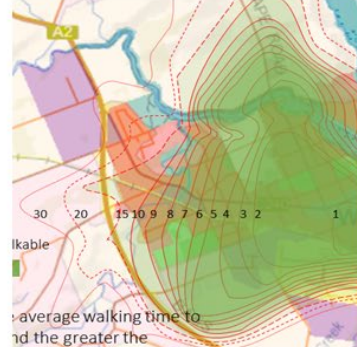
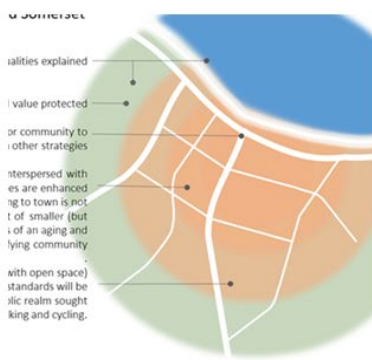
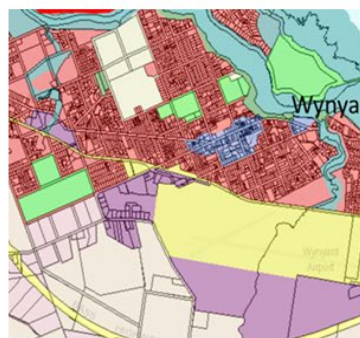


Liveable Waratah-Wynyard

Settlement Strategy



Adopted by Council – 17 May 2021

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Executive Strategy

The Waratah-Wynyard municipality enjoys exceptional environmental qualities and is the home of a resilient and supportive community. This Strategy seeks to leverage off these qualities to create sustainable, inclusive, inspiring and nurturing places to live, work and visit.

The niche that this strategy must fill is defined by a number other planning instruments and in particular the Cradle Coast Regional Land Use Strategy (CCRLUS) and Sustainable Murchison Community Plan. In keeping with the intent of these regional strategies this municipal strategy emphasises liveability and interprets the liveability of a place as its ability to support the people who live there to meet as many of their needs as possible locally and assist them to thrive and fulfil their potential. Fulfilling this aspiration requires the settlement strategy plans for compact towns and villages that provides attractive, welcoming, healthy and safe places for community life to flourish and offers a diversity and choice in affordable, appropriate and accessible housing.

This strategy is also required to complement local plans such as the Central Area Development Plans for Wynyard and Somerset which establish a direction for those town centres, and the Open Space and Recreation Strategy which identifies the actions required to meet the open space needs of community.

The strategy addresses challenges of:

Historic low population growth and an ageing population that if continued will increasingly require in migration to avoid problems of population decline or demographic imbalance;

A net loss of people exiting the workforce in a region that already has a high level of longer-term unemployment and a high proportion of households that are welfare dependent. These factors are diminishing the base of productivity the community depends upon to thrive;

High rates of non-communicable diseases that are diminishing many people's quality of life;

The sensitivity of the regional economy to external forces that are outside local control;

Local enterprises that have little discretionary/investment capital;

The high level of car dependency that may be contributing to vulnerability to resource depletion, the increasing incidence of non-communicable diseases and problems associated with congestion, traffic and a perceived lack of parking;

Climate change which will increasingly impact this region as well as the wider economy of which Waratah-Wynyard is a part;

Resource depletion which may deny the Waratah-Wynyard community resources such as fossil fuels upon which they are presently reliant; and,

Some people feel disenfranchised from the planning process and are unable to use it or contribute to it.

Analysis of supply and demand suggests there is generally limited need for further urban expansion based on the recent past. However, this demand is very volatile, and supply is often constrained, requiring co-ordination between land owners to facilitate development that has proved difficult. There is a demonstrated market demand for Rural Living Zone (RLZ) land, but this brings challenges in relation to servicing, and erodes ecological and agricultural values.

This strategy directs growth primarily to smaller infill lots to avoid expanding the built-up area as such expansion is contrary to regional planning policy and brings with it many problems that compromise liveability and make it harder to be sustainable. However, the analysis of supply and demand, previous planning studies and the fragmented lot sizes and shapes within towns and villages revealed not all future development needs could be met this way. Thus, it is necessary to rezone some land beyond the urban boundary to meet these needs. This has been achieved through identification of growth areas. The development of these areas will be governed by outline development plans to ensure the development of individual sites within these areas can incrementally contribute to creating coherently designed, efficient, liveable and pleasant areas. The selection of these areas was made by a series of tests that weigh up the implications of a loss of that land to its previous use and the benefits of its proposed use and for residential uses the potential liveability of that site.

The strategy seeks to present a blueprint for a future where the long-term success and vibrancy of the communities can be facilitated primarily by improving the quality of the existing towns and villages rather than extending their size as far as possible. To this end as well as supporting appropriate development it makes several other complementary recommendations that seek to retain and enhance the quality of the towns and villages. The strategy recognises that addressing contemporary changes in needs and demands and the challenges posed by climate change and resource depletion may have adverse effects on the valued character of the towns and villages. Consequently, the recommendations seek to protect and where possible enhance local character whilst at the same time allowing maximum freedom for personal expression and realisation of investment.

The strategy acknowledges that much of the power to make a positive difference to the liveability of our towns and villages lies outside the planning system, both in the hands of community members and in the hands of those that set the rules by which planning is governed. Consequently, the strategy seeks to empower and encourage community members to participate in, and contribute to, creating more liveable settlements. It also suggests advocacy to external agencies such as the Cradle Coast Authority to change some of the rules that govern planning to facilitate better outcomes. These recommendations encompass changes to planning instruments, capital works, promotion and education to support changes on the ground and in people's hearts and minds.

The strategy also seeks to respond to the impact of Covid-19. Many of the specific impacts are not yet known and will only be known when the pandemic can confidently be said to have passed. This strategy does this by seeking to build resilience so people may be better equipped to face the challenges and impacts not just of covid but of other pandemics or crises that may lie in the future. It does this by protecting ecological and economic assets, reducing dependence on cars for movement specifically and fossil fuels generally. It seeks to support healthy living by making it more inviting to walk or cycle. It seeks to address problems and vulnerabilities with food supply by promoting food security, empowering people to individually and collectively make the changes in their surroundings they need to make and in supporting people working together and so building social bonds.

Part 1: About the strategy

In a nutshell

Part 1 explains what a Settlement Strategy is, why it is required and how it fits into the wider planning system. In essence it fills in a gap in the hierarchy of planning controls that can help ensure development decisions contribute to achieving compact settlements that support greater liveability and meet future challenges. The principal policy document in establishing the direction for this strategy, the Cradle Coast Regional Land Use Strategy (CCRLUS), requires this strategy to identify, protect and enhance the qualities that contribute to the liveability of the towns and villages of the municipality. It emphasises that the low population growth predicted in the CCRLUS and the greater growth outlined in the more recent Sustainable Murchison Community Plan should be accommodated principally by consolidating towns and villages rather than expanding them or creating new settlements. This requires finding ways to sensitively and appropriately develop vacant and underutilised land that is already zoned wherever possible rather than zone more land on the peripheries of our towns and villages wherever possible. Such peripheral growth will only be acceptable if it can be demonstrated that there is a pressing need to accommodate a particular land use, no other reasonable options exist to accommodate that land use within an existing built up area and the land proposed for that land use is the least valuable of all options in terms of its ecological, economic and landscape value.

1.1 Introduction

A settlement strategy is a planning document to set a direction for the development of Wynyard, Waratah, Somerset, Boat Harbour Beach, Sisters Beach and Yolla to ensure they become (even) better places to live, work and visit. The Strategy identifies the valued qualities that make these towns and villages special and the challenges they face and are likely to face in an uncertain future. The strategy makes a series of recommendations for changes to build on these strengths and face the challenges. These recommendations are pitched at a variety of levels. Where all the information is available, specific proposals have been identified. Where further information or an intermediary step is required to implement specific actions, the strategy outlines the qualities these projects or actions should incorporate. This will provide a clear direction for planners and others to achieve this goal.

Why do we need a settlement strategy

Waratah-Wynyard offers an attractive living environment and is the home of a supportive and resilient community. Located within a rich mosaic of beautiful wilderness, rural and coastal landscapes, the Waratah-Wynyard towns and villages combine a close association with land and nature and a high standard of community and culture. Each settlement has a distinctive identity and offers the opportunity to enjoy different and complementary lifestyles.

However, maintaining and enhancing these qualities needs careful planning. Emerging issues of climate change, a changing and ageing community and attendant population decline and resource depletion could threaten these natural and community assets if they continue and are left unchecked. Furthermore, inappropriate development drawn to this area by these qualities could ‘kill the goose that laid the golden egg’, undermining the areas core strengths.

The Cradle Coast Regional Land Use Strategy (CCRLUS) is the key plan that sets the direction for the development of the region and seeks to address these issues. It requires Waratah-Wynyard to ensure liveable and compact towns and villages that support a high standard of wellbeing within them and do not blight their surroundings.

This strategy identifies how these regional goals can be realised in the municipality until 2040.

Seeking to make our towns and villages more liveable has implications for the shape, size and qualities embedded in their built-up areas. This strategy provides an agenda for action by multiple parties that will allow Council, the community, regional and state government to co-ordinate their efforts to ensure actions by all parties can incrementally contribute to enhancing liveability.

This strategy reviews land zonings to ensure that the goldilocks amount of land is provided for each use; not too much and not too little. This is important. To use the example of housing; if too little residential land is provided then supply is constrained, prices go up and more people are forced to leave the area to find affordable and appropriate housing. If too much land is zoned residential then the demand will be diluted over too large an area. When this happens any subsequent development that is zoned may find a market, but this is only achieved by drawing demand away from existing zoned land. This slows down the pace at which previously zoned land get developed and leaves many places half completed for a long time. This haphazard and unco-ordinated growth can contribute to sprawl and leaves sites derelict which can bring with it a wide range of economic and social problems. It also alienates land from its previous use, often denying productive agricultural land, effectively leaving it in limbo, not contributing to the community in any meaningful way.

Consequently this strategy seeks to ensure the supply of land for different uses is closely tied to need.

By compiling hard and soft infrastructure needs from other strategies and plans, the Liveable Waratah-Wynyard Strategy will assist Council and the Tasmanian Government to plan for the provision of water, waste, communications, health and energy infrastructure for existing and incoming residents. The strategy will enable infrastructure to be designed and constructed in such a way that it can be modified or augmented to accommodate future needs, thereby reducing energy, resource and financial costs.

This strategy will provide a basis for the Waratah-Wynyard planning scheme to be reviewed and allow for matters such as character and walkability to be given greater weight in future planning decisions.

The strategy will provide information and evidential backing to assist the Tasmanian Planning Policies to be prepared to better accommodate the needs and priorities of people in Waratah-Wynyard.

What is covered in the strategy

The scope of the strategy is limited to the municipality's urban zones as indicated in appendix 1. The urban zones are:

General Residential Zone (GRZ)

Low Density Residential Zone (LDRZ)

Village Zone (VZ)

Industrial zones; General Industrial (GZ) and Light Industrial (LI)

Business zones; Local Business and General Business (LBZ and GBZ)

Rural Living Zone (RLZ), including those areas zoned RLZ that are not attached to a settlement

Outside the scope are:

Rural and Agricultural zones are generally outside of the scope of this project as this was considered heavily when drafting the Local Provisions Schedule (LPS).

Parks and open space. These have already been addressed in the Open Space, Sports and Recreation Plan.

Central Areas Development Plan projects for Wynyard and Somerset – these are included within the draft LPS.

The strategy defers to the findings of these plans and other plans and strategies such as the health and wellbeing plan and the Integrated Council Environment Plan. This strategy also seeks to provide a framework that complements them with further proposals that are intended to optimise their benefits for the community.

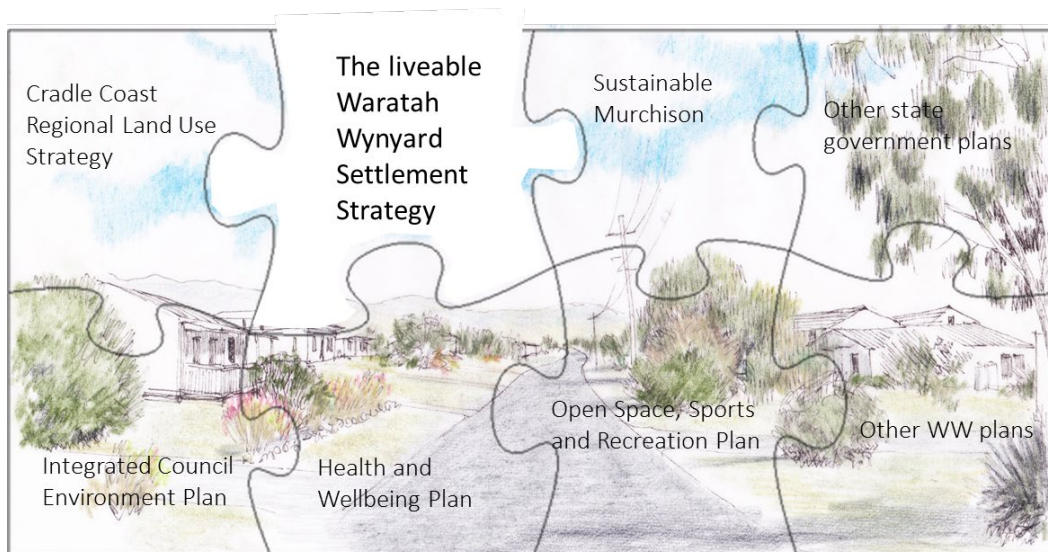


Figure 1.1 how the strategy fits in

1.2 The principles behind this strategy

At the core of this strategy is the belief that containing new development and accommodating population growth within compact well-planned settlements will bring social, cultural, economic and environmental benefits. This belief is reflected in the following principals:

Safeguard and leverage the municipality's strengths

This principle may also have been called don't kill the goose that laid the golden egg. Waratah-Wynyard enjoys many exceptional qualities. The strategy seeks to recognise those strengths, protect them and enhance their ability to sustainably continue to attract people and investment into the towns and villages of the municipality. These key strengths include:

Surveys of community values as outlined in Appendix 2 point to the high value that is placed in the areas exceptional landscape values.

ICEP reveals the importance if the areas ecological values and the imperative to retain those values.

Multiple surveys reveal the importance of the sense of community in our towns and villages

Surveys of the appeal of the area emphasise the lifestyles that are possible here, being weekend orientated with exceptional recreational assets nearby for camping, walking, fishing etc

Avoid unnecessary expansion of the footprint of towns or villages

A central principle of sustainable development is to recognise the limits to urban growth. Unfettered urban sprawl is inefficient, blights its surroundings, brings with it a range of social inequities and is detrimental to the economy. These impacts include diluting demand too thinly throughout a settlement, leaving land vacant for a long time. It also makes provision of services and utilities more expensive and inefficient. Unnecessarily sprawling towns and villages typically locate more people on the periphery further away from their local centre than they would otherwise be. Consequently, they are more likely to be car dependent to get to community facilities such as schools, shops, parks or jobs.

Prioritising consolidation over expansion is in keeping with the requirements of the Cradle Coast Regional Land Use Strategy and the Sustainable Murchison Community Plan. Consequently this strategy seeks to make the best use of existing urban areas through facilitating appropriate development and only supports expansion where it can be clearly demonstrated to meet a shortfall for that zoning in that settlement.

If it isn't wrong don't fix it

This strategy acknowledges that many planning instruments and policies have proved pragmatic and effective at achieving good planning outcomes. This strategy further reflects the belief that achieving greater liveability is better achieved by well targeted and informed actions rather than wholesale change. Consequently, this strategy adopts the approach behind the Cradle Coast Regional Land Use Strategy "It is not a Framework for radical change. It is a Strategy for sustainable growth and development".

Create the optimal circumstances for the community to thrive

Good planning and design can help people access all the opportunities they need to meet their needs, thrive and fulfil their potential. This strategy seeks to embed qualities within the settlements that makes them places where these positive outcomes can happen.

Extensive research tells us that achieving this is more likely in communities that are compact, walkable and mix together a range of land uses where this does not compromise amenity. These qualities have been demonstrated to make social interaction easier and more enjoyable, make it easier to stay healthy and feel safer¹.

This also requires us to support community health as set out in the WHO's Ottawa Charter for Health Promotion, which defines health not as the objective of living, but as a 'resource' for everyday life². Thus this strategy seeks to create places that invite people to walk or cycle, both by making destinations more appealing and the routes to them more attractive, pleasant and richer in opportunities to experience positive social interactions nearby³.

¹ Emily Talen & Julia Koschinsky (2014) Compact, Walkable, Diverse Neighborhoods: Assessing Effects on Residents, Housing Policy Debate, 24:4, 717-750, DOI: 10.1080/10511482.2014.900102

² 6 International Conference on Health Promotion. 1986. Ottawa Charter for Health Promotion

³ Wood, L; Giles-Corti, B; Bulsara, M; Streets Apart: Does Social Capital Vary with Neighbourhood Design?

Urban Studies Research Volume 2012, Article ID 507503, doi:10.1155/2012/507503

Respect the views and needs of all who are in the community and the needs of those who will be

The strategy is based on the belief that to achieve complete wellbeing, everyone's views must be heard and considered if they are to enjoy the best circumstances to satisfy their needs, and change or cope with the environment⁴. Thus, a good strategy requires listening to those who have responded to surveys and questionnaires and have offered their insights whilst at the same time using demographic data and research findings to consider those we know will be represented in the community into the future, including those who are not yet born.

Invite positive changes, don't impose them

Some aspects of community lifestyles need to change. For example, we are as a community less physically active and more car dependent than is good for us. This strategy seeks to change our surroundings so we are more likely to feel the healthier option is not only possible, it is preferable. This means not making it more difficult to drive but instead make it easier to walk or cycle for example.

This principle also recognises that successful communities rely on enthusiasm and buy-in and this can only happen through individual and community choice rather imposition. Consequently, within the scope established by planning controls established at state and regional level, this strategy seeks to pursue priorities that are strongly influenced by the community. It also seeks to be more carrot than stick, identifying and emphasising opportunities to undertake activities that support our wellbeing rather than constraints that stop us doing other things.

Look beyond what planning can control to include what it can influence

Many decisions that impact the qualities of our towns and villages are not covered by the planning system. Instead they come from many day to day decisions made by people in the community. For example, the design of the facades of houses and the choice of property boundaries can impact upon character and the perceived safety of the adjacent street. The landscaping choices we make can impact upon the water demands of our towns and villages, the ecological impacts we impose on our surroundings and the comfort of the adjoining public realm.

Although they are not in our control they are important. Through Council's own actions, we can influence what people consider to be good design and plant ideas in people's heads as much as put plants in the ground. Seeking to set an example and inspire will help align Council's efforts with that of the community will help ensure we can all move in a timely manner towards greater liveability.

⁴ 6 International Conference on Health Promotion. 1986. Ottawa Charter for Health Promotion

1.3 The importance of liveability

Liveability is a central theme of this strategy and is key to the continuing prosperity and sustainability of the municipality's towns and villages.

All levels of government are committed to protecting and enhancing the liveability of the places we live to support our wellbeing. Wellbeing is being defined in the Integrated Council Environmental Plan (ICEP) as "A state of existence that fulfils various human needs, including material living conditions and quality of life, as well as the ability to pursue one's own goals, to thrive, and feel satisfied with one's life".

The Tasmanian Population Strategy states that Tasmania's liveability is one of its strengths and along with migration and job creation provides the keys to the future success of the state. The Cradle Coast Regional Land Use Strategy notes liveability is increasingly recognised as a driver to building the health, stability, wellbeing and economic prosperity of communities and is a key consideration in location decision making. Fostering liveability leads to increased migration, visitation, trade and investment. It is seen as a strong attractor for inward migration to support the state's population aspirations.

The Regional Australia Institute tell us: "While job and career opportunities are key drivers for deciding whether to move to, stay in, or move from places in regional Australia, employment is not the only factor that drives these 'location decisions'. Increasingly, people think about what a place is like to live in and the quality of life that a regional town or city can offer them. This means that people regularly and critically assess a place's 'liveability'".

But what makes a place liveable?. The Cradle Coast Regional Land Use Strategy stresses a commitment to social and environment responsibility: *"Elements include access, affordability and diversity of choice for housing, management of population growth and demographic change, improvements in standards of physical, mental and social health, and the level of equity, leadership and community participation in decision making. It also includes addressing changes and deterioration in the natural environment and an increasing endeavour for energy efficiency and reduction in carbon emissions."*

It further defines liveable towns and villages as places which: *are accessible, affordable, attractive, clean, connected, convenient, diverse, healthy, inclusive, pleasant, safe, secure, sustainable and uncongested areas in which to live, work or visit for business or pleasure.* It adds that they enable people to meet their *"individual and collective needs for active, healthy and safe daily living and personal and social development throughout an entire lifetime, including for employment, housing, health, education, social inclusion and recreation; and which provide attractive, convenient, functional, secure and sustainable places"*⁵.

This in turn raises the question what are human needs? Broadly speaking they are qualities we all need to thrive and fulfil our potential. They are diverse but can be broadly grouped into four overlapping categories;

Physiological (such as the need to be physically active, to eat food that will allow us to remain healthy, drink clean water, limited exposure to climatic extremes).

Social (the need to connect with others, form families and communities)

Emotional (the need for safety, reassurance, belonging, experience of beauty and find escape from our stressors)

Cognitive (the need to learn and understand the world around us)

⁵ Living on the Coast Cradle Coast Regional Land Use Planning Framework

Although we all have the same needs, we all need to eat, sleep, learn etc. to fulfil our potential, the best way of meeting those needs will vary from person to person depending on their values, age, lifestyle and other variables. For example, although we all need to sleep, the amount of sleep needed for a child will be different to an elderly person and an appropriate diet will be different for an athlete than a less active person. Furthermore, the way many needs are met are subjective, for example perceptions of safety and risk or what represents natural beauty will vary from person to person.

Given the subjective nature of liveability we have relied significantly on the survey of community values undertaken for this strategy to set its priorities (appendix 2). We have reconciled these with our obligations to apply strategic planning policy and sought to arrive at solutions that support us to enjoy a good quality of life and ensure those not yet born can also equally enjoy the bounty of living in this part of the world.

Supporting liveability also requires minimising exposure to factors that typically add to the load of stress on our bodies. This requires minimising exposure to climatic extremes, excessive noise, pollution, risk or too much artificial light.

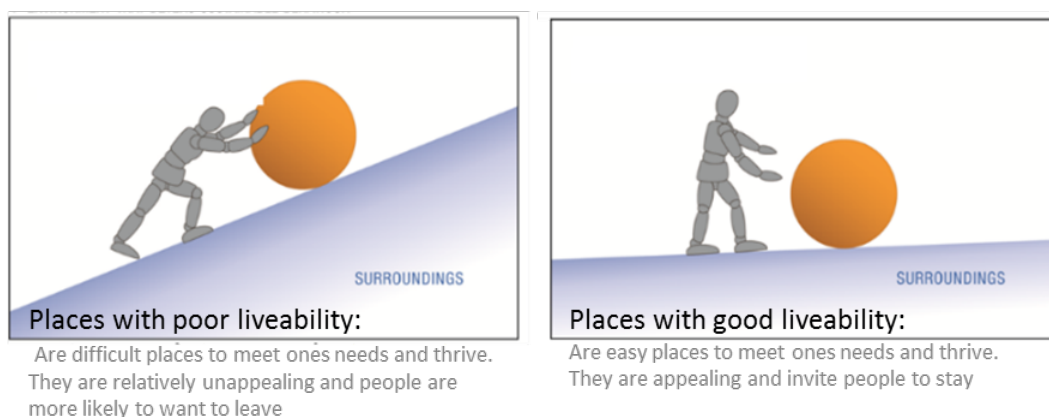


Figure 1.2 importance of liveability

1.4 Methodology

The steps taken to arrive at this strategy are outlined below.

The process for preparing the settlement strategy was agreed.

The niche within which the strategy fits was established by identifying and reviewing the relevant policies and strategies that this strategy has to implement and accord with.

Stakeholders were identified, contacted, their perspective was sought and their contribution was invited.

Community priorities and values were identified through an online survey and the results and interpretation reported back to the community (refer appendix 2). This allowed us to confirm our interpretation and share with the community the range of views of what was valued about their town or village and what priorities they suggested for change. These findings were workshopped with councillors on 27th July 2020.

This allowed us to refine our understanding about the issues and the priorities the strategy should pursue.

Simultaneously we undertook a review of the academic evidence that surround these issues to ensure proposals were based on a thorough understanding of the link between planning, the built environment and the resulting outcome.

Understanding the issues and priorities allowed us to identify best practice for settlement strategies. These were other strategies that addressed similar issues and have proved effective or seem likely to prove effective. These are outlined at the end of this chapter.

A draft of the intent and priorities of the strategy was then prepared for testing with a variety of stakeholders within and outside of Council. These findings were workshopped with councillors on 1st September 2020. This allowed the development of a draft strategy for consultation with the broader community.

A consultation draft strategy was prepared and was exhibited in December 2021-February 2021.

After this consultation the draft has been amended to address any issues that were raised, either by explaining them better or changing the proposals.

Aims and objectives

The strategy seeks to realise the land use outcomes identified in the Cradle Coast Regional Land Use Strategy that ensure towns and villages provide liveable and sustainable communities where:

The growth and development of centres is contained to create functional places that optimise use of land and infrastructure services and minimise adverse impact on resources of identified economic, natural or cultural value,

The pattern of settlement provides a network of compact, well connected and separate centres each with individual character and identity,

Land supply is matched to need and there is a balance of infill and expansion,

There is co-ordinated and equitable access to provision of regional level services,

Each settlement provides an appropriate level of local development and infrastructure facilities to meet locally specific daily requirements in employment, education, health care, retail, and social and recreation activity for its resident population,

Each settlement provides a healthy, pleasant and safe place in which to live, work and visit,

There is diversity and choice in affordable and accessible housing,

People and property are not exposed to unacceptable levels of risk,

Transport, utility and human service infrastructure is planned and available to meet local and regional need, and,

Energy consumption implications and resource efficiency measures are considered in the design, construction and operation of all activities.

Additionally the strategy seeks to;

Inform future amendments to the Local Planning Policy Framework to ensure it is better equipped to serve local needs.

Provide an evidence base to assist Council to identify and advocate for potential amendments to the State Planning Policy Framework.

Provide Council with a robust and defensible framework for decision making that will support Council's position with the Tasmanian Planning Commission (TPC) and the Planning Tribunal and advocate for changes with other responsible authorities.

Identify work beyond this project that will assist Council to fulfil its liveability objectives.

1.5 Best practice for Settlement Strategies

Waratah-Wynyard Council was keen to learn from and build on the work already being done by other Australian local governments in relation to other Settlement Strategies. Interviews with the officers and private sector planners and developers implementing them revealed that Settlement Strategies prove most successful when they:

Provide as much certainty as possible but do not unnecessarily diminish scope for different design solutions when these can be demonstrated to achieve adequate design standards;

Make the values that inform planning decisions explicit.

Show how aims have been met and can be met.

Provide a well-documented evidence base.

Clear narrative/easy to interpret and apply.

Puts a consistent message in ways that might be understood by a variety of people.

Provides tests and protocols to accommodate reviews and any need to change as circumstances change.

Emphasise and clearly articulate where development can go, rather than those areas where it can't (although these will still have to be explained), and

Empower people to participate in creating positive change and so build a 'community of implementation'.

1.6 The policy context

This strategy does not operate in a policy vacuum. It has a niche in a hierarchy of policies where each planning ‘instrument’ (a planning document that plays a part in setting these rules) has a specific role to play. It is statutorily required to implement higher level strategic policies and provide direction for more local decisions on specific sites and within particular areas. Its role is to translate these higher order strategic plans and identify what they mean at a local level so planners might identify how their local actions can achieve those aims. In other words, it has to listen to higher order strategies, talk to strategies at the same level and inform decisions and policies at a lower level (refer figures 1.3-1.4).

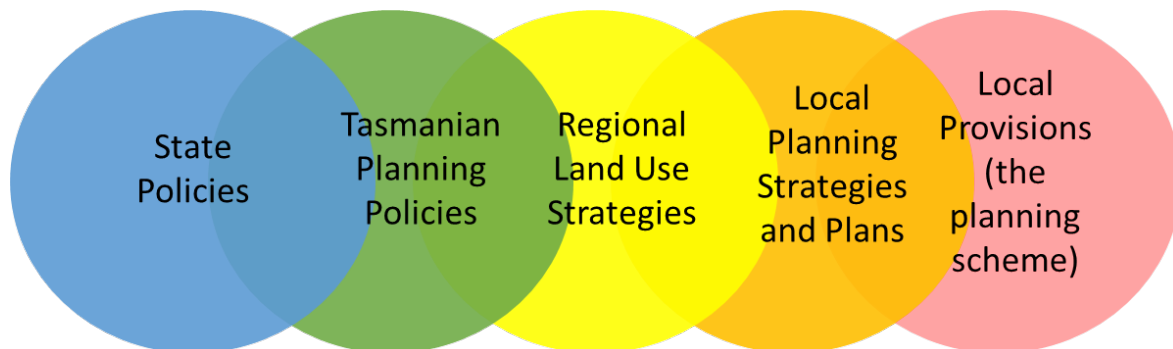


Figure 1.3 The hierarchy of planning controls

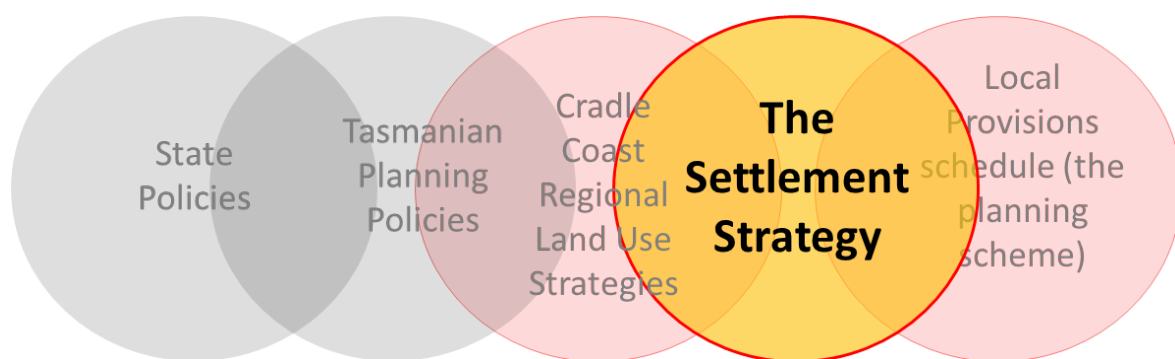


Figure 1.4 The settlement strategy in the hierarchy of planning controls

The niche within which this strategy must fit and the relevant to policies and strategies that frame this strategy are outlined in appendix 3.

1.7 Implications for the Strategy

Achieving greater liveability is the central aim of the policies and strategies that frame the Liveable Waratah-Wynyard Settlement Strategy. Realising this aspiration means looking beyond the *quantity* of land dedicated to particular uses (although this is important) and requires us to also consider the *quality* of development on that land to ensure it is better equipped to enable us to meet our needs and protect the natural and cultural resources in our surroundings. Seen in this light, appropriate development that contributes to liveability is development that doesn't take up any more land than is needed and doesn't blight adjacent land or surrounding activities. It is development that resonates with the community's values about the familiar and the characterful, it is affordable, pleasant, inviting and ecologically responsible. It contributes to meeting an identified need or better still more than one need in the community and is located where it can be accessed by people on foot or by bicycle wherever possible to ensure people can weave in physical activity to their day to day lives.

Part 2: Issues and Challenges

In a nutshell

The population of Waratah-Wynyard is changing. We are getting older: the average age is going up and is now 46, which is beyond the age of natural increase. This means most of us are too old to have enough children to replace the existing community. Consequently if population levels are to be maintained or increased in line with the aspirations of the State government's population strategy we will have to rely on people moving into the area. If people and in particular young families do not move into the area a significant demographic imbalance will arise, with a high and growing proportion of the community welfare dependent and in need of care, and not enough people to provide that care or drive the economy.

With an ageing population health becomes harder to keep and people generally become more sensitive to environmental conditions. Older people are deterred from desirable physical activity by issues that would not deter a younger person such as the distance between seats and traffic volumes that would make crossing a road too difficult.

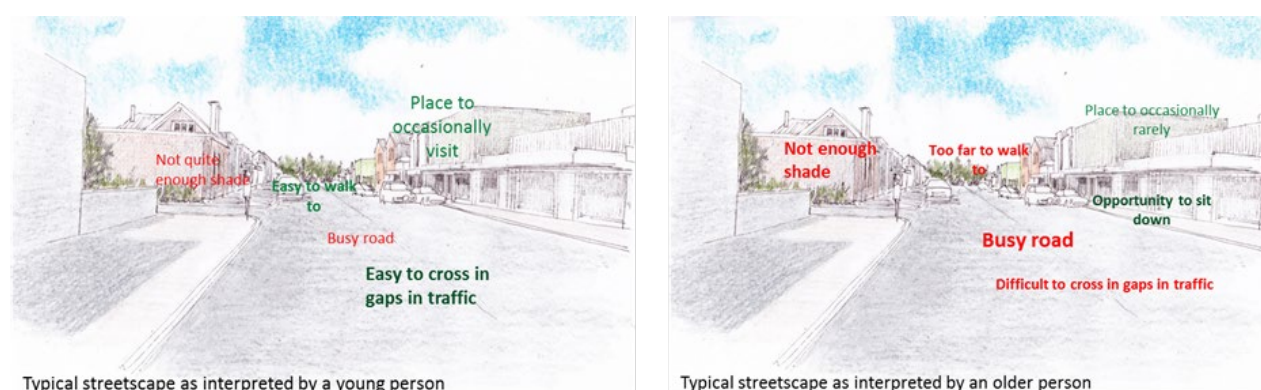


Figure 2.1 Differing perceptions of our surroundings as we age

An older population will also mean households will become smaller. This happens as children leave home and couples separate or are widowed. It is envisaged that household size in the Cradle Coast Region will fall from around 2.3 to 2.4 persons to approximately 2.1 persons by 2030. Assuming household size stabilises after this point this represents an approximately 11% drop over the lifetime of this strategy or about 0.5% a year. This means that even if the population declines, if it declines less than 0.5% per annum more dwellings will be required as the number of dwellings needed to house a given number of people will increase.

If the population was to remain unchanged at 13,828 and household size reduces as anticipated, the municipality would need to increase the number of occupied dwellings from 5,376 dwellings to 6016 dwellings (a further 640 dwellings) during the lifetime of this study to house everyone. This would represent 12% growth in existing housing stock over the next 20 years or 32 dwellings a year. Over the last 5 years we have been approving development applications at a rate of 61 dwellings per year, so assuming these approvals for dwellings are built we are on target to approve adequate dwellings.

Given that State government projections suggest that the municipalities population may decline to 12000, this population could be housed in 5714 dwellings which would only require a further 340 dwellings across the municipality. This equals 17 dwellings a year. This level of development has been amply met by current approvals for 61 dwellings per year.

On the surface, analysis of supply and demand suggests that there appears to be low levels of demand because of low population growth, high rates of vacancy and under occupancy and ample supply across nearly all zonings in all towns and villages. However, demand has historically been volatile, subject to outside influences and may go up or down. Furthermore apparent supply is in reality often not readily developable, it is often constrained, limited by difficulties servicing or held within fragmented, relatively small lots.

Real Estate industry confirms demand is greatest for Rural Living lots. The promise of living on a generous site amidst a beautiful landscape with ample room for sheds, storage, boats, caravans and a larger house makes them very appealing but bring with them serious planning issues. They are:

They tend to be more difficult for Council to adequately service than lots in towns or villages.

More likely to cause problems for adjoining agricultural uses through escaped weeds and use of weed killers, pesticides.

Tend to contribute to sprawl, they take a lot of land and locate people where it is frequently impossible to walk to the nearest town in a practical sense and difficult to cycle. Thus they reinforce car dependency and require every trip into town to be serviced with at least one car park space.

Explicitly discouraged in the Cradle Coast Regional Land Use Strategy.

Provision of these will dilute demand on other lots (a concept known as the “elasticity of demand”, slowing down development elsewhere).

So, whilst they represent a positive outcome for real estate/property industry this is only achieved by adverse outcomes for towns and villages generally.

In relation to Commercial and Industrial demand, the Central Area Development Strategies Project (CADS) notes ample General Business Zone (GBZ) land in Wynyard to meet commercial floor space needs. The CAD’s notes there may be need for more GBZ land in Somerset to meet commercial floor space needs and identifies rezonings to meet these needs.

Industrial land supply and demand analysis and development activity indicate little demand for more land. However, hi tech research and design industries are likely to find Waratah-Wynyard appealing as liveability and attracting key staff who could go anywhere is a key locational determinant.

In relation to educational and healthcare land requirements consultation with the responsible authorities revealed no land use changes were envisaged, with one major initiative being the development of the Waratah/Wynyard Child and Family Learning Centre at Table Cape School.

2.1 Municipal profile

The place

Waratah-Wynyard Council was formed in 1993 through the merger of the north-western Tasmanian municipalities of Waratah and Wynyard, and covers an area of 3531km². The area enjoys a beautiful landscape, north facing slopes and beaches along which most of the towns and villages are located, a gentle climate, some of the cleanest air in the world and abundant natural assets⁶. The Cradle Coast NRM Strategy 2005 notes these abundant resources underpin its industries, including agriculture, fisheries, forestry, mining, hydro and wind energy and nature-based tourism; and are essential for the health and lifestyle of its people.

These attributes hold deep meaning for people within the community. The CCRLUS tells us: *“From the aesthetic value of landscapes to the productive capacity of water and soils; from the life-supporting function of healthy ecosystems to the benefits available in accessing, exploring, caring for, and/or generating economic return from the natural environment - the relationship between people and land is pervasive and complex. The natural environment is never remote or inaccessible”*.

The region has potential advantages in affordability and rural lifestyle opportunities⁷, however realising this opportunity particularly in the form of creating more RLZ lots brings with it considerable challenges and risks associated with inappropriate development that may ‘kill the goose that laid the golden egg’ and erode the liveability of the towns and villages.

The municipality also enjoys considerable accessibility advantages. Burnie-Wynyard airport lies within the municipality and at time of writing has scheduled flights to Melbourne, King Island and Launceston. Devonport airport is an hour away and has regular scheduled flights to Melbourne. The Port of Burnie has regular freight connections to many other ports and the Port of Devonport is the principal maritime gateway for Tasmania. Buses link Wynyard and Somerset to Burnie with onward links to Launceston and Hobart and from Waratah bus connections are available to Burnie and the west coast.

The housing stock is almost entirely detached houses.

⁶ <http://www.cradlecoast.com/our-region/live-study-work/live/>

⁷ Murchison Sustainable Community Plan 2040 Community Study

The people

The majority of the municipality's population live on the coast. We enjoy a good work-life balance, access to affordable homes⁸ and a strong sense of community. We have a high level of attendance at community events, participation in sports groups and church groups; and the highest levels of volunteering in the state. We smoke less than the state average⁹. Although lacking in formal education we are recognised as bringing a wealth of work experience to our work and are more productive¹⁰. We have proven ourselves to be adept at changing industries as old industries decline and new ones spring up. Each worker pulls in more money to the state than the typical worker elsewhere in Tasmania does¹¹.

After a period of decline the population of Waratah-Wynyard has been relatively stable at around 13,700 people¹². Looking towards the future different population projections have pointed in different directions. The CCRLUS and the government's own projections anticipated decline¹³. Whereas the more recent Sustainable Murchison points towards the possibility and desirability of growth¹⁴, with the important caveat that this would be dependent on the active cultivation of the liveability of the area.

On the other side of the coin we are older than the Tasmanian average —it has been estimated that the proportion of our population aged 65 and older will increase by 26% between 2014 and 2024 at which time lone person households will be the biggest single group.

We are less well educated than the Australian average. Fewer than 47% of us hold post-secondary qualification compared to a national average of 59% - although the proportion of us with post-secondary qualifications is growing. This doesn't stop us though, with over half the workforce in key industries having no formal qualification for the position held.

⁸ <http://www.cradlecoast.com/our-region/live-study-work/live/>

⁹

https://dhhs.tas.gov.au/__data/assets/pdf_file/0005/398174/Report_on_the_Tasmanian_Population_Health_Survey_2019.pdf#:~:text=The%20Tasmanian%20Population%20Health%20Survey%20%28TPHS%29%20uses%20Computer,2%20100%20for%20each%20of%20the%20three%20regions.

¹⁰ <https://economy.id.com.au/murchison/worker-productivity-by-industry?WebID=250&sEndYear=2018>

¹¹ <https://economy.id.com.au/murchison/worker-productivity-by-industry?WebID=250&sEndYear=2018>

¹² <http://www.placespeak.com/murchison2040>

¹³ Living on the Coast Cradle Coast Regional Land Use Planning Framework

¹⁴ <https://kingisland.tas.gov.au/wp-content/uploads/2017-07-29-Sustainable-Murchison-2040-community-Plan-Community-Study-2016-05-31.pdf>

We also have higher rates of unemployment¹⁵ and for those of us in employment, that employment is less secure than the state average. Participation in workforce is lower in Waratah-Wynyard than elsewhere in the region, leaving more people reliant on each worker than elsewhere. Partly as a result of these factors we are also of modest means. Households in the Waratah-Wynyard Council area have a lower amount of disposable income than elsewhere in Tasmania¹⁶ with median weekly household incomes of \$922 in 2019, which is 16% below the Tasmanian median¹⁷.

We are also in poorer health than the state average. We are more likely to be overweight – those overweight or obese comprise 68.2% of our population which is higher than the Tasmanian average of 58.5%. Obesity is strongly associated with higher risk for chronic disease such as heart disease, strokes and diabetes.

People are insufficiently physically active (14.1% do not have enough moderate/vigorous activity to maintain good health and 74% of us do not have adequate muscle strengthening activity)¹⁸. This places us in a worse position than the state average of 11% and 65% respectively. Inactivity is strongly related to lower perceived quality of life¹⁹ as well as a higher incidence of bowel cancer, stroke, ischaemic heart disease (IHD) and type 2 diabetes²⁰.

We tend to eat less fresh fruit and vegetables than the National Health and Medical Research Council guidelines recommend and less than the state average.

The municipality also has a higher than average all-cause cancer rate (562.3 per 100 000 – 6th highest of all LGAs).

People are more dependent on cars than elsewhere, with a higher proportion travelling to work by car as driver or passenger than the rest of Tasmania.

Although no statistics could be found about disability locally, as a state Tasmania has the highest rate of disability in Australia.

¹⁵ http://economy.id.com.au/tasmania/Employment-capacity?WebID=360https://itt.abs.gov.au/itt/r.jsp?RegionSummary®ion=65410&dataset=ABS_REGIONAL_LGA2019&maplayerid=LGA2018&geoconcept=LGA_2019&datasetASGS=ABS_REGIONAL_ASGS2016&datasetLGA=ABS_REGIONAL_LGA2019®ionLGA=LGA_2019®ionASGS=ASGS_2016

¹⁶ https://itt.abs.gov.au/itt/r.jsp?RegionSummary®ion=65410&dataset=ABS_REGIONAL_LGA2019&maplayerid=LGA2018&geoconcept=LGA_2019&datasetASGS=ABS_REGIONAL_ASGS2016&datasetLGA=ABS_REGIONAL_LGA2019®ionLGA=LGA_2019®ionASGS=ASGS_2016

¹⁷ file:///C:/Users/jenny/Dropbox/My%20PC%20(ifor)/Downloads/Council-Agenda-20-May-2019-Attachment-Central-Area-Development-Plan-Strategies.pdf

¹⁸ https://dhhs.tas.gov.au/__data/assets/pdf_file/0005/398174/Report_on_the_Tasmanian_Population_Health_Survey_2019.pdf#:~:text=The%20Tasmanian%20Population%20Health%20Survey%20%28TPHS%29%20uses%20Computer,2%20100%20for%20each%20of%20the%20three%20regions.

¹⁹ <https://www1.health.gov.au/internet/publications/publishing.nsf/Content/phd-physical-rec-older-disc~chapter-4~chapter-4-2>

²⁰ <https://www1.health.gov.au/internet/publications/publishing.nsf/Content/phd-physical-rec-older-disc~chapter-4>

Employment and industry

Where we work and what we do is changing, reflecting our ability to adapt to the changing economy. The Cradle Coast Regional Land Use Strategy tells us in the region these jobs are spread between many businesses. Only 1% of businesses employ more than 50 people. 80% employ less than 20 people, and 58% having no employees. 85% of employment is in the private sector, with a large proportion (2200 or 27%) involved with the agricultural, forestry and fishing sector. Manufacturing is the largest industry²¹ and we still have a high level of trade and engineering skills which exceed national and State averages, a factor which reflects the traditional employment profile. The largest manufacturing sectors are food and beverage, wood products, textiles, metal products, machinery and equipment²². In relation to the construction industry the ABS report that most building work being undertaken was residential²³.

Despite our ability to adapt to the changing world we are still lagging in the creation of jobs. For every 100 residents there are only 75 jobs²⁴ and the rate of job creation is going backwards and lags the rest of Tasmania²⁵.

2.2 ‘Big picture’ issues and challenges

Many of the major issues that the settlement strategy will have to address are outside Waratah-Wynyard control. These are factors like climate change and technological advances that will impact the way we all live, there is little we can do to stop them in Waratah-Wynyard. We can, however plan to contribute to fulfilling our global responsibilities, ensure we can capitalise on the opportunities these challenges raise and mitigate their potential adverse effects.

Understanding how these mega trends are reshaping the world of today will enable us to anticipate the probable course of the future decades, and to adapt our strategies to ensure we meet the demands of a changing and complex world.

The Sustainable Murchison plan notes that as with all small regions around Australia, Murchison’s population is particularly sensitive to economic conditions. That is, as employment fortunes wax and wane, so too will the population growth rate. This is very characteristic of a region with a relatively high proportion of working age residents (albeit older working residents).

Both in and out-migration can increase rapidly in response to new local job opportunities or losses. For a relatively small population this can have a substantial effect. Moreover, economic migrants are usually in the childbearing age range and, if jobs are secure, family households are formed, further increasing population growth. Just as rapidly, a downturn can compel large numbers of working families to leave²⁶.

²¹ <https://economy.id.com.au/tasmania/about?WebID=360>

²² <https://www.cradlecoast.com/our-region/industry-innovation/>

²³

https://itt.abs.gov.au/itt/r.jsp?RegionSummary®ion=65410&dataset=ABS_REGIONAL_LGA2019&maplayerid=LGA2018&geoconcept=LGA_2019&datasetASGS=ABS_REGIONAL_ASGS2016&datasetLGA=ABS_REGIONAL_LGA2019®ionLGA=LGA_2019®ionASGS=ASGS_2016

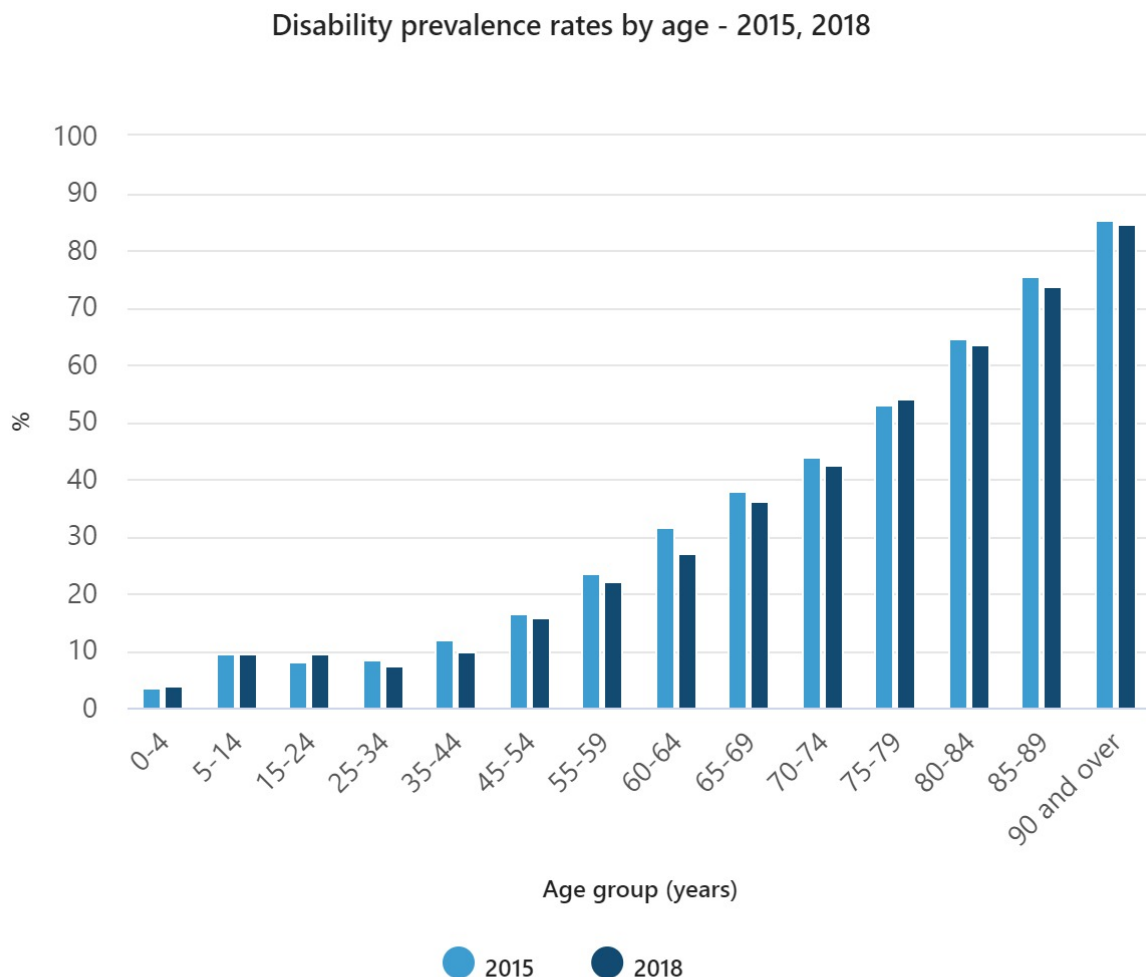
²⁴ <https://economy.id.com.au/tasmania/local-jobs?WebID=360>

²⁵ <https://economy.id.com.au/tasmania/local-jobs?WebID=360>

²⁶ https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/199019/Our_Infrastructure_Future_-_30_year_Infrastructure_Strategy_Consultation.pdf

Demographics

Higher life expectancy and falling birth rates are increasing the proportion of elderly people across the globe. This presents challenges to taxation and welfare systems, health care and the future of the workforce. It will change people's lifestyles, the services they demand and the structure and function of the labour market. The natural increase in the rates of disability as people age looks likely to increase the proportion of the population who are disabled in our community.



Source: Australian Bureau of Statistics, undefined 2018

Figure 2.2 Disability in an aging population

As the current generation reaches retirement, there will be fewer workers for each pensioner, thereby placing a greater strain on funding. The demand for skills and expertise will be greater and shortages are likely to lead to increased wages. Investment returns on capital will reduce and the proportion of spending on health-related services will increase exponentially.

An older population also influences housing needs. More specifically, there is an imperative to provide housing that can be maintained easier, is close to facilities, services and public transportation and facilitates walking and other forms of physical activity²⁷ that are essential for mental and physical stimulation and provide the foundations for social inclusion.

Digitalisation

Digitisation and technological advances are profoundly changing the geographic distribution of opportunity. Economic success is intrinsically linked to the ability to embrace and actively participate in the digital revolution²⁸.

These technologies can substantially offset traditional challenges in Australia, including in Tasmania, such as distance to markets. The Commonwealth Department of Industry, Innovation and Science notes the benefits and opportunities include:

Better connectivity between customers and supply chains through real-time access to production information, logistics and monitoring

Greater flexibility for businesses to produce differentiated products and services to tap unmet consumer demands, compete in global markets and capture emerging opportunities

Enhanced workplace safety, production and improvements across the entire value chain. Further technological advancements will present challenges and opportunities for Tasmania. For example, Tasmania's liveability and a greater ability of people to live and work anywhere might in turn mean an opportunity for greater levels of high productivity activity.

They further add that demand for ubiquitous, reliable and fast connectivity will increase with the growth of the digital economy and that growth in the wider economy could be impeded by below average connections. Unfortunately Tasmania risks being on the wrong side of a digital divide, having the lowest level of connectivity of any of the states or territories with the differences in connectivity being most pronounced with those in regional areas and those already socially excluded.

Furthermore, the rise in on-line shopping will increasingly impact our town and village centres. Eight out of ten Australians shop online. Last year it was estimated every one out of ten items will be bought online²⁹ with an increasing number of those items bought from overseas³⁰. The viability of 'brick and mortar' traditional town centres has increasingly been seen as focussing on 'experiential' visits that attract people for reasons beyond a simple transaction. This can take the form of offering attractive environments, social interactions, events, such as musical performances and other attractions³¹. Centres are also increasingly turning to services such as beauty services, hairdressers and other services that cannot be accessed on line.

²⁷

https://www.academia.edu/7822891/Using_built_environment_characteristics_to_predict_walking_for_exercise?email_work_card=view-paper

²⁸ http://www.dpac.tas.gov.au/__data/assets/pdf_file/0010/485704/DRAFT_Our_Digital_Future.pdf

²⁹ <https://www.webalive.com.au/ecommerce-statistics-australia/>

³⁰ <https://www.webalive.com.au/ecommerce-statistics-australia/>

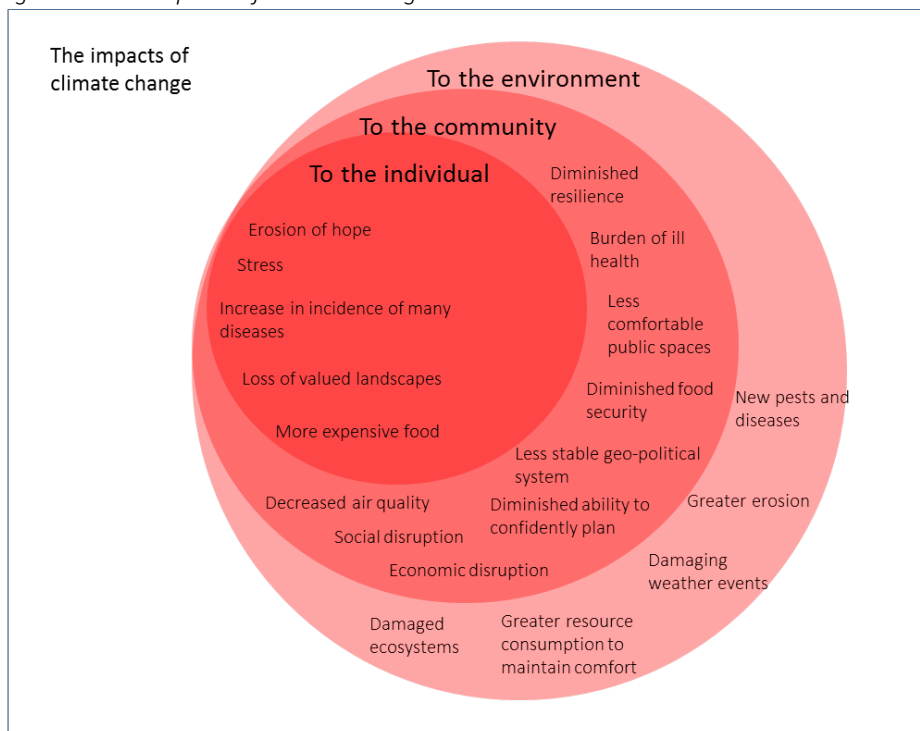
³¹ <https://www.reonomy.com/blog/post/rise-of-online-shopping>

Climate change

Whilst the impacts of climate change are expected to be relatively moderate in this region it will still bring considerable challenges that are likely to be detrimental to our core assets (Sustainable Murchison 2040). Under a changing climate we are expected to experience increased storm events, changes in rainfall patterns and fluctuations in temperature. Landscapes will change, new pests become established in the area, storm, flood and fire events become more frequent and more damaging, water supply becomes less dependable. “Research suggests that changes to our climate may affect human health and wellbeing on many levels. Effects may include the impacts from increased extreme weather events, wildfire and decreased air quality (higher pollution and allergens); threats to mental health (e.g. anxiety and post-traumatic stress disorder following weather events); and illnesses transmitted by food, water, and disease-carriers”³². Sea level rise is also projected to lead to more frequent coastal inundation events³³.

This will have broad ranging impacts on our natural, cultural and built environment. Council recognises that Waratah-Wynyard is facing unprecedented challenges as these impacts change our ecosystems and communities. A shared response across all levels of government, businesses, natural resource management organisations and the community, is needed to manage the associated risks, opportunities and impacts from a changing climate.

Figure 2.3 the impacts of climate change



(adapted from original graphic sourced at elmoore.com)

³² Luber, G., et al., 2014, Chapter 9: Human Health. Climate Change Impacts in the United States: The Third National Climate Assessment. Melillo, J.M., Richmond, T. & Yohe, G.W. (Eds), U.S. Global Change Research Program, 220-256

³³ Luber, G., et al 2014, Chapter 9: Human Health. Climate Change Impacts in the United States: The Third National Climate Assessment. Melillo, J.M., Richmond, T. & Yohe, G.W. (Eds), U.S. Global Change Research Program, 220-256. 123 Grose, M., date unknown, Local climate profile: Circular Head Municipality, Antarctic Climate and Ecosystems Cooperative Research Project.

Public Health

In common with many other countries, the rising average age of the Australian population and changing lifestyles are accompanied by increasing rates of chronic disease. Many of these chronic diseases are caused or worsened by lifestyle factors such as sedentary lifestyles, poor diets, alcohol consumption, smoking or stress³⁴. Tasmania has the highest proportion of people aged 65 and over, along with one of the highest rates of chronic conditions of all Australian states and territories.

The Tasmanian Population Health Survey 2019 found that:

One in five of the population self-assessed their health as being poor or fair and almost one in seven Tasmanians experienced high or very high levels of psychological distress in 2019³⁵.

In relation to obesity more than half of the population are either overweight or obese. Obesity in Tasmania continues to be more common in people experiencing socio-economic disadvantage.

Close to half of all Tasmanian adults reported difficulties with accessing the health care providers that they need.

Depression/anxiety, diabetes, and cancers have all increased significantly in Tasmania over the last ten years, while hypertension has declined.

Contrary to what might be expected, a study of Food security in Tasmania by the Department of Health and Human Services noted that rural Tasmanians have more difficulty accessing an adequate variety of fresh food than do urban Tasmanians³⁶.

As noted above the proportion of the population that are disabled will rise as our population ages. This will present people with further challenges in participating in and contributing to their community.

How we get around

We have become dependent on our cars to make nearly every journey. Whilst many journeys can only be made by car and they enable us to meet needs that would otherwise be impossible to meet, many of us are choosing to drive for distances where walking or cycling are practical alternatives. Although no local statistics are available a travel survey from Hobart revealed the average trip distance for all purposes is 9.35km. Taking out commuting trips which tend to be longer at 11.2km, the remaining 68% of trips average at only 8.7km. For many this is not a prohibitive distance for cycling. Google assumes a conservative cycling speed of 16km/h in its mapping, so the average time needed for non-work trips by bicycle is 30 minutes. Considering that approximately half of trips will be less than this distance then cycling and to a lesser extent walking may be seen as an overlooked opportunity³⁷.

³⁴ https://dhhs.tas.gov.au/__data/assets/pdf_file/0005/398174/Report_on_the_Tasmanian_Population_Health_Survey_2019.pdf

³⁵ Tasmanian Population Health Survey 2019 – Key Findings

³⁶

https://www.dhhs.tas.gov.au/__data/assets/pdf_file/0008/75482/FoodSecurity.pdf#:~:text=Food%20security%20represents%20social%20inclusion%20and%20is%20focussed,sufficient%2C%20reliable%2C%20nutritious%2C%20safe%2C%20acceptable%20and%20sustainable.%E2%80%9D.%20%E2%80%AA

³⁷ https://www.transport.tas.gov.au/__data/assets/pdf_file/0003/109731/Household_Travel_Survey_Summary_-_Final.pdf

Ninety-three per cent of Australians aren't walking the recommended daily distance³⁸. This is significantly contributing to the poor health outcomes within the municipality. This is associated with low levels of active transport within the community. Active transport is walking, cycling or using the bus (which involves walking to and from the bus stop) to get to the places we need to go, such as travelling to and from work or shopping. Apart from enabling people to meet these needs it incidentally helps people to meet their needs for daily physical activity, promotes better connection with one's community and surroundings, negates the need for parking spaces and reduces greenhouse gas emissions.

Unfortunately, the trend towards inadequate activity is getting worse³⁹; the proportion of Tasmanians using active transport has declined significantly since 2016, from 41.9 per cent to 34.1 per cent in 2019⁴⁰.

In relation to cycling, it has been in decline nationally⁴¹ (although anecdotally the present pandemic has seen an upswing in interest). Tasmania has fewer cyclists than the national average and has the lowest level of interest in cycling in Australia⁴² with declining rates of cycling in regional Tasmania⁴³. However, the state has taken up the use of e-bikes faster than elsewhere in the nation⁴⁴.

Resource availability

The earth has limited supplies of natural mineral, energy, water and food resources essential for human survival and to maintain valued lifestyles. At the same time, population growth and economic growth are placing upward pressure on demand. Our present enviable quality of life is supported by consumption of resources at an unsustainable pace.

In the coming decades, significant changes in global production and consumption, along with the cumulative effects of climate change, are expected to create further demand on these global resources. The growing demand for these resources directly impacts the ability of governments to deliver on their core policy pillars of economic prosperity, security, social cohesion and environmental sustainability. The anticipated depletion of fossil fuels in particular will have wide ranging effects on the Tasmanian economy including making transport more costly, and may make car ownership and use prohibitively costly for more people.

Covid 19 and resilience

It is acknowledged that most of the data upon which this strategy was based reflects pre covid circumstances and the impacts of the pandemic are so profound and span so many aspects of life, it remains to be seen if the projections based on this data eventuates.

It is further acknowledged that we don't yet know what these impacts are. Anecdotal evidence suggests it might be fuelling an increased interest in moving to Tasmania. It has also been suggested it will result in long term changes in retail. These may or may not occur.

³⁸ <https://www.care.org.au/media/media-releases/ninety-three-per-cent-australians-arent-walking-recommended-daily-distance-study/#:~:text=Results%20of%20the%20study%2C%20released%20to%20mark%20the,than%20half%20of%20the%20recommended%20daily%20walking%20distance.>

³⁹ Tasmanian Population Health Survey 2019 – Key Findings

⁴⁰ Report on the Tasmanian Population Health Survey 2019

⁴¹ https://austroads.com.au/publications/active-travel/ap-c91-19/media/AP-C91-19_National-Cycling-Participation-Survey-2019-AUS.pdf

⁴² https://austroads.com.au/publications/active-travel/ap-c91-19/media/AP-C91-19_National-Cycling-Participation-Survey-2019-AUS.pdf

⁴³ https://austroads.com.au/publications/active-travel/ap-c91-19/media/AP-C91-19_National-Cycling-Participation-Survey-2019-AUS.pdf

⁴⁴ https://austroads.com.au/publications/active-travel/ap-c91-19/media/AP-C91-19_National-Cycling-Participation-Survey-2019-AUS.pdf

This pandemic and future challenges such as other epidemics, climate change or sudden denial of food or fuel require that community resilience is maximised. This means vulnerabilities are 'built out' and the community are equipped with the confidence and ability to take on any challenge with minimal difficulties.

Market expectations and demand

It is very difficult for developers and builders to raise standards of their own volition above what the market will accept. It adds to their risk and represents a departure from what they know will sell and as business people this has to be the centre of their attention. However the development industry is very good at rising to challenges when the market demands it. To this end rising design standards will be assisted by promoting greater awareness in the community of what good design is and why it is important. This will make it more likely that the market will demand it and not accept design that falls short.

2.3 Municipal issues and challenges

In addition to the big picture issues identified above, the Waratah-Wynyard community is facing the following key challenges:

Changing housing needs

An ageing population and reducing household size are changing housing needs. Households will become smaller as children leave home and couples separate or are widowed. Single person households are the biggest growing group of households⁴⁵. It is envisaged that household size in the Cradle Coast Region will fall from between 2.3 to 2.4 persons to approximately 2.1 persons by 2030. The bulk of the existing housing stock suits families and will become increasingly unsuitable for the growing numbers of more mature and elderly in our population.

The lack of alternative, smaller homes nearer centres where people can access social and health care will cause bottle necks in the housing market, requiring people to stay longer in increasingly unsuitable housing as they wait for a smaller house they like and can afford.

Sustainability issues

Council recognises that ignoring climate change and resource depletion is not an option. It has an obligation to contribute to global efforts to meet the challenges these will pose to our quality of life. Thus it is seeking to lead by example and facilitate the local community to build resilience and access opportunities that will enable us to sustainably support and enhance our wellbeing. As noted in the Cradle Coast Regional Land Use Strategy, this requires that planning must have regard to maintaining the carrying capacity of the Region's natural systems. It must manage the cumulative impact of increased settlement and economic activity on the capacity and health of natural systems to provide sustainable life support for an increased population and demand for resources. This further demands there must be a focus on long-term viability as well as immediate opportunity.

⁴⁵ <https://profile.id.com.au/tasmania/households?BMID=360>

Car dependence

The spatial arrangement of community facilities effects participants' ability to engage in activities. Cars are usually needed to access most activities. This has a negative impact on the transport disadvantaged or stressed. The 2016 Health and Wellbeing Plan noted that 371 (6.5%) private dwellings in Waratah-Wynyard had no motor vehicle. Although the proportion of dwellings without motor vehicles was lower than both the Tasmanian and Australia average, this data should be viewed in the context of the availability and viability of other modes of transport, such as walking, biking, public transport and taxis.

In relation to why people have to drive, distance is the most significant deterrent to walking but for many people they may walk further if the circumstances are right, thus diminishing car dependence can happen through designing compact settlements or improvements to the walking environment that encourage people to walk further and change their perception of what 'too far' is.

Capitalising on assets

The Cradle Coast Regional Land Use Strategy identifies significant investment opportunities across a diverse range of industries from advanced manufacturing, agriculture, forestry, mining, retail and tourism to the rapidly expanding renewable energy and agri-tourism sectors.

A survey undertaken for this strategy of Facebook groups who have expressed a desire to move to Tasmania and the online survey of the Waratah-Wynyard Community identified the following factors that contribute to the appeal of the area were:

- Untouched beautiful landscape
- Affordability
- Temperate climate/reliable rain
- Accessibility to Mainland
- The people/community
- "Everything not far away"
- Lifestyle
- Beaches
- Soil
- Fresh air
- Good schools

All of the settlements have significant appeal, with a strong sense of community and close connection to the land and landscape featuring prominently. Wynyard in particular is seen as a desirable place to retire to because of its attractive coastal setting, good medical and health facilities and flat topography. Other coastal settlements were valued for their exceptional setting and recreational qualities.

Community Values

Community values across the municipality were established primarily through an online survey with local residents for this project and complemented by the findings of the surveys undertaken for the iCEP. The Boat Harbour Beach masterplan, the CADSP and the Waratah Community Plan. The iCEP survey found that:

Respondents said they valued the accessibility of natural spaces; low population and development; street trees in urban areas; the beauty, diversity and uniqueness of Waratah-Wynyard; the transition between built and natural environments; the natural environment's contribution to wellbeing; opportunities to contribute environmental values; and high levels of community participation.

The survey undertaken for this project supports these conclusions and also reveals an attachment to low density living. Reconciling this preference for low density living with the imperative to achieve greater sustainability and plan for compact settlements, as required by the Cradle Coast Regional Land Use Strategy may be challenging.

A more detailed exploration of settlement by settlement community values can be found in section 2.4.

Achieving growth rates

Sustainable Murchison outlines quite ambitious targets for growth and seeks to bring in more young people and families (Sustainable-Murchison-Community-Plan-Community-Vision theme 3). This represents a significant departure from the existing older demographic, the recent historic trend of a population decline of 1% between 2010 and 2016 (Id.com, abs data) and the anticipated decline in population noted in the CCRLUS.

Notwithstanding phenomena such as the anecdotal exodus from the mainland in the wake of Covid 19, the Sustainable Murchison Regional Plan recognises that achieving this growth isn't something that will just happen and will require active promotion and planning. Changing the historical inertia will require careful analysis of the reasons for that decline and identification of those reasons that are modifiable through planning. It will also require careful identification and protection of the settlements intrinsic values to ensure these can be retained and enhanced. This theme was reflected in the Sustainable Murchison Plan which also suggests qualitative controls to protect and enhance urban design and landscape values in the municipalities of the region.

The Cradle Coast Regional Land Use Strategy ⁴⁶ notes that:

"The region's economy is dependent on leveraging our strengths to grow high value specialisations that are most competitive in the global market place. An effective local economy, with a strong service sector is also needed to directly support our key export industries and contribute to the liveability of the region. Economic activity in the region is driven through overlapping networks and relationships. Identifying and supporting strategically significant nodes or clusters of activity within these networks provides an effective means for development that builds on the region's economic strengths. Regions grow based on their ability to provide environments where enterprises want to cluster."

⁴⁶ file:///U:/jenny%20D%20docs/Cradle-Coast-Regional-Futures-Plan-2019-2022.pdf

Residential supply and demand

Refer appendix 4 for an exploration of supply and demand in Waratah-Wynyard . In essence it finds that although there is adequate supply to meet demand across the municipality the places where the supply is do not match the places where the demand is. In Wynyard alone there are 149 ha of lots zoned General Residential Zone (GRZ) that are over twice the average GRZ lot area and consequently could be subdivided to increase stock (refer figure 2.4). If all of this land was developed for residential uses this could accommodate approximately 1075 average sized lots. This represents enough dwellings to meet underlying housing needs for 33 years. However, attractive as Wynyard is many of these lots are relatively constrained and the type and size of housing it can offer is not a perfect match with either need or demand.

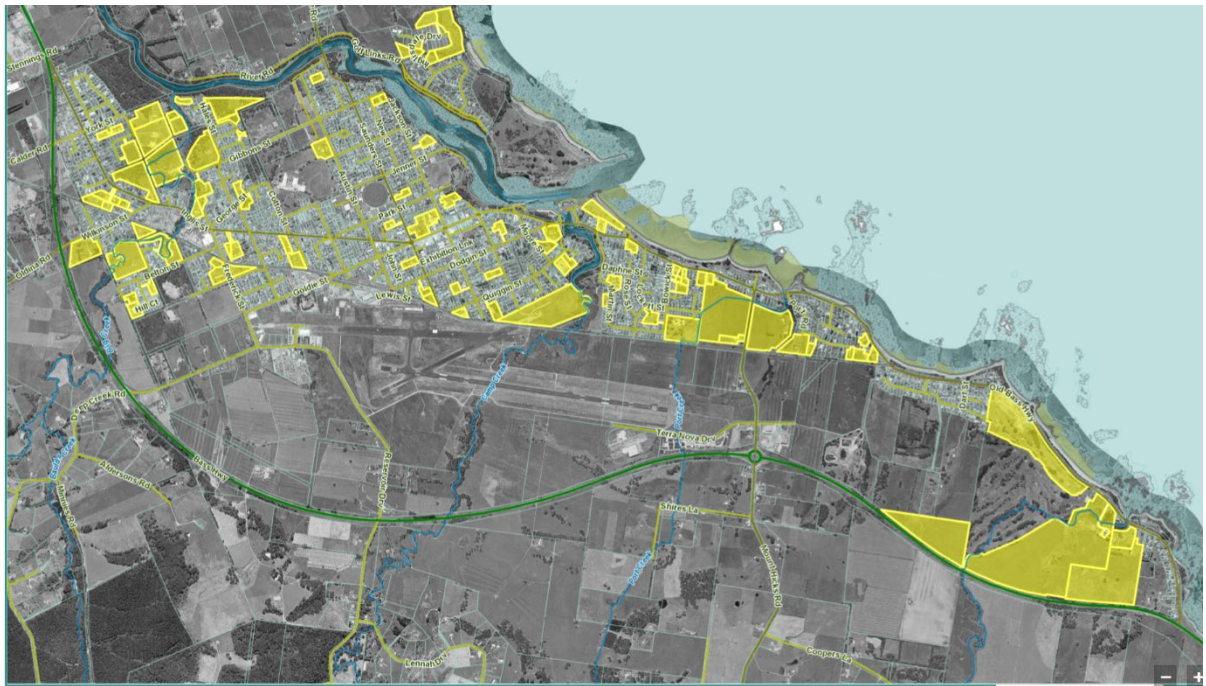


Figure 2.4 GRZ lots in Wynyard that are large enough to be subdivided to yield at least one additional lot.

Another important consideration is that demand is strong for land zoned Rural Living, given its relative affordability and the exceptional lifestyle opportunities it offers. However, to respond to this by zoning more land RLZ would raise serious planning issues:

- Increasing the proportion of RLZ lots contributes to sprawl: they consume a lot of land and locate people where it is impossible to walk in a practical sense and difficult to cycle and so reinforce car dependency.
- Provision of RLZ lots will dilute demand on other lots; this is known as ‘elasticity of demand’ where provision in one segment takes away from demand in other sectors, slowing down development elsewhere and contributing to high levels of vacancy and underutilisation.
- This will conflict with the compact settlement goals of the Cradle Coast Regional Land Use Strategy.

Consequently, although they represent a good deal for real estate/property industry they bring with them serious adverse outcomes for towns and villages generally.

That is not to say they should not be permitted; they contribute to the broad mix of housing opportunities and can assist in attracting a diverse demographic. However, any consideration of expansion of this land use needs to make careful consideration of the factors noted above.

In relation to the demand for other residential land the analysis also revealed that demand for new housing will generally be driven more by changing needs than by growth in the population. However, this demand is uneven, with some places attracting more interest than others. Furthermore, both the Cradle Coast Regional Land Use Strategy and Sustainable Murchison warn that their population projections are qualified with the proviso that in common with remote regions elsewhere economic changes in the region might have significant but presently unquantifiable impacts on population rise or decline which may create the need for more housing. Several respondents in the community consultation for this strategy suggested Covid 19 maybe just such a disruptive element that has an as yet unknown impact on the demand for housing.

These factors suggests the strategy should be designed to respond not just to the most likely scenario of stable population or slight decline but to also be flexible to accommodate departures from this scenario that may arise from economic changes and significant development in the region.

Housing diversity

Housing diversity is the variety of housing types (houses, units, townhouses and apartments) available in an area to cater for all in the community. Increasing the municipality's housing diversity is important for a number of reasons:

It can assist in the efficient use of land. Increasing housing densities in existing and planned suburbs reduces the pressure to continually expand into farmland and areas with environmental significance.

It can better respond to different housing needs. An increasing proportion of households of singles and couples with no children means the single detached three- or four-bedroom home that traditionally dominates our suburbs and new estates may not meet everyone's needs.

It can facilitate households to stay in the area as needs change, young adults can move out or empty nesters looking to downsize can stay in the same area.

It can also ensure housing at a variety of price points to cater for the affluent to those of more modest means to support a broad socio-economic mix in our communities. This means encompassing aspirational housing for those who have their choice of a wide range of locations and could go anywhere and affordable housing for those who have to be here.

More diverse communities are more sustainable in the long term as they can maintain a range of services and facilities useful to all age groups.

Facilitation of some increase in the density of housing (and consequently people) in some locations can make service provision more efficient and hence more cost effective.

With almost all housing stock consisting of suburban detached 'family homes' increasing housing diversity will be a key feature of addressing housing needs into the future.

The Central Area Development Strategies Project found that the changing demographics of the area was likely to increase demand for smaller dwellings nearer Wynyard and Somerset. However, recent experience from nearby Burnie suggests diversifying housing may be a challenge. Burnie is also experiencing a similar demographic shift with an increasing prevalence of smaller and child-less households but recent medium-density housing development has not enjoyed strong market support⁴⁷. This raises a challenge about how these more varied and potentially more appropriate housing types can be made more palatable to the market.

Internet connectivity

Waratah-Wynyard has lower internet connectivity than the Tasmanian average⁴⁸. *“Fast broadband internet and mobile phone access is crucial for economic development, access to services and social connection in rural and regional Australia”*⁴⁹. A 2020 study⁵⁰ into the impacts of improved connectivity in regional Queensland found that, amongst other things greater internet access contributed to:

- Business efficiency, allowing greater access to customers and collaborators
- Tourism appeal. The report noted that tourists saw places with better connection as being more “liveable”. The report adds *“Many “Grey Nomad” tourists found connection important to stay in touch with family and friends, to manage businesses and other activities while travelling, and they were able to enrich their experience by sharing their travels on social media”*.
- Quality and depth of education.
- Preparation for, and management of, emergencies
- Importantly it is seen as critical in attracting and retaining people, particularly young people and families. *While it may not be a major determinant of people’s location, it is important for communities to offer digital connection to have any real hope of attracting and retaining staff. Without it, people would not be attracted, nor retained in these communities*⁵¹.

Industrial supply and demand

The Industrial Land Study North West Tasmania was prepared in 2016 for the Cradle Coast Authority. The study noted that after a long period in decline manufacturing has increased in Waratah-Wynyard and observed that there was a broad base of many small industries in the area and a trend towards ‘High Value-Add industries’.

The study attributed this to the wealth of human capital (skills, insights and commitment) that has built up in the region and pointed to the recent growth in niche manufacturing and food processing which were strong sub-sectors in an otherwise struggling economy. However, despite these positive indicators the study noted there is an oversupply of vacant industrial land in North-West Tasmania for the next 15 years of between 272 and 313 hectares. This oversupply may undermine the feasibility of redevelopment projects of underused and derelict sites. When there are substantial amounts of vacant suitable greenfield land available for development, the take up of Brownfield sites are minimised due to the cost associated with making Brownfield sites development-ready.

⁴⁷ file:///C:/Users/jenny/Dropbox/My%20PC%20(ifor)/Downloads/Burnie-Settlement-and-Investment-Strategy-2017-Update-Addendum-to-2007-SIS-CD-LES-PLN-003.pdf

⁴⁸ <https://profile.id.com.au/tasmania/internet-connection?BMID=30&WebID=360>

⁴⁹ <https://www.ruraleconomies.org.au/top/research-papers/social-and-economic-impacts-of-digital-connection-in-remote-communities-central-western-queensland/>

⁵⁰ <https://www.ruraleconomies.org.au/media/1283/recoe-central-western-qld-digital-connectivity-project-report-final.pdf>

⁵¹ <https://www.ruraleconomies.org.au/media/1283/recoe-central-western-qld-digital-connectivity-project-report-final.pdf>

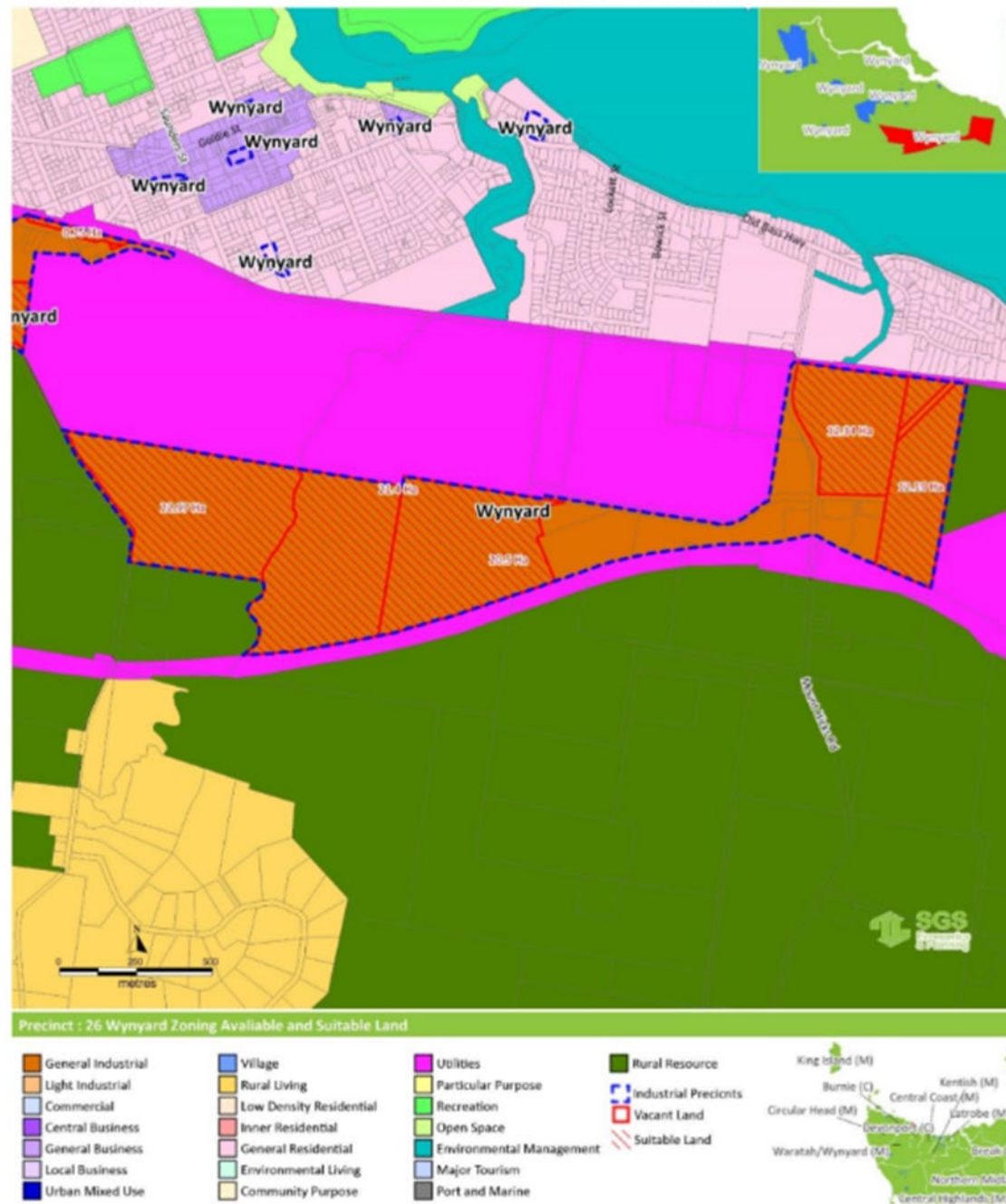
However, the analysis in the Industrial Land Study North West Tasmania study of vacant land indicates a localised shortfall in Burnie of small lots, especially lots up to 2,000 sq.m aimed at local service industries, in the short to medium term. Consultation with real estate agents and planners in Burnie suggests that some of the businesses that are seeking these lots may look to Wynyard faced with an inability to find appropriate sites in Burnie.

The Industrial Land Study North West Tasmania study also identifies the Wynyard industrial area as one of three regionally significant precincts that are best positioned to accommodate future demand for transport and warehousing uses.

The study found that Waratah-Wynyard had the most significant supply of vacant industrial land in the region. There are 176 industrial lots in Waratah-Wynyard LGA, with a total land area of 245 hectares. Of this total 31 lots are vacant, representing a total area of 155.2 hectares or approximately 63% of the total. Approximately 125.3 hectares of vacant land is in the Wynyard area (27 lots) and the remaining 4 lots (30 ha) are located in Somerset. The suitability assessment indicates that all 31 parcels were seen to be suitable for industrial land uses, however within 3 lots, 2.2 hectares were discounted due to their slope, and 19.31 hectares over 6 lots were discounted to allow for sufficient buffers between residential uses. This land is shown on figure 2.5 below:

Figure 2.5 from SGS 2019

FIGURE 33. WARATAH-WYNYARD PRECINCT, CLOSE TO BURNIE AIRPORT



Commercial supply and demand

The Central Area Development Strategies Project (CADS) revealed that there was a shortfall of floor space within Wynyard, however there was adequate vacant or underutilised land to meet that demand without further rezoning. The study also identified a shortfall in Somerset of approximately 3,550 m² of retail space, primarily in food, groceries and liquor categories. The rezonings to meet this demand were identified in the CADS (refer figure 2.6). Within the other settlements small scale commercial facilities can be accommodated within the existing zoning and consequently do not need a particular planning response.

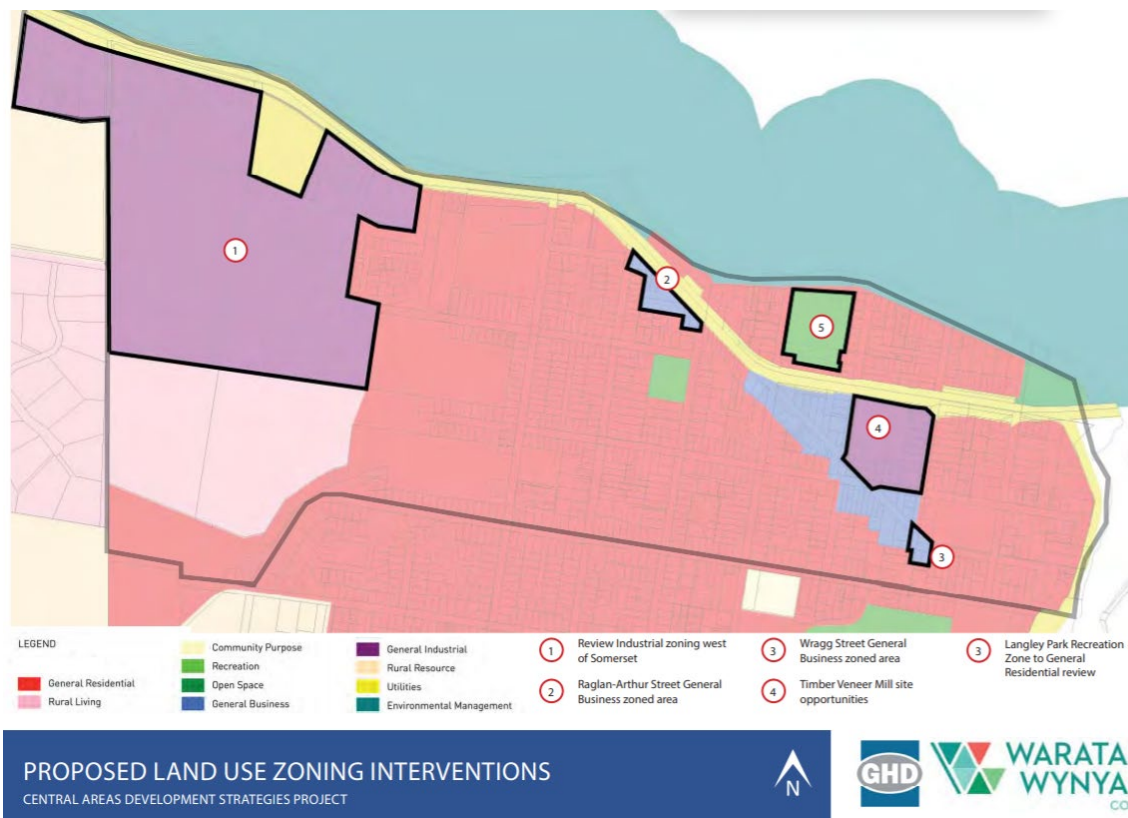


Figure 2.6 CADS proposed rezoning in Somerset (note rezonings proposed in this strategy differ from those identified in this strategy as outlined in recommendation 1)

Services

The Department of State Growth identifies the Bass and Murchison Highways as strategic highways and state that Land use planning processes should ensure that transport investment is maximised by protecting infrastructure from encroachment⁵². Their Bass Highway Cooe to Wynyard Planning Study plan also outlines proposals for Bass Highway upgrades that includes additional improved pedestrian crossings in Somerset.⁵³ Telstra presently offer 4G coverage over all settlements and offer no indication of when 5G is envisaged⁵⁴. Optus offer 4G coverage over most settlements, also with no indication of when 5G is envisaged⁵⁵.

Water and sewerage provision are explored in the analysis of suitability of different sites for development (appendix 5).

Health and education provision

Investigations with health and education providers identified there are no plans for major infrastructure in the area other than the Child and Family Learning Centre presently being delivered. This is located entirely within the grounds of the Table Cape Primary School in Wynyard and is intended to provide a welcoming place to co-ordinate services that support parents and children from birth to age 5.

Liveability

The analysis undertaken for this strategy, coupled with the findings of iCEP revealed that there were a number of specific factors contributing to, and diminishing the municipality's liveability. These are indicated below.

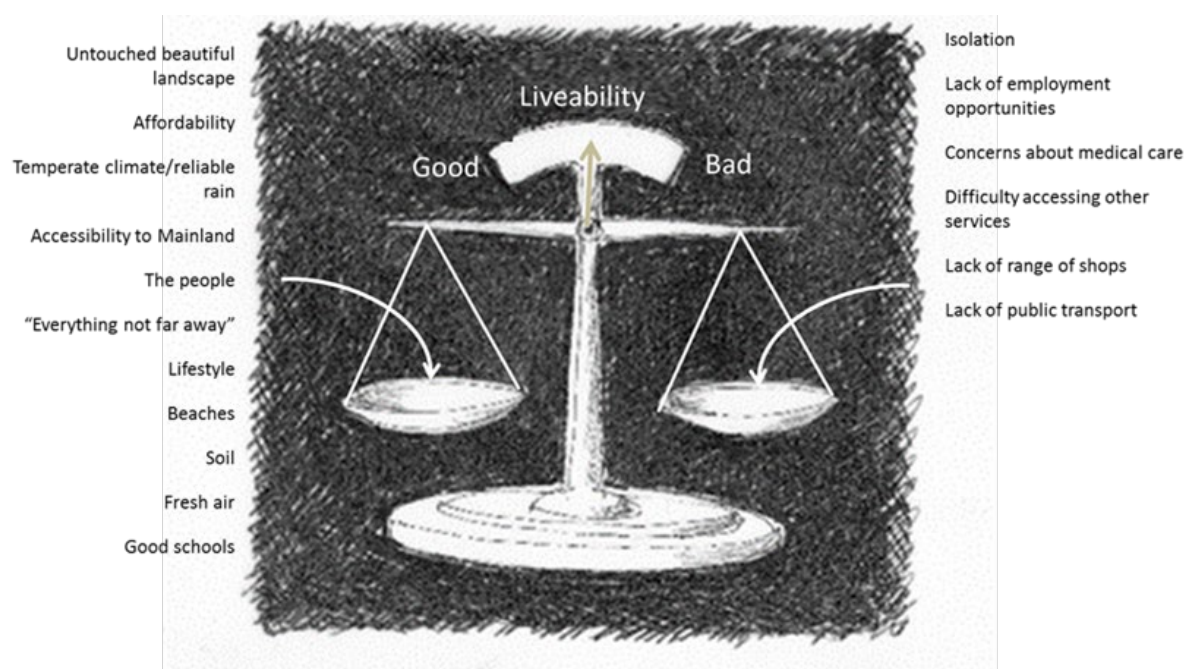


Figure 2.7 influences on liveability

⁵² https://www.transport.tas.gov.au/_data/assets/pdf_file/0003/112467/Cradle_Coast_Integrated_Transport_Strategy_2006.pdf

⁵³ https://www.transport.tas.gov.au/projectsplanning/road_projects/north_west_road_projects?a=191053

⁵⁴ <https://www.telstra.com.au/coverage-networks/our-coverage>

⁵⁵

2.4 Settlement issues and challenges

Wynyard

The CADS noted population growth in Wynyard has averaged 0.7% annually between 1996 and 2016, rising from 4,509 to 5,168. In the ten years to 2016 the median age rose from 43 to 49 years, which is comparatively mature compared to the median age state-wide, which for the same period increased from 39 to 42. The mature age profile is explained in part by a high proportion of single person households and families without children. Couples without children were the largest family grouping and second only to single person households as Wynyard's most prevalent household type.

Wynyard is designated a District Activity Centre in the Cradle Coast Regional Land Use Strategy. This means it provides services and facilities which meet needs of the local community and its hinterland and contains some activity which is of a regional scale. It offers a range of services in education, health, culture and entertainment, community support, personal service, and convenience and comparison retail options where sustainable service levels can be supported across several sites.

Key characteristics

Economic	Social	Environmental
Median household income 75% of national average Higher proportion of people own their own home outright than national average According to the CADS The number of businesses increased between 2009 and 2017 from 347 to 355, which was driven by an increase in non-employing entities (sole traders) and micro-businesses employing between 1 and 4 people. Sole traders account for over half of all Wynyard business enterprises, and the number of medium size enterprises employing up to 199 people declined over the period. Higher rates of property vacancy according to research referenced in the CADS	Median age 45 Community predominantly older couples & families, mature couples and families, elderly singles. Apparent high levels of community cohesion/ social capital	Flatter land than most towns in the region, airport Climate change may increase the risk of coastal erosion

According to “Your Investment Property” ⁵⁶ the demand to supply ratio score for property investment is good for houses, above average for units		
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Community Priorities

The CADS process identified the following suggestions from members of the community that may support the liveability of Wynyard:

Consider making an environmental park along Camp Creek - habitat and breeding ground for wildlife.

A MONA type attraction,

Table Cape development and promotion.

Improved public toilets.

Continuation of Camp Creek rehabilitation.

Investment in transport infrastructure.

Medium density residential development.

Pedestrian bridge across Inglis River - to linkages to waterfront and Fossil Bluff, coastal pathway, create a weir.

The CADS noted that of greatest concern for stakeholders is the quality of the built and natural environment in which they live, work and recreate in, closely related concerns such as the quality of the streets and beautification efforts more generally also featured prominently. The second most mentioned group of concerns related to social and community concerns. These related to encouraging the retention of youth in the area, and activities for people of all ages. The survey flagged there was also concern about perceived over-regulation, and comments in relation to infrastructure provision, planning controls and signage and wayfinding more generally

The online survey undertaken for this project revealed the following matters to be important to the community within the scope of this strategy:

⁵⁶ <https://www.yourinvestmentpropertymag.com.au/top-suburbs/tas-7325-wynyard.aspx>

What do people in Wynyard value about their town and what are they concerned about?

In the online Survey we asked people what they valued and what they were concerned about. We have summarised our interpretation of what we heard here.

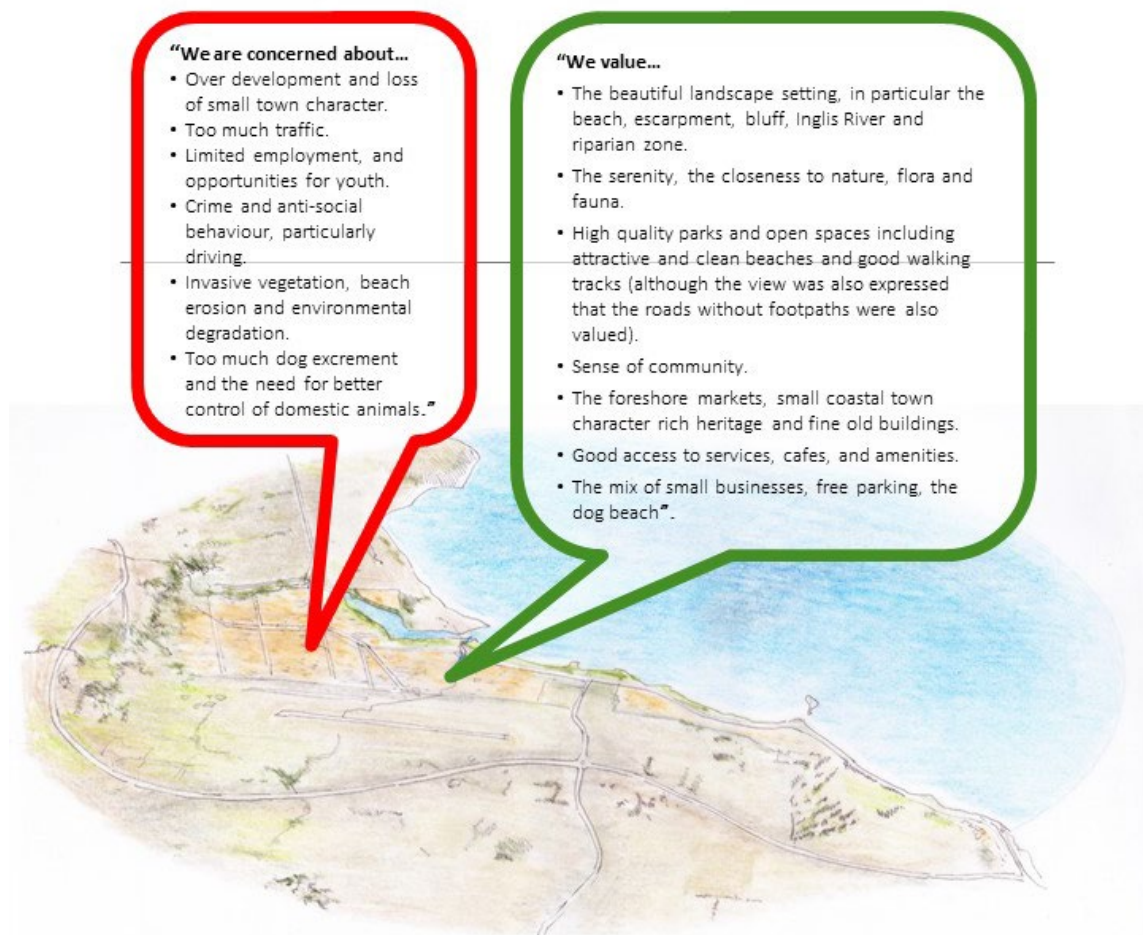


Figure 2.8 Wynyard community values and concerns

What do people in Wynyard think would improve the liveability of their town?

In the Survey we asked people "Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement".

Our interpretation of your responses relating to planning and liveability are summarised here.



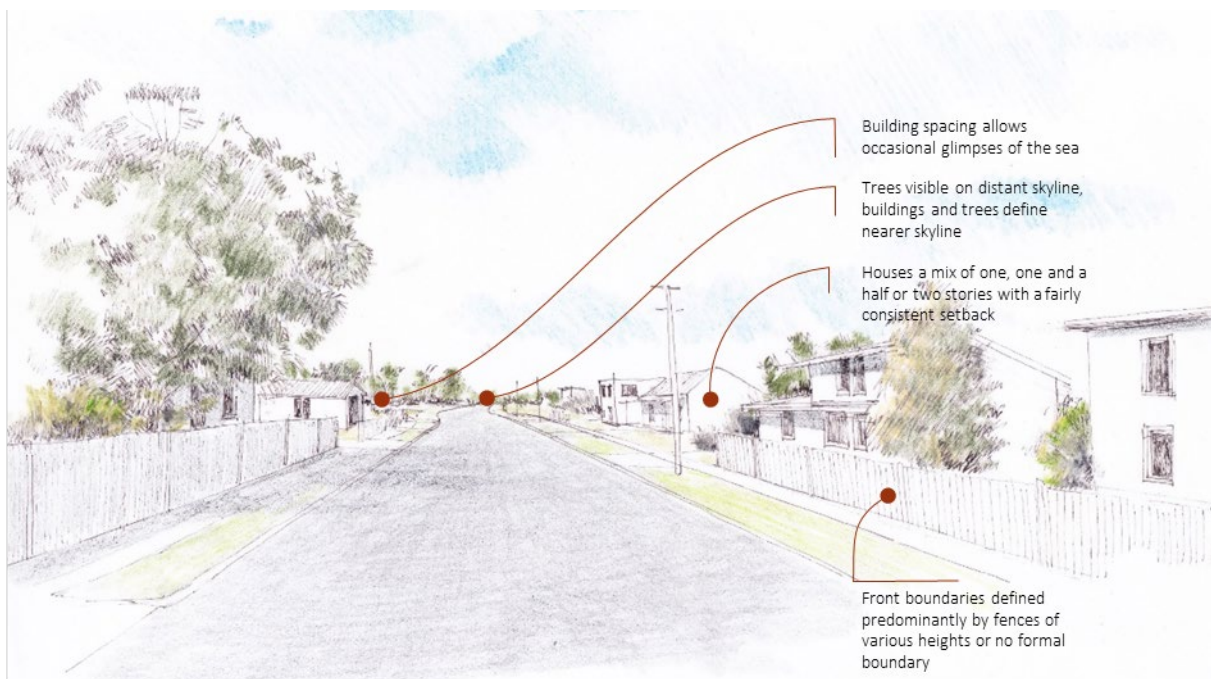
Figure 2.9 Factors that the Wynyard community felt would enhance liveability

What do people in Wynyard think most contributes to the town's character?

We asked people what characteristics define Wynyard's existing character and offered a selection of factors based on experience of other communities and offered opportunities for open ended responses. These are the responses:

Characteristic	Number of respondents who agreed that these characteristics made a significant contribution to Wynyard's character (out of 35 responses)
Landscape	14
Building style (architecture/design/era)	13
Streetscape	12
Building heights	10
The mix and variety of uses	10
Building materials or colours	7
Consistent uses	6
Other features added by respondents	
Parks and gardens	1
Local flora and fauna	1
Consistent block size	1
Low density	1
Heritage buildings	1

We had a look at these characteristics you identified as important and prepared the sketches below to express our understanding of how they combined in different parts of the town to give Wynyard its distinct character. Please note the sketches do not depict a specific place or street, although they draw from a number of real places, the sketches just illustrate the general character. We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to that character.



The eastern side of Wynyard on and around the Old Bass Highway



The typical character in Wynyard elsewhere

Figures 2.10-11 Wynyard built character

Waratah

The Cradle Coast Regional Land Use Strategy identifies Waratah as a speciality centre. These are small centres which include a singular primary purpose derived from natural attributes of the locality (in this case tourism), and may support a permanent population unrelated to that activity.

Waratah also operates as a local centre and provide convenience services for the local community.

Key characteristics

Economic	Social	Environmental
Gateway to the Tarkine, tourism Realestate.com defines it as a high demand suburb Isolated location Tourism, primary industries base	Median age 45 Much higher percentage of population in labouring positions, much fewer managers and professionals than Tasmanian average	Inland location, geology and elevation give it a different climate and landscape to the coastal towns and villages

Community Priorities and values

The Waratah Community Plan 2018-21 identified the following key values:

The Waratah community values the strength of community, the value of volunteerism, and expects decisions that affect the community to be made with the community as a partner. Waratah has big arms that welcome new people in to become community.

Tranquillity - Waratah values its location at the edge of the Tarkine wilderness and the connection between people and nature.

Majesty - Waratah invokes a sense of awe and majesty being blessed with stunning natural and manmade features that express raw and powerful wilderness.

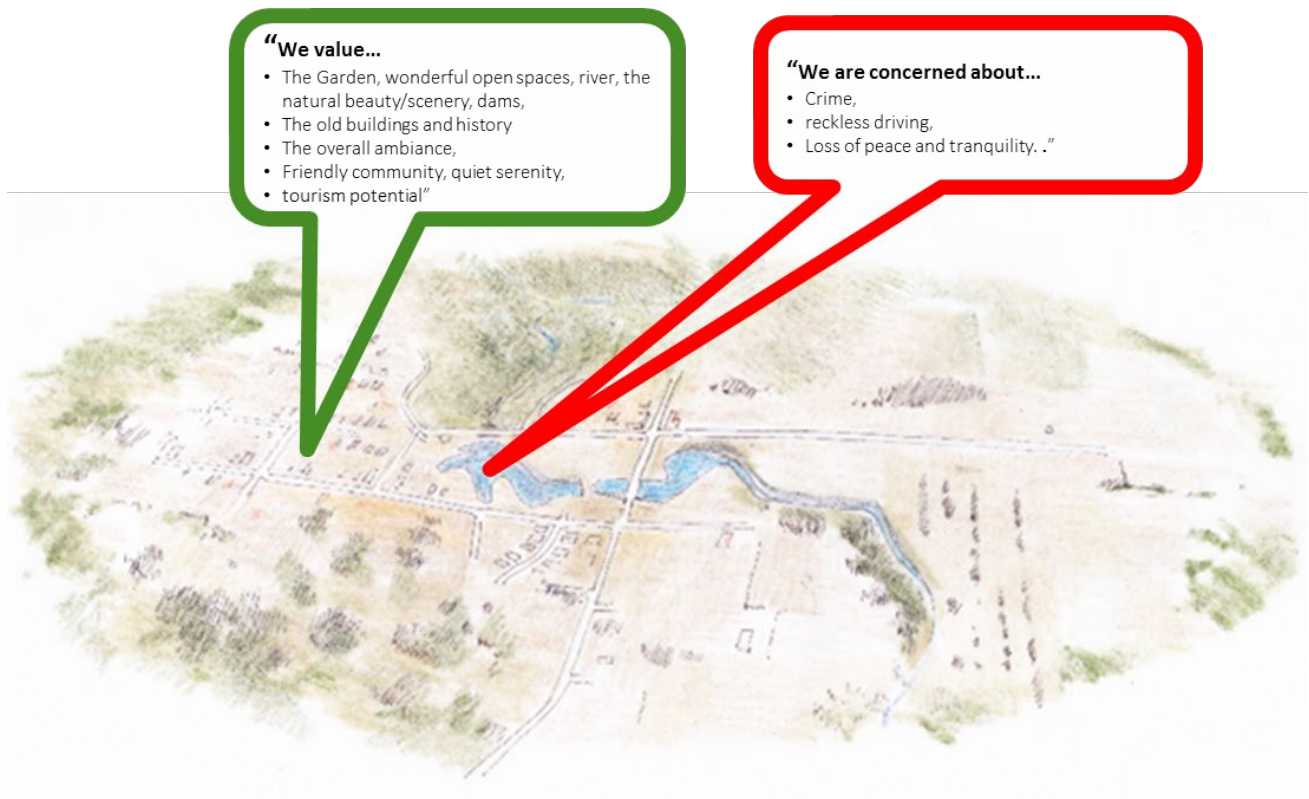
Expression - Waratah celebrates arts, culture, heritage and community.

Legacy - Waratah's identity is told through our built history, people and storytelling reflecting its rich past which it delights to make accessible to people.

The online survey undertaken for this project revealed the following matters to be important to the community within the scope of this strategy:

What do people in Waratah value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here.



Figures 2.12 Waratah community values and concerns

What do people in Waratah think would improve the liveability of their town?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”

Our interpretation of your responses relating to planning and liveability are summarised here.



Figures 2.13 Factors that the Waratah community felt would enhance liveability

In our final round of consultation (Dec 2020-Jan 2021) these issues were largely confirmed by respondents with additional views expressed that there was a pressing need to address roadkill and that ‘virtual fences’ should be considered. Also the need to promote Waratah better and add to its list of attractions was suggested..

What do people in Waratah think most contributes to the character of their town?

We asked people what characteristics define Waratah’s existing character and offered a selection of factors based on experience of other communities and offered opportunities for open ended responses. These are the responses:

Characteristic	Number of respondents who agreed that this characteristic made a significant contribution to Waratah’s character (out of 9 responses)
Landscape	7
Building style (architecture/design/era)	5
Streetscape	5

Building heights	4
Building materials or colours	3
The mix and variety of uses	2
Other features added by respondents	
Bushland	1
Water features	1
Heritage buildings	1

We had a look at these characteristics and prepared this sketch to express our understanding of how they combined to give Waratah its distinct character. Please note the sketch does not depict a specific place or street, although it draws from a number of real places, the sketch is just the general character.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to that character.

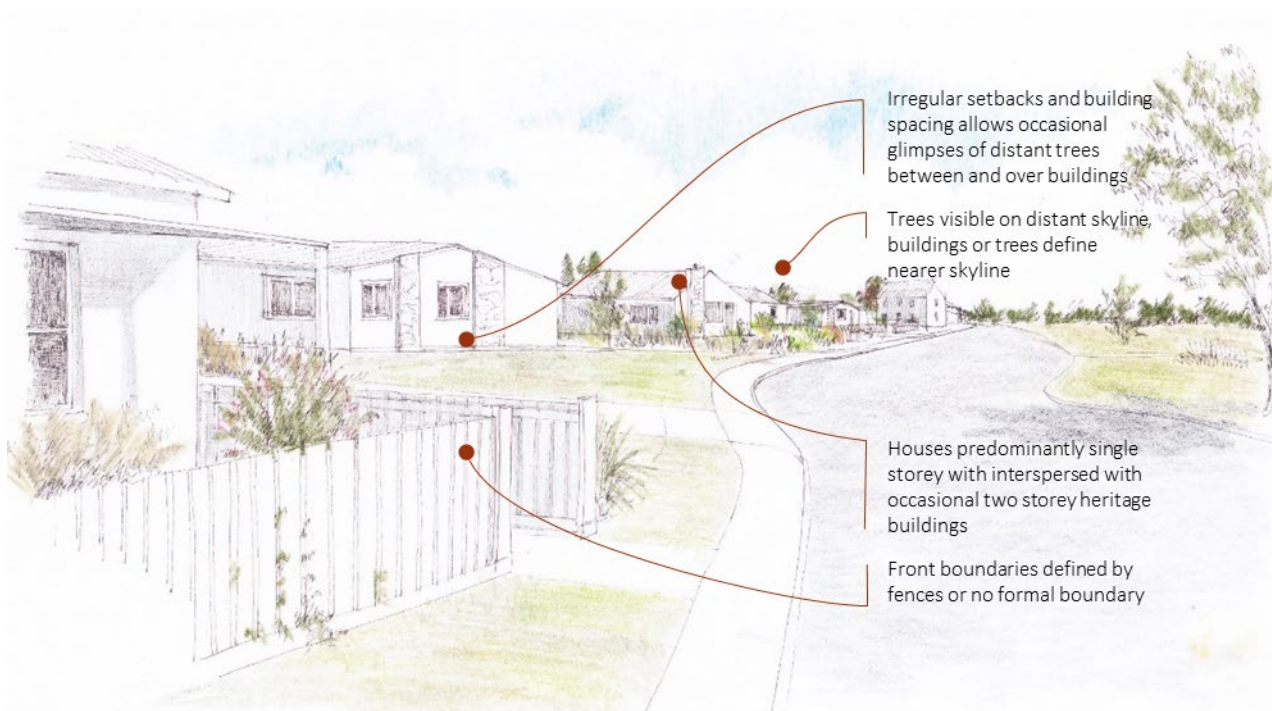


Figure 2.14 Waratah built character

Boat Harbour Beach

Boat Harbour Beach is a small village that functions principally as a tourism and holiday home settlement, drawing on its exceptional landscape and community values. The Cradle Coast Regional Land Use Strategy identifies its role as a small settlement with limited small-scale convenience retail or community facilities that provide a focus for a rural community and its hinterland.

Key characteristics

Economic	Social	Environmental
Beautiful coastal environment powerful attractor Realestate.com recognises it as an average demand suburb According to “Your Investment Property” ⁵⁷ the demand to supply ratio score for property investment is balanced for houses and below average for units	Median age 46 High proportion of non-permanent residents Older couples & families make up the largest percentage of people living in Boat Harbour Beach followed by elderly singles and established couples & families.	Beautiful and striking landscape Landslip risk Coastal erosion Steep constrained setting

Community Priorities

Consultation for the Boat Harbour Beach Master Plan 2019 revealed the following concerns (amongst other things):

Participants wanted the relaxed, informal, organic feel of the township to be retained. There was a desire for any new developments to involve natural materials and a preference for more shading with trees and the provision of intimate public spaces to provide shelter from the wind.

In the online Survey we asked people what they valued and what they were concerned about. We have summarised our interpretation of what we heard here in relation to the scope of this strategy.

⁵⁷ <https://www.yourinvestmentpropertymag.com.au/top-suburbs/tas-7325-wynyard.aspx>

What do people in Boat Harbour Beach value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here.



Figure 2.15 Boat Harbour Beach community values and concerns

What do people in Boat Harbour Beach think would improve the liveability of their village?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”

Our interpretation of your responses relating to planning and liveability are summarised here.



Figure 2.16 Factors that the Boat Harbour Beach community felt would enhance liveability

In our final round of consultation (Dec 2020-Jan 2021) these issues were largely confirmed by respondents with an additional view expressed that the planning restrictions were too onerous and another view reiterating the importance of retaining and enhancing the areas ecological values.

What do people in Boat Harbour Beach think most contributes to the character of their village?

We asked people what characteristics define Boat Harbour Beach's existing character and offered a selection of factors based on experience of other communities and provided opportunities for open ended responses. These are the responses:

	Number of respondents who agreed that this characteristic made a significant contribution to Boat Harbour Beach's character (out of 10 responses)
Landscaping	5
Building heights	4
Building style (architecture/design/era)	4
The mix and variety of uses	4
Building materials or colours	3
Streetscape	3
Other features added by respondents	
Low density	1
Shack character	1

We had a look at these characteristics you identified as important and prepared this sketch to express our understanding of how they combined to give Boat Harbour Beach its distinct character. Please note the sketch does not depict a specific place or street, although it draws from a number of real places, the sketch is just the general character.

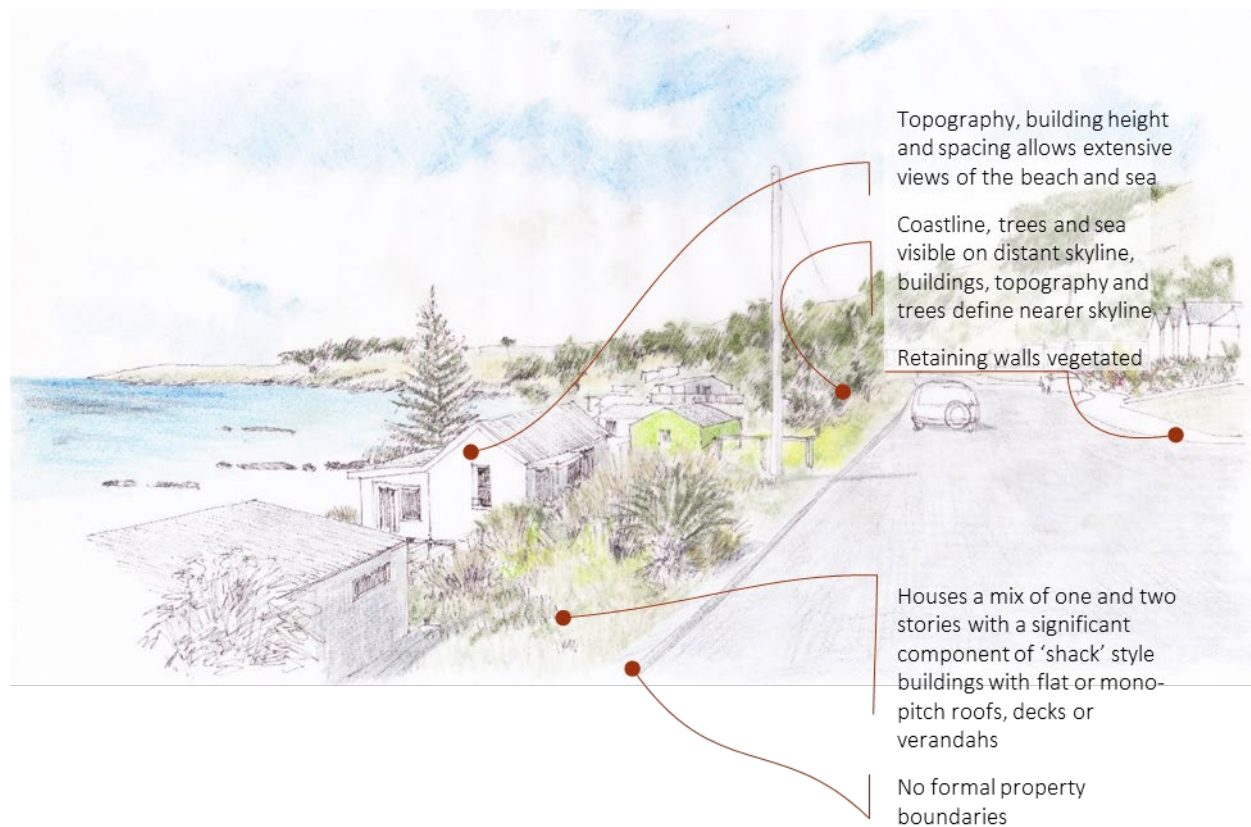


Figure 2.17 Boat Harbour Beach built character

Sisters Beach

Sisters Beach is a beachside village that was previously mainly holiday homes but has increasingly become home to a permanent population. The Cradle Coast Regional Land Use Strategy identifies its role as a small settlement with limited small-scale convenience retail or community facilities that provide a focus for a rural community and its hinterland.

Key characteristics

Economic	Social	Environmental
Beautiful coastal environment powerful attractor According to “Your Investment Property”⁵⁸ Demand to Supply ratio Score for property investment : Above average for houses, Good for units Realestate.com recognises it as an average demand suburb	Median age 47 according to ABS Elderly singles make up the largest percentage of people living in Sisters Beach followed by older couples & families and established couples & families.	Beautiful landscape and coastal setting National park setting Dramatic topography Coastal erosion is an emerging threat that will increase with climate change⁵⁹

Community Priorities

Consultation undertaken for iCEP revealed the following features were particularly valued by the local community: Aboriginal heritage sites; beaches and coastal areas; rivers and wetlands; native bushlands and grasslands; productive landscapes (including farms and forests); plant and animal biodiversity; clean air; open spaces for recreation (including parks and pathways); and Waratah-Wynyard's 'clean and green' image in the eyes of tourists and visitors.

Respondents also said they valued the accessibility of natural spaces; low population and development; street trees in urban areas; the beauty, diversity and uniqueness of Waratah-Wynyard; the transition between built and natural environments; the natural environment's contribution to wellbeing; opportunities to contribute environmental values; and high levels of community participation.

⁵⁸ <https://www.yourinvestmentpropertymag.com.au/top-suburbs/tas-7325-wynyard.aspx>

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https://circularchead.sharepoint.com/sites/planning/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2Fplanning%2Fshared%20Documents%2F5%20%20Relevant%20Reference%20Documents%2FCradle%20Coast%20Regional%20Land%20Use%20Strategy%202011%2Epdf&parent=%2Fsites%2Fplanning%2Fshared%20Documents%2F5%20%20Relevant%20Reference%20Documents&p=true&originalPath=/HR/CHM6Lhy9jaXjdWxhcmfHjYWQuc2h2hmVwb2ludC5jb20vOmI6L3MvcGxhbm5pbmcvRVJMWm1RZVZQ2QXhHc3RtLU5wSllWfVFCbHhwaHpTUHBGcUhhwbEt5CgtOMOfdZTQ9dGltZT11anZ5b3R1TTFJZw

Respondents said Council could do more to mitigate coastal erosion; ensure careful land use planning, development and building; help residents and industry to be more sustainable; demonstrate corporate sustainability; to manage waste and pollution; prevent the loss of trees and wildlife habitat; manage biosecurity; and mitigate risks to infrastructure. The need for a place for the community to gather was noted by several within the community.

In the online Survey we asked people what they valued and what they were concerned about. We have summarised our interpretation of what we heard here in relation to the scope of this strategy:

What do people in Sisters Beach value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of Sisters Beach. We have summarised our interpretation of what we heard here.

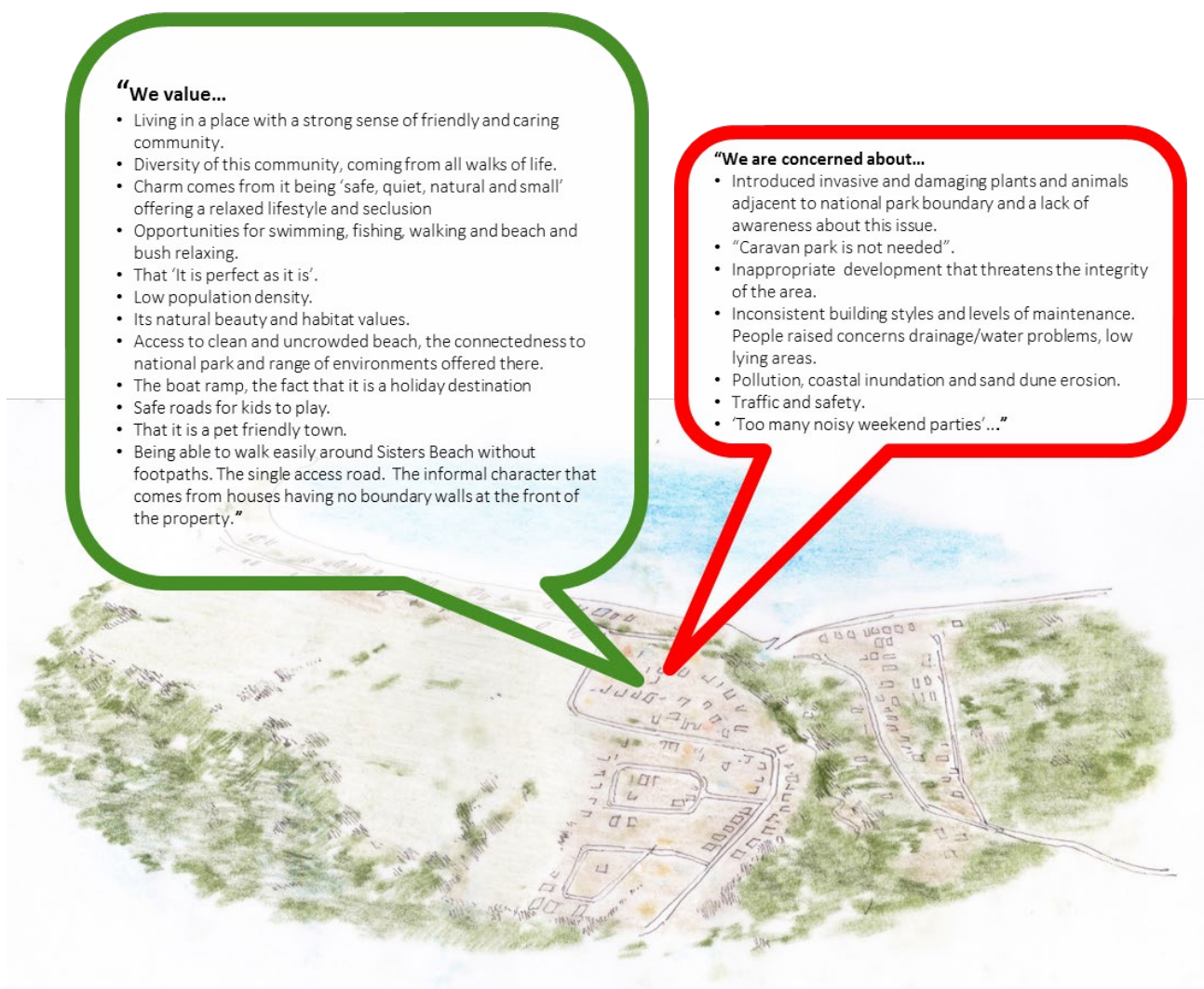


Figure 2.18 Sisters Beach community values and concerns

What do people in Sisters Beach think would improve the liveability of their town?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”

Our interpretation of your responses relating to planning and liveability are summarised here.

“We think liveability would be enhanced by....

- Better roads, footpaths and lighting, and basic public transport. Cleaning up sides of the roads.
- Improving the road down into Sisters Beach another road in and out was needed. Slowing down the traffic for human safety and to reduce road kill.
- A community led vision for the future of the settlement to raw the divergent ideas within the community together.
- Design guidelines for new residential development to cover building heights, design and favouring native vegetation, particularly adjacent to the national park.
- The undergrounding of services.
- Improving street appeal, modernise the area and getting it looking neater.
- A community centre, community gardens and improved playground and beach/bbq facilities.
- More community events were needed.
- Additional local shops would create small business opportunities for young families to come and live here.
- Strengthening the connection to the landscaping and improve the areas natural values. Specifically the revegetation of sand dunes, more use of local flora to increase our birdlife and create more of a feature of liveability.
- Help the community to learn together about the unique flora of the area as well as enabling the indigenous history to be a more integrated into the Sisters Beach community. Eg providing more and better signage for both residents and tourists about the natural setting of Sisters Beach.
- Establish a set of rules for residents and tourists about use of the natural features of the township and the abutting National Park e.g. no dogs on the beach in the national park.
- “The right sort of progress. It needs progress but in a way that makes it a safe, fun and educational place for everyone”.
- A ban on cats and greater animal control was also suggested.
- Place controls on tourism. eg “setting up or facilitating a system of booking for tourists of houses and cabins so that the existing asset of houses and cabins that are not in full-time occupancy can be utilized by tourists”.
- improving walking access to beach, continuing Sisters Beach 'walkway' pathways in a way that made a feature of local plants for animal feeding.
- A 'big' attraction at the highway to draw people into the area.
- Connect Sisters Beach to Natural Gas.

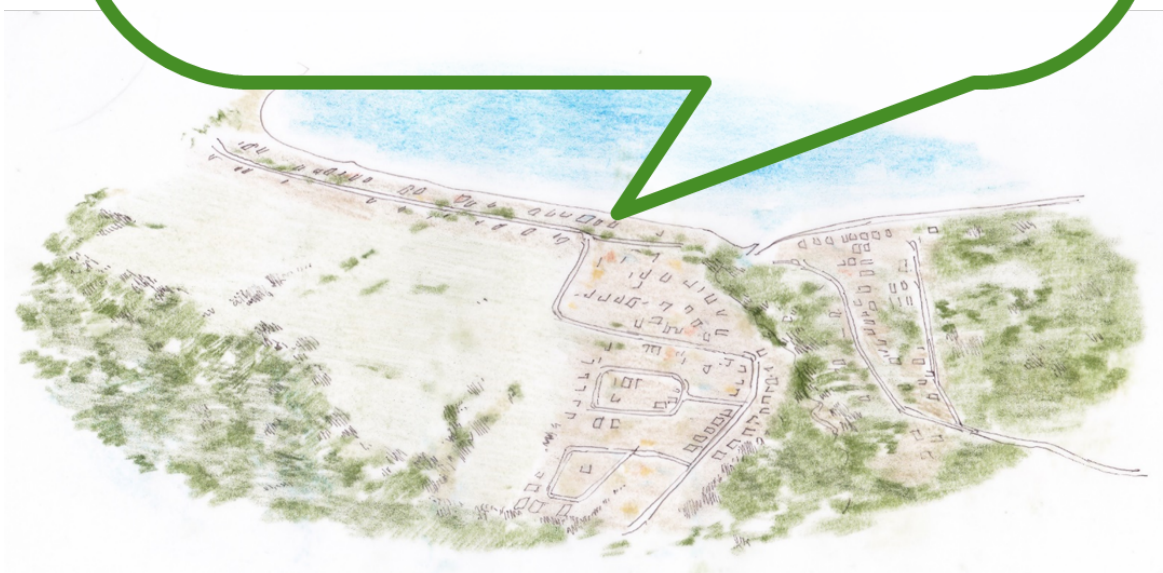


Figure 2.19 Factors that the Sisters Beach community felt would enhance liveability

In our final round of consultation (Dec 2020-Jan 2021) these issues were largely confirmed by respondents with greater emphasis on the importance of protecting and enhancing the areas natural values.

What do people in Sisters Beach think most contributes to the town's character?

We asked people what characteristics define Sisters Beach's existing character and offered a selection of factors based on experience of other communities and provided opportunities for open ended responses. These are the responses:

	Number of respondents who agreed that this characteristic made a significant contribution to Sisters Beach's character (out of 35 responses)
Landscape	20
Building heights	17
Streetscape	16
The mix and variety of uses	15
Building style (architecture/design/era)	12
Consistent uses	5
Building materials or colours	2
Other features added by respondents	
Local, high value flora and fauna	3
Sand dunes	1
Lack of formal street front boundaries	1
Access to national park	1

We had a look at these characteristics you identified as important as outlined on the table above and prepared these sketches to express our understanding of how they combined to give Sisters Beach its distinct character. Please note the sketches do not depict a specific place or street, although it draws from a number of real places, the sketches are just the general character.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to that character.

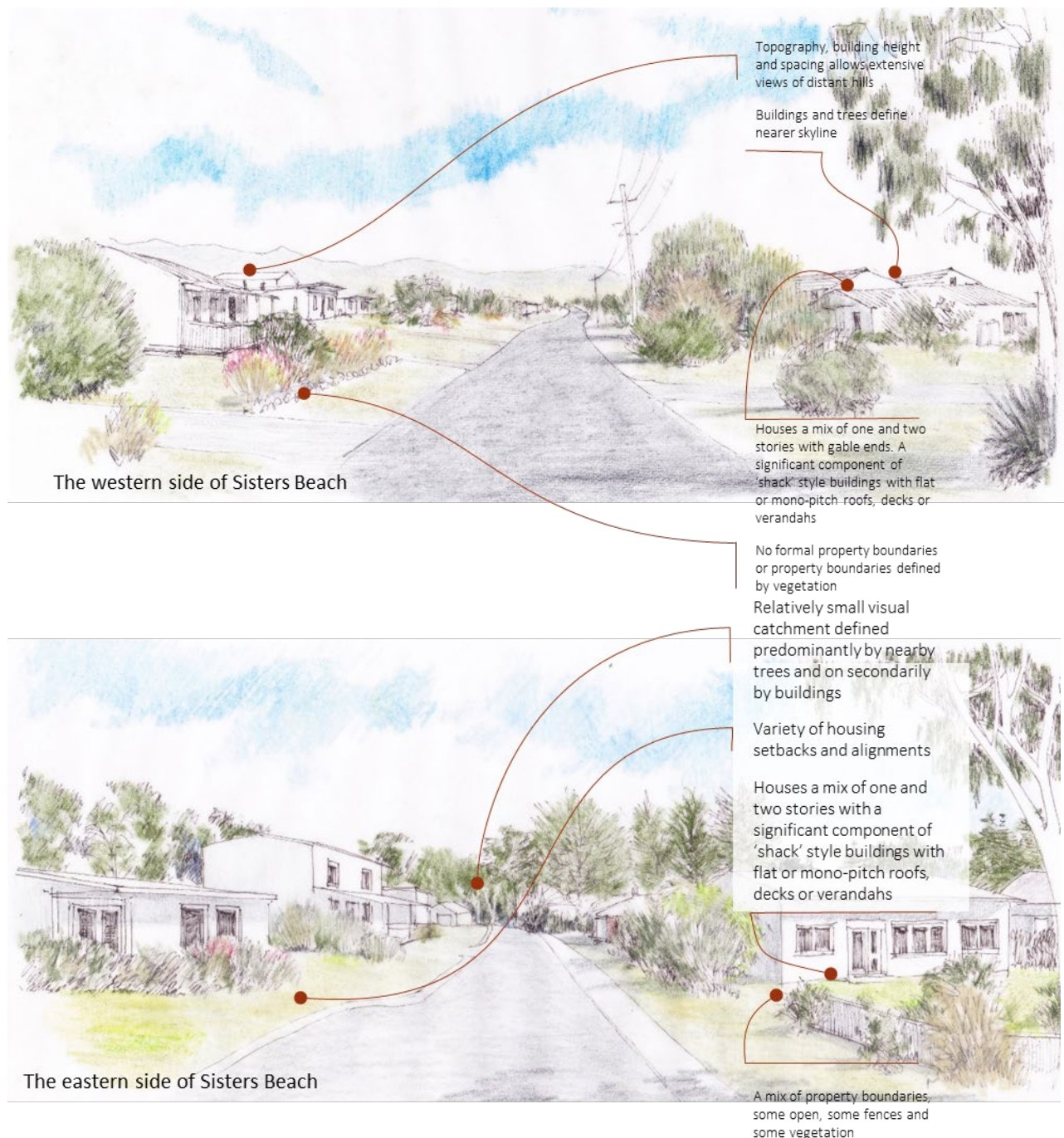


Figure 2.20 Sisters Beach built character

Somerset

The CADS noted that the population in Somerset fell by 2% (72 people) between 2011 and 2016. The marked (29%) increase in population between the 2006 and 2011 census period is somewhat misleading, reflecting an extension or change in the suburb boundary to encompass part of the town's hinterland. This has compromised meaningful comparisons of total counts spanning this break in the data.

The population is ageing, with the median age rising from 43 in 2006 to 45 in 2016. The number of single person households has risen sharply over time, such that this household type outnumbered couple families without children at the 2016 census. This contributed to a slight reduction in the average household size, from 2.4 to 2.3 persons between 2011 and 2016.

Detached dwellings are the prevalent form of housing stock, accounting for 90.7% of all occupied dwelling units at the latest census count.

The Cradle Coast Regional Land Use Strategy identifies Somerset as a local centre. These are centres of varying population size and cater primarily to the immediate needs of the local community in housing, education, health, culture and entertainment, community support, personal service, and convenience retail options at a level which does not service a regional or sub-regional population.

Local centres are characterised as offering employment and business options that are sized and orientated to the local population. However Somerset also offers a number of businesses orientated towards a regional market such as CAT and boat and caravan sales.

Key characteristics

Economic	Social	Environmental
Influenced strongly by nearby Burnie Manufacturing and service industrial Realestate.com recognises it as an average demand suburb According to "Your Investment Property"⁶⁰ Demand to Supply ratio Score for property investment : good for houses and good for units	Median age 45 according to "Your Investment Property"⁶¹	Slopes and higher land to south of town centre affords attractive views Highway cuts through the middle of town separating the beach from the town centre and the bulk of the population.

⁶⁰ <https://www.yourinvestmentpropertymag.com.au/top-suburbs/tas-7325-wynyard.aspx>

⁶¹ <https://www.yourinvestmentpropertymag.com.au/top-suburbs/tas-7325-wynyard.aspx>

Community Priorities

The CADS process identified the following suggestions from members of the community that also relates to areas outside the centre:

Make the town more liveable – attractors, jobs.

Improve pedestrian and cycling safety and connectivity generally and links with new recreation precinct adjacent to new primary school and Cam River.

Langley Park site - possible housing or hotel development, relocate facilities to new recreation precinct: Main Street upgrade.

Enhance Cam River as attractor – walk/pedestrian and cycle way.

Upgrade and/or encourage building owners to upgrade and/or visually improve building facades.

The online survey undertaken for this project revealed the following matters to be important to the community within the scope of this strategy:

What do people in Somerset value about their town and what are they concerned about?

In the online Survey we asked people what they valued and what they were concerned about. We have summarised our interpretation of what we heard here.

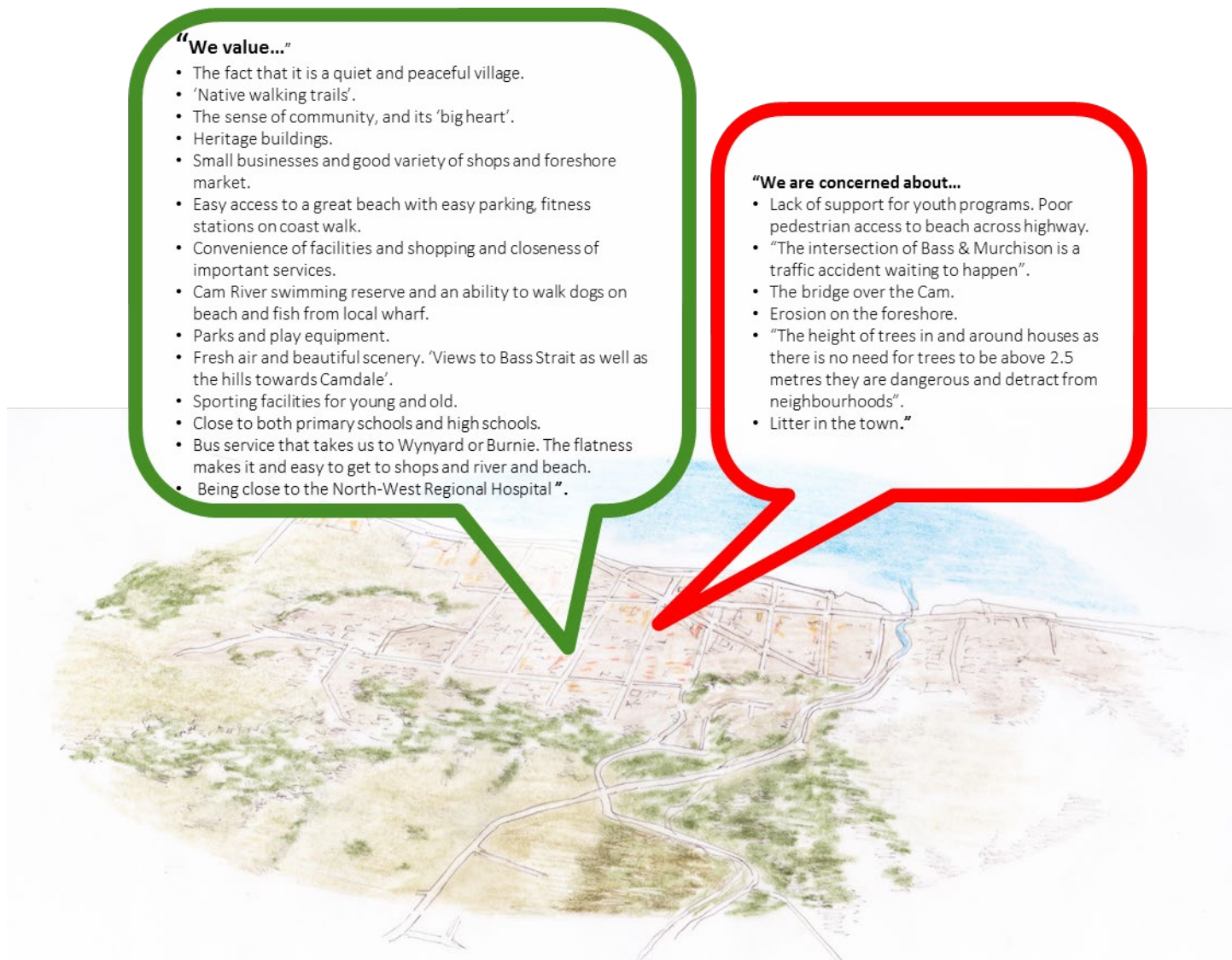


Figure 2.21 Somerset community values and concerns

What do people in Somerset think would improve the liveability of their town?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”

Our interpretation of your responses relating to planning and liveability are summarised here.

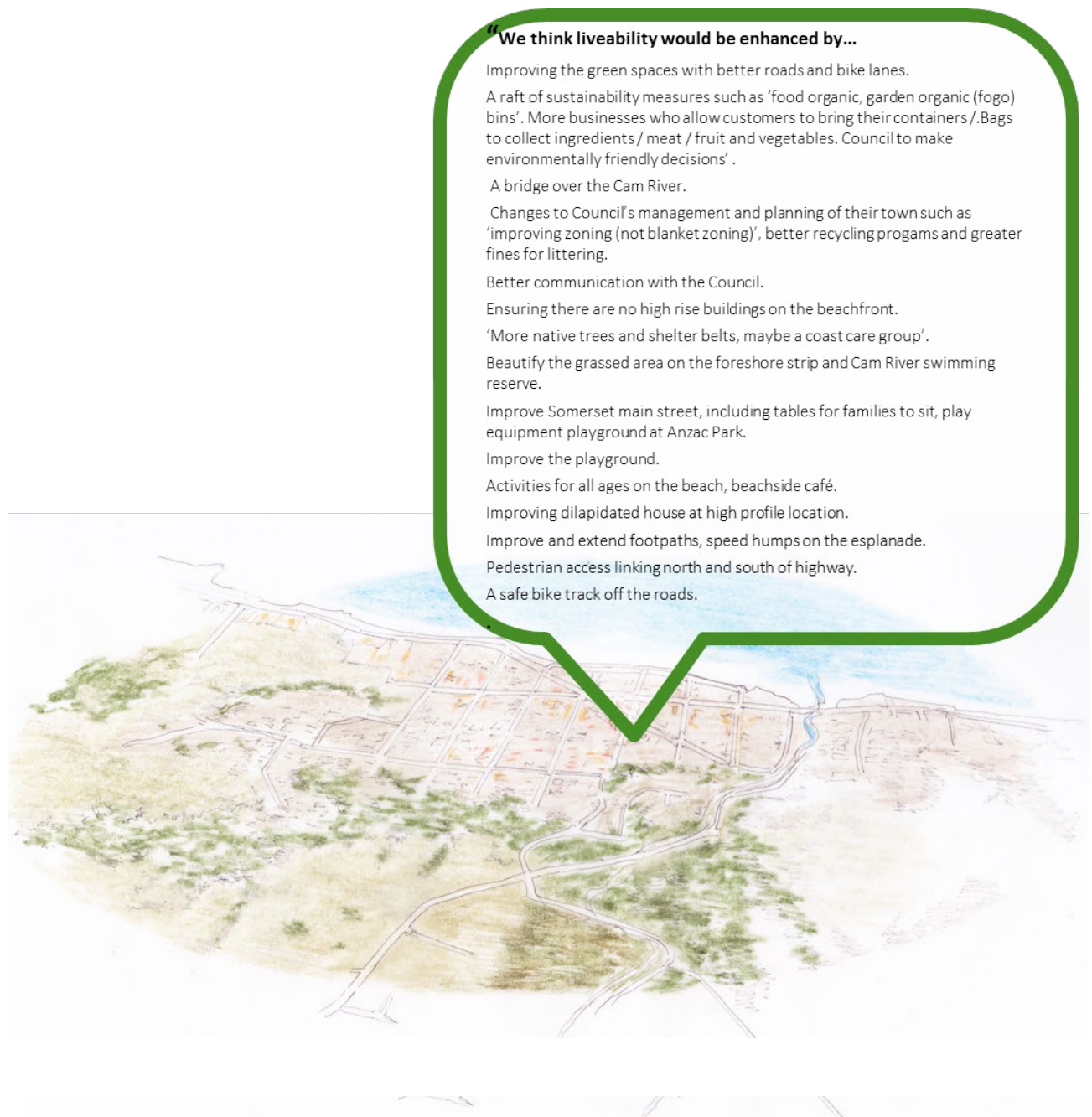


Figure 2.22 Factors that the Somerset community felt would enhance liveability

In our final round of consultation (Dec 2020-Jan 2021) these issues were largely confirmed by respondents with an additional view that changes in the proposed zoning may make it more difficult for businesses to operate and the parking requirements for development were too onerous.

Public toilets

A park/play area for young children, their mothers and the wider community as a play and gathering place

Safe footpaths

Signage or other mechanism to slow down speeding traffic

What do people in Somerset think most contributes to the town's character?

We asked people what characteristics define Somerset's existing character and offered a selection of factors based on experience of other communities and provided opportunities for open ended responses. These are the responses:

	Number of respondents who agreed the this characteristic made a significant contribution to Somerset's character (out of 21 responses)
Streetscape	10
Building style (architecture/design/era)	8
Landscaping	6
The mix and variety of uses	6
Building heights	5
Building materials or colours	3
Consistent uses	3
Other features added by respondents	
There is no character/nothing cohesive	2
Heritage buildings	1

We had a look at these characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give Somerset its distinct character. Please note the sketch does not depict a specific place or street, although it draws from a number of real places, the sketch is just the general character.

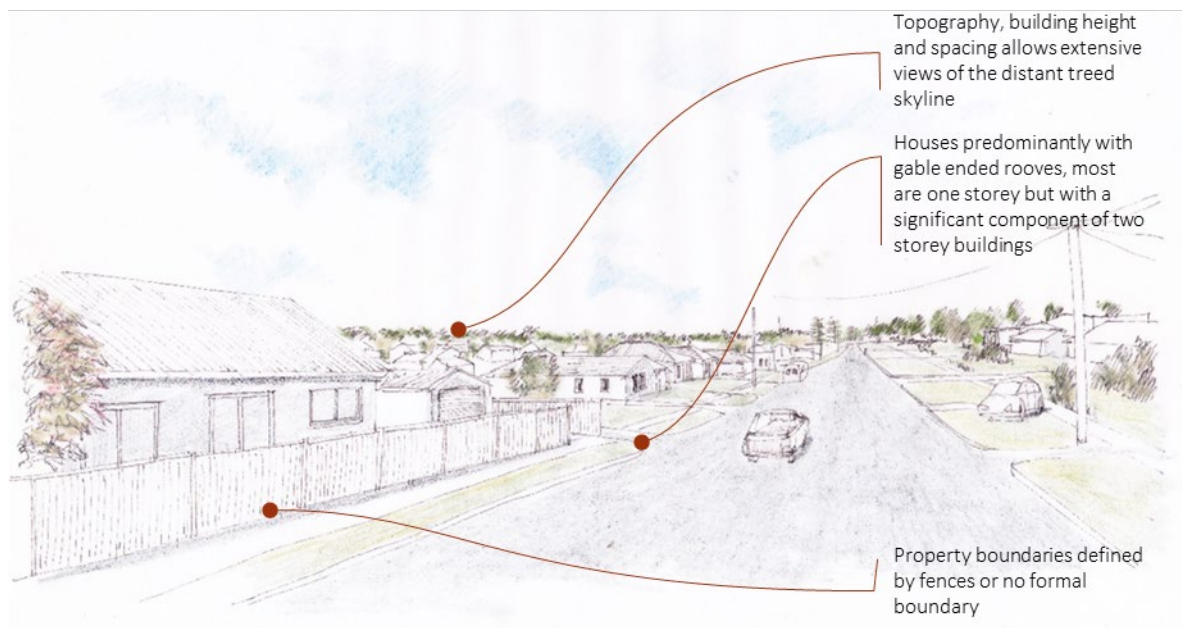


Figure 2.23 Somerset built character

Yolla

Yolla is a local agricultural service centre. The Cradle Coast Regional Land Use Strategy identifies its role as a small settlement with limited small-scale convenience retail or community facilities that provide a focus for a rural community and its hinterland.

Key characteristics

Economic	Social	Environmental
According to “Your Investment Property” Demand to Supply ratio for property investment : Balanced for houses and Above average for units	Median age 41 School is hub of community, complemented by tavern and shop/café.	Located on Murchison Highway, running through centre of town Small town, surrounded by agriculture

Community Values and priorities

The online survey undertaken for this project revealed the following matters to be important to the community within the scope of this strategy:

What do people in Yolla value about their village and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of Yolla. We have summarised our interpretation of what we heard here.



Figure 2.24 Yolla community values and concerns

What do people in Yolla think would improve the liveability of their village?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”.

Our interpretation of your responses relating to planning and liveability are summarised here.



Figure 2.25 Factors that the Yolla community felt would enhance liveability

In our final round of consultation (Dec 2020-Jan 2021) we also heard that the following features would improve liveability in Yolla;

Public toilets

A park/play area for young children, their mothers and the wider community as a play and gathering place

Safe footpaths

Signage or other mechanism to slow down speeding traffic

What do people in Yolla think most contributes to the village's character?

We asked people what characteristics define Yolla's existing character and offered a selection of factors based on experience of other communities and provided opportunities for open ended responses. These are the responses:

	Number of respondents who agreed the this characteristic made a significant contribution to Yolla's character (out of 7 responses)
Building Heights	4
Landscaping	4
Streetscape	4
Building Style (Architecture/Design/Era)	2
The Mix And Variety Of Uses	2
Consistent Uses	1
Other Features Added By Respondents	
Low Density	1

We had a look at these characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give Yolla its distinct character. Please note the sketch does not depict a specific place or street, although it draws from a number of real places, the sketch is just the general character.

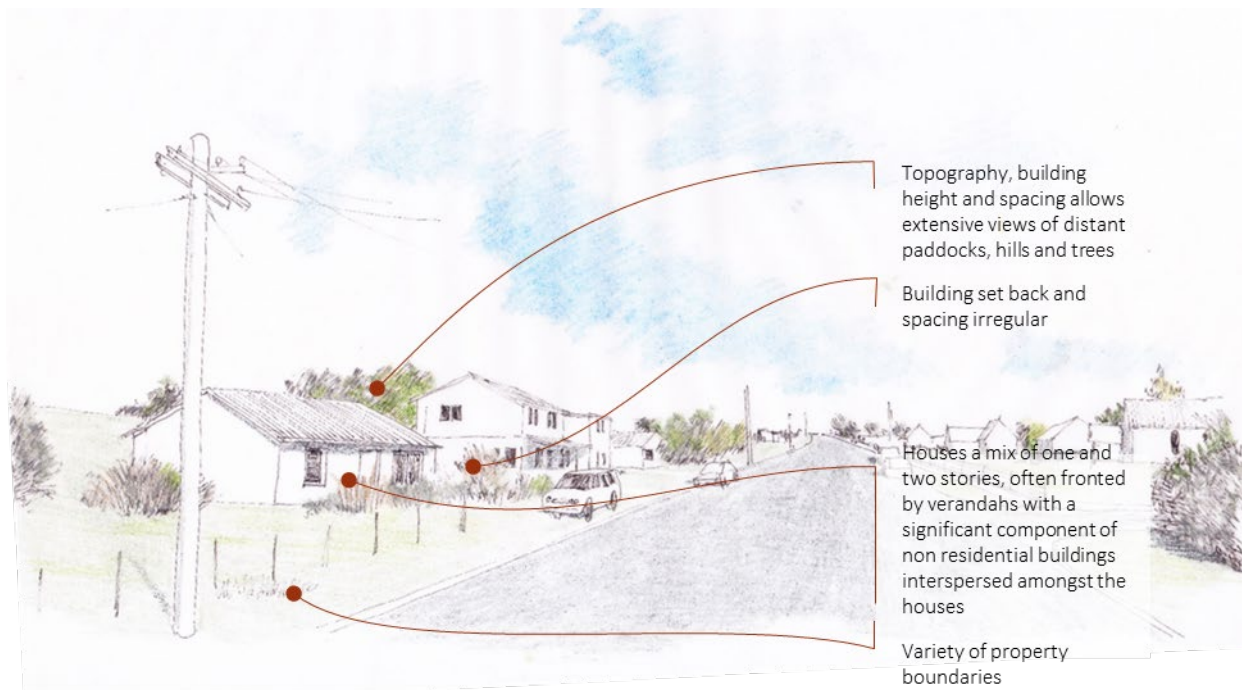


Figure 2.26 Yolla built character

2.5 Implications for the strategy

Consideration of these issues and challenges points to the following conclusions:

Growth should prioritise appropriate consolidation within existing boundaries as far as possible.

Priority should be placed on making better use of land which is already zoned for urban uses. This offers the following benefits:

Development will occur where it can be efficiently serviced and does not reinforce car dependency. This means within or close to settlements, predominantly Wynyard and Somerset. New development should prioritise infill development closer to the centre of those settlements. This will help to avoid the detrimental impacts of sprawl and enable people to live where they can easily access services and walk, cycle or use public transport to access key destinations which are clustered in these places.

However, there are many reasons why we cannot rely on this land to meet needs alone:

- Much of this land is difficult to develop as addressed in the assessment of supply and demand, appendix 4
- Many landowners are not interested developing.
- The market demand for this type of housing would soon be exhausted.
- It would do nothing to meet other types of housing demand.

The strategy should seek to encourage and empower the community to participate in creating more liveable towns and villages

Many building and design choices people make influence the liveability of their community but are not completely covered by planning system. These include:

- Landscape/gardening choices influence habitat values, demands for water, food security, waterway health, erosion, microclimatic comfort.
- The design of houses and other buildings influences the character of an area. Good design can contribute to that character, without slavishly copying it and bad design can detract from that character.
- The presentation of buildings to the street influences perceived safety and the attractiveness of a street.

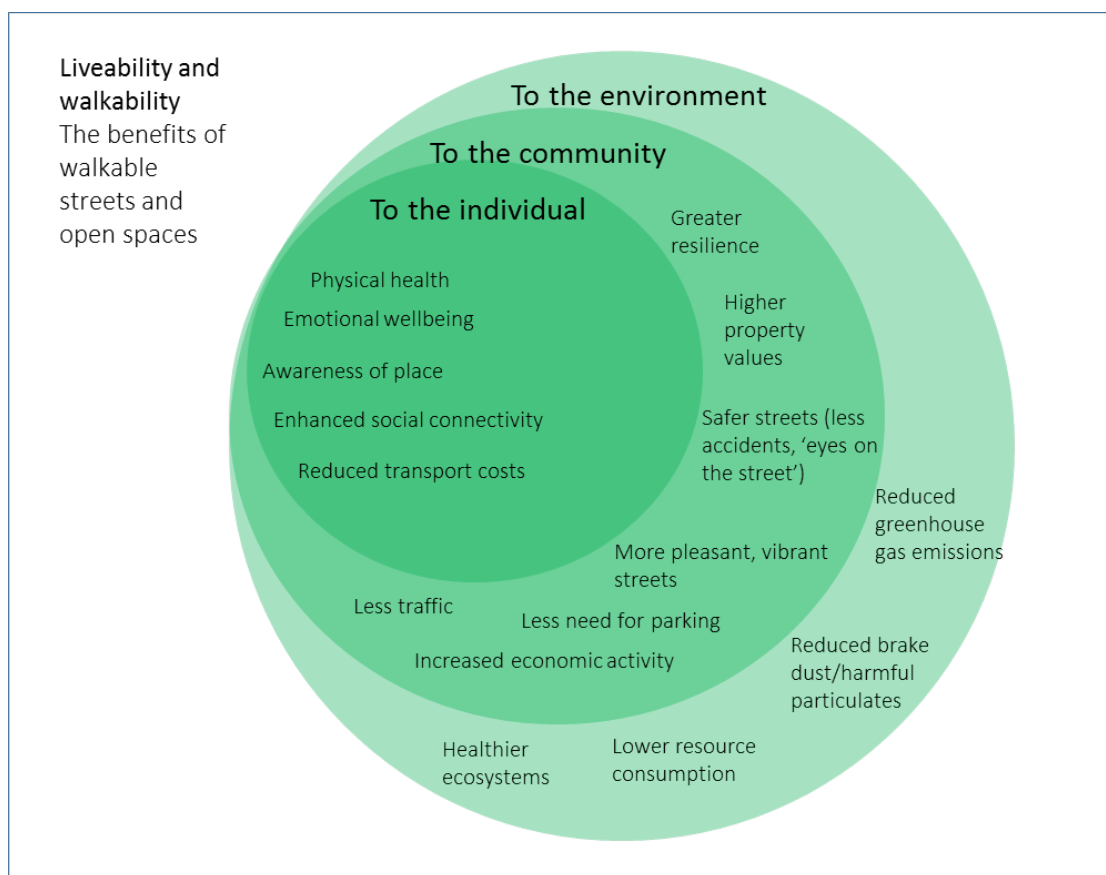
Although the strategy cannot (now) control these things it can promote good design and greater awareness of the design decisions that can contribute to the liveability of our towns and villages.

The strategy will need to be responsive to changing conditions

The sensitivity of the region's population to economic conditions has significant implications for planning. A rigid masterplan based on the extant circumstances at any time will soon become out of date as those circumstances change.

The strategy needs ensure public spaces contribute to liveability in multiple ways

As a community we call on our public spaces to help us meet a wide range of needs. The public realm enables us to move from A to B, offers opportunities for a stroll, to see nature, to enjoy a spectacular view, to bump into neighbours, acquaintances and friends and enjoy the social interaction that is the theatre of the streets. To this end our shared spaces need to be carefully designed to ensure in meeting one need, such as catering for moving cars around we don't inadvertently make them unappealing for walking or all the other valued ways they may meet our needs. This means in particular catering for walkability and all the benefits walkable spaces brings to our communities (figure 2.9). Realising these benefits requires not only that residential development is located where distances are not prohibitive to walk to the shops, parks and school, etc., it also requires that we think carefully about the characteristics of footpaths, streets and parks to ensure walking is safe, convenient and attractive and accessible to as many people as possible.



(adapted from original graphic sourced at elmoore.com)

Figure 2. 27 the benefits of enhancing walkability

The strategy will need to address the barriers that are stopping people participating in, and contributing to, their community.

An aging community with an increasing incidence of disability will mean that more of us have a physical, mental or sensory impairment. This means we become deterred by things that wouldn't deter a younger/healthier/unimpaired person. The strategy should seek to address these barriers to ensure everyone can participate in and contribute to their community.

Housing stock should match the needs and demands of a changing community

An older population and smaller households will increase demand for smaller houses near centres of Wynyard and Somerset, and potentially the other towns and villages. Meeting this demand will create challenges maintaining the character and identity of these towns that will require careful demand.

Attracting younger families to move to the municipality from interstate and internationally will require some larger dwellings for multi-generational families.

There is a demand for RLZ lots to service both Waratah-Wynyard and Burnie.

Population, economic growth won't be fostered just by rezoning land

A feature of the towns and villages are the high rates of vacant dwellings and undeveloped land. This suggests a strategy that relies on expanding land zoned for urban uses alone will just dilute demand over a larger area and contribute to sprawl. Consequently, the strategy needs to look beyond land zoning to achieve greater liveability in the Waratah-Wynyard towns and villages.

The strategy needs to protect what makes Waratah-Wynyard appealing and enhance it

Consultation revealed that a sense of community, landscape, the coastline, affordability and lifestyle are valued by the community and are highly marketable assets that attract people into the municipality.

These are vulnerable to the impacts of poor planning, climate change and resource depletion and the strategy needs to address this issue to ensure we don't 'kill the goose that laid the golden egg'.

The strategy needs to address the barriers that are deterring appropriate development

Analysis of supply and demand, the distribution and location of new development and consultation with Council officers revealed that the high level of vacancy and underdeveloped land was due to:

- Constrained sites
- Difficulty co-ordinating adjoining landowners
- Servicing difficulties
- Lot fragmentation (awkwardly shaped lots)
- Access difficulties
- Low desire to develop
- Daunting process

Although it is not desirable to develop any land use to 100% of its potential, minimising the impacts of these constraints will help "unlock" some of this existing zoned land and facilitate a degree of consolidation.

As outlined in Cradle Coast Regional Land Use Strategy population and growth in regions like this is highly sensitive to outside influences that cannot be controlled by anything Council can do. However, the planning system can respond to them in order that our towns and villages are better placed to capitalise on their potential benefits and minimise their detrimental impacts.

Designing to respond to issues and priorities of the present and the past will not be adequate.

As noted above the typical household of the future is likely to be different to that of the past. Also emerging issues such as climate change, resource depletion, and concerns about food security will have an increasing impact on community wellbeing. These will need to have increasing significance in planning decisions and will need the active participation of all parties who influence land use decisions at all levels. For example addressing coastal erosion will require a co-ordinated approach that requires alignment of the Community, Councils, Cradle Coast Authority and the Crown.

The strategy needs to be relevant, compelling and inspiring

Achieving liveability objectives will require active community involvement. This requires the strategy demonstrably addresses community priorities and influences people's perceptions about what represents good planning and design. Furthermore, the strategy must seek to manage expectations and raise awareness of the implications of people's choices, for better or for worse.

Part 3: The strategy

In a nutshell

This section sets out a framework for action and explains how those actions will help address the issues raised in the previous section. It sets eight priorities that respond to these issues. The section further makes recommendations to meet those priorities.

The strategy recognises that supporting liveability requires more than just a narrow view of land use planning.

Consequently, these recommendations are in two parts;

Part 1 relates to use and development of land and seeks to encourage appropriate development in the right locations and part 2 to seeks to retain and enhance the qualities of our towns and villages that make them such appealing places. Both parts of the strategy seek to align Councils actions and policies with those of other Government agencies and the community to co-ordinate actions to achieve greater liveability.

Each recommendation outlines how it furthers the objectives of the regional planning framework and meets the priorities of this strategy. It also identifies the limits of each proposal to assist in their considered implementation.

Overall, the strategy seeks to set a future direction for development that enables each part of our towns and villages to contribute to the wellbeing of the community as outlined in figure 3.1 below:

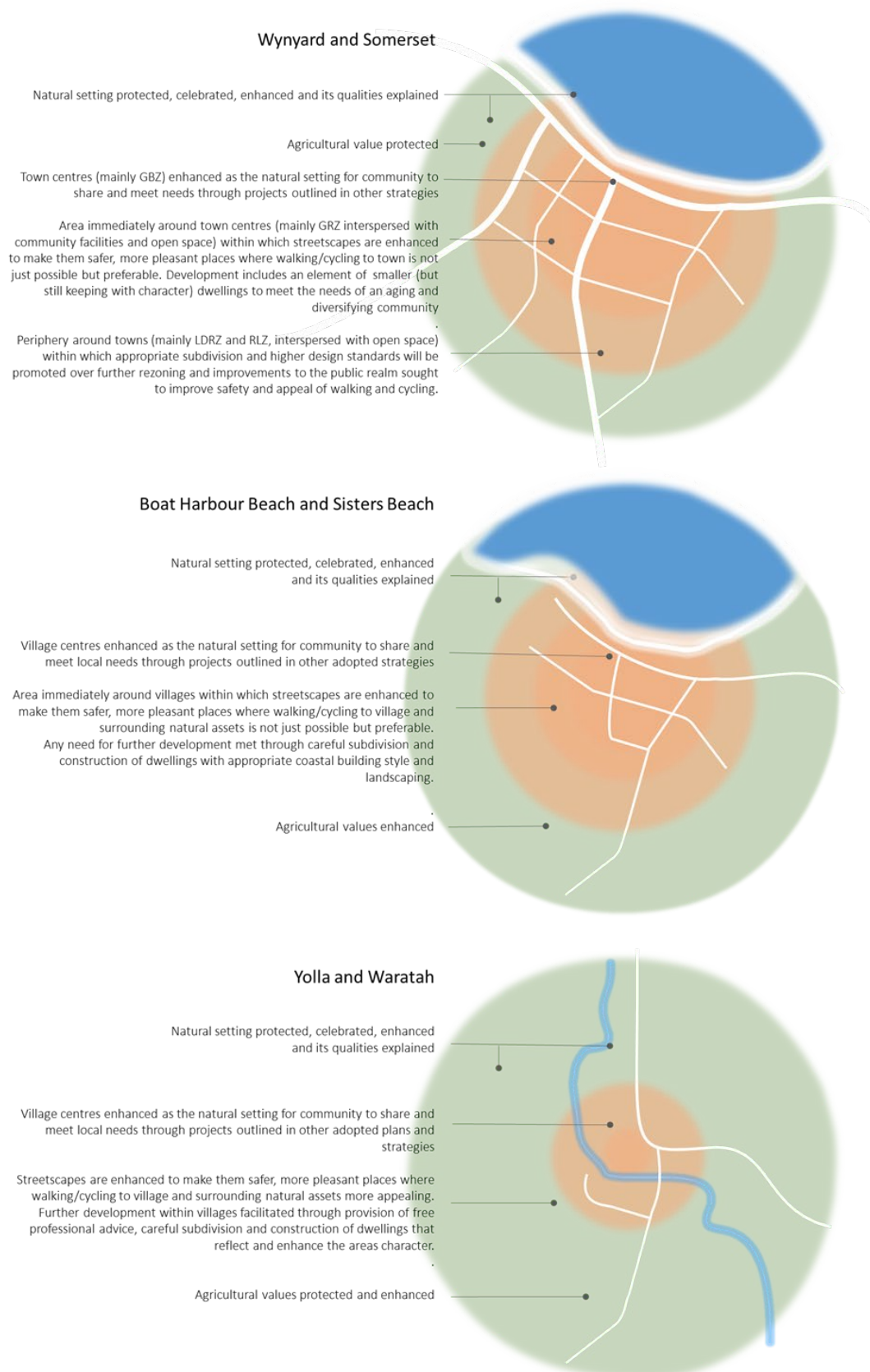


Figure 3.1 Conceptual model of the strategy vision for towns and villages of the municipality

3.1 The scope of the strategy

This strategy proposes a broad suite of measures that realise the objectives established in regional planning guidance and reconcile those with the issues, hopes and concerns of the community. This direction and these issues are seen through the lens of liveability. As noted in the Cradle Coast Regional Land Use Strategy the levers that Council can pull to improve the liveability of our towns and villages extends far beyond allocating land to a particular zoning.

Consequently, as well as making recommendations about land use zoning this strategy also proposes a suite of associated measures that will enhance the contribution these land use planning measures make to liveability in the towns and villages of the municipality. For example, the strategy recommends locating development where it is possible to walk to important destinations such as schools and shops. It also recommends design guidelines to improve the quality and comfort of streetscapes to make walking appealing AND promotional measures to encourage people to take up the walking and cycling opportunities.

Another factor that has influenced the content of this strategy is that Council is already implementing many plans and strategies that support liveability. To ensure the wise use of resources and minimise duplication the strategy acknowledges these other strategies and identifies how these may be bolstered by land use planning and urban design actions.

The ambition of this strategy reflects our understanding of community concerns and priorities. As observed by a respondent in the consultation for the draft strategy that “the community values progress but change too quickly, and community feels disrupted”. To this end the recommendations are pitched at making a positive difference for the whole community but not at a pace that exceeds the communities ability to adapt and accommodate new ideas. Of course, the point at which ‘too much’ disruption occurs is a subjective matter. For this reason, the strategy is tested in the democratic process through community consultation to establish priorities and when a draft strategy has been prepared also the strategy is tested and examined by Council to ensure the changes are in the right direction and do not exceed the communities ability to change.

The strategy also recognises Council are not the only player that influences how liveable our towns and villages are. At one end of the spectrum state and regional government set the parameters that this strategy must work within. They define what it must achieve and the measures by which success is assessed. At the other end of the spectrum the people of the Waratah-Wynyard community make many of the day to day decisions about how our towns and villages look and function without reference to the planning system. For example, our building choices may impact how well a house responds to the character of its surroundings and how well landscaping/garden design choices contribute to ecological objectives and the attractiveness of the adjoining public realm.

Although Council cannot control these things, they are still important factors in determining how liveable our communities are and Council can influence them. Consequently, the strategy includes recommendations to advocate, influence, encourage and lead by example to achieve liveability goals. For example, the strategy includes recommendations to support the existing high levels of community mindedness in our towns and villages to empower and inspire people to participate in making more liveable places.

The strategy does this by showcasing good design, celebrating our natural, community and cultural wealth, and helping people to understand the issues and the impacts of their choices - good and bad. Consequently, the changes this strategy seeks to make are as much in people’s hearts and minds as on the ground.

Vision

Guided by respect and insight for our natural and cultural values, this strategy envisages a future where our towns and villages are places where;

All in the community have a fair chance of thriving and fulfilling their potential. This strategy seeks to help achieve this by leveraging off the areas intrinsic qualities and identifying how we can all collaborate to making our towns and villages (even) more efficient, safe, pleasant and nurturing places to live, visit and work.

Decisions about the physical expansion of towns and villages are guided by a transparent and objective framework to ensure consistency and relevance to the extant circumstances rather than a rigid masterplan that would soon become outdated.

Roads, parks and all public spaces are safe, attractive, comfortable places for all that make it easy and attractive to walk, cycle, play and enjoy the company of others wherever possible.

Our communities can be prepared and equipped to deal with any emerging challenges we will face.

The valued character of our towns and villages is recognised and considered in the decisions people make about how they build or landscape their properties.

People are invited and empowered to participate in creating more liveable communities.

Being healthy or becoming healthy is assisted by surroundings that people find inviting, attractive and safe for walking, cycling or active play.

Our town and village centres are places that people choose to be when they could go to many different centres or no centre, considering the rise of on line shopping and entertainment, and;

Many recreational opportunities, layers of history and natural values are revealed to people in a respectful way and in a manner that the information sits lightly on the landscape, neither imposing itself on the place or on the observer.

The Priorities

The strategy seeks to realise this vision through pursuing eight key interconnecting priorities. Each priority is linked to a multiple recommendations. Each recommendation seeks to contribute to achieving outcomes that will not just support liveability on their own but will help to achieve other priorities and make other actions more effective.

In the consultation for the draft strategy a comment was made that the strategy could be interpreted as ‘anti-car’. The intention of the project is not to be ‘anti-car’, however it is to change the balance in our towns and villages so walking and cycling are real alternatives for shorter journey’s. It seeks to do this by changing some of the characteristic that deter walking and cycling and adding features that make them more attractive options and so more likely to be the preferred means of transport. This will help reduce the ecological footprint of our towns and villages and increase our resilience to sudden loss of pollution. It will help make streets safer and more attractive. Furthermore, local people walking and cycling will bring health benefits and diminish demand on parking spaces to better serve those people who have to drive.

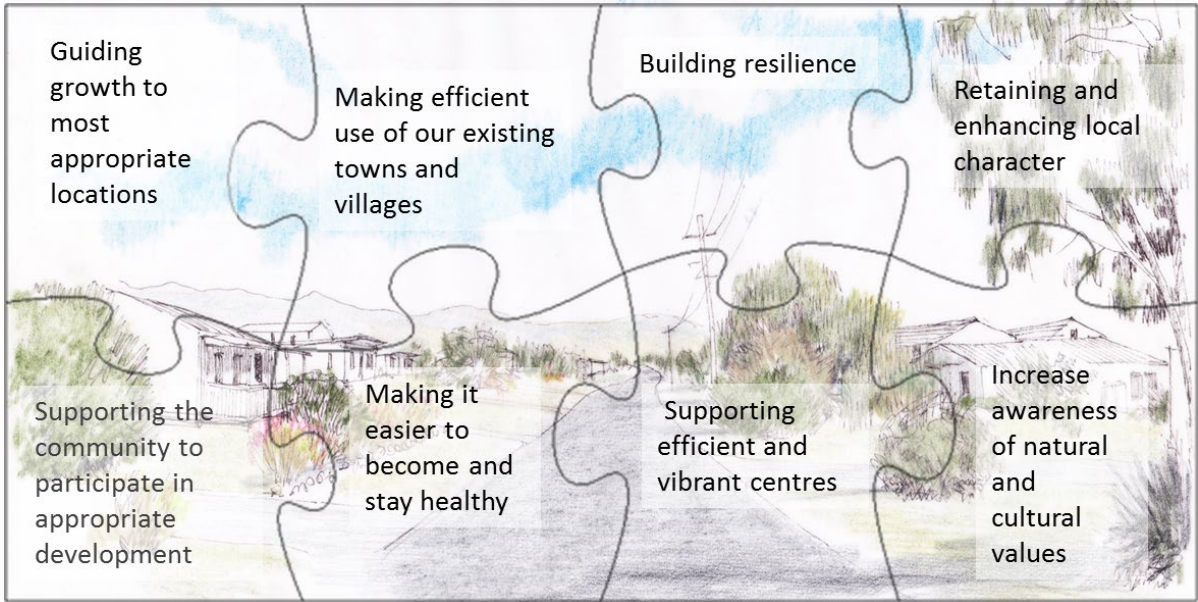


Figure 3.2

1 Guiding growth to most appropriate locations across the municipality

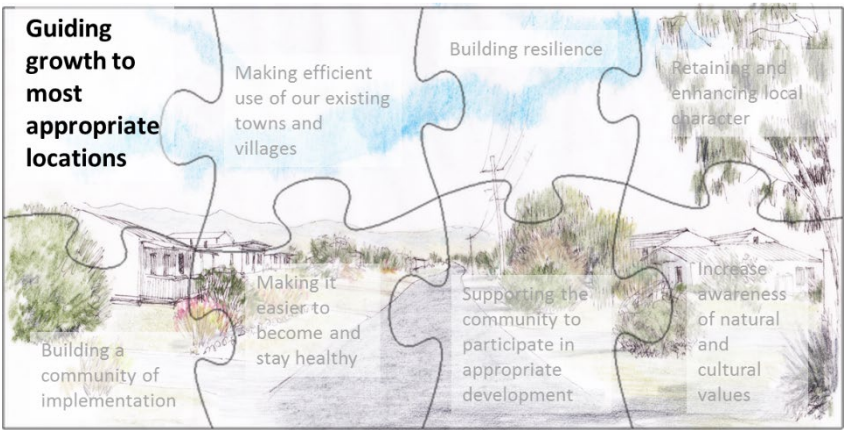


Figure 3.3

Background

The State population strategy establishes an aspiration to grow the state's population and that is reflected in the aspirations of the Sustainable Murchison Community Plan. However, the Cradle Coast Regional Land Use Strategy (Cradle Coast Regional Land Use Strategy) envisages population decline or at best very modest growth. All projections recognise the population is subject to outside pressures that may significantly impact the trajectory of population change. They all agree that one of the key catalysts for population growth and the one most in our control is the municipality's liveability. Consequently, guiding future growth needs to be mindful to balance the generous lot sizes with the imperative to avoid sprawl and protect ecological, agricultural and landscape qualities that are critical to the liveability of our towns and villages.

Extending our towns and villages unnecessarily or in the wrong location is likely to bring many unwelcome problems. For example, locating housing too far from a local centre, schools or other important destinations will make walking or cycling prohibitively difficult and increase dependence on private motor vehicles. This has knock on effects in terms of traffic generated, greater risk of traffic accidents and incidental demand for parking to say nothing of the health consequences for people denied the opportunity to participate in incidental activity such as walking to the shops or school.

To this end the Cradle Coast Regional Land Use Strategy also requires that we reduce car dependency by planning for compact towns and villages that minimise the overall distances people need to travel to get to important destinations such as schools, shops, workplaces, and health services.

The Cradle Coast Regional Land Use Strategy also noted that urban development has incrementally intruded onto the margins of agricultural land around the major centres. An opportunistic pattern of rural lifestyle development has fractured intactness of the agricultural land estate by utilising its many small titles as house lots. In the Cradle Coast area some 30,000 ha or 10% of land significant for agriculture (including the majority of prime cropping land) is estimated as potentially constrained by non-agricultural use (Norton 2010).

These factors create an imperative to plan for a compact and sustainable pattern of settlement and avoidance of remote outlying housing development. The strategy also adds that although settlements occupy less than 0.5% of the land within the region, their impact covers a much larger area and the process of human settlement has a disproportionate impact on the health and security of land as a resource.

The analysis of supply and demand (appendix 4) revealed that the demographic makeup of the community will change creating a demand for housing currently under-represented in our municipality, typically smaller housing nearer the centres of towns and villages.

Furthermore, the consultation undertaken for this project revealed an attachment to characteristics that typically might be described as small scale, small town or village character, with a strong emphasis on community and attachment to landscape. The municipality's agricultural, landscape and cultural qualities are also highly valued and provide the foundations for our economic and social vitality. These need to be carefully considered to ensure that they can continue to make their social, economic and ecological contribution to the community for this and future generations.

Goals

Provide appropriate and adequate land to support the towns and villages to grow and evolve to their optimal size to support the services and economic activity.

Meet changing demand for housing location and type.

Attract people into the area to address demographic imbalances and so support the long-term viability of the community.

Maintain and where possible enhance economic activity and contribute to community life.

Minimise residential/industrial/rural conflict.

Safeguard agricultural value.

Minimise sprawl.

Facilitate the efficient provision of services and an adequate population to serve them.

Protect landscape, ecological and cultural values.

2 Making efficient use of our existing towns and villages



Figure 3.4

Background

The Cradle Coast Regional Land Use Strategy requires that we provide liveable communities. It also recognises that recreation, leisure and well-being opportunities should be integrated with settlement activity and do not always require a discrete land allocation.

Achieving a high standard of liveability places many demands on urban land. It must provide adequate and relevant land for housing, quality open space, a variety of well-planned and serviced workplaces, shops, schools and many other things. At the same time, it must also support ecological health, provide us with access to nature and invite people of all abilities to play and/or be physically active amongst other things. If any part of our towns or villages fails to contribute or blights its surroundings, it makes it more difficult for the people who live there to meet all their diverse needs.

This requires that we plan and design our towns and villages to be rich in opportunities to meet all these diverse needs and have few of the things that make it harder to meet those needs. This means as well as planning for economic opportunities we need to design surroundings within which people feel invited to be physically active, to feel safe, to be able to access healthcare, education, fun, interact with others and enjoy nature, amongst other things.

We must ensure that responding to changing needs such as the need for more compact houses created by an ageing population and smaller households does not result in an erosion of valued character and identity in our towns and villages.

We must also design to minimise the adverse effects of danger, unwelcome noise, pollution or traffic that may otherwise blight our surroundings and erode our quality of life.

We must also consider the vacant, unused land that is part of any town or village and manage it to contribute to the health and wellbeing of the people who live and work nearby and the ecological health of the wider area.

This will help ensure that whoever we are, whatever age or gender or whatever our abilities are, we can look to our town or village and find it offers as many of the things that support our wellbeing as possible. This requires planning to create safe, pleasant streets and open spaces, adorned by nature and activated by other members of the community. It means designing places where most of us feel that walking, cycling, driving or getting the bus are all realistic options. It also requires we plan to ensure we do not cause one land use to blight other nearby land uses such as high volumes of traffic that can blight adjacent footpaths.

Goals

Ensure our immediate surroundings support us to feel safe and welcome.

Minimise conflicts between land uses.

Improve the ability of the public realm to support people's wellbeing, acknowledging that different people will have different requirements of the places they share.

Improve the ability of existing centres to attract local customers and meet local needs.

Balance and reconcile the ecological values of the land with any need to develop. Utilise development as a chance to improve degraded sites.

4 Retaining and enhancing local character



Figure 3.6

Background

The Cradle Coast Regional Land Use Strategy identifies the distinctiveness of the region's settlements as an important asset that will support the future success of the region.

Each of the towns and villages covered in this strategy have their own unique and beautiful setting that are highly valued by the local communities. This link between people and between people and places can be sensitive to inappropriate development. However an element of new and different housing will be needed to meet emerging needs. Consequently, the impact that new development makes on the character of its surroundings requires careful consideration and the qualities and design characteristics that support the existing, valued character needs to be clearly expressed and promoted.

Goals

Retain valued character and guide its evolution to meet emerging challenges and changing housing needs.

Improve the quality of the townscape, ensuring that it is aged friendly, welcoming and can assist in mitigating the impacts of climate change

5 Supporting the community to participate in appropriate development



Figure 3.7

Background

The Cradle Coast Regional Land Use Strategy requires that we provide liveable communities. However, the levers the planning system can pull are not enough to achieve this alone. Development happens not because the planning system dictates that it happens but because people feel able and confident to invest in their community. Community consultation for this strategy revealed that some people felt the process of applying to develop to be prohibitively complex and confusing. Given much of the developable land is fragmented between different landholders who are by and large not developers this is a significant issue.

Unfortunately, the level of information required and the steps in the planning process are largely set at state level and there is little that can be done to change them at the local level. However there is still significant scope to explain these steps and seek to guide appropriate development through that process.

Consultation also revealed that the Waratah-Wynyard community are very resourceful and have a wealth of 'emotional capital'; the care, insights and commitment that people have to their community and towns and villages. With support this can be released to help improve people's shared surroundings and address community concerns. Consequently, the strategy seeks to empower the community to 'fine tune' and 'tweak' their shared surroundings to enable it to meet their needs.

Although a close and supportive community in many ways, the people of Waratah-Wynyard have quite a high rate of social isolation and limited range of opportunities to make their mark and build up 'islands of competence' within their community. Engaging and empowering people to influence the future of their community and the landscape they share will assist in developing self-esteem and a sense of having a stake in one's local community.

3 Building resilience

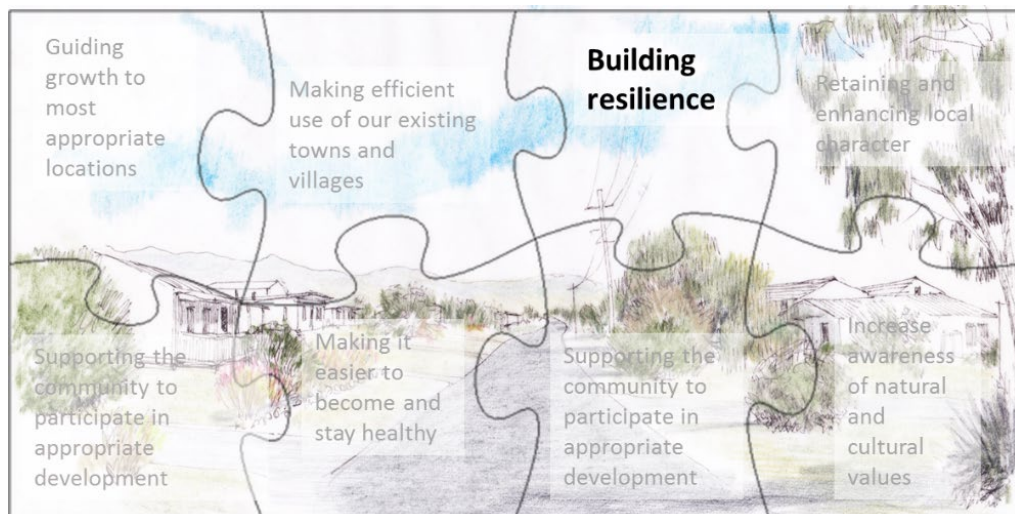


Figure 3.5

Background

The Cradle Coast Regional Land Use Strategy requires us to plan for a secure future.

In common with every other local authority, Waratah-Wynyard is facing unprecedented challenges associated with climate change, resource depletion and the impacts of threats such as the present pandemic that may require us to change the way we live. The impacts of these challenges cannot be confidently predicted, however we can build up our ability to respond to them and minimise our exposure to the risks they pose.

The Cradle Coast Regional Land Use Strategy notes that over 30% of people work outside the municipal area in which they live. The level of inter-municipal movement is greatest in the Wynyard to Port Sorrell coastal strip, with Burnie and Devonport key destinations. The vast majority of these commuters drive.

Goals

Attract a broader demographic base to ensure enough younger people live here to replace the generally ageing community who live here.

Protect our natural heritage and the intrinsic values of the region.

Facilitate people to meet their own needs, support engagement, express themselves and gain satisfaction from their contribution to their community.

Support food security and awareness of ecological values.

Support key industries that are less vulnerable during global stresses.

Reduce car dependence.

Assist awareness of the value of our ecological assets.

Empower community members to undertake appropriate development.

Provide for means of expression and self-determination to build resilience.

6 Making it easier to become and stay healthy



Figure 3.8

Background

The Land Use Planning and Approvals Act 1993 Part 2 - Objectives of the Planning Process Established by this Act requires planning policies to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation. The Cradle Coast Regional Land Use Strategy requires each settlement provide a healthy, pleasant and safe place in which to live, work and visit.

Unfortunately, Waratah-Wynyard has some very concerning health statistics that have a very real human impact for the people afflicted whose lives are diminished in duration and quality by ill health and lost potential. This in turn places a significant burden on the community. The Sustainable Murchison community plan notes that the region is characterised by an ageing population, increasing chronic disease, alcohol and drug dependence, and poor mental health. It also notes health literacy levels in the community are low and that timely access to doctors, medical specialists, disability and aged care services and ambulance response times are a concern.

Sedentary lifestyles and social isolation contribute greatly to this burden of ill health by significantly increasing the prevalence of a wide range of physical and psychological illnesses. There is a wealth of evidence to suggest that facilitating physical activity through walking and cycling brings significantly more savings than costs⁶², and facilitates people's ability to connect with one another. Attitudes to walking and cycling and sport can be influenced both by promotional initiatives and the design of the built environment.

The Cradle Coast Regional Land Use Strategy states that planning policy must recognise the needs of pedestrians, cyclists, public transport users and recreational walkers are at least equal to the requirements of supporting private car use. Urban spaces should enable people to walk and cycle in safety and with ease as part of their daily lives, including for journey to work, school and social engagements and exercise regimes.

⁶² Kriit HK, Williams JS, Lindholm L, et al. Health economic assessment of a scenario to promote bicycling as active transport in Stockholm, Sweden. *BMJ Open* 2019;9:e030466. doi:10.1136/bmjopen-2019-030466

Furthermore, consultation with public health authorities point to the relatively poor diets of many in the community⁶³ and poor access to healthy food.

A healthy community requires not just places like health centres and hospitals to receive health care and support recovery from illness. It requires the infrastructure that makes health possible and prevents illness in the first place (footpaths to walk, parks to play, places to access healthy food etc.). It also requires that the people who live there have the desire to use those facilities and access that fresh food. Both need to be aligned (figure 3.9). When this happens a healthy environment is one that can facilitate people to meet multiple needs. These include the need to stay active, mentally and physically stimulated, feel safe, supports interaction and supports access to fresh, healthy food.



Figure 3.9 Achieving healthy communities

Goals

Reduce burden of non-communicable diseases on the community.

Make cycling, walking and interacting with others not just possible but practical and appealing options.

Make a trip to shops, schools and other important local destinations by bicycle or foot just as easy as driving.

Make sport and outdoor activity generally more appealing than indoor sedentary behaviour.

Diminish the incidental and inadvertent barriers that stop appropriate outdoor play to support children's natural inclination to play and so 'let the play out'.

Create a supportive and stimulating public realm that invites older people to continue to engage in their surroundings.

Concentrate commercial and community facilities in centres to facilitate people to park their cars once and walk between multiple destinations.

Facilitate better access to fresh, healthy food.

⁶³ <https://www.healthyfoodaccessstasmania.org.au/wp-content/uploads/2016/07/WARATAH-WYNYARD-COUNCILJune2016.pdf>

7 Supporting efficient and vibrant centres



Figure 3.10

Background

The Cradle Coast Regional Land Use Strategy requires that we plan an attractive and liveable environment with well-serviced centres where people can meet their needs as locally and conveniently as possible.

Town centres have traditionally been the magnets that draw people together and create a shared focus for many of the activities around which communities coalesce. However, with increased mobility and the rise of on line deliveries it can no longer be assumed the local centre is the natural focus of activity. Ensuring the Waratah-Wynyard town and village centres can continue to serve this important role requires that they are more appealing than alternative, more distant centres for a generally mobile community who could go anywhere or get things delivered.

Compact town centres make it more likely that people will chose to walk between multiple destinations, supporting them to get more exercise, reducing car movements and traffic and minimising car parking demand.

A strategy for the sustainable development of the Somerset and Wynyard town centres has been outlined in the CADS.

Goals

Complement the recommendations of CADS

Make Somerset and Wynyard (even) more appealing places to go and the first choice to meet a range of needs by making them attractive destinations in their own right, where people chose to be because of the attractive, interesting surroundings, ease of accessing required services and opportunities and social vibrancy.

Support the commercial services and community facilities in the other settlements to meet local needs.

Support locals to walk or cycle where possible and so leave parking for those who live further afield, minimising the need to dedicate extensive land to car parking.

8 Increasing awareness and protection of natural and cultural values



Figure 3.11

Background

The Cradle Coast Regional Land Use Strategy states that liveable and sustainable settlements promote a respectful relationship with natural systems and it also notes that community values reflect an awareness and knowledge of dimensions of past, present and future.

Waratah-Wynyard enjoys a wealth of natural and cultural values that merit recognition and celebration. Many of these can be found in or close to the villages and towns of the municipality. Several submissions made in consultation on the draft strategy stated that these should be brought to wider awareness within the community.

Goals

Increase the contribution that natural and cultural values make to people's quality of life.

Identify and protect natural and cultural assets

Facilitate people to understand the areas cultural and ecological values and appreciate these exist within our towns and villages as well as outside of them.

Foster ecological connectivity within towns and villages and strengthen the links between ecological assets to support the integrity of natural systems.

Increase awareness of the vulnerability of these qualities to climate change and identify what we can do about it.

3.2 Recommendations

The recommendations are in two parts:

Part 1 Land use and development. These are recommendations for land use and facilitation of new development to accommodate growth aspirations. They are numbered LU1-5 and seek to make the necessary minor amendments to the broad structure of the towns and villages to help them meet future needs.

Part 2 Protecting, promoting and enhancing liveability. These are recommendations about the details and qualities of our towns and villages. They are numbered L1-17 and seek to ensure the people who live, work and visit can look around and find their surroundings are attractive, resonate with their values and support their wellbeing.

To put it another way, part 1 recommendations outlines how appropriate development for sustainable growth can be accommodated. Part 2 protects and enhances the qualities that are essential to attract and retain people that makes sustainable growth possible.

Part 1 land Use and Development Recommendations

LU1 Identification of preferred development fronts and candidate sites for rezoning

Recommendation

Subject to an increase in population and demand, land identified in figure 3.12 and 3.13 nominated as the preferred area to accommodate future expansion of Wynyard and Somerset respectively.

Irrespective of level of demand, land identified in figure 3.12 in Doctors Rocks to be rezoned to LDRZ to address anomalous existing zoning.

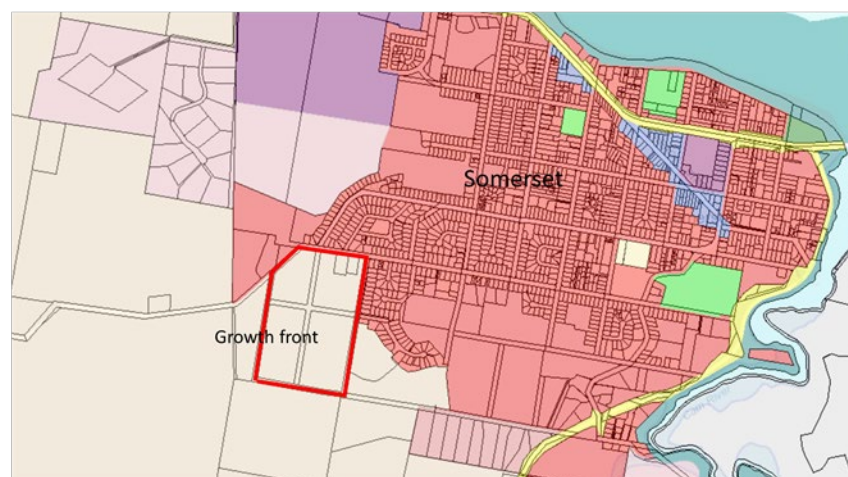
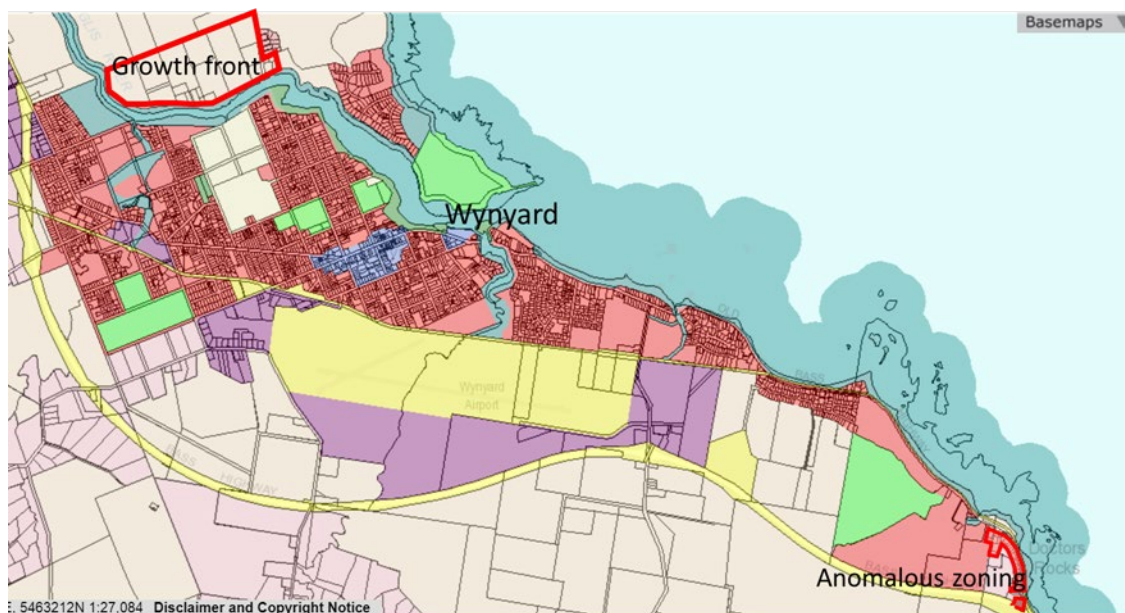


Figure 3.12 Recommended Wynyard growth front and Doctors Rock anomalous zoning to be rezoned.

Figure 3.13 Recommended Somerset growth front

No expansion of the footprints of Sisters Beach or Boat Harbour Beach are proposed as these areas are heavily constrained by a National Park setting and steep topography and landslip risk respectively.

No expansion of the Village Zone is proposed for Yolla or Waratah as the analysis of supply and demand revealed there is little demand and ample existing supply.

Other than an area adjacent to Wynyard at River Road no other expansion of land zoned Rural Living is proposed. Despite the apparent strong demand for this land use, this type of development runs counter to the consolidation aspirations of the CCRLUS and Sustainable Murchison and there is considerable latent capacity in the existing RLZ land. The rationale for the potential rezoning of the River Road land is explored below.

Why we are proposing this

This recommendation seeks to ‘tweak’ zonings to allocate the right amount of land in the right locations to the right uses. At first glance there is little need to dedicate further land to facilitate the expansion any of the towns or villages. The Cradle Coast Regional Land Use Strategy emphasises the importance of ensuring compact settlements and consolidation rather than expansion of the urban footprint to accommodate population growth. The Strategy also requires prioritising liveability and safeguarding natural and agricultural resources.

The analysis of supply and demand found that there is the potential to accommodate 1039 extra dwellings within existing zonings. Based on historical rates of development this represents 29.3 years supply. The LUPAA requires that planning schemes should provide between 10 and 20 years land supply in each zone. As a rule, Council should not rezone land if it exceeds these limits. Allocating more land than is needed to any land use category may either result in the rezoned land lying vacant or diluting demand elsewhere, resulting in other parts of that town or village lying vacant for longer than they would otherwise do.

However, these projections are based on historical trends and assume a continuation of recent population decline. We share the aspiration outlined in state and regional policy that rather than plan for decline and risk locking it in we should seek to foster sustainable growth. The supply and demand assessment noted that anything greater than a 1% growth rate within the time horizon of this strategy will be likely to require higher levels of consolidation within the footprint of the towns and villages (which means smaller lots) and/or an expansion of their footprint. Whilst the initiation of sustainable population growth is outside our control we can provide a catalyst for it by providing for high quality, sustainable and liveable development and facilitating appropriate consolidation.

This recommendation will enable us to prioritise rezoning of land that achieves these requirements of the Cradle Coast Regional Land Use Strategy and ensure any new expansion is intrinsically liveable. It will also ensure the orderly and efficient supply of land to meet the communities’ needs as those needs change over time.

This recommendation supports priority 1 of this strategy: Guiding growth to most appropriate locations by giving weight to matters that will influence the potential liveability of the towns and villages

This recommendation also supports priority 2 of this strategy: Making efficient use of our existing towns and villages by prioritising rezonings where walking and cycling are more likely to be viable options, reducing pressure on parking places in town centres.

It supports priority 3: Building resilience by providing additional protection to the ecological and agricultural values surrounding the municipality’s towns and villages.

It supports priority 6: Making it easier to become and stay healthy by prioritising the development of land nearer existing towns and villages over land further away, ensuring distances to key destinations in the town or village are more likely to be considered walkable by more people.

It also supports priority 7: Supporting efficient and vibrant centres by helping to take traffic out of town by providing appealing alternatives to driving and so making them safer, more attractively places and reducing competition for parking places, leaving them free for people from further afield who have no alternative to drive.

Determining the appropriate towns or villages for expansion

Wynyard

Need for expansion?	The Supply and demand analysis revealed that: There are between 17-24 years supply of GRZ land, 3 - 4 years of LDRZ based on a range of population and lot size variables. There are adequate provision for industrial and commercial land subject to the rezonings indicated in the CADS Thus LDRZ land is the only land use that may need more land allocated although the small number of existing lots in this zoning suggests that conclusions about rate of development should be treated with caution.
Room for expansion?	This analysis of potential candidate sites for expansion outlined in appendix 5 reveals the River Road Area can be serviced, is walkable to many key destinations, has relatively large lots, is not prone to inundation or landslip and whilst containing a range of slopes is not overly steep. The land enjoys an attractive landscape setting and provides the setting for the town when viewed down a number of streets. No other potential candidate sites around Wynyard offers such a wide range of qualities. Thus this area provides the most appropriate site for expansion if demand requires it.
Desire for expansion?	The community consultation did not reveal any particular aversion to expanding the town, although anecdotally a number of respondents have linked their concerns about traffic to perceptions of too much development.

This reveals that there may be scope to extend the area of LDRZ land.

Growth Scenario

The CCRLUS envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	A mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas.

The CADS plan noted that Wynyard is the only location of the four centres in that study (Somerset, Wynyard, Stanley and Smithton) that may experience population growth, through intra-regional migration, as well as migration from the rest of Australia, particularly older persons.

The Sustainable Murchison 2040: Community Plan noted the following of Wynyard:

- Since 2012, there has been more dwelling and subdivision development within the UCL than outside it. This suggests residents may prefer to live within established areas closer to existing amenities. There are suitable sites within the UCL for infill development, potentially in and around the showgrounds, and the edges of the current settlement;
- As expected, subdivisions of five or fewer lots have occurred evenly across the UCL. Subdivisions for 20 or more lots, such as the 103 lot development of Seabrook Golf Course, are confined to the edges of the settlement, where there is land available;
- Subdivision design needs to take account of future development in adjoining lands. Some subdivisions, completed over the past 15 years, finish in cul-de-sacs rather than through streets, reducing permeability. Future development that limits the use of cul-de-sacs the street network will allow pedestrians, cyclists and vehicles to move more easily through the urban centre;
- Beyond the UCL and south of the Bass Highway, pockets of development have appeared, suggesting a market for rural living. These areas are accessible to the local business centre by car at appropriate access points across the Bass Highway but are not readily accessible by foot;
- Subdivision development is increasing outside the fringe of the UCL on land zoned Rural Living. Over time, this area may form part of a ring around a denser inner core of the settlement. The current level of density prescribed in the Interim Planning Scheme 2013 is not less than one hectare per dwelling for this land use zone; and
- Upgrade works are planned to Wynyard sewage treatment works, which will increase capacity as well as treatment quality.

Somerset

Need for expansion?	The Supply and demand analysis revealed that: There are between 9-12 years supply of GRZ land based on a range of population and lot size variables with too few LDRZ developments to draw reliable conclusions about how long that zoning will last. This is at the lower end of required identified and supply of 10-20 years. There are adequate provision for industrial and commercial land subject to the rezonings indicated in the CADs
Room for expansion?	This analysis of potential candidate sites for expansion outlined in appendix 5 reveals the Ramsden Street area is moderately walkable to several key destinations it enjoys expansive views towards the coast and a partial wooded backdrop provides the site with significant landscape values. This area is not serviced with water or sewer but is adjacent to serviced areas for these utilities. This area has no known active landslides, however it has been identified as being susceptible to landslide by Mineral Resources Tasmania (MRT). Although not ideal it provides the most appropriate site for expansion if demand requires it.
Desire for expansion?	The community consultation did not reveal any particular aversion to expanding the town, although anecdotally a number of respondents have linked their concerns about traffic to perceptions of too much development.

Growth Scenario

The CCRLUS envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Medium-demand is driven by internal population change and growth and/or moderate positive inward migration. Growth relies on intensification of existing land supply within designated urban boundaries and/or expansion.	A mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas.

The Murchison Sustainable Community Plan 2040 Community Study noted the following:

The settlement pattern has evolved outward from the local business centre. Large parcels of land with general residential zoning are not yet developed in the south of the settlement.

Subdivision and dwelling development appears mostly at the edge of the settlement and as two-lot subdivisions only.

Outside the UCL, there appears to be market demand for rural living in the vicinity of the Murchison Highway, Little Village Lane and Seabrook Road. Several land owners have subdivided land from 12 ha or more into smaller lots. Each of these rural living clusters is approximately 10-15 minutes' drive from the local business centre. These locations are not serviced by public transport.

Upgrades to Wynyard sewage treatment works will remove the need for a treatment plant at Somerset, and result in an increase in capacity as well as treatment quality.

Waratah

Need for expansion?	The Supply and demand analysis revealed that: There is ample existing supply of land in the Village Zone to cater for existing or anticipated demand.
Room for expansion?	Land to the north of Waratah is landslip prone, to the northwest has been impacted by bushfires and much of the existing VZ land is not serviced by water or sewerage so in order to service additional land would require servicing to cross several properties. Consequently no area or site presents itself as a good candidate for rezoning.
Desire for expansion?	The community consultation did not reveal any particular aversion to expanding the town, although anecdotally a number of respondents have linked their concerns about traffic to perceptions of too much development.

This tells us that expansion is neither needed nor may be serviced.

Growth Scenario

The CCRLUS envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.

Boat Harbour Beach

Need for expansion?	The Supply and demand analysis revealed that: Effectively supply is exhausted with too few LDRZ developments to estimate how long residual supply may last. However the appeal of the area and consultation with Real Estate agents suggests there may be considerable hidden demand.
Room for expansion?	Boat Harbour Beach occupies a highly constrained site. It is nearly entirely subject to one or more constraints. Most of it is landslip prone, several lots are also subject to coastal erosion. Most of the village is on steep land.
Desire for expansion?	The community consultation revealed a deep attachment to the small village character of the settlement and a great deal of sensitivity to expansion or intensification.

This tells us that there is no suitable land for expansion and expansion would be seen by the locals as eroding the villages valued character.

Growth Scenario

The CCRLUS envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.

Sisters Beach

Need for expansion?	The Supply and demand analysis revealed that: There are between 11-13 years supply of LDRZ land based on a range of population and lot size variables.
Room for expansion?	The village is entirely surrounded by the Rocky Cape National Park offering no room for expansion.
Desire for expansion?	Community engagement revealed that many people were averse to expanding the footprint of the village.

This tells that Sisters Beach may run out of readily developable land within 10 years. However, there is no practical potential to extend the footprint of the village into the national park. There is only limited scope to extend this period through subdivision within the existing footprint to yield more lots given the difficulties reconciling this intensification with the village's character.

Growth Scenario

The CCRLUS envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.

Yolla

Need for expansion?	The Supply and demand analysis revealed that: The last few years have seen too few VZ developments to draw reliable conclusions about how long that zoning will last. However it can safely be concluded that development is slow and there are many vacant lots
Room for expansion?	The land has few constraints
Desire for expansion?	Community engagement revealed that many people have an attachment to its small town/village character. That isn't to say any development wouldn't be well received but perceived intensification is unlikely to be well received.

This tells us that expansion is not needed although the unbuilt land within and around the village is relatively unconstrained.

Growth Scenario

The CCRLUS envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.

Rural living clusters

Need for expansion?	The Supply and demand analysis revealed that: At the historic rate of development there is adequate supply for between 10 and 17 years of demand, depending on population growth scenario. There is considerable latent market demand for RLZ lots to serve Waratah-Wynyard and the Burnie area.
Room for expansion?	A considerable proportion of the existing zoned land is constrained. Much of it exists close to high value agricultural land that limits potential to extend RLZ clusters. The CCRLUS discourages expansion outside of the established settlements.
Desire for expansion?	No clear opinion was apparent either in favour or opposed to expansion of RLZ land in the community, however real estate agents identified a market desire for it.

This tells us that expansion of RLZ land is likely to have market appeal. However there is adequate supply to meet the 10 years minimum required by the CCRLUS and any expansion of RLZ land should occur where it is adjacent to an existing settlement.

Growth Scenario

Although not named settlements in CCRLUS the clusters of RLZ lots have a sense of community and sense of coherence that suggest they might accurately be considered in the 'all other settlements' category of the CCRLUS. These envisages the following growth scenario and growth management strategies:

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	Stable strategy restricts new development to existing land supply within the designated urban boundary without priority for intensification. The strategy is appropriate for low growth settlements.

Determining development fronts

The analysis outlined above reveals that development fronts may be needed for Wynyard and Somerset. The villages of Waratah and Wynyard have ample existing capacity. Boat Harbour Beach and Sisters Beach are too constrained to accommodate additional development areas.

Around Wynyard and Somerset candidate sites were shortlisted from those that have been identified by officers and by landowners who have inquired about possibly developing their land that are within 1km of Wynyard and Somerset.

The rationale outlined in this recommendation seeks to ensure that any rezoning is needed and is in keeping with the objectives of the regional strategy. It prioritises urban expansion only in locations where development can occur efficiently, cost effectively and in locations that are intrinsically liveable. This means prioritising development where it is within a distance where walking or cycling to their local centre is a realistic option and where it minimises erosion of the natural, cultural, agricultural and scenic values. The characteristics that determine this are outlined below;

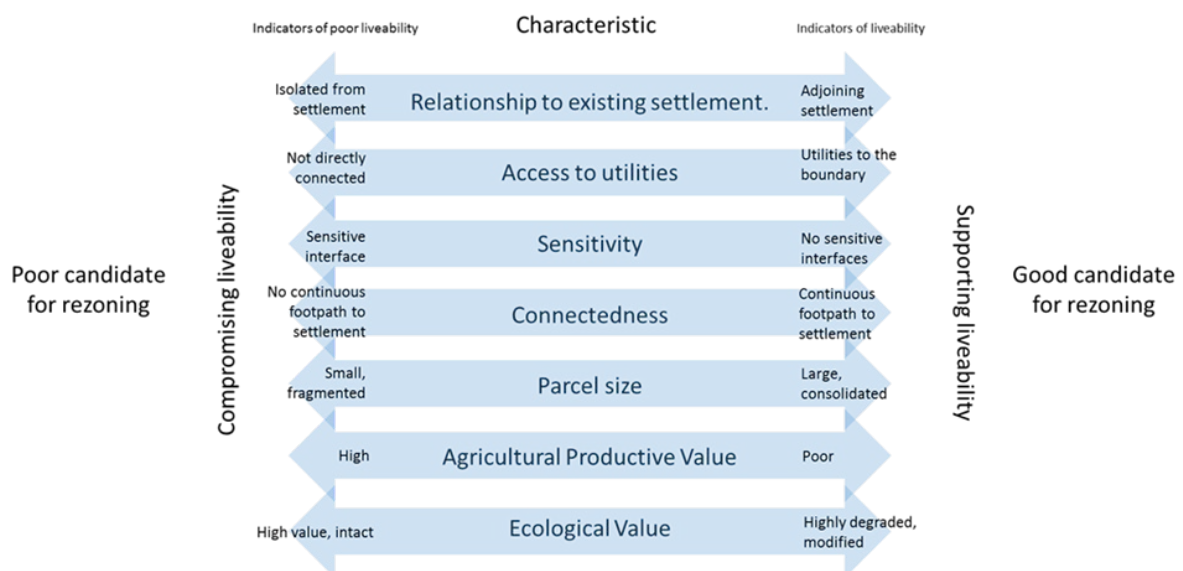


Figure 3.14 Site characteristics that determine the appropriateness of candidate sites for rezoning

The present tests for rezoning outlined in the Land Use Planning and Approvals Act 1993 do not trigger an automatic consideration of issues relating to liveability such as walkability. The guidelines outlined below seek to give these considerations greater weight so more accessible and intrinsically liveable land may be prioritised.

A multi-tiered test is proposed as summarised below:

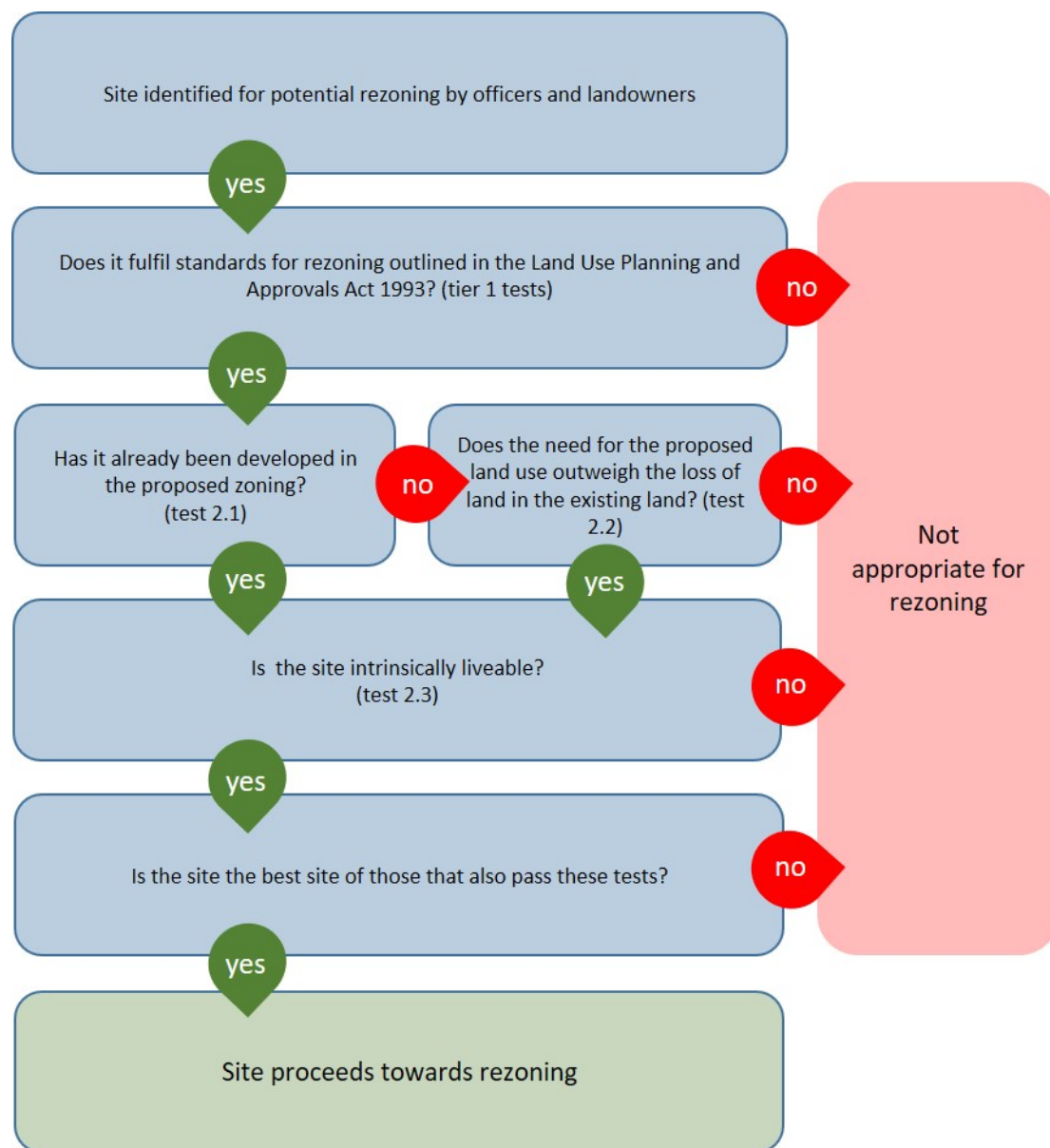


Figure 3.15 assessing sites for expansion flow diagram

Tier 1 establishes if a candidate site is likely to meet the minimal standards to be considered for rezoning as identified in section 34 of the Land Use Planning and Approvals Act 1993 and TPC Practice Note 1 Planning Scheme Amendments⁶⁴. To proceed to the second tier a site must meet the requirements of tier 1.

⁶⁴ https://www.planning.tas.gov.au/__data/assets/pdf_file/0006/564099/Practice-Note-1-Planning-Scheme-Amendments-March-2020.PDF

Tier 2 allows a further refinement of this list to ensure the most appropriate sites are selected: Tier 2 tests are proposed to be:

Test 2.1 Addressing anomalies in existing zoning

This “fast tracks” sites and areas that pass the first-tier tests and have already been developed into a form that is more appropriate for a different zone.

Test 2.2 Does the need for more land of that use outweigh the loss of land of the existing use?

This applies a risk management approach and attributes values to different issues/constraints/impacts of changing land use. This considers:

Any loss of agricultural capacity and its impact on food security and livelihoods

Any loss of amenity enjoyed by the wider community.

Any loss to ecological, hydrological or heritage values.

Test 2.3 is the site intrinsically liveable?

As defined in this strategy a places liveability is its ability to support a wide range of human needs. It is not possible to map all the characteristics that influence liveability, however a general picture of liveability can be determined by assessing:

- The sites walkability as an indicator of equitable access to opportunities and ease of maintaining health.
- The fragmentation of lots as an indicator of ease and efficiency of development
- The factors that contribute to amenity. These are things such as views or proximity to key features such as the beach or river.
- The factors that detract from amenity. Detracting features are impacts from nearby uses such as the airport, industrial uses or highway.

In relation to walkability: mapping the walkability of a place provides an indication of how easy it is to get to the places one has to get to meet those needs on foot. Walkable places make it easy and convenient to enjoy the enhanced health and social benefits that come from walking as well as the convenience of being able to meet many of their other day to day needs easily. To this end this settlement strategy prioritises development in areas that can be demonstrated to be more walkable over those that aren't as a key indicator of liveability.

Walkability was assessed by identifying multiple sample points in Somerset and Wynyard and mapping walking routes and times from each of these sample points to identified key destinations such as schools, shops, medical centres, parks as outlined below.

Wynyard key destinations	Somerset key destinations
The town centre (corner Jackson/Goldie)	Town centre (crnr Simpson and Wragg)
Sports ground	ANZAC park
Gutteridge Gardens	Somerset Recreation Centre
Wynyard High School	Somerset Primary School,
Table Cape primary School	Beach, nearest access points
Beach access points nearest to sample point	Somerset Medical Centre
Wynyard Medical Centre	Nearest bus stop to sample point
Wynyard library	
Nearest bus stop to sample point	

The walkability of the sample points in and around Wynyard and Somerset was assessed by the following method:

x/y = walkability score where;

x is the average time taken to walk to each of the destinations in the respective town, from a given sample point. The time is determined using a consistent, transparent and replicable measure such as the directions function on Google maps, Bing maps or similar.

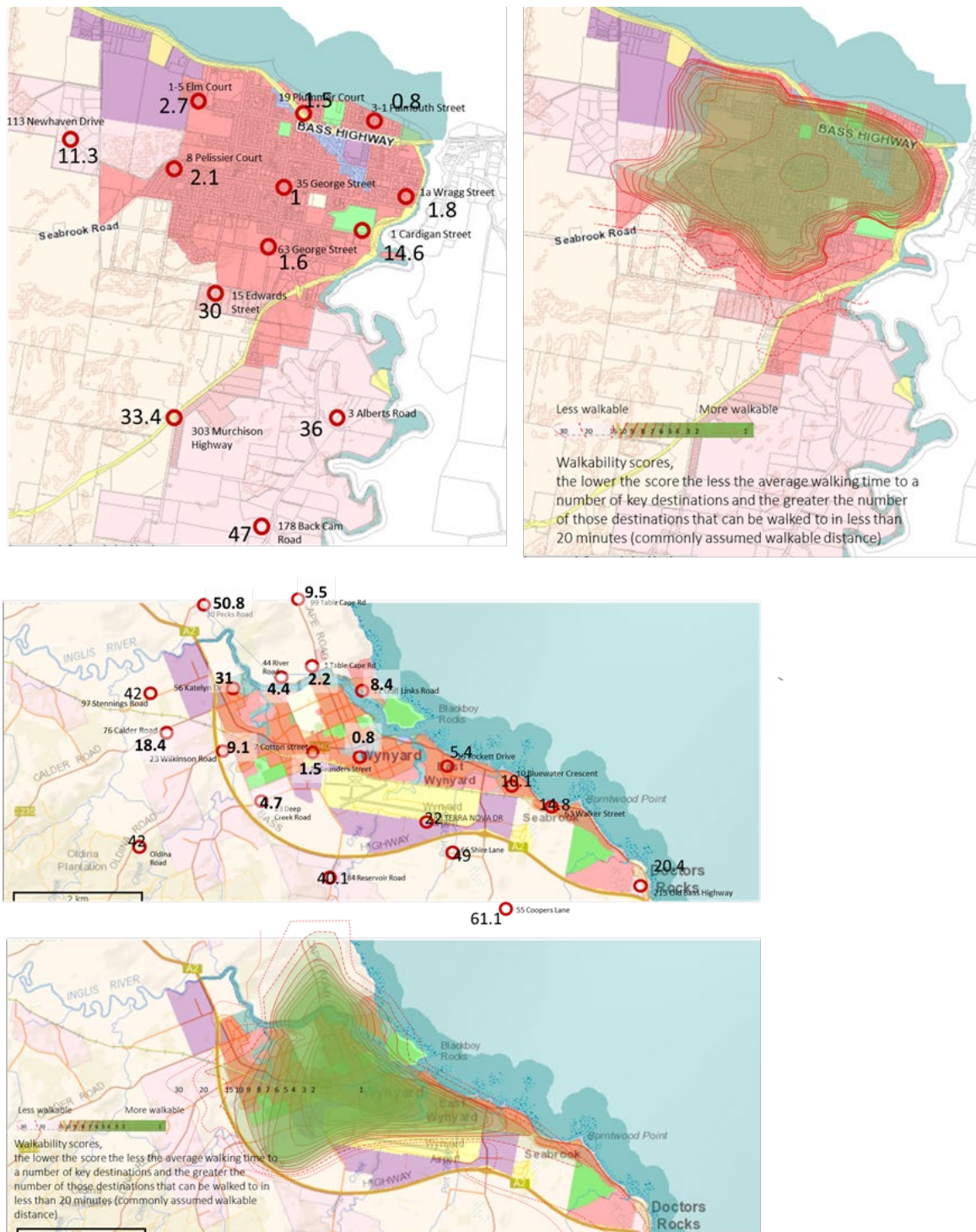
y is the number of these destinations +1 that can be walked to in 20 minutes from that sample point.

Thus if a sample point is at an address where one can walk to any of eight key destinations in less than 20 minutes and the average time to walk to those destinations is 15 minutes the walkability score is $(8+1)/15$ or 1.6. The lower the score the less the average walking time to a number of key destinations and the greater the number of those destinations that can be walked to in less than 20 minutes (this is commonly assumed to be a maximum practical walkable distance).

Given different people have different needs, for example the schools are not a destination most adults walk to unless they work there or have children there, it is not always essential to be able to walk to all key destinations for a place to be considered walkable. For this reason an acceptable level of walkability is determined as being able to walk to any four destinations on the list of key destinations within 20 minutes. Four is selected as it ensures a variety of different types of destination can be reached on foot, making it more likely that the particular destinations are relevant to the people living in that area. This gives a walkability score of $(4+1)/20$ or 4. Consequently a place with a score of less than four may be considered walkable as it offers the people who live there with the choice to walk in less than 20 minutes to a variety of destinations. A score of more than four means there are few places within walking distance and so is likely to be unappealing to walk.

This method was selected as it accounts both for time needed and the choice of destinations available. It allows for different sites to be compared against an objective measure of walkability and it allows the identification of a score that represents an acceptable walkability value.

These scores are mapped as isochrones (lines of equal walkability) to allow walkability scores to be interpolated between sample points, refer figures 3.16-19 below.



Figures 3.16-3.19

This method has been used to compare and rank different potential development areas as shown in appendix 5.

Assumptions about Yield

The Strategy adopts the following assumptions to establish the yield for subdivision of these sites:

For Low Density Residential and Rural Residential zoned land the yield is assumed to be the site - 20% for circulation and utilities divided by the average lot size of the nearest comparable area of that zoning.

For other residential uses the strategy adopts same assumptions as the Cradle Coast Regional Land Use Strategy to defining urban housing density. This suggests a net urban housing density of 30 dwellings per hectare is appropriate to provide for a low-density urban mix of single and low scale multiple dwellings to support core residential infrastructure. It is normal to add a 20% land component for roads, service, open space and difficult land elements.

Selection of potential development areas Wynyard

Consideration of the factors identified above as outlined in appendix 5 revealed that the area in figure 3.20 below represents the most appropriate area for future development.

Within this land LDRZ and RLZ are the most appropriate zonings given the analysis of supply and demand, the topography of the area and the need to protect the green skyline that provides the setting for Wynyard. Care will need to be taken to protect the very high natural values of the banks of the Inglis River and careful consideration of building and landscape design in this high profile location will assist in protecting and enhancing the areas contribution to Wynyard's landscaped setting. The means of achieving this are outlined in recommendation 2 requiring an Outline Development Plan to guide the development of this area.

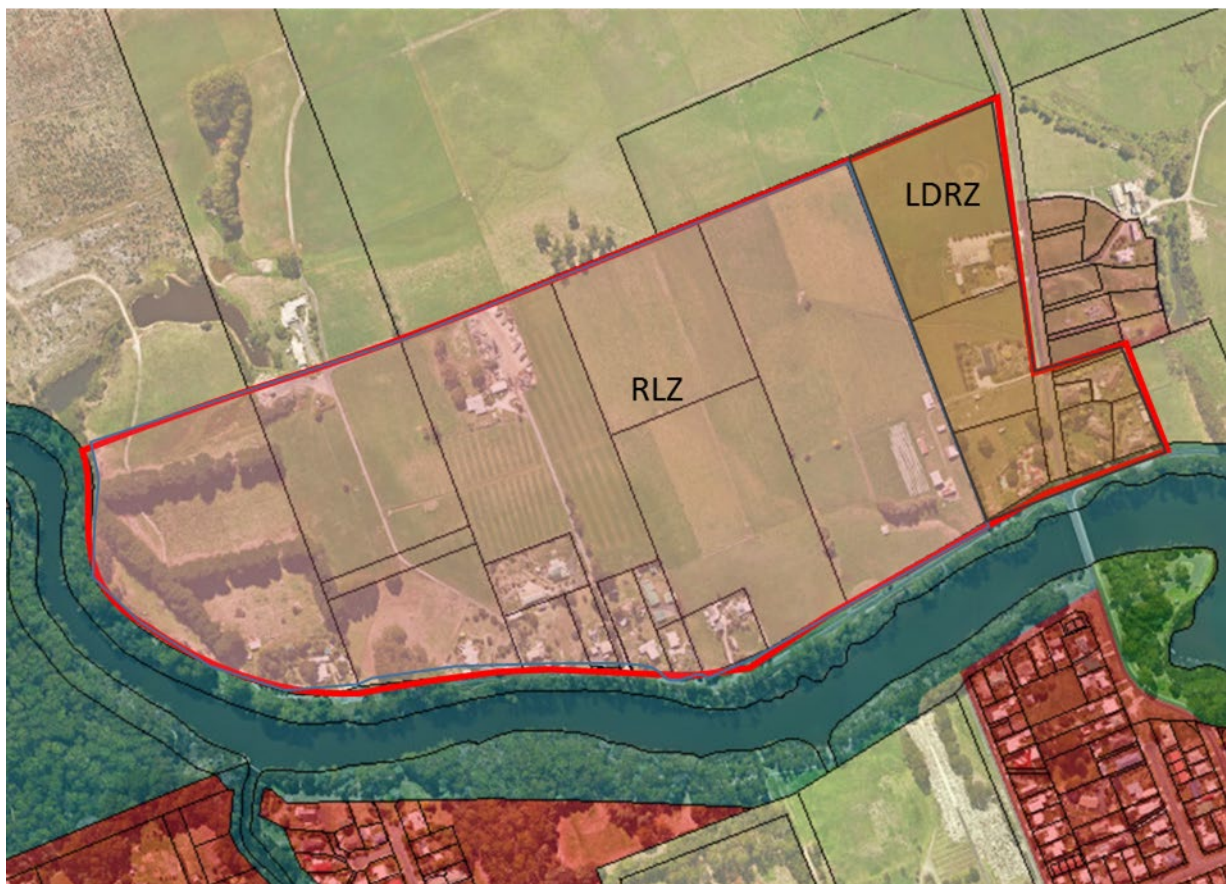


Figure 3.20 Wynyard Development front

It is already largely well serviced, and it is envisaged the gaps in servicing may be addressed through orderly development.

It is more walkable than any of the other potential development areas and many already developed areas, enjoying continuous (or near continuous) footpath access to the beach, town centre, school etc.

It enjoys an attractive setting adjacent to the Inglis River, with a skyline comprised largely of tree canopy framing occasional views to the river and distant hills.

It is not of high agricultural value or prone to landslip risk.

The suggested mix of zoning yields lots in both RLZ and LDRZ. The supply and demand analysis revealed that these were the lot types in the shortest supply. The location and setting of the RLZ lots and the design standards embodied in the ODP provides high amenity that is likely to appeal to well healed buyers who might assist in broadening the economic and social base of Wynyard.

Within the area indicated as future RLZ 33ha is capable of effective subdivision. This would yield in the order of 28 additional lots at 1 ha. average lot size, allowing 20% of the area for circulation. At historical rates of development this would add another 2.3 years of supply to the municipality's total supply of RLZ lots.

Within the 7ha. Area indicated as future LDRZ a yield of 26 additional lots is likely with lots at 2000m sq. average area, allowing 20% of the area for circulation.

At historical rates of development this would add another 24 years to Wynyard's supply of LDRZ lots.

Selection of potential rezoning area Doctors Rocks

The area identified in figure 3.21 below was identified as an area of anomalous zoning applying the tests identified above. Although presently zoned RRZ it is largely developed for residential use and does not serve the purpose of this land use as outlined in the 2013 Interim Planning Scheme 'to provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing'.

The use, lot size (the average size of the 25 residential lots is 1200m²) and distance from sewer serviced land suggest this land is better zoned LDRZ, the purpose of which is "To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development".

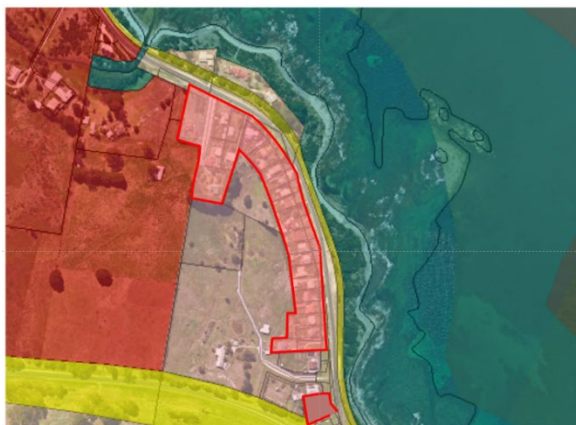


Figure 3.21 area of anomalous zoning to be rezoned as LDRZ

Commentary on alternative sites raised in consultation Dec 20-Feb 21

Two further sites have been identified by proponents as having particular merit for rezoning. These are land at Golf Links Road Table Cape and at lot 1 and lot 2, 237 Old Bass Highway Doctors Rocks, (proposed for GRZ and LDRZ respectively by their proponents). These sites had previously been excluded from the shortlist considered in this Strategy because of site issues particularly though not exclusively relating to drainage. The proponents both stated these problems have been addressed. However, these claims are based on evidence that Council was not aware of and interpretations of that evidence that Council has not tested as it is required to do. Furthermore, although the case for rezoning may indeed have merit with these issues addressed, the case for these sites are not as strong as the sites identified in recommendation 1 and as the sites in this recommendation have the capacity to meet projected demand there is no immediate need to rezone more land from a community perspective.

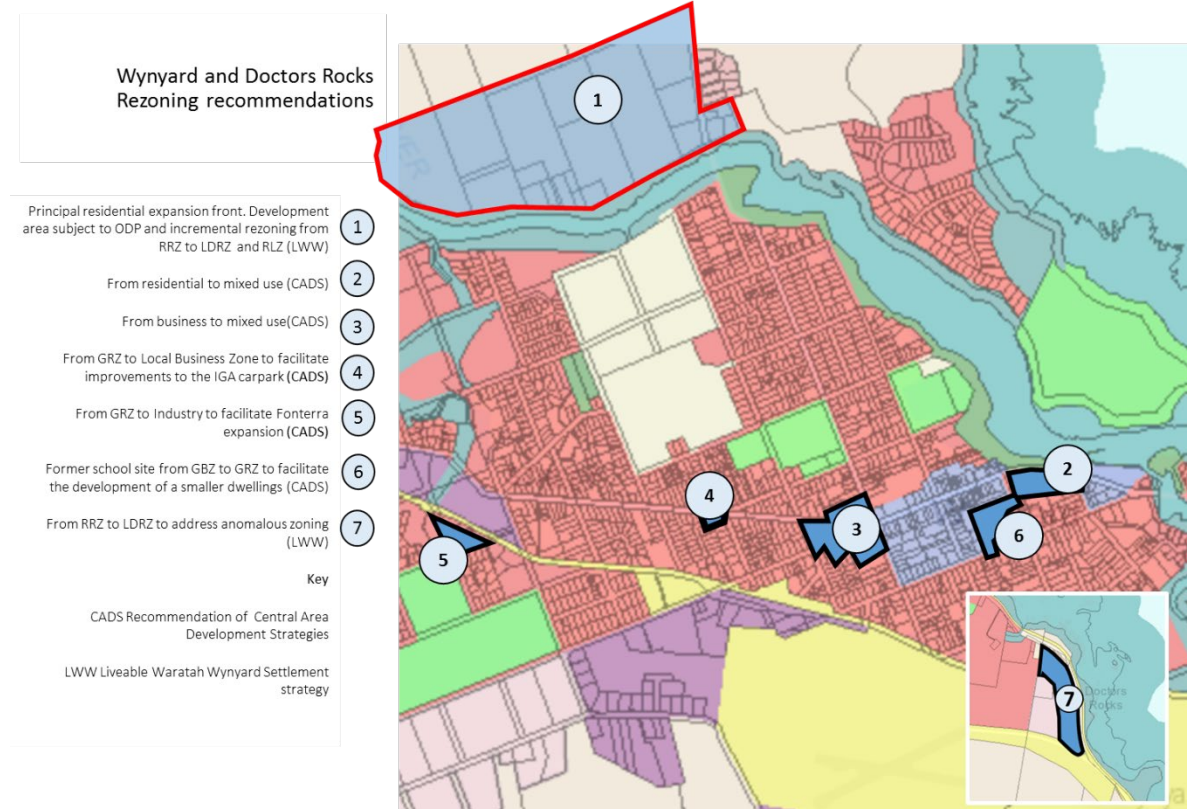
Consequently, the proponents are invited to undertake the investigations necessary to establish if their sites are suitable for development and their sites may then be considered in a revised list when;

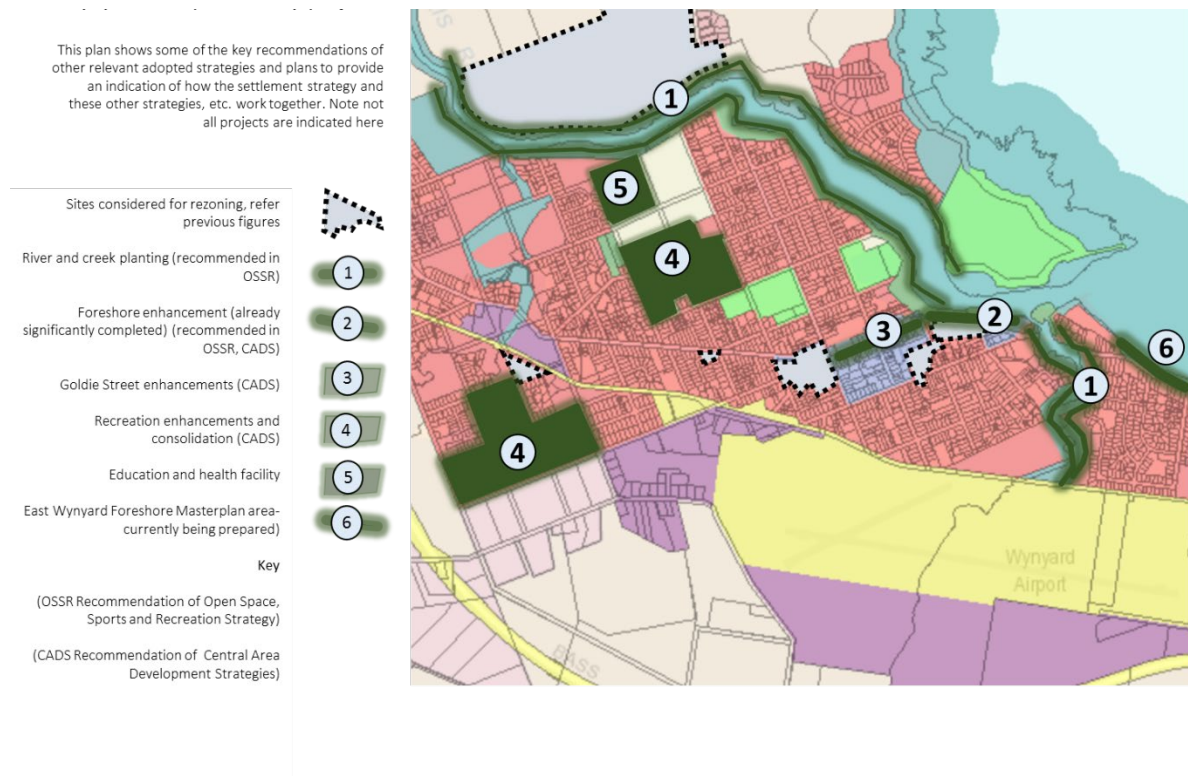
the sites outlined in this recommendation are approaching exhaustion or;

an unexpected issue interrupts supply or threatens to interrupt supply.

Development and land use summary

The figures below summarise the development and land use findings of this strategy and additionally the key proposals of other adopted strategies that complement this strategy.





Figures 3.22-3.23 Summary of proposed rezonings and complementary adopted proposals in Wynyard and Doctors Rocks

Selection of potential development areas Somerset

The analysis outlined in Appendix 5 tells us that any expansion should be located in the area indicated on figure 3.22 below. Within this land GRZ is the most appropriate zoning given analysis of supply and demand. Given the high profile of the site care will need to be taken to protect and enhance the areas contribution to Somerset's landscaped setting.

Figure 3.24 Somerset potential growth area

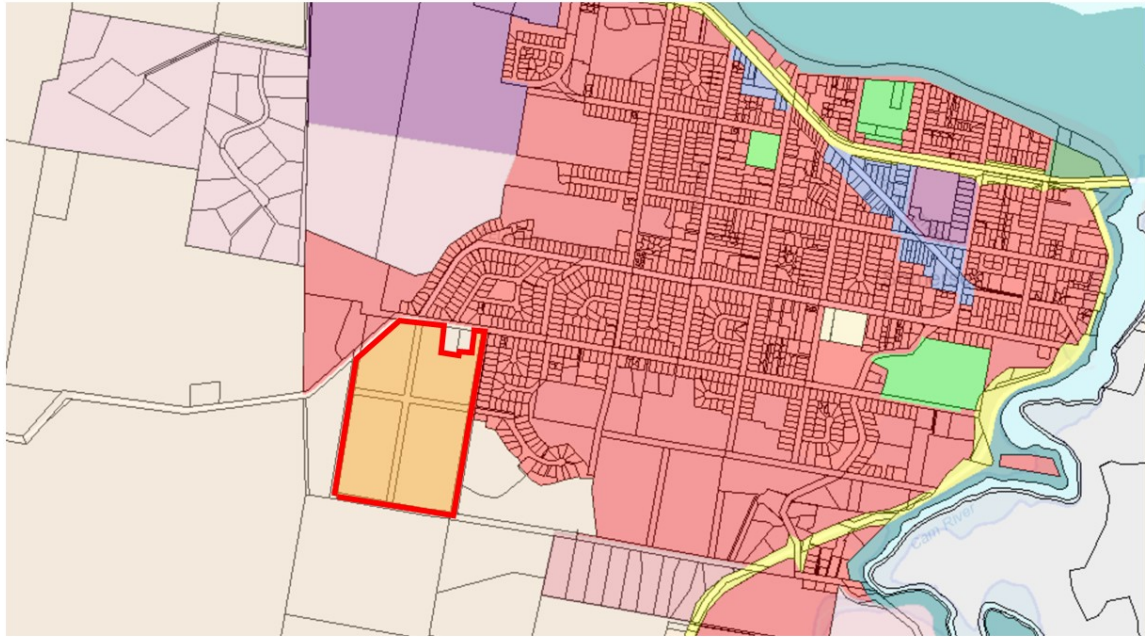
Although not ideal, this land is the most appropriate to accommodate development for Somerset for the following reasons:

It comprises large parcels relatively close to the town centre and is somewhat walkable.

It is serviced by water. Taswater confirms access to the sewerage network may be available from Ramsden Street.

It enjoys an attractive setting with views to south of a ridgeline towards the sea and to the north of the ridgeline to picturesque rolling landscape. However, the water storage towers are a strong presence on the landscape. The means of achieving responding to these site characteristics are outlined in recommendation 2 requiring an Outline Development Plan to guide the development of this area.

It is not of high agricultural value. It has some landslip risk but less than other alternative sites. Part of the site is occupied by comparatively steeply sloping ground and is well vegetated. However, the greater part (11.5ha.) is cleared and occupies comparatively gentle topography.

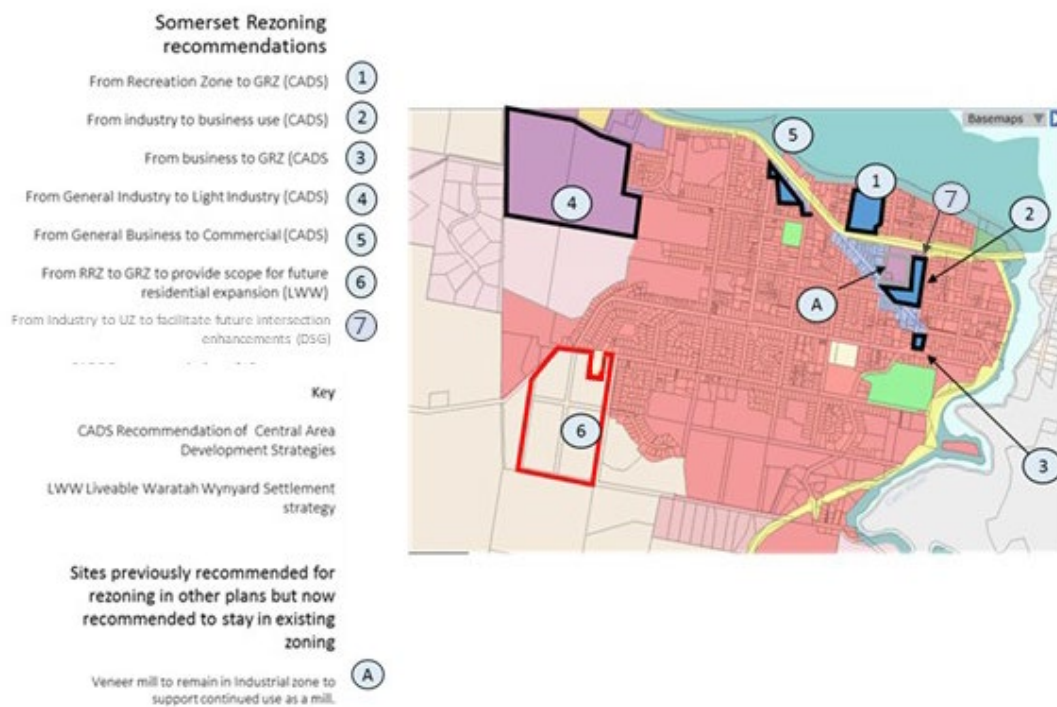


Within this area GRZ development would be most appropriate. The supply and demand analysis revealed that this lot type has the shortest supply and may be needed within the lifespan of this strategy if a growth scenario eventuates.

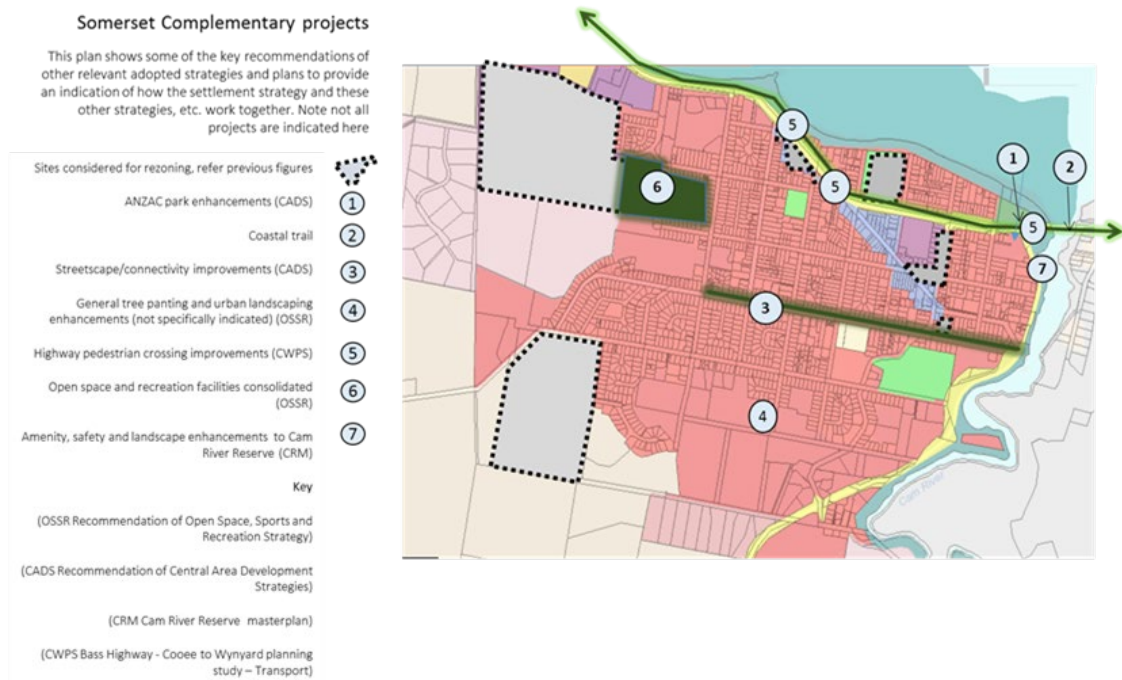
The 18.7ha. area comprises 11.5ha of land of gentle topography and is cleared. This would yield in the order of 75 additional lots at 0.13ha ha. average lot size, allowing 20% of the area for circulation.

At historical rates of development this would add almost 4 years to Somerset's total supply of GRZ lots.

Development and land use summary



The figures below summarise the findings of this strategy and the key proposals of other strategies that complement this strategy.



Figures 3.25-3.26 Summary of proposed rezonings and complementary adopted proposals in Somerset

Complementary recommendations, plans and strategies

LU2 Outline Development Plan and guidelines for residential expansion front to ensure a high standard of design and development

LU4 . *Advocate IPWEA for standard drawings for shared driveways.* This will provide another access option that would facilitate the development of small, narrow or awkwardly shaped lots.

LU5. *Provision of Independent advisory service to inform and assist potential developers.* This will help inexperienced applicants within these areas to co-ordinate development and understand the requirements of preparing a successful application for development or rezoning.

L9. Promotional Design Guidelines to encourage a high standard of design and development and raise awareness about the implications (good and bad) of design choices.

Considerations and potential issues

The tests may rightly be described as lifting the bar for rezoning to support the consolidation and compact settlements required in Cradle Coast Regional Land Use Strategy. However, this is likely to challenge previous expectations of some landowners which may generate disagreement.

If these guidelines are implemented without a corresponding greater take up of existing underdeveloped and undeveloped land, then supply may be unnecessarily constrained which is likely to have adverse effects on the liveability of the towns and villages.

In consultation several proponents raised concerns and aspirations about potential rezonings of their land. In many of these cases proponents cited interpretations of site conditions or circumstances that differed from Councils own understanding. These matters will be investigated again and in more depth should these proposals proceed to a formal rezoning process. At this time proponents and other parties will have an opportunity to present all relevant information. No rezoning will occur until this process is complete.

LU 2 Outline Development Plans for residential expansion areas

Recommendation

Refine and undertake consultation on an amended draft of the Outline Development Plan (ODP) as outlined below and adopt the amended plan in the policy register.

Why we are proposing this

This will assist in ensuring the potential of this land to provide an area of high amenity, walkable, accessible, sustainable development can be realised. The ODP will achieve this by:

Facilitating the protection and enhancement of amenity of existing dwellings

Facilitating the retention and enhancement of the high landscape values the area currently enjoys and retaining the landscape contribution the area makes when viewed from the existing nearby residential areas.

Facilitating a pro-walking and cycling environment that makes best use of the area's close proximity to many important destinations.

Ensuring that street, block and lot patterns promote connectivity and safety, whilst responding the natural topography and environmental requirements of the land;

Establishing and maintaining high quality living environments to improve amenity, safety, liveability, and saleability of residential areas whilst minimising land use conflicts;

Ensuring the development of each lot facilitates the development of other lots within the development front

Promoting environmentally sustainable and passive design principles to minimise use of water, energy and materials and maximise adaptability and accessibility.

This recommendation supports priority 1 of this strategy: Guiding growth to most appropriate locations by giving weight to matters that will influence the potential liveability of this development area.

It supports priority 3: Building resilience by providing additional protection to the ecological values surrounding Wynyard and locating development on land of relatively low agricultural value

It supports priority 4 retaining and enhancing local character by providing protection to the landscape values that frame Wynyard.

It supports priority 6 making it easier to become and stay healthy by creating a pro-walking and cycling environment.

This recommendation also supports priority 7: Supporting efficient and vibrant centres by locating dwellings where walking and cycling are more likely to be viable options, reducing pressure on parking places in town centres.

Complementary recommendations, plans and strategies

This recommendation will be supported by:

Recommendations L1 streetscape strategy, L2 pause places, L3 tree planting may all assist in contributing to the amenity of the public spaces created through this project.

Considerations and potential issues

Will require careful co-ordination between landowners to ensure that River Road is not relied upon to provide vehicular access that will require widening River Road and thus result in the loss of the high landscape and ecological qualities of its immediate surroundings. Such an outcome would 'kill the goose that laid the golden egg'.

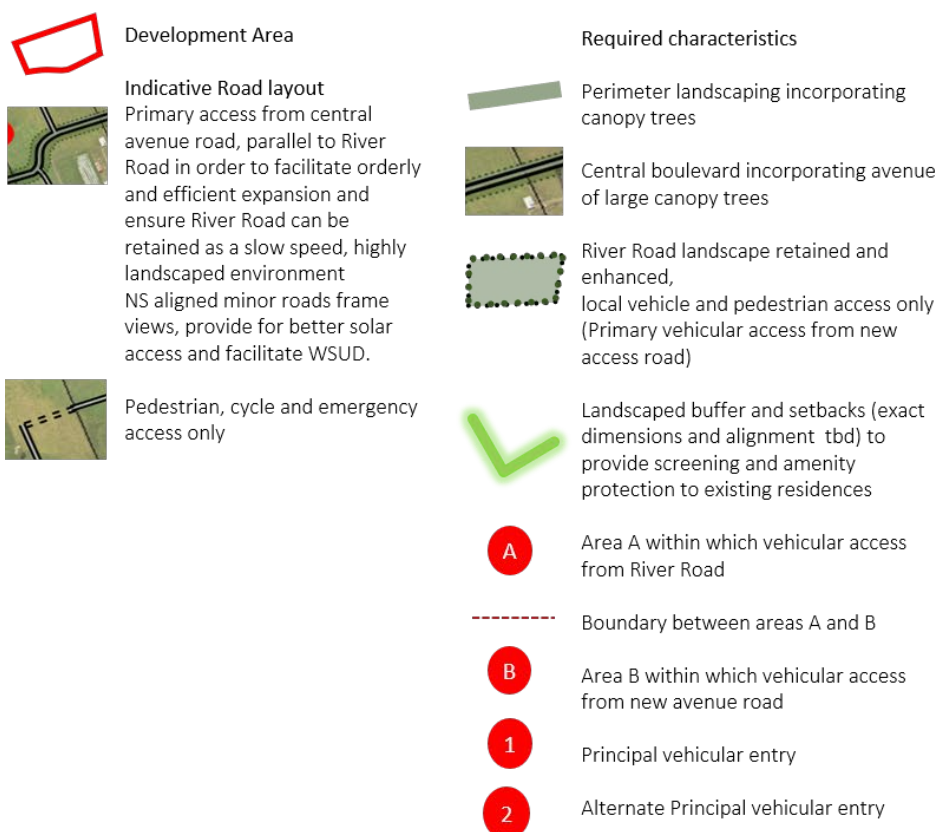
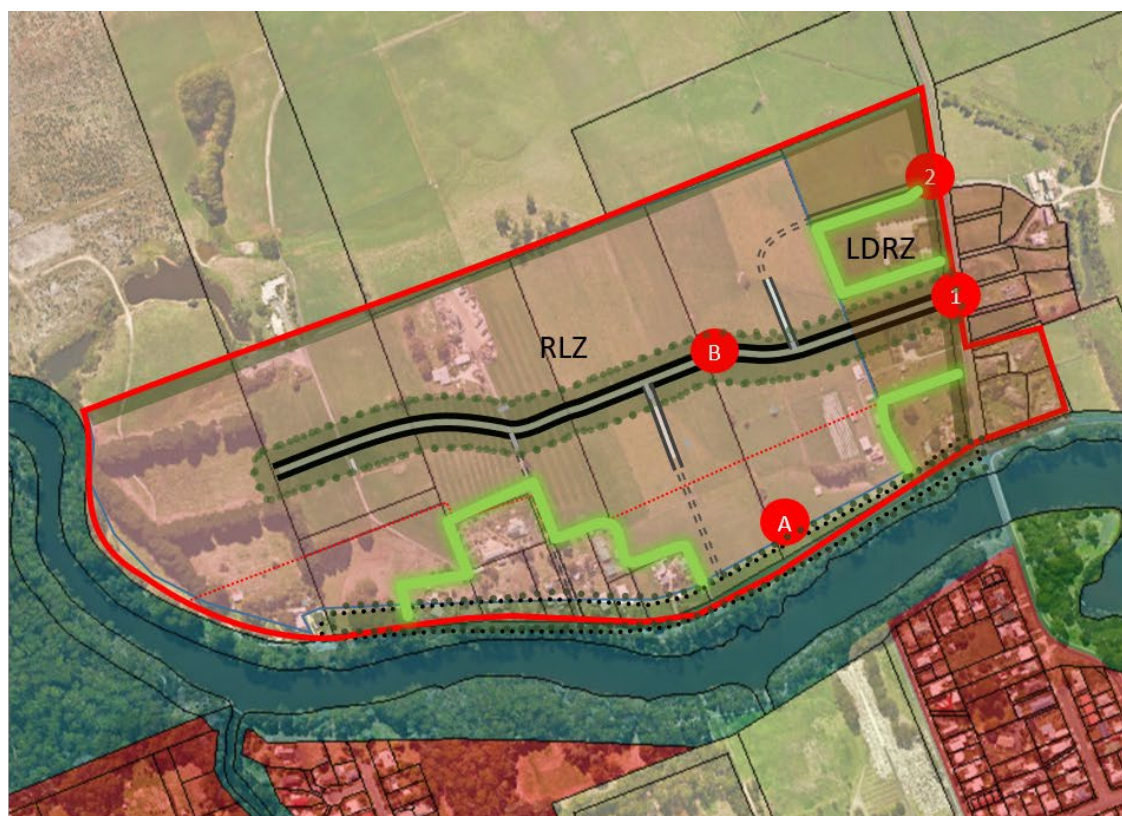


Figure 3.27 River Road preferred development front draft Outline Development Plan



Ingles riverside
landscaping retained and
enhanced

River Road retained as high
amenity shareway with minimal
new vehicular access

Area of new development
subject to design guidelines to
ensure landscape quality and
general amenity

Figure 3.28 Conceptual illustration of the contribution that the River Road area can make to the amenity and identity of the area, subject to careful design as annotated.

Ramsden Street Draft Outline Development Plan



Figure 3.29 Ramsden Street preferred development front draft Outline Development Plan

LU 3 Outline Development Plan for industrial areas

Recommendation

Prepare Outline Development Plan (ODP) to assist in facilitating appropriate development of industrial land in Somerset and Wynyard.

Plans to facilitate efficient development of industrial land, minimise adverse external impacts such as changes in hydrology, noise, light pollution that may cause complaints or erode habitat value that would act as a break on industrial development.

Plans to address landscaping to provide screening and improve amenity within the industrial areas.

Why we are proposing this

The Industrial Land Study North West Tasmania (2006) identified a need to prepare plans to guide the development of the Wynyard and Somerset Industrial areas.

Will ensure access arrangements should be focused on existing Council side roads (i.e., McKays Road and Fairlands Drive), rather than on direct access to the Bass Highway.

There is presently an oversupply of land but an envisaged need to accommodate several different types of industry that have different locational requirements. A masterplan/ODP will facilitate these diverse industrial land uses to share the zoned land to optimum efficiency and minimise conflicts.

This recommendation supports priority 1 of this strategy: *Guiding growth to most appropriate locations* by facilitating employment generating activity and minimising conflicts between different types of industrial activity.

This recommendation supports priority 2 of this strategy: *making efficient use of our existing towns and villages* by facilitating economies of scale and avoiding potential conflicts between industrial and other uses and also between different types of industrial uses.

This recommendation supports priority 8 *protecting natural values* by minimising the land take needed for industry and so avoiding unnecessary urban sprawl and requiring consideration of the sites natural values and hydrology.

Complementary recommendations, plans and strategies

This recommendation will be supported by:

Recommendation L3 tree planting that will contribute to screening industrial areas

Considerations and potential issues

The western industrial area in Somerset will need a particularly sensitive design response the following reasons:

It adjoins GRZ land to the east and will require care to protect the amenity of the adjoining dwellings.

It adjoins RLZ land to the west and will require care to protect the amenity of the adjoining dwellings.

McKays Road defines part of the western edge of this industrial area and also provides access to an area of RLZ housing around Newhaven Drive. Care will need to be taken to ensure the treatment of buildings and landscape fronting on to McKays Road on the industrial side does not adversely impact the visual amenity of the residential area.

The site occupies a high profile location when viewed from the Bass Highway. Care will be needed to balance the commercial desire to capitalise on this high profile with protecting the contribution made by this green skyline that presently is the main feature when viewed from the highway.

LU 4 Advocate IPWEA to adopt standard drawings for low traffic access ways

Recommendation

Advocate for the preparation of standard drawings for access ways for developments that would serve fewer than 20 dwellings and are no longer than 250m. Access ways defined by traveling surface that varies in width and alignment, with areas of significant landscaping and that form part of a larger pedestrian network to minimise impact of road and create a pleasant, slow speed environment.

Consideration should be given to facilitating variations in width with thresholds at either end to facilitate playable space.



Figure 3. 30 a and b Examples of low traffic and high amenity access way built to the similar standards, Turners Beach, Central Coast and a playable accessway in Melbourne. (Google streetview/ Jenny Donovan for Routledge Publishers)

Why we are proposing this

The relatively fragmented nature of many development opportunities makes efficient development difficult. Presently this is often addressed by roads that occupy a significant part of the site or multiple private parallel driveways that take up considerable space and often diminish the amenity of their surroundings (figure 31).

Provision of an access road type that provides high amenity and is designed for relatively small subdivisions but facilitate pedestrian access to a wider network of footpaths and cycleways may assist in making development of such places more appealing and the resulting development more liveable.

This design solutions can facilitate high amenity sustainable landscaping and water sensitive urban design measures by freeing up land that would otherwise have to be hard paved o meet access standards.

Will assist in meeting priority 1 *Guiding development to the most appropriate locations* by making smaller pockets of development viable through improving access and amenity.

Will assist in meeting priority 2 *Making efficient use of existing towns and villages* by facilitating streetscapes that contribute to amenity and offering safe, accessible opportunities for children to play on the street.

Will assist in meeting priority 6 *Make it easier to become and stay healthy* by facilitating safer outdoor play

May assist in meeting priority 8 *Protecting natural values* by increasing vegetation coverage and reducing hard, impermeable surfaces that typically have an adverse effect on hydrology. Their extensive use of vegetation and minimal traffic will allow them to serve as ecological conduits and increase the density of ecological assets within towns and villages



Figure 3.31 Conceptual perspective of a development built with a standard road or a low traffic accessway

Complementary recommendations, plans and strategies

This complements recommendation LU5 independent facilitation and advisory service by providing an additional technique to achieve cost effective access to smaller or awkwardly shaped lots.

This complements recommendation L2 Pause places.

Considerations and potential issues

Only appropriate in small subdivisions to ensure low traffic volumes.

Integration into a wider network of public space linked by footpaths and emergency access routes will be necessary to ensure adequate emergency access and facilitate greater pedestrian and cycling mobility.

Subject to appropriate landscaping linked low traffic access ways may provide ecological corridors that may assist maintain the integrity of ecologically rich areas that may otherwise become isolated.

LU 5 Independent advisory service for applicants for development and community environmental enhancements

Recommendation

Establish and fund a pool of independent advisors to provide free advice to potential inexperienced applicants who are considering developing their land and may otherwise find the development process to daunting. This will assist in 'freeing up' some of the latent developable land in the towns and villages and assist in meeting the planning and design standards of this strategy and the broader planning scheme. Advice service also to proponents of community led environmental and amenity projects in the public or private realm to facilitate design and implementation.

The pool is envisaged to include independent expert or experts who can:

Explain the planning process and the information required to complete it to prospective applicants and outline the potential benefits and risks within the urban localities to facilitate appropriate development

Consult and prepare Outline Development Plans to enable the co-ordination of development of adjacent lots and landowners. This will help facilitate efficient development, on lots that are more likely to be approved and achieve good planning and design standards.

Provide independent planning and design advice to applicants to prepare applications that meet with the standards outlined in the LPS and this strategy for subdivision or development approval or plans of management for shared spaces.

Facilitate co-ordination between adjoining landowners within a priority area (recommendation 1) to facilitate efficient development with minimal adverse impact on its surroundings.

Provide design service for community groups to adopt and landscape spaces to enable them to better meet community needs in line with recommendations L1, L2, L3, L5, L12. This will require consultation with community and preparation of masterplans and plans of management for shared spaces based on thorough engagement with the intending group that will adopt this space. This may facilitate community involvement in the design and on-going management of the Sisters Beach Community hub, should it proceed towards implementation.

Suggest how development might improve the ecological function of the land where that land is degraded.

Prepare and conduct twice yearly workshops for community groups outlining the benefits and challenges of adopting community spaces for their management and design in line with recommendation L12.

Prepare and conduct twice yearly workshops for prospective developers and members of the development industry outlining the benefits and challenges of appropriate development.

Liaise with adjoining landowners to arrive at shared understandings about future development choices.

It is envisaged the advisors remit would be limited to areas within the areas of the land use zones covered in this strategy as outlined in section 1 + 1km.

The service is for the land, not the owner. Consequently, the advisor is not the advocate for the landowner, other than assisting landowners by clarifying requirements and explaining the process. The advisors role is to assist the owner to prepare proposals for development that applies the design guidelines included in this strategy and achieves a high standard of development and at the same time contributes to the liveability objectives of this strategy.

It is recommended that this service to be available for free at point of service on request. Proposals that have been through this process that proceed to formal applications may be subject to a fee to recoup costs.

Tests for candidate sites for assistance would be:

For development and subdivision

Is it appropriate for development according to the provisions of the Land Use Planning and Approvals Act 1993?

Is it in or adjoining the town or village?

Is it in an intrinsically walkable location? Using the criteria outlined in recommendation 1

If all these questions can be answered in the affirmative then the site is likely to be a good candidate for advice.

For open space design

1. Is it in an intrinsically walkable location? Using the criteria outlined in recommendation 1
2. Is it intended for broader community use or does it contribute to the ecological health of the region?
3. Is it in an area where it is safe for community use?
4. Is it in an area that can support community use without degradation of natural assets?

If all these questions can be answered in the affirmative then the site is likely to be a good candidate for advice. Advice would be general in nature.

Why we are proposing this

Individually small lot owners find it is often prohibitively difficult to develop land and the process appears impenetrable. An independent facilitation and advice service would help co-ordinate adjoining land owners to make appropriate development possible and achieve a higher standard of development.

This 'unlocking' of these small lots will contribute to the Cradle Coast Regional Land Use Strategy objective to rely on infill development to achieve compact settlements.

An independent service is more likely to be found to not be 'bound up' in other matters that can sour the relationship between Council officers and the community.

An independent service would help to ensure applicants are better informed and the application more resolved when it arrives at the Council Planners desk, saving Council time.

Will assist in meeting priority 1 *Guiding development to the most appropriate locations.*

Facilitates priority 5 *Supporting the community to participate in appropriate development*

Facilitates priority 7 *Supporting efficient and vibrant centres* by co-ordinating the development of previously difficult to develop land

Complementary recommendations, plans and strategies

Complements recommendation L1, Streetscape Strategy L2, Pause Places, L3 Tree Planting, L5 Demonstration and Exemplar Gardens, L9 design guidelines and L12 facilitating community adoption and contracting of open space and landscaping projects. It will facilitate the application of recommendation LU4 low traffic access ways.

Considerations and potential issues

Conditions would be required to limit the advisory service to locations and proposals that serve the liveability objectives of this strategy as outlined above.

Care will need to be taken to ensure this service isn't seen as an alternative to private sector assistance.

Part 2 Protecting, promoting and enhancing liveability

L1 Streetscape Strategy

Recommendation

Prepare streetscape strategy to identify and prioritise measures that:

- Identify priority roads, laneways and footpaths, areas for landscaping and streetscape enhancements

- Facilitate walkability by diminishing the barriers to walking

- Improve the pedestrian experience generally

- Make development approval simpler for contributed streetscape delivery

- Assist prioritisation of landscape and streetscape enhancements

- Create a consistent and improved streetscape for residents and visitors.

- Consider means by which improved streetscape can also serve to improve ecological function.

The streetscape strategy to facilitate a co-ordinated program of tree planting (L3), pause places (L2), signage (L4), greenways (L6) as outlined in this strategy and complement these with interventions such as landscaping, extensions of footpaths in high-traffic or steep locations, traffic calming, drinking fountains, rubbish bins and lighting.

Areas and issues for investigation identified in consultation included:

- The walkway at Big Creek currently blocked off back to Gibbons Street and the removal of rabbits in that area.

- The appropriateness of *B. serrata* as a street tree in Sisters Beach, given concerns about their flammability

- Traffic calming in Sisters Beach

- Improved disabled access to Somerset Beach

- Reduced speed limits and/or traffic calming in Somerset and Wynyard

- The provision of a play/community gathering area, footpaths and the location and design of a public toilet in Yolla. (Note commitments have been made by Council at the Ordinary Council Meeting 19th April 2021 to fully fund these projects under the Local Roads and Community Infrastructure Program (Round 2)).

- A survey of car park utilisation at different times in Wynyard and Somerset town centre will be required to better understand community needs and if there is any potential to improve streetscape to and from and within parking areas and establish the potential for landscaping improvements on Goldie Street that may require some loss of parking.

Why we are proposing this

The survey of community values undertaken to identify priorities in this study revealed the importance of landscapes and streetscapes.

Improving the design of the public realm has been demonstrated to bring many positive benefits of relevance to the WWC community. Designing places to improve aesthetics, people's sense of safety and street infrastructure has been demonstrated to reduce the chances of unhealthy weight gain by encouraging people to walk⁶⁵. These health and aesthetic benefits also yields considerable economic positive outcomes, enhancing property values⁶⁶, supporting greater civic pride, "greater retail activity, reduced health care costs, and improved productivity"⁶⁷.

The level of 'social capital' in a community, including such things as civil behaviour, trust, sense of safety and connection with one's community has been demonstrated to be enhanced by the design of the public realm⁶⁸. The measures included in this proposed strategy will make it more appealing for people to walk, share and interact within the public realm which will help people to build this social capital.

A streetscape strategy will assist in supporting priorities;

2; making efficient use of our existing towns and villages by making streets and other shared spaces places to be rather than just spaces to pass through.

3; building resilience by facilitating the greater use of indigenous vegetation which tends to be more resilient than introduced species.

6; making it easier to become and stay healthy by making streetscapes more appealing and facilitating the introduction of landscaping that will enhance microclimatic comfort for walkers.

7; Supporting efficient and vibrant centres by making it more appealing to walk to town centres, reducing parking and making the public realm a more attractive place to linger.

Complementary recommendations, plans and strategies

It complements the CADS by improving the setting and comfort of the town centres. It makes town centres more accessible without a car, diminishing the perceived demand for parking.

It contributes to meeting the objective of the Open Space strategy to improve streetscapes and facilitates people to get to the open spaces of the municipality.

It complements the following recommendations:

L2 Pause Places, L3 Tree Planting, L4 Interpretive and wayfinding signage, L5 Demonstration and exemplar gardens, L6 Greenways, L7 Park and pedal, L10 Physical activity promotion, L11 History cultural app outlining themed walks, L12 Community adoption and contracting guidelines, L14 Pedestrian crossing in Somerset, L17 Pedestrian cycle crossing of Bass Highway.

⁶⁵ https://www.academia.edu/25171051/Neighborhood_Environments_and_Objectively_Measured_Physical_Activity_in_11_Countries

⁶⁶ https://www.academia.edu/18731204/The_Walkability_Premium_in_Commercial_Real_Estate_Investments

⁶⁷ https://www.academia.edu/28617045/Making_the_case_for_designing_active_cities

⁶⁸ Wood, L; Giles-Corti, B; Bulsara, M; Streets Apart: Does Social Capital Vary with Neighbourhood Design?

Urban Studies Research Volume 2012, Article ID 507503, doi:10.1155/2012/507503

Considerations and potential issues

Achieving the desired outcome of more people walking more often will require not just a change on the ground but also a change in attitudes. Consequently take up of the opportunities created by improving streetscapes will require an understanding of the perceived barriers to walking and cycling and active promotion to overcome those barriers as outlined in recommendation L10.

Any street landscaping and street quieting should consider bus movement, emergency and service vehicle needs.

L2 Pause places

Recommendation

Install or facilitate the installation of compositions of seats and landscaping along or adjacent to footpaths on significant walking routes or at key destinations, either through Council or community initiation. In the case of community initiation pause places may be designed using the independent advisory service outlined in recommendation LU5.

Key design characteristics are outlined in appendix 6.

Why we are proposing this

The CCRLUS requires recreation, leisure and well-being opportunities are integrated with settlement activity and do not always require a discrete land allocation.

Pause places make roads 'multi-purpose' environments that contribute to liveability and the wellbeing of the people of Waratah-Wynyard as well as providing a conduit for traffic. They do this by providing minor landmarks and create attractive places to rest to break up long journeys that may otherwise deter walking in a way that can still facilitate vehicle movement and parking. Pause places will particularly assist older people. They also create the potential to incorporate materials, textures, shapes and smells that invite learning and playful interactions and in doing so provide incidental and informal play features where it is considered safe to do so.

Furthermore they:

- May help diminish dependence on private motor vehicles by making walking more appealing:

- Improving walkability by adding interest to the walking journey and providing a place to break a journey for longer walks.

- Helping to change the balance between cars and pedestrians on busier roads and in town centres in favour of pedestrians by narrowing the space dedicated to vehicles and enhancing the pedestrian experience.

- Helping to improve the microclimate (when canopy trees are included).

- Raising the profile of indigenous landscape by creating attractive compositions of plants and showcasing them.

- Increasing the legibility of towns by creating memorable landmarks that will help people navigate by.

- Providing an attractive setting for incidental social interactions.

- Enable people to enjoy the public realm by increasing interest and comfort.

It will support priority 3 *Building resilience* by promoting indigenous vegetation.

It will support priority 6 *Making it easier to become and stay healthy*.

It will play a central role in the implementation of recommendation y3 Open Space Contribution Policy and Streetscape Strategy

It will contribute to meeting the goals of the Transport Access Strategy by providing more opportunities for people to walk, cycle and use public transport by making sure infrastructure is safe, accessible and attractive to use. Complementary recommendations, plans and strategies

In keeping with the recommendations of the Open Space Sport Recreation Plan to improve streetscapes

In keeping with recommendation L1 Streetscape strategy

Will complement L3 tree planting



Figure 3.32 indicative concept design of pause place

Considerations and potential issues

Pause place, like any intervention in the public realm will require management and may attract vandalism. Care will need to be taken to ensure they continue to make a positive contribution to people's quality of life. They may not be appropriate where they interrupt sight lines.

L3. Tree planting

Recommendation

Undertake tree planting to enhance the landscape amenity on Inglis River and Camp Creek, all reserves as well as streetscapes generally.

Why we are proposing this

The quality of the landscape was identified in all towns and villages as either the most significant contribution to the areas liveability or the second most contribution. The quality of the streetscape was also commonly noted as an important consideration.

This proposal will help protect and enhance the green skyline that makes a significant contribution to the character and identity of the towns and villages and is visible at the end of many roads in the town or over many buildings. Furthermore, it will;

Enable people to enjoy the public realm by increasing interest and comfort.

Support climate change mitigation and comfort of public realm.

It will contribute to achieving priority 3 *Building resilience* by promoting indigenous vegetation as part of a suite of appropriate planting.

It will assist in implementing the proposals of the Open Space, Sport and Recreation Plan.

Complementary recommendations, plans and strategies

It complements the Open Space Sport Recreation Plan.

Complementary to recommendation L5 Demonstration gardens.

Complementary to recommendation L6 Designate greenways

Considerations and potential issues

This recommendation will not fully pay dividends until the trees approach maturity. With envisaged greater extremes in weather brought about by climate change the establishment of these trees will become more difficult, however so will the need for them also increase.

L4 Interpretive and wayfinding signage

Recommendation

Design, commission and install interpretive and wayfinding signage employing the 'Bristol Approach': outlining direction and time taken to walk to key destinations on easy to read and attractively presented maps that are in themselves attractive features in the streetscape. Signage also to provide interpretation of ecological and cultural values, subject to approval by the traditional custodians of this land.

In line with a recommendation from community consultation consideration should be given to the design of the signage that incorporates an icon that reflects the unique identity of each town or village. In Yolla's case the muttonbird was proposed.

Why we are proposing this

Community engagement revealed that there was a perceived lack of awareness about trails and pedestrian paths and the ecological and cultural wealth of the municipality.

Will increase

Greater awareness of paths trails etc. will raise the profile of walking as a viable option.

It will support priority 6 *making it easier to become and stay healthy* by giving walking routes a higher profile.

It will support priority 8 *increasing awareness of natural and cultural values* by giving them a higher profile.

Complementary recommendations, plans and strategies

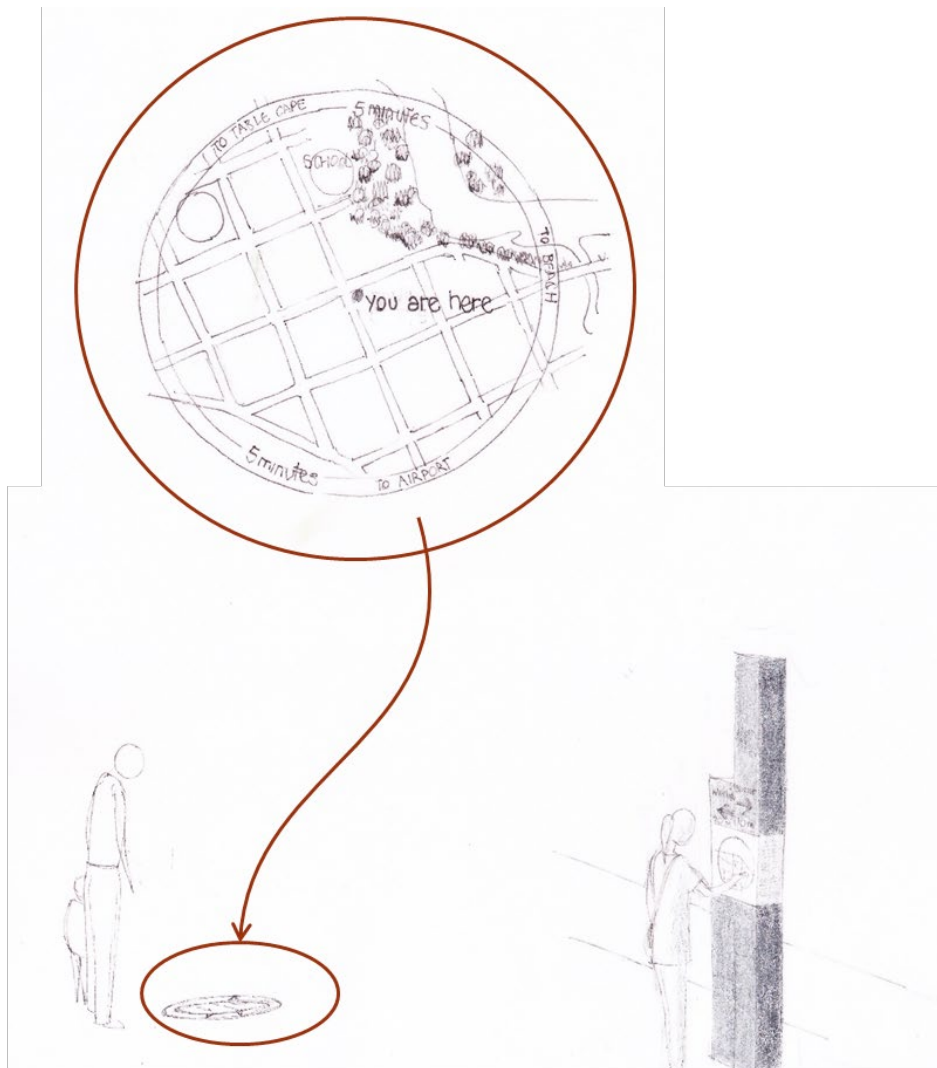
It will complement recommendations L2 pause places, L5 demonstration and exemplar gardens, L6 Greenways, L7 Park and Pedal and L11 History and cultural app thematic walks

Considerations and potential issues

The compilation of different perspectives of history and cultural values may reveal differing views and will require careful investigation and potentially mediation to minimise the scope for conflict.

Some routes that are informally used may not be able to be included on these interpretive maps because of public liability or accessibility limitations which may limit the ability of this signage to highlight shortcuts.

Proposals for the installation of additional signage within the Bass Highway reservation needs to ensure compliance with the Tasmanian Roadside Signs Manual.



**Suite of interpretive
and wayfinding
signage
Indicative Design**

Figure 3.33 signage reflecting the 'Bristol approach' to create easy to interpret wayfinding features that also add to the streetscape in their own right

L5. Demonstration/exemplar gardens

Recommendation

Install or facilitate the installation of minor civic spaces located at vacant but high-profile spaces in Wynyard and Somerset and close to stores/cafes in villages. These are spaces to showcase the landscape, ecological and food potential of domestic scale landscapes, create a social hub and provide a local icon to contribute to the image and identity of the town or village they are located within.

They would consist predominantly of an indigenous palette of plants and include interpretive signage, seats and tables, bicycle racks and playable sculptural features. They are intended to be social spaces that are subtly educational, inspiring mini landmarks that will contribute to the image and identity of the town or village. They can be retrofitted existing places or new space.

The potential for these places to also showcase the landscape, ecological and social benefits of (food) productive landscapes through choice of plants, interpretive material and incorporation of 'bug hotel'/apiary should also be explored.

Why we are proposing this

These gardens will showcase indigenous plants, revealing their aesthetic and ecological value. Indigenous plants are typically best suited to local conditions. They require less water, support beneficial insects and generally require lower maintenance. Illustrating these advantages may help people to give them a greater emphasis when making their own gardening decisions.

Showcasing productive landscapes can encourage and inspire people to incorporate landscaping that can help meet their food needs and increase awareness of the potential of productive gardening.

It will assist in achieving priority 3 *building resilience* by promoting indigenous vegetation.

It complements priority 5 *supporting the community to participate in appropriate development* by facilitating community engagement in the design, construction and management of these places.

Complementary recommendations, plans and strategies

It will be facilitated by LU5 and can play a central role in the implementation of recommendations L1 Streetscape Strategy and L12 community adoption and contracting gardens.

Considerations and potential issues

Will raise maintenance issues. Interpretations of cultural values may be contentious.



Figure 3.34 Demonstration/exemplar garden- Indicative Design

L6. Greenways

Recommendation

Designate 'greenways'; these are high amenity walking and cycling and mobility aids routes that are partly on dedicated walking/cycling trail and partly on traffic-calmed roads. These facilitate safe and attractive pedestrian and cycle (and users of mobility aids) access to Wynyard and Somerset town centres and key community facilities, such as schools, the foreshore, as well as the larger reserves and sporting areas. Exact alignment subject to more detailed investigations that will occur on adoption of this strategy.



Figure 3.35 Greenway alignment

Why we are proposing this

Greenways will enable and encourage people to walk or cycle to centres and so leave their car at home. This would both diminish pressure on parking spaces and encourage physical activity.

Greenways will allow Council to concentrate resources on improving streetscapes where they will assist people to walk or cycle to key destinations such as town centres and the coastal trail.

Will help diminish dependence on private motor vehicles by making walking or cycling more appealing.

The linked nature of greenways to the coastal trail and a range of destinations will assist to make recreational and work/school related journeys by bike or foot more appealing and for some relatively more appealing driving, making it easy, indeed desirable to change traffic mode.

Complementary recommendations, plans and strategies

This recommendation complements the coastal Trail and upgrade to ANZAC Park. It also complements recommendation L7 Park and pedal by facilitating access to the park and pedal facilities.

Complements recommendation streetscape improvements identified in the CADS

Will facilitate access to the upgraded ANZAC Park and to the coastal pathway.

Considerations and potential issues

The built environment is only one of the factors that influence whether we want to walk or cycle or not. Achieving this goal will require co-ordination with other programs and strategies.

The changeable coastal climate will be something of a deterrent that will require careful promotion to mitigate.

L7 Park and pedal, bus and bike

Recommendation

Establish 'Park and pedal, bus and bike facilities' at Doctors Rocks and Somerset as illustrated in figure 3.36, exact location to be determined and subject to safety requirements.

At Doctors Rocks the Park and Ride facility would utilise parking and landscaping proposed for the coastal pathway and promotional signage.

At Somerset, this would utilise the existing car parking adjacent to the tennis club, proposed for enhancement as an access point to coastal trail and thus would only require additional promotional signage. This site is adjacent to a proposed enhanced pedestrian crossing facility (refuge) proposed by the Department of State Growth in the Cooe to Wynyard Corridor Planning Study⁶⁹.

Also in Somerset a further facility could be provided adjacent to the bus stop on Mackenzie Drive to facilitate cycling to/from the bus stop for onward journeys.

Promotional signage on a minor landmark would draw attention to this invitation to cycle and indicate cycling time and distance to key destinations.

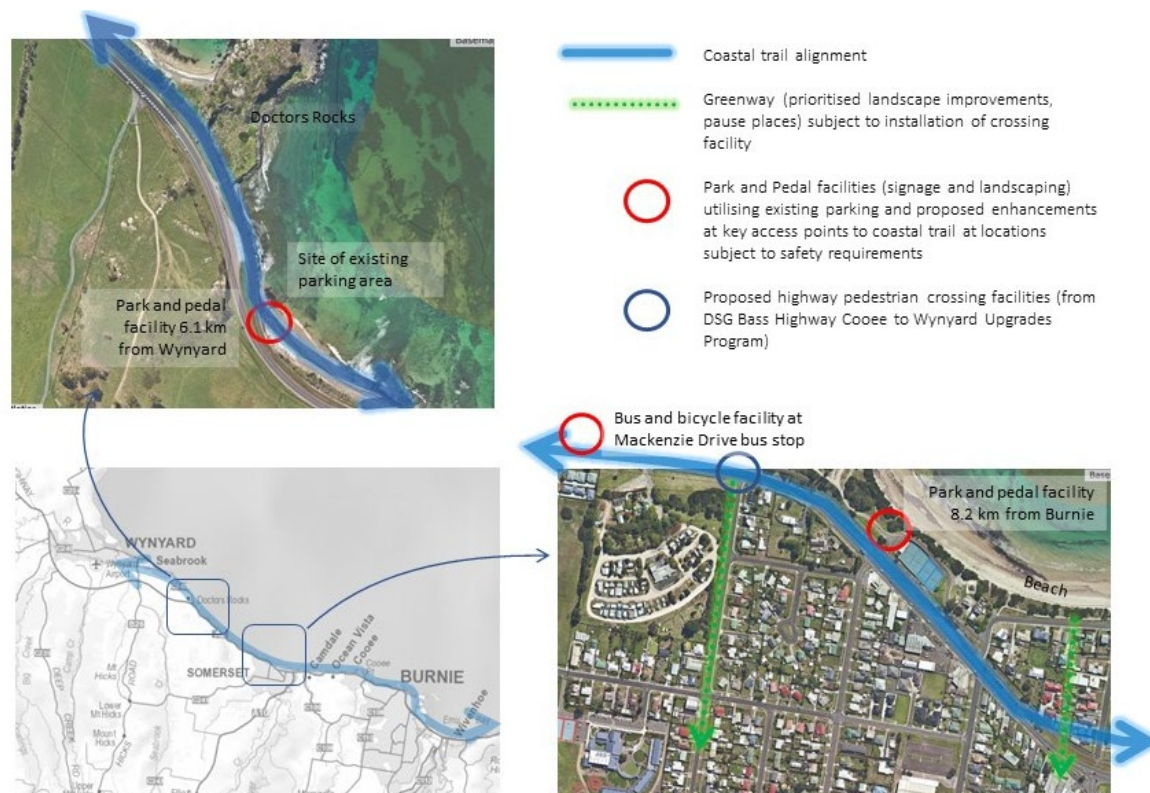


Figure 3.36 park and pedal, bus and bike locations

⁶⁹ https://www.transport.tas.gov.au/projectsplanning/road_projects/north_west_road_projects/bass_highway_-_cooe_to_wynyard_planning_study

Why we are proposing this

The Waratah-Wynyard community are bearing the burden of many significant health issues that can be partly addressed by encouraging greater active transport or public transport (which always includes a component of active transport).

The Cradle Coast Regional Land Use Strategy notes that over 30% of people work outside the municipal area in which they live. The Cradle Coast Regional Land Use Strategy further notes that 537 people enter the municipality to work from Burnie and 2054 people leave the municipality to work in Burnie. The vast majority of these do by private motor vehicle. This represents a significant volume of traffic in the morning and afternoon peaks.

This will complement the Coastal Pathway and will enhance the appeal of walking and cycling.

Most towns within the North-West coastal strip are too far from one another to be practicable for most to cycle, representing a barrier to greater cycling.

These park and pedal facilities will enable people to park their car for free at a distance that is not too onerous to cycle into Burnie or Wynyard and pedal their bike the remainder of their journey or alternatively cycle to a bus stop and complete their journey by bus. This will enable people to incorporate regular exercise into their daily routine and emphasise that cycling is a real option for commuting and recreation.

If 5% of the commuters passing these points were to change to cycling to finish their journeys on bicycle this would represent 1250km fewer kilometres driven and a reduced demand for 125 car park places in Burnie and Wynyard (combined) every workday.

At Doctors Rocks a park and ride facility would support people travelling west into Wynyard to finish their journey by bicycle along the quieter Old Bass Highway and coastal pathway. At Somerset this would facilitate people travelling east to Burnie to finish their journey on bicycle.

Canberra has a similar initiative which utilised existing car parking between 5 and 6.4 km from nominated destinations as a place to park and finish journeys to work on bicycles. Consultations with officers at the ACT government who implemented the project⁷⁰ revealed that this distance is long enough to be worth the effort of getting on one's bicycle but not too long to be prohibitively time consuming or difficult. They also noted this initiative works as a symbolic gesture to 'do the thinking' for people and raise the profile of cycling as an attractive and viable transport and recreational option. Consequently, the difference it makes is more in people's hearts and minds as on the ground.

Requires no or very little infrastructure, utilising existing and underutilised car parks, therefore small additional investment.

It contributes to achieving the objectives of the Tasmanian Walking and Cycling for Active Transport Strategy and in particular the aspiration that "Our urban areas must support a broader range of transport modes. We need more compact, connected communities that reduce overall distances travelled and car reliance through the provision of safe walking and cycling opportunities. Social inclusion is also important – our transport systems should aim to cater for the broad range of needs within our communities". .

⁷⁰ Correspondence with ACT Government Officer

It contributes to promoting “the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation” as required by the *Land Use Planning and Approvals Act 1993*.

It assists in realising the desired strategic outcomes of section 5.4.6 of the Cradle Coast Regional Land Use Strategy, and accords with the requirements of integrated land use and road transport planning in that it supports “alternate transport modes, including walking, cycling and public transport”. It provides a high level of accessibility and connectivity to local destinations, low speed environments, and safe, attractive, convenient and offers equitable opportunity for walking, cycling and access by public transport”.

It meets priority 2 of this study *Making efficient use of our existing towns and villages* by reducing pressure on parking places in town centres.

It assists in meeting priority 5 of this study *Making it easier to become and stay healthy* by encouraging and supporting cycling.

It assists in meeting priority 7 of this study *supporting efficient and vibrant centres* by helping to take traffic out of town by providing appealing alternatives rather than making it more difficult to park.

Complementary proposals, plans and strategies

This recommendation complements the coastal Trail and upgrade to ANZAC Park. It also complements recommendation L6 greenways by providing terminal facilities for these greenways.

It complements L10 by providing for safe, attractive opportunities to park cars and continue on bikes on journeys of a variety of distances to build confidence and skills.

Considerations and potential issues

The built environment is only one of the factors that influence whether we want to walk or cycle or not. Some, like the weather are completely out of our control and others, such as promotion will require co-ordination with other programs and strategies.

Will only be viable after completion of rail trail and with agreement that such a use with cars parked all day will be compatible with the intended use of the coastal trail.

Car parking areas will require management and may attract vandalism/theft. Care will need to be taken to ensure they continue to make a positive contribution to people’s quality of life.

Experience from a similar project in Canberra suggests this will also require promotion to achieve the greatest impact on travel mode choices. The complementary nature of this strategy with the coastal path provides a natural synergy that suggests joint promotion.

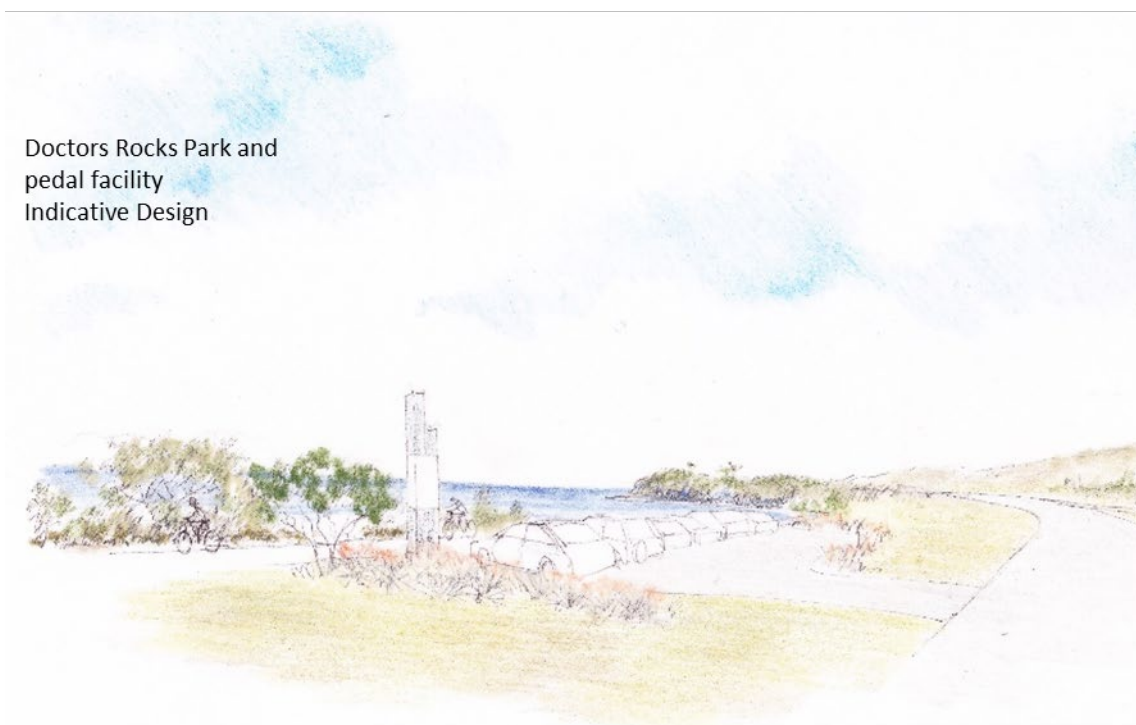
This promotion should seek to address and seek to mitigate the potential deterrence of the changeable coastal climate.

The take up of this opportunity will require careful consideration of the safety and illumination in determining park and pedal locations. At Doctors Rocks however the provision of lighting will be subject to consideration of the proximity to penguin habitat, and the impact that additional lighting may have upon them when coming ashore.

Somerset Park and Pedal
facility
Indicative Design



Doctors Rocks Park and
pedal facility
Indicative Design



1

Figure 3.37 Park and pedal conceptual perspectives

L8. Bicycle storage structures

Recommendation

Installation of distinctive, iconic and secure bicycle storage structures in Wynyard and Somerset. These are secure, undercover bike parking close to places people want to visit. This is especially important with more expensive e-bikes - riders want to be able to lock them up somewhere with an extra layer of security against theft whether that be a locker or cage system or CCTV coverage.

Why we are proposing this

Security and charging points are important considerations for owners of e bikes. Although the range of e-bikes is rapidly increasing being able to charge e-bikes at destination would significantly increase their utility.

A high profile, interesting and attractive storage structure would raise the profile of cycling and express a commitment to sustainable transport.

Will provide a minor icon for Wynyard and Somerset.

Will assist in meeting the objectives of priority 7 *supporting efficient and vibrant centres* by diminishing demand for car parking spaces.

Will assist in meeting the objectives of priority 6 *'making it easier to become and stay healthy'*.

Complementary recommendations, plans and strategies

Will complement recommendation L6 Greenways and L77 Park and Pedal by providing terminal facilities.

Will complement recommendation L10 physical activity, active transport promotion.

Considerations and potential issues

Providing adequate security and achieving the desired impact on the townscape will require an overlooked, high profile location.

Securing the shed will have to consider the access requirements of disabled users.

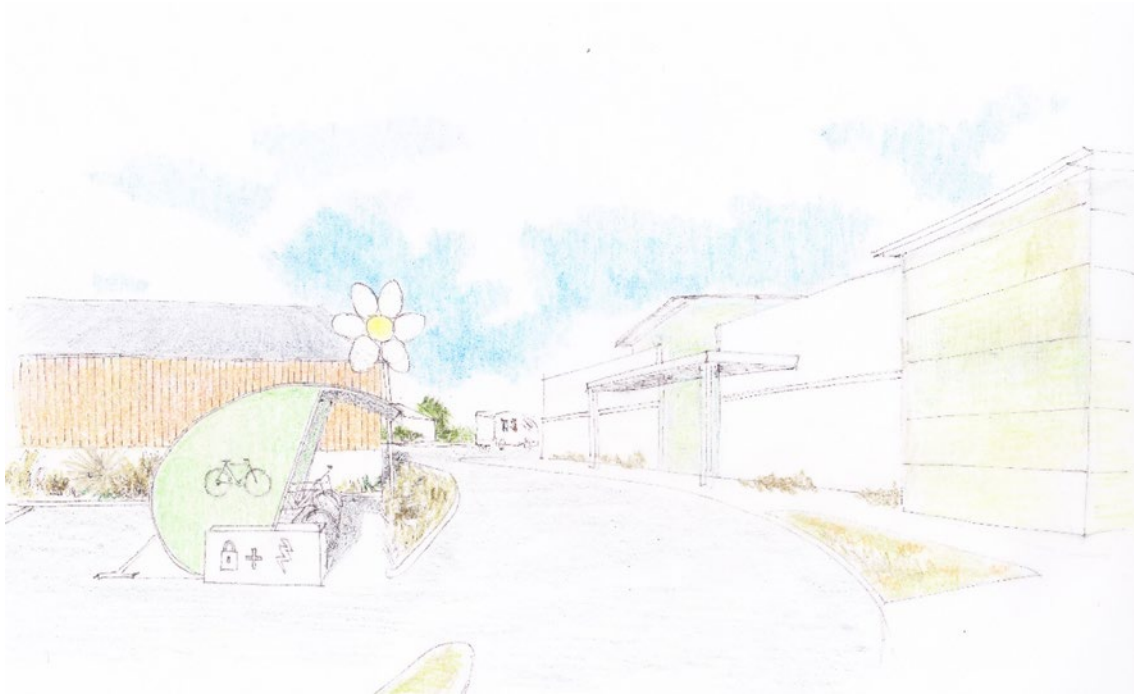


Figure 3.38 Indicative design for bicycle storage structure and iconic photo-voltaic solar panel collector to provide a symbolic manifestation of the values that underpin the structure.

L9. Promotional and accessible explanation of planning and good design

Recommendation

Prepare and produce planning and design resources to assist with discussions between potential applicants and Council and help set priorities for how people design and develop their buildings and spaces. These resources are to assist better understanding of planning and the importance of good design for incorporation within the Council website and as hard copies:

“Liveable Waratah-Wynyard Design Guidelines” to encourage planning and development that supports liveability (refer appendix 7 for draft).

“You, the planning system, and liveability” Infographic that explain the planning process, why it is needed and what is required of applicants (refer appendix 8 for draft).

“Planning System 101” to explain planning to potential applicants and those wishing to engage in development or understand their rights and responsibilities (refer appendix 9 for draft).

“Planning explained” to provide an entry level explanation of what planning is and why it is important. This will be presented in a ‘fun’, graphic way to ensure accessibility by all parties.

“What to expect when you live next to farmland”. There are many good reasons to move to a property on the edge of town. However, there are also many issues that incomers should be aware of such as the long working hours of their farming neighbours, noise and smells of a working farm. By raising these issues and design techniques to minimise their impact we can help to ensure that expectations are realistic, that people are aware of their responsibilities such as keeping pets under effective control, that people can plan how to maximise their amenity and farmers can continue their essential work without being burdened by complaints or misunderstandings.

Why we are proposing this

“You, the planning system, and liveability”, “Planning System 101” and “Planning explained” are required because community consultation revealed concerns that the planning system is unnecessarily complicated and unclear. We cannot change the planning system, but we can seek to clarify it and explain why the information it requests is required. The different documents provide different access points, recognising that people wish to understand planning for different reasons and with different levels of previous understanding.

The design guidance is required because many of the decisions that impact the liveability of our towns and villages are made by individuals and businesses without reference to (or assistance by) the planning system. These guidelines can influence perceptions of what ‘good design’ is, raise awareness of potential issues and opportunities when people design their house or other building, brief their designers/builders and landscape their property. These choices can achieve desirable outcomes through enhancing built character, improving streetscape and promoting more use of indigenous plants and landscaping. This will contribute to the character, resilience and sustainability goals identified in the Cradle Coast Regional Land Use Strategy.

“What to expect when you live next to farmland” may assist in diminishing land use conflicts and was an issue flagged in consultation.

The community engagement stressed the importance of raising awareness and the contribution of landscape to the character of the towns and villages. These guidelines will seek to reflect this by encouraging design that complements and enhances the valued character of the municipality's towns and villages. These provide guidance on the compositions of characteristics that go to make each town or village what it is.

The character statements incorporated in the interim Planning Scheme define the characteristics that development must reflect however it offers little guidance about the compositions of these characteristics if they are to contribute to the areas character. By translating these requirements to graphic form these compositions can be illustrated, explained and tested by the community. By embellishing these Planning scheme requirements with further suggested design enhancements it may be possible to promote design that is more sensitive to the areas character.

Character is inevitably contentious and subjective. Articulating a statement of character that has been tested through this process will provide a starting point that may facilitate timely and consistent planning decisions.

The CADP and the assessment of supply and demand undertaken for this strategy identified a latent demand for smaller houses for an ageing population in Somerset and Wynyard. These may have a significant impact on the character of these towns unless carefully designed.

The design guidelines promote the use of Indigenous plants. These are typically best suited to local conditions. They require less water, support beneficial insects and generally require lower maintenance. Illustrating these advantages and their aesthetic values in these guidelines may raise awareness of these considerations and encourage their use. This complements the iCEP theme of environmental stewardship by empowering people to make better decisions relating to their impact on ecological responsibility.

It supports priority 4 retaining and enhancing local character by providing advice on the built and landscape values that offer the towns and villages so much of their character.

Complementary recommendations, plans and strategies

This recommendation complements recommendation LU 5 Independent advisory service for applicants for development and community environmental enhancements.

Responsive to community concerns and aspirations as outlined in iCEP.

This supports iCEP priority 38 by encouraging the greater use of indigenous plants.

Considerations and potential issues

These guidelines require implementing innovative measures that may require up-skilling and awareness raising in the community and local builders, building and landscape designers.

Promotional guidelines have limited authority and rely on persuasion and encouragement and the impact of a compelling argument. This will not always be adequate to change preferences. Giving the guidelines statutory weight would ensure they had greater influence on design outcomes.

L10. Physical activity/active transport promotion ----

Recommendation

Assessment of the barriers and enablers for people across the life course to make the most out of the infrastructure.

WWC to apply to The University of Tasmania to join the CAPITOL program to explore means by which 'physical health' skills may be built up to facilitate the take up of healthy lifestyles.

Review the range of existing initiatives and identifying opportunities for cross promotion.

Co-ordinated suite of events and programmes to address the barriers and encourage people to increase their levels of walking, cycling, active play or public transport usage.

Why we are proposing this

Walking (and to a lesser extent cycling) are the most widely accessible form of physical activity. They are a modifiable factor that has a significant impact on our future health.

Will assist in meeting the objectives of priority 6 'making it easier to become and stay healthy'.

This will contribute to assisting the Waratah-Wynyard community to reduce its resource consumption and carbon footprint, as is a key theme of iCEP.

Complementary recommendations, plans and strategies

Complements the following recommendations of this strategy:

L2 Pause places

L3 Tree planting

L6 Greenways

L7 Park and pedal,

L8 Bicycle storage structures

This will assist people to get the most from the implementation of the rail trail

This will complement the Open Space Sport Recreation Plan.

Supports the uptake of sport and physical activity through improvements to access and quality of open spaces in keeping with the objectives of the Open Space Sport Recreation Plan 2017-27.

Will facilitate Council and the Bicycle Network to bid for Healthy Tasmania grants to offer small community rides in Waratah-Wynyard. These rides are targeted at people who know how to ride but are not confident and want to ride for recreation or for transport and so need some tips on handling their bikes, road rules, riding on the road and the best routes in the area.

L11. App for themed walks

Recommendation

Research the 'small stories' associated with different locales within the towns and villages and their setting. These relate to its European and indigenous heritage, its ecological function.

Compile a virtual database of cultural, historical and ecological information linked to place and commission, build and launch an app to reveal these multiple layers of history and ecological function that make a place what it is. This would indicatively include its social history from an indigenous and European perspective, revealing the environmental processes influencing the area such as coastal and riparian erosion/deposition and provide insights into the region's ecology and the contribution it makes to our lives. The app would suggest walks for locals and visitors based on these themes.

Promote app and walks through Council media channels and facilitation of walking groups.

Consultation on the draft strategy revealed that consideration should be given to the Yolla Avenue of Honour and the men and women remembered in the trees as an early candidate for this recommendation.

Why we are proposing this

These layers of history all contribute to making the towns and villages the places they are. These meanings are held dear by many in the community and reveal perspectives that warrant being brought to a wider audience.

These meanings may exist long after any physical trace has gone. By recording and celebrating these cultural, social, ecological landscapes they can continue to contribute to the lives of those in the community.

The presentation of history as layers allows contrasting perspectives to be brought to an observer's attention so they might see the diversity of ways that a place is seen and what it means to different people. This would allow locals and visitors to see their surroundings with new eyes.

Community engagement identified a need for raising awareness of these matters

Encouraging walking by making it more rewarding will assist in meeting the goals of priority 6 'making it easier to become and stay healthy'.

Presenting historical information and raising awareness of ecological function will assist in meeting the goals of priority 6 Increasing awareness of natural and cultural values. Will help ensure the whole landscape is a place of learning and people may get a better understanding and appreciation of ecological and cultural values

Complementary recommendations, plans and strategies

This aligns with iCEP key theme of promoting stewardship and priority 40.

Complements L4 wayfinding and interpretive signage

Complements L10 promotion of physical activity.

Considerations and potential issues

There are often multiple interpretations of different historical events and presenting one over another can be controversial, consequently great care need be taken to present this information sensitively and where appropriate recognising these alternative interpretations, ensure where possible it is peer reviewed and not imply a perceived bias.

Cultural values may require limitations are placed on how and to whom information is shared.

L12. Facilitation of community adoption and contracting of open space and landscaping projects

Recommendation

Prepare 'how to' guidelines for community groups such as schools, service groups, landscape/ecological interest groups to design and manage discrete areas of public space. These would be areas in existing open spaces, outstands, areas of wider footpath (where through movement will remain unaffected) or other public land. The guidelines would provide tips and hints and identify precedents. The guidelines would also identify requirements to include contractual obligations for a management plan and provision of a bond to facilitate Council resumption of management if the community stewardship fails to meet agreed standards.

These guidelines to promote the (food) productive or ecological value of these spaces through interpretive material, choice of landscaping and their arrangement to raise awareness.

Provision of public art installations in 'memory boxes' display boxes to present art, artefacts or text in laneways for community curation as outlined in this recommendation.

Continue to support and foster relationships with Landcare and Wildcare Groups to build and manage temporary/transitional open spaces, community gardens.

Compile database of funding sources.

Compilation of a database of community skills and resources audit to assist in planning and designing projects

Annual awards for best community-maintained spaces in multiple categories such as: best ecological community space, best productive community space, best themed or novelty community space.

Why we are proposing this

Will provide opportunity and upskilling for local communities.

Improving spaces in this way will facilitate visitation and encourage people to linger in the public realm so they are more likely to be there when others are there, rather than just pass through.

These recommendations will empower people to utilise the 'emotional capital' they invest in their community and co-ordinate efforts.

May facilitate community involvement of the Sisters Beach Community hub, should it proceed towards implementation.

The Cradle Coast Regional Land Use Strategy requires that the community will directly and indirectly have a key role in its implementation.

The Cradle Coast Regional Land Use Strategy also states municipalities must work together with communities.

Will assist in meeting the goals of priority 5 *Supporting the community to participate in appropriate development* by providing an avenue for this to happen and compiling inspiring precedents.

Will assist in meeting the goals of priority 6 *'making it easier to become and stay healthy'* by encouraging physical activity (landscaping), facilitating social interaction and development of competences.

Will assist in meeting the goals of priority 8 *'Increasing awareness of natural and cultural values'* by showcasing these values

Complementary recommendations, plans and strategies

This service would be complemented by:

Provision of free to recipient design advice to community groups in conjunction with the service offered in recommendation LU5.

Aligns with the theme of council-led sustainability and priority 13 of iCEP

In keeping with the objectives of the CADPs

In keeping with the objectives of the Open Space Sport Recreation Plan-2017-2027

Considerations and potential issues

Community involvement is a limited resource. Given that community groups have their own existing plans have limited potential to contribute time, manpower or other resources and community involvement cannot be guaranteed. Encouraging visitation can attract litter. These will require careful consultation and agreed management to ensure their acceptance and to fulfil their purpose.

Will require careful promotion and ongoing review and assessment to avoid community burn-out.

Laneway activation through landscaping and provision of seating opportunities (above) and memory boxes, curatable displays of local history, artworks or artefacts
Indicative Design

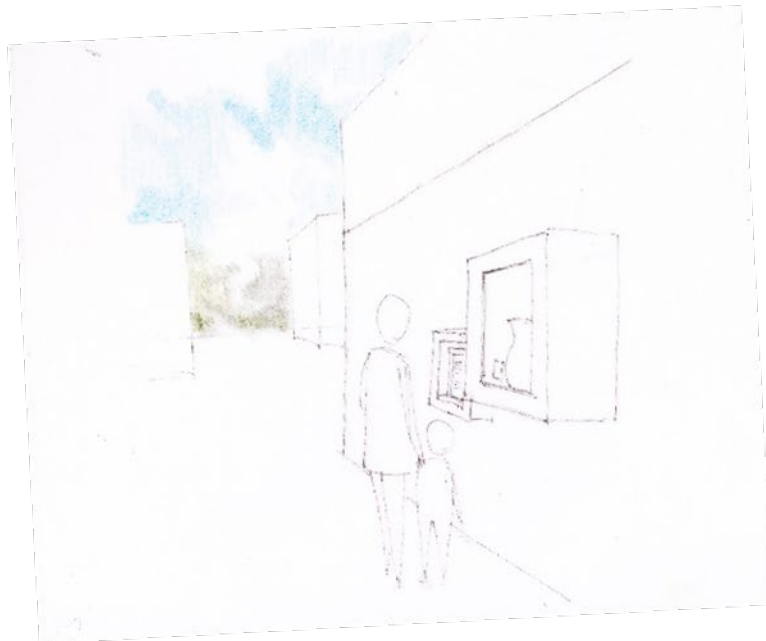


Figure 3.39 examples of community adoption opportunities

L13. Advocate CCA for compilation of coastal management techniques and awareness raising

Recommendation

Advocate for a coastal management strategy to promote greater use of green infrastructure as part of a balanced strategy of engineering and green design solutions with a focus on risk reduction.

Why we are proposing this

Our coastline is one of our most valued assets and is the setting for many homes, infrastructure and important natural features. However, it is under threat from erosion and climate change. A co-ordinated strategy across the region provides the best opportunity to outline how protection of assets can be reconciled with ecological health.

iCEP noted that 2016 mapping of coastal hazards for sea-level rise scenarios found that Waratah-Wynyard had a total of 139.5 hectares of land of which 52 hectares were in the high hazard band. iCEP also noted a separate technical report identified 286 Waratah-Wynyard residential building envelopes were within coastal erosion hazard bands. Most of these (51%) were in Wynyard, with a further 23% in Sisters Beach, 11% in Boat Harbour and 9% in Somerset.

Assists in realising priority 3 *Building resilience*, 4 *Retaining and enhancing local character*, 8 *Increasing awareness of natural and cultural values*.

Complementary recommendations, plans and strategies

Aligns with priority 23 of iCEP. Aligns with iCEPs key theme to supporting localised community-led Community Based Adaptation (CBA) initiatives.

Aligns with the recommendations of the adopted Sisters Beach Masterplan

Aligns with recommendation L12 Community adoption and contracting of open space and landscape projects

Considerations and potential issues

The beauty, drama and recreational value of the coastline makes it the most appealing place to develop to capture market appeal. However, it is also highly vulnerable. Any perceived limitations on its ability to accommodate development will be contentious.

L14. Advocate for prompt delivery of additional pedestrian crossings points across Bass Highway in Somerset

Recommendation

Prepare submission for state roads to advocate for the prompt installation of additional pedestrian crossing points, recognising they have already been adopted as DSG policy.

Why we are proposing this

Somerset Beach is considered as an important and valued asset by many in the community. However, the Bass Highway is an effective barrier that separates the majority of the Somerset community from the beach and the proposed rail trail. At present the Highway can only be safely crossed at Falmouth Street. Thus, most people are required to go considerably out of their way to access the beach.

The need for additional crossings was identified in the Department of State Growth Bass Highway Cooe to Wynyard Upgrades Program



Figure 3.40 improving connections between Somerset and beach

Additional pedestrian crossings will assist in meeting the objectives of priority 6 *‘making it easier to become and stay healthy’*.

A crossing to the west of Somerset in the vicinity of Arthur Street would facilitate access from the west of Somerset to the coastal trail and the beach.

A crossing adjacent to the Cam River would facilitate access to the river, ANZAC Park and the coastal trail.

Complementary recommendations, plans and strategies

This recommendation complements recommendation L6 greenways, L7 park and pedal

In keeping with the recommendations of the CADSP

Complements the coastal trail

Considerations and potential issues

L15. Advocate for improved Wi-Fi Internet access

Recommendation

Advocate for continued improvements to the speed and extent of the internet.

Prepare a statement outlining the case for ongoing improvement of Wi-Fi accessibility

Prepare a strategy to promote and lobby for this outcome with State and Commonwealth Governments

Why we are proposing this

Will contribute to achieving the connectivity aspirations of Digital Future Tasmanian Government Strategy for Digital Transformation

The CCRLUS stresses the importance of enhancing capacity in digital communication to diminish location dependencies for economic activity and provide the Region with competitive equality and opportunity for new business ventures in non-traditional sites.

Improving internet access will change the balance of influences when people consider where they may move. It will simultaneously diminish the deterrents for moving here and increase the attractors.

The success of towns and villages of all sizes is increasingly seen as dependent on the human capital they attract. As noted in the State Population Strategy liveability is increasingly playing a larger role in choices of where people will live. This is particularly the case for people in many creative industries who could chose to be anywhere and are prioritising quality of life. Waratah-Wynyard has many advantages and established small business networks that may appeal to these people. Unfortunately the municipality has lower rates of internet access than the state average⁷¹. The traditional deterrents to moving to a regional town, isolation and lack of opportunity will diminish with improved internet access, particularly given the very good physical connectivity with the mainland outlined in part B of this strategy.

Attracting skilled workers and their families will contribute to achieving the economic outcomes of Cradle Coast Regional Land Use Strategy:

to promote use and development which maximises the Region's economic potential in key sectors with deep capacity and potential for sustained growth and economic return or a clear strategic advantage.

To improve the social and environmental sustainability of the State and regional economy by allowing economic development and employment opportunities in a range of locations while respecting the link between a healthy environment and a healthy economy.

It contributes to fulfilling the requirements of the Cradle Coast Regional Land Use Strategy to indicate necessary infrastructure that must be planned or available and protected to support current and forecast employment needs.

⁷¹ <https://profile.id.com.au/tasmania/internet-connection?BMID=360>

It contributes to fulfilling the requirements of the Cradle Coast Regional Land Use Strategy to support micro businesses and will facilitate location in association with other land use, including home-based business in housing areas where scale and nature will not adversely affect domestic character and promote opportunities for lifestyle and creative enterprise.

It will assist in realising priority 3 *Building resilience*

Complementary recommendations, plans and strategies

This recommendation complements the aspirations of the 'Choose Cradle Coast' element of the CCA Regional Futures Plan.

Considerations and potential issues

L16. Promotion of Food Sensitive Planning and Design

Recommendation

Prepare promotional guidelines outlining how planning and design within and around towns and villages can contribute to the production, distribution, consumption and waste disposal and resource recycling of healthy food and achieve benefits in terms of amenity, health, social inclusion and community resilience.

Advocate for the inclusion of Food Sensitive Planning and Design for this outcome with key stakeholders including LGAT, the Tasmanian Planning Commission.

Why we are proposing this

There is a significant public health problem throughout Tasmania of diseases such as obesity, heart disease and diabetes that are influenced by poor diet.

Access to healthy food was identified in consultation with public health authorities as a significant public health issue. Much of our public and private landscapes can contribute to producing healthy food but presently make no, or little contribution. Appropriately designed productive environments (community gardens, private gardens, open spaces, opportunities for apiary, land in transition, etc.) can improve the landscape, offer people opportunities to have a stake in the community, facilitate social inclusion and support greater community resilience.

It will further the CCRLUS objective to support community health. It will further the iCEP key theme of enhancing community food security and build community resilience.

It may assist in furthering the following priorities of this strategy:

3 Building resilience

5 Supporting the community to participate in appropriate Development

6 Making it easier to become and stay healthy

8 Increasing awareness of natural and cultural assets

Complementary recommendations, plans and strategies

This recommendation complements recommendations:

L2 Pause places

L3 Tree Planting

L4 Interpretive and wayfinding signage

L5 Demonstration/exemplar gardens

L9 Promotional guidelines

L12 Community adoption

Aligns with priority actions of the Food Security Strategy for Tasmania as they relate to Planning for sustainable local food systems⁷²

Considerations and potential issues

Heavily reliant on community involvement which is a finite resource.

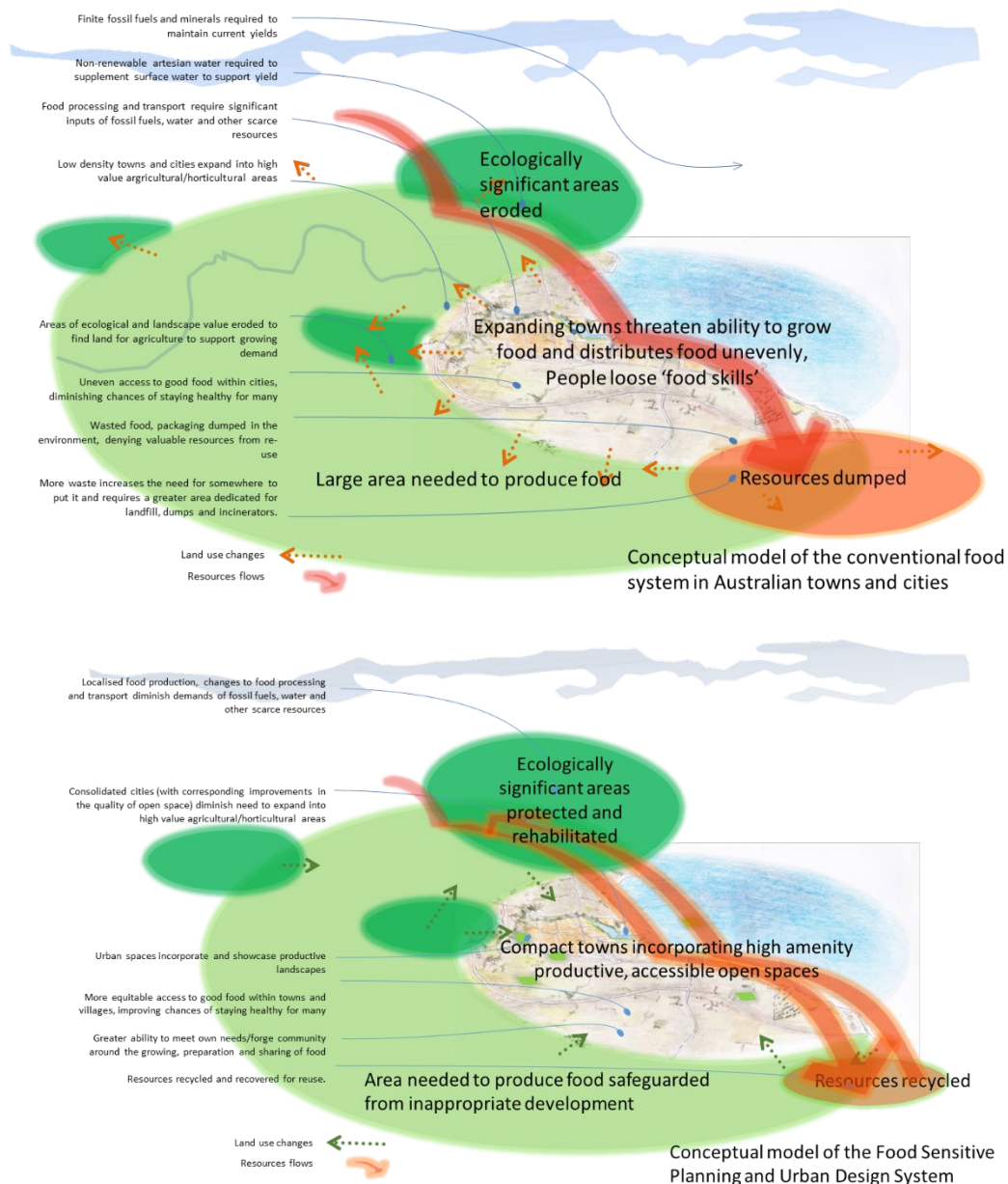


Figure 3.41 Conceptual model of food systems under conventional and Food Sensitive Planning and Urban Design

⁷² https://www.dhhs.tas.gov.au/_data/assets/pdf_file/0006/178746/Food_for_all_Tasmanians_-_A_food_Security_Strategy.pdf

L17. Advocate for safe pedestrian and cycle crossing of Bass Highway at Deep Creek Road and/or Oldina Road

Recommendation

Prepare a written statement for submission to DSG outlining how pedestrian/cycle crossings at Deep Creek Road and Oldina Road will contribute to improved health, social inclusion and community resilience outcomes.

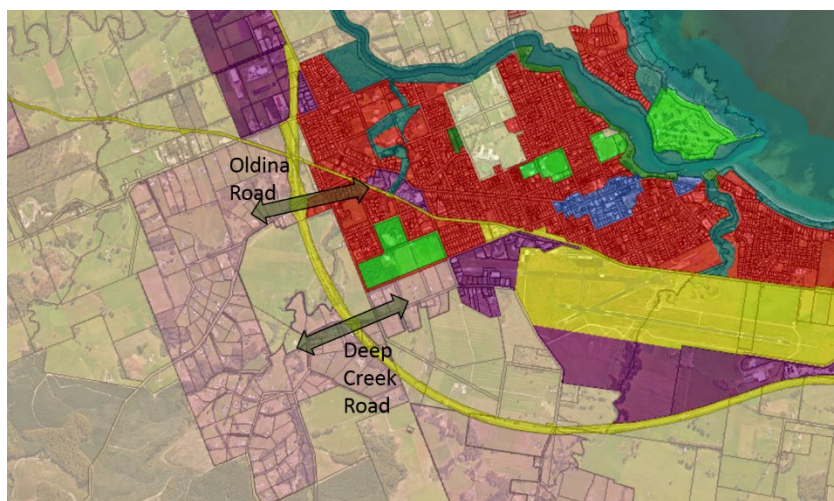


Figure 3.42 Proposed pedestrian/cycle crossing facilities

Why we are proposing this

The extensive area of RLZ housing on the far (western) side of the highway from Wynyard is at a distance from Wynyard where cycling may be a realistic possibility but for the deterrent of the highway and the danger crossing it. This deterrent would be diminished by the installation of a safe crossing at these points.

It will further the objectives of priority 6 *Making it easier to become and stay healthy*.

It will further the objectives of priority 5 *Building resilience* by reducing vehicular dependence

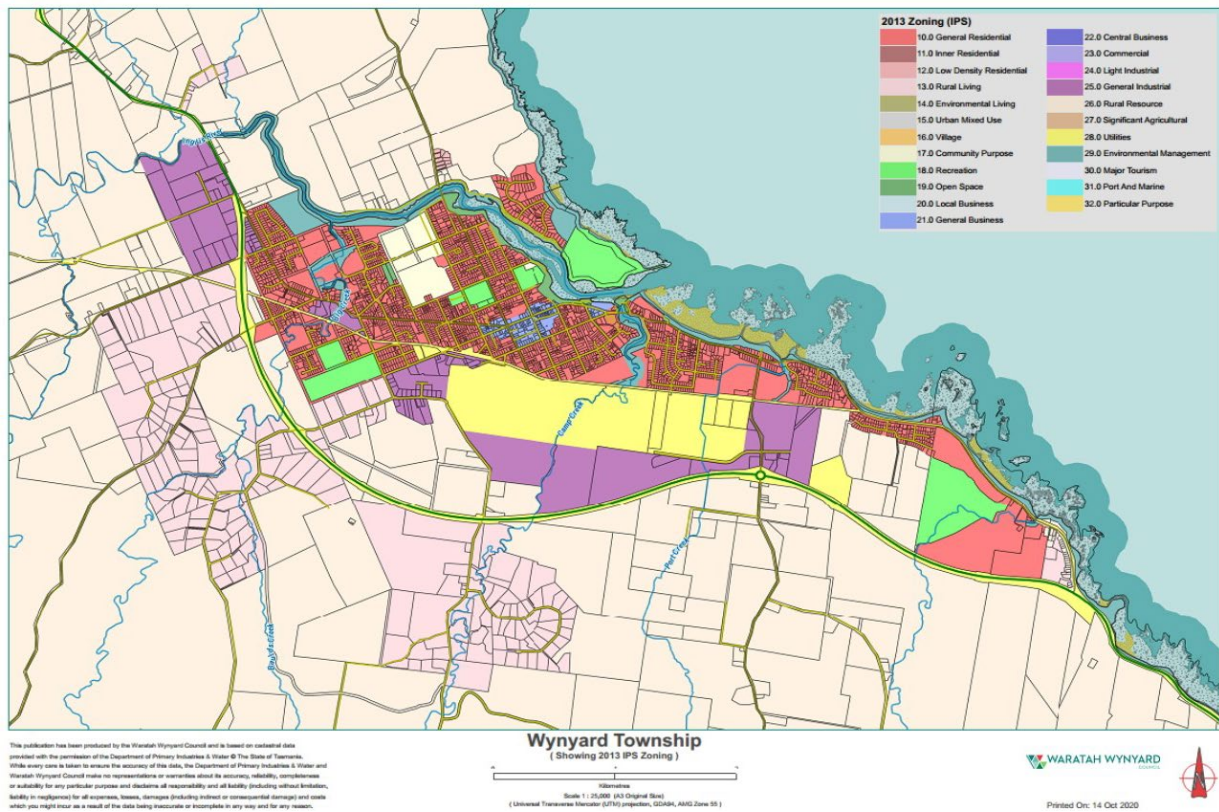
It will further the objectives of priority 7 *Support efficient and vibrant centres* by reducing demand for car parking

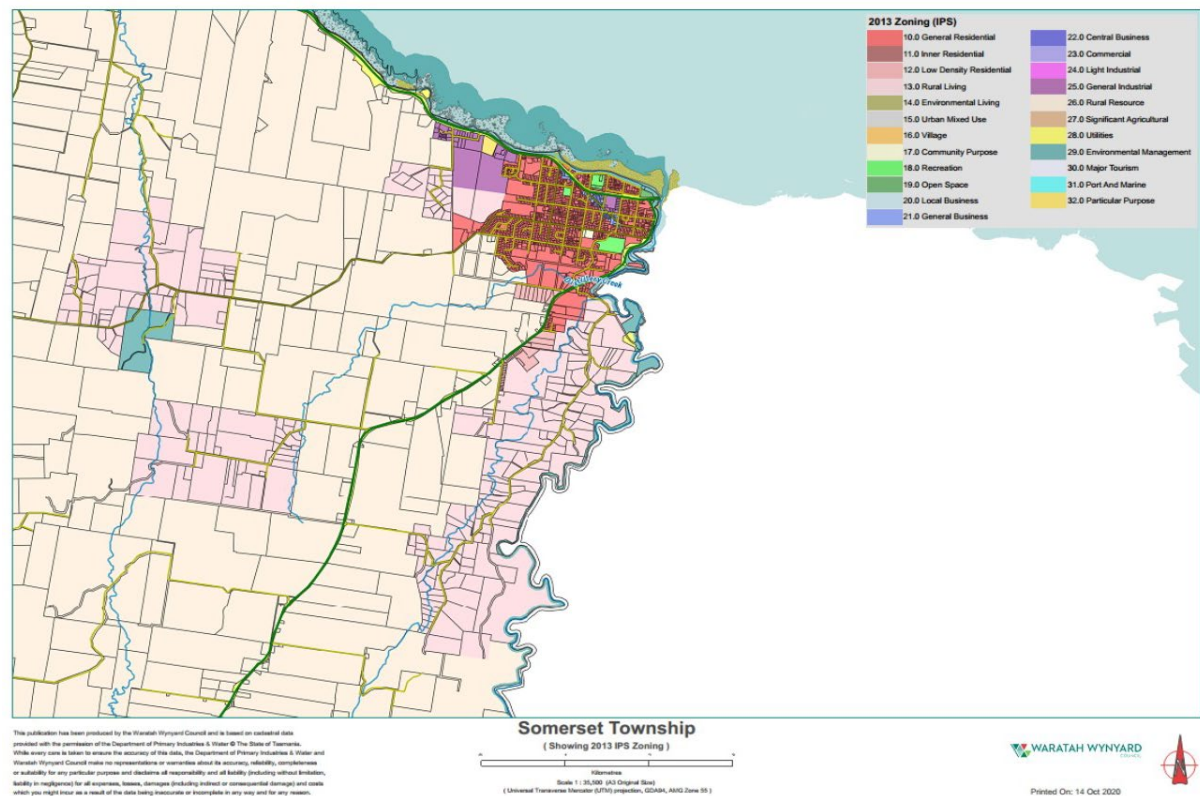
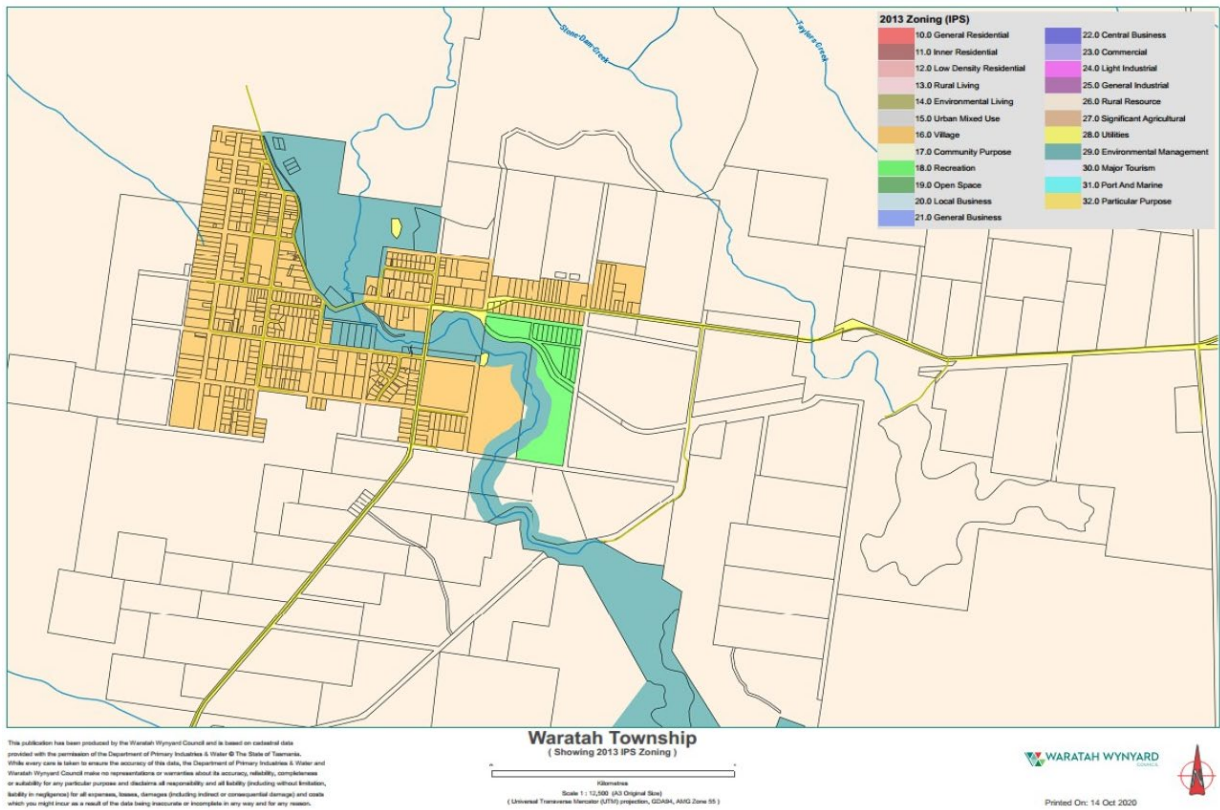
Complementary recommendations, plans and strategies

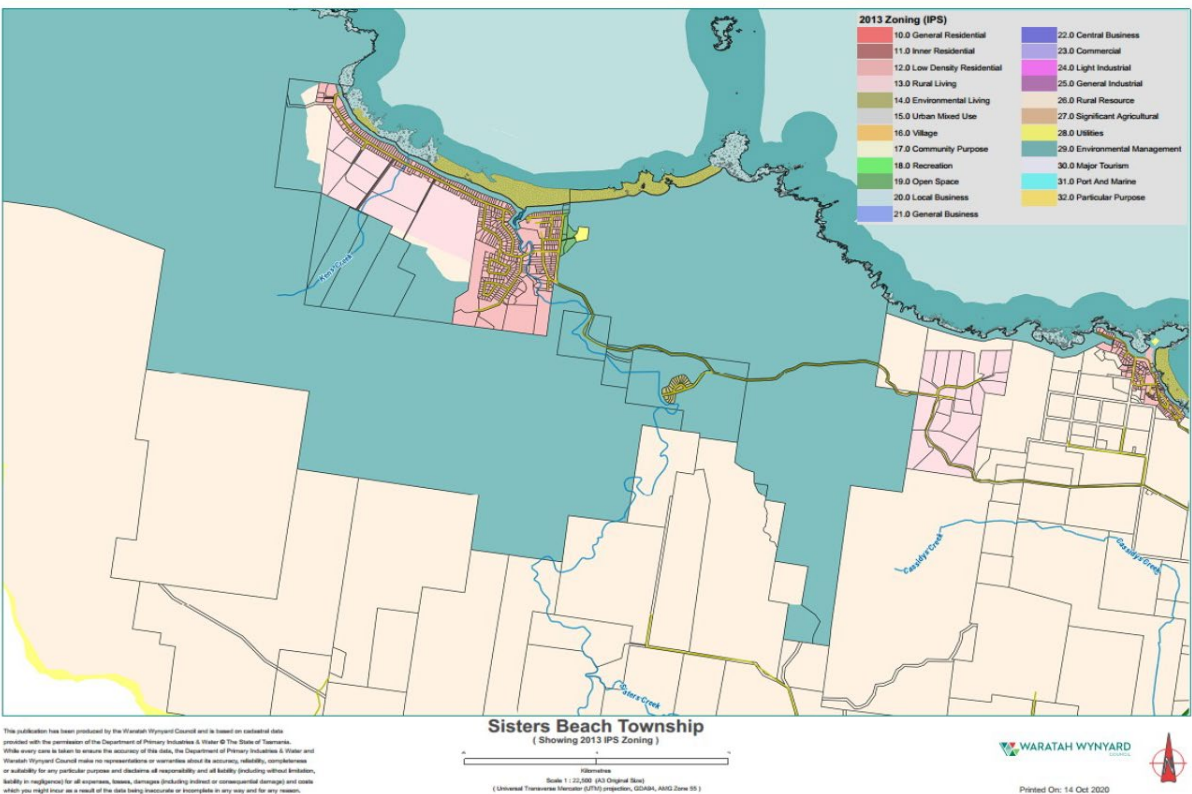
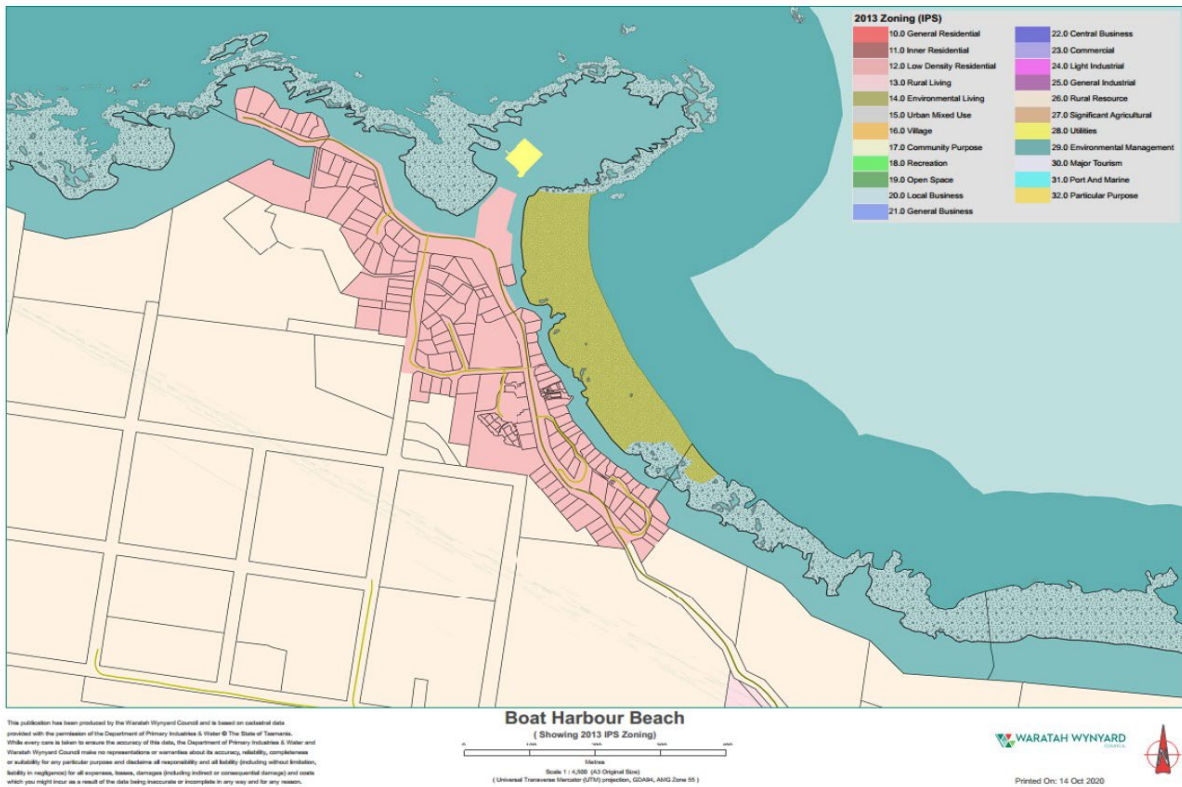
This recommendation complements recommendations:

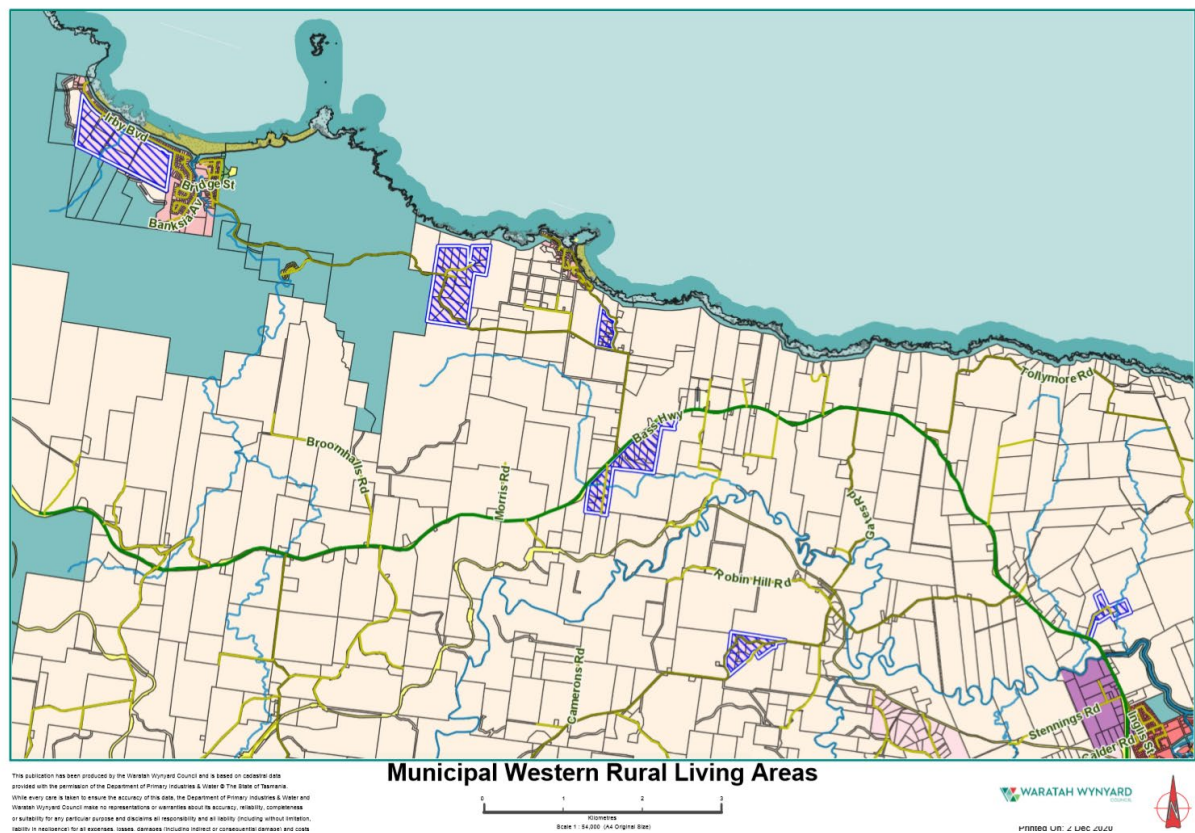
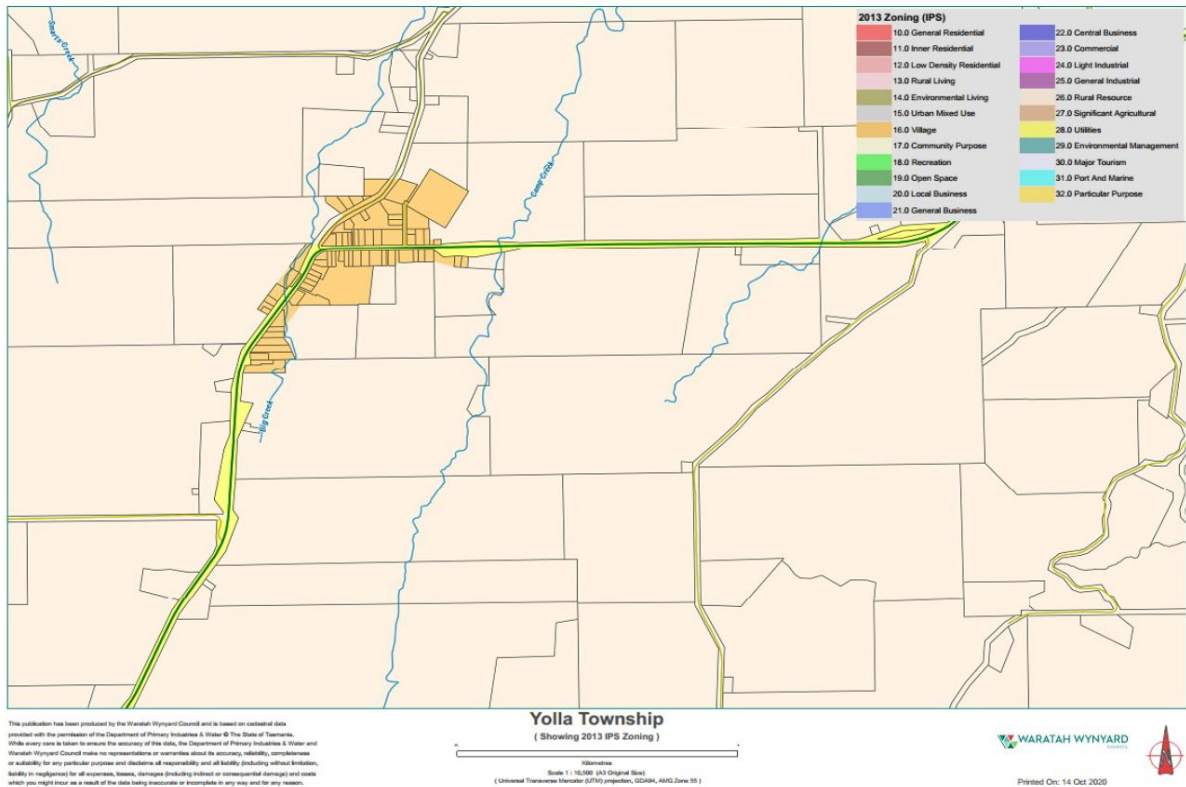
L4 Interpretive and wayfinding signage

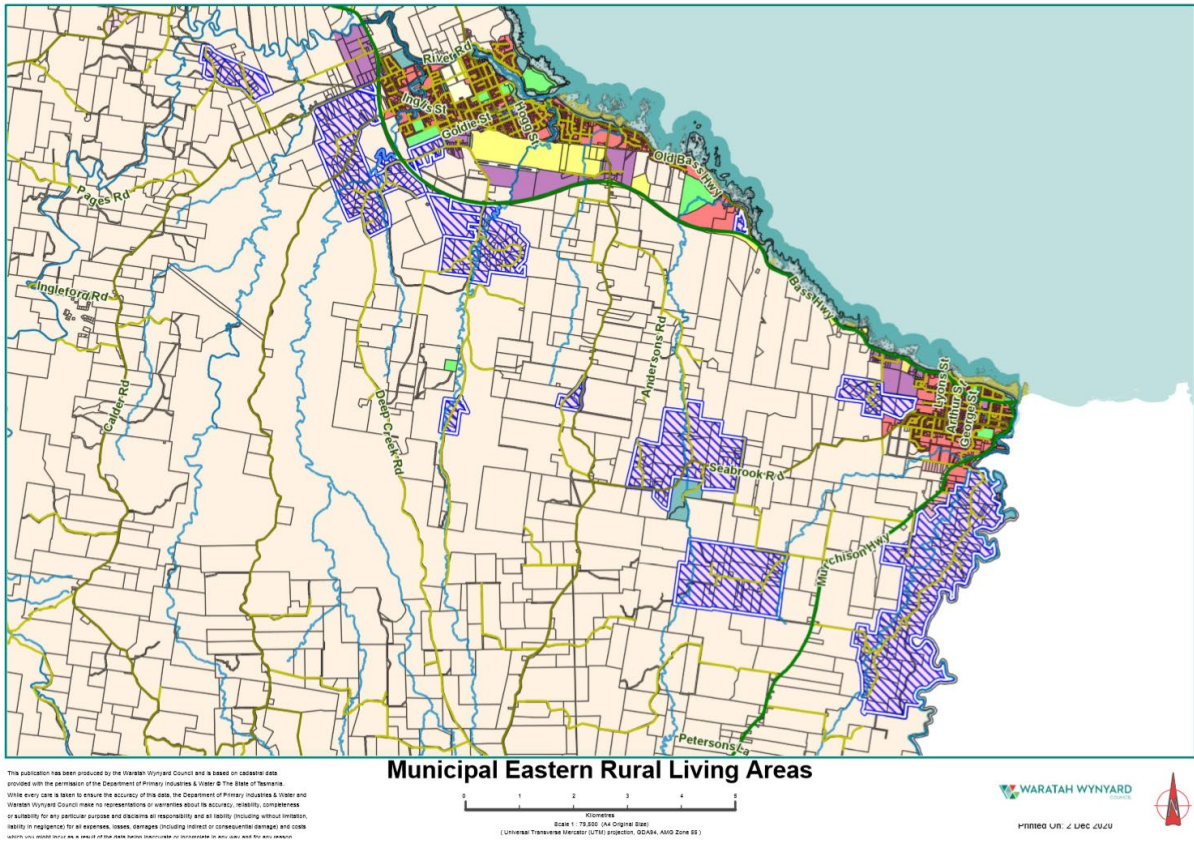
Appendix 1 Towns and villages in the Settlement Strategy











Appendix 2 Summary of feedback from Community Consultation

Settlement strategy update

- What we heard in the first round of consultation
- The take away lessons from that consultation
- The next steps in the process

1st August 2020



Introduction

Waratah-Wynyard Council is committed to ensuring our towns and villages become (even) more thriving, sustainable and liveable places to live and work.

As part of this commitment we are preparing a planning strategy for Wynyard, Waratah, Somerset, Yolla, Sisters Beach and Boat Harbour Beach to guide the future of these settlements until 2040.

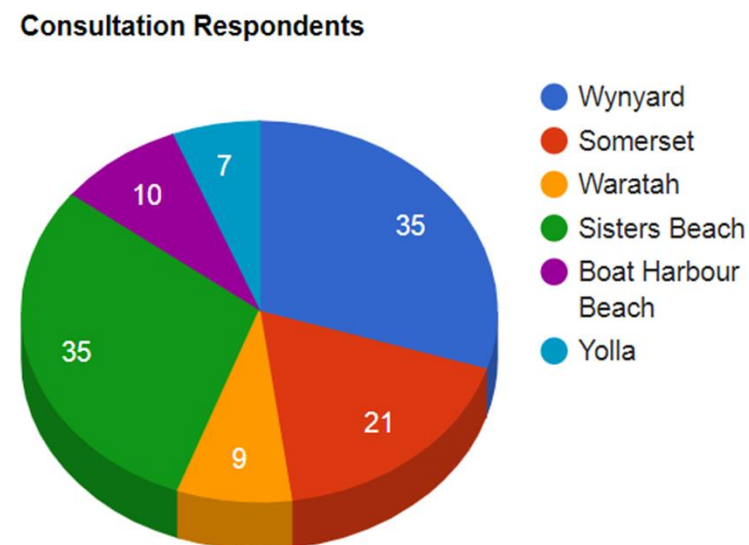
The scope of this strategy has been established primarily by the regional authority (the Cradle Coast Authority) through their Cradle Coast Regional Land Use Strategy (CCRLUS). This outlines what can and cannot be included in our strategy and the overall objectives it must pursue.

The scope was also informed by other existing regional and local plans such as the Sustainable Murchison Community Plan 2040, Council's Open Space, Sports and Recreation Plan and the Central Areas Development Plans for Wynyard and Somerset. Our strategy will weave these plans together to make sure all Council's planning policies point in the same direction and help meet the liveability, ecological and economic challenges we face now and in the future.

As part of this we undertook an online survey between 4-19th June to understand your insights and priorities as they relate to liveability and the character of your town or village.

Now we would like to report back to you what we heard in the first round of consultation to check we have interpreted your feedback correctly, to address some of the concerns you have raised and let you know how we will use the information to complete the strategy.

In the first round of consultation there were 107 respondents, broken down between the settlements as indicated in the pie chart below (note the total equals more than 107 because some people responded about more than one settlement).



The importance of your feedback

Respectfully weaving in the insights of the community is an essential part of a good planning strategy.

As with any survey of peoples values in a number of diverse communities with an engaged population there is always an element of interpretation needed in compiling the results and drawing conclusions. Consequently we would like to take this opportunity to check our understanding of what you said, ask “have we got it right?” and share with you what other people have said.

We also hope this update can reach people who did not have the opportunity to complete the survey first time. We would like to know do you also share the understanding of what the character of your town or village is? Do you agree about what would contribute to liveability there?

Given this is a planning strategy that has to operate within a scope set for us there are limits to our ability to act on your suggestions and ideas but with each submission, in support of the findings or offering a differing view we build up a clearer picture of how the people of Waratah-Wynyard see their towns and villages and their aspirations for the future of these places.

To this end please contact Jenny Donovan at jdonovan@warwyn.tas.gov.au with any comments you may have.

We appreciate the time taken to undertake the survey, read this update and contribute to the future planning of your town or village.

What do the people in **Wynyard** value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about. We have summarised our interpretation of what we heard here. Have we got it right?

“We value...

- The beautiful landscape setting, in particular the beach, escarpment, bluff, Inglis River and riparian zone.
- The serenity, the closeness to nature, flora and fauna.
- High quality parks and open spaces including attractive and clean beaches and good walking tracks (although the view was also expressed that the roads without footpaths were also valued).
- Sense of community.
- The foreshore markets, small coastal town character rich heritage and fine old buildings.
- Good access to services, cafes, and amenities.
- The mix of small businesses, free parking, the dog beach”.

“We are concerned about...

- Over development and loss of small town character.
- Too much traffic.
- Limited employment, and opportunities for youth.
- Crime and anti-social behaviour, particularly driving.
- Invasive vegetation, beach erosion and environmental degradation.
- Too much dog excrement and the need for better control of domestic animals.”

What would improve liveability in Wynyard?

In the Survey we asked people "Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement".

Our interpretation of your responses relating to planning and liveability are summarised here. Have we got it right?

"We think liveability would be enhanced by...."

- Completing the coastal pathway, improving footpaths to Doctors Rock, Fossil Bluff, Somerset and Walkers Street.
- Bicycle lanes. Better signage for pedestrians and horse riders.
- Better amenities at Fossil Bluff.
- Better roads and streetscapes were suggested. Ideas included improving Goldie Street (unspecified in what way), traffic calming measures like speed humps and a greater police presence.
- Better parking (particularly disabled parking).
- Shops, a park and playground for Western Wynyard.
- Multi-purpose leisure reserves (including sport facilities), community gardens, grassed off leash area for dogs and more family friendly leisure options.
- Connecting Wynyard and Sisters Beach to Natural Gas.
- Making better use of historical assets like the reservoir and powerhouse, promote local shops and businesses.
- Improvements to riverside such as waterside cafes.
- Rejuvenating the local waterways and creeks to prevent flooding, preserve environmental and biological native diversity, addressing erosion and increasing the emphasis on the environment.
- Promoting the town through supporting a local music scene, encouraging shops to take on a theme to encourage visitation and free camping on the pony club grounds. Improving waste disposal, reform zoning and reduce planning fees for pensioners and provide a cohesive and consistent plan for the township."

What features contribute to Wynyard's character?

We asked people what characteristics define Wynyard's *existing* character. This is what you said with the most frequently mentioned characteristics circled.

	Number of respondents who agreed the following characteristics defined Wynyard's character
Building heights	10
Building style (architecture/design/era)	13
Building materials or colours	7
Landscape	14
Streetscape	12
The mix and variety of uses	10
Consistent uses	6
Other features added by respondents	
Parks and gardens	1
Local flora and fauna	1
Consistent block size	1
Low density	1
Heritage buildings	1

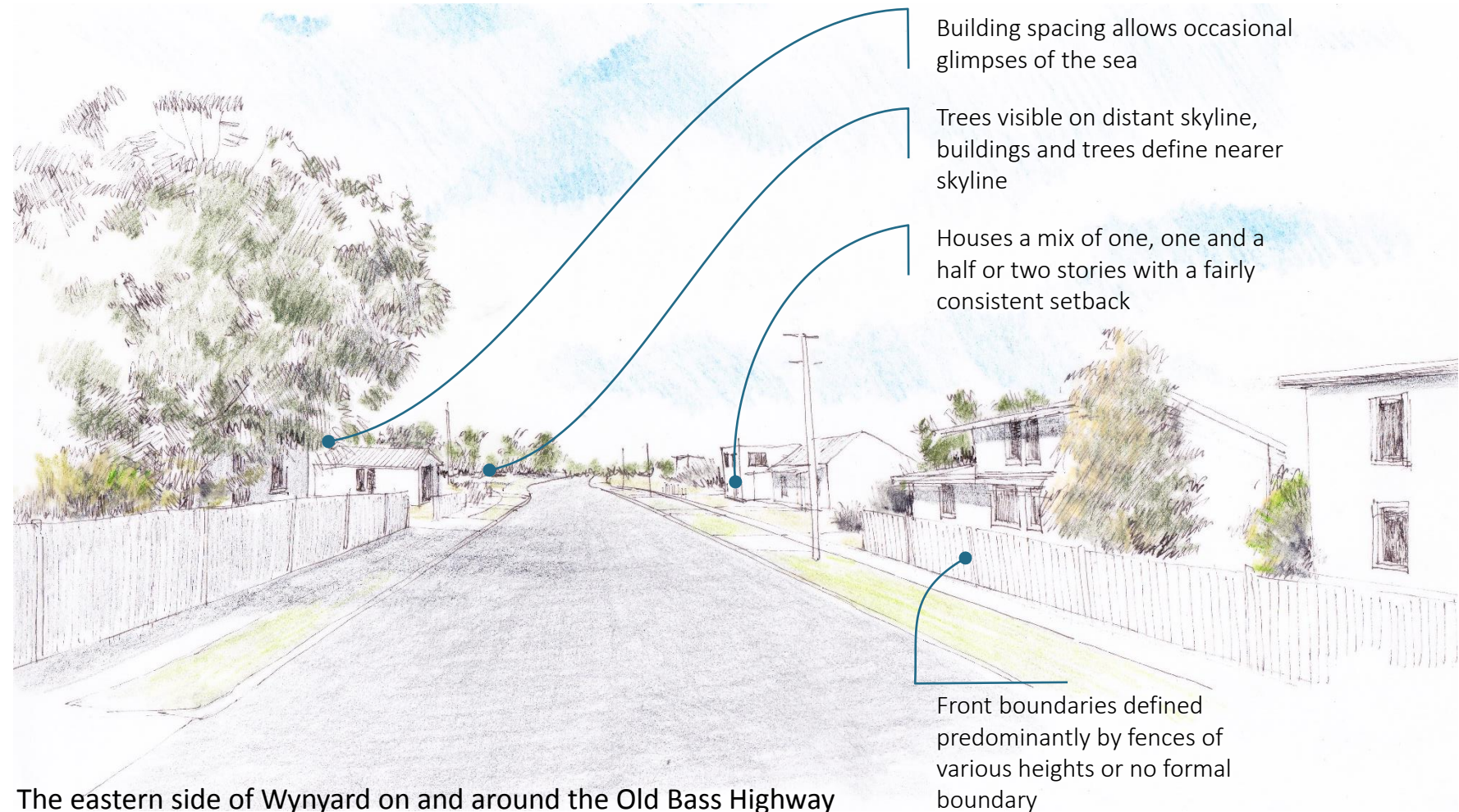
What features contribute to Wynyard's character (2)?

We had a look at these characteristics identified on the previous page and prepared this sketch to express our understanding of how they combined to give Wynyard its distinct character.

This sketch shows the general character of the east of Wynyard along and around the Old Bass Highway. Please note this view is not a specific place or street, although it draws from real buildings and streets in this area.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to its character.

Consequently we would like to know have we interpreted you correctly. Are these the characteristics that you would like to see retained and enhanced?



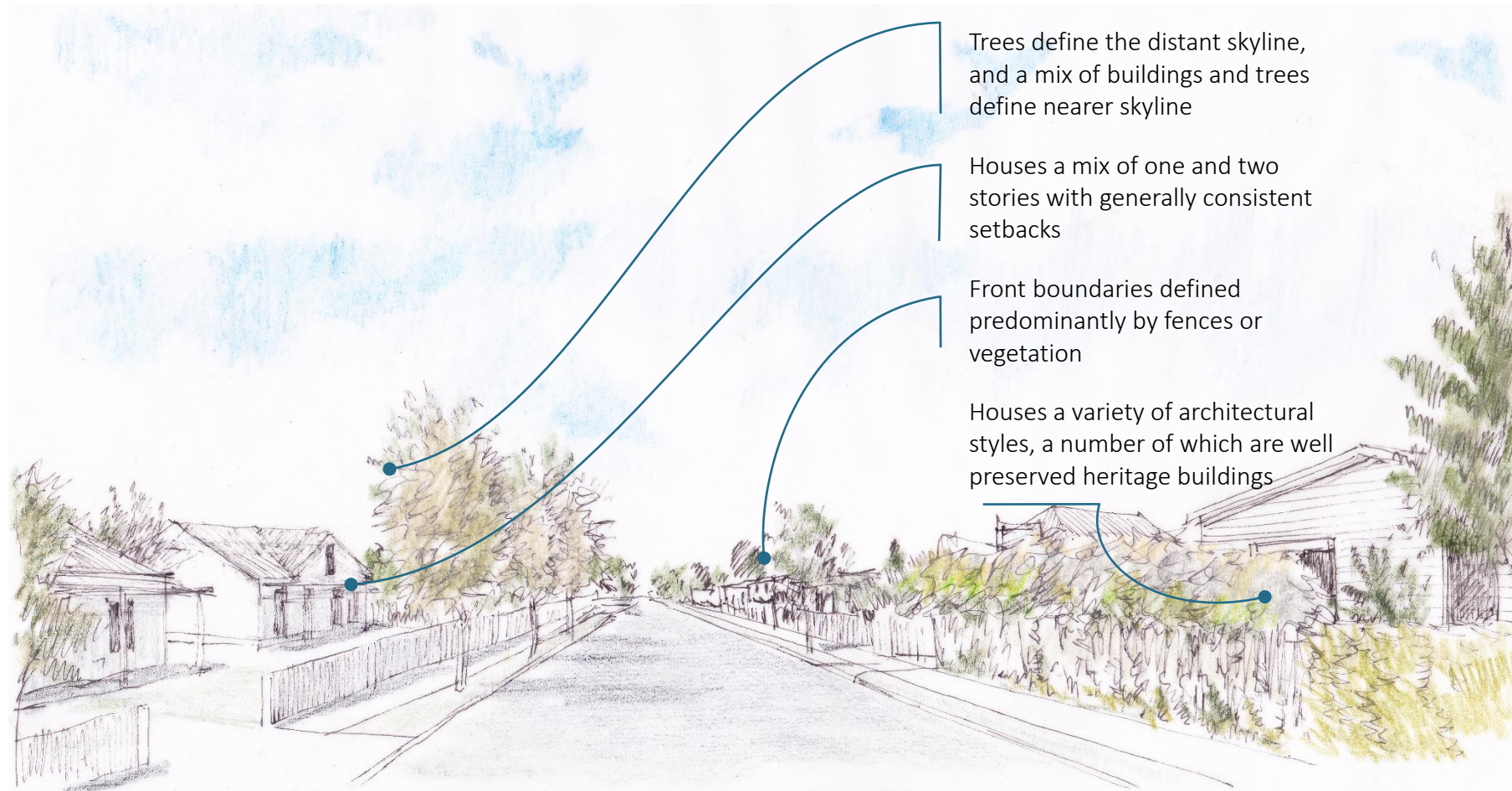
What features contribute to Wynyard's character (3)?

We had a look at the characteristics identified on the previous page and prepared this sketch to express our understanding of how they combined to give Wynyard its distinct character.

This sketch shows the general character of Wynyard apart from the area outlined on the previous page . Please note this view is not a specific place or street, although it draws from real buildings and streets in this area.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to its character.

Consequently we would like to know have we interpreted you correctly. Are these the characteristics that you would like to see retained and enhanced?



The typical character in Wynyard other than illustrated in the previous page

What do the people in **Waratah** value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here. Have we got it right?

“We value...

- The Garden, wonderful open spaces, river, the natural beauty/scenery, dams,
- The old buildings and history
- The overall ambiance,
- Friendly community, quiet serenity,
- tourism potential”

“We are concerned about...

- Crime,
- reckless driving,
- Loss of peace and tranquility. .”

What would improve liveability in Waratah?

In the Survey we asked people "Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement"

Our interpretation of your responses relating to planning and liveability are summarised here. Have we got it right?

"We think liveability would be enhanced by...."

- Improve the roads and introduce bicycle lanes.
- Rejuvenate the walking trails and more put in place.
- Put the bridge over the river to help complete the Power House walk.
- Improve caravan park amenities. Renovating Museum.
- Extending Tarkine interpretation hours.
- Parks need to be upgraded for all in the community.
- Improvement of historic area, Walker Street needs footpaths.
- Height restrictions on new buildings in or near town.
- Keep the green areas.
- Removal of damaged cars and tyres.
- Reducing red tape to develop.
- Promote the town as a tourist destination.
- Greater representation on town committee and greater fiscal commitment by Council"

What features contribute to Waratah's character? (1)

We asked people what characteristics define Waratah's *existing* character. This is what you said with the most commonly mentioned characteristics circled.

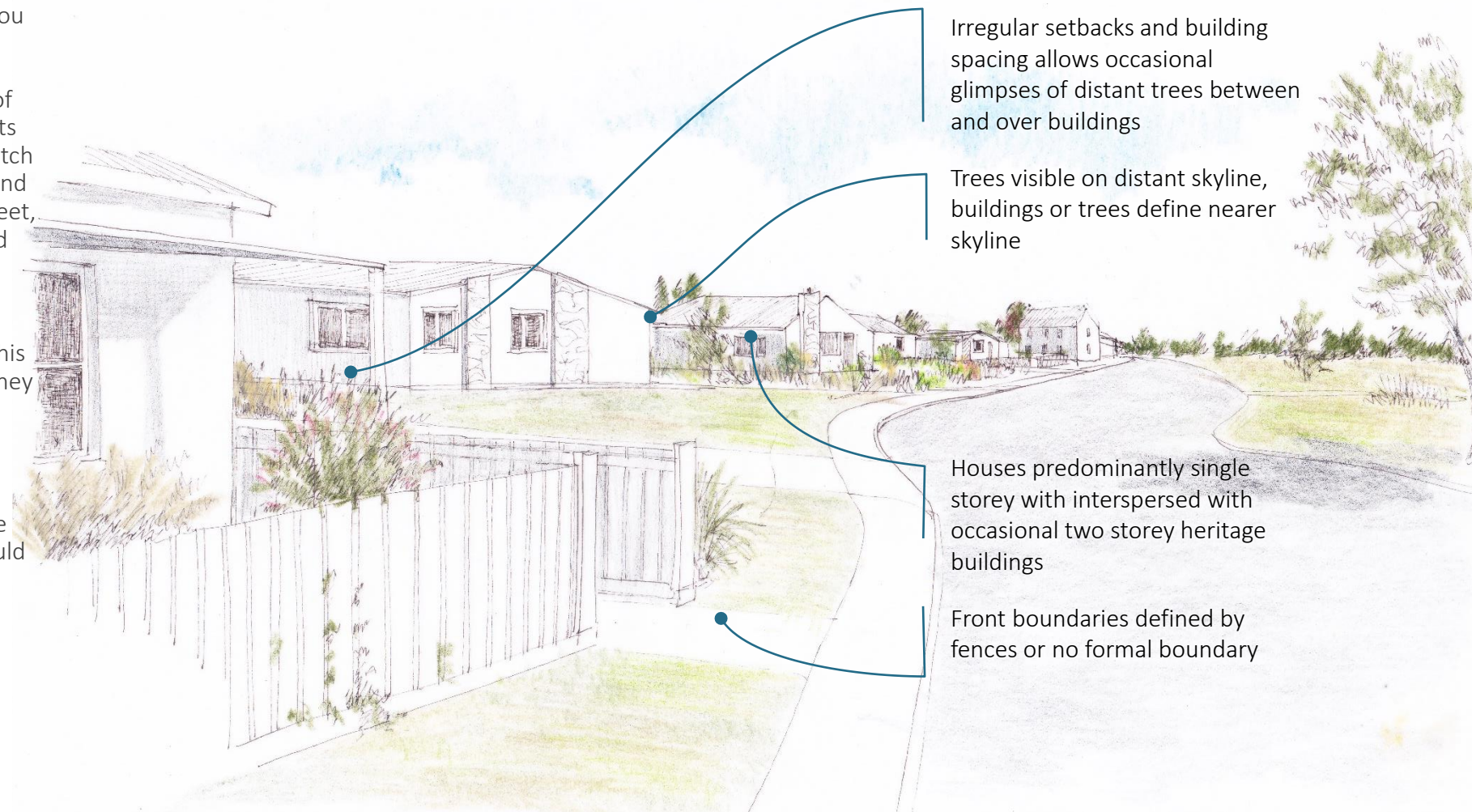
	Number of respondents who agreed the following characteristics defined Waratah's character
Building heights	4
Building style (architecture/design/era)	5
Building materials or colours	3
Landscape	7
Streetscape	5
The mix and variety of uses	2
Consistent uses	-
Other features added by respondents	
Bushland	1
Water features	1
Heritage buildings	1

What features contribute to Waratah's character? (2)

We had a look at the characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give Waratah its distinct character. Please note the sketch just illustrates the general character and does not depict a specific place or street, although it draws from real places and buildings.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to its character.

Consequently we would like to know have we interpreted you correctly. Are these the characteristics that you would like to see retained and enhanced?



What do the people in **Boat Harbour Beach** value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here. Have we got it right?

“We value...”

- The sense of community and ‘a local place for locals’.
- The peaceful, relaxed small village atmosphere with no high rise buildings, low population density.
- The beautiful setting for the village with clean and beautiful beach, the trees and green hills backdrop to the village, clean water and environment.
- Cultural features.
- The walks and trails.
- Native vegetation on the point, Western Bay, park spaces and the aboriginal fish traps and rocky spaces which contrast with the white beach.
- The Cafe and surf club as a space for community gathering.”

“We are concerned about...”

- overdevelopment eroding the character of the village. In particular ‘over large’ buildings on beach which over shade and overlook beach.
- Environmental issues and
- traffic and parking..”

What would improve liveability in Boat Harbour Beach?

In the Survey we asked people "Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement"

Our interpretation of your responses relating to planning and liveability are summarised here. Have we got it right?

"We think liveability would be enhanced by...."

- Improving sports and social facilities.
- Better roads generally and upgrade drainage of Port Road specifically.
- Bike lanes.
- Unspecified food services.
- Better parking.
- Relocating the café and surf club.
- Improving the playground.
- A no dog zone in summer.
- Access to free camping and a little more commercial services.
- Protect the shack feel of the village and promote building design sympathetic to the areas character.
- Implementing the Boat Harbour Master Plan.
- Include walking and riding access to broader communities of Sisters Beach and through to Wynyard".

What features contribute to the character of Boat Harbour Beach (1)

We asked people what characteristics define Boat Harbour Beach’s *existing* character. This is what you said with the most commonly mentioned characteristics circled.

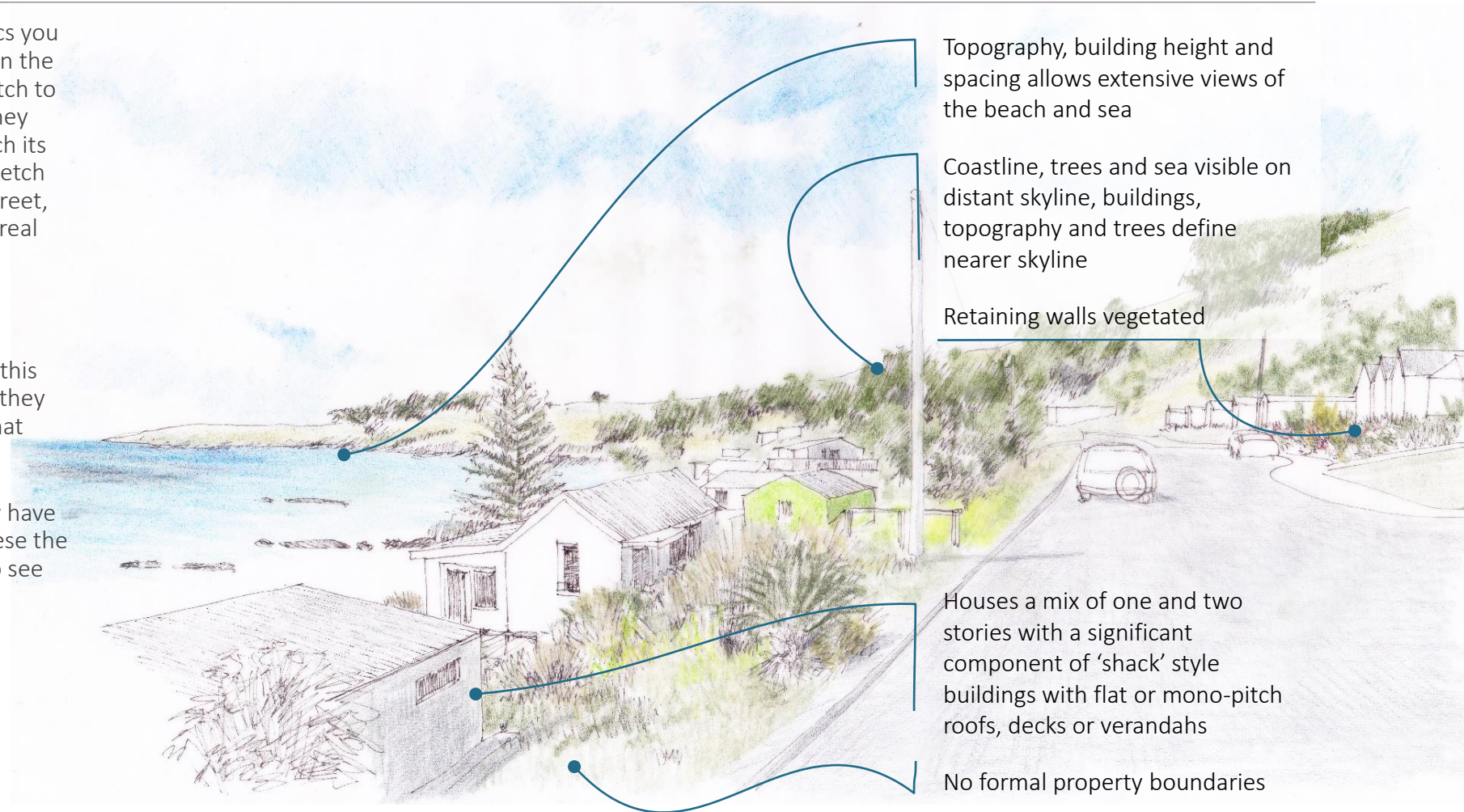
	Number of respondents who agreed the following characteristics defined Boat Harbour Beach’s character
Building heights	4
Building style (architecture/design/era)	4
Building materials or colours	3
Landscaping	5
Streetscape	3
The mix and variety of uses	4
Other features added by respondents	
Low density	1
Shack character	1

What features contribute to the character of Boat Harbour Beach (2)

We had a look at these characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give Boat Harbour Beach its distinct character. Please note the sketch does not depict a specific place or street, although it draws from a number of real places, the sketch is just the general character.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to that character.

Consequently we would like to know have we interpreted you correctly. Are these the characteristics that you would like to see retained and enhanced?



What do the people in **Sisters Beach** value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here. Have we got it right?

“We value...

- Living in a place with a strong sense of friendly and caring community.
- Diversity of this community, coming from all walks of life.
- Charm comes from it being ‘safe, quiet, natural and small’ offering a relaxed lifestyle and seclusion
- Opportunities for swimming, fishing, walking and beach and bush relaxing.
- That ‘It is perfect as it is’.
- Low population density.
- Its natural beauty and habitat values.
- Access to clean and uncrowded beach, the connectedness to national park and range of environments offered there.
- The boat ramp, the fact that it is a holiday destination
- Safe roads for kids to play.
- That it is a pet friendly town.
- Being able to walk easily around Sisters Beach without footpaths. The single access road. The informal character that comes from houses having no boundary walls at the front of the property.”

“We are concerned about...

- Introduced invasive and damaging plants and animals adjacent to national park boundary and a lack of awareness about this issue.
- “Caravan park is not needed”.
- Inappropriate development that threatens the integrity of the area.
- Inconsistent building styles and levels of maintenance. People raised concerns drainage/water problems, low lying areas.
- Pollution, coastal inundation and sand dune erosion.
- Traffic and safety.
- ‘Too many noisy weekend parties’...”

What would improve liveability in Sisters Beach?

In the Survey we asked people "Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement"

Our interpretation of your responses relating to planning and liveability are summarised here. Have we got it right?

"We think liveability would be enhanced by...."

- Better roads, footpaths and lighting, and basic public transport. Cleaning up sides of the roads.
- Improving the road down into Sisters Beach another road in and out was needed. Slowing down the traffic for human safety and to reduce road kill.
- A community led vision for the future of the settlement to raw the divergent ideas within the community together.
- Design guidelines for new residential development to cover building heights, design and favouring native vegetation, particularly adjacent to the national park.
- The undergrounding of services.
- Improving street appeal, modernise the area and getting it looking neater.
- A community centre, community gardens and improved playground and beach/bbq facilities.
- More community events were needed.
- Additional local shops would create small business opportunities for young families to come and live here.
- Strengthening the connection to the landscaping and improve the areas natural values. Specifically the revegetation of sand dunes, more use of local flora to increase our birdlife and create more of a feature of liveability.
- Help the community to learn together about the unique flora of the area as well as enabling the indigenous history to be a more integrated into the Sisters Beach community. Eg providing more and better signage for both residents and tourists about the natural setting of Sisters Beach.
- Establish a set of rules for residents and tourists about use of the natural features of the township and the abutting National Park e.g. no dogs on the beach in the national park.
- "The right sort of progress. It needs progress but in a way that makes it a safe, fun and educational place for everyone".
- A ban on cats and greater animal control was also suggested.
- Place controls on tourism. eg "setting up or facilitating a system of booking for tourists of houses and cabins so that the existing asset of houses and cabins that are not in full-time occupancy can be utilized by tourists".
- improving walking access to beach, continuing Sisters Beach 'walkway' pathways in a way that made a feature of local plants for animal feeding.
- A 'big' attraction at the highway to draw people into the area.
- Connect Sisters Beach to Natural Gas.

What features contribute to the character of Sisters Beach? (1)

We asked people what characteristics define Sisters Beach's *existing* character. This is what you said with the most commonly mentioned characteristics circled.

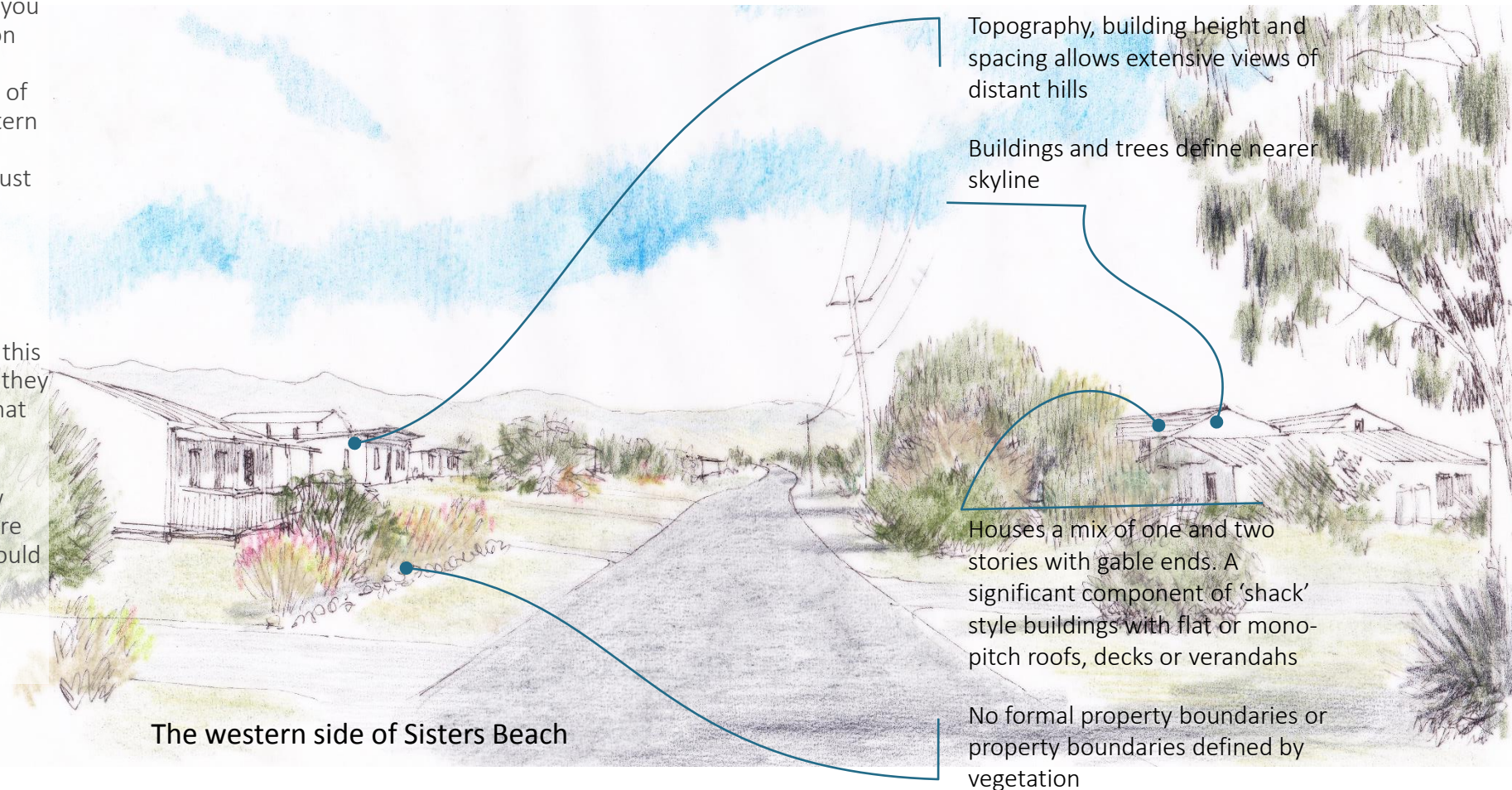
	Number of respondents who agreed the following characteristics defined Sister's Beach character
Building heights	17
Building style (architecture/design/era)	12
Building materials or colours	2
Landscaping	20
Streetscape	16
The mix and variety of uses	15
Consistent uses	5
Other features added by respondents	
Sand dunes	1
Lack of formal street front boundaries	1
Access to national park	1
Local, high value flora and fauna	3

What features contribute to the character of Sisters Beach? (2)

We had a look at the characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give the western side of Sisters Beach its distinct character. Please note the sketch is just the general character and does not depict a specific place or street, although it draws from real places.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to that character.

Consequently we would like to know have we interpreted you correctly. Are these the characteristics that you would like to see retained and enhanced?

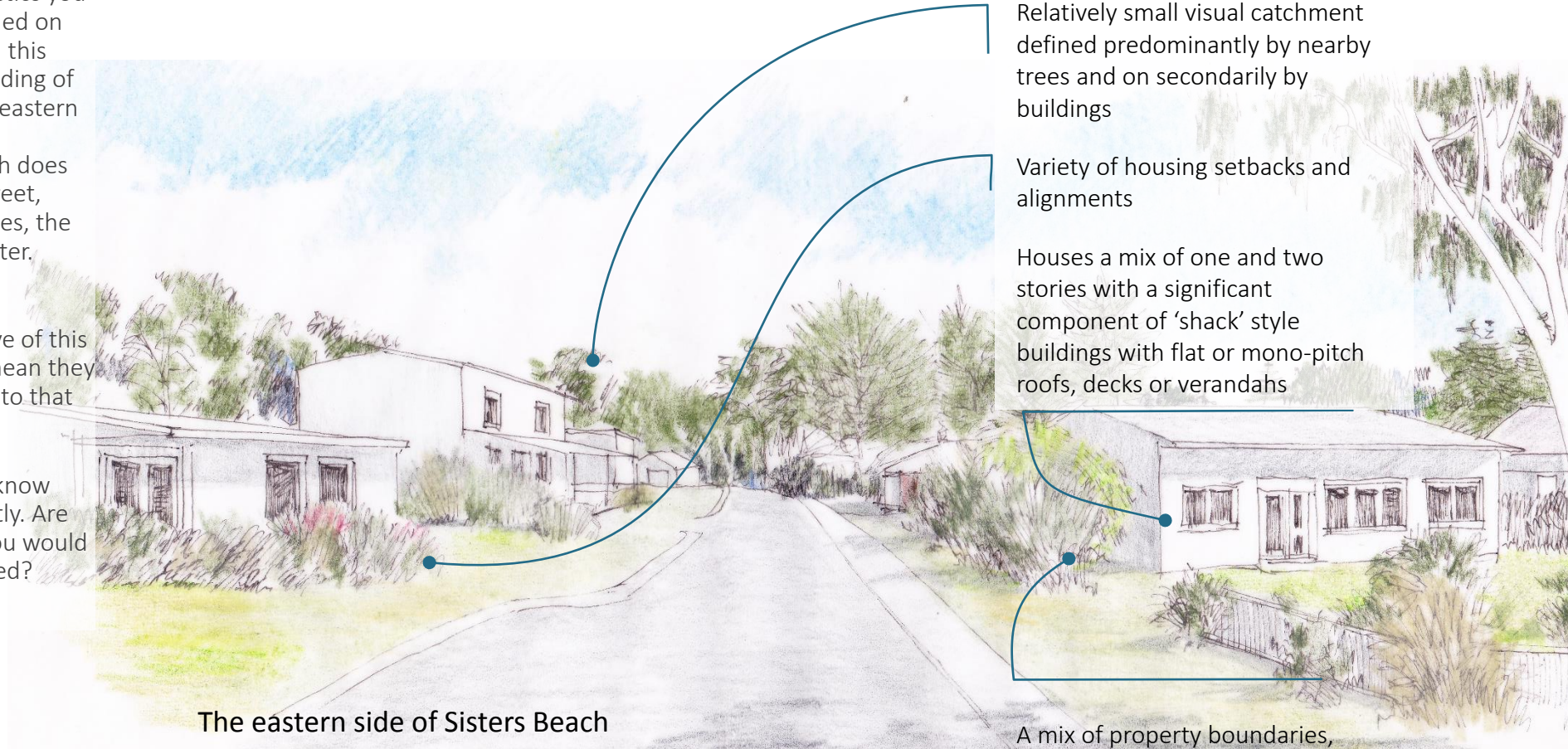


What features contribute to the character of Sisters Beach? (3)

We had a look at the characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give the eastern side of Sisters Beach its distinct character. Please note the sketch does not depict a specific place or street, although it draws from real places, the sketch is just the general character.

We recognise that even if these characteristics are representative of this area this does not necessarily mean they all make a positive contribution to that character.

Consequently we would like to know have we interpreted you correctly. Are these the characteristics that you would like to see retained and enhanced?



The eastern side of Sisters Beach

Relatively small visual catchment defined predominantly by nearby trees and on secondarily by buildings

Variety of housing setbacks and alignments

Houses a mix of one and two stories with a significant component of 'shack' style buildings with flat or mono-pitch roofs, decks or verandahs

A mix of property boundaries, some open, some fences and some vegetation

What do the people in **Somerset** value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here. Have we got it right?

“We value...”

- The fact that it is a quiet and peaceful village.
- ‘Native walking trails’.
- The sense of community, and its ‘big heart’.
- Heritage buildings.
- Small businesses and good variety of shops and foreshore market.
- Easy access to a great beach with easy parking, fitness stations on coast walk.
- Convenience of facilities and shopping and closeness of important services.
- Cam River swimming reserve and an ability to walk dogs on beach and fish from local wharf.
- Parks and play equipment.
- Fresh air and beautiful scenery. ‘Views to Bass Strait as well as the hills towards Camdale’.
- Sporting facilities for young and old.
- Close to both primary schools and high schools.
- Bus service that takes us to Wynyard or Burnie. The flatness makes it and easy to get to shops and river and beach.
- Being close to the North-West Regional Hospital ”.

“We are concerned about...”

- Lack of support for youth programs. Poor pedestrian access to beach across highway.
- “The intersection of Bass & Murchison is a traffic accident waiting to happen”.
- The bridge over the Cam.
- Erosion on the foreshore.
- “The height of trees in and around houses as there is no need for trees to be above 2.5 metres they are dangerous and detract from neighbourhoods”.
- Litter in the town.”

What would improve liveability in Somerset?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”

Our interpretation of your responses relating to planning and liveability are summarised here. Have we got it right?

“We think liveability would be enhanced by...

Improving the green spaces with better roads and bike lanes.

A raft of sustainability measures such as ‘food organic, garden organic (fogo) bins’. More businesses who allow customers to bring their containers /.Bags to collect ingredients / meat / fruit and vegetables. Council to make environmentally friendly decisions’ .

A bridge over the Cam River.

Changes to Council’s management and planning of their town such as ‘improving zoning (not blanket zoning)’, better recycling programs and greater fines for littering.

Better communication with the Council.

Ensuring there are no high rise buildings on the beachfront.

‘More native trees and shelter belts, maybe a coast care group’.

Beautify the grassed area on the foreshore strip and Cam River swimming reserve.

Improve Somerset main street, including tables for families to sit, play equipment playground at Anzac Park.

Improve the playground.

Activities for all ages on the beach, beachside café.

Improving dilapidated house at high profile location.

Improve and extend footpaths, speed humps on the esplanade.

Pedestrian access linking north and south of highway.

A safe bike track off the roads.

•

What features contribute to the character of Somerset? (1)

We asked people what characteristics define Somerset's *existing* character. This is what you said with the most commonly mentioned characteristics circled.

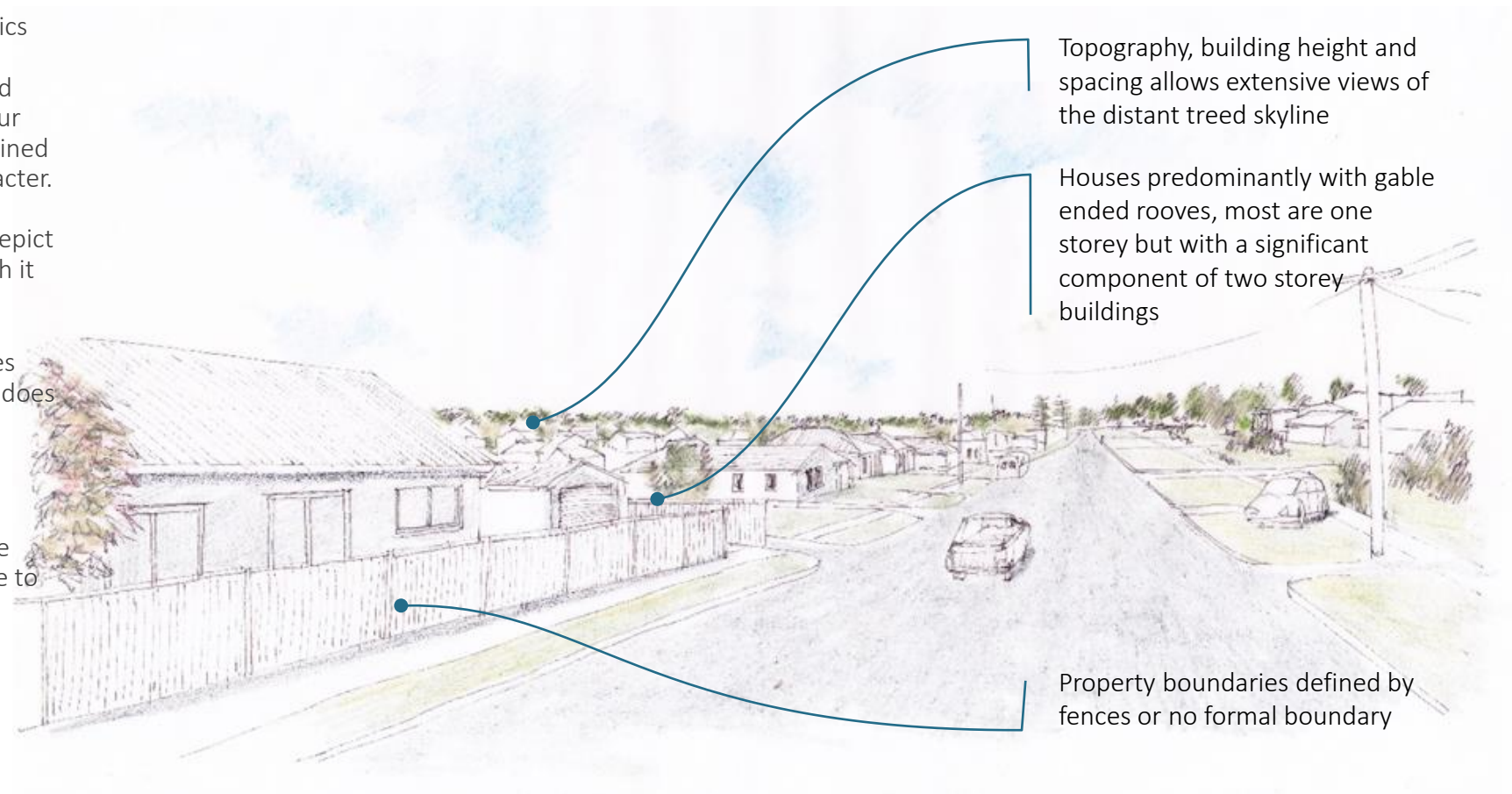
	Number of respondents who agreed the following characteristics defined Somerset's character
Building heights	5
Building style (architecture/design/era)	8
Building materials or colours	3
Landscaping	6
Streetscape	10
The mix and variety of uses	6
Consistent uses	3
Other features added by respondents	
Heritage buildings	1
There is no character/nothing cohesive	2

What features contribute to the character of Somerset? (2)

We had a look at the characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give Somerset its distinct character. Please note the sketch is just the general character and does not depict a specific place or street, although it draws from real places.

We understand that even if it does reflect the existing character this does not necessarily mean these characteristics all make a positive contribution to that character.

Please let us know if these are the characteristics that you would like to see retained and enhanced.



What do the people in Yolla value about their town and what are they concerned about?

In the Survey we asked people what they valued and what they were concerned about regarding the future of their town or village. We have summarised our interpretation of what we heard here. Have we got it right?



“We value...”

- The serenity.
- The sense of community.
- The agricultural lifestyle.
- The presence of nature.
- The small size of town, ‘being a small town not a city’.
- The towns history.”

“We are concerned about...”

- Overdevelopment.
- Crime.
- Reckless driving.
- Dangerous (dead) trees along roadways.
- Grove of remembrance is not maintained.
- School entrance not clear.
- No school crossings...”

What would improve liveability in Yolla?

In the Survey we asked people “Although we may not be able to implement all ideas you have, we would be grateful for your thoughts on what would most improve the vitality and liveability of your settlement”

Our interpretation of your responses relating to planning and liveability are summarised here. Have we got it right?

“We think liveability would be enhanced by...

- Minimal tourist development ‘so you do not spoil this otherwise pleasant place to live’. (although some also would like better tourism opportunities).
- Better traffic signage for horse riders and walkers as well as bike riders so all can remain safe and enjoy the area.
- More jobs, particularly for youth.
- No mining and less plantation forestry (no old growth forestry at all).
- Farming incentives for tree planting
- Sealed laneways.
- A library.
- Better recycling programs and greater litter fines.
- Better public transport.
- “Stop trying to be a city”.
- Clean up the main street.
- More focus on the environment

What features contribute to the character of Yolla? (1)

We asked people what characteristics define Yolla's *existing* character. This is what you said with the most commonly mentioned characteristics circled.

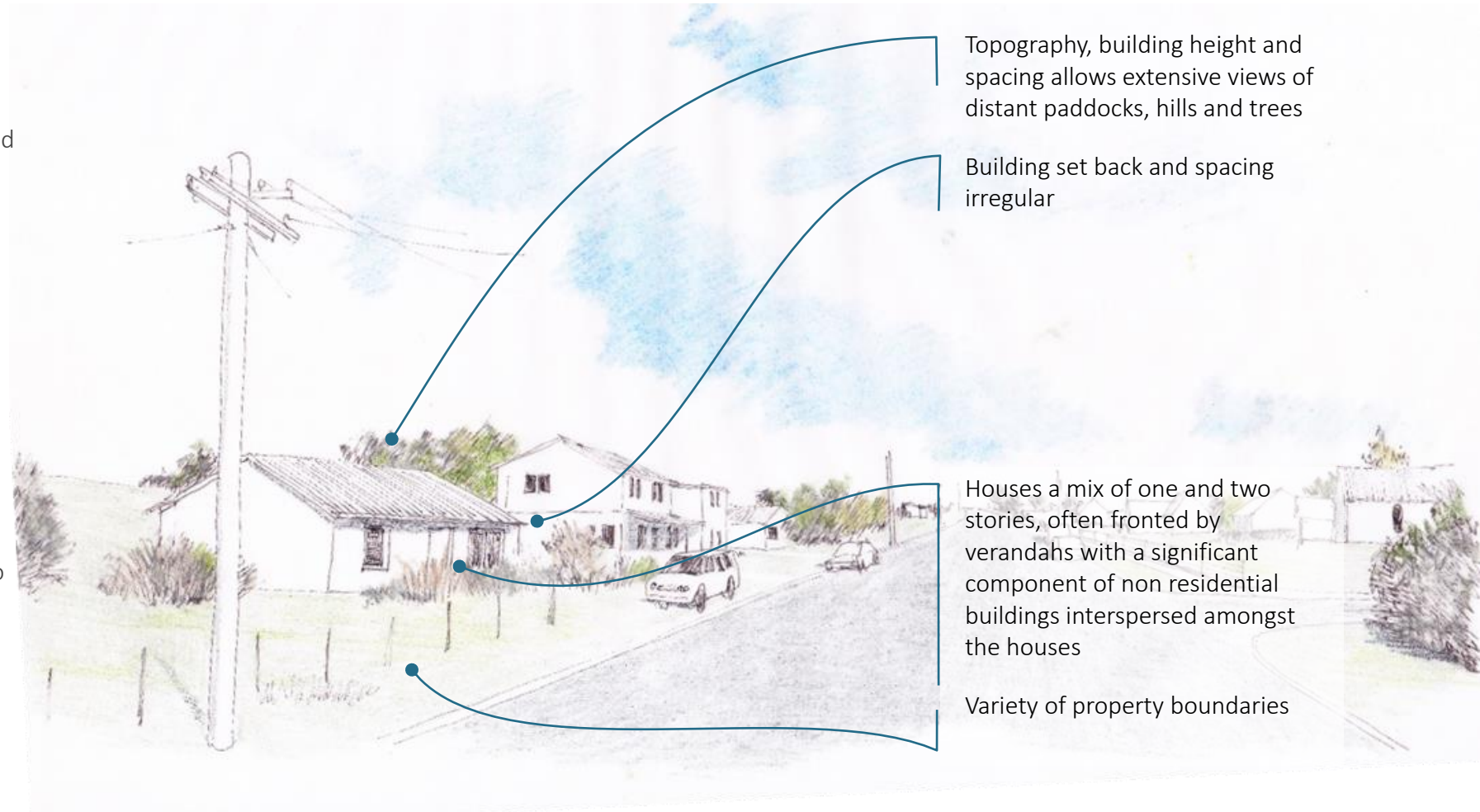
	Number of respondents who agreed the following characteristics defined Yolla's character
Building heights	4
Building style (architecture/design/era)	2
Building materials or colours	-
Landscaping	4
Streetscape	4
The mix and variety of uses	2
Consistent uses	1
Other features added by respondents	
Low density	1

What features contribute to the character of Yolla? (2)

We had a look at the characteristics you identified as important as outlined on the previous page and prepared this sketch to express our understanding of how they combined to give Yolla its distinct character. Please note the sketch does not depict a specific place or street, although it draws from real places, the sketch is just the general character.

We understand that even if it does reflect the existing character this does not necessarily mean these characteristics all make a positive contribution to that character.

Please let us know if these are the characteristics that you would like to see retained and enhanced.



Other comments about the consultation and the strategy

As well as revealing a wealth of information about the towns covered in this study, the first round of consultation revealed a number of issues that members of the community invited us to address. These concerns relate both to the design of the survey and the scope of the project. This section outlines these concerns and provides our response.

Lessons from the first round of consultation

These are the key 'take away' lessons from the first round of consultation:

1. Downplay the emphasis on the word settlement in the title of the strategy if possible as it is distressing for indigenous people and has another financial meaning that makes it confusing for others
2. Seek broader consultation
3. Explain terms and use written examples and illustrations to ensure it is more inclusive
4. Character comes significantly from intangible things like a sense of community
5. The results reveal a strong attachment to characteristics that typically might be described as small scale, small town or village character, with a strong emphasis on community, attachment to landscape, concerns about overdevelopment. The strategy should incorporate measures to meet the strategic and long term interests of the community, balance the realities of the market whilst protecting and enhancing this character
6. Overall landscape was the most commonly mentioned characteristic that most contributed to their settlements character (46 respondents) followed by streetscape (44 respondents). Building heights were next (38 respondents) and architecture/building design (36 respondents). The strategy should reflect these priorities
7. The strategy will benefit from incorporating promotional and character programs as well as physical improvements to support people to get more from their town or village
8. The strategy will benefit from identifying what can be done to make it easier to stay healthy as the average age of the community goes up.
9. The strategy will benefit from emphasising the role and value of the areas environment and protect and enhance it.

Please let us know if these are the lesson you think we should be taking from the consultation.

The next steps

When we have confirmed our understanding of your views through this consultation we will prepare a strategy that seeks to reconcile your views and priorities with the requirements of the Cradle Coast Regional Land Use Strategy and other plans and strategies.

When we have prepared this draft strategy and consulted with Council officers, councillors, and external stakeholders we will put the draft strategy back to you together with a number of background papers to explain what we are trying to achieve and how it relates to your priorities to see what you think and give you another chance to have your say.

After careful consideration of your comments we will amend this strategy. If it finds support from the community and stakeholders Council may adopt the Strategy. At this point Council can make decisions based on the strategy and prepare other policies to implement it.

Thank you

It is important to us that we understand the priorities and concerns of the communities of the municipality.

If you have any comments about this update either in support or to point out what can or should be different please contact jdonovan@warwyn.tas.gov.au.

Appendix 3 Key points of relevant policies and strategies

The policy landscape within which this strategy must fit is defined by strategies, policies and plans at state regional and local level. These are summarised here.

State Policy

The State policies that frame the scope and content of regional policies are:

Our Infrastructure Future

In common with other state strategies, this strategy notes that Tasmania's liveability is a competitive advantage and is critical to the future prosperity of the state. It emphasises a "clear and distinct identity is essential to attract people and investment to a place. A place, like a product or service, must differentiate itself to be successful. Having the right infrastructure in the right place allows lifestyle requirements to be met"¹.

It further adds "Building sustainable and resilient infrastructure supports the community to adapt to a changing climate. We need to protect our natural assets and ensure that our infrastructure decisions support and enhance their value while ensuring the long-term integrity of essential infrastructure".

In relation to supporting health, it notes that "the built environment can have a significant impact on peoples' health and wellbeing, with some of the best health-promoting investments not delivered by the health system". They go on to add that "places and spaces, when designed well, can enable social interaction and connectivity and encourage physical activity through accessibility for everyone". This is consistent with the World Health Organisations view of the importance of 'the social determinants of health'.

Our Infrastructure Future further identifies the need to create environments that encourage physical activity to reduce the burden of chronic disease on our communities. In particular it points to the imperative to encourage more active transport options and reduce dependency on car travel.

This strategy further adds "Housing and the extent to which places and communities are connected have an important contribution to make in reducing antisocial behaviour and criminal activity. This in turn increases the extent to which more people feel safe and supports improving the health and wellbeing of the community".

Tasmanian Framework for Action on Climate Change

This Framework notes "The Government recognises that planning can ameliorate the effects of climate change by managing the form and density of urban growth, and facilitating more efficient uses of energy, transport and land. Planning can also be used to restrict development in areas prone to flooding, storm surge or sea level rise, and ensure that essential infrastructure is relocated or protected from severe weather events."²

¹ https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0011/199019/Our_Infrastructure_Future_-_30_year_Infrastructure_Strategy_Consultation.pdf

² Physical activity and social interaction From
https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0011/199019/Our_Infrastructure_Future_-_30_year_Infrastructure_Strategy_Consultation.pdf

It further states an agenda to achieve greater levels of urban infill, higher density development and affordable housing should be pursued actively by the Tasmanian Government in partnership with the local government sector. This will help to minimise the impacts of future growth on arterial roads, provide more dwelling options close to services, and optimise the use of existing utilities.

A strategy for a Healthy Tasmania

This identifies the health priorities for the state. Three of these four priorities are impacted by planning and design decisions. These are to improve healthy eating and physical activity, reduce chronic conditions and increase community connectedness. The strategy outlines a vision where we all understand our health and wellbeing and how to be and stay well. Where communities will enjoy environments they've helped design and create and that make it easier to incorporate physical activity into their daily lives. Where healthy, liveable, walkable communities will promote social connectedness and inclusion. The strategy further states that the future for Tasmania's health system should be centred on wellbeing and participation.

Tasmanian Government Strategy on Walking and Cycling for Active Transport

This strategy emphasises the priority to promote walking and cycling as viable and desirable forms of transport, through improved infrastructure, land use planning and behavioural change.

Tasmania's Plan for Physical Activity 2011–2021

This plan identifies a series of goals that are essential to enable the community to benefit from good health. These are:

GOAL 1

Become a community that values and supports physical activity

GOAL 2

Create built and natural environments that enable and encourage physical activity

GOAL 3

Develop partnerships that build and share knowledge and resources

GOAL 4

Increase opportunities for all Tasmanians to be physically active where they live, work and play

The Healthy Tasmania Five Year Strategic Plan, 2016-2021

This plan emphasises that community ownership is crucial – solutions need grassroots partnerships and innovation. A healthy Tasmania is everybody's business.

Tasmanian Disaster Resilience Strategy 2020 – 2025

Strategy 3.1 of Tasmanian Disaster Resilience Strategy 2020 – 2025 requires that we address vulnerabilities through land use planning schemes, building and other regulations and natural resource management plans.

Transport Access Strategy

This aims to improve social connectivity and access to employment (paid and voluntary), training and education, services and recreational opportunities. It identifies priorities that include improving opportunities for people to live closer to employment, education, services, recreational opportunities and key transport corridors. It also prioritises providing more opportunities for people to walk, cycle and use public transport by making sure infrastructure is safe, accessible and attractive to use.

Our Digital Future Tasmanian Government Strategy for Digital Transformation

This establishes the aspiration that Tasmania's economy will be bolstered by the competitive advantage, productivity growth and prosperity enabled by knowledge-driven digital transformation.

Regional Policy

The frame within which the Liveable Waratah-Wynyard Settlement Strategy are defined by policies established at regional level. Key planning instruments are:

Cradle Coast Regional Land Use Strategy (CCRLUS)

Under the *Land Use Planning and Approvals Act 1993* (the Act), local planning schemes must be consistent with the Regional Land Use Strategy. The relevant Regional Land Use Strategy in Waratah-Wynyard is the Cradle Coast Regional Land Use Strategy. The current Strategy was declared by the Minister for Planning on 27 October 2011.

The Regional Land Use Strategy provides a policy framework for efficient placement of land use activities, infrastructure and settlement growth across the Region to 2030. In relation to liveability the Cradle Coast Regional Land Use Strategy states that the pattern and function of settlement and the way in which towns are designed and managed not only affects how they relate and look but how they perform as liveable and sustainable places. Well planned towns respect their identity and surroundings, protect areas of natural and cultural value, are externally and internally well connected, encourage investment, and provide convenient, safe, attractive, inclusive and secure places in which to live, work and visit.

The following strategic outcomes identified under section 4.11 of the land use strategy are of particular relevance:

The growth and development of centres is contained to create compact places which optimise use of land and infrastructure services and minimise adverse impact on resources of identified resource, natural and cultural value.

These towns and villages maintain their individual character and identity.

Land supply is matched to need. This requires Waratah-Wynyard to provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years.

There is coordinated and equitable access to provision of regional level services.

Each settlement provides an appropriate level of local development and facilities to meet daily requirements in employment, education, health care, retail and social and recreation activity for its resident population.

Each settlement provides a healthy, pleasant and safe place in which to live, work and visit.

There is diversity and choice in appropriate, affordable and accessible housing.

It requires Waratah-Wynyard to promote good design solutions.

It promotes higher dwelling density to optimise use of land and infrastructure and community service facilities (4.7)

The Cradle Coast Regional Land Use Strategy requires that future planning for the towns and villages of Waratah-Wynyard conform to the following growth scenarios and adopt the following growth management strategies.

	Settlement Growth Scenarios	Settlement Development and Growth Management Strategies
Boat Harbour Beach	Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.
Burnie/ Somerset	Medium-demand is driven by internal population change and growth and/or moderate positive inward migration. Growth relies on intensification of existing land supply within designated urban boundaries and/or expansion.	A mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas.
Sisters Beach	Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.
Waratah	Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.
Wynyard	Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	A mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas.
Yolla	Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.	New development is restricted to existing land supply within the designated urban boundary without priority for intensification.

Sustainable Murchison

This plan sets out the community vision, principles and strategic objectives for the next 25 years in Murchison. This is a region that is somewhat smaller than the Cradle Coast and encompasses the entire west coast and the NW coast to Waratah-Wynyard. This vision integrates Murchison's natural and productive resources, active lifestyles, self-reliant nature and creativity with a desire to engage with one another and the world. Amongst other goals it seeks to achieve distinctive, accessible, compact settlements that:

- Conserve valuable resources for agriculture and mineral extraction;
- Compliment the region's valuable natural landscapes;
- Minimise travel time and increase accessibility to key recreational, commercial and industrial destinations;
- Utilise infill development opportunities within the boundaries of existing urban centres/localities;
- Locate greenfield development (where required) within 1,000 metres of the current UCL boundary to minimise land use conflicts with agricultural uses; and
- Locate industrial development priorities close to major highways/arterial roads with adequate buffers from residential development.

Future Direction theme 8 Place making and liveability seeks to achieve liveable places for all ages. It envisages this as *"liveable attractive townships, relaxed lifestyles and community pride attract people to Murchison. Communities have history and character that drive their place-making strategies. Sport and recreation is widely supported especially by young people. Multipurpose recreational and cultural facilities are well utilised."*

The plan noted that councils have a pivotal part to play as 'hubs' for Tasmanian communities. It identified eight fundamental roles for Tasmanian local governments. These included sense of place, Strategic leadership, Land-use planning

Local strategies

These are the plans and strategies in the immediate vicinity of the settlement strategy and that create the niche within which it must fit.

Waratah-Wynyard Corporate Strategic Plan 2017-2027

This provides the overall plan for the municipality. All other policies have to contribute to meeting its goals. It sets out a vision *'to deliver innovative, sustainable services to our community through strong leadership, clear direction and collaborative relationships'*.

In part, the vision states that: *'Waratah-Wynyard community members will feel a sense of inclusion, belonging and value within a thriving, innovative and diverse population. They will be actively engaged in developing Council facilities, services and programs, and will be encouraged to provide input to planning for community needs.'*

'Waratah-Wynyard will be a healthy community with access to more recreational choices in safe and welcoming environments. It will enjoy programs and recreational spaces that are inclusive, thriving and energetic, and will have access to high quality facilities, services and equipment.'

Amongst its priorities are to *Foster opportunity through sustainable development and community engagement and practice effective urban and landscape design and planning that promotes liveability and connectivity and recognises local heritage.*

There are in addition a number of other strategies at the same level in the hierarchy of planning controls as the settlement strategy. The settlement strategy has to align with these policies. Key plans and strategies of relevance to this strategy are:

The Community Health and Wellbeing Plan

This identified a number of principles to achieve good health throughout the community. Key principles of relevance to this strategy are:

- A commitment to inclusivity in addressing the disadvantages of the most vulnerable in the community.
- A recognition that actions will need to be tailored to the particular issues in different parts of the municipality.
- A recognition that the health and wellbeing enjoyed by the community is influenced by a web of interrelated factors, not all of which are within Council's control. However, Council can co-ordinate theirs and others actions across all areas of their operations to ensure the best possible chances of people thriving and fulfilling their potential.

The plan sets the following priorities

- Reducing isolation
- Supporting mental wellness
- Valuing difference
- Reducing socio-economic disadvantage
- Improving access to the basics
- Supporting those living with illness
- Reducing harms from alcohol, tobacco and other drugs
- Building resilience

The Central Area Development Strategies Project

The Central Area Development Strategies Project (CADS) will assist in guiding strategic and detailed initiatives to achieve the strategic objectives of the Sustainable Murchison Plan, nominating in particular:

Improved productivity is to be achieved by:

- Better integration of land use and infrastructure
- Unlocking potential commercial and residential areas and sites within the study areas
- Improvements to the efficiency of infrastructure, including improvements to public transport and road networks
- Maintenance of design quality that reflects the significance of the Central Areas as a destination and activity centre

Improvements in liveability are to be achieved by:

- The facilitation of housing supply;
- Improvements in accessibility and connectivity;
- Provision of safe, efficient and integrated pedestrian flows through and within the Central Areas;
- Provision of adequate onsite parking and managed vehicle access;
- Provision of a safe and secure environment for all members of the community at all times of the day and night; and
- Support for community well-being.

Open Space, Sport and Recreation Plan 2017-2027

This plan establishes a vision for open space, sport and recreation in Waratah-Wynyard and Circular Head councils. The vision is to offer a diversity of recreation opportunities that enhance: the participation in physical and social opportunities, liveability, the health and wellbeing of all residents and the economic, environmental and social sustainability of the region. The vision further adds that is to be achieved in a sustainable manner in partnership with other providers and users and attract new residents, businesses and visitors to the region.

Integrated Council Environmental Plan (iCEP)

iCEP themes of particular relevance to this strategy are:

COUNCIL-LED SUSTAINABILITY

Embedding climate and environmental concerns in Council decision-making.

Establish mechanisms for partnering with the Waratah-Wynyard community on environmental management and climate action.

Assisting the Waratah-Wynyard community to reduce its resource consumption and carbon footprint.

ADAPTATION & RESILIENCE

Supporting localised community-led Community Based Adaptation (CBA) initiatives.

Enhancing community food security.

Supporting psychological adaptation.

Helping ensure current and future housing stock meets the demands of a changing climate.

Supporting a climate-ready community sector.

ENVIRONMENTAL STEWARDSHIP

Planning for change in the physical environment.

iCEP also revealed community attitudes to planning that are of relevance to this project. These were that respondents felt that planning, development and building should be undertaken strategically, with a view to preserving the natural environment, encouraging greenery, facilitating energy and water efficiency, and mitigating risk from bushfire and inundation.

In addition, respondents told us that an ideal Waratah-Wynyard was a place in which there is balance between the needs of natural, productive and built environments, where people enjoy nature and greenery within and beyond townships, and where people enjoy good access to natural spaces and national parks. They said they felt Council could do more to support revegetation on both private and public land, including provision of street trees.

Liveable Waratah-Wynyard

Appendix 4 Supply and Demand Analysis



Adopted by Council – 17 May 2021

Introduction

This report has been prepared to assist in the preparation of the Liveable Waratah-Wynyard Settlement Strategy. In particular it is intended to identify whether Wynyard, Waratah, Somerset, Sisters Beach, Boat Harbour Beach or Yolla have adequate land to meet anticipated demands up to 2040. This information assists the strategy by identifying if additional land needs to be rezoned and if so how much land needs to be rezoned to meet these needs. It also assists the strategy by identifying the modifiable variables that influence demand and so helps to determine the levers that can be pulled to achieve the Tasmanian Governments population aspirations.

The report is in five parts. This part introduces the study and explains what it covers and seeks to understand. The second part outlines the key characteristics of the community that will influence future needs and demands. The third part looks at the demands created by that community and the fourth part considers the capacity of the existing supply of land to meet those demands into the future. The fifth and final part summarises the implications of the analysis for the Settlement Strategy.

The assessment models a number of scenarios based on past trends modified to consider the impact of extant and emerging influences and provides a commentary on the factors that may cause a departure from these scenarios. These influences on supply and demand are both qualitative and quantitative, relating to objective physical considerations (such as topography, servicing and accessibility limitations and lot fragmentation) and subjective ones (such as consumer sentiment). Consequently, both have been considered as far as can be confidently determined.

The scope is the towns of Wynyard, Waratah, Somerset, Boat Harbour Beach, Sisters Beach and Yolla and in those towns the following zones:

1. General Residential Zone
2. Urban Mixed-Use Zone
3. Low Density Residential Zone
4. Village Zone
5. Industrial Zones
6. Business Zones
7. Commercial Zone
8. Rural Living Zone (contiguous with settlements listed above plus isolated pockets)

1.1.1 Data Collection

In preparing this report the following reports and materials have been considered and taken into account:

- Cradle Coast Regional Land Use Strategy (CCRLUS)
- Sustainable Murchison
- Interim Planning scheme
- Draft Local Planning scheme
- Australian Bureau of Statistics
- Interviews with several local real estate agents
- Surveys through social media of prospective and recent incomers to the area

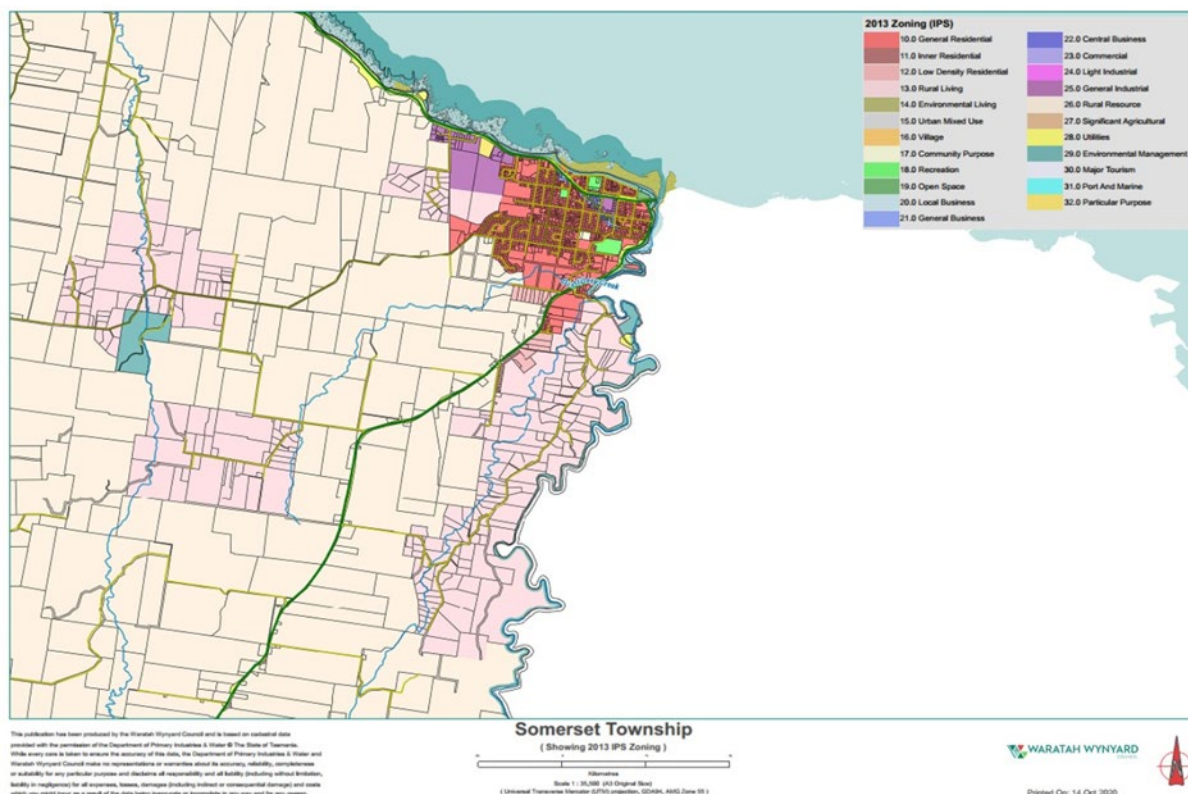
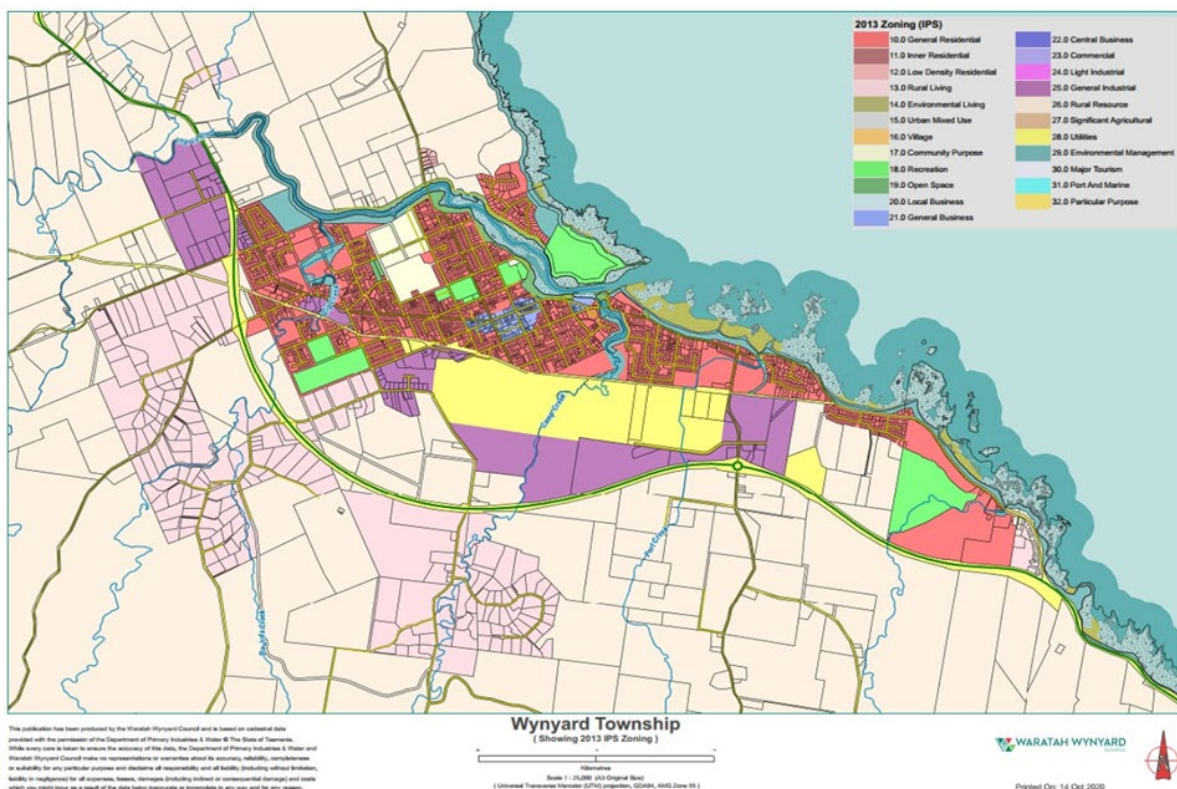
Statistical information regarding the land supply was obtained through the use of GIS software, with base data from Council.

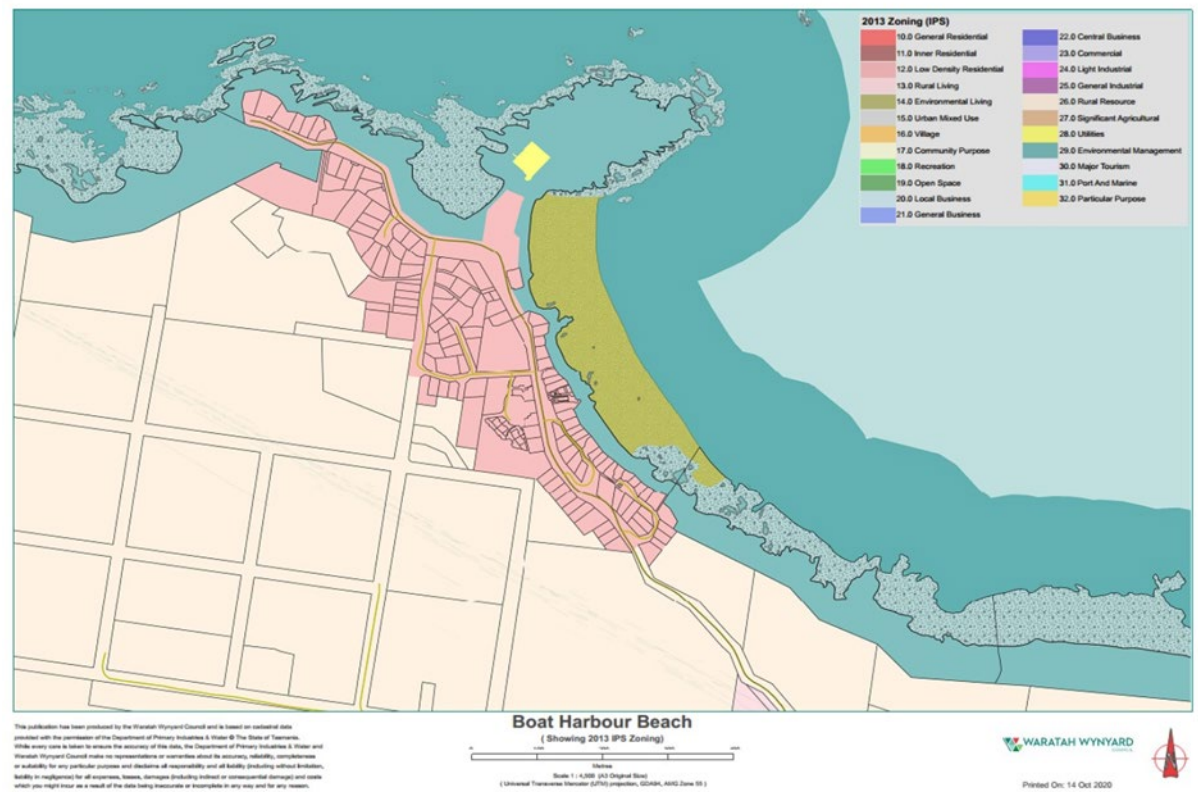
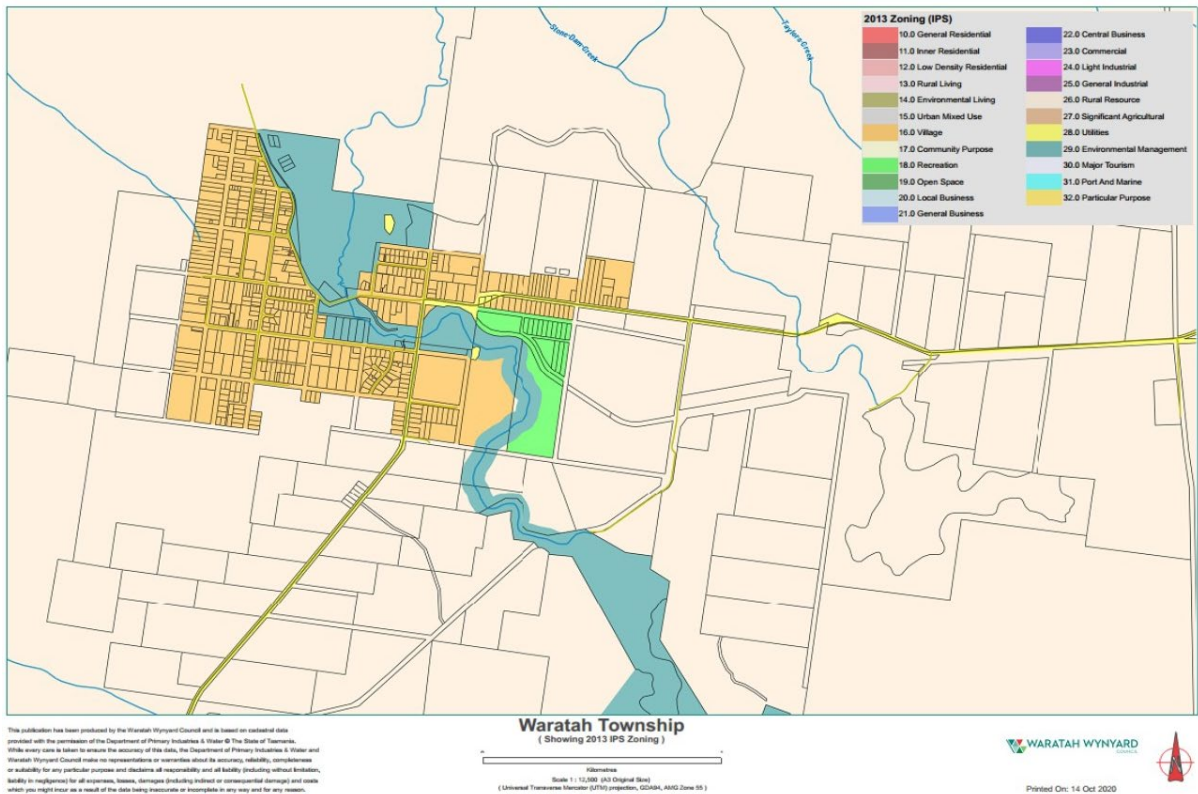
1.2 Statistical Classification

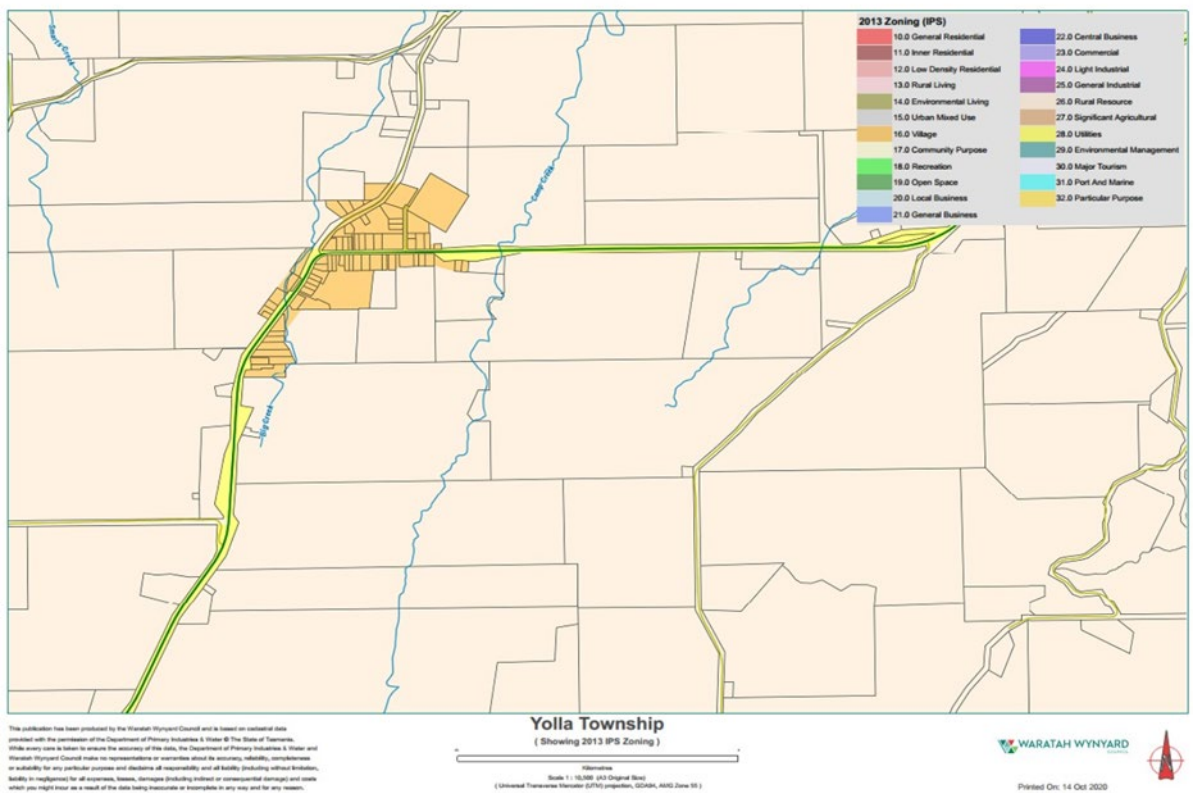
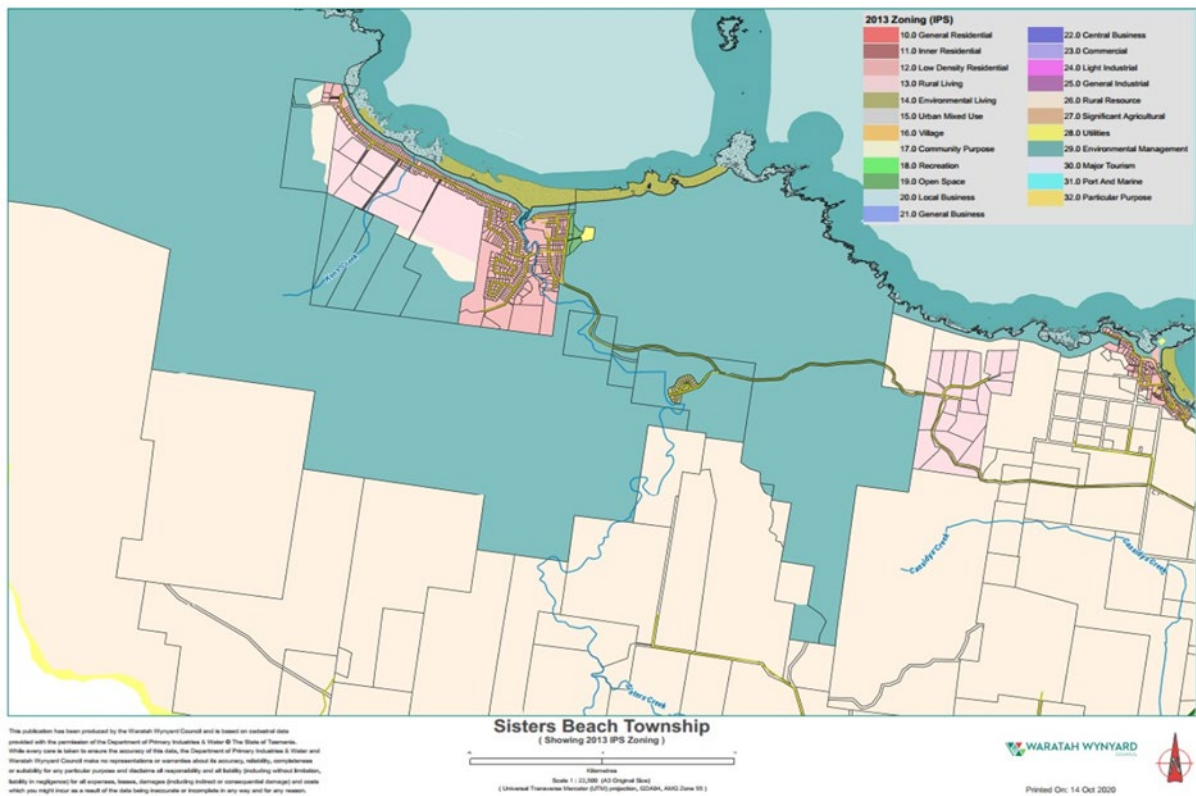
Waratah-Wynyard comprises three distinct Statistical Local Areas (SLA's); Waratah, Wynyard and Somerset and within those SLA's six urban localities.

1.3 Maps

All maps copyright Government of Tasmania.







1.4 Assumptions

The primary assumptions upon which this supply and demand analysis are based are:

All land in the zones described above is appropriately in that zone and so can and should be said to contribute to land supply.

That zonings align with market segments and consequently zonings can be fine-tuned to relate supply more closely to demand for that market segment.

The assumptions upon which the scenarios are based to determine supply and demand are documented in the relevant chapters.

1.5 Limitations

Given the complexity of supply and demand, influenced as it is by so many variables, no study can capture all of the elements of the property market in its entirety. Much of the base information is inherently backward looking, drawing on past events that soon become outdated. The data upon which this report is based has been drawn from a number of sources by a number of agencies using different methodologies and study areas and were collected at different times. Where possible multiple means of confirming findings were employed to increase confidence in the findings but ultimately the findings are only as good as the information upon which it is based.

Furthermore, the further we project into the future the greater those variables are likely to be, both because existing factors may change in their relative impact or new changes may influence the market that are at the moment unknown. Ten years ago who could have foreseen and accurately predicted COVID 19 and its impact on the economy. Consequently, while this report draws on accurate historical information, the methods used to analyse housing data cannot be expected to be entirely accurate for a variety of reasons. These factors and their implications on the Settlement Strategy are explored in more detail in chapters 3, 4 and 5 of this report.

2 Waratah-Wynyard profile

2.1 The place

Waratah-Wynyard occupies 352,862ha in the North West of Tasmania. The municipality's major settlements form part of a chain of economically and socially interconnected settlements aligned along the coast where they enjoy world renowned natural beauty and good connections to the outside world. As noted in the CCRLUS it is a place where towns and villages exist near the coast with an expansive wilderness and highly productive renewable and non-renewable natural resources amongst its many assets. Rural land is used largely for dairy farming, vegetable growing, and horticulture and timber production. Mining and tourism are also important industries. The Region contains a variety of accessible natural and cultural landscapes which supports distinctive ecological and cultural values and provide the foundation for an enviable lifestyle.

2.2 Housing stock

According to the ABS¹ there are 6,599 dwellings throughout the municipality. According to Waratah-Wynyard records a total of 4951 of these dwellings are in the residential zones in suburbs or localities and a further 73 are in non-residential zones that are covered in this report. Thus, there are 5024 dwellings in the towns and villages of the municipality as shown below in figure 1, which represents approximately 75% of the housing stock.

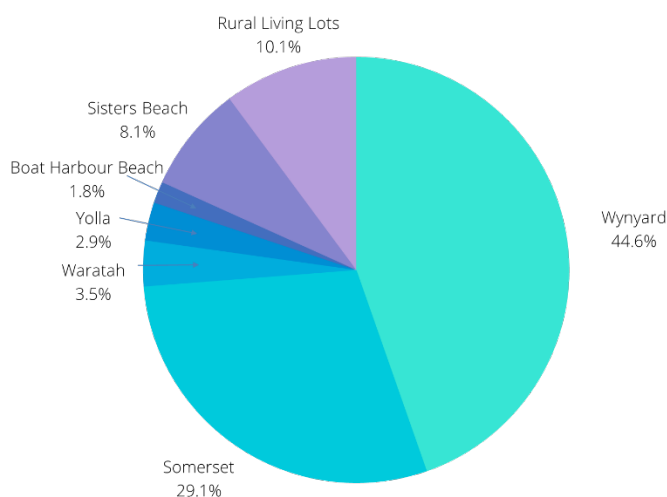


Figure 1 Distribution of dwellings in the towns and villages in this strategy

However not all of these are occupied for a variety of reasons. Across the municipality a total of 911 or 14.5% were unoccupied on census night. This is a higher proportion of unoccupied dwellings than the Tasmanian average (14%) and significantly higher the Australian average of 11.2%.

Of the occupied private dwellings, the clear majority (92.0%) were separate houses, this is higher than the Tasmanian average of 87.6% and the Australian average of 72.9%. Of the occupied private dwellings 4.3% had 1 bedroom, 19.8% had 2 bedrooms and 52.1% had 3 bedrooms.

In the municipality the average number of bedrooms per occupied private dwelling was 3 and the average household size was 2.3 people. This is in line with the average throughout Tasmania but is a smaller household size than Australia as a whole where the average household was 2.6 people.

¹ https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/UCL614002?opendocument

However, this picture varies significantly between settlements (figure 2). In Wynyard 89.6% of the 2,289 private dwellings were occupied and 10.4% were unoccupied. According to the ABS, of the occupied dwellings a clear majority of these (88.4%) were detached dwellings, 5.4% had 1 bedroom, 24.3% had 2 bedrooms, 52.1% had 3 bedrooms and 16% had four or more. The average number of bedrooms per occupied private dwelling was 2.8. The average household size was 2.2 people.

In Somerset there were 1,493 dwellings. Of these 90.3% of private dwellings were occupied and 9.7% were unoccupied. Nearly all of the occupied dwellings (90.3%) are detached dwellings. 4.8% of the dwellings in Somerset had 1 bedroom, 20.5% had 2 bedrooms and 54.5% had 3 bedrooms and 17% had 4 or more rooms. The average number of bedrooms per occupied private dwelling was 2.9. The average household size was 2.3 people.

In Waratah there were 177 dwellings. Of these 63.6% of were occupied and 36.4% were unoccupied. Of the occupied dwellings were overwhelmingly detached dwellings (92%), 24.8% had 2 bedrooms and 47.6% had 3 bedrooms. The average number of bedrooms per occupied private dwelling was 2.8. The average household size was 1.9 people.

In Yolla there were 149 dwellings. Of these 87% were occupied. They are nearly exclusively detached dwellings (97.5%). Of the occupied private dwellings 4.3% had 1 bedroom, 14.0% had 2 bedrooms, 53.7% had 3 bedrooms and 32% had 4 bedrooms or more. The average number of bedrooms per occupied private dwelling was 3.2. The average household size was 2.4 people.

In Boat Harbour Beach there were 83 dwellings with an average household size of 1.7 people in each of the occupied dwellings. On site observation suggests these are almost exclusively detached dwellings. Privacy issues have meant that more detailed conclusions were not published by the ABS. However, given that 82 dwellings could house 139 people if all were occupied at the rate of the ones that were occupied, it is safe to assume almost half of them were unoccupied at census night.

In Sisters Beach there were 416 dwellings. They are all detached dwellings. Less than half the dwellings were occupied on census night. Of the occupied private dwellings 4.4% had 1 bedroom, 15.1% had 2 bedrooms, 52.2% had 3 bedrooms and 26.4% had 4 or more bedrooms. The average number of bedrooms per occupied private dwelling was 3.1. The average household size was 2.2 people.

On land zoned Rural Living, some of which adjoins a settlement and some of which exists in isolated pockets there are 520 dwellings. Assuming all RLZ dwellings reflect the same characteristics as Boat Harbour (selected because that suburb has a high proportion of properties in the RLZ and thus the ABS suburb data would most accurately reflect RLZ housing) 86% of dwellings were occupied, the average number of bedrooms per occupied private dwelling was 3.5 and the average household size was 2.6 people.

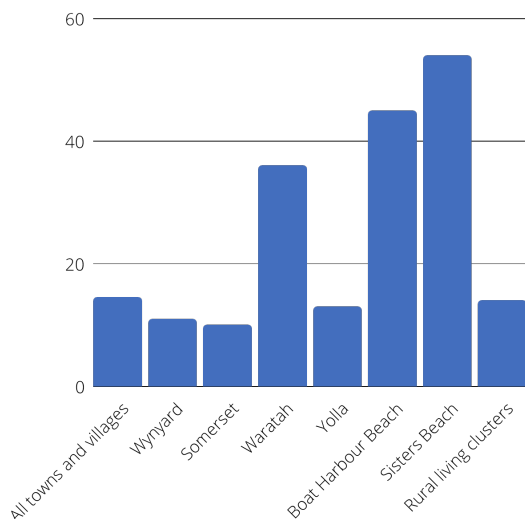


Figure 2 proportion of vacant dwellings on census night in the towns and villages of the municipality

2.3 The people

The population in the wider region has been in a gradual decline but has been relatively stable in the municipality which has experienced oscillating small waves of growth and decline. Between 1991 and 2001 this decline proceeded at an average annual rate of 0.5%. This rate of decline remained roughly constant throughout the period 2001 to 2005, leaving a population of 13,313 persons in 2005. Between 2006 and 2011, the population grew with an average annual growth rate of 0.4% and in 2011 sat at 13,707. Since then there has been no significant change in the population. In 2019 it has been estimated at 13,828, having grown by 31 from the previous year.

This population is relatively settled, only 34.5% have moved in the last 5 years. Whereas in Australia as a whole 47.6% had moved during this period².

2.3.1 Trends

Looking to the future, the Tasmanian Governments population estimates project that the population of Waratah-Wynyard will decline to 12000 in 2040, an annual loss of 0.6% (Department of Treasury 2019) and similar scenarios were adopted in the CCRLUS. However the Sustainable Murchison Plan notes that despite being based on a relatively robust, well-tested forecasting methodology, the State (trend-based) projections for the region are not designed to model economic fluctuations. As borne out by other remote regions with a high proportion of people in the workforce, these economic fluctuations can have a significant impact on population. This happens as boom or bust conditions draw more people in or forcing them away in search of work. The Sustainable Murchison Plan notes that the potential for economic growth provides a pathway to population growth and that the decline indicated in the CCRLUS may not be an inevitable outcome.

Higher life expectancy and falling birth rates are contributing to an increase in the average age of people in the community and increasing the proportion of elderly people. In 1901, only 4% of Australians were aged 65 years or older. By June 2010, this proportion had risen to 13.5%, and is projected to increase to between 21% and 23% by 2041.

² <https://atlas.id.com.au/cradle-coast/maps/moved-address#>

Demographically the population of Waratah-Wynyard are older than the Tasmanian average and increasingly there aren't enough young people in the community to replace them. Demographers .id tells us it is evident that the proportion of the population who might be considered 'Future Home Buyers' (0-19 years) is not enough to replace existing home owners. While at the moment they are likely to be dependent on others for housing, over the next 30 years (if they remain in the Waratah-Wynyard municipality) they will become 'First Time Home Buyers' and drive future housing demand. At the same time, those who own or rent houses will move towards retirement and eventually 'Aged Care' and will require housing suitable to their particular needs as those needs change.

Another factor influencing our demographic mix and increasing age is the selective outmigration of young people from the region. Anecdotal evidence suggests that young people leave to access greater opportunities elsewhere. They are partly replaced by older people moving in to the region. Primary research undertaken for this strategy through social media of those who self-identify as incoming residents suggest these people are drawn by the natural beauty, relaxed lifestyle, affordability and sense of community.

As the average age of the population slowly rises the lifestyles and housing needs of the community will also change. Older people are more likely to live alone³. Many feel less able to tend large plots or houses and it becomes more important to be closer to centres which are better serviced by transport, social and welfare opportunities. Whilst on average almost 90% of our years are lived in full health⁴, longer lives also means more years living in poor health. In 2003 (the most recent dates available) 56% of all older persons had a reported disability, the longer we live the more pressing our need to be nearer health care.

Another factor that will influence people's ability to meet their needs is their ability to get to all the places they are required to go to receive health care, access food, enjoy recreation and social interaction. In the municipality 6.8% of the population do not have a car rising to 10 % in the Wynyard area, as defined by the ABS. As people get older it seems safe to assume the proportion of the population that can't drive will also rise.

As noted in the CCRLUS although projected population increase is low, demographic data indicates that in common with the rest of Australia, housing occupancy rates in the Cradle Coast Region will fall to approximately 2.1 persons per dwelling by 2030 from between 2.3 to 2.4 persons per dwelling. This shift is already evident, according to demographer .id the largest changes in the number of persons usually resident in a household in Waratah-Wynyard Council area between 2011 and 2016 were:

A significant growth in 1-person households (+146 households)

A significant decline in 5-person households (-88 households).

Households are getting smaller, this means that in the future the same number of people will require more houses.

³ <https://www.abs.gov.au/ausstats/abs@.nsf/mf/4833.0.55.001>

⁴ <https://www.aihw.gov.au/reports/burden-of-disease/health-adjusted-life-expectancy-australia/contents/summary>

2.4 The economy

The Cradle Coast NRM Strategy 2005 notes the Region's abundant natural resources underpin its industries, including agriculture, fisheries, forestry, mining, hydro and wind energy and nature-based tourism; and are essential for the health and lifestyle of its people. Agricultural, mineral and forestry products have been the traditional mainstay of the Cradle Coast economy and continue to engage over 8% of the workforce with another 14% working in downstream industries⁵. However, in recent years the economy has diversified. The Region's businesses are relatively small⁶. Only 1% employing more than 50 people. 80% employ less than 20 people, and 58% having no employees. 85% of employment is in the private sector, with a large proportion (2200 or 27%) involved with the agricultural, forestry and fishing sector. Around which a range of commercial, community, professional and personal services have evolved to support industry and population needs.

This has resulted in the growth of the retail, hospitality and tourism, education and health and recreation sectors that now engage over 29% of the workforce. The CCRLUS observed that continued growth in the economy will be commensurate with size of the resident population and retention of primary and secondary sector capabilities. As noted above, as with all small regions around Australia, the region's population is sensitive to economic conditions. That is, as employment fortunes wax and wane, so too does the population growth rate. Both in and out-migration can increase rapidly in response to new local job opportunities or losses. For a relatively small population this can have a substantial effect. Moreover, economic migrants are usually in the childbearing age range and, if jobs are secure, family households are formed, further increasing population growth. Just as rapidly, a downturn can compel large numbers of working families to leave. The CCRLUS note there are limited signals for significant growth in economic activity and employment. However, it also observed that the Region continues to show economic resilience.

2.4.1 Income and disadvantage

The median weekly personal income for people aged 15 years and over in Waratah-Wynyard in the ABS's Socio-Economic Indexes for Areas or SEIFA index suggests that the municipality is relatively disadvantaged in all the indicators of disadvantage mapped (table 1).

Indicators of disadvantage	Score for Waratah-Wynyard (1000 is the average score for Australian municipalities. Scores lower than 1000 are more disadvantaged)
Index of Relative Socio-economic Disadvantage	925
Relative Socio-economic Advantage and Disadvantage	906
Index of Economic Resources	949
Index of Education and Occupation	907
Average of indexes	922

Table 1 Indicators of disadvantage

In other words, Waratah-Wynyard has a higher rate of disadvantage than average across all indicators.

⁵ https://planningreform.tas.gov.au/__data/assets/pdf_file/0010/569980/Living_on_the_Coast_-_declared_27Oct2011.pdf

⁶ https://planningreform.tas.gov.au/__data/assets/pdf_file/0010/569980/Living_on_the_Coast_-_declared_27Oct2011.pdf

2.5 Development activity

The pace and volume of subdivision and development applications offers insights into both the supply and demand in the municipality. It is not a complete picture of supply or demand as will not reflect demand where supply is too little or inappropriate. However, it is still informative.

2.5.1 Subdivision

Subdivision is usually a precursor to development and indicates the rate at which latent supply is turned into actual, developable supply. Applications for development are typically a good indication that there is a degree of confidence that there is demand for that development.

Tables 2-4 shows approved subdivisions indicated by zone and settlement. In most cases after land has been zoned for a particular urban residential use (such as GRZ) land will require subdivision to facilitate development. An absence of subdivision activity where land has been zoned to facilitate subdivision can indicate that market considers development to be less likely or some other barrier exists to deter appropriate development.

The net gain in lots was evenly spread over land zoned RLZ, LDRZ and GRZ with 45, 44 and 45 new lots in each of these zonings. In terms of the location for these new lots the coast proved overwhelmingly to be the most attractive area, with no lots created at either of the inland centres.

	GIZ			GBZ			GRZ			LDRZ			VZ			Unspecified		
	lots in 2016	Lots created between 2016-mid 2020	lots mid 2020	lots in 2016	Lots created between 2016-mid 2020	lots mid 2020	lots in 2016	Lots created between 2016-mid 2020	lots mid 2020	lots in 2016	Lots created between 2016-mid 2020	lots mid 2020	lots in 2016	Lots created between 2016-mid 2020	lots mid 2020		total lots created between 2016-mid 2020	average new lots per annum
Wynyard	92	4	96	134	0	134	2463	29	2492	10	0	10	0	0	0	4	33	7.3
Waratah	0	0	0	0	0	0	0	0	0	0	0	0	428	0	428	0	0	0.0
Somerset	48	0	48	60	0	60	1494	16	1510	48	0	48	0	0	0	0	16	3.6
Boat Harbour Beach	0	0	0	0	0		0	0	0	422	32	454	0	0	0	0	32	7.1
Sisters Beach	0	0	0	0	0		0	0	0	138	12	150	0	0	0	0	12	2.7
Yolla	0	0	0	0	0		0	0	0	0	0	0	72	0	72	0	0	0.0
Total	140	4	144	194	0	194	3957	45	4002	618	44	662	500	0	500	4	93	20.7

Table 2 New lots in each town or settlement in each zone between 2016 and mid 2020

RLZ	lots in 2016	lots mid 2020	Lots created between 2016-mid 2020	Proportion increase over period	average new lots per annum
All locations in municipality*	585	630	45	1.077	9.8

* including those not contiguous with a town or village in the strategy

Table 3 New RLZ lots in the municipality in this strategy between 2016 and mid 2020

	GIZ	GBZ	GRZ	LDRZ	VZ	Unspeci fied	Ave. per annum
average new lots per annum	0.9	0	10	9.8	0	0.9	20.7

Table 4 Summary of new lots in the municipality in each urban zone in this strategy between 2016 and mid 2020

2.5.2 Development Applications

In relation to development approvals for dwellings, these are indicated in Table 5 below by zone and suburb. This shows 157 Development Applications yielded approval for 276 dwellings based on Council statistics in the 4.5 years from 2016 to mid-2020.

This table indicates that over half the dwellings approved were on lots zoned GRZ with houses in RLZ coming second at less than a third of the rate of those on GRZ zoned land. Wynyard was far and away the most significant centre for new development with 59% of the approvals.

2.5.2.1 Development Approvals for residential development

	Total dwellings 2016	Additional approved dwellings						Total dwellings mid 2020	Increase in dwellings over period	Proportional increase in dwellings over period	Average annual increase
		GBZ	GIZ	GRZ	LDRZ	RLZ	VZ				
Wynyard	2,554		1	105	5	34		2,699	145	0.05	32
Waratah	176						1	177	1	0.01	0
Somerset	1808	2		87		14		1,911	103	0.05	23
Boat Harbour Beach	82					1		83	1	0.01	0
Sisters Beach	397				18	1		416	19	0.05	4
Yolla	149							149	0	0	0
Mount Hicks*	144					3		147	3	0.02	1
Boat Harbour*	120					4		124	4	0.03	1
Total	5,430	2	1	192	23	57	1	5,706	276	0.05	61
average increase in dwellings per annum		0.4	0.2	42.7	5.1	12.7	0.2				

* not contiguous with a town or village in the strategy

Table 5 Development approvals

Comparing lots created to lots developed reveals that lots are being developed faster than lots are being created in all towns and villages. This is likely to be absorbing the slack of having a large number of vacant lots, but it is probable that it is using up the 'low hanging fruit', thus leaving more difficult to develop lots to meet future needs. If continued, this will have the effect of constraining supply.

2.5.2.2 Implications for Strategy

The sensitivity of the region's population to economic conditions has implications for planning. When growth or decline is so influenced by external factors that are to a large extent beyond the control of the region or state and are often unforeseeable it makes it more difficult to accurately plan for these people's needs. The variables suggest building in resilience and flexibility rather than locking in a rigid planning response that is tailored for just one outcome.

What can be predicted with confidence is that as the population changes, either through ageing or through an influx of younger families, there will be an increasing need to provide more diverse housing to satisfy the changing demand. An ageing community will create additional demand for health services and age-appropriate housing options including more independent and assisted living units. The appearance of more non-family households, and a growing number of immigrant groups are all contributing to a range of housing preferences and needs that will need to be addressed in the Settlement Strategy.

Ensuring housing supply is appropriate for this demand will be a highly challenging task as the makeup of the population continues to diversify, accompanied by a parallel diversification of housing requirements beyond what has been traditionally provided within the municipality. However, the Sustainable Murchison Community Plan 2040 noted that since 2012, there has been more dwelling and subdivision development within the Wynyard urban boundary than outside it. This suggests there is a market for smaller houses and units nearer the town and the private sector is responding to a demand to live within established areas closer to existing amenities.

3 Demand

The CCRLUS identifies all settlements in this strategy as conforming to a low growth scenario where demand is driven largely by internal population change and very low rates of inward migration. Under this scenario growth relies principally on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.

However, as noted in chapter 2, in common with all small regions around Australia, the regional population is sensitive to economic conditions⁷. That is, as employment fortunes wax and wane, so too does the population growth rate. This is very characteristic of a region with a relatively high proportion of working age residents (although older working residents).

Both in and out-migration can increase rapidly in response to new local job opportunities or losses. For a relatively small population this can have a substantial effect. Moreover, economic migrants are usually in the childbearing age range and, if jobs are secure, family households are formed, further increasing population growth. Just as rapidly, a downturn can compel large numbers of working families to leave.

The CCRLUS noted there are limited signals for significant growth in economic activity and employment. However, it also observed that the Region continues to show economic resilience.

It is noted that the Sustainable Murchison Community Plan (2016) is a much more recent document than the CCRLUS (2010) and highlights the possibility of greater growth than projected in the CCRLUS. However it does not project population figures for the settlements within Waratah-Wynyard so it cannot be used to provide a specific scenario, although it does suggest we model a growth scenario.

Given these variables the modelling undertaken for this strategy look at three population scenarios. These are the top and bottom of the state government population projections⁸ which both indicate decline and a third scenario suggesting a nominal 1% growth of population across the municipality during the life of the strategy.

Existing population	13800
Population scenario 1 low state govt. estimate	11685
Population scenario 2 high state govt. estimate	13085
Population scenario 3 growth scenario	13938

The demand scenarios modelled in this assessment are based on the projected population sizes and the anticipated reduction in the average household sizes forward over the lifespan of this strategy. This is then modified by estimations of various factors that cannot be predicted confidently but would be expected to alter demand, either increasing it or decreasing it as indicated.

3.1 Residential demand

Demand is influenced by underlying and effective demand. Underlying demand is the demand for housing created by the number of households in the population and effective demand takes account of the desire and ability of people to commit to a place and a property.

⁷ Sustainable Murchison 2040: Community Plan A Community Study

⁸ ⁸ <https://www.treasury.tas.gov.au/economy/economic-data/2019-population-projections-for-tasmania-and-its-local-government-areas>

3.1.1 Underlying demand

As noted in the CCRLUS household size in the Cradle Coast Region will fall from between 2.3 to 2.4 persons at the time of the last census to approximately 2.1 persons by 2030. This is because of a trend towards more people living alone, people living longer than their partners and higher divorce rates. Consequently, the number of dwellings needed to house a given number of people will increase. For these reasons, under the three population scenarios identified above and assuming household size stabilises after 2030 the municipality would need to increase the number of occupied dwellings by the following amounts to house everyone:

Where existing stock is occupied private dwellings from ABS census 2016⁹.

Population scenario	Projected population 2040	Household size	Dwellings required to house everyone	Existing stock	Additional dwellings required	Dwellings needed per year to meet demand	Proportional increase
1	11685	2.1	5564	5,376	188	9	104%
2	13085	2.1	6231	5,376	855	43	116%
3	13938	2.1	6637	5,376	1261	63	123%

Table 6 Housing demand at different population scenarios

3.1.2 Effective demand

In addition to underlying demand, many other factors influence actual or effective demand that influence peoples propensity to live in these locations in particular types of dwellings. The drivers and dampeners of effective demand were identified through interview and Survey monkey survey with estate agents (n=6) and responses through Facebook page surveys with intending residents and recent residents (n=25). These investigations found that the factors that attracted people to the area and those that deterred people were:

3.1.2.1 Drivers of demand

The factors that push up demand are:

- Lower house prices for comparable houses and ability to buy a larger lot/better house with the same amount of money than one could do elsewhere;
- Undefined lifestyle/avoidance of crowds and congestion of the city, 'the good life';
- Natural beauty;
- A sense of community;
- Easy access to recreational opportunities;
- Availability of housing and properties that facilitated 'weekend' activities with room for sheds, boats, caravans;
- Perceived lack of major social and environmental problems;
- High quality education system; and
- Mild climate.

⁹ https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA65410?opendocument

3.1.2.2 Dampeners of demand

The factors that reduce demand are:

- Lack of medical care
- Poor supply of appropriate housing
- Poor internet/digital access

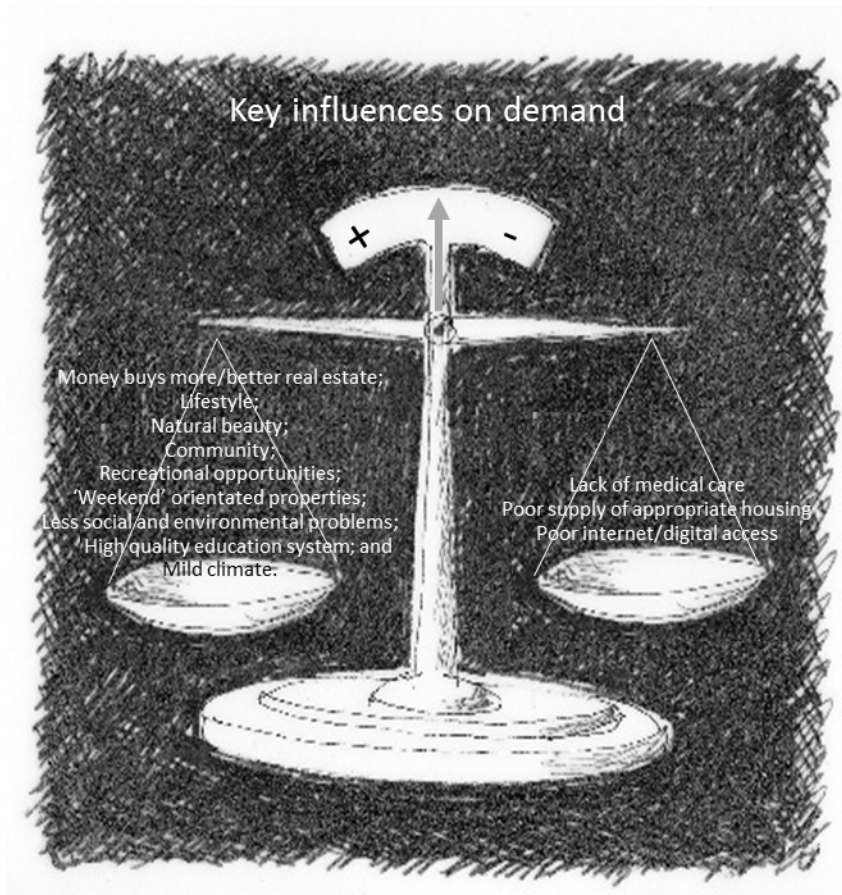


Figure 3 Influences on demand

3.1.3 Emerging influences on demand

A number of factors would be expected to change demand during the lifetime of this strategy. These are outlined below.

3.1.3.1 Digitalisation

Universal high-speed connectivity to the internet is seen as an important means of accessing opportunities and its absence significantly limits access to those opportunities. 22% of people in WW had no access to the internet at home in 2018, according to .id, compared to only 13.6% of people across Australia. The digitisation of so many aspects of people's lives and businesses presents an enormous opportunity for improved efficiency and productivity, but it also presents a new form of disadvantage to those left without it that may diminish the appeal of the area. Addressing this paucity is likely to change the balance of attractors and deterrents to the area.

3.1.3.2 Ageing community

The Council of the Aging estimated that the proportion of the Waratah-Wynyard population that is over 65 is increasing rapidly. They found it was 18% in 2011, has been estimated to be 25% in 2020 and will increase to 35% in 2030. The ageing population and changing living patterns of older persons suggest small unit developments, retirement villages and aged care establishments will also account for an increasing share of new dwellings and residential facilities. Interviews with real estate agents suggest that Wynyard, in particular will attract this section of the population because of its natural beauty, it is flat and well serviced. The increase in aged persons is also likely to create employment growth in aged care and the care industries more generally.

3.1.3.3 Climate change

The impacts of climate change have been modelled to be less detrimental in our region than other parts of Australia¹⁰ which may attract people looking to escape its more dramatic impacts elsewhere. The Sustainable Murchison Strategy noted that despite perceptions this 'climate change refugee' effect hadn't had a significant effect although it acknowledged this may change. A more recent report suggested that climate has become more significant as a driver of demand¹¹.

Even if the effects of climate change are delayed or diminished in this region Waratah-Wynyard may still face considerable challenges that may potentially diminish its appeal and the quality of life that can be enjoyed here. This may happen as landscapes change, new pests become established in the area, storm, flood and fire events become more frequent and more damaging, water becomes less dependable. The Health and Wellbeing Plan notes "Research suggests that changes to our climate may affect human health and wellbeing on many levels. Effects may include the impacts from increased extreme weather events, wildfire and decreased air quality (higher pollution and allergens); threats to mental health (e.g. post-traumatic stress disorder following weather events and increased anxiety at their increasing frequency); and illnesses transmitted by food, water, and disease-carriers. Sea level rise is also projected to lead to more frequent coastal inundation events"¹².

3.1.3.4 Social trends

Anecdotal evidence suggests TV Lifestyle shows and the recent C19 epidemic have influenced social trends and demand. However, these trends point in different directions. The Central Area Development Strategies Project Draft Master Plans and Strategies January 2019 noted that there is a trend to increasing residential development within town centres is evident elsewhere in Tasmania and has resulted in more vibrant communities and demand for night-time cultural and recreational activities. However, there is currently little in the way of residential offerings in the Central Areas of Wynyard. Although smaller units are being built this sector is not growing as fast as the demand is being created, as noted in chapter 4. The Investment and Settlement strategy for nearby Burnie noted that "factors such as recent development trends, declining average household size, housing affordability issues and limited availability of Greenfield sites suggest there will be increased demand for medium density unit development in Burnie into the future". It seems given the similar demographic profiles and exposure to similar development trends this will increasingly impact Wynyard and Somerset, notwithstanding market resistance as noted below.

On the other side of the coin there are some influences that point towards a growing demand for larger lots, in particular to accommodate the 'tree change' phenomena which will increasingly influence immigration into the area¹³ as noted above.

¹⁰ Murchison Sustainable Community Plan 2040 | Community Study

¹¹ <https://www.abc.net.au/news/2019-12-16/climate-migrants-moving-south-to-tasmania/11800152>

¹² [file:///C:/Users/jenny/Dropbox/My%20PC%20\(Ifor\)/Downloads/Community-Health-Wellbeing-Plan-2019-2014-Waratah-Wynyard-Circular-Head-Councils%20\(4\).pdf](file:///C:/Users/jenny/Dropbox/My%20PC%20(Ifor)/Downloads/Community-Health-Wellbeing-Plan-2019-2014-Waratah-Wynyard-Circular-Head-Councils%20(4).pdf)

¹³ <https://www.abc.net.au/news/2019-12-16/climate-migrants-moving-south-to-tasmania/11800152>

3.1.3.5 *Market resistance*

The Investment and Settlement strategy for Burnie stated that despite an evident demand for intensification of housing noted that past medium-density housing development has not enjoyed strong market support and that detached houses remained the preferred housing type. Anecdotal evidence and discussions with real estate agents suggest this is likely to also be an issue here.

3.1.3.6 *Price sensitivity*

Discussions with building designers and real estate agents suggest that the housing market is polarised. A minority with relatively deep pockets are more likely to place a greater weight on issues like design or views whereas the majority of the market is more sensitive to price and places much less weight on matters of design quality when making decisions about what to buy or build.

3.1.3.7 *Hidden demand*

Markets for different types of housing do not work in discrete silos. All markets influence one another and have spill overs. This happens when demand and supply become mismatched. For example, if a person wanted to downsize and move into a unit as they got older but no suitable units were available in that area they may stay put. In this case the demand for units would be hidden as it wouldn't be reflected in dwellings bought or sold. This situation also locks up larger, previously family housing with only one or two people per dwelling and diminishes the options available for those families that do wish to move into the area.

Equally in this situation if people can't find a unit they may purchase a smaller house, contributing to an apparent demand for a different type of housing. Consequently, effective demand may be obscured as preference for a particular type or style of housing may be hidden within the demand for a similar segment. This is called 'market elasticity'.

This can also mean providing more housing in a certain segment of the market might reduce demand in another segment. Anecdotal evidence from real estate agents suggests that rural living lots attract significant interest in the market, particularly given a relative paucity of this zoning in Burnie City Municipality. Interviews with these real estate agents and planners at Burnie reveal that there is also a latent demand for Rural Living lots aimed at the 'top end' of the market. These require high amenity, low constraint locations with an attractive view. There is little market elasticity for these buyers. If they don't find what they want here, they don't have to accept second best and will look elsewhere.

Choosing to cater for this sophisticated demand can have good and bad outcomes that may distort the housing market. If it is successful in attracting well-heeled people, it would seem to be an effective way to inject money into the local economy and broaden the economic base of the Waratah-Wynyard community. This would bolster confidence more broadly in buying into the area. However, although it cannot be quantified exactly releasing more RLZ looks likely to diminish demand for GRZ housing, particularly for those of more modest means. This happens as those people who are more tied to the area would chose a larger lot, further away from town if one was available. This shift in emphasis from smaller, more highly clustered GRZ lots to larger, more dispersed RLZ lots would have the effect of generally reducing densities, locating people further from services and so would contribute to sprawl. This raises many resource implications, it increases vulnerability as a greater proportion of the population lives where walking is less viable, thus increasing vehicle dependency and runs counter to the aspirations and intent of CCRLUS.

3.1.3.8 Erosion of the core assets

The CCRLUS and the findings of community consultation suggest that local character and identity make an important contribution to liveability. Community consultation suggests this character comes significantly from intangibles like a sense of community, friendliness but it is also influenced by the built characteristics of the town and villages. These are characteristics such as building heights, gardens and landscapes and the relatively low density of development that was described by many as a 'small town character'. This character is evidentially sensitive to intensification which will therefore require very careful design to retain this character or sensitively set design parameters that let that character evolve into something else that can be valued.

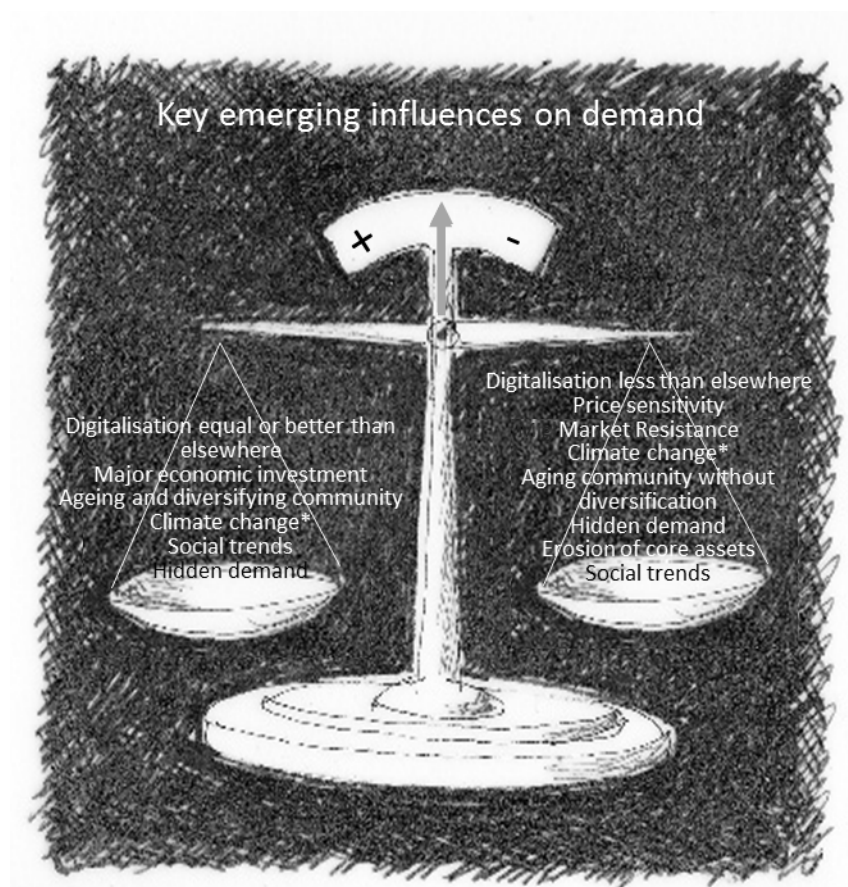


Figure 4 Emerging influences on demand. Factors indicated with an asterisk may have significant impacts on demand on either side, potentially contributing to or diminishing demand.

3.1.4 Commercial

The Central Area Development Strategies Project Draft Master Plans and Strategies (CADS) stated that Wynyard town centre comprises approximately 14,100 m² of active retail floor space serving a Market Area with an estimated resident population of 11,270. The Market Area comprises Wynyard and surrounding hinterland, for which Wynyard town centre serves as the closest and most convenient retail destination.

The study found that Wynyard's Market Area spent an estimated \$117 million in the financial year ending June 2018. Based on prevailing average turnover densities, this spending would support an approximate 19,080 m² of retail floor space, or 4,980 m² more than the existing active floor space (mid-2018). The shortfall in space was largely in the non-food sector such as apparel, homewares, appliances and hardware (4,500 m²). The study noted additional retail floor space could be accommodated within the footprint of the existing General Business Zone.

The CADS noted that in Somerset there is also a shortfall of retail floor space compared to what would be expected of its market area. The Somerset Market Area encompasses Somerset and the surrounding rural hinterland for which it represents the closest and most convenient retail destination. The estimates of resident population (at June 2017) indicate that there is a Market Area population of approximately 5,500. The Choice Location Strategists assessment found that the spending power of Somerset's Market Area would support approximately 9,300 m² of retail floor space based on the nominated turnover densities. This is 3,550 m² more than Somerset's current active retail floor space. The shortfall was particularly pronounced in food, groceries and liquor, a deficit of 1,400 m², and non-food retail a deficit of 2,300 m². In the absence of this space, the trade Somerset would otherwise attract is lost to alternative destinations, most likely in neighbouring Burnie.

The CADS identified a series of rezonings that can accommodate this shortfall and allow Somerset to capture this escaping trade.

In Waratah and Yolla commercial uses such as business and professional Services, food services, general retail and hire are allowed within the Village Zone and thus do not require a specific change to the zoning to facilitate commercial development.

In Boat Harbour Beach and Sisters Beach commercial uses are discretionary within the zoning and thus do not require a specific change to the zoning to facilitate commercial development. There is also very little apparent demand (although more shops were identified by the community in Sisters Beach as something they felt would contribute to the liveability of their village).

3.1.5 Industrial

The Industrial Land Study North West Tasmania study links the demand for more industrial land to population growth. Consequently, reflecting an aspiration to foster more growth suggests that we look to the upper end of the projections for demand for industrial land. The study suggests that meeting this demand for local industry would require 0.8ha of land in the municipality. This can be met within the existing zoned land.

Analysis of recent development activity reveal very little industrial development in Somerset and more in Wynyard (as noted in CADS).

In Waratah and Yolla small scale workshops are permitted within the Village Zoning and so do not require a particular zoning response.

In Boat Harbour Beach and Sisters Beach very little apparent demand and workshops etc. are discretionary in the zoning.

In all the settlements apart from Wynyard and Somerset people have to travel to a larger centre to access most industrial activities.

Knowledge/creative industries including research and development

An area of industry that was not addressed in depth in the Industrial Land Study North West Tasmania study or the CADS plans was the growth or suitability of knowledge/creative industries including research and development. Towns and regions are increasingly competing against other towns and regions around the world for talented, creative people that are the critical factor. These people bring significant wealth and support multiple areas of the economy. They are not geographically fixed and are freer to move around than other assets. Experience and research suggest the creative people that are the core factor in developing these industries tend to be drawn to places offering greater 'inspiration'. In particular they are more attracted to places offering¹⁴:

- Clusters of like-minded people

¹⁴ Adapted from <https://www.sciencedirect.com/science/article/abs/pii/S0264275117310442>

- High amenity locations
- 'Quality of life' opportunities
- Good connectivity to the outside world (virtual and actual)
- Diversity and tolerance.

It is noted that WW already enjoys many of these characteristics, in particular a beautiful environment, existing creative community and good connections to the mainland. Although not listed it is also assumed that affordability and association with a positive brand would also be assets. It is noted the state's population strategy emphasises initiatives to foster the community's diversity and (further) increase tolerance. Factors that may assist attracting this industry and stimulating demand for this sector include:

- Promoting the area as an inspiring place to work (in keeping with brand Tasmania's image).
- Invest in liveability (amenity, walkability, etc.).
- Improving design standards
- Improving connectivity; internet access and transport links

3.2 Implications for this Strategy

To a significant extent, demand will largely be driven by changes in housing needs as the community diversifies and ages. This is because of the social tendency to smaller households as people age which effectively spreads any given population over more dwellings. The changing needs and capacities of people as they age suggest these houses should be smaller (less to maintain, fewer empty rooms) and nearer social, recreational and medical facilities with better access to public transport. Incidentally, the changing needs of the community may also increase demand for house modification to facilitate ageing in place.

However, across residential industrial and commercial sectors there are many other factors that may also contribute to demand by drawing people to the area. Unfortunately for this analysis many of these drivers of demand are not quantifiable or their impact predictable in any reliable way given they are subject to so many variables. As noted above the economy and hence demand is very sensitive to outside influences. These cannot be quantified but may be influential. Given the aspirations for sustainable growth that underpins this strategy these factors suggest meeting these aspirations can only be realised by attracting people to the area who could go elsewhere. Consequently, in order to foster demand it is important to;

- Protect and where appropriate enhance these drivers of demand
- Address or mitigate the dampeners of demand
- Provide an adaptable strategy that can respond to changing circumstances.

The levers that can be pulled to foster growth in the municipality's communities are limited and sensitive to price. However analysis of the factors that influence demand supports the conclusions of the CCRLUS and Sustainable Murchison that carefully targeted measures that enhance liveability will bolster demand, attract people and encourage them to stay are likely to be effective.

4 Supply

This section considers the capacity of the zoned land in each of the towns and villages to accommodate further development. It distinguishes maximum potential supply to actual supply to take account of various known factors such as difficulties accessing or servicing lots that may diminish the yield of this land and its ability to accommodate further development.

4.1 Maximum potential housing supply

In absolute numbers the existing potential supply of housing over the life of the strategy is shown in table 7. This is be estimated by adding:

- Existing dwellings: all existing dwellings (all of which are assumed to be habitable) in each of the zones within the scope of this strategy;
- Dwellings that can be accommodated in *Undeveloped* or vacant lots in each residential zone. (These are assumed to be developable to accommodate 1 dwelling per lot); and,
- Lots that can be accommodated in *underdeveloped* lots, these are existing lots (either vacant or partly developed) that are at least twice the size of the average lot +10% for circulation. At this size they are theoretically large enough to be subdivided and so yield an extra lot. This will account for the latent potential of larger vacant lots as well as larger lots that already have a dwelling on them but are large enough to be further subdivided. These resulting lots are assumed to be developable at a rate of one dwelling per lot; and,
- The dwellings in Industrial and Business zones, estimated by projecting the rate of historical development forward over the lifespan of the strategy.

This assumes no dwellings are lost during this period or if they are another dwelling is built on the lot within the lifespan of this strategy.

In Village and Low Density Residential Zones that can accommodate uses other than residential uses it assumes developed lots in these zones will also accommodate a dwelling. It is understood this isn't always the case but an analysis of aerial photography reveals that the vast majority of developed lots in these zones do contain a dwelling.



Figure 5 illustrating estimation of residential lot supply.

Town and zone	Existing dwellings	Potential dwellings			Potential dwellings (total)	Total (Existing supply + Potential supply)	Proportional increase
		Undeveloped (vacant) lots in GRZ, LDRZ, VZ, RLZ	Lots that could be accommodated in larger lots in GRZ, LDRZ, VZ, RLZ	Residential development based on past rate in other zones			
Wynyard	2,289	225	719	4	948	3,237	0.29
GRZ	2,244	220	719		939	3,183	0.30
LDRZ	5	5	0		5	10	0.50
Dwellings in other zones	40			4	4	44	0.09
Somerset	1,493	87	422	10	524	2,017	0.26
GRZ	1419	81	385		466	1,885	0.25
LDRZ	40	6	37		48	88	0.55
Dwellings in other zones	34			10	10	44	0.23
Boat Harbour Beach LDRZ	83	49	46		93	176	0.53
Sisters Beach LDRZ	416	80	112		188	604	0.31
Yolla VZ	149	23	18		42	191	0.22
Waratah VZ	177	320	51		296	473	0.63
RLZ land	520	110	247		360	880	0.41
Total	5,127	894	1,615	14	2,523	7,650	0.329804

Table 8 Breakdown of residential supply

This means the six towns and villages of the municipality have enough land zoned to accommodate 2523 new lots through developing vacant lots and subdividing lots that are large enough to be subdivided based on average lot sizes + 10% for circulation. This represents an increase of approximately 33% more dwellings than are presently accommodated within existing zonings.

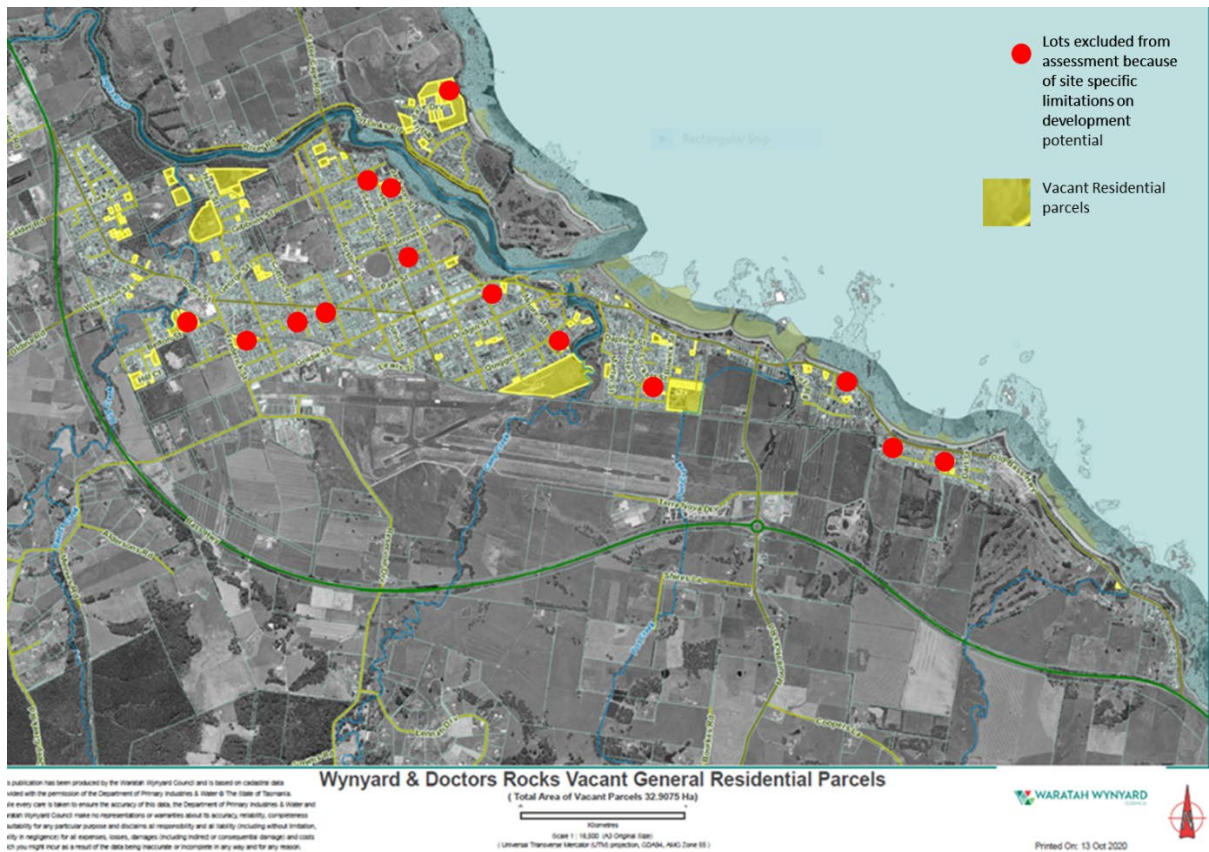


Figure 6 undeveloped land in Wynyard

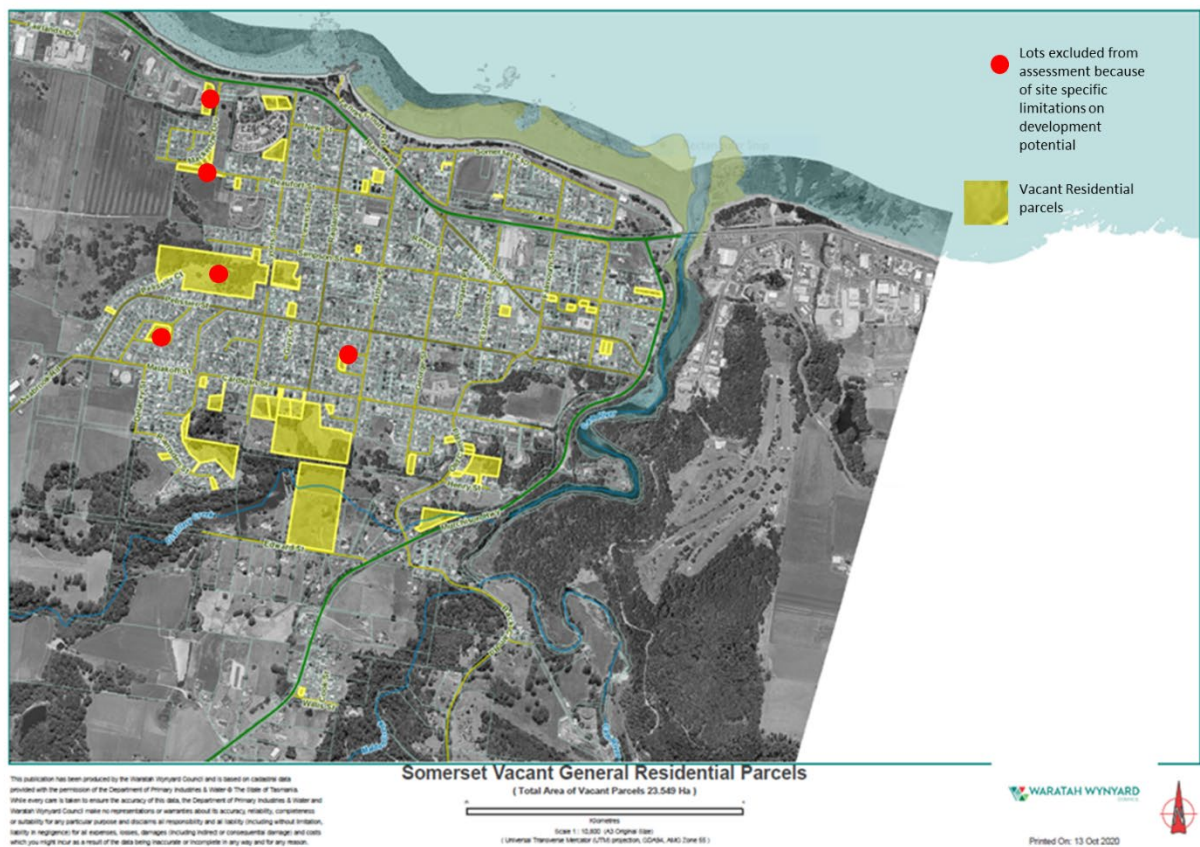


Figure 7 undeveloped land in Somerset

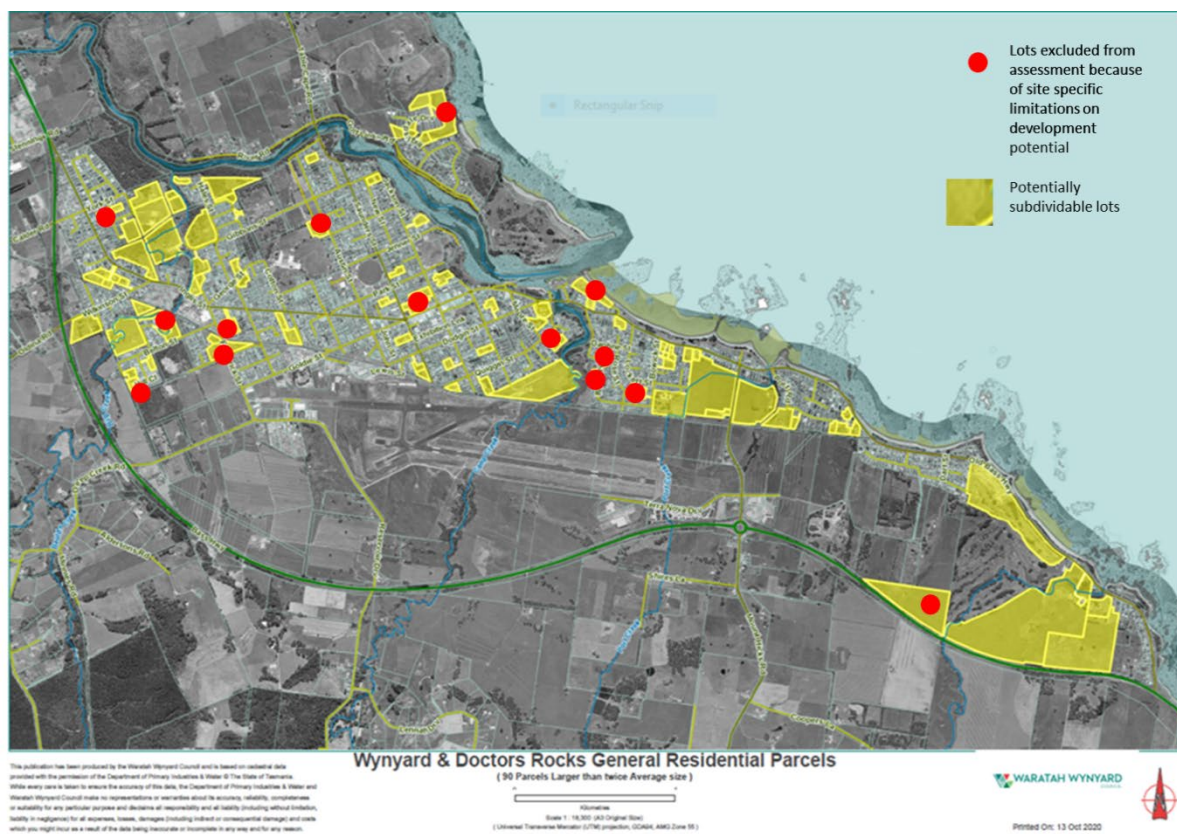


Figure 8 underdeveloped land in Wynyard

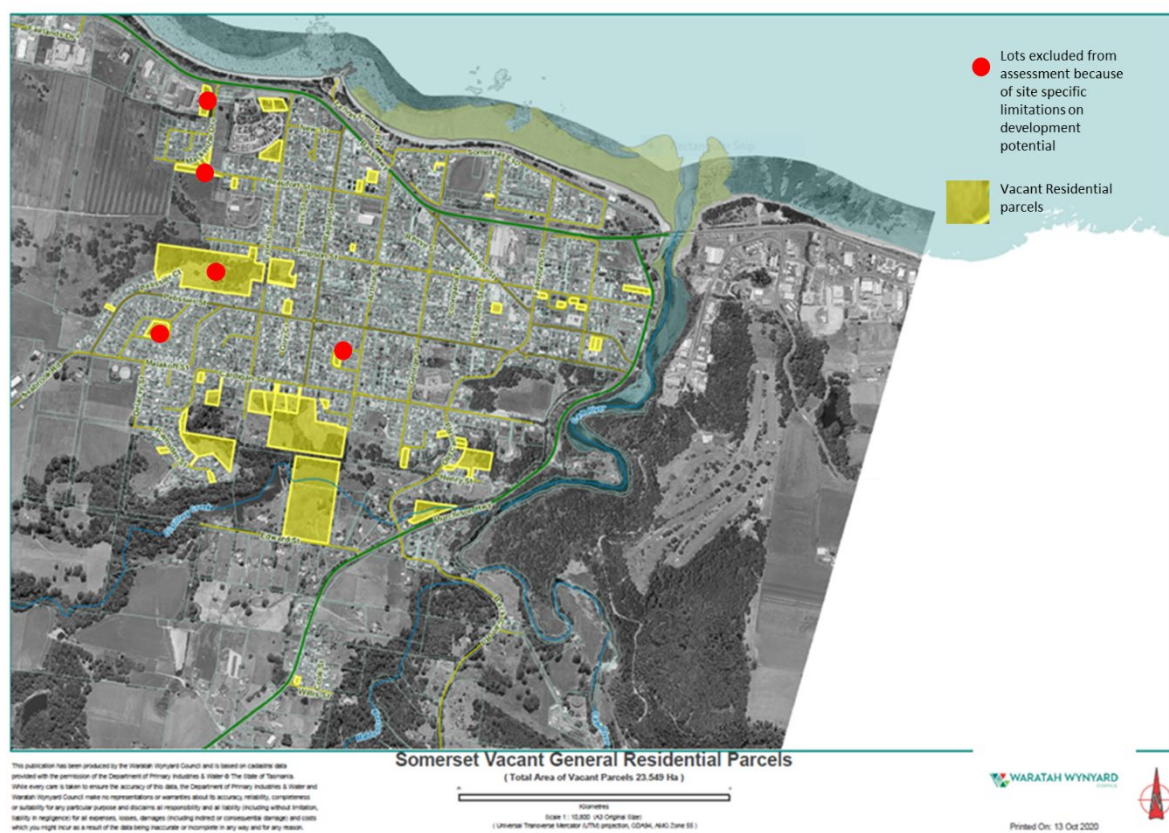


Figure 9 underdeveloped land in Somerset

Assuming a dwelling is developed on each of these lot and a household size of 2.1 people in each dwelling as suggested in the Cradle Coast Regional Land Use Strategy these new potential dwellings have the capacity to accommodate an additional 5298 people.

This also means that under this ‘fully built out’ scenario, at this average household size the 7650 dwellings of the municipalities’ towns and villages that could accommodate a population of 16065. Given that the most recent treasury estimates are for population decline¹⁵ at first glance there is ample potential land to accommodate growth, should it be required. However as outlined in the following section there are many reasons why this fully built out scenario may not be achievable or desirable.

The total area of vacant lots and underdeveloped lots that could be intensified to achieve this supply is outlined below. Note this model is based solely on zoned land developed at the prevalent lot size, and takes account of no other factor;

Area of potential intensification from Waratah-Wynyard data					
	LDRZ	GRZ	RLZ	VZ	Total
a. Number of lots	662	3997	631	569	5859
b. Lots with dwellings or otherwise developed	522	3699	520	226	4967
c. Vacant lots	140	298	111	343	908
d. Average size of lots	0.175097	0.137207	2.66411	0.2	
e. Number of lots over twice the size of the average lot (and so assumed to be candidates for rezoning (with exceptions as illustrated in figures 6-10)	43	152	57	26	278
f. Average size of lots in e.	1.61314	1.4102	12.6918	0.6	
Area of underdeveloped lots (ha)	69.3	214.35	723.43	15.6	1022.748

Table 9 land that could theoretically be more intensely developed under existing zoning.

Put another way, there is nearly 1023ha of residentially zoned land that *could* be intensified within the existing zoning because it is undeveloped or underdeveloped. Nearly three quarters of this is zoned Rural Living.

If this section is seen as the total land that *could* be intensified considering zoning the following section considers the proportion of that land that *should* be intensified taking account of additional planning considerations.

¹⁵ <https://www.treasury.tas.gov.au/Documents/2019%20Population%20Projections%20-%20Tasmania%20and%20Local%20Government%20Areas.pdf>

4.2 Limitations on turning potential supply to actual supply

However not all this potential supply can be turned into actual supply in the near future. Some of the key elements that limit the rate that this potential supply can be turned into dwellings include:

4.2.1 Capacity limitations

In Australia the annual production of new housing typically averages less than 2% of the existing stock. This pace is to a large extent locked in by capacity constraints in the building industry which limits the ability to suddenly increase supply at times when demand suddenly increases. This means supply can lag to changes in demand.

4.2.2 Development Intention and supply bottlenecks

When land is fragmented into multiple ownerships as illustrated in figures x-x development may be slowed down by a need to consolidate and re-subdivide land to achieve an efficient lot layout. If any of the land owners may not be minded to develop this can also significantly slow development down and create difficulties with efficient development sequencing or accessing services. When this happens land supply can be constricted, resulting in supply shortages which have been noted by Real Estate agents in the Waratah-Wynyard area in a survey by Council Officers. Land banking, emotional attachment to the undeveloped land, poor returns and the perceived difficulties and costs of subdivision have been identified as reasons that may deter development or subdivision for many land owners.

4.2.3 Servicing difficulties

In nearly all urban zonings building approval will be contingent on adequate services being accessible on the site. There are significant number of sites that are zoned for residential or other urban uses that are constrained by an inability to adequately service. These difficulties are due to distance from existing infrastructure, topography, elevation and barriers such as creeks or rivers as well as the supply bottlenecks noted above. Accessing services in an efficient and economical way requires orderly development, this is made difficult or impossible to achieve if development has to 'leapfrog' vacant sites.

At present in Wynyard 50.6 ha of land zoned GRZ are outside the area serviced by water and within this area 4.2ha of land are outside the area serviced by sewerage.

In Somerset Area 20 ha of land zoned GRZ is outside the area serviced by water.

In Waratah area 39ha VZ not serviced by water and 41 ha not serviced by sewer.

In Yolla 3.9ha of land zoned VZ is outside the area that can be serviced by water, none of the village is serviced by sewer.

In Sisters Beach 3.2 ha of land zoned LDRZ is outside the area that can be serviced by sewer, none of the village has a full water service.

In Boat Harbour Beach 1.75ha of land zoned LDRZ is outside the area that can be serviced by sewer, none of the village has a full water service.

These are incorporated into table 10 below.

4.2.4 Site characteristics

A number of characteristics of a site or its surroundings may diminish the sites capacity to accommodate development by making it relatively more expensive to develop or requiring a particular design response to achieve acceptable outcomes

Some features may significantly constrain the capacity of a site to accommodate development. These can significantly slow down the rate at which a site gets developed and this latent supply becomes actual supply. Key constraints include:

- Coastal processes such as erosion and inundation
- Landslip
- Steep topography
- Floodplains;
- Significant native vegetation;
- Aboriginal heritage areas.
- Interface with non-compatible uses;
- Impact of surrounding uses (such as airport) and
- Existing character constraints.

Major site characteristics that limit development as they relate to land slide risk and 'mapped constraints' on the Councils GIS system within each of the towns or villages are:

Wynyard approx. 4.1ha of GRZ land is identified as landslip hazard.

Somerset approximately 16ha of GRZ land is identified as landslip hazard.

Boat Harbour Beach approx. 8.9 ha of LDRZ land (approx. 75% of total village area) is identified as landslip hazard.

Sisters Beach approx. 10.5ha is identified as landslip hazard.

Yolla has no significant areas of landslip hazard

Waratah has no significant areas of landslip hazard

In relation to RLZ land 399.438 ha or 92 lots is identified as subject to mapped constraints on Waratah-Wynyard GIS system.

No significant other hazards could be determined from the available data.

4.2.5 Summary of limitations

A generalised assessment of the impact of environmental constraints and supply bottlenecks was modelled by a desktop analysis based on overlays, aerial photos and topographic information identified through www.iPlan.tas.gov.au and Council GIS data. This is shown in table 10.

Please note this is not a complete picture of limitations on development. The inclination of land owners, cultural values, awkwardly shaped lots, difficult to access lots, localised topographical features, ecological values, and microclimatic conditions will also impact whether or not a lot can be, or should be developed. It is acknowledged that these are not considered in this summary, however the factors that are included are considered to be generally the most significant ones. Consequently, they will have the greatest bearing on the number of dwellings that can be accommodated within the towns and villages of the municipality.

Town or village and zoning	Total area (ha)	Area subject to multiple constraint (ha)	Area constrained by single constraint...				Total area constrained (ha)	Total area unconstrained (ha)	Proportion constrained (ha)	Proportion unconstrained (%)
			No water supply	No sewer	Landslip risk	Other mapped constraints				
Wynyard and Doctors Rocks total	346.78	40	6	0	4.1	4	54.10	292.68	0.16	0.84
GRZ	344.69	40	6	0	4.1	4	54.10	290.59	0.16	0.84
LDRZ	2.09	0	0	0	0	0	0.00	2.09	0.00	1.00
Somerset total	219.31	13	20	18.1	16	2	69.10	150.21	0.32	0.68
GRZ	195.64	12	20	0	16	2	50.00	145.64	0.26	0.74
LDRZ	23.68	1	0	18.1	0	0	19.10	4.58	0.81	0.19
Boat Harbour Beach LDRZ	10.07	1.1		1.75	7.1		9.95	0.12	0.99	0.01
Sisters Beach LDRZ	70.55	0	0	3.2	10.5	0	13.70	56.85	0.19	0.81
Yolla VZ	18.19	0	0	3.9	0	0	3.90	14.29	0.21	0.79
Waratah VZ	91.51	40	1	1		1	43.00	48.51	0.47	0.53
RLZ land	1820.2					399	399.44			1.00
Total	2576.62	94.1	27	28	37.7	406	593.19	562.66	0.23	0.77

Table 10 Summary of limitations

In other words almost a quarter of the area zoned for residential uses has a limited capacity to be fully developed, based on a partial assessment of limitations.

Given that generally development will favour the 'low hanging fruit' and preferentially develop the easiest to develop land first, it is assumed the land subject to these constraints is undeveloped or underdeveloped. This conclusion was borne out by a multiple sample point review of aerial photography.

Consequently, given this constrained land will be almost completely in the undeveloped or underdeveloped land, much of the land that on paper could accommodate intensification will be difficult to develop. It is beyond the scope and capacity of this project to do a comprehensive detailed analysis of all sites and determine the exact nature and impact of all constraints. However, subtracting the area of constrained land from the area of land that on paper could contribute to intensification provides an approximate indication of the actual land area readily capable of accommodating intensification as outlined in table 11 below.

It is acknowledged that constrained land does not equal undevelopable land and so it can rightly still be considered to contribute to land supply, albeit at a diminished rate. Given that this constrained land is likely to yield fewer and larger lots at a slower pace this constrained land is assumed to deliver only 20% of the lots that unconstrained land would deliver. This figure is an average considering the diversity of constraints and the likelihood that over the life of this strategy bottlenecks that are presently constraining development of some sites will be overcome as adjoining sites get developed. However, barring abrupt increases in land values it seems that the difficulties that have made them difficult to develop in the past will continue to deter development in the future.

In relation to table 11 below:

- a) The *area of potential intensification* (ha) is as identified in table 8, it comprises vacant lots and lots that are large enough to be subdivided to accommodate multiple average size lots.
- b) *Constrained area of potential intensification* (ha) is as identified in table 8.
- c) *Unconstrained area of potential intensification* (ha) is determined by subtracting constrained land as identified in (b) the area of potential intensification as identified in (a). As noted above this assumes all constrained land is within the area yet to be developed.
- d) *Dwellings that can be accommodated in the relatively unconstrained area for intensification (net)* is the balance of the *area of potential intensification* as identified in table 8 after the constrained area is removed and divided by the sum of the average lot size + 25% for circulation.
- e) The *Average lot size* is as noted in table 6.
- f) *Dwellings that can be accommodated in constrained part of the area for intensification (net)* is an estimate of the lots that can be accommodated on constrained land. This is determined as 25% of the rate of the unconstrained area (net).
- g) *Total lots that can be accommodated in area of potential intensification considering constraints* is determined by adding together the lots that can be accommodated in the relatively unconstrained land to those on the constrained land yet to be developed.

Town or village and zoning	Total area of lots	Area of potential intensification	Constrained area of potential intensification	Unconstrained area of potential intensification	Proportion (relatively) unconstrained	Average lot size (ha)	Lots that can be accommodated in area relatively unconstrained (net)	Lots that can be accommodated in constrained area (net)	Lots that can be accommodated in area of potential intensification considering constraints
Wynyard and Doctors Rocks total	346.78	138.06	54.1	83.96	0.64		481	78	559
GRZ	344.69	137.06	54.1	82.96	0.65	0.139	477	78	555
LDRZ	2.09	1	0	1	0.00	0.209	4	0	4
Somerset total	219.31	101.04	69.1	31.94			174	85	258
GRZ	195.64	76.88	50	26.88	1.86	0.13	165	77	242
LDRZ	23.68	24.16	19.1	5.06	3.77	0.493	8	8	16
Boat Harbour Beach LDRZ	10.07	9.95	9.95	0	0.00	0.063	0	3	3
Sisters Beach LDRZ	70.55	29.2	13.7	15.5	0.88	0.155	80	18	98
Yolla VZ	18.19	10.55	3.9	6.65	0.59	0.253	21	3	24
Waratah VZ	91.51	53.4	43	10.4	4.13	0.184	45	47	93
RLZ land	1820.2	991.05	399.44	591.61	0.68	2.664	178	30	208
Total	2576.62	1329.04	593.19	740.06	1.25	4.29	979	292	1272

Table 11 refining assessments of land supply considering key constraints

Thus when constraints of land slip risk, unavailability of water or sewerage and other mapped constraints are considered the towns and villages of the municipality have the capacity to accommodate 1272 average sized lots in residential zones rather than 2,523 lots that a consideration of lot sizes and zoning alone would suggest as outlined in table 7.

To this total should be added dwellings in business and industrial zones. It is estimated that based on historic rates this will yield a further 4 dwellings in Wynyard and 10 in Somerset over the lifespan of this strategy. Consequently it is estimated that the towns and villages of Waratah-Wynyard has the potential to accommodate in the order of 1286 additional dwellings.

4.2.6 Occupancy Rates

Not all properties are occupied at any one time and so not all properties contribute to the actual available supply. ABS data indicates that over the last two census dates (2011-2016) dwelling occupancy rates varied significantly. In Wynyard (Statistical Area Level 2) it is 10%, in Waratah (Statistical Area Level 2) 25.6% were unoccupied¹⁶. Consequently, this assessment uses the ABS occupancy rates rather than relying on an overall average.

4.3 Housing Supply

After factoring in the reductions to the theoretic maximum stock outlined in section 4.2 and occupancy rates the existing and latent dwelling stock is reduced to 1039 lots as outlined in table 12 below.

It should be noted that where the numbers of lots are small or the development activity is intermittent as is the case in the villages in the study these figures should be treated with less confidence. This is because the small sample and relatively short sample period may not completely reflect the pace of development and hence the length of time that supply will last. However, given that most of the effective potential lots (89%) are in the towns of Wynyard and Somerset or in RLZ land where the number of lots is greater and the pace of development more consistent this analysis can still provide useful insights into housing supply.

Where:

Potential additional lots considering zoning and constraints are as table 11.

Occupancy rate is from ABS census data.

Effective potential lots is the potential additional lots divided by the occupancy rate.

Historical rate of development is the number of developments of that use in that zone on average every year based on the last 4.5 years 2015-mid 2020.

Town or village and zoning	Potential additional lots at existing density considering zoning and constraints	Occupancy	Effective potential lots	Historical rate of development per annum	Years that this supply will last at this rate
Wynyard GRZ	555	0.89	494	23	21
Wynyard LDRZ	4	0.89	4	1.1	3
Somerset GRZ	242	0.89	215	19.3	11

¹⁶ https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/604031096

Town or village and zoning	Potential additional lots at existing density considering zoning and constraints	Occupancy	Effective potential lots	Historical rate of development per annum	Years that this supply will last at this rate
Somerset LDRZ	16	0.89	14	0	Indef.
Boat Harbour Beach LDRZ	3	0.53	2	0	Effectively exhausted
Sisters Beach LDRZ	98	0.53	52	4	13
Yolla VZ	24	0.87	21	0	Indef.
Waratah VZ	93	0.63	59	0.2	293
RLZ land	208	0.86	179	12.7	16
Total	1243		1039	60	17.25

Table 12 land supply at current rates of development

The land supply can further be considered under the different population scenarios outlined in chapter 3 to provide an insight into how long the supply of housing will last under different conditions as outlined in table 13.

Where:

Population scenarios A and B are the maximum and minimum of the state government population projections which both indicate a population decline and scenario C considers a nominal 1% growth of population within the municipality.

Effective potential lots are as indicated in table 11.

Rate of development is based on approvals of development applications as outlined in Section 2.5.2, rising proportionately to accommodate the rate of development necessary to meet the different population scenarios.

Number of years that this supply will last is determined by the effective potential lots divided by the rate of development under the three scenarios.

Town or village and zoning	Effective potential lots	Rate of development p.a.				Number of years that this supply will last			
		Historical rate	Scenario A	Scenario B	Scenario C	Historical rate	Scenario A	Scenario B	Scenario C
Wynyard GRZ	494	23	23.92	26.68	28.29	21	21	19	17.5
Wynyard LDRZ	4	1.1	1.144	1.276	1.353	4	3	3	3.0
Somerset GRZ	215	19.3	20.072	22.388	23.739	11	11	10	9.1
Somerset LDRZ	14	0	0	0	0	indef	indef	indef	indef
Boat Harbour	2	0	0	0	0	exhausted	exhausted	exhausted	exhausted

Town or village and zoning	Effective potential lots	Rate of development p.a.				Number of years that this supply will last			
		Historical rate	Scenario A	Scenario B	Scenario C	Historical rate	Scenario A	Scenario B	Scenario C
Beach LDRZ									
Sisters Beach LDRZ	52	4	4.16	4.64	4.92	13	13	11	10.6
Yolla VZ	21	0	0	0	0	indef	indef	indef	indef
Waratah VZ	59	0.2	0.208	0.232	0.246	295	284	254	239.8
RLZ land	208	12.7	13.92	16.68	18.29	16	15	12	11.4
Total	1069								

Table 13 land supply under different population scenarios

These figures are based on existing lot sizes. As noted above it is likely that future lots will be smaller to cater for the demands of an ageing community. If average lot sizes reduce the number of lots that can be accommodated in the area capable of intensification will increase as outlined in table 13. The impact of different lot sizes is modelled below in table 14 for GRZ lots as no other zoning is located where it is appropriate for intensification, where:

Consolidation scenario 1 assumes new development within the area of intensification reduces the average lot size for GRZ lots by 5%.

Consolidation scenario 2 assumes new development within the area of intensification reduces the average lot size for GRZ lots by 10%.

These figures are on either side of the historic trend that has seen the average lot size for GRZ lots reduce by 7.2% over the last 10 years based on Waratah-Wynyard GIS data.

However, it seems highly likely that greater consolidation may be possible. Excluding outlying very large lots the average lot size in GRZ is 1180m² in Wynyard and 1030m² in Somerset. Section 10.4.9 of the Waratah-Wynyard Interim Planning Scheme states that the 'acceptable solution' for subdividing lots is that each resulting lot must have an area of not less than 330m² excluding any access strip (which will rise to 450m² with the adoption of the draft Local Planning Scheme). Consequently, it is assumed that many vacant and underdeveloped lots could accommodate multiple lots of these sizes. However, mass take up of this minimum size redevelopment would be difficult to reconcile with the areas character and be difficult in many sloping or awkwardly shaped sites. Consequently, the limit of consolidation that is sensitive to the areas character cannot be reliably estimated.

Town or village and zoning	Effective potential lots at prevailing lot size	Consolidation scenario 1	Consolidation scenario 2	Number of years that this supply will last at prevailing lot sizes				Number of years this supply will last with consolidation scenario 1				Number of years this supply will last with consolidation scenario 2			
				Historical rate	Population Scenario A	Population Scenario B	Population Scenario C	Historical rate	Population Scenario A	Population Scenario B	Population Scenario C	Historical rate	Population Scenario A	Population Scenario B	Population Scenario C
Wynyard GRZ	494	519	543	21.5	21	19	17	23	22	19	17	24	23	20	19
Wynyard LDRZ	4	4.2	4	4	3	3	3.0	4	3	3	3	4	3	3	3
Somerset GRZ	215	226	237	11	11	10	9	12	11	10	10	12	12	11	10
Somerset LDRZ	14	15	15	indef	indef	indef	indef	indef	indef	indef	indef	indef	indef	indef	indef
Boat Harbour Beach LDRZ	2	2	2	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted	exhausted
Sisters Beach LDRZ	52	55	57	13	13	11	2	13	13	11	11	13	13	11	11
Yolla VZ	21	22	23	indef	indef	indef	indef	indef	indef	indef	indef	indef	indef	indef	indef
Waratah VZ	59	62	65	295	284	254	154.47	295	284	254	240	295	284	254	240
RLZ land	208	212	228	16	15	12	10	16	15	12	11	17	16	13	12
Total	1069	1117	1174												

Table 14 lot supply

A 5% reduction in the average lot size for new development will yield 48 extra dwellings and a 10% reduction in average lot size will yield a maximum of 105 extra dwellings.

4.3.1 Observations about housing supply

The figures in table 13 indicate that throughout the municipality there is adequate land supply to accommodate development. However, the areas where the demand is (on the coast) does not match where the supply is (inland) and looking at it in a little more detail it is clear we are running out of land in some areas and types much sooner than others (Table 15).

Town or village and zoning	minimum land supply (years) (increase population and lots remain the same size)	maximum land supply (years) (no increase in population and lots sizes shrink)
Wynyard GRZ	17	24
Wynyard LDRZ	3	4
Somerset GRZ	9	12
Somerset LDRZ	Too few recent developments to assess how long supply will last	
Boat Harbour Beach LDRZ	Supply exhausted	
Sisters Beach LDRZ	11	13
Yolla VZ	Too few recent developments to assess how long supply will last	
Waratah VZ	240	295
RLZ land	10	17

Table 15 ranges of land supply in different settlements

The analysis undertaken for this report reveals there are a number of key factors that can influence supply:

Reducing lot size near the town centres will create a more efficient housing market through two mechanisms;

- Firstly, it will allow the available land to accommodate more development and thus the available land will last longer before it becomes completely used up. However, whilst this is in many ways desirable it will have limited potential to reduce land take as the fragmented lot pattern makes efficient subdivision less likely. This happens as creating an efficient site for subdivision often requires costly and timely site assembly (purchase of multiple lots) consolidation and re-subdivision. Experience suggests many developers are reluctant to incur the uncertainty and inconvenience this entails.
- Secondly catering for this demand will widen the diversity of housing which will remove bottlenecks in the housing market by allowing people to move to more appropriate housing thus freeing up larger housing for larger families and households.

However, to realise these efficiencies will require finding the ‘goldilocks’ sizes of lots for these different market segments. Too large and they do little to address sprawl or contribute to more efficient towns. Too small and compact and they will fail to capture the country town character that is highly valued by the community. It is after all something of the essence of what makes the towns and villages what they are.

Thus, to support desired and valued lifestyles on less land, achieve greater social objectives, meet the needs of a changing population and reduce sprawl requires we seek a corresponding increase in quality of development to ensure this more compact development can make better use of limited space and retain something of the essence of the areas character. Analysis of community values suggests that landscaping and building heights are of particular importance in retaining this character.

The estimations have assumed one dwelling per lot. It is recognised this is not always the case, as happens with strata title developments for example. However, Council records indicate only 5 strata title dwellings were approved between 2015-mid 2020 and no record exists for other developments of multiple dwellings on a single lot. Looking at the strata lots, extended for the life of this study the present rate of development would yield a further 22 lots. These would be more likely nearer town centres and so would further contribute to the consolidation of the town centres rather than the need to rezone more land on the periphery.

It should also be noted that much of the land that could be subdivided is locked up in relatively small, fragmented lots. Consequently, a large proportion of development opportunities are unlikely to appeal to professional developers. Thus, if development and consolidation are to be achieved to facilitate sustainable population growth this development is likely to rely to a large part on ‘mum and dad’ developers who are likely to be averse to the difficulty and cost associated with subdividing and/or developing. Furthermore, many of these lots are already occupied by a house and it can be assumed that many of the people who live in such lots will understandably be emotionally invested in their larger lots as gardens or yards. This will further reduce any motivation to develop.

4.4 Commercial Supply

Given the imperative to concentrate commercial activity in town centres as outlined in the CCRLUS and the CADP for Wynyard and Somerset found these could be met within the central area of these towns, this study defers to this finding and assumes no further provision need be made outside the CADP area.

In all settlements the CCRLUS requires that all commercial uses are located within activity centres. In the smaller centres the zoning allows for commercial development.

4.5 Industrial Supply

Detailed appraisals of industrial demand is outlined in the Central Areas Plan and the Industrial Land Study North West Tasmania undertaken for the Cradle Coast Authority by SGS in 2016. Both studies found that projected needs could be met within the land already zoned.

The latter study notes that North West Tasmania contains 172 suitable and vacant industrial lots, totalling 407.4 hectares. 133.8 hectares of this land is in Waratah-Wynyard which represents 32% of the total for the North West. Wynyard has 112.0 ha of suitable vacant land and Somerset has 21.8 ha of suitable vacant industrial land. The Industrial Land Study identifies Wynyard as a regionally significant precincts for future growth, nominating export orientated industries, transport and warehousing and local service industries as key sectors for this precinct. In relation to local industries the Industrial Land Use strategy identified a demand of 0.8ha.

The Industrial strategy noted the need to strategically position the regionally significant precincts and optimise their suitability for industrial uses. It stressed the importance of careful planning to achieve this outcome and nominated measures such as minimum lot size, urban design criteria and access requirements.

4.6 Implications for this Strategy

This chapter tells us there is a mismatch between where the supply is and where the demand is. This renders some of this supply irrelevant to meeting people's needs. Consequently, sustainable growth is likely to require at least an element of urban expansion.

Furthermore, in most settlements a great deal of this underdeveloped and undeveloped land is in fragmented and relatively small lots. This land is comparatively difficult to develop and tends to be unappealing for developers, consequently realising its potential will require fostering interest by 'mum and dad' developers.

The relatively small household size compared to the size of the houses suggests there is a latent demand for smaller dwellings. Given the ideal place for this development is nearer town centres in land that is typically GRZ redeveloping this land will not require rezoning therefore cannot be mandated through the planning system and will require encouragement and private sector leadership.

5 Conclusions

Meeting aspirations for a sustainable future for the towns and villages of Waratah-Wynyard municipality requires broadening the demographic base of our communities and protecting the valued natural assets that are core to the areas appeal. Consequently, achieving a desirable outcome for Waratah-Wynyard requires a delicate balance of growing the population whilst not growing the physical footprint of the towns and villages.

This will be challenging as growing the population requires reversing the prevailing trajectory of stable to declining population. Also, the prevailing trend towards reducing household size means that more houses will need to be built to house everyone, even if populations decline.

The existing patterns of development though valued also bring problems. Uniformly low-density development spreads dwellings more thinly and means that a higher proportion of dwellings are further away from town centres than they would otherwise be in a more compact town or village. This has unwelcomed public health and resource consumption consequences. This is because it fosters car dependence, makes walking to shops/school impractical, generates extra traffic and creates pressure to expand towns and villages and build over ecological, agricultural and landscape assets.

There are enough vacant and underdeveloped lots within existing zonings to accommodate the number of lots needed to house everyone. However, the distribution of these lots does not map over the hotspots of demand and within those places where demand is relatively strong many lots are constrained. In addition to these constrained lots other theoretically developable lots are not being developed because of low interest in development and an understandable attachment to a pattern of large backyards that comes with low density living. Consequently, there is a need to keep a door open to some refinement of boundaries and some limited expansion of the urban footprint to facilitate future aspirations for growth.

The area for expansion need not and should not be relied upon to accommodate all the needed or aspired growth. To a large extent diversifying the range of dwellings will free up bottlenecks in the existing housing market that will allow it to better meet the community's needs. In particular the provision of smaller dwellings better suited to an older generation (more central, nearer services and transport and easier to maintain) will allow this significant and growing demographic to move into more appropriate housing. This in turn will free up larger dwellings that are more likely to provide a better fit for younger families.

This change in stock will impact character. Care will need to be taken to ensure the form, intensity and design of the new development reflects this character as far as possible whilst balancing the extra costs imposed by higher design standards.

Another significant factor is the fragmentation of lots. Many of the potential sites capable of intensification are relatively small and would only yield an extra lot or two with relatively few sites capable of accommodating broad acre development. Anecdotally it seems that many of these lots are seen as valued back yards rather than pending development sites. As such if we are to achieve aspirations of consolidating development within the existing footprints of our towns and villages we need to unlock these sites. This means making it easier for 'Mum and Dad' developers to realise this potential and providing reassurances their amenity can be protected.

A further key factor is the variety of variables both known and unknown that may impact future growth. Consequently, rather than locking in a target that may be overtaken by events it is more important to build flexibility and resilience into any strategy.

5.1.1 factors influencing population growth

The factors and objectives described below might be seen as the levers that can be pulled from within Waratah-Wynyard to minimise expansionary pressures whilst supporting growth. They are:

Factor influencing population growth	Objective to support sustainable growth
Built character	Reconcile consolidation with retaining and enhancing character
Take up of development opportunities	Support 'mum and dad' developers to subdivide larger lots in a manner that increases yield whilst retains valued character Facilitate consolidation Provide certainty for developers
Liveability	Protect ecological and social resources upon which liveability is based Facilitate walkability, access to recreational and social opportunities, deter traffic and vehicular dominance of towns and villages, diminish risk
Housing diversity	Widening diversity of dwellings to ensure a more efficient housing market with 'something for everyone'
Internet access	Increase speeds and reach of internet access
Economic growth	Identify and promote commercial and industrial opportunities Protect industrial and commercial opportunities from inappropriate development

Table 16 Modifiable factors

Appendix 6 Good design for pause places

Pause places to comprise of elements that allow people to enjoy the public realm, add interest to the streetscape and inform community members about the ecology, environment or social history. As a rule of thumb, pause places should incorporate all the core elements and at least two of the elements in the secondary elements in the table below. Each composition designed to respond to the context and particular objectives as illustrated below.

Figure 3.32



Elements of a pause place

	Core element (all essential)	Secondary elements (multiple from this column)
Hard landscape	Seating: at least one from the following: park bench, gabion box with sitting face or tree trunk with edge for sitting Interpretive signage explaining what is growing there and its features,	Sculptural frame for plants to climb Rain garden, bicycle racks, clambering boulders, dedication plaque, sculptural informal play feature, bug hotel, little free library, litter bin, drinking fountain
Soft landscape	Indigenous understorey understorey/groundcover	Indigenous canopy trees, vines and climbers, rain garden plants. Deciduous canopy trees potentially exotic to immediate north/west of seating areas Other planting as per policy and preference of contracted management body.

Area

Minimum 5m x2.5m

Location

Within footpaths, adjacent to footpaths on outstands or built into the existing road without changing floor level.

At key destinations where people may gather such as outside schools or shops.

At terminal points of park and pedal facilities

At regular intervals (approx. 200m) along greenways (high profile, key pedestrian links to Somerset and Wynyard town centres and beach from the rest of Somerset and to Wynyard, exact alignments and locations to be determined as part of the proposed streetscape strategy)

Pause places adjacent to intersections located subject to IPWEA standards for sight lines.

Considerations

Using native plants will minimise maintenance and water requirements in the long term and provide a more significant ecological asset but may require more care in establishment.

Interpretive signage to present information about the ecological function of the plants, cultivation tips for home gardeners, the benefits of the rain gardens, the insects that can be found living in the bug hotel, the history of the tree that has contributed the trunk for a seat and/or a dedication of the pause place to a person or group. The signage designed to be sculptural features that contribute to the landscape in their own right and subtly present the information in order to minimise adverse impacts on the enjoyment of the space.

Gabions and stone features can provide a more 'urban' feel for pause places in town centres.

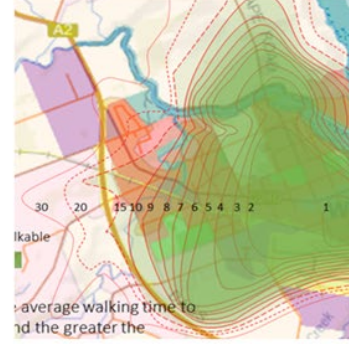
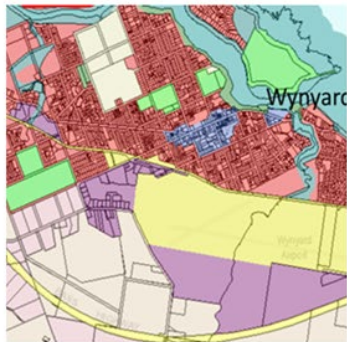
Boulders or felled tree trunks can provide not only a sculptural element but an informal play area.

Careful selection of plant species can improve the experience of the streetscape by their texture, scent and bark. This can be particularly beneficial in winter months when deciduous trees and other plants are dormant.

Additional littering may be an unfortunate side effect of attracting visitation which will create a management responsibility.

Liveable Waratah Wynyard

Settlement Strategy- Appendix 5 Identifying preferred areas for growth



Adopted by Council – 17 May 2021

Introduction

The LUPAA requires that planning schemes should provide between 10 and 20 years land supply in each zone. The analysis of supply and demand undertaken for this settlement strategy revealed that there was the following land supplies in the different zonings:

Town or village and zoning	Years that this supply will last at existing rates	
Wynyard GRZ	17-24	
Wynyard LDRZ	3-4	Supply exhausted
Somerset GRZ	9-12	Inadequate supply
Somerset LDRZ	*,	Adequate supply
Boat Harbour Beach LDRZ	na	Potential oversupply
Sisters Beach LDRZ	11-13	
Yolla VZ	*	
Waratah VZ	245-293	
RLZ land	10-17	

* Should be treated with confidence, low rates of recent development activity may not adequately reflect long term trends

On this basis the settlement strategy need only identify how land additional supply might be accommodated in Wynyard for Low Density Residential Lots. However there are a number of variables that influence land supply that have been acknowledged in the CCRLUS, Sustainable Murchison and confirmed through the investigations undertaken to prepare this report. These are future changes in demand or site specific factors that influence the ease and difficulty to develop and hence land supply. Furthermore much of this supply comprises fragmented lots in partly or largely already built up areas and is owned by people who live on the lot. It seems likely that many of these owners harbour little intention to develop their land, however the exact proportion cannot be determined.

Consequently in order to provide a margin of error and accommodate potential increases in demand and/or lower rates of supply from the existing zoned land this appendix considers potential expansion areas in the following town or village and within the following zonings:

Wynyard LDRZ

Somerset GRZ

Sisters Beach LDRZ

RLZ land

Wynyard and Doctors Rocks

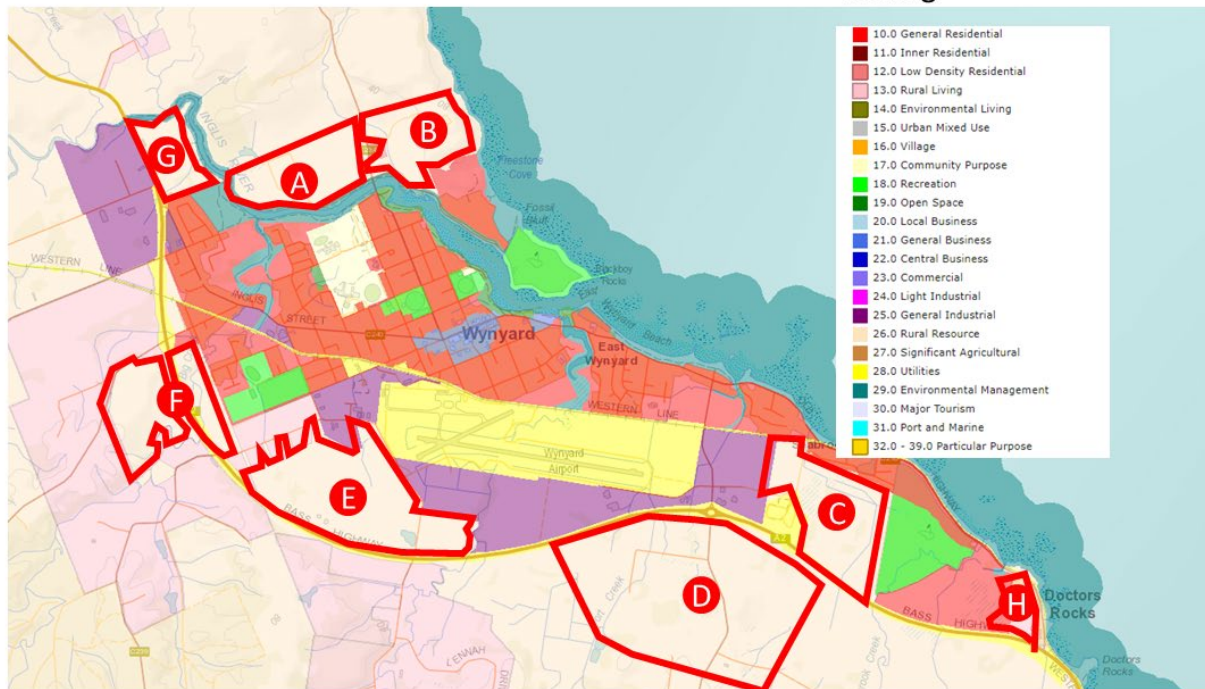
This section considers eight different candidate areas for 'upzoning' to accommodate further development and identify existing anomalous zoning.

These sites were shortlisted from those that have been identified by officers and by landowners who have inquired about possibly developing their land and are contiguous with an existing town or village zone or are within 1km of such a zone.

The tests for site suitability consider the typical requirements of land zoned low density residential and Rural Living as these are the two land uses that the analysis of supply and demand revealed may be appropriate in this area.

Wynyard zoning and areas of investigation

Zoning



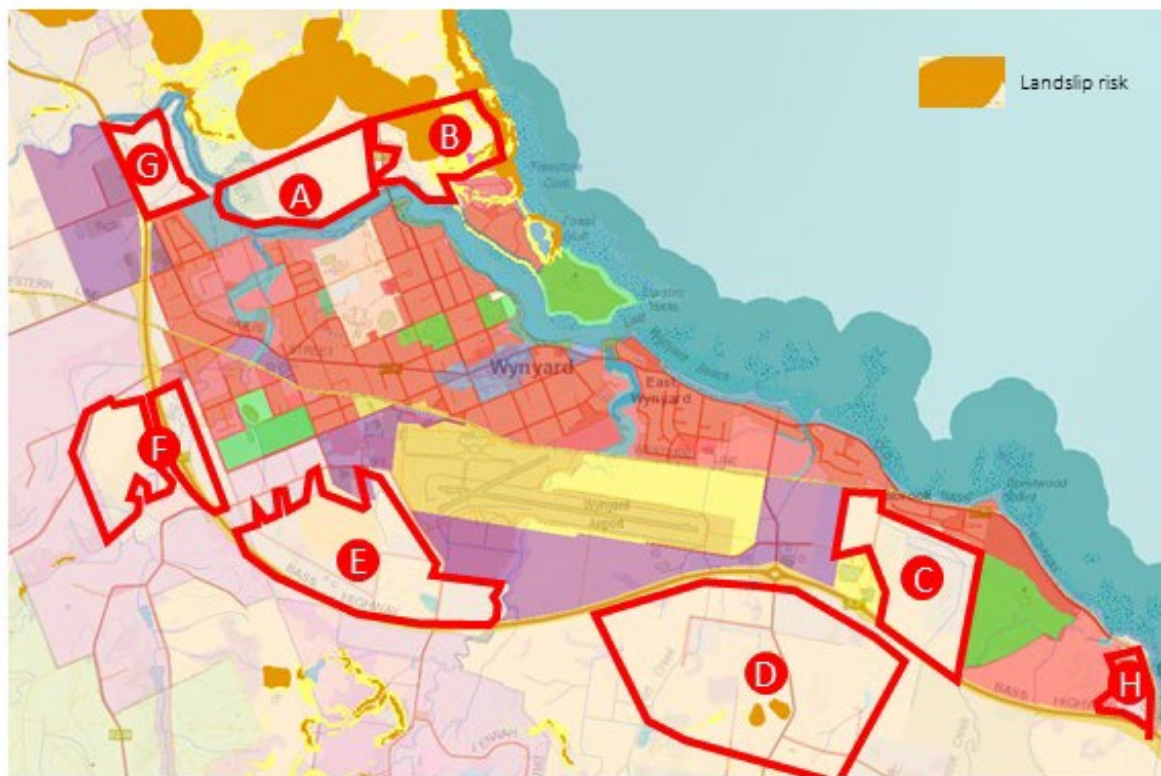
Areas of investigation

- A** River Road
- B** River Road East
- C** Seabrook South
- D** Mount Hicks Road
- E** Deep Creek Rd/Reservoir Drive
- F** Big Creek/Wilkinson Street
- G** Inglis River/Bass Highway
- H** Doctors Rocks

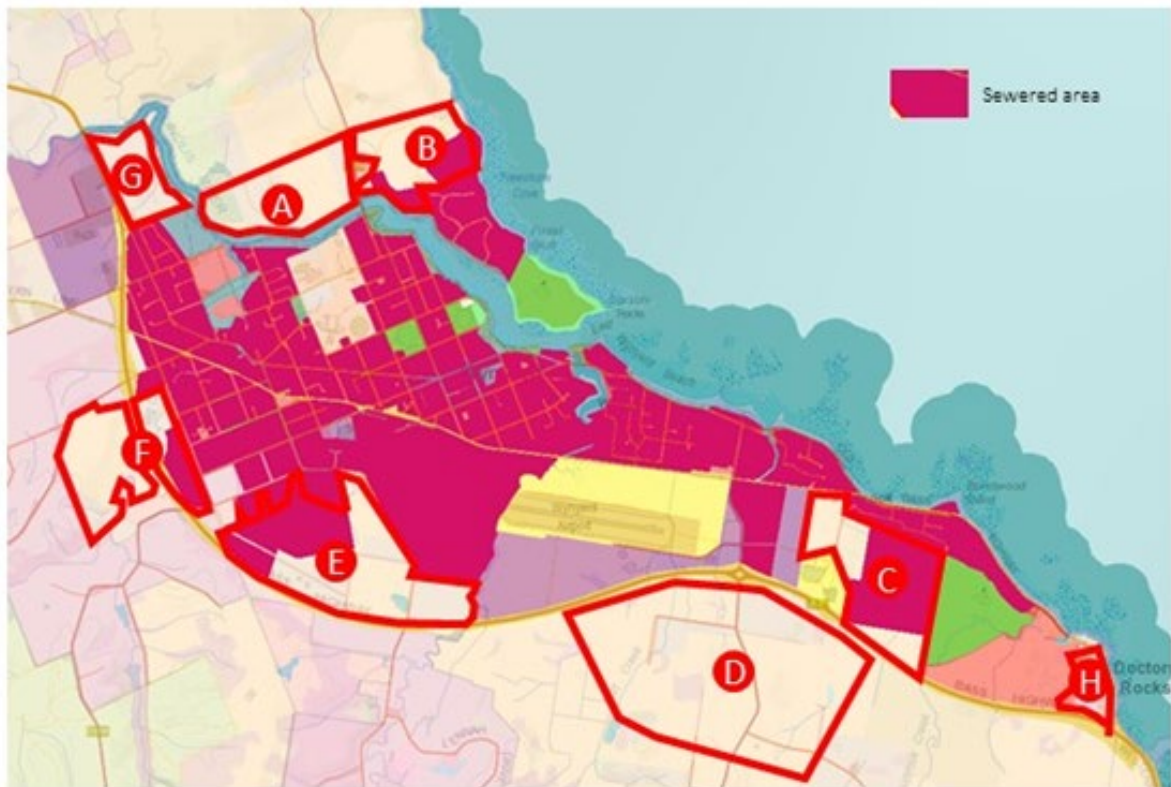
Agricultural value



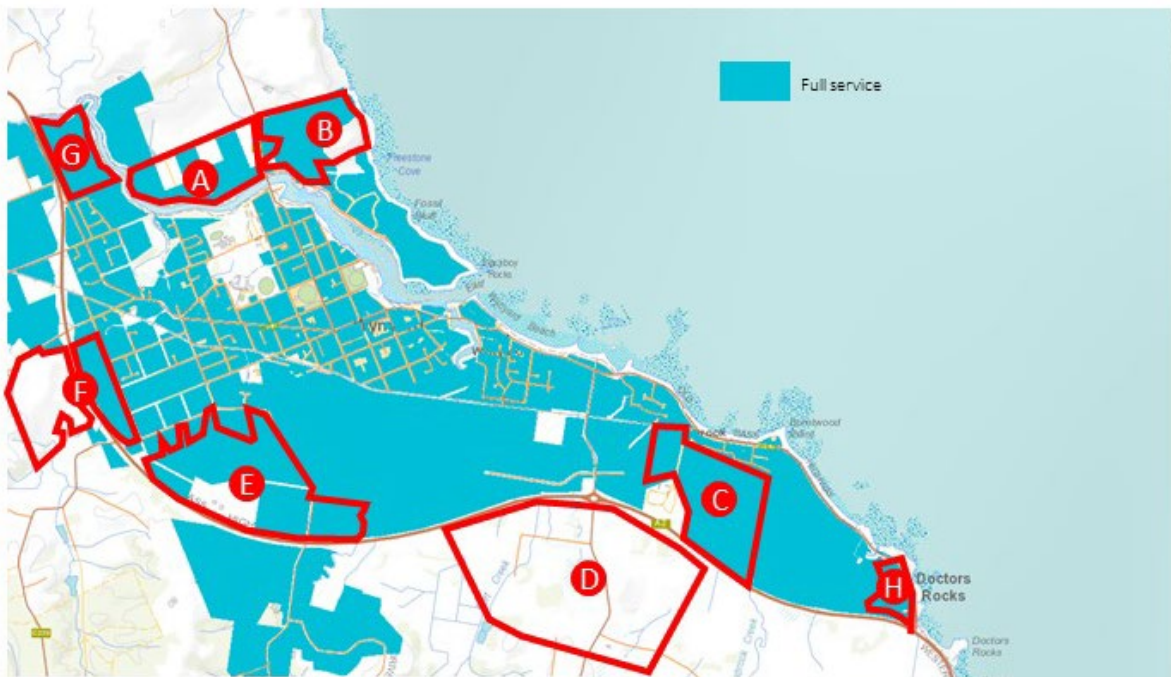
Landslip risk



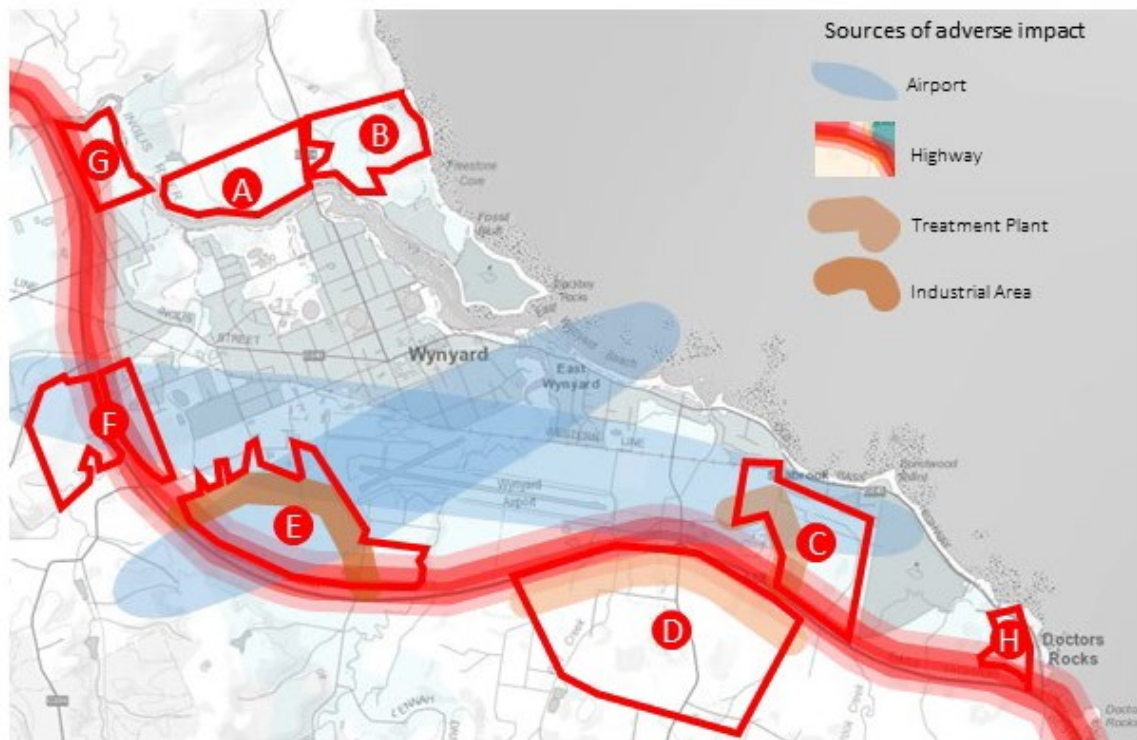
Sewer serviced area



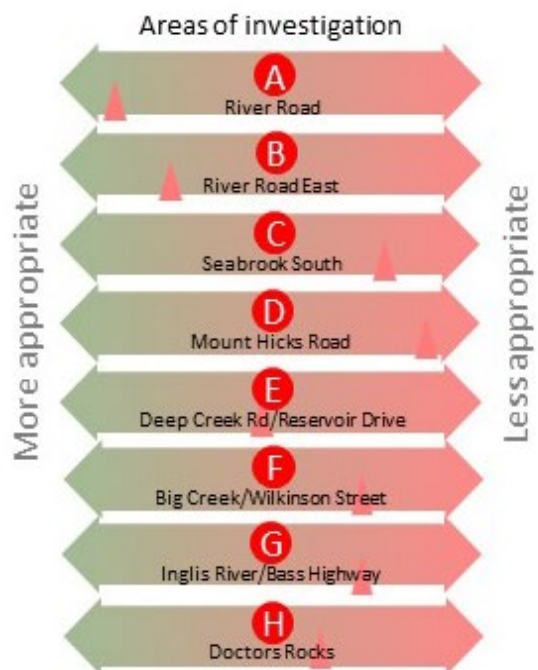
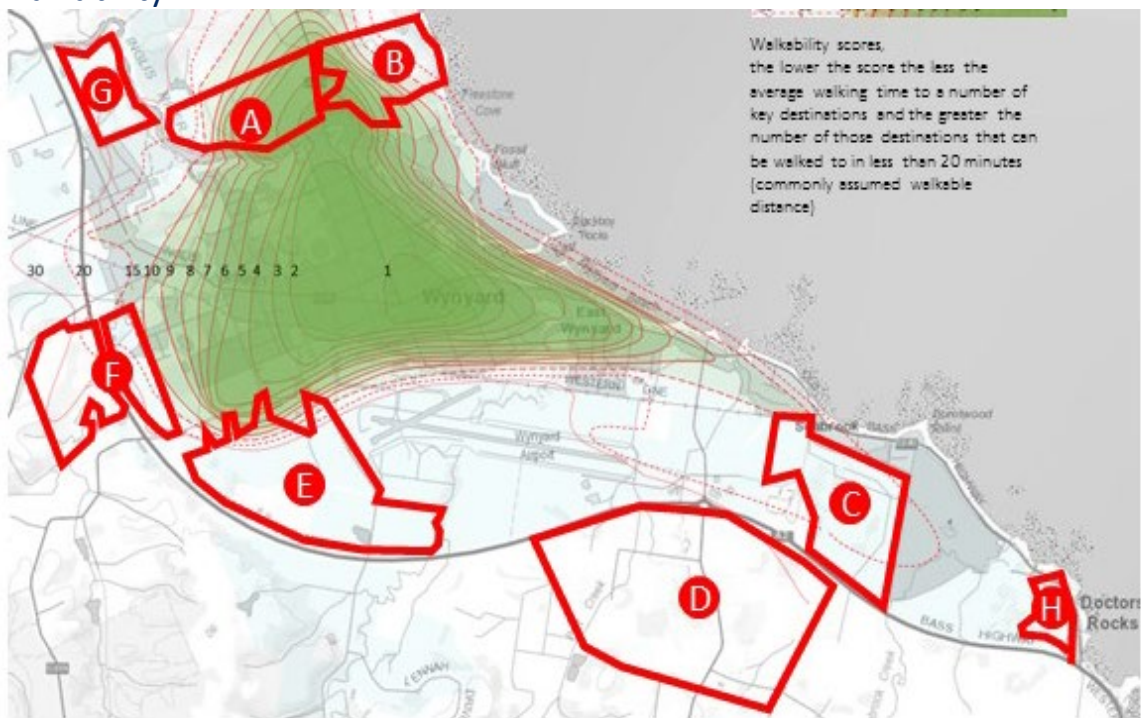
Water serviced area



Adverse amenity impacts



Walkability

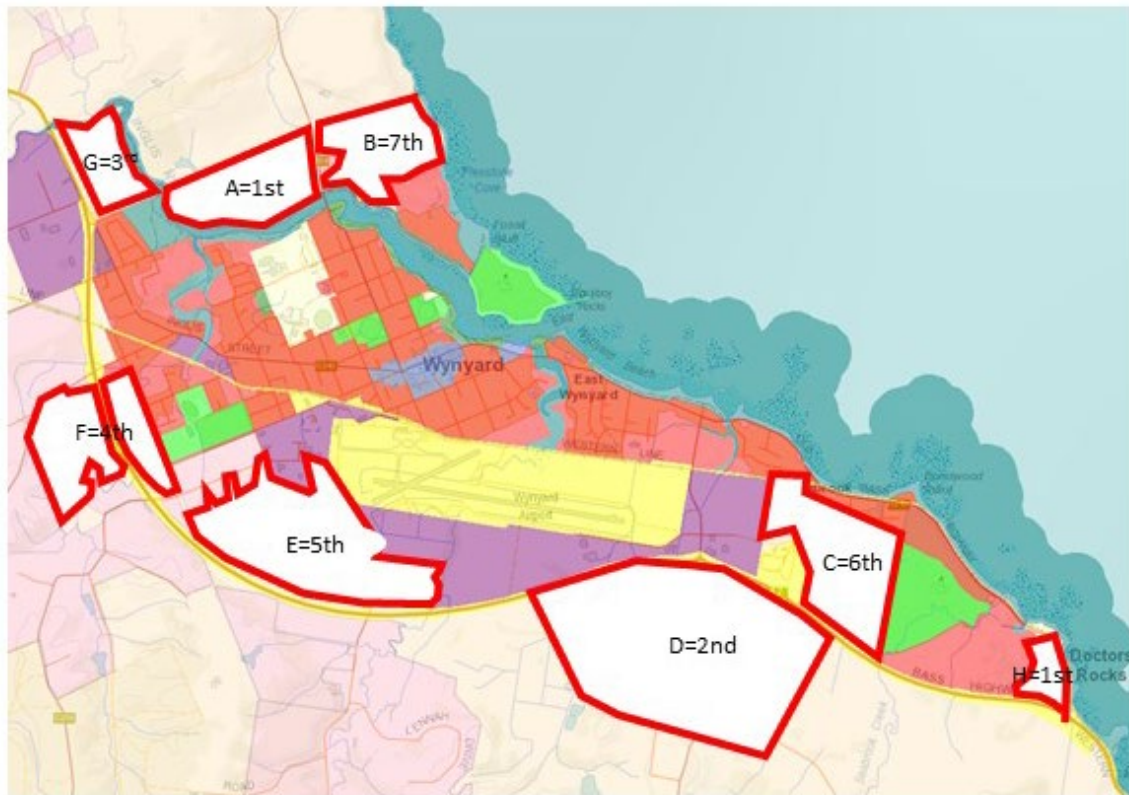


Locational assets



Summary & overall ranking

Summary & overall ranking



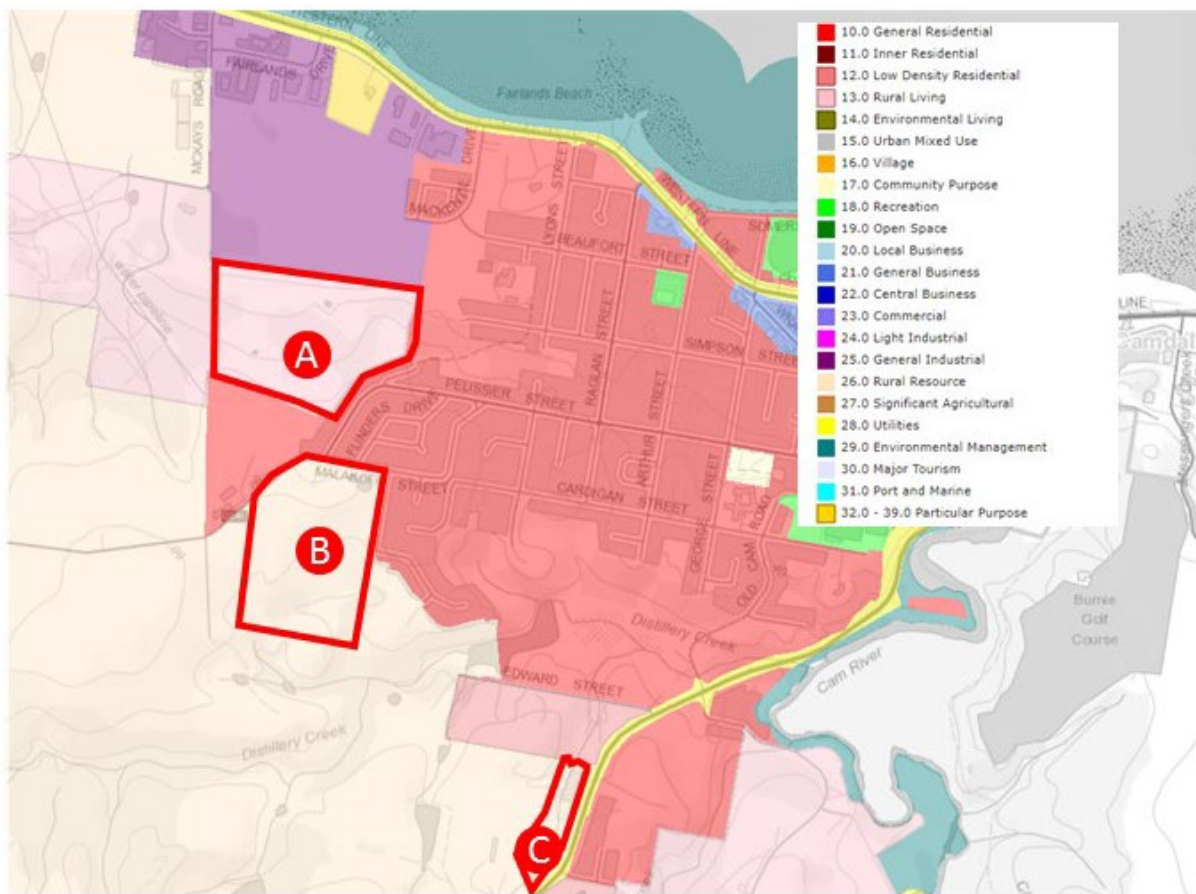
Somerset

This section considers three different candidate areas for 'upzoning' to accommodate further development and identify existing anomalous zoning.

These sites were shortlisted from those that have been identified by officers and by landowners who have inquired about possibly developing their land and are contiguous with an existing town or village zone or are within 1km of such a zone.

The tests for site suitability consider the typical requirements of land zoned General Residential and Rural Living as these are the two land uses that the analysis of supply and demand revealed may be appropriate in this area.

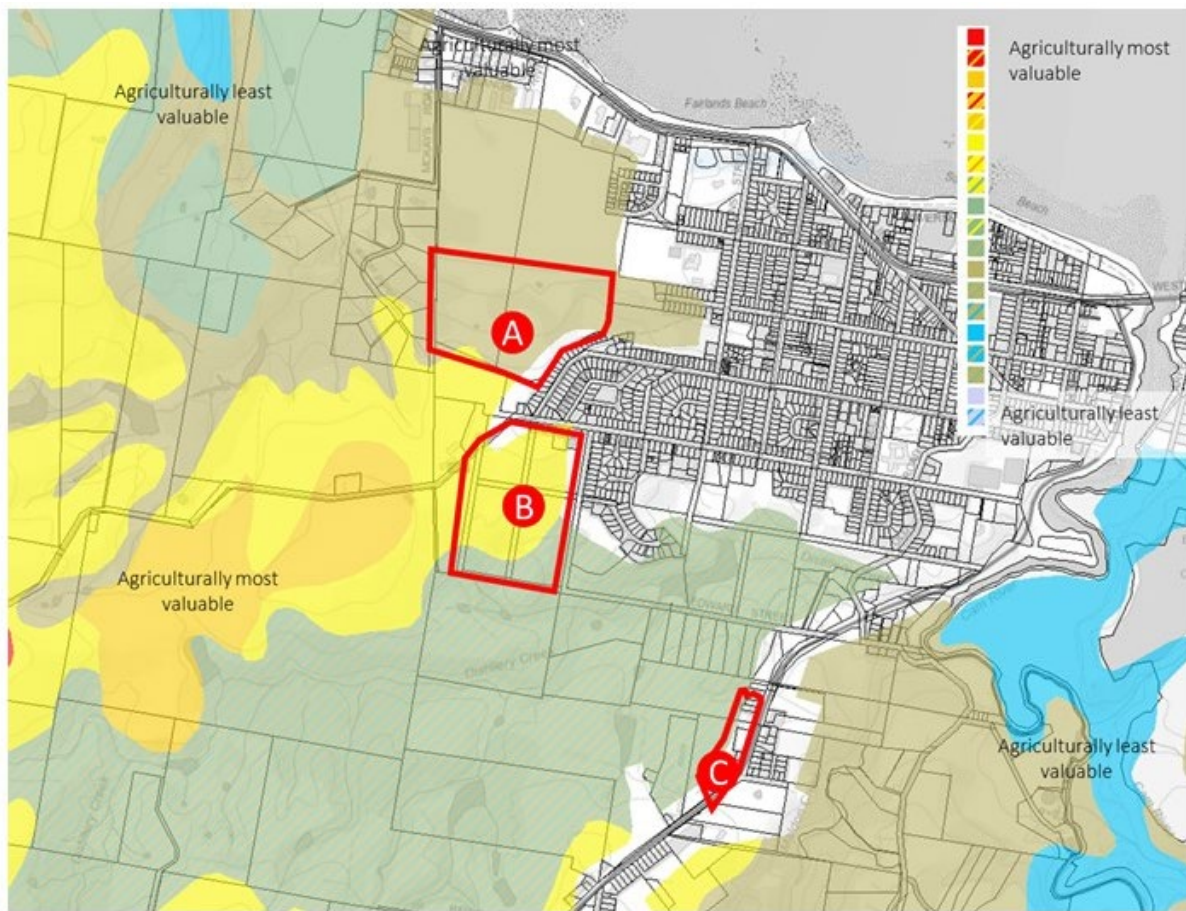
Somerset zoning and areas of investigation



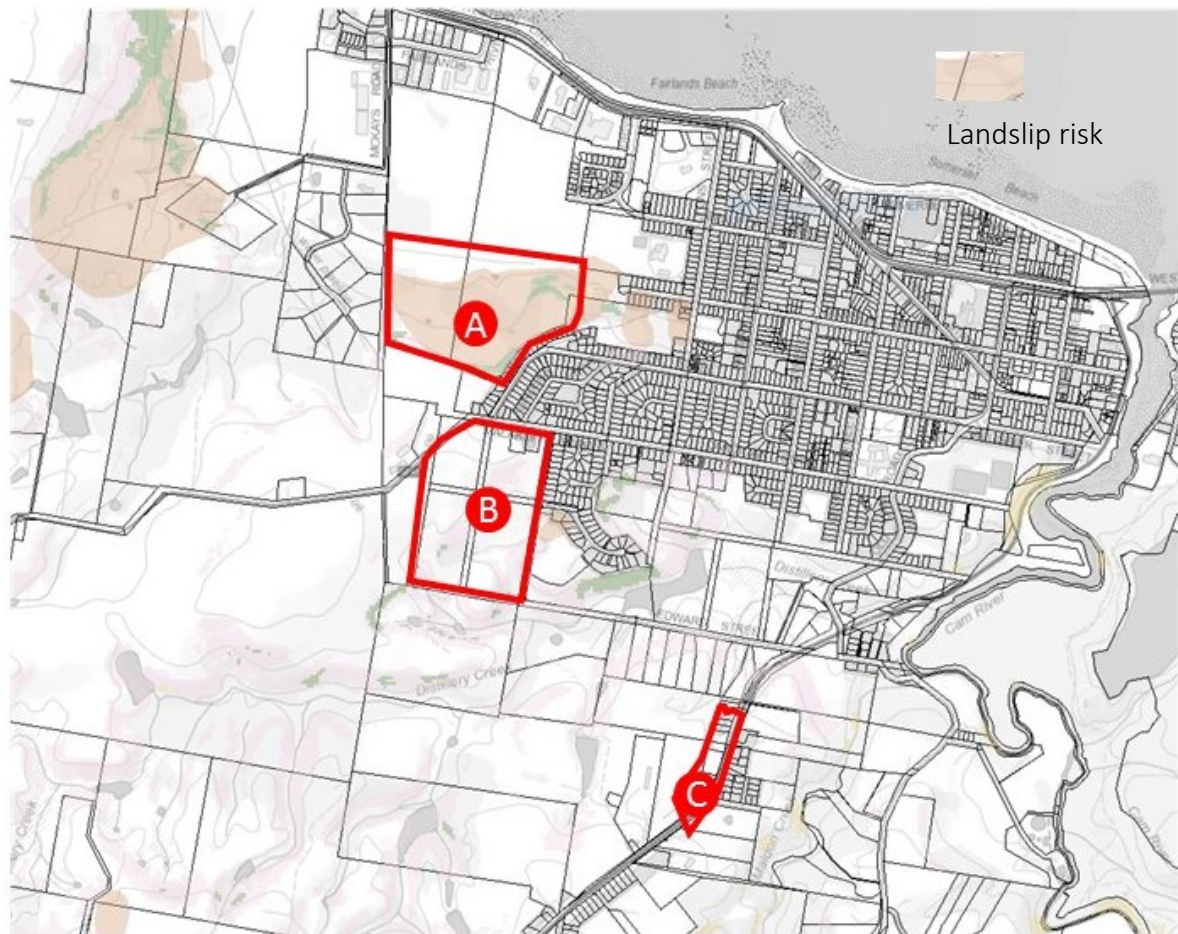
Areas of investigation

- A** McKays Road
- B** Ramsden Street
- C** Murchison Highway

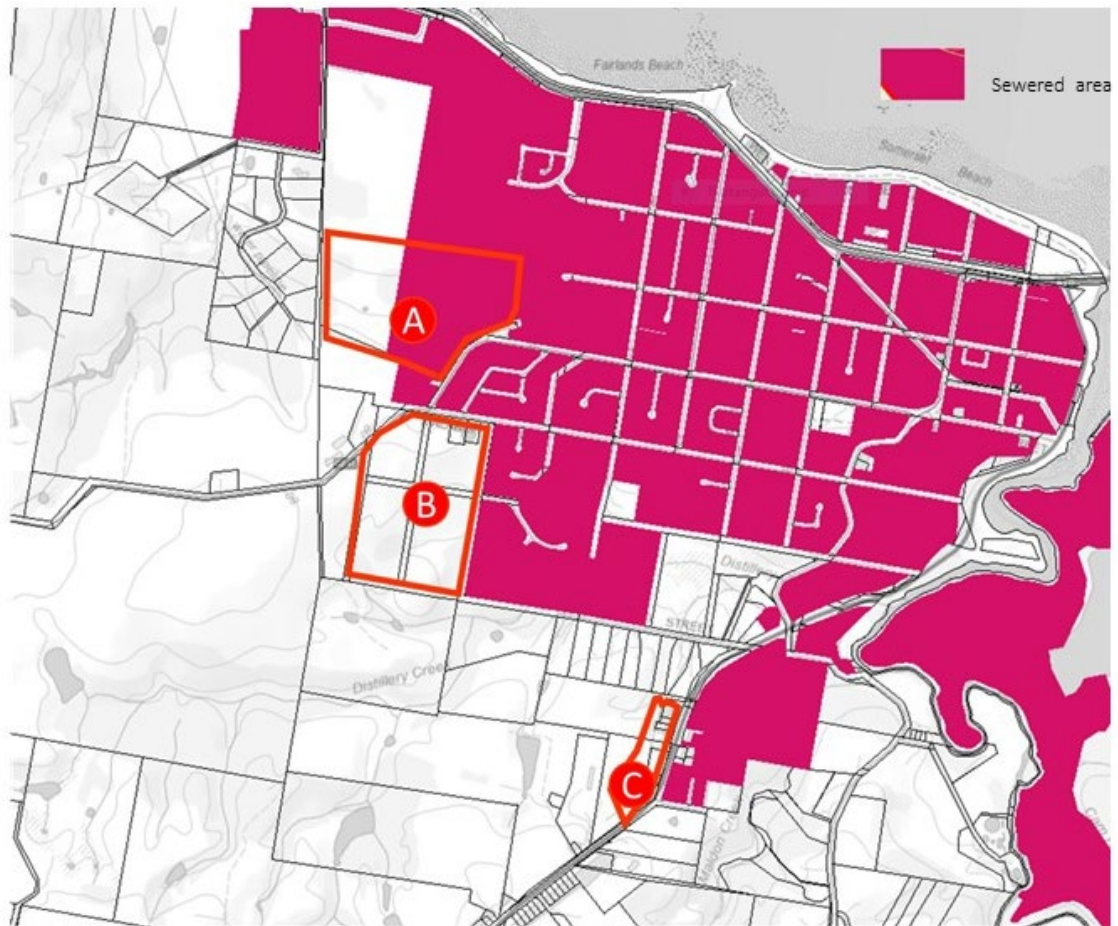
Agricultural value



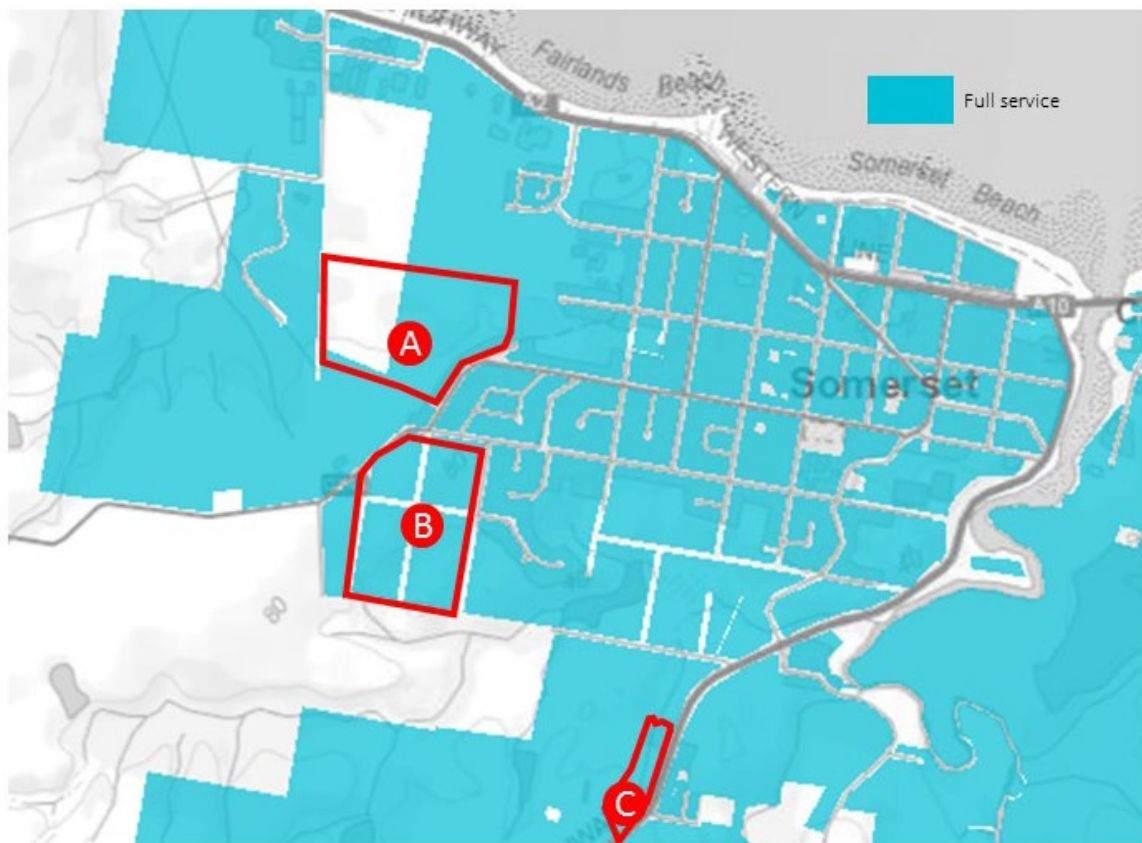
Landslip risk



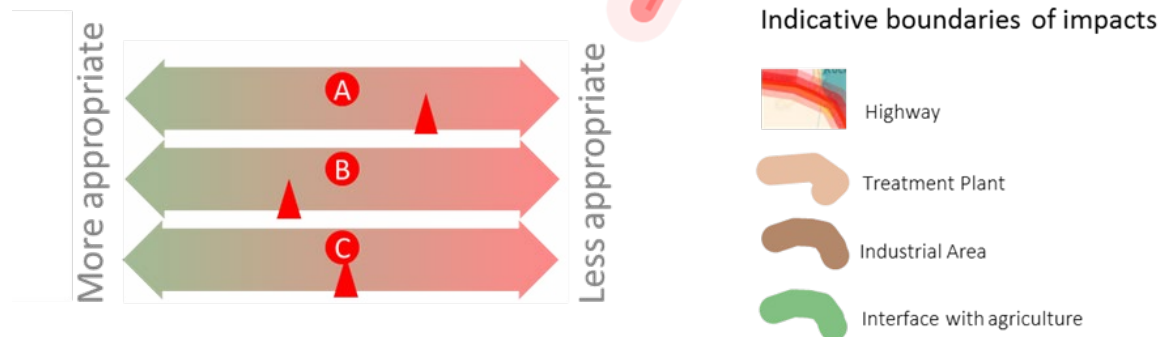
Sewer serviced area



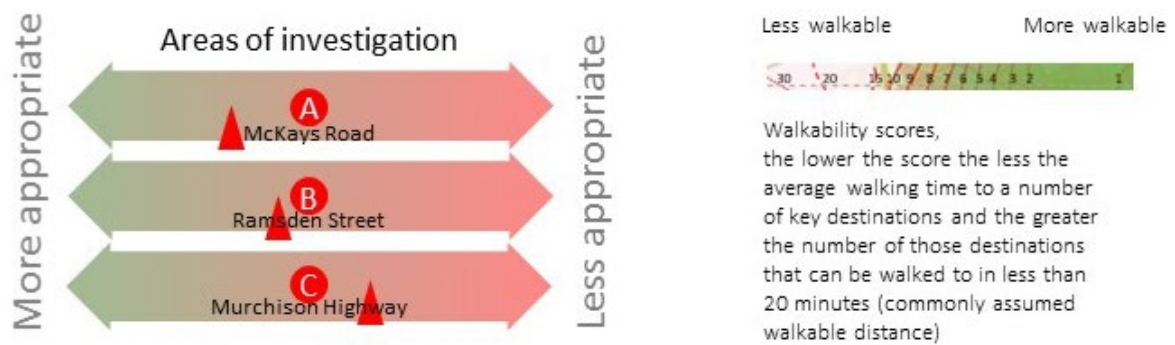
Water serviced area



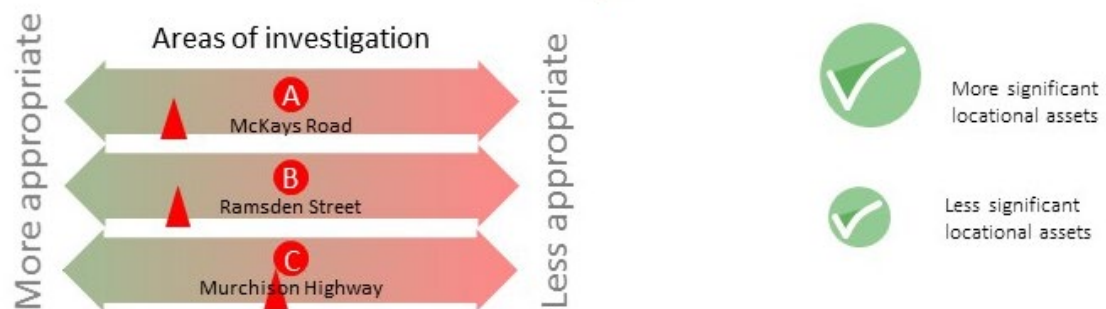
Sensitive interfaces



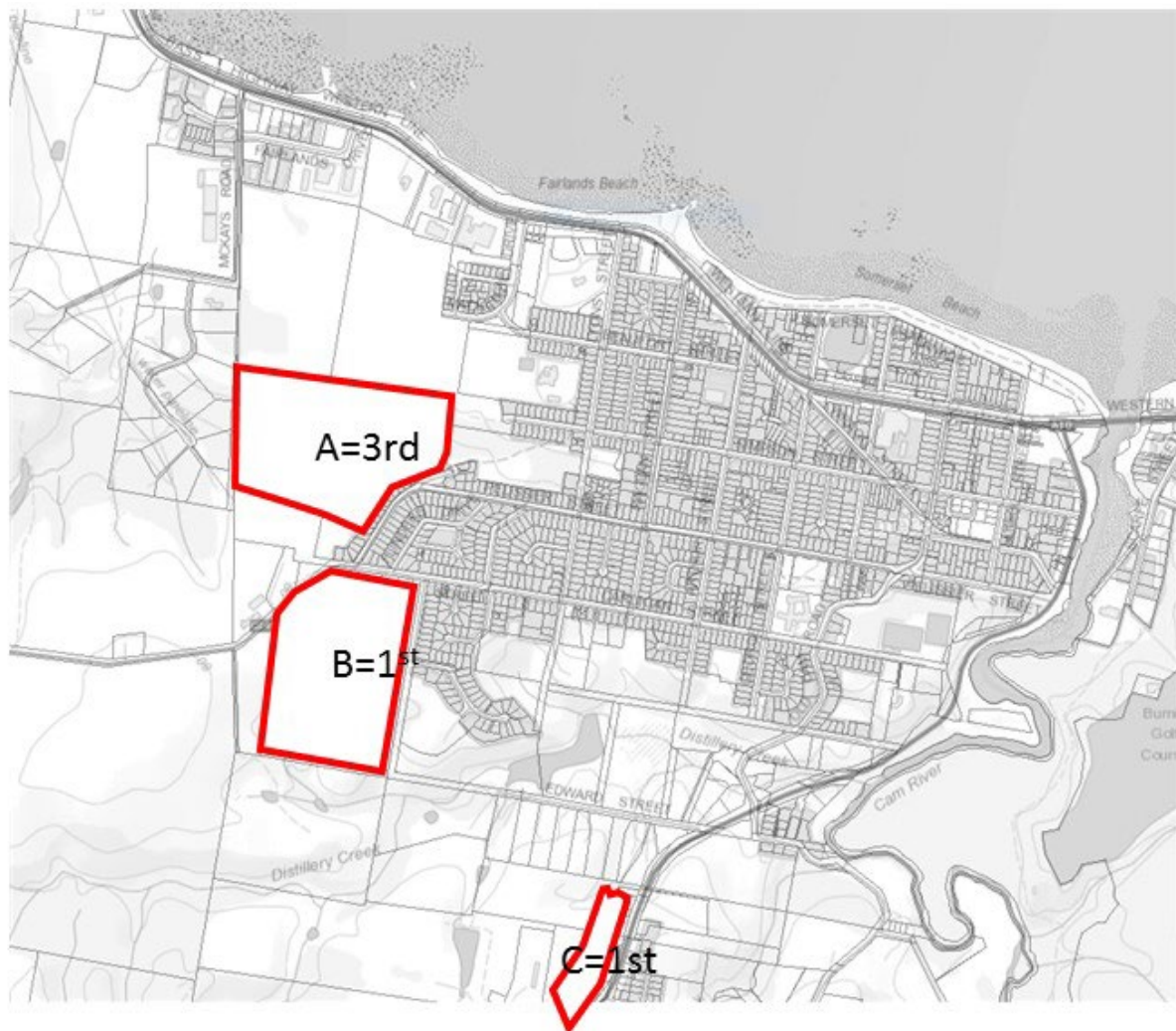
Walkability



Locational assets



Summary & ranking



Sisters Beach

The rate of development at Sisters Beach suggests there is 11-13 years supply within the existing zoning (LDRZ). This is within the 10-20 year timeframe outlined by LUPAA. Increasing the supply would raise significant and probably insurmountable issues. These are:

The village has a single access road and increasing the number of people living in the village and using the road increases the impact of issues or accidents that block the road.

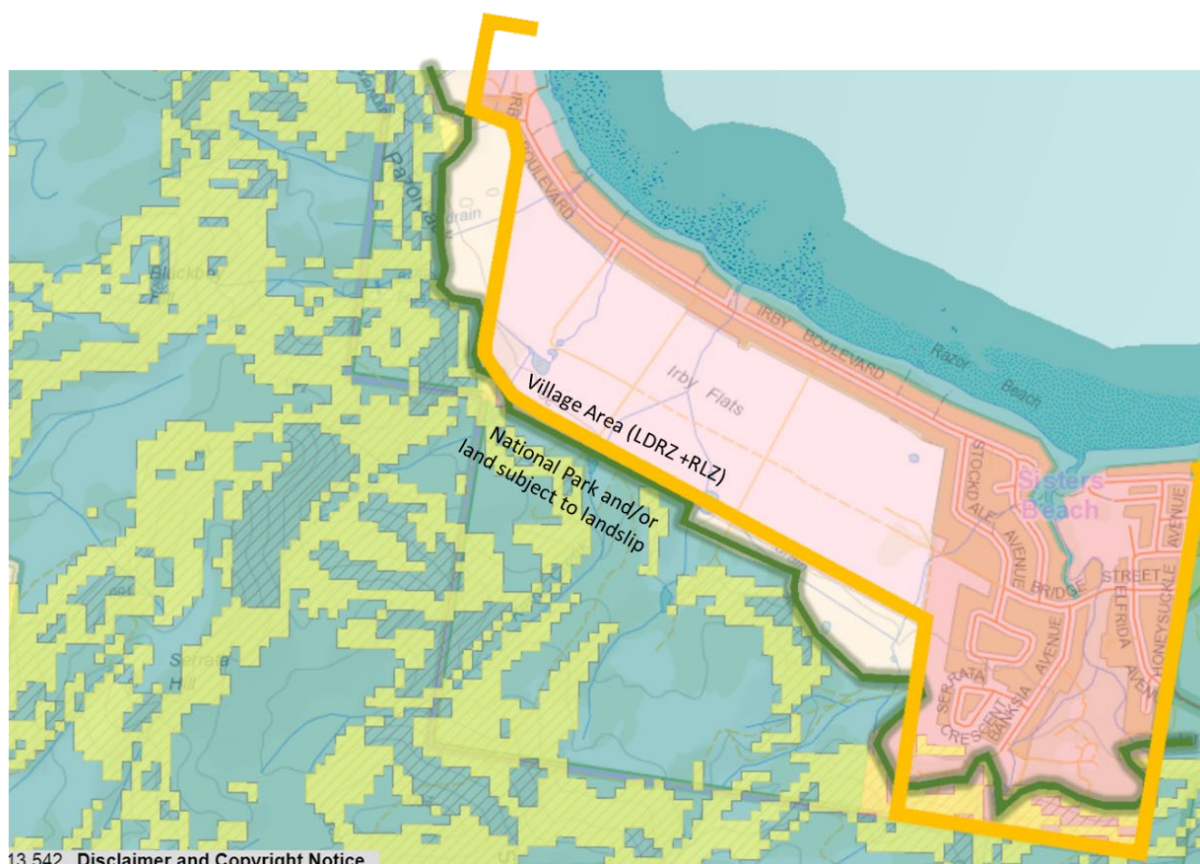
The village is surrounded by a National Park

Much of the surrounding land is prone to landslip.

Such an expansion is unlikely to be greeted favourably by existing residents

Rezoning RLZ land to accommodate LDRZ land would only diminish the supply of RLZ land. The existing RLZ land plays an important role in providing a buffer between the National Park and the village and contributes to an 'in demand' land use within the municipality.

For these reasons this analysis does not recommend further rezonings to extend the land supply in Sisters Beach.



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Rural Living Zone

The rate of development in the Rural Living Zone clusters suggests there is 16 years supply within the existing zoned land. This is within the 10-20 year timeframe outlined by LUPAA.

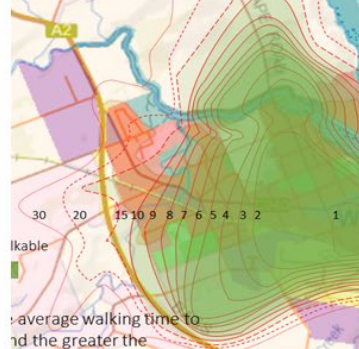
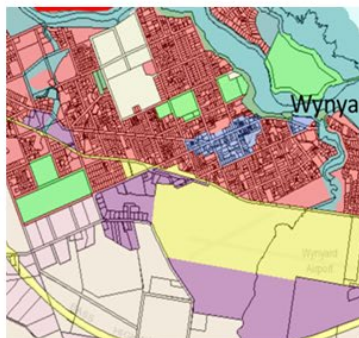
Further rezoning are only required to provide a margin of error to provide for the emerging increases in demand for this land use that real estate agents have observed.

The principles outlined in the Settlement Strategy and the imperative to avoid isolated development suggest RLZ land should be located adjacent to existing settlements.

This appendix relies on the analysis of Somerset and Wynyard above to consider the most appropriate land to accommodate development.

Liveable Waratah Wynyard

Appendix 7 Design guidelines



Adopted by Council – 17 May 2021

Disclaimer

The material contained in this publication is offered by Waratah Wynyard Council solely for information purposes. While all due care has been taken in compiling these guidelines, Waratah Wynyard Council takes no responsibility for any person relying on the information and disclaims liability for any errors or omissions in the publication.

Adopting the ideas in these guidelines does not mean Council approval for your design will automatically be obtained. Diagrams and illustrations included in this guidance do not necessarily imply compliance. There may be various local planning controls that apply to your site. Please contact Waratah Wynyard Council to discuss which controls affect your property.

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Part 1 Introduction

1.1 About the guidelines

These guidelines are intended to assist people considering developing land in or around Wynyard, Waratah, Somerset, Boat Harbour Beach, Sisters Beach and Yolla.

They seek to provide a reference for applicants, their planners, council officers and the community about how development can be designed to help safeguard and enhance the liveability of our towns and villages. Liveability is the quality a place has when it allows the people who live there to meet their needs, thrive, and fulfil their potential. It is a shared goal of the WWC, the Cradle Coast Authority and the state government. Achieving greater liveability requires every development can contribute to making sure our towns and villages are sustainable, can retain and enhance their unique and valued character and are nurturing friendly places where our intrinsic values of community mindedness can be reflected in what we build and grow.

The guidelines outline a broadly shared understanding of what good design is and shed some light on the implications of the design choices we make when we develop our properties. They present some characteristics that we believe will enable private development to contribute to the streetscape and ecological health of our towns and villages and the quality of life of our neighbours.

The guidelines are in four parts.

Part 1 introduces the guidelines. It outlines **why** they are required and the importance of liveability;

Part 2 outlines **what** the guidelines seek to achieve; and,

Part 3 explains **how** the priorities outlined in part 2 can be applied in each of the towns and villages in this study;

Part 4 a template for discussions between Council planners and applicants to ensure that liveability can be woven into proposed developments.

1.2 Why are these guidelines needed?

Just as some countries and states have oil or gold our great resource is our liveability. Places that are liveable are increasingly seen as having an edge in attracting the talented and resourceful people who could go anywhere and are increasingly seen as the key to success of a community. We have natural beauty, a benign climate, the cleanest air in the world and friendly and resourceful communities. People enjoy 'weekend-orientated' lifestyles where trips away, sport, gardening, fishing and community activities feature prominently. We have good connections to the mainland and the rest of Tasmania. However, many of the qualities that support these lifestyles would be spoilt by inappropriate development, killing the goose that laid the golden egg. Retaining these assets and their contribution to our liveability requires that we ensure that new development fits in well and contributes to its setting and the surrounding community. These guidelines outline what we can all do to make sure this can happen.

By committing to, and planning for liveability we not only make our own lives more pleasant, but we also support the economic and social vitality of our communities and ensure future generations can also share in the benefits of these assets, find it is possible to meet their needs and easier to live happier and fulfilled lives.

Although good design of our buildings and landscapes is not the only factor influencing the liveability of a place they are important. This is because design can influence the ability of the people who live, work or visit a town or village to meet their needs. For example, people living in sprawling, low density places or places with unappealing, unsafe or dangerous footpaths tend to be understandably more reluctant to walk and therefore more dependent on their cars to meet nearly every need. Thus people living in such places tend to walk less than people who live in more compact better designed towns. As a result of this lessened physical activity, diminished opportunities to connect with others in their community and with nature, people who live in these car dependent neighbourhoods are more likely to be obese and much more likely to suffer from non-communicable or chronic diseases such as heart disease, diabetes and many cancers. Their diminished opportunities for social interaction means that through no fault of their own they are more likely to suffer the physical and mental ill health that comes from such social isolation. These diseases and the increased rates of traffic accidents that are an inevitable consequence of more people driving more often diminishes lives and blights communities. Such places cannot be described as liveable.

There is a wealth of research linking planning and design to health outcomes. For example an Australia wide study based on responses to the last census found that suburbs with the lowest levels of obesity "are usually green and leafy, with more space dedicated to parks, gardens and recreational facilities. They often are well serviced by public transport, bike paths and are relatively close to where people work which enables people to be physically active in their commute to work, rather than rely on the car"

Professor Calder of the Mitchell Institute at Victoria University

Through good planning to create compact, well landscaped towns and villages and good design of our buildings and spaces to make the view from the footpath pleasant and interesting we can play an important role in making it not just possible to walk but make it easier to walk, helping to lift the burden of poor health from us all.



Figure 1 good and bad footpath experiences

People are much more likely to enjoy the health and social benefits of walking when they live along streets like those shown on the illustration on the left than those on the right. Each development that has characteristics like those of the illustration on the left will incrementally make the street more walkable. Each development with characteristics like those on the right will have the opposite effect.

Of course every town or village is unique. Its character and identity comes from a mix of the buildings and the people who live in that place, the activities that happen there and its landscape setting. Determining the importance of each of these contributory factors and the strength of the bonds of people to their community and to the landscape they share can only be done with the community in question. These guidelines seek to apply our understanding of what we have heard from the community in consultation for the Liveable Waratah Wynyard settlement strategy and translate them into a series design suggestions and recommendations so we can all ‘sing from the same hymn sheet’.



Figure 2 The character of Boat Harbour Beach, like all the towns and villages in the study is a unique combination of buildings, activities, people and landscape.

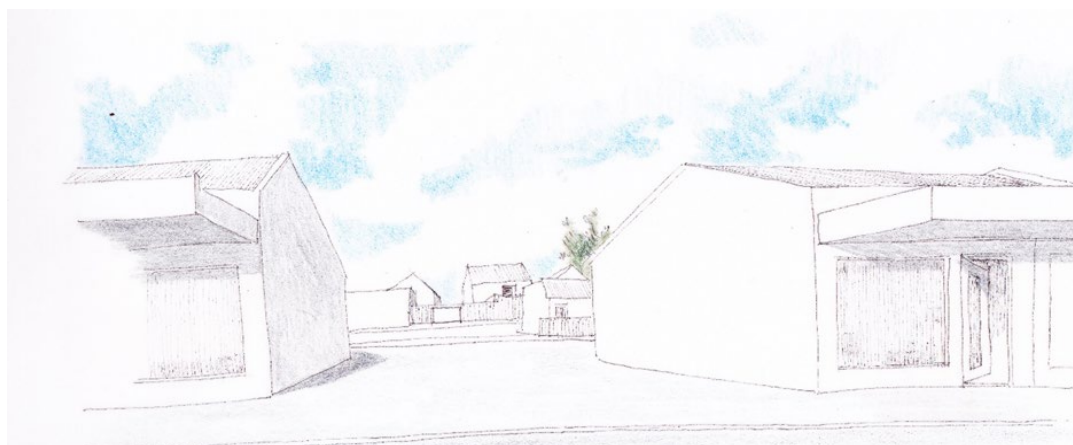
1.3 You, the planning system and liveability

The decisions that influence how liveable a place is are made at many levels by many people and not just the planners at Council.

Strategic planning ensures that different land uses do not conflict on one another. For example, good planning dictates that we locate residential uses away from industrial uses. Both are needed but if they are too close the noise of industry can make living in the nearby residential area unpleasant and the sensitivity of nearby dwellings can constrain industry.

Statutory planning is the next level of detail down. It looks at proposals for development and tests them against the rules and guidelines laid out in the planning scheme to make sure no aspect of the proposed development is likely to cause unreasonable conflicts with their surroundings. This means as well as considering zoning it also seeks to ensure new development conforms to standards about building height and setback to ensure it does not cause overshadowing or privacy problems, amongst other things.

Council projects such as road improvements, park upgrades and new footpaths makes the public realm more attractive, safer and pleasant and increases the range of opportunities and experiences we can enjoy in our surroundings.



Existing underutilised space that does little to contribute to liveability



Hypothetical improvements to that space to make it a better place to visit and contribute more to community life

Figure 3 conceptual illustration of improving a public space to enhance liveability

Additionally, there are many other design decisions that are not always part of the planning process but nevertheless impact upon liveability. For example:

Landscaping on private property can improve the visual appeal of the adjoining street and footpath, making it more comfortable through providing shade and shelter, increasing the delight it offers through seasonal change and the creatures that make their homes there. It can also help slow down erosion and impede the spread of bushfire.



Figure 4 Landscaping within private property can add a great deal to the streetscape

The way your building presents to the street can make the adjoining footpath feel safer, by putting ‘eyes on the street’ it can enhance the character of the area and it can make walking along the adjoining footpath more pleasant.

These benefits won’t just happen as an inevitable consequence of any development, they need to be carefully planned for. These guidelines seek to ensure planners and members of the community can work together to plan developments to maximise liveability and so the quality of life of everyone who lives in or visits our beautiful part of the world.

1.4 How to use the guidelines

The guidelines are intended to be used as a reference guide for developers, applicants and others interested in defining what ‘good design’ means in the towns and villages of Waratah Wynyard. When preparing your proposal, they can be of assistance in the planning process by setting out an agenda for discussion with Councils planners to discuss how you can design a place that is intrinsically liveable. After you have developed these guidelines can assist you to continue to make design decisions about our buildings and gardens that enable them to maximise their contribution to the liveability of their surroundings.

It is important to note that these guidelines are indicative only and seek to raise issues and suggest some ways of responding to those issues. There is ample evidence these techniques can help to increase property values and contribute to the quality of life of the people who share the town or village. That having been said, we recognise there may be perfectly valid reasons not to apply these guidelines, indeed other solutions may result in an even better outcome in some circumstances. However, if you wish to depart from them please expect to be asked how your alternative contributes to the liveability of your community as outlined in the agenda for discussing your design in Part 4 of these guidelines.

Also please note these guidelines should not be read in isolation. They complement the planning scheme and do not replace it.

Part 2 Liveable Design Priorities and techniques

Good design is always a matter of balance, of making design decisions that reflect and reconcile important priorities. To this end these guidelines outline four key priorities and a number of design techniques that can help realise these priorities in the big and little design decisions we make.

These priorities are to ensure that building and landscape design:

- Is a good neighbour to surrounding properties by avoiding or minimising conflicts between land uses and contributes to the experience of the surrounding public space,
- Protects and enhances the valued aesthetic character of the WWC towns and villages,
- Helps achieve greater sustainability by reconciling amenity, utility and reflecting the importance of ecological responsibility and making living sustainably as easy as possible,
- Minimises vulnerability to risks such as bushfire, flooding, land instability.

There are of course many other important objectives that need to be reconciled to achieve good design. For example, minimising cost and locating a development to enjoy the best views will also guide design choices. However, they should not be the only priorities. Finding a way of reconciling these personal priorities with those in these guidelines with these personal objectives is essential to ensure our towns and villages become more liveable places.

It is important to note these guidelines seek to influence not just the big decisions governed by the planning system (such as what we develop and where). They also include the ‘little decisions’ that are made by applicants for development when you chat to your builder and building designer or when you decide how to landscape your property and present your house, shop or other building to the street.



Figure 5 designing to achieve liveability means reconciling multiple objectives

2.1 Being a good neighbour

Waratah Wynyard is a beautiful place that offers a desirable quality of life. However, this quality of life can be diminished by unfortunate design choices.

What we build and where we build will impact on other people, our neighbours and those who walk or otherwise travel past our property. These guidelines seek to help applicants for development or those seeking to improve their property to 'build in' qualities that contribute to the experience of the town or village and minimise or avoid any adverse impact on their neighbours.

Please note these guidelines need to be considered in conjunction with any relevant code of practice that specifies buffer requirements between sensitive land uses.

As a rule, mass such as mounding and too a lesser extent walls are more effective at screening sound than vegetation. Vegetation however, particularly when carefully selected to be locally appropriate provides a good, non-obtrusive visual screen and can contribute to meeting other goals. A combination of under-story, mid storey and upper storey vegetation can also help to reduce litter and minimise turbulence. Whatever technique is employed care should be taken to minimise overshadowing.

Where at all possible it is better to minimise your reliance on your neighbours not exercising their development rights to maintain your amenity.

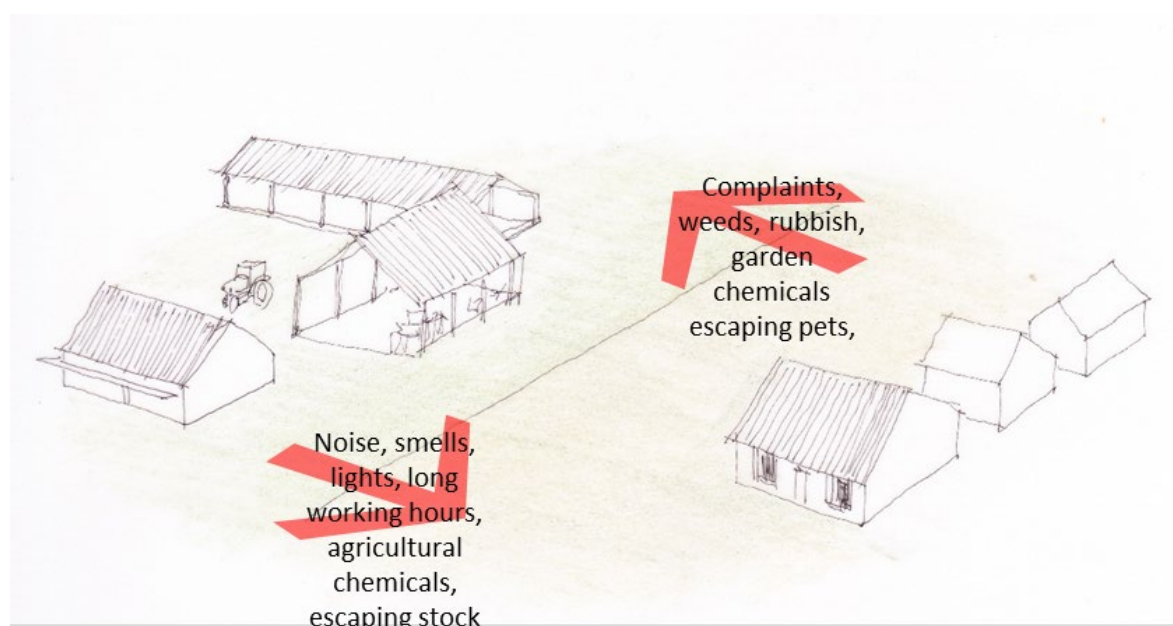


Figure 6 examples of adverse impacts at the edges of a town or village between land uses that can compromise liveability.

Designing 'friendly' buildings and gardens

Of course, it is the friendliness of the people that makes our communities but the physical form and character of our towns and villages can also help or hinder locals and visitors to enjoy our towns and villages. Built form and landscape can make people feel welcome, interested, comfortable and safe if designed well or unwelcome, bored, uncomfortable and unsafe if not.

Here are a few key techniques that we can use to create ‘friendly’ buildings and gardens;

Face buildings towards the street and ensure human scale features such as front doors, verandahs, decks and windows address the street.

Provide sheltered outdoor sitting space (such as a verandah, awning, or balcony) that is at least 1m deep on the principal street frontage.

Ensure blank walls, garages and outbuildings do not dominate the streetscape. This usually means locating them behind the principal dwelling or screening them to make sure they are not visible from the street

Low fences revealing landscaped gardens will typically be more visually appealing than high walls and empty or concreted front yards.

Breaking up the bulk of large buildings through ‘articulating’ the facades will make them more human scale and diminish their impact on the landscape.

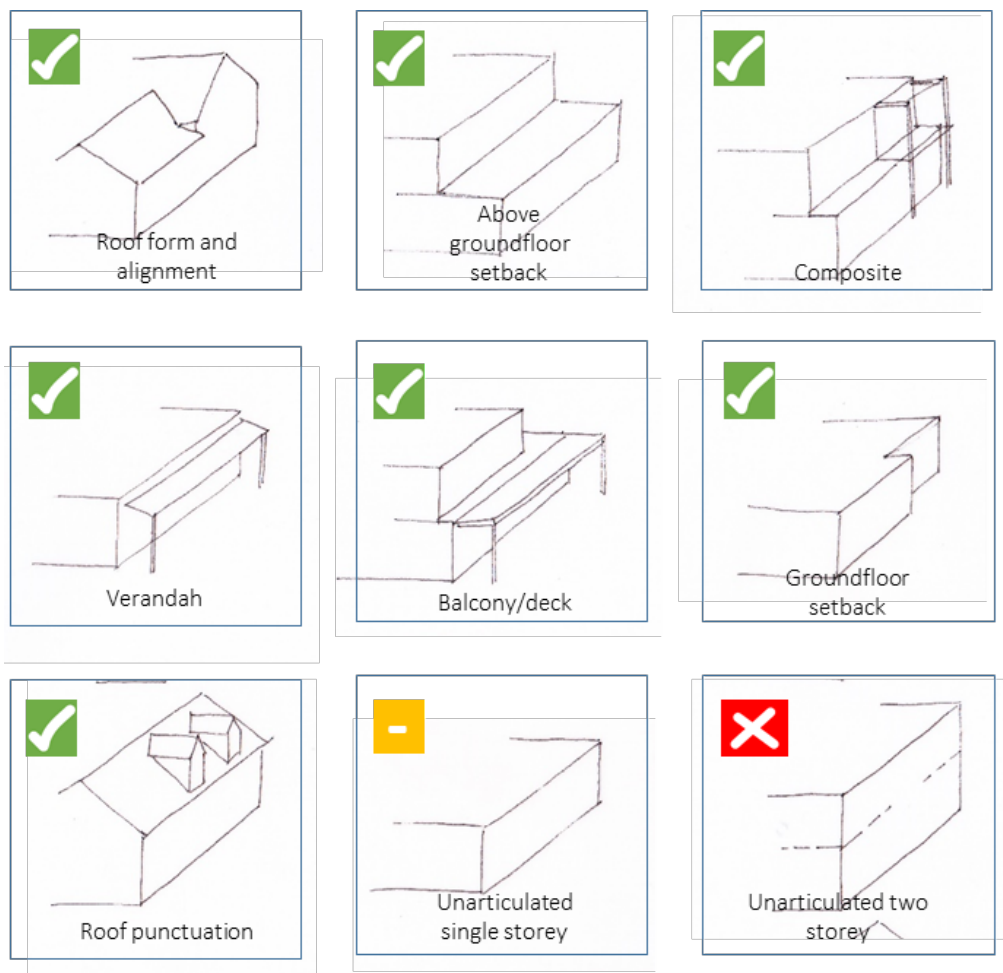


Figure 7 articulating larger building facades to make them more human scaled.

Locating service areas such as rubbish bins, gas bottle storage, utility boxes where they can't be seen from the adjoining footpath (subject to emergency access requirements) will make them less obtrusive and improve the aesthetical value of walking along the adjoining street.

Creating an attractive garden that contributes to the streetscape is a rewarding and absorbing activity. However there are several matters that need careful consideration to maximise that contribution and avoid disappointment and frustration. We encourage you to plant trees in your front garden where they can help reinforce the contribution that the landscape makes to the character of our towns and villages. Seek locally appropriate plants, these will probably be native or indigenous to the area. As a rule, they are more likely to thrive in our climate and attract and support native wildlife to add to your streetscape. They will also incrementally increase the density of ecological assets in our towns and with it strengthen the web of natural links in our built-up areas that will enhance ecological connectivity and help our native fauna and flora flourish.

Another thing to consider when selecting trees for your garden is the mature height and spread of trees on your property. Will they overshadow your neighbours? It is best not to assume you can rely on pruning a mature tree to keep it in check. Better to rely on a tree that matures to a height where it will have no or minimal adverse impact.

If you are considering a tree(s) that will overhang the footpath or pull up paving you might want to place them further back if you have space or chose a different tree to avoid these problems.

General advice on appropriate planting is available from Council on 03 6443 8333 or from the Cradle Coast Authority.

You may also want to think about minimising the amount of permeable surface in your garden. If you instal too much hard surfaces (such as concrete) and water drains off very quickly when it rains. This will often briefly but problematically burden drains, cause localised flooding elsewhere and spread contaminated water.

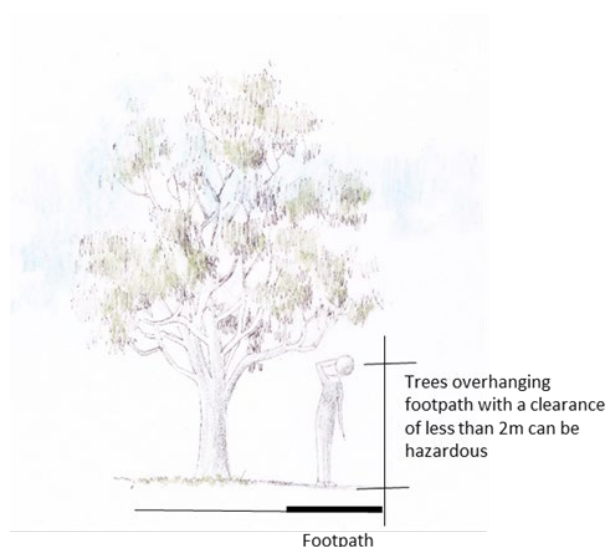


Figure 8 Care need to be taken when selecting tree species to ensure they don't cause problems when they mature.

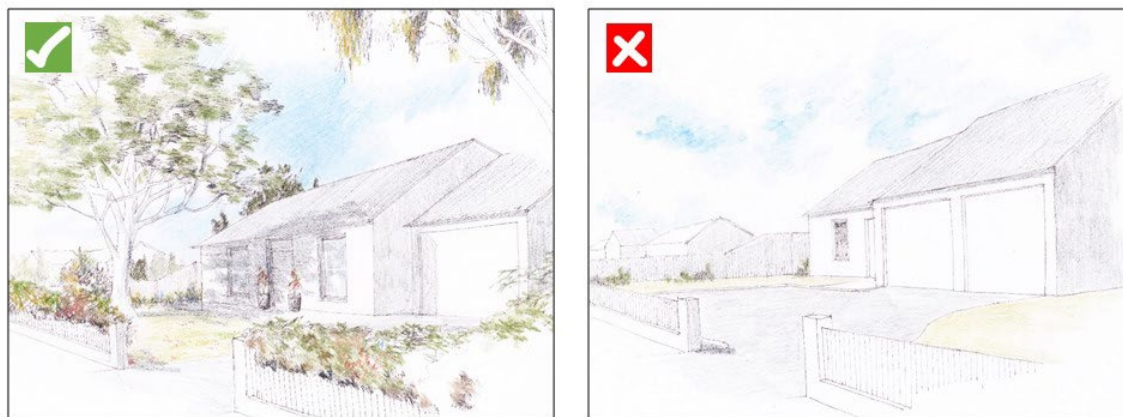


Figure 9 'friendly' and unfriendly frontages to the street

2.2 Protecting and enhancing town and village character

Elevating the importance of our rural, township and village townscape and landscapes.

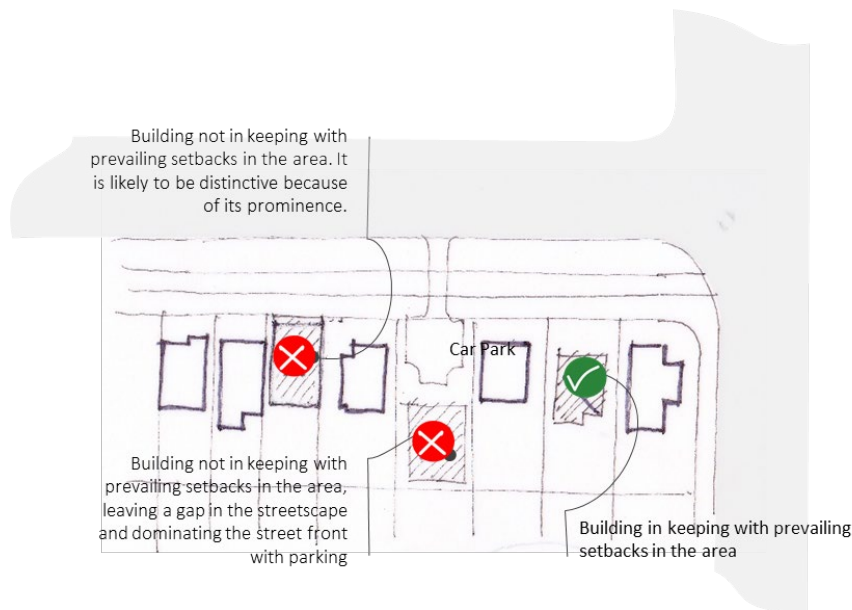
The compositions of buildings, infrastructure like roads and bridges, spaces and their landscape are more than just the backdrop to our lives, they are a major contributor to the quality of our lives. Community consultation undertaken to prepare this strategy revealed the importance people placed on the landscape and streetscape. Unfortunately, it is highly vulnerable to inappropriate development.

Development can be located or designed in such a way that its impact on its surroundings is maximised or minimised. High profile 'look at me' architecture can play a role in contributing to its surroundings. However, it is usually far better that architectural efforts are made to respect the patterns and character of its setting and make the building recessive in the landscape.

Designing for 'familiarity+'

By and large most people value the built character they already have in their town or village although nearly everyone can see some way in which it can be improved. This doesn't mean that just because a building or design is already present in a town or village another one of the same design will be seen as contributing to that identity. Therefore, this means the presence of an existing building that departs from the valued character of a town or village is not justification for more of the same. Good design means identifying the valued characteristics and patterns, respecting them and where possible enhancing them to respect the past and facilitate us to face the future. Thus, designing for 'familiarity +' is about designing in ways that people find reassuringly familiar but still addresses the challenges they need to face, such as the imperative to be more sustainable. Here are a few key techniques that we can use to create buildings and gardens with familiarity+;

- Follow the pattern of setbacks and building heights set by your neighbours unless there is a good reason not to.
- Draw from the patterns of colours, roof-forms and materials that are within your town or village.
- Articulate your building (give it the patterns of details) to break up the apparent mass of larger buildings to reflect the rhythm of the existing built character more closely.
- Buildings should be designed so a picture of the finished building, shown without explanation or context would be interpreted as being a rural, coastal, or urban building from Tasmania, rather than a generic suburban building that could be anywhere.



Figures 10 design should reflect and embody the characteristics of the town or village it is located within.

Designing for understatement, rather than demanding attention with new development

The community engagement for the settlement strategy revealed that the landscape and the contribution it makes to our quality of life is highly valued. In order to ensure buildings complement rather than detract from this character it is important they are designed to minimise their intrusion on that landscape and don't demand our attention, either by design or accident. Techniques to achieve this are to carefully consider the bulk of a building, its impact on the skyline and the presence of adverts.



Figure 11 designing to ensure understatement by ensuring buildings fit into the landscape

2.3 Designing to make sustainable living no harder than it need be

Providing the optimum circumstances for people to live socially, ecologically and economically responsibly

Meeting the challenges of a future with depleted resources will require us to change the way we use resources. With good design we can create settings that make it easier to enjoy a good quality of life with lower levels of consumption of land, water and energy. If we fail to do this, we risk damaging our regions ecological health and our industries will fail, our beautiful landscape will be lost and valued lifestyles will become unviable.

Design so liveability is intrinsic to the design, not an optional feature

When places are designed to be liveable from the start they do not necessarily cost more and will almost definitely save money over the lifetime of the building or garden. This means ensuring buildings are designed to avoid causing problems rather than relying on solving them with 'add on' elements or onerous management measures where possible.

Work with nature

Nature offers us many benefits and resources that can be utilised to support liveability with careful design. By utilising these benefits, we can help reduce our demands on fossil fuels to keep us comfortable and play our role in stewarding these assets for future generations. Here are a few key techniques that we can use to work with nature:

Ensure a roof plane faces north to provide the best orientation for photo-voltaic power.

Locate habitable rooms (living rooms, kitchens and bedrooms) facing north to enjoy the best solar access and allow utility and service rooms facing south to provide an insulated buffer to that side of the building.

Locate a verandah to the north and west to allow in the welcome and low winter sunlight and screen the unwelcome and high summer sunlight.

Avoid large picture windows facing west. These tend to catch the afternoon sun when it is at its hottest and so make it difficult to keep a constant and comfortable temperature indoors

- Habitable rooms facing north 
- Roof plane facing north 
- Picture windows facing west 
- Habitable rooms facing south 

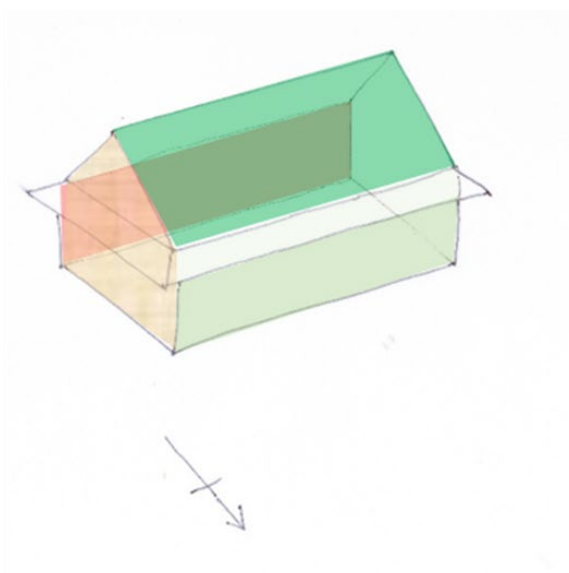


Figure 12 Key orientation considerations

Buildings should seek to be discrete and allow the landscape to be the dominant contribution to the experience of place wherever possible. This usually requires built form should respond to the underlying landform never the other way around. This means minimising departures from the areas characteristic slopes and vegetation. When we over-steepen slopes beyond their natural angle of repose or build large retaining walls we can change drainage and increase the likelihood of landslips to say nothing of making a dramatic intrusion into the landscape.

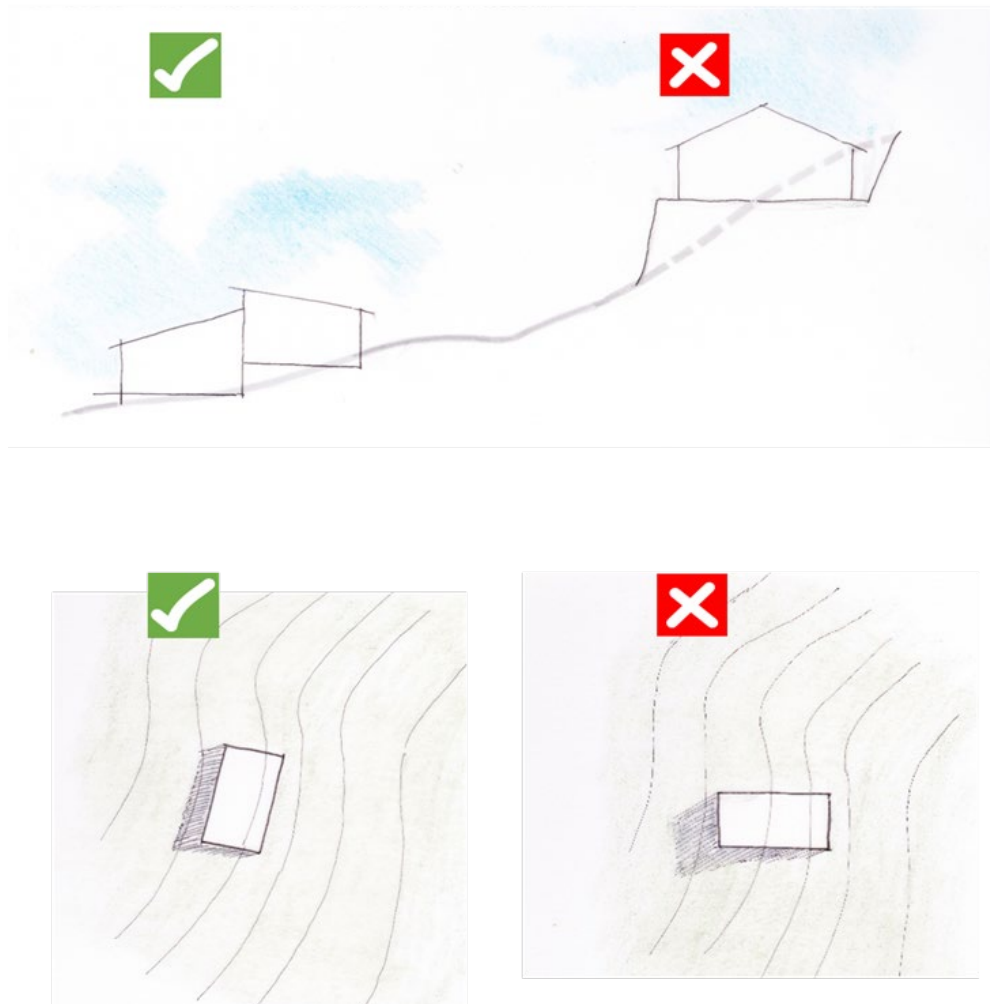


Figure 13 As a general rule built form should respond to the landscape, rather than the other way round.

Where retaining walls are unavoidable it is preferable that they are vegetated or are faced in rubble or dressed stone that creates landscaping opportunities and never blank concrete or other 'engineered' face.

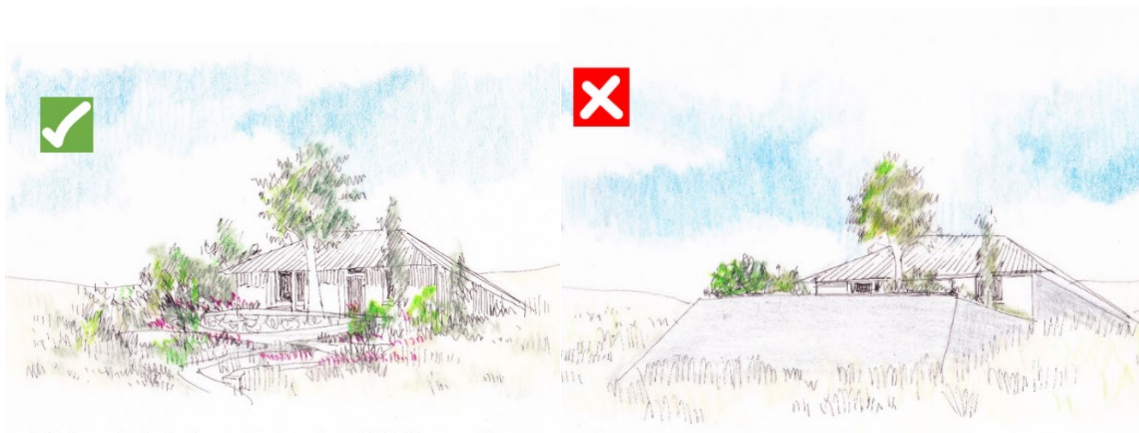


Figure 14 Vegetated retaining walls can contribute to their surroundings in a way that ‘engineered’ concrete walls don’t.

Use indigenous planting where possible, unless there are good reasons not to such as shown below in figure 15. Indigenous plants have evolved in our local environment and once established tend to be lower maintenance, more resilient and in many cases very beautiful. Information about appropriate plants is available from Council and the Cradle Coast Authority [here](#).

Minimise impermeable surfaces. Where possible avoiding concrete or other impermeable surface to reduce the impact of development on the area’s hydrology. This is important to reduce the likelihood and severity of flooding and support the ecological health of your river catchment.



Figure 15 A deciduous tree or vine to the west of a dwelling can provide shade from the summer afternoon sun and reduce dependence on mechanical cooling

2.4

Designing to minimising vulnerability

Ensuring we are better placed to face emerging challenges

Despite its great beauty, living and working in much of the area around our towns and villages exposes the people who live there to risks of drought, fire and flood and other extreme weather events as well as challenges that may arise as resources like fossil fuels are depleted.

Designing for peace of mind

We can increase our sense of security and likelihood that our investment in development and landscaping will last long enough to reach maturity by applying some design techniques such as:

Store rainwater to keep your landscaping alive over long hot summers and protect against bushfires.

In rural and urban fringe areas, particularly those prone to bushfires creating an ‘fire protection zone’ immediately surrounding your house of other key built assets can help reduce bushfire risk (adapted from TFS website, available [here](#)). This zone to consist of fire resistant material such as paved courtyards and landscaping that is irrigated and/or naturally has a high moisture content. When designing a new or modifying an existing garden, carefully consider the placement of garden beds, trees and other vegetation to reduce the bushfire risk to the house. The Victorian CFA tells us when selected and located correctly, plants can filter embers, absorb radiant heat and break up fuel in the path of a bushfire. However, plants can also contribute to house loss by: providing a continual fuel path to the house, allowing direct flame contact dropping leaf litter on the ground, which readily ignites and can become embers dropping limbs or tree branches onto the house adding to fuel loads on or near the house, such as creepers over pergolas, fences or verandahs if located too close, producing radiant heat that may ignite the house or cause windows to break, allowing embers into the house acting as ladder fuel from the ground into tree canopies, increasing the intensity of the fire. Vegetation should always be kept clear of access to and from the house and property.

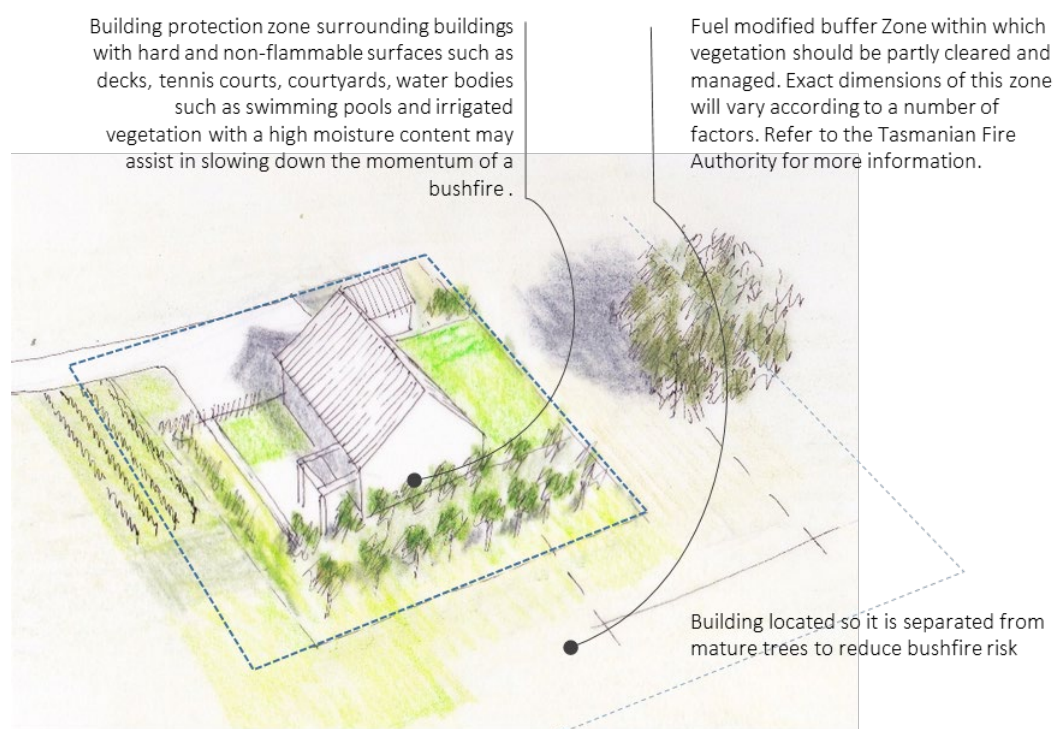


Figure 16 The careful arrangement of landscape and property features and activities around a development can greatly assist in protecting from bushfire.

Part 3 Design Guidelines

We heard in consultation that you feel that the distinctive character of each town or village arises from a unique combination of community and place. These guidelines outline the key design characteristics or qualities that will reflect and enhance this built character, support the community, and help achieve the four key objectives identified in part 2.

We recognise there are many ideas and considerations raised in the previous section. Understanding and applying the right guideline at the right step in the planning and design process requires that you understand the site and its setting and you can reconcile the different considerations.

3.1 Understanding your site and it's setting

Before you plan your development, it is essential to understand your site and its surroundings. Every site has different potential, sensitivities, qualities and capacity for development. To this end a site analysis will help you and the planner assessing your proposal to understand how well it responds to its surroundings. Understanding the setting can help avoid problems. Identifying nearby sensitive uses and interfaces that your development will be sensitive to such those that generate noise, light and traffic (as some farming and commercial development will do) and understanding the sensitivity of surrounding uses to your development will help you decide the suitability of your site for development and how it should address its surroundings.

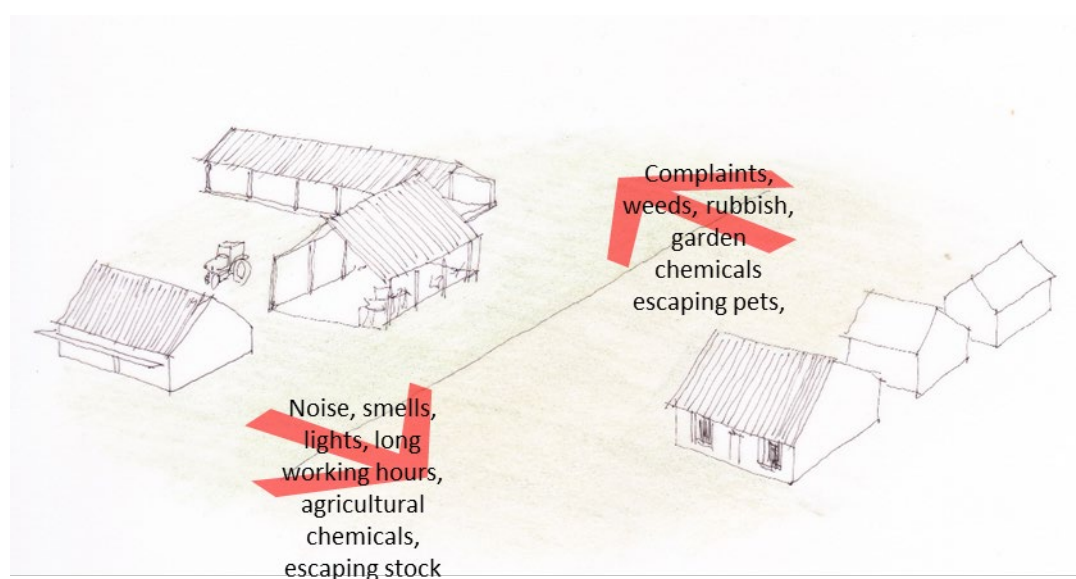


Figure 17

some of the conflicts that can occur between different lands uses, similar adjacent uses tend to be less sensitive and more likely to benefit from advantages of co-location.

A site and context analysis should consider not just the site in question but the wider area that will be impacted by the development. Note this will rarely be a consistent distance around your property and the area considered should be informed by an understanding of the site's visual catchment (where it can be seen from) and conditions on all adjacent properties. A typical site and context analysis should contain the following information:

- Surrounding uses and locations of buildings
- Location and type of site Boundaries,
- Buildings (existing and proposed)
- Slope,

- Landscape features such as areas of distinct vegetation, rocky outcrops, rivers, creeks or drainage lines, views and key viewpoints
- Access points to the site,
- An indication of the visual catchment for the site of development or multiple points within the site for large or complex proposals.
- Prevailing and dominant winds
- easements
- Hazards (such as floodways, likely bushfire or wildfire risk)

3.2 Reconciling the guidelines

Not all the rules of thumb or guidelines will be applicable in all circumstance. We also acknowledge that sometimes a better solution is possible than those described here. It is also recognised that in some circumstances some of the design techniques noted here may be difficult to reconcile with other design statements. For example, the rule of thumb to orientate windows of habitable rooms to the north may not be easily compatible with privacy requirements if a dwelling lies to the immediate north. In these circumstances the design should indicate the technique it employs for resolving this challenge, for example by identifying the screening and/or management measures that will be employed to reconcile these objectives.

Please note the characteristics are not transferable, i.e. achieving a high aesthetic landscape standard does not compensate for a development that is a bad neighbour in other ways, perhaps because of the noise or the traffic that particular use is likely to generate.



Figure 18 Hypothetical example of a development that reconciles all four key priorities in a development in Sisters Beach.

3.3 Applying these priorities and techniques

This section identifies how these liveable design priorities may be applied in the different character areas within the towns and villages of the municipality. They are based on the 'desired character statements' in the WW interim planning scheme 2013. They embellish these statements by outlining not just the characteristics that go together to make the town or village special but also the way these characteristics are combined to create the unique compositions of people, buildings, spaces and landscapes in each town or village. They apply the principles and design techniques outlined above and reconcile them with what we heard from you when undertaking consultation for the settlement strategy.

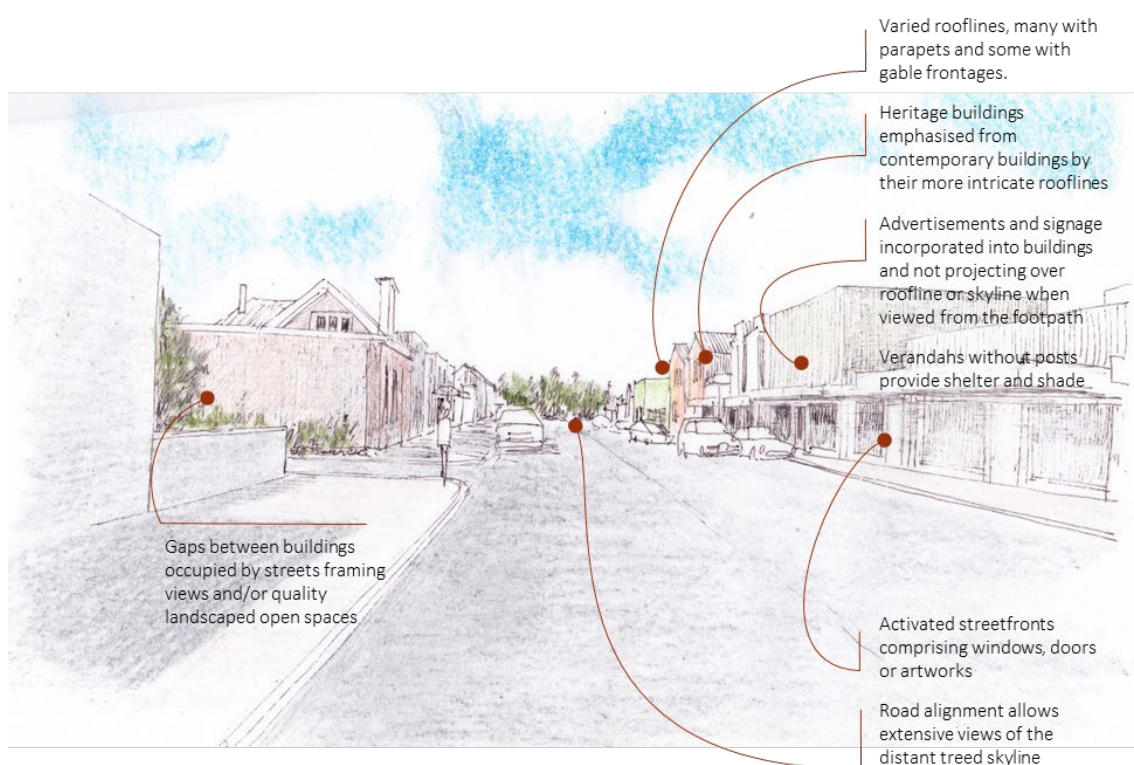
They include design decisions that are part of the formal planning process, such as building heights and setbacks and those that are not, such as landscaping choices as all these decisions can contribute to liveability.

Wynyard 1 Preferred character in the town centre (predominantly GBZ)

For development to contribute to liveability here it will need to embody characteristics that reflect and enhance its preferred character:

- an ordered pattern of lots and a well-connected internal road network.
- buildings are typically close spaced commercial and retail buildings in both attached and detached configuration.
- development that is typically orientated onto a frontage or plaza.
- development that is typically serviced from the rear of the buildings and by shared external ground level car parking.
- Frontages prioritise retail and commercial uses.

and the characteristics outlined below:



The built character of the town centre can transition abruptly at the boundary with an adjoining area; and,

may potentially impact on the amenity of use or development on adjacent land through factors associated with the operational characteristics of permitted use, including higher traffic volume, duration and frequency of activity, the type, form and scale of buildings, provision for vehicle parking, the presence and movement of people, extended or intermittent hours of operation, and a readily apparent visual or functional presence within an urban setting

Figure 19 Illustration of the preferred character for new development in Wynyard's town centre and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Wynyard 2 Preferred character for central, compact lots (predominantly GRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network.
- Housing as a predominant form of development.
- Choice and diversity in the design, construction, and affordability of buildings.

and the characteristics outlined below:



Figure 20 Illustration of the preferred character for redeveloped villa/units/compact lots around Wynyard's town centre and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Wynyard 3 Preferred character for the Old Bass Highway area (predominantly GRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network.
- Housing as a predominant but not exclusive form of development.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Choice and diversity in the design, construction, and affordability of buildings.

and the characteristics outlined below:

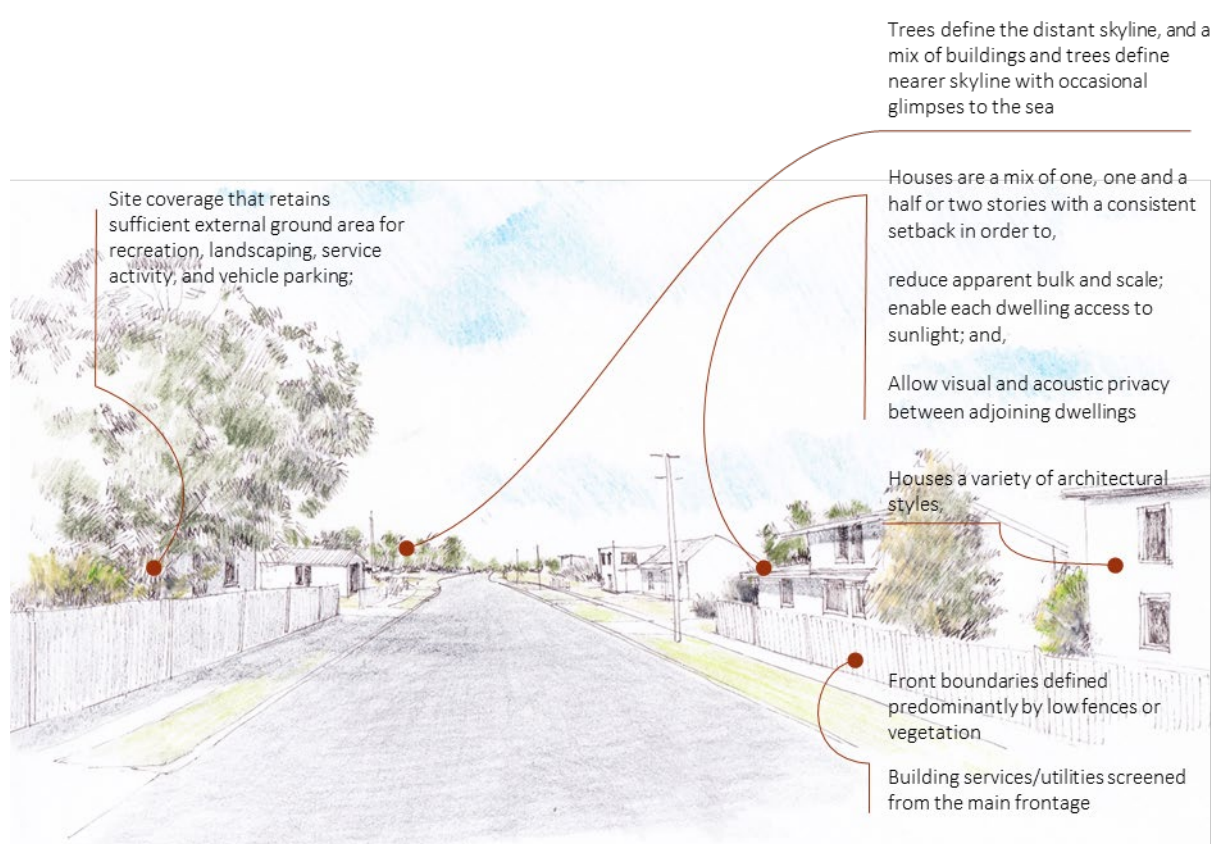


Figure 21 Illustration of the preferred character for the development of lots along the Old Bass Highway in Wynyard and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Wynyard 4 Preferred character for residential area other than Old Bass Highway area (predominantly GRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network.
- Housing as a predominant but not exclusive form of development.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Choice and diversity in the design, construction, and affordability of buildings.

and the characteristics outlined below:

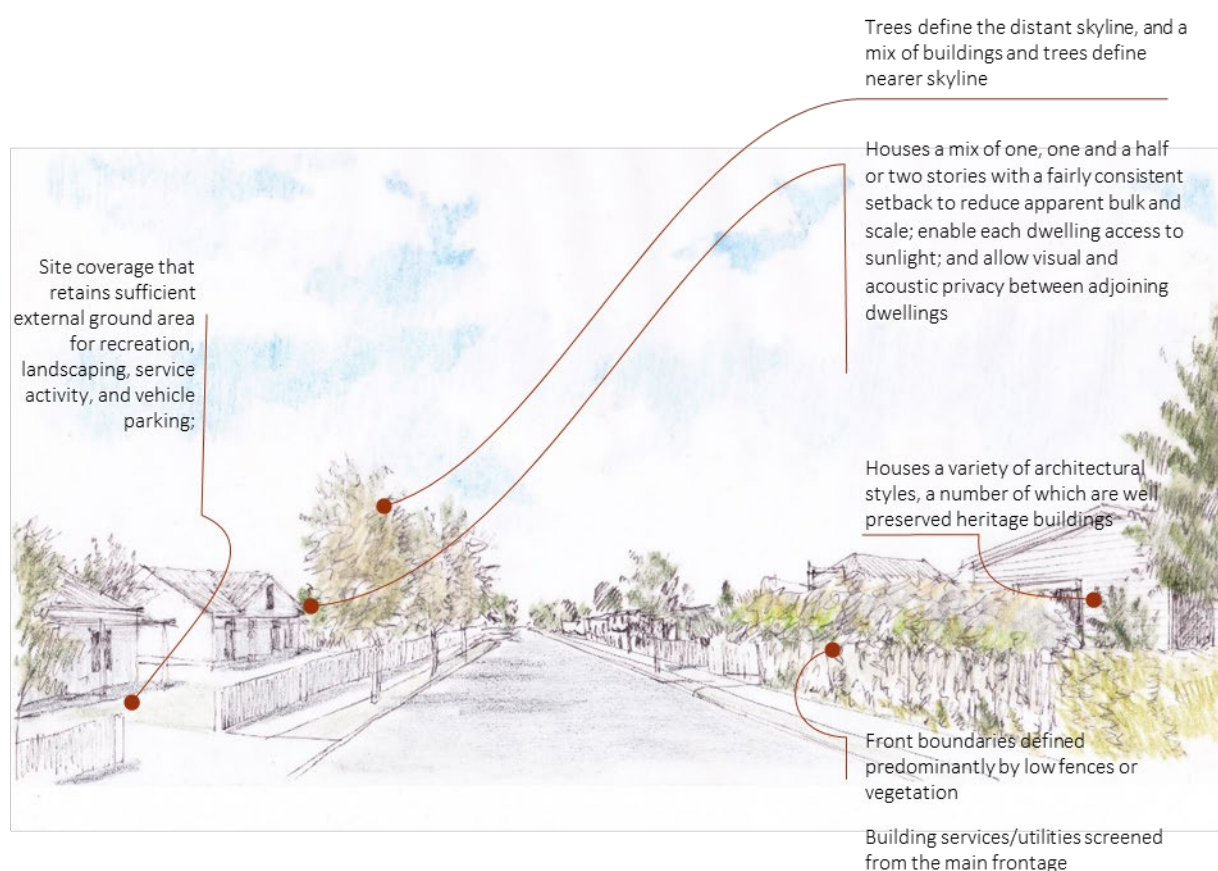


Figure 22 Illustration of the preferred character for development through most of the area zoned General Residential in Wynyard and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Wynyard 5 Preferred character for the Low-density residential area (LDRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots that are larger than standard residential lots and a well-connected internal road network.
- Housing as a predominant but not exclusive form of development.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Choice and diversity in the design, construction, and affordability of buildings.

and the characteristics outlined below:



Figure 23 Illustration of the preferred character for the low-density area(s) on the periphery of Wynyard and the characteristics that will enable new development to contribute to the liveability of its surroundings.

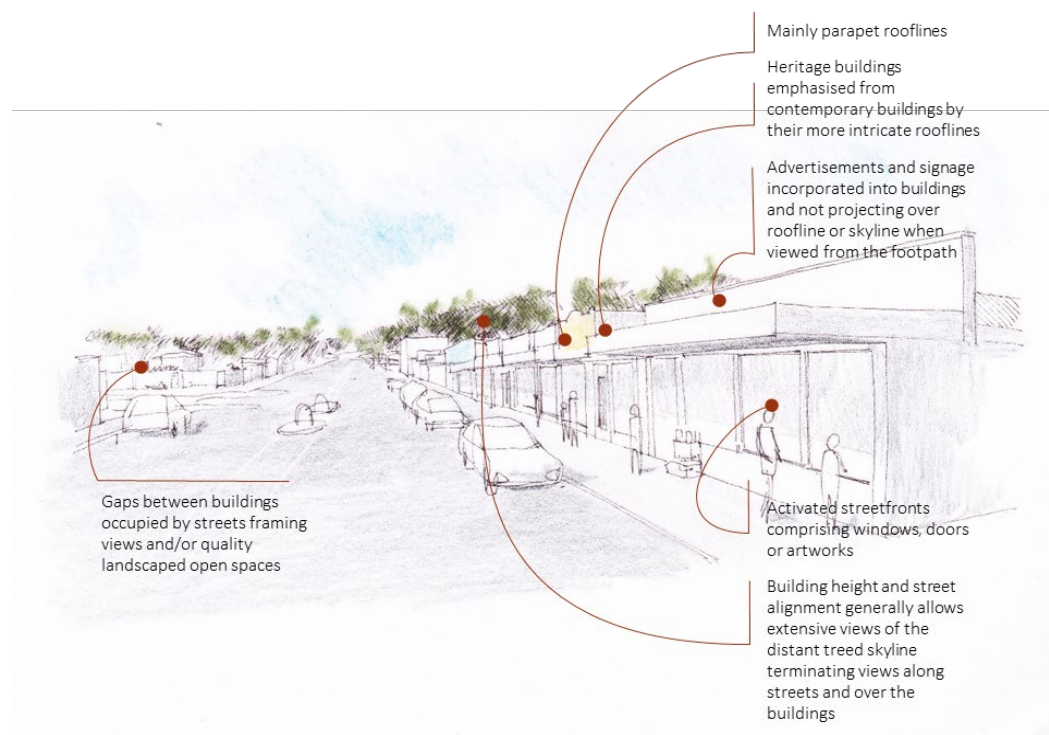
Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Somerset 1 Preferred character in the town centre (predominantly GBZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network.
- Buildings are typically close spaced commercial and retail buildings in both attached and detached configuration.
- Development that is typically orientated onto a frontage or plaza.
- Development that is typically serviced from the rear of the buildings and by shared external ground level car parking.
- Frontages prioritise retail and commercial uses.

and the characteristics outlined below:



The built character of the town centre can transition abruptly at the boundary with an adjoining area; and

may potentially impact on the amenity of use or development on adjacent land through factors associated with the operational characteristics of permitted use, including higher traffic volume, duration and frequency of activity, the type, form and scale of buildings, provision for vehicle parking, the presence and movement of people, extended or intermittent hours of operation, and a readily apparent visual or functional presence within an urban setting

Figure 24 Illustration of the preferred character for new development in Somerset's town centre and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Somerset 2 Preferred character for central, compact lots (predominantly GRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network.
- Housing as a predominant form of development.
- Choice and diversity in the design, construction, and affordability of buildings.

And the characteristics outlined below:

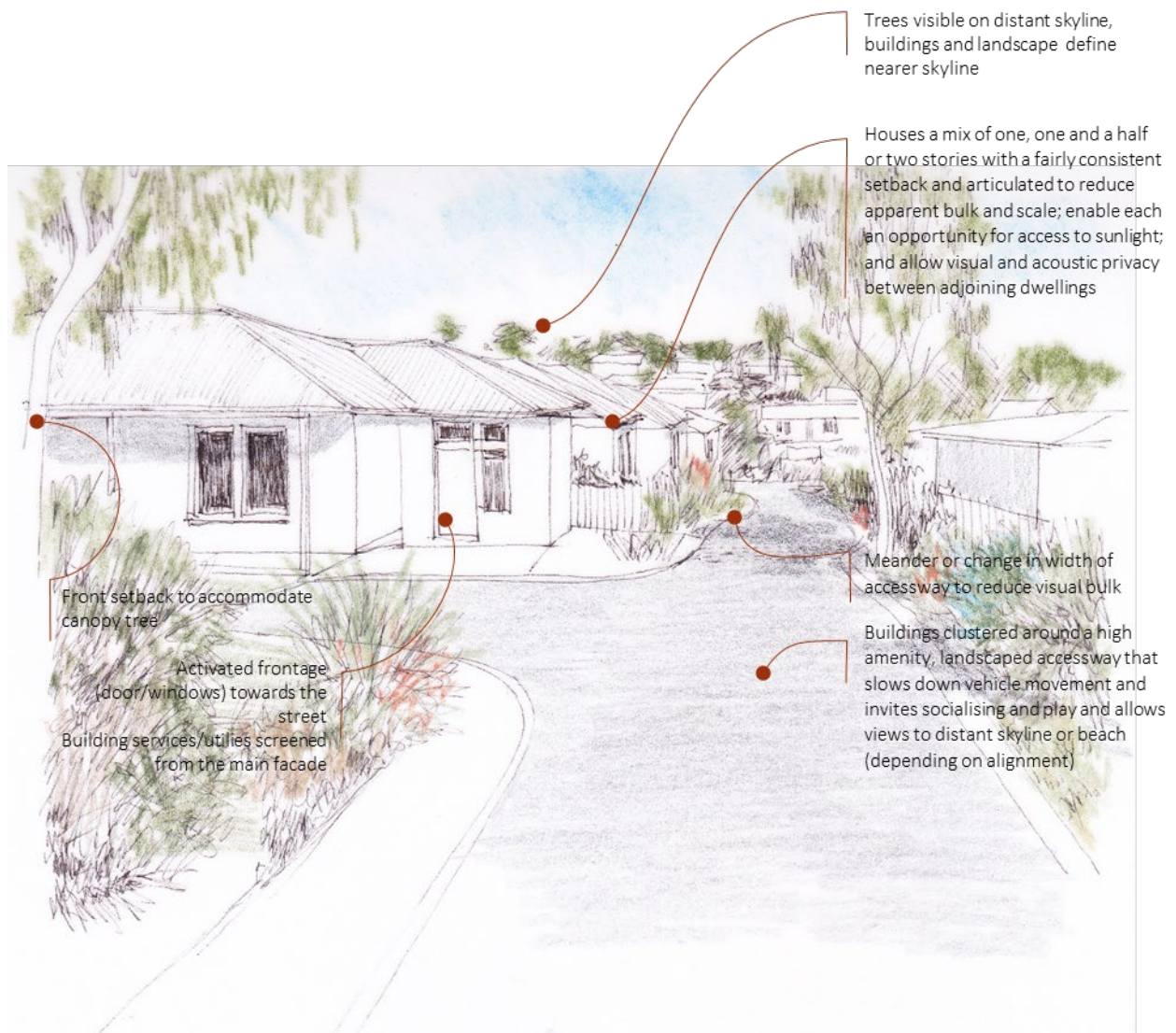


Figure 25 Illustration of the preferred character for redeveloped villa/units/compact lots around the town centre in Somerset and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Somerset 3 Preferred character for most of the residential area (GRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network.
- Housing as a predominant but not exclusive form of development.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Choice and diversity in the design, construction, and affordability of buildings.

and the characteristics outlined below:

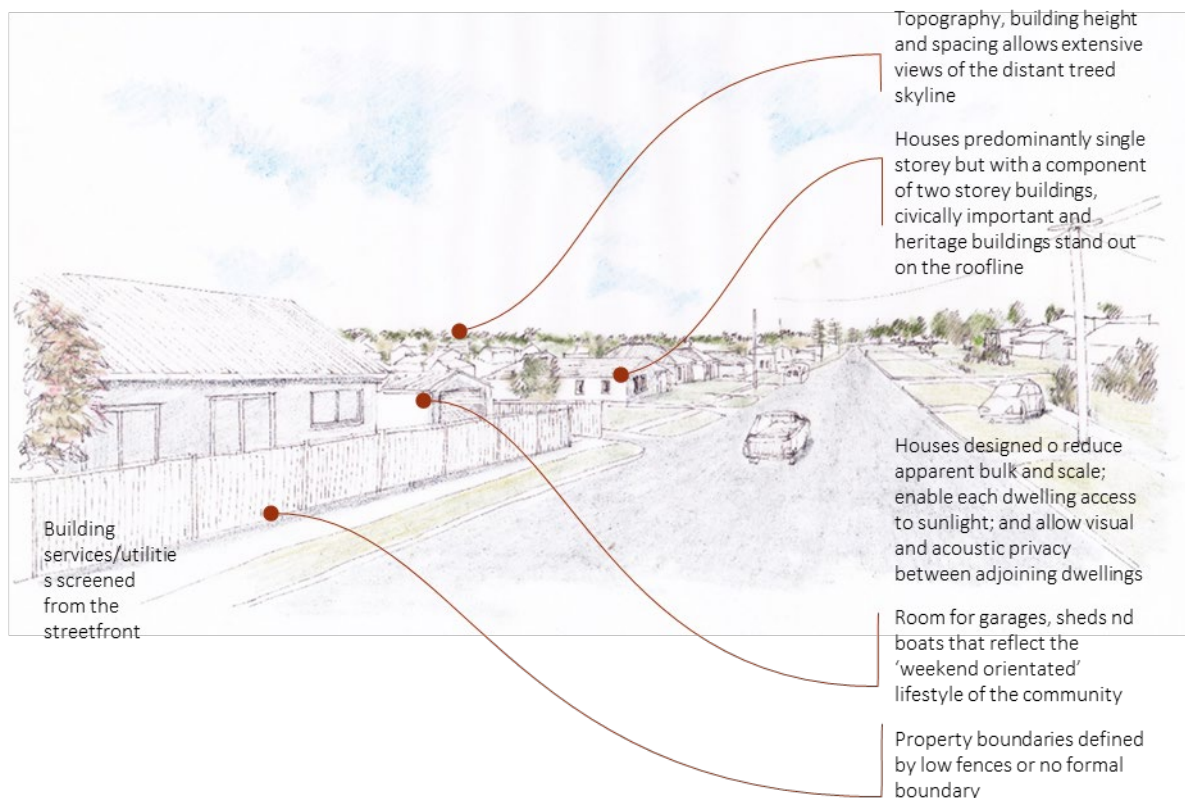


Figure 26

Illustration of the preferred character for most of the area zoned General Residential in Somerset and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Somerset 4 Preferred character for the low-density residential area (LDRZ)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

An ordered pattern of lots and a well-connected internal road network;

- Housing as a predominant but not exclusive form of development.
- Choice and diversity in the design, construction, and affordability of buildings.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.

and the characteristics outlined below:

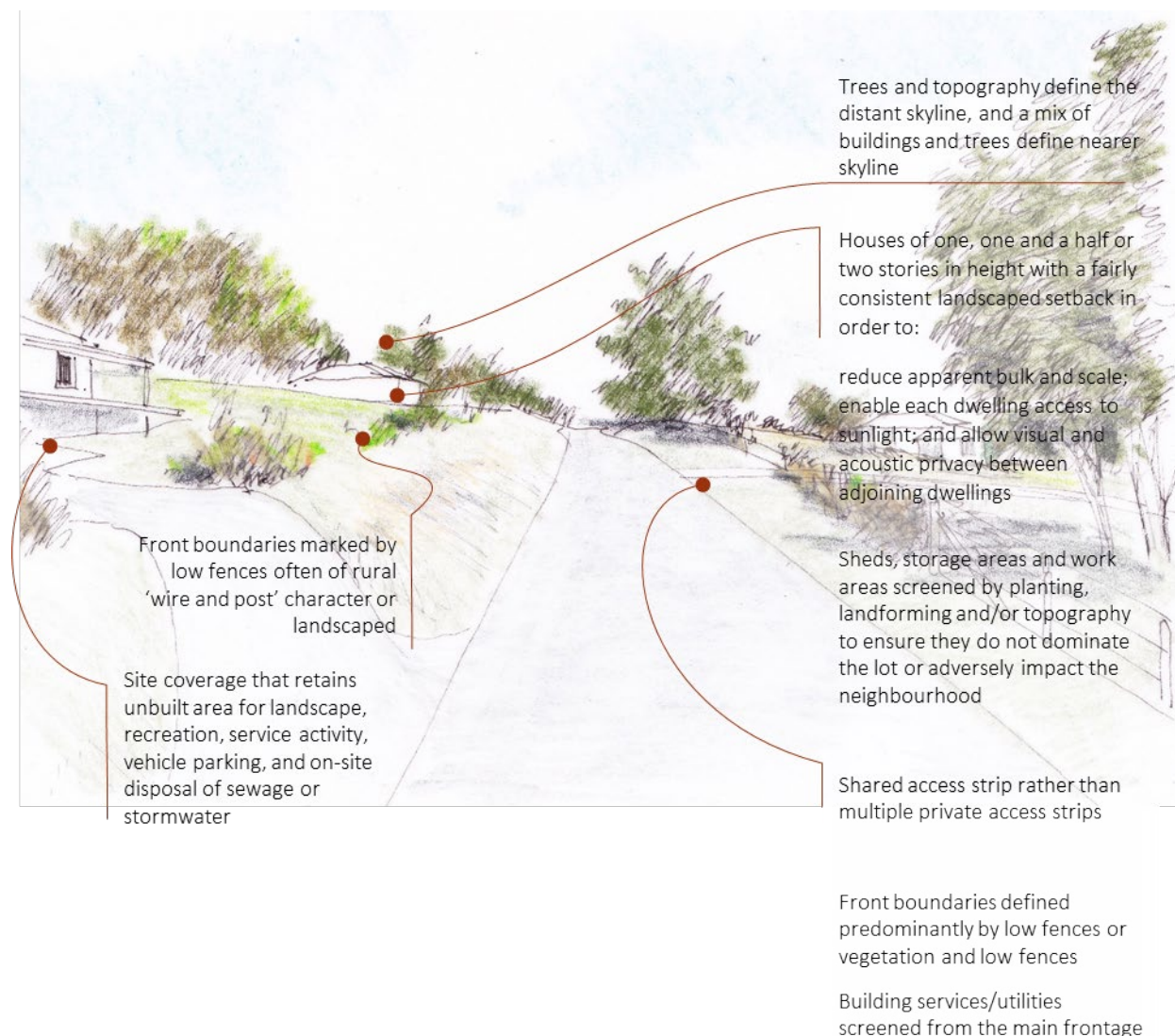


Figure 27 Illustration of the preferred character in low density residential lots in Somerset and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Waratah preferred character (Village Zone)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- An ordered pattern of lots and a well-connected internal road network distinguished from a dramatic and often wooded setting.
- A diversity of building types and uses.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Choice and diversity in the design, construction, and affordability of buildings.

and the characteristics outlined below:

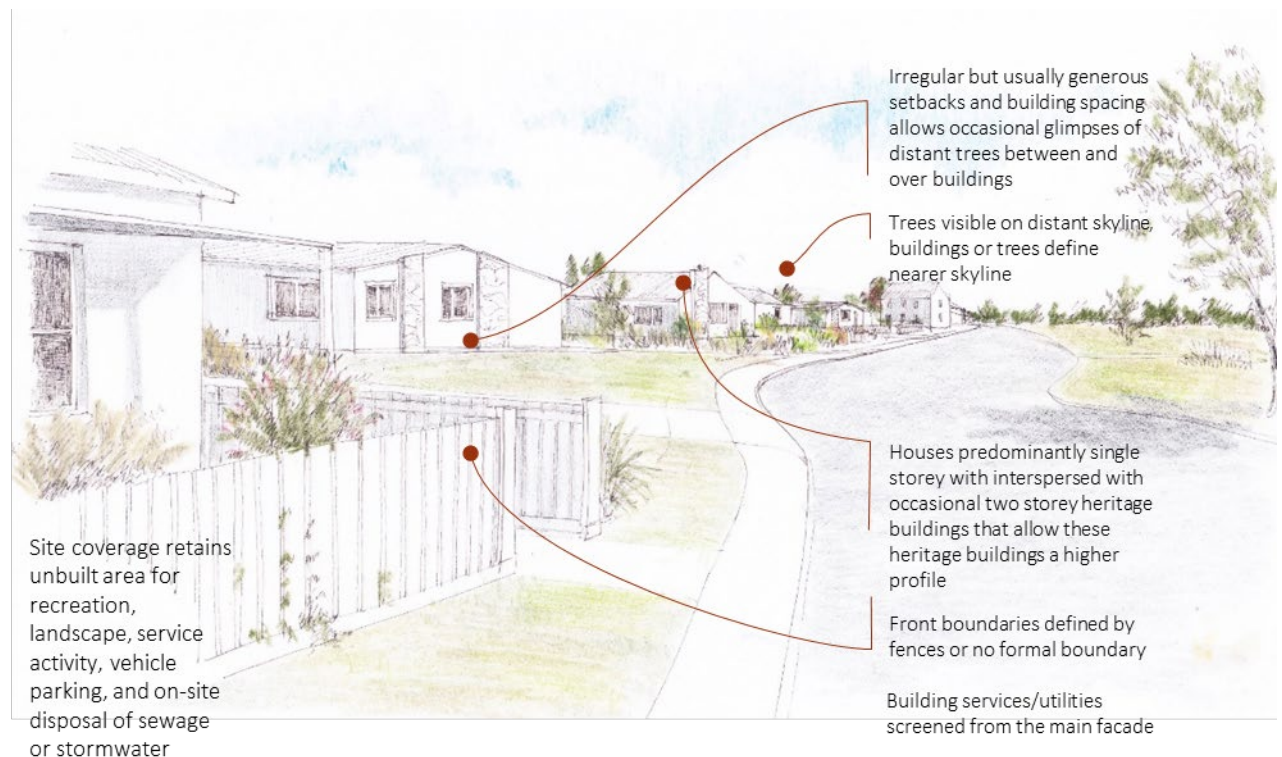


Figure 28

Illustration of the preferred character in Waratah and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Boat Harbour Beach preferred character (Low Density Residential Zone)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- Character here defined by its identity as a small isolated settlement set at the base of a steep coastal escarpment and nestled around the beach and rocky shoreline.
- It is further characterised by steep narrow roads and a general absence of fencing to provide physical delineation between adjoining sites and from the road.
- Close spaced buildings of one or two storey step across the rising landform to enable opportunity for outlook over the beach and between the coastal landscape.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.

And the characteristics below:

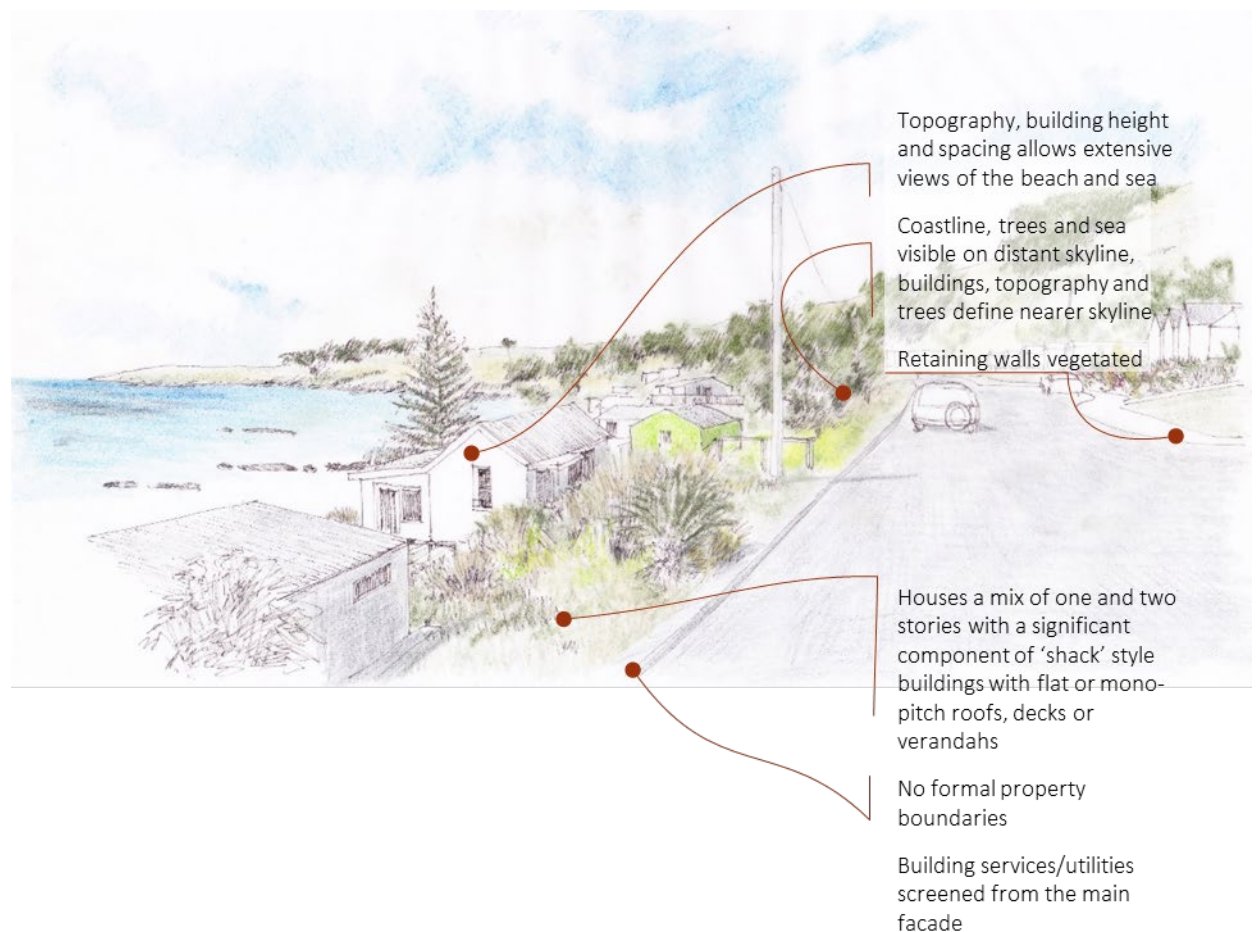


Figure 29

Illustration of the preferred character in Boat Harbour Beach and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Sisters Beach 1 Preferred character (Low Density Residential Zone)

For development within the area to the east of Sisters Creek to contribute to liveability here it will need to embody the following features that reflect and reinforce its preferred character:

- The village's identity as a small and isolated settlement within a natural bushland setting that closely integrates across the coastal dunes to the seashore with Bass Strait.
- Intact and protected coastal dune system.
- A general absence of frontage fencing to provide physical delineation between dwelling sites and the grass verge and swale drains of the adjacent road.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Lots that provide adequate site area for the disposal of stormwater.

And the characteristics below:

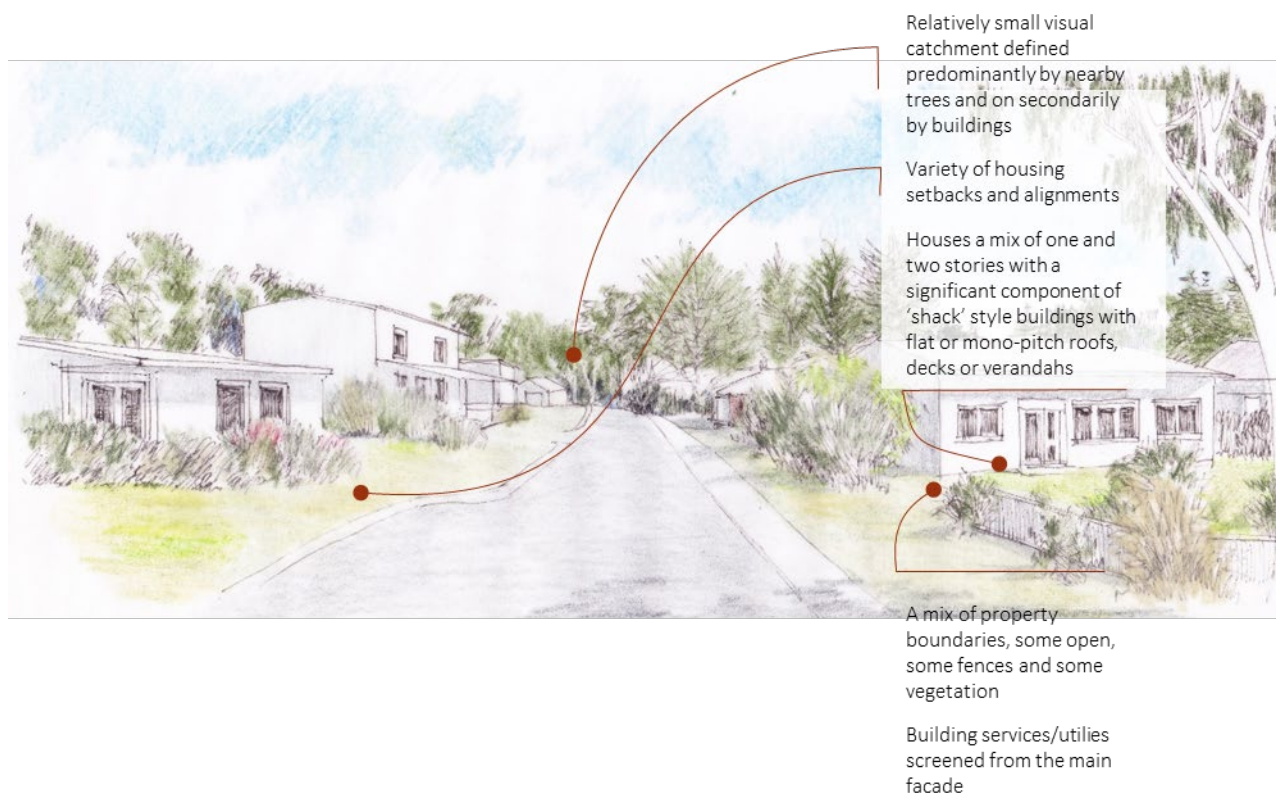


Figure 30

Illustration of the preferred character of new development to the east of Sisters Creek in Sisters Beach and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Sisters Beach 2 Preferred character (Low Density Residential Zone)

In order for development within the area to the west of Sisters Creek to contribute to liveability it will need to embody the following features that reflect its preferred character:

- The village's identity as a small and isolated settlement within a natural bushland setting that closely integrates across the coastal dunes to the seashore with Bass Strait.
- Intact and protected coastal dune system.
- Wooded skyline from most viewpoints.
- A general absence of frontage fencing to provide physical delineation between dwelling sites and the grass verge and swale drains of the adjacent road.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.
- Lots that provide adequate site area for the disposal of stormwater.

And the characteristics below:

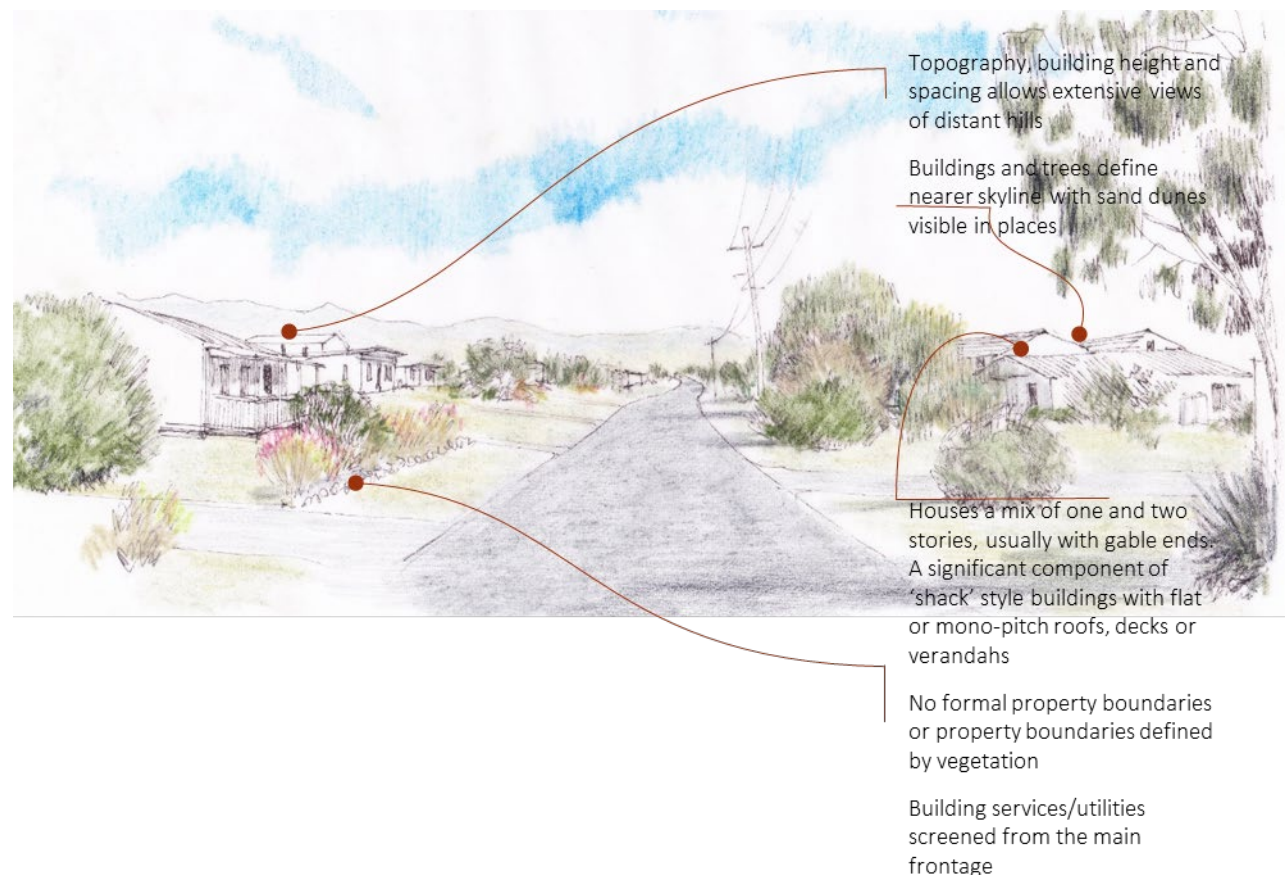


Figure 31

Illustration of the preferred character in Sisters Beach and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Yolla preferred character (Village zone)

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

An ordered pattern of lots and a well-connected internal road network distinguished from its gently rolling and rural setting;

- A diversity of building types and uses.
- Choice and diversity in the design, construction, and affordability of buildings.
- Development presenting an attractive and activated frontage to the street, framed by landscaping.

and the characteristics outlined below:

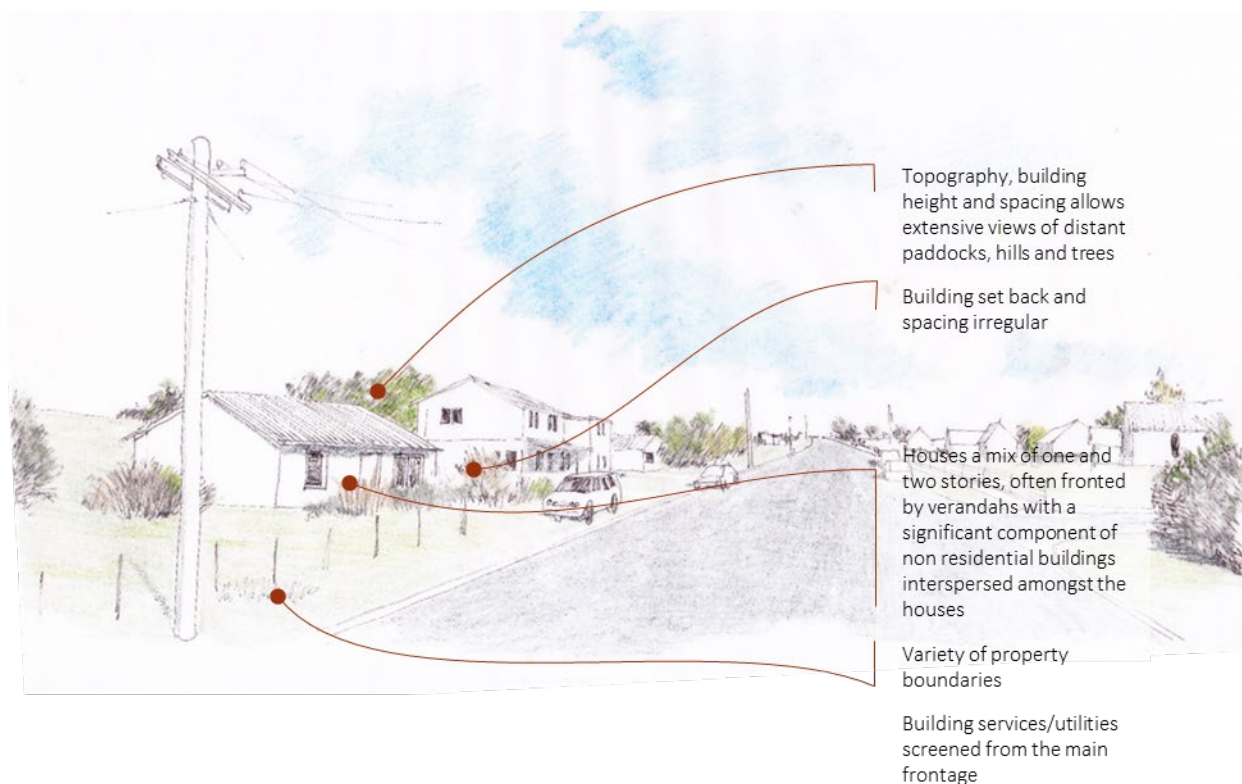


Figure 32

Illustration of the preferred character in Yolla and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Rural Living Clusters preferred character

For development to contribute to liveability here it will need to embody the following features that reflect its preferred character:

- Discrete, contiguous, and ordered clusters of dwellings and associated buildings within larger lots that retain the rural character of their surroundings.
- Where housing is the predominant but not exclusive use; offering choice and diversity in design, construction, and affordability.

and the characteristics outlined below;

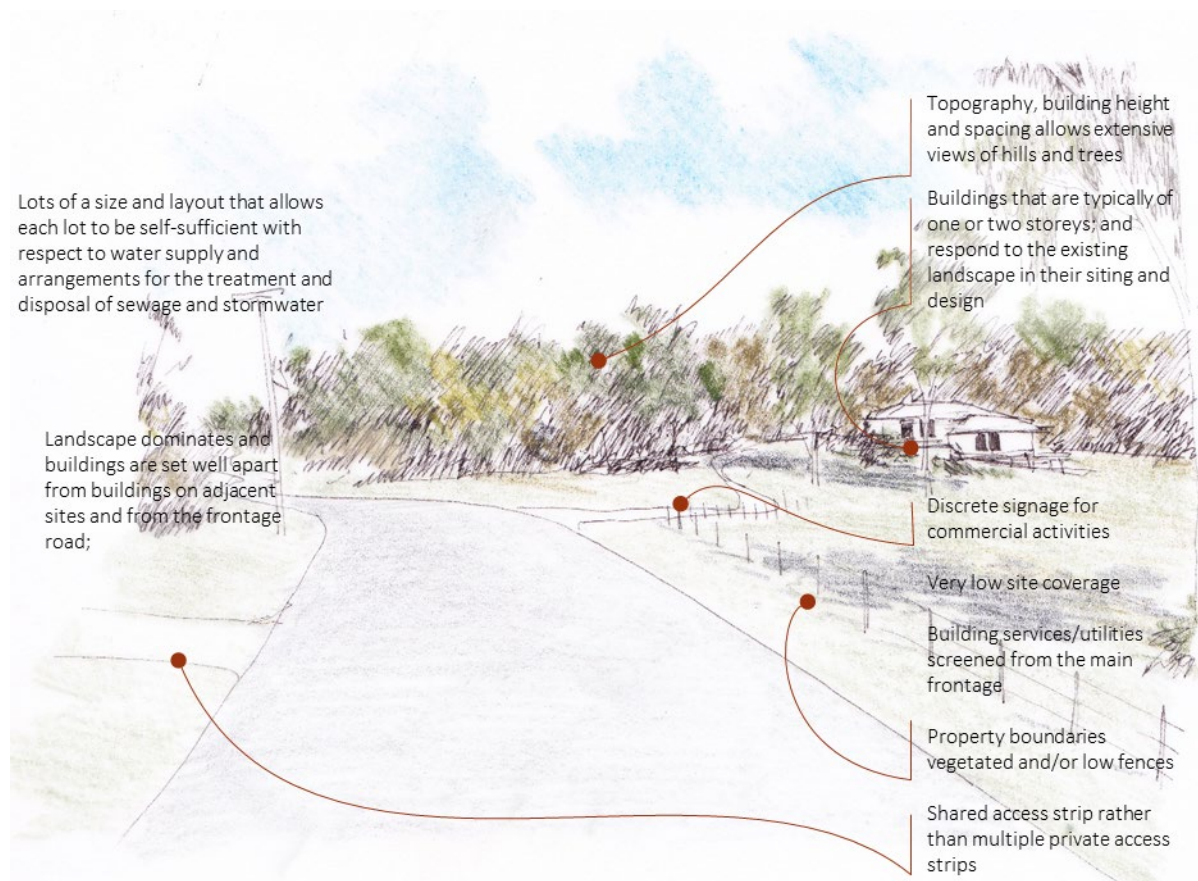


Figure 33

Illustration of the preferred character In Rural Living Lots and the characteristics that will enable new development to contribute to the liveability of its surroundings.

Please note this illustration is intended only to reveal preferred character and has been compiled from several views within this area. Any similarity to an existing property is coincidental and does not represent an implied approval of a particular development.

Part 4 Template agenda for discussion

To determine how well your proposal contributes to the liveability of your town or village it will be helpful to have considered the following questions. Note this list is not exhaustive, as different sites throw up different issues but whatever the site the following matters will be important.

How does your proposal consider the amenity of the adjoining properties?

What are the sensitivities of your proposal in relation to surrounding uses?

How does your proposal minimise the impact of these sensitivities?

How does your proposal respond to the existing character of the town or village?

How does your design contribute to the adjoining streetscape?

Are there any ways it is detrimental to the streetscape? Is it possible to mitigate these?

What risks arise from your proposal? How have you sought to mitigate these risks?

In responding to these questions the applicant should consider not only what is proposed (eg verandah to north) but also how it responds to the guidelines (eg verandah to north to minimise reliance on mechanical heating and cooling and ensure the building fits in better to its surroundings)

The planning system 101

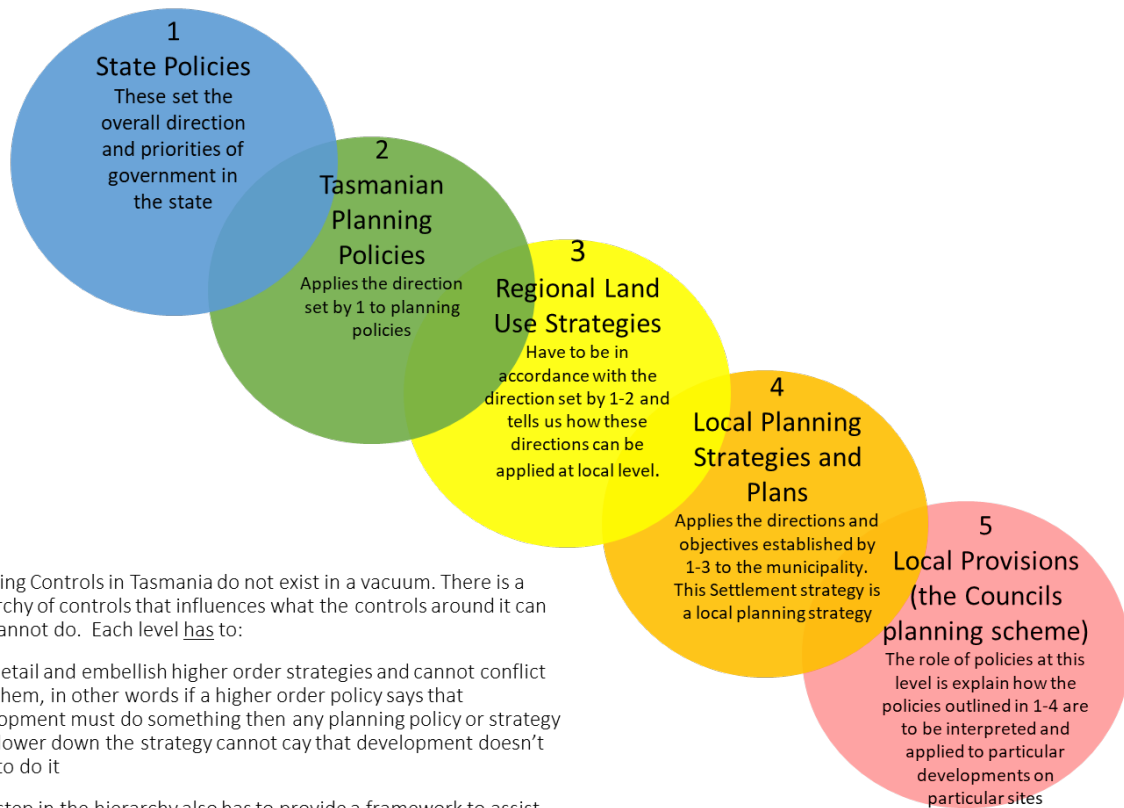
We have heard that many of you find the planning system is overly complicated and seems to be designed to wrap even good development in red tape. Unfortunately the rules that govern the planning system and the information we require to ask you for is set by the State Government through legislation (primarily the Land Use Planning and Approvals Act 1993 or 'LUPAA' which you can find [here](#)). As a result the information required to assess a proposal cannot be changed by us. However we hope this introduction to the planning system will help you understand why it is needed, what it seeks to achieve and how it works so you can make (even) better decisions about how you use or develop your land.

The purpose of planning is to consider the impact that changing the use of land or constructing buildings or engineering works, (collectively known as 'development') will have on their surroundings. Councils planners are trained to carefully weigh up the impacts of development, good and bad and recommend to Council if that development conforms with Councils standards across a range of issues:

- Is the proposed land use appropriate to the area?
- Will there be problems of noise, loss of privacy or overshadowing?
- Is a proposed development set far enough away from boundaries?
- Is a proposed building too high?
- Will a use or development generate too much traffic for the surrounding streets or roads?
- Will the proposed hours of operating of a use affect neighbours?
- Will the development adversely affect the areas built or landscape character, its habitat value or the ability of the neighbours to farm or conduct their business?
- Is it in a location where it is vulnerable to flooding, erosion or bushfire or other risk that may impact the wider community?

This is a small selection of the many issues that must be considered. Although the information required will vary somewhat according to the application you can perhaps see why Council's planners are required to ask for so much information. Please note as they are required by law to gather it before a decision can be made therefore you may be asked for more information to enable Council to make a determination. When they have this information, Councils planners can then recommend to Council whether an application should be approved, approved with conditions or rejected. Conditions are variations to your plan that you are required to make in order to ensure it meets with councils' standards.

The hierarchy of Planning Controls



Planning Controls in Tasmania do not exist in a vacuum. There is a hierarchy of controls that influences what the controls around it can and cannot do. Each level has to:

Add detail and embellish higher order strategies and cannot conflict with them, in other words if a higher order policy says that development must do something then any planning policy or strategy from lower down the strategy cannot say that development doesn't have to do it

Each step in the hierarchy also has to provide a framework to assist their clear and consistent application of the higher order priorities at lower levels.

To ensure everyone is treated fairly and to provide a degree of certainty planners use a consistent set of rules to make their decisions. These rules are set in a hierarchy or 'framework'. At the top of this framework are state plans and policies that cover matters such as where the airports, ports and main roads go. Also set by the state government are the principles and tests for the municipalities approving planning proposals. These tests are set out in the LUPAA mentioned above. The Cradle Coast Regional Land Use Strategy or CCRLUS which you can find [here](#) works within the niche set for it by the state planning rules and applies those rules to the North West region. The Waratah-Wynyard Interim Planning Scheme 2013 (the scheme) applies these regional and state rules to local level. You can find the scheme [here](#). It is important to note the scheme can only do what the rules and priorities set out in the higher order strategies and plans allow it to do.

One of the principal roles of the planning scheme is to outline what type of development can go where. This is shown in a zoning map which covers all the land in the municipality. Each zone outlines what land uses and development is permissible in that zone, what may be permissible under certain circumstances (known as discretionary development) and what is prohibited. For example, in land in the General Residential Zone building a dwelling is 'no permit required,, operating business and professional services may be permitted under the circumstances listed in the scheme and development other than the activities listed as permitted or discretionary are prohibited. The planners who consider these rules can help you refine your proposals to ensure they have the best chance of success.

From time to time the boundaries of the zonings are reviewed and sometimes changed to respond to different circumstances after careful studies are undertaken and the community is consulted. For example if a town had a fast growing population more land might be made available to residential development by increasing the area zoned for residential use. This process is known as rezoning and will require a 'planning scheme amendment'. There are many statutory requirements that need to be met to make such an amendment and this is usually not a challenge that would be undertaken lightly.

You can easily read the sections of the Interim Planning Scheme (the current planning scheme at time of printing) that are relevant to you by using the Tasmanian Planning Commission interactive website – <http://iplan.tas.gov.au/pages/plan/book.aspx?exhibit=warips> . If you click on the book icon, this opens the entire planning scheme. The planning scheme can also be navigated by section using the index down the left hand side of the page. Click on the arrows to 'unfold' each chapter.

Understanding if you require a planning permit

Under most circumstances if you are seeking to build or change the use of land you will require a permit. If the building is evidently of a use and design that is permissible within the zoning and you can provide all the required information then it will be approved. However sometimes the application of these rules is governed by precedent and requires interpretation and weighing up the advantages and disadvantages of a proposal can be a complex matter. Consequently it is always best to discuss with us about the likelihood of success of your development plans and whether you need a planning permit for a particular kind of use or development, or to see if any exemptions apply.

If you are buying or leasing a property, make sure it can be used for what you want it for. Don't assume that you can start a business on a property just because there is already a business there. Also, don't assume that a planning permit application is not required simply because there are no building works proposed. Planning also considers the change of use of an existing building.

Please remember it is an offence to carry out any use or develop land which requires a planning permit without first obtaining a planning permit from Council.

Obtaining a planning permit

The process by which you may apply for a Planning Permit is set by legislation and has the following steps:

Pre application

A pre application meeting with Council can be very helpful in identifying the potential of your land for development and any challenges you will face. You need not bring finished plans to this meeting, only a plan or other indication of the land in question and your thoughts about what you are considering. Council are happy to provide this pre-lodgement advice free of charge. This can be done over the phone or face to face during Council's opening hours. To book an appointment please phone Council on (03) 6443 8333 or email your enquiry to townplanner@warwyn.tas.gov.au Consultation with your neighbours is also encouraged.

If your application is straightforward and, for example, involves a change of use with little structural alterations to the building, you may not need professional assistance. In many cases though, it is wise to get professional assistance with the application, especially where detailed drawings and/or site analysis is needed.

Lodgement

When you have decided that you wish to proceed with your development or change of use and have turned your intention into a plan you must lodge an application with Council. An application form needs to be filled in and submitted with plans of what is proposed and supporting documentation. A checklist of mandatory documents and information is provided as part of the Planning Permit Application Form.

Payment of the applicable fee will be required prior to assessment of the application commencing.

When your application is lodged with us it will be registered and allocated to a planner.

Request for more information

If we need more information in order to assess your application, we will request further information from you. As part of this process your planner may also raise design issues or other concerns, providing you an opportunity to address these issues that may make granting approval a smoother process.

Advertising

If your proposal could affect neighbouring houses, businesses, or properties, public notification of the application may be required. We will be in touch with you to arrange this process.

The public notification phase can involve notices by mail to neighbours which are sent by Council, signs on site which you are required to erect and maintain, and a notice in specified newspapers. Anyone can make a submission about a proposal and these have to be considered.

We place your application on our website during the notification period for interested parties to view. There is a period of 14 days in which interested people to make a representation which can be object to, or support, your application.

Referral

The Planning Scheme may specify that your application must be referred to a referral authority. For example we consult with Taswater to make sure that proposed dwellings in a General Residential Zone can be serviced by water and sewerage, as is required by the planning scheme. Referral authorities have xx days in which to respond to the referral.

Your planner may also seek advice from other departments within Council, such as Environmental Health, Infrastructure or Environment.

Assessment

The ability to assess your application lies with the Council. However, if your development or proposed land use is permitted according to the scheme or is discretionary with no representations then your planner has delegated authority to make an assessment. Your planner is legislatively obliged to consider your application according to the requirements of the Scheme, the LUPAA, and other regulations as well as advice from other departments, referral authorities and any objections received.

If your proposal is for a development or land use that is discretionary and we have received representations about it your planner will make a recommendation about your proposal to Council who will then make a decision. The application will be considered at the next available Council meeting.

Decision

If we have all the information we require we will make a decision on your application within 42 statutory days, if we don't you can lodge an appeal with the Tasmanian Planning Commission (TPC).

There are three possible outcomes:

Planning Permit is granted;

Notice of Decision to issue a Planning Permit (this is only when objections are received);

Refusal to Grant a Planning Permit is issued.

Appeal

If we reject your proposal, you have 14 days following our decision to lodge an appeal with the Resource Management and Planning Appeal Tribunal (RMPAT) for a review.

If you disagree with us approving an application, you have 28 days from our decision to lodge an appeal with RMPAT for review.

You can find information about lodging an appeal on the RMPAT website www.rmpat.tas.gov.au.

Planning permission and building permission

You may need to get other approvals in addition to planning permit approval, such as building or plumbing approval. It is important to note planning approval and building approval are two separate processes. Often a particular use or development of land requires approvals under both processes. You will be required to get planning approval first before you can apply for building permission.

Building approval involves an assessment of a proposed use or development against the Building Code of Australia and the Plumbing Regulations, and considers issues such as (adopted from Glenorchy City Council Planning advice):

- Is the building soundly constructed?
- Have adequate fire protection measures been installed?
- Is the building capable of receiving adequate levels of light and ventilation?
- Is the building property adequately sewered and drained?
- Are the building's features safe for users?

The building and plumbing process may also involve a series of inspections at various stages of construction of a building to ensure that these issues have been addressed.

You, the planning system and liveability

Zoning

Every parcel of land in Tasmania is within a zone. The planning zone sets out rules about what types of development are possible and specifies particular characteristics such as height or setbacks (minimum distance from boundaries). These zones and other planning rules are outlined in the **Planning Scheme**.

In the case illustrated here the property indicated is in the General Residential Zone. Neither zoning or the planning scheme can be changed without community consultation.



Public works

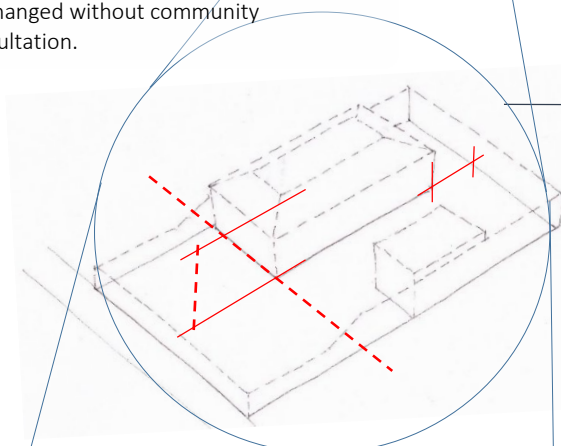
Improvements to streets, parks and public spaces are undertaken by Council to enhance the quality of life of the community. Plans for these works will be exhibited and be available for your comment before they are confirmed



Statutory planning

If you intend to undertake works, develop buildings or change the use of land, you will probably require a Planning Permit.

Statutory planners assess proposals and advise whether a plan needs approval and if so whether a permit may be granted or not. Statutory planners can also provide applicants with advice about how to prepare an application that has the best chance of approval within the rules set in the planning scheme. If development is determined to be discretionary (i.e. neither 'as of right' nor prohibited) adjoining landowners must be notified and invited to make a submission to Council. Council officers will then consider your submission when preparing their advice to the Council.



Contributing to liveable towns and villages

There are many decisions that need to be made when you build that are not controlled by planning but also still impact upon the liveability of your town or village. For example; the way gardens are landscaped and planted will impact the highly valued landscape character and the design of frontages of houses to emphasise windows, doors and verandahs facing the street rather than garages or blank walls can greatly assist in enhancing how attractive and welcoming the street is. You can also contribute to the public realm through participation in community groups and projects. More information about how to design for liveability can be found in the *Liveable Waratah Wynyard Design Guidelines*.

