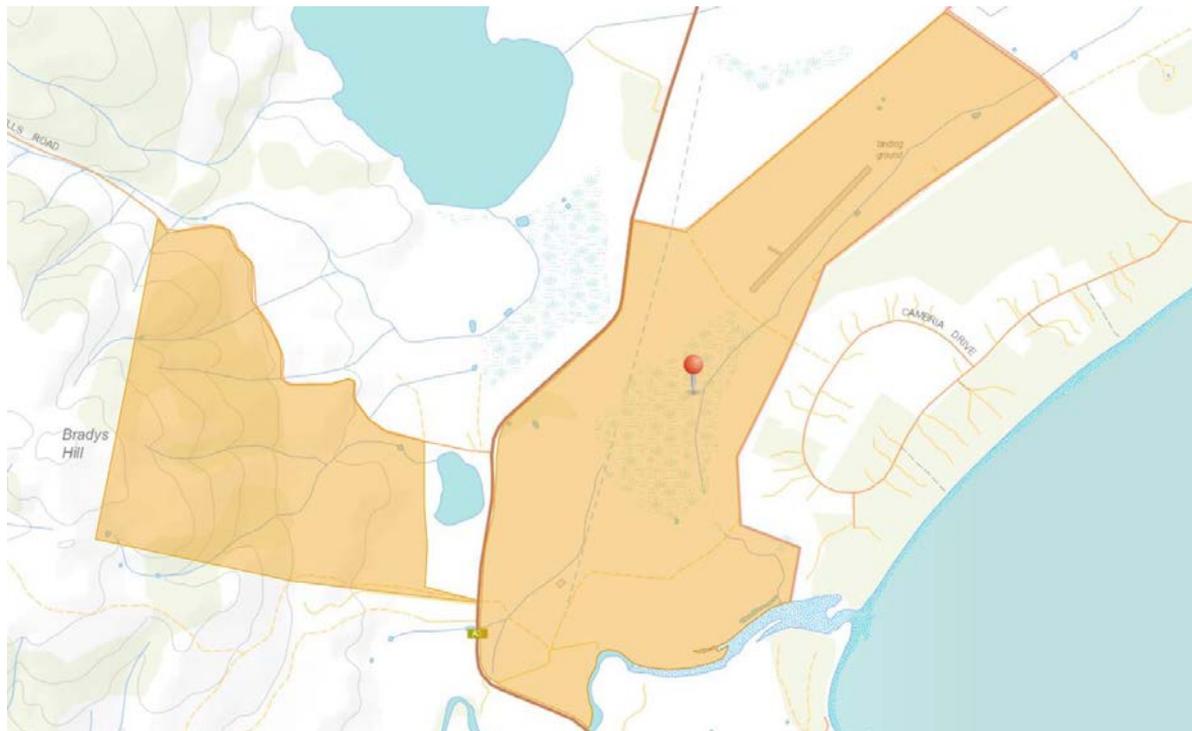


Figure 1 Extract of the Land Information System Tasmania Map; the title and registered extent of the property is highlighted. Source: Land Information System Tasmania, accessed 21 April 2016

1.2.3 Local Heritage Listing – Glamorgan Spring Bay Interim Planning Scheme 2015

The property is identified as Heritage Area Overlay 60 (Cambria, 13566 Tasman Highway, Swansea) in Table E.13.1 (Heritage Places) of code E.13.0 (Historic Heritage Code) – hereafter referred to as the Heritage Code – of the Glamorgan Spring Bay Interim Planning Scheme 2015.

It is noted that while the listing description relates to the property (13566 Tasman Highway, Swansea; Title Reference 148001/1), Map E13 (Historic Heritage) to the Heritage Code indicates the Heritage Area Overlay relating to the listing has been incorrectly applied to the neighbouring property at Lot 1 Dolphin Sands Road, Dolphin Sands (Title Reference 111628/1; Property ID 3362779).

The relevant section from Table E.13.1, for the listing, is included at Section 10.1 (Appendix A).

³ Land Information System Tasmania (LIST), LIST Map, accessed online 21 April 2016: <http://maps.thelist.tas.gov.au/listmap/app/list/map>

⁴ THR ID Number no. 1559, Tasmanian Heritage Register Datasheet 'Cambria', p. 1.

The Tasmanian Heritage Register Datasheet for the property indicates the registered area accords with the cadastral boundaries of the property: Title Reference 148001/1. Within the curtilage of the registered area, a Heritage Precinct, which includes the main house, immediate gardens, stables and barn; has been defined. The Heritage Precinct forms part of a *Statement of Heritage Interest for Rural Property Owners* (also known as a *Rural Exclusion Agreement*) that was entered into with the previous owners of the property, Mr and Mrs N.D. Burbury. The *Statement of Heritage Interest* outlines exemptions within the registered area and the Heritage Precinct, including primary production, fencing activities, building maintenance and all activities (including subdivision) outside the Heritage Precinct. The boundaries of the Heritage Precinct are defined in the *Statement of Heritage Interest* (refer Section 10.1). It is noted that the Datasheet includes Property ID 2812475 as the reference for the property, however this does not accord with the Property ID number referenced against Title Reference 148001/1 by Land Information System Tasmania (LIST), this being Property ID 3362795.³

The registration for the property includes the following Statement of Significance:

*'Cambria' is of historic heritage significance because of its ability to demonstrate the principal characteristics of a stone Old Colonial Georgian rural homestead with its associated outbuildings.*⁴

The accompanying datasheet and Statement of Heritage Interest for the registration is included at Section 10.1 (Appendix A).



Figure 1 Extract of the Land Information System Tasmania Map; the title and registered extent of the property is highlighted. Source: Land Information System Tasmania, accessed 21 April 2016

1.2.3 Local Heritage Listing – Glamorgan Spring Bay Interim Planning Scheme 2015

The property is identified as Heritage Area Overlay 60 (Cambria, 13566 Tasman Highway, Swansea) in Table E.13.1 (Heritage Places) of code E.13.0 (Historic Heritage Code) – hereafter referred to as the Heritage Code – of the Glamorgan Spring Bay Interim Planning Scheme 2015.

It is noted that while the listing description relates to the property (13566 Tasman Highway, Swansea; Title Reference 148001/1), Map E13 (Historic Heritage) to the Heritage Code indicates the Heritage Area Overlay relating to the listing has been incorrectly applied to the neighbouring property at Lot 1 Dolphin Sands Road, Dolphin Sands (Title Reference 111628/1; Property ID 3362779).

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⁴ THR ID Number no. 1559, Tasmanian Heritage Register Datasheet 'Cambria', p. 1.

2. Planning Controls

2.1 Statutory Planning Framework

2.1.1 Environment Protection and Biodiversity Act 1999

National and Commonwealth Heritage Lists

The study area is not included on either the National or Commonwealth Heritage Lists, maintained by the Australian Heritage Council.

Australian Heritage Database

The study area is included on the now archived Register of the National Estate (RNE), known as the Australian Heritage Database, maintained by the Australian Heritage Council. Identified on the register as Place ID 11692 (Cambria Homestead and Outbuildings), the study area was 'registered' as a historic building on 21st March 1978.

The legal status of the study area as 'registered' indicates it as having been entered on the RNE prior to its closure in 2007. While the existence of an entry for the study area on the RNE does not result in a requirement to protect the study area under Commonwealth law, information contained within the register may continue to be current and/or relevant to statutory decisions regarding protection.¹

Given the archived status of the RNE, there are no statutory requirements as a result of the registration.

2.1.2 Historic Cultural Heritage Act 1995

Tasmanian Heritage Register (THR)

The study area is included on the Tasmanian Heritage Register (THR), pursuant to the *Historic Cultural Heritage Act 1995*, as THR ID 1559 (Cambria).

Under the Act, permits are required from Heritage Tasmania for works to heritage places, including subdivision, new buildings and works, including internal works.

It is noted that an Exclusion Agreement for Rural Property Owners, accompanying the registration of the property, notes that excluded, or exempt, works include the following:

- Primary production
- Fencing activities
- All activities outside the agreed Heritage Precinct
- Subdivision outside the agreed Heritage Precinct; and
- Standard maintenance of all buildings and structures.

2.1.3 Land Use Planning and Approvals Act 1993

Historic Heritage Code (HHC)

The study area is included within the Historic Heritage Code HHC60 on the Table to the Historic Heritage Code of the Glamorgan Spring Bay Interim Planning Scheme. HHC60 reflects the extent of the THR registration and is referenced as such on the Table to the Historic Heritage Code of the Planning Scheme.

While the description for HHC60 relates to the subject property [13566 Tasman Highway, Swansea (Title Reference 148001/1)], Map E13 to the HHC indicates that HHC60 has been incorrectly applied to the neighbouring property at Lot 1, Dolphin Sands Road, Dolphin Sands [Title Reference 111628/1 (Property ID 3362779)]; (refer Figure 2 and Figure 3).

¹ Australian Government – Department of the Environment, 'Status of the Register of the National Estate', accessed online 19 April 2016 at: <http://www.environment.gov.au/heritage/publications/australian-heritage-database/legal-status>

2. Planning Controls

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The legal status of the study area as 'registered' indicates it as having been entered on the RNE prior to its closure in 2007. While the existence of an entry for the study area on the RNE does not result in a requirement to protect the study area under Commonwealth law, information contained within the register may continue to be current and/or relevant to statutory decisions regarding protection.¹

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Under the Act, permits are required from Heritage Tasmania for works to heritage places, including subdivision, new buildings and works, including internal works.

It is noted that an *Statement of Heritage Interest for Rural Property Owners (also known as a Rural Exclusion Agreement)*, accompanying the registration of the property, notes that excluded, or exempt, works include the following:

- Primary production
- Fencing activities
- All activities outside the agreed Heritage Precinct
- Subdivision outside the agreed Heritage Precinct; and
- Standard maintenance of all buildings and structures.

An agreed Heritage Precinct has been identified in the documentation accompanying the registration of the study area. The boundaries of the Heritage Precinct are defined in the *Statement of Heritage Interest* (refer Section 5.1).

2.1.3 Land Use Planning and Approvals Act 1993

Historic Heritage Code (HHC)

The study area is included within the Historic Heritage Code HHC60 on the Table to the Historic Heritage Code of the Glamorgan Spring Bay Interim Planning Scheme. HHC60 reflects the extent of the THR registration and is referenced as such on the Table to the Historic Heritage Code of the Planning Scheme.

While the description for HHC60 relates to the subject property [13566 Tasman Highway, Swansea (Title Reference 148001/1)], Map E13 to the HHC indicates that HHC60 has been incorrectly applied to the neighbouring property at Lot 1, Dolphin Sands Road, Dolphin Sands [Title Reference 111628/1 (Property ID 3362779)]; (refer *Figure 2* and *Figure 3*).

¹ Australian Government – Department of the Environment, 'Status of the Register of the National Estate', accessed online 19 April 2016 at: <http://www.environment.gov.au/heritage/publications/australian-heritage-database/legal-status>

considerations, it is important this is done at the design stage thereby ensuring unnecessary damage, and associated impacts upon significance, is avoided during the later stages of a proposal.



Any proposed works to the heritage place should avoid conjecture and instead be undertaken in accordance with the Australia ICOMOS *Burra Charter*. The *Burra Charter* provides guidelines for the conservation and management of places of heritage significance and establishes standards for such practice. The *Burra Charter* is generally accepted as a management guide for places of cultural significance.

Policies

Policy 1.2

The proposed Statement of Significance should be forwarded to Heritage Tasmania for their endorsement.

Policy 1.3

Develop a series of specific permit exemptions for the heritage place for Heritage Tasmania's consideration and endorsement.

Policy 1.4

Where works, imposed by legislation, will result in physical changes to the heritage place, the proposed works must have regard to the heritage significance of the place. Alternative solutions should be explored and any works undertaken in a manner that respects and minimises any impact on the heritage significance of the heritage place.

Policy 1.5

With any proposed works, a Heritage Impact Statement should be undertaken to analyse the proposal and determine if the works will have an adverse impact on the cultural heritage values of the heritage place. If it is determined that the proposed works will have an adverse impact, the Heritage Impact Statement should consider / inform how the impact is to be mitigated. The Heritage Impact Statement should accompany the heritage permit application.

Policy 1.6

Undertake conservation and development of the heritage place in accordance with the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter).

considerations, it is important this is done at the design stage thereby ensuring unnecessary damage, and associated impacts upon significance, is avoided during the later stages of a proposal.

Proposals for works to the heritage place are referred to Heritage Tasmania for approval by the local authority (the Glamorgan Spring Bay Council), which then either issues a permit with conditions or a refusal. Currently, a *Statement of Heritage Interest for Rural Property Owners* (also known as a *Rural Exclusion Agreement*) is applicable from Heritage Tasmania, which outlines exemptions including primary production, fencing activities, building maintenance and all activities (including subdivision) beyond the extent of the defined Heritage Precinct accompanying the *Statement of Heritage Interest*. Considering the significance of the heritage place and its complexity, the need for flexibility in maintaining a viable use and requirements to undertake similar works, there is a requisite desire for the creation of specific exemption policies regarding the development and maintenance of the heritage place.

Any proposed works to the heritage place should avoid conjecture and instead be undertaken in accordance with the Australia ICOMOS *Burra Charter*. The *Burra Charter* provides guidelines for the conservation and management of places of heritage significance and establishes standards for such practice. The *Burra Charter* is generally accepted as a management guide for places of cultural significance.

Policies

Policy 1.2

The proposed Statement of Significance should be forwarded to Heritage Tasmania for their endorsement.

Policy 1.2

The proposed 'Homestead Precinct' detailed in drawing no. TP-100 (Extent of Existing and Recommended Heritage Overlay, Cambria Estate, Swansea, Tasmania [Trethowan Architecture, 2016]) should be forwarded to Heritage Tasmania for their endorsement as an alternative registered area for the heritage place.

Policy 1.3

Develop a series of specific permit exemptions for the heritage place for Heritage Tasmania's consideration and endorsement.

Policy 1.4

Where works, imposed by legislation, will result in physical changes to the heritage place, the proposed works must have regard to the heritage significance of the place. Alternative solutions should be explored and any works undertaken in a manner that respects and minimises any impact on the heritage significance of the heritage place.

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Undertake conservation and development of the heritage place in accordance with the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter).

Agricultural Development Potential – Cambria – Supplemental Report

Prepared by Dr Reuben Wells, Ag Logic Pty Ltd

4th March, 2019

Background

Ag Logic supplied an agricultural potential report for the Cambria property to the Cambria Green Agriculture and Tourism Management Pty Ltd company (CGATM). This report was included in the CGATM submission towards allowing development of the property.

The report included maps indicating which area on the property the author judged worthwhile developing for the following categories:

- Perennial horticulture
- Annual cropping
- Improved pastures
- Native pastures

Subsequent to the original report, Ag Logic has been asked on behalf of CGATM to supply a supplemental report to further assist the development approvals process.

The focus of this supplemental report will contain:

- A statement regarding my qualifications to provide advice on the agricultural suitability of the different areas on the property.
- A discussion of how the zones identified in the original Ag Logic agricultural suitability report work in relation to the precincts identified in the Cambria Specific Area Plan (V1 – 20/03/18).
- A focus on the area identified as Precinct 4 in the Area Plan. The CGATM and planner have indicated that this area will receive more development than precincts 2 and 3.
- Reference to the impact of irrigation on the potential for agriculture on the farm.
- Reference to the Tasmanian Land Classification system, and the State Policy on the Protection of Agricultural Land.

Qualifications and experience

The author of these reports is Dr Reuben Wells, the owner and principle operator of Ag Logic Pty Ltd. Ag Logic is a specialist provider of agricultural services in Tasmania, with an emphasis on mapping and variability.

I started Ag Logic in 2011 and have worked in many areas of the state since then. This has included several enterprise suitability reports at multiple scales, from small properties to regional plans (for instance, see Smart, R and Wells R (2014), Encouraging the Development of the Wine Sector in Tasmania, prepared for the University of Tasmania). Prior to operating Ag Logic, my career has included a PhD in viticulture and a degree in Agricultural Science (both through the University of Tasmania).

Ag Logic has worked with a wide variety of enterprise types. The main focus is irrigated cropping operations (both annual and perennial crops), but I have also worked in and around animal production operations. This has included several agricultural businesses on the east coast of Tasmania, and I am familiar with the environment and soils of the area.

Precincts outlined in the Cambria Specific Area Plan

An updated set of maps has been prepared which overlays the Precincts in the Area Plan onto the development zones outlined in the original report.

The following text should be read in conjunction with those maps.

Precinct 1

This area includes the homestead and the low-lying land to the north.

The only currently irrigated land on the property is within this precinct, as are the most productive soils. Of all areas on the property, this region has the most potential for higher productive agriculture, either perennial horticulture or irrigated cropping.

Precinct 2

This region is the land between the Dolphin Sands developments, the Swan River Road, and the Swan River itself. This area has very limited agricultural value due to poor soils, proximity to the sea and shallow water tables. The original Ag Logic report identified these areas as having no potential for development in any of the four broad categories used in the report, apart from a small strip near the Swan River Road.

Precinct 3

Several areas were identified in the original report that had potential for development of either annual or perennial cropping in Precinct 3, with the balance either bush, or suitable for pastures.

Those areas only suited to native pastures have either highly waterlogging susceptible soils from their location in the landscape; heavy shallow clays; or excess solid rock. The areas that have cropping potential have either broken dolerite as the underlying geology, with enough soil above to support plant growth; or variable soils formed on paleosols. These soils are poorly structured, but when treated carefully can successfully be used for cropping.

Precinct 4

This area of the property is uniformly located on doleritic geology, with massive underlying rock (i.e., showing very little fracturing). This leads to poor rooting depths, and soils that can

only hold a small amount of water. In many areas, the bedrock is exposed. In other regions, the poor drainage of the bedrock has led to development of a heavy clay layer, which further limits drainage and rooting.

In my judgement, there are at best only very small pockets on this property that would support any form of more intensive agriculture. There may be small parcels not found by the consultant that have potential, but areas that looked to have any potential from satellite imagery were visited and all were found to be poor.

While it is tempting to think that irrigation can alter this, in fact irrigation is only going to be suitable in very small areas of this Precinct. All soils examined in this area have a limited ability to absorb water since there simply isn't anywhere to store it. Even though theoretically irrigation can correct this, in reality the variability across the site means it is impractical to do this without at the same time causing problems with localised waterlogging.

Native pasture production in this region is typically used for raising sheep, primarily for wool. Stocking rates are very low (around 1 DSE/ha), and drought can significantly reduce productivity and increase risk.

It should be noted that any development risks not only financial failure, but also environmental damage. The thin topsoils are fragile, and rely on the robust native vegetation to maintain structural integrity.

The major agricultural benefit these landscapes have provided to higher value cropping enterprises on the east coast is as catchment for rainfall to irrigate better soils adjacent to these hills. In this situation, the poor water holding capacity is a benefit, since runoff occurs readily. Please note that beyond this being a general observation of other operations in the region, Ag Logic makes no comment on this as an activity suitable to Cambria. Neither CGATM nor groups working on their behalf have requested any analysis of this from Ag Logic.

The extensive nature of suitable agriculture in this area also mean it may well be able to co-exist with tourism developments (depending on their scale). Smaller developments will only remove a small percentage of the native pasture lands. The low stocking rates suitable to this landscape mean the opportunity cost would therefore also be minor in a financial sense.

Potential for irrigation to alter agricultural suitability zones

The original development suitability maps assumed that irrigation water would be available, based on communication from CGATM and their representatives. In fact, without irrigation no area on the property has significant potential for agricultural development of any conventional crop that this author is familiar with. While it has been used opportunistically for dryland cropping in the past, the rainfall patterns on Tasmania's east coast mean that this is not economically feasible inclusion in a development plan. Even crops such as viticulture, which uses less water than most crops, requires water to ensure establishment and would also require ongoing irrigation to maintain commercially viable yield.

Implications for State Policy on the Protection of Agricultural Land

The Tasmanian government's published guidelines for regulating development to protect prime agricultural land define prime agricultural land as "land classified as Class 1, 2, or 3 land based on the class definitions and methodology from the Land Capability Handbook, Second Edition, C J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania."

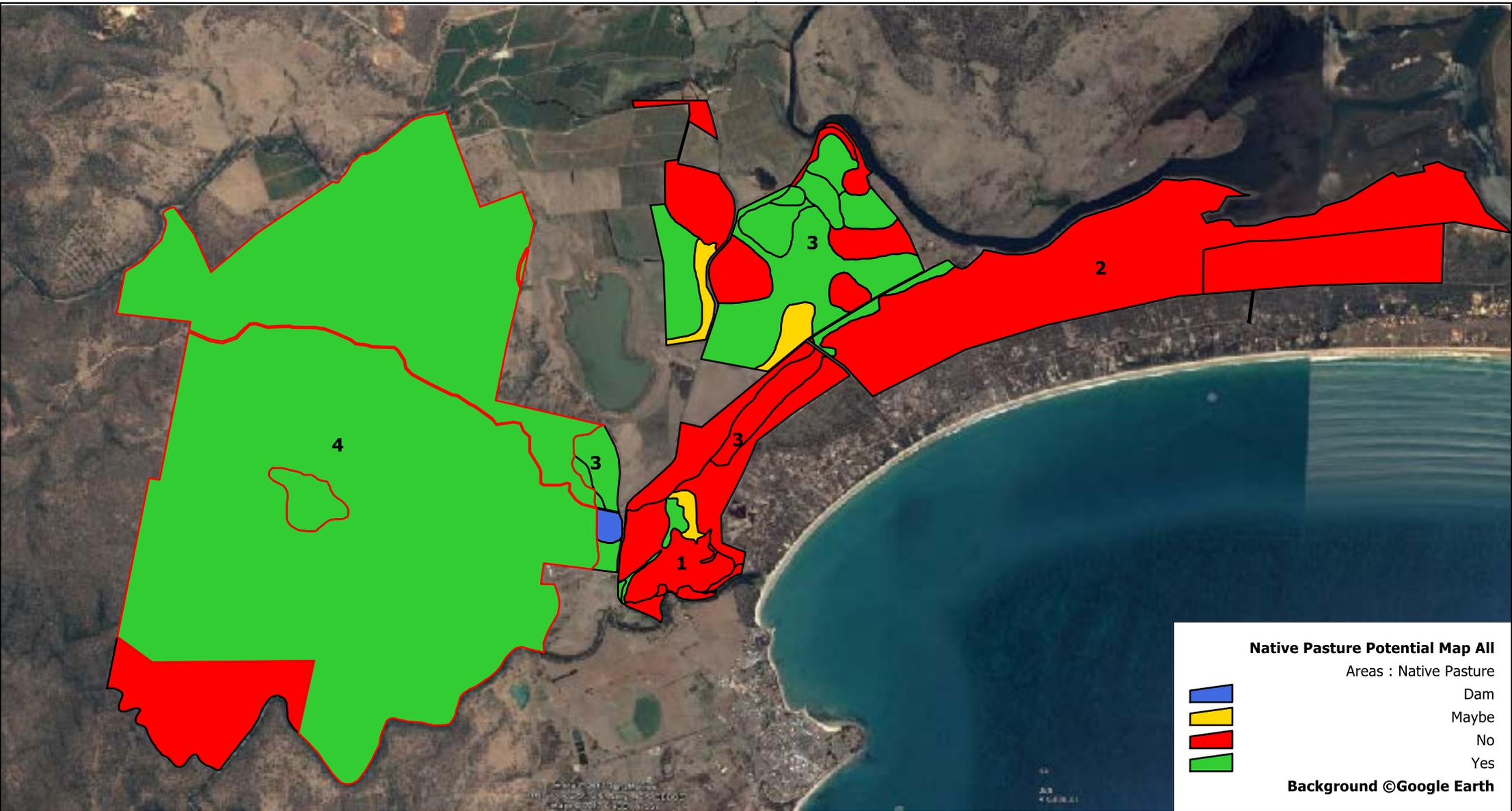
The modelled land capability maps for the region indicate that the property has no land over class 4, however the Land Capability Handbook states that mapping at this scale is not suitable for a property level assessment, being at a 1:100,000 scale. See the attached map for more information.

I was not asked to provide a formal land classification assessment, however I am able to make an educated estimate of the capabilities present on the property based on the inspections that were carried out. It is unlikely that any but some small areas in Precinct 1 could be classed higher than 4. Even in those areas, the highest classification would be Class 3, due to localised waterlogging, rocks and other limitations.

Summary

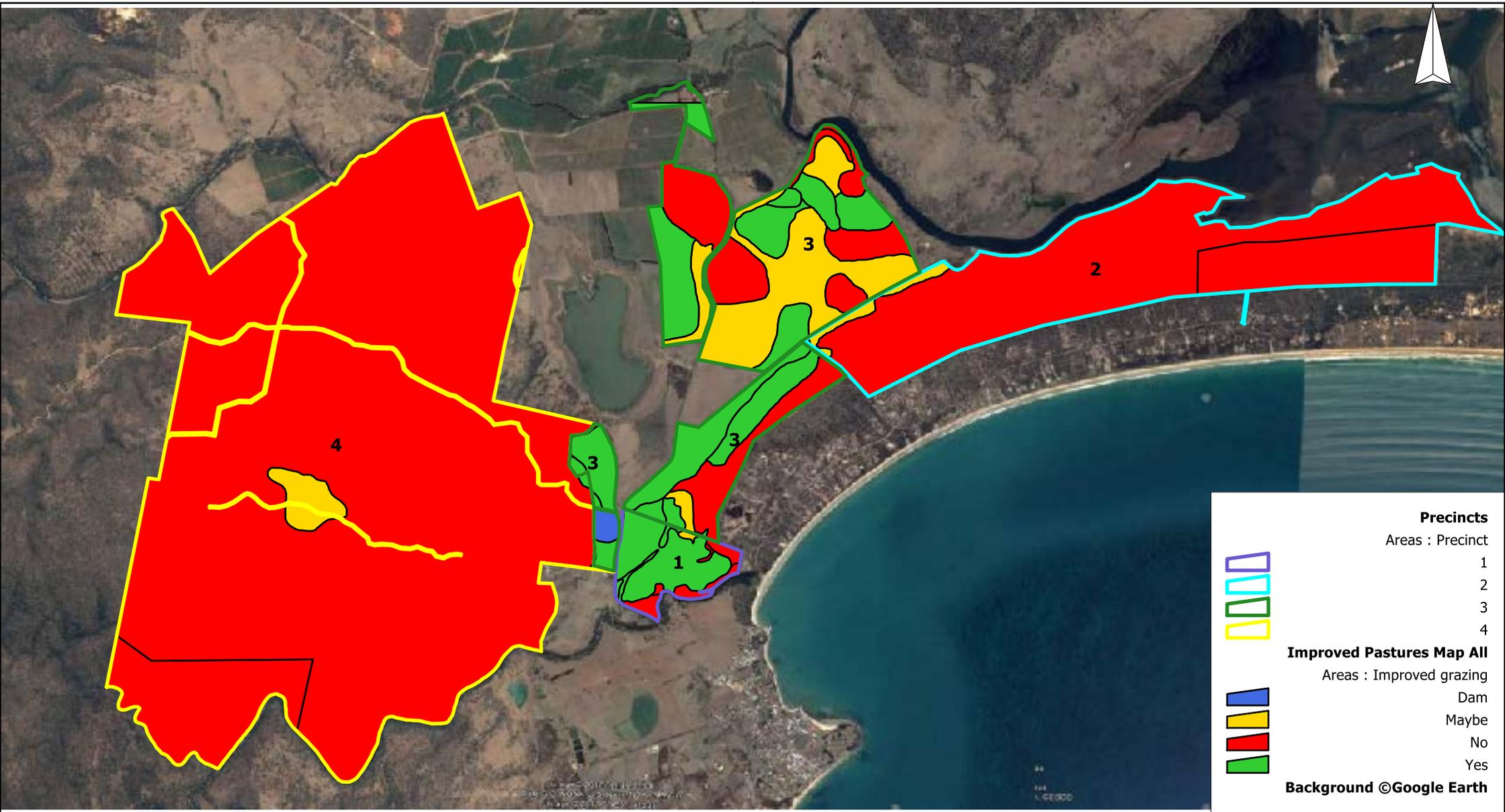
- The areas suitable for any agricultural development are within Precincts 1 and 3. There is limited or no areas suitable for meaningful development in Precincts 2 and 4.
- Irrigation will not assist in making Precincts 2 and 4 productive, due to severe limitations from topography, geology and resulting soils.
- Precinct 4 is only suitable for extensive grazing of native pastures. This is of minimal profitability to most operations except those focussed on wool, and even then only with support from more productive pastures. It is also very exposed to multi-season droughts, as seen recently in the area.

Map 12 – Potential Native Pastures



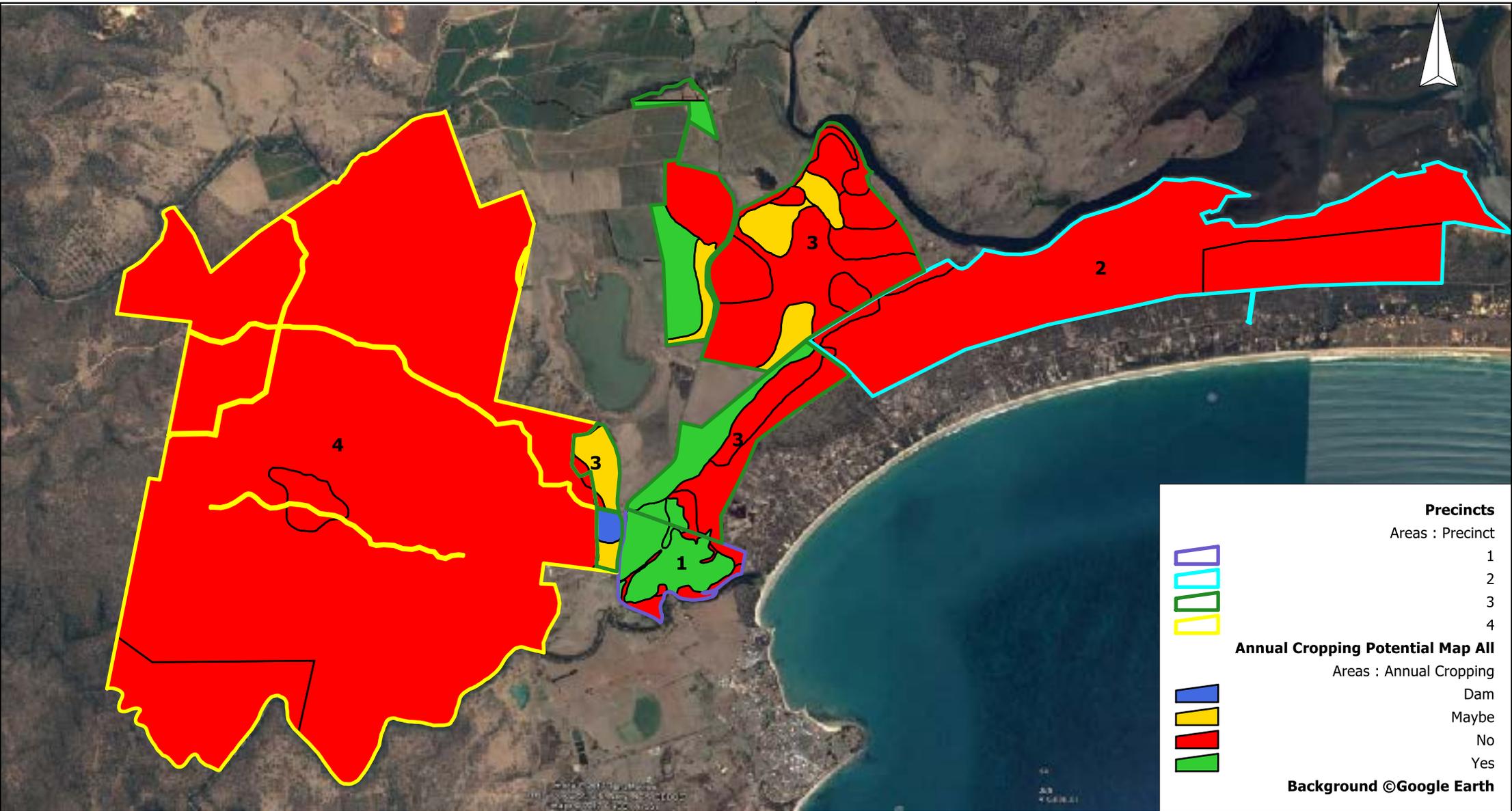
Areas assessed as having potential for supporting native pastures, based on soil constraints and frost risk. Areas classed "Maybe" have the potential for development however will need either further assessment or amelioration works. Refer to the report for more details.

Map 10 – Potential Improved Pastures



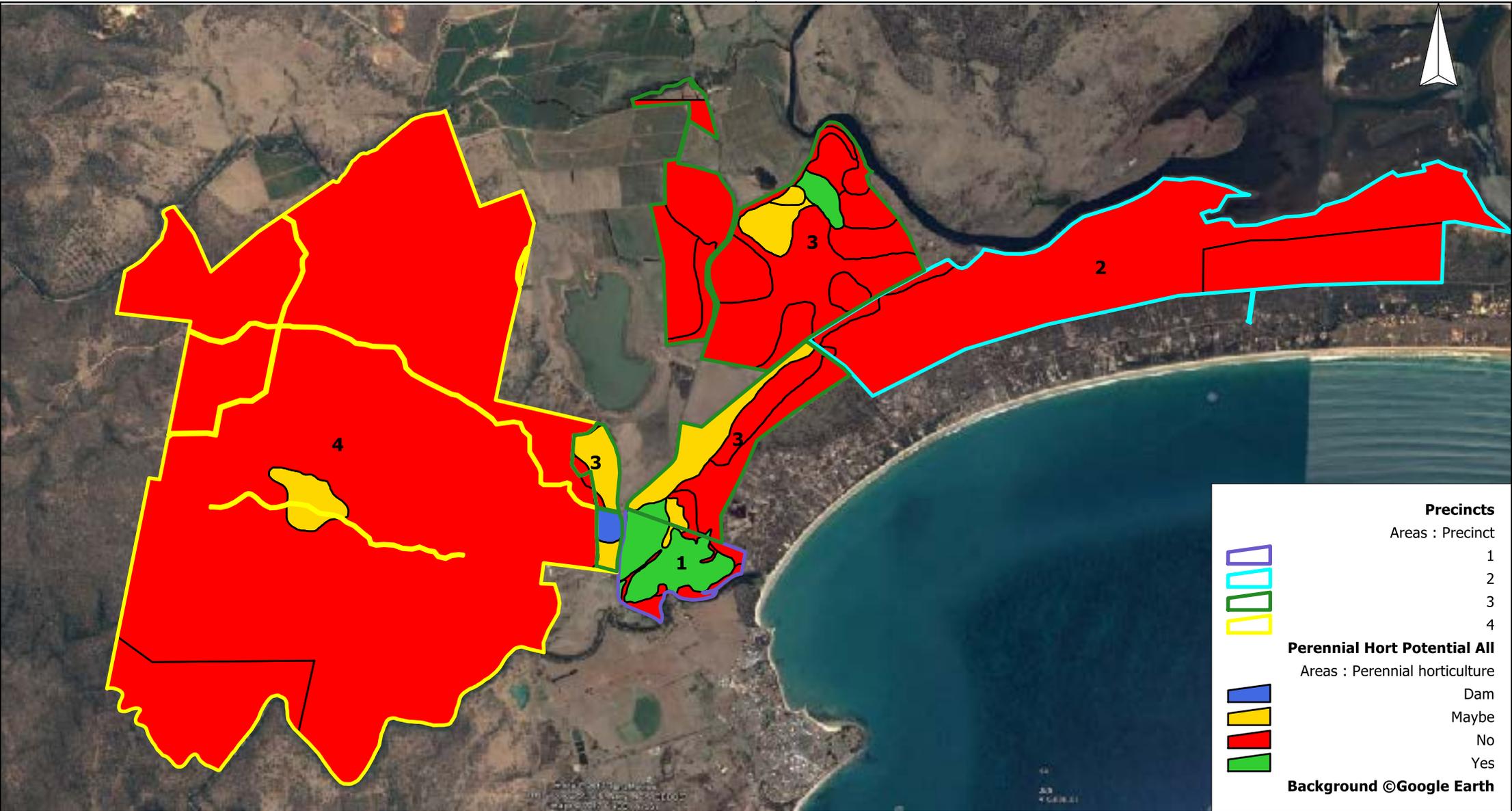
Areas assessed as having potential for supporting improved pastures, based on soil constraints and frost risk. Areas classed "Maybe" have the potential for development however will need either further assessment or amelioration works. Refer to the report for more details.

Map 8 – Potential Annual Crops



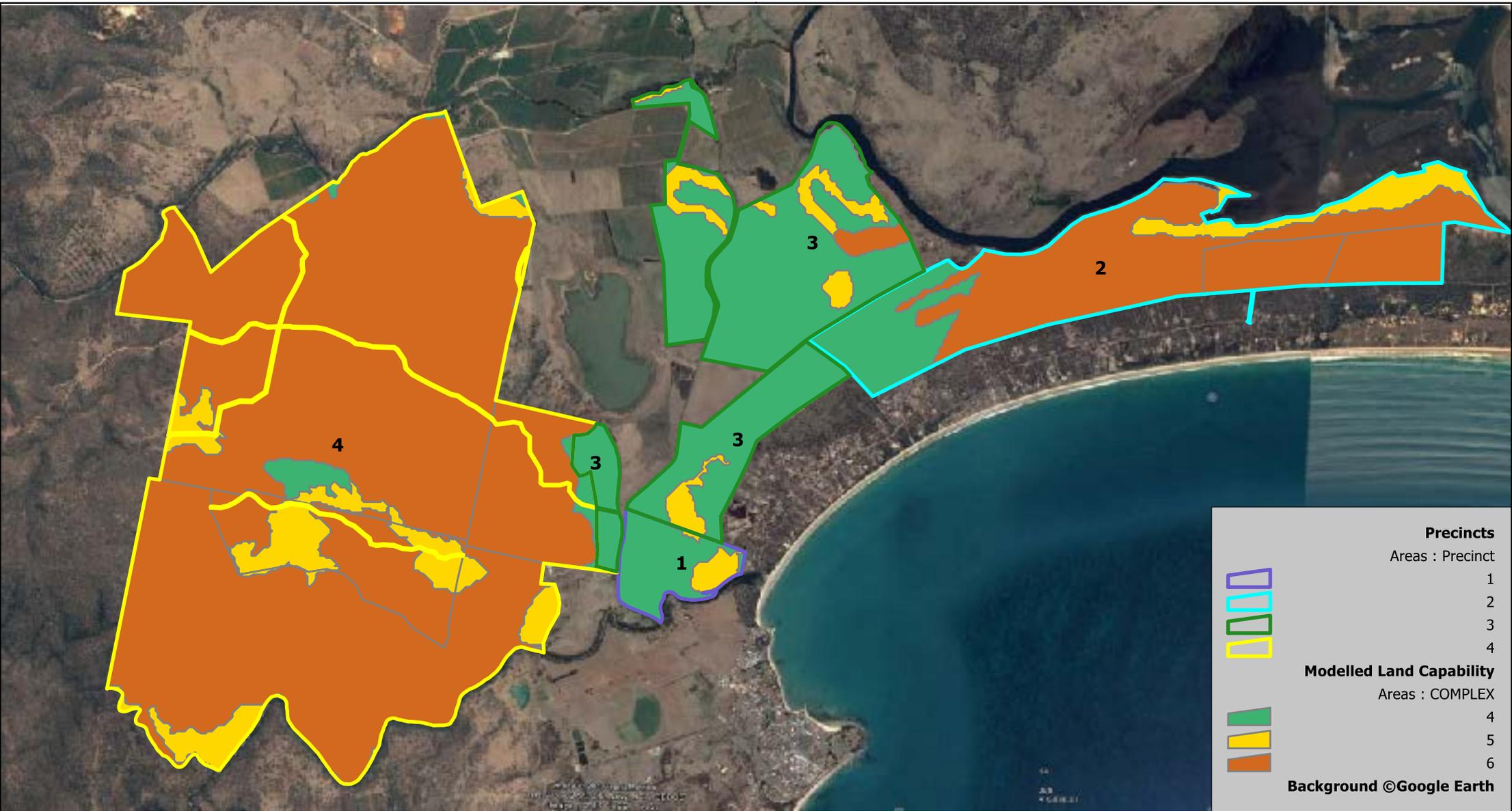
Areas assessed as having potential for annual cropping, based on soil constraints and frost risk.
Areas classed "Maybe" have the potential for development however will need either further assessment or amelioration works.
Refer to the report for more details.

Map 6 – Potential Horticultural Development



Areas assessed as having potential for horticultural development, based on soil constraints and frost risk. Areas classed "Maybe" have the potential for development however will need either further assessment or amelioration works. Refer to the report for more details.

DPIPWE Modelled Capability



The Modelled Land Capability map for this area is of very limited use in property-level planning. It relies heavily on modelled capacity for productivity, not on-ground measurements. It is not intended for use at the property level. The inspections of the site indicated that the zone boundaries are not correct, however the general capabilities are. Class 4 - Suitable for occasional crops and grazing; class 5 - unsuitable for crops, suited to moderate grazing; class 6 - unsuitable for crops, low suitability for grazing (Source - Grose, C. (ed.) 1999, Land Capability Handbook, DPIPWE)