

# Population Settlement Planning

Cassy O'Connor MP | Greens' Leader



**To prepare for future growth, we must ensure our cities and towns grow sustainably while protecting Tasmania's environment and way of life.**

Tasmania's population is increasing and expected to reach 520 630 people by June this year. As a result, the State is experiencing growing pains.

Increasing congestion, a tight rental market, lack of efficient cost-effective public and active transport, ad hoc development and regional inequity are all symptoms of a lack of proper population settlement planning.

This is impacting on our way of life, particularly around greater Hobart where about 40% of Tasmania's total population lives.

The Liberals and Labor parties believe 'bigger is always better' and have set growth targets for population growth but with no plan to ensure it is sustainable.

The time for long term planning is now. Climate change will increase Tasmania's population growth as people flee increasingly unlivable and hotter climatic conditions on the mainland and overseas. This shift is already happening and will intensify in the decades ahead.

The approach the Liberals and Labor have to managing the State is to slam on the accelerator and hope for the best.

The Greens would take the wheel instead.

## THE GREENS WILL

- ▲ Develop a Population and Settlement Plan aligned with State Policies on Climate Change and Settlement, Transport and Infrastructure.
- ▲ Establish a Department of State Planning
- ▲ Establish the offices of a State Engineer, a State Architect, and a State Demographer.

## POPULATION AND SETTLEMENT

Planning for population and settlement now is vital if Tasmania is to be self-sufficient and retain liveable cities, healthy communities and natural spaces.

A lack of past planning has contributed to traffic challenges in Hobart. There is no viable option for bypassing the city, which contributes to transport problems now and will remain a challenge into the future.

The Greens would immediately develop a Population and Settlement Plan, aligned with State Policies on Climate Change and Settlement, Transport and Infrastructure, to map where housing is going to be, what future populations' transport requirements are likely to be, and what the service requirements will be for suburbs.

If we make these plans now, corridors can be preserved for future projects as we go. This could include a rail corridor from Sorell to Hobart or along the North West of the State, preserving land for ferry terminals, or sites for future services - such as a new hospital site for the Royal Hobart Hospital once it reaches the limits of the current site.

Knowing what our cities and towns will need in 50-100 years will help us make the right decisions now. It will ensure Tasmania is ready for the future.

We will also examine what areas can carry more population, and would benefit from population growth, and which areas are near capacity. This work will inform infrastructure and regional planning, government incentives, and how our immigration policies are formulated.

## DEPARTMENT OF STATE PLANNING

Real planning requires input from a range of disciplines, requires regular updating, and must feed into a range of government activities.

The Department of State Growth will become the Department of State Planning. The new Department will include a new "Infrastructure and Planning" output.

This output will house the [Local Area Strategic Development Unit](#) announced as part of the Greens' *Reinvesting in Regions* policy, and [Plan Tasmania](#), announced in our *Homes for All Tasmanians* policy.

The Greens will also move the Tasmanian Planning Commission into this output and ensure close working arrangements between the Agency and local government which has a critical role to play.

To support this ongoing work, we will create the positions of State Architect, Chief Engineer and a State Demographer positions.

The newly aligned Department will work closely with all government agencies - in particular the Department of Environment and the Department of Health and Human Services – as well as GBEs and local government.

## INITIATIVE COST

Initiative Investment (\$m)	1 <sup>st</sup> Year	2 <sup>nd</sup> Year	3 <sup>rd</sup> Year	4 <sup>th</sup> Year
Office of the Chief Engineer	0.82	0.84	0.85	0.87
Office of the State Architect	0.62	0.63	0.65	0.66
Office of the State Demographer	0.44	0.45	0.46	0.47
<b>Total</b>	<b>1.88</b>	<b>1.92</b>	<b>1.96</b>	<b>2.00</b>